

Accidents between dates **01/03/2020** **and** **28/02/2025** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Selected Polygon:AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

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44200326277 25/08/2020 Time 0930 Vehicles 1 Casualties 3 Slight
E:469744 N: 107717 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING SW ALONG LARCHWOOD AVENUE LOST CONTROL, MOUNTED THE NEARSIDE PAVEMENT AND COLLIDED WITH CAS1 (PEDESTRIAN), CAS2 (PEDESTRIAN) AND CAS3 (PEDESTRIAN) ALL TRAVELLING S ALONG THE PAVEMENT OF LARCHWOOD AVENUE.
Occurred on LARCHWOOD AVENUE, 23 METERS S OF HULBERT ROAD ROUNDABOUT, HAVANT, HAMPSHIRE

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

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

Casualty Reference:	1	Vehicle:	1	Age:	10	Female	Pedestrian	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				
On footpath / verge							S bound		
In carr back to traffic									

Casualty Reference:	2	Vehicle:	1	Age:	11	Male	Pedestrian	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				
On footpath / verge							S bound		
In carr back to traffic									

Casualty Reference:	3	Vehicle:	1	Age:	14	Male	Pedestrian	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				
On footpath / verge							S bound		
In carr back to traffic									

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Notes:

44200348970 26/08/2020 Time 1123 Vehicles 2 Casualties 1 Slight
E:469456 N: 108921 First Road: (M) 3 Road Type 1
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING N ALONG A3 (M) OFFSLIP TO JUNCTION 3 FAILS TO SLOW IN TIME AND COLLIDES WITH REAR OF VEH 2 (CAR) IN FRONT STATIONARY IN QUEING TRAFFIC.

Occurred on A3 (M) JUNCTION 3 NORTHBOUND OFFSLIP JUNCTION WITH B2150, WATERLOOVILLE, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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Notes:

44200331077 28/08/2020 Time 1151 Vehicles 2 Casualties 1 Slight
E:469456 N: 108909 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3M OFFSLIP FAILS TO SLOW IN TIME FOR STATIONARY TRAFFIC
AHEAD AND COLLIDES WITH REAR OF VEH 2 (CAR) IN FRONT.

Occurred on A3(M) NORTHBOUND OFFSLIP AT JUNCTION WITH B2150, WATERLOOVILLE, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 72 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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Notes:

44200377760 29/09/2020 Time 0900 Vehicles 2 Casualties 1 Slight
E:469427 N: 109036 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A(M) 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING E ALONG B2150 HULBERT ROAD COLLIDED WITH THE REAR OF VEH1 (CAR)
TRAVELLING E IN FRONT, STATIONARY IN TRAFFIC WAITING TO ENTER RBT.
Occurred on B2150 HULBERT ROAD AT JUNCTION WITH A3(M), HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

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Notes:

44200448792 19/11/2020 Time 1645 Vehicles 2 Casualties 1 Serious
E:469741 N: 107734 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (P/CYCLE) TRAVELLING SE ALONG CYCLE WAY OF PURBOOK WAY GOES TO CROSS LARCHWOOD AVENUE AND IS HIT BY VEH2 (CAR) THAT MOVES OFF TRAVELLING NE IN ORDER TO JOIN THE RBT.
Occurred on LARCHWOOD AVENUE AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Starting
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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44200495342 25/12/2020 Time 0030 Vehicles 1 Casualties 1 Slight
E:469636 N: 108938 First Road: (M) 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING SE AROUND THE ROUNDABOUT ATTEMPTED TO EXIT TO TRAVEL SE
ALONG HULBERT ROAD BUT STRUCK THE KERB, CAUSING RIDER TO FALL OFF.
Occurred on A3(M) SLIP ROADS AT JUNCTION WITH HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead left bend
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

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44210074563 27/02/2021 Time 1607 Vehicles 2 Casualties 1 Slight
E:469453 N: 108936 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ALONG A3 OFF SLIP, STATIONARY WAITING TO ENTER JUNCTION. VEH2 (CAR) TRAVELLING NE ALONG A3 OFF SLIP STATIONARY BEHIND. VEH1 PULLS AWAY BUT STOPS SUDDENLY. VEH2 PULLS AWAY & COLLIDES WITH THE REAR OF VEH1.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Starting
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

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Notes:

44210080717 03/03/2021 Time 2343 Vehicles 2 Casualties 1 Serious
E:470278 N: 108982 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING S ALONG LARKWHISTLE WALK HAS ENTERED CALSHOT ROAD AND BEEN STRUCK BY VEH 2 (CAR) TRAVELLING SE ALONG CALSHOT ROAD. VEH 2 FAILED TO STOP AT THE SCENE.

Occurred on CALSHOT ROAD, 108 METRES NW OF THE JCT WITH NEWMIEW COURT, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Turning left
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

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44210090400 09/03/2021 Time 0655 Vehicles 2 Casualties 1 Slight
E:469614 N: 108899 First Road: (M) 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH2 (VAN) TRAVELLING N ALONG HULBERT ROAD COLLIDED WITH THE REAR OF VEH1 (CAR)
TRAVELLING N ALONG HULBERT ROAD IN FRONT, STATIONARY WAITING TO ENTER RBT.
Occurred on A3(M) SLIP ROADS AT JUNCTION WITH HULBERT ROAD, BEDHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

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Notes:

44210117287 29/03/2021 Time 1100 Vehicles 2 Casualties 1 Slight
E:469613 N: 108903 First Road: B 2150 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING N ALONG HULBERT ROAD COLIDED WITH THE REAR OF VEH2 (CAR)
TRAVELLING N ALONG HULBERT ROAD IN FRONT, STATIONARY WAITING TO ENTER ROUNDABOUT.
Occurred on B2150 HULBERT ROAD ROUNDABOUT AT JUNCTION WITH HULBERT ROAD,
WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 40 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

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44210149450 20/04/2021 Time 1316 Vehicles 2 Casualties 1 Slight
E:469603 N: 108900 First Road: B 2150 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (VAN) TRAVELLING NW ALONG B2150 HULBERT ROAD, FAILS TO GIVE WAY AND COLLIDES WITH
THE REAR OF VEH 1 (CAR) STATIONARY WAITING TO ENTER THE RBT AT THE GIVE WAY LINE.

Occurred on B2150 HULBERT ROAD ROUNDABOUT AT JUNCTION WITH B2150 HULBERT ROAD,
WATERLOOVILLE, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead left bend
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

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Notes:

44210149298 20/04/2021 Time 1142 Vehicles 3 Casualties 3 Slight
E:469537 N: 108987 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG A3(M) IN LANE 3, THE DRIVER POTENTIALLY HAD MEDICAL EPISODE, WHICH CAUSED VEH 1 TO COLLIDE WITH VEH 2 (CAR) IN FRONT. VEH 1 LEAVES CARRIAGEWAY TO NEARSIDE AND COLLIDES WITH VEH 3 (GOODS VEH) STATIONARY ON THE HARD SHOULDE

Occurred on A3(M) NORTHBOUND MARKER POST 3.7, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: Near / off crash barrier
Nearside Age of Driver 68 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 68 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 70 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Vehicle Reference	3	Goods 7.5 tonnes mgw and over	Going ahead other
Vehicle movement from	Park to	Parked	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	61
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	3	Age:	61	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44210154740 23/04/2021 Time 1831 Vehicles 2 Casualties 2 Slight
E:469456 N:108934 First Road: (M) 3 Road Type Slip road
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3(M) OFF SLIP, APPROACHING JUNCTION AND THE DRIVER
BELIEVES THAT VEH 2 (CAR) STATIONARY AT RBT HAS MOVES OFF, HOWEVER VEH 1 COLLIDES WITH
THE REAR OF VEH 2 AS STOPPED AT GIVE WAY MARKINGS FOR A SECOND TIME.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD,
WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 68 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44210188046 15/05/2021 Time 1255 Vehicles 2 Casualties 1 Slight
E:469452 N: 108933 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 60 Junction Detail: Slip Road Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3M SLIP ROAD WAS STATIONARY, WAITING TO JOIN THE RBT JCT.
VEH 2 (CAR) TRAVELLING N ALONG A3M SLIP ROAD HAS FAILED TO NOTICE VEH 1 AND COLLIDED WITH
THEIR REAR.

Occurred on A3M NORTHBOUND SLIP ON TO B2150 HULBERT ROAD (JUNCTION 3 ROUNDABOUT),
WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210239397 18/06/2021 Time 1241 Vehicles 2 Casualties 1 Serious
E:469735 N: 107752 First Road: U Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal B 2150
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH2 (CAR) TRAVELLING N AROUND THE RBT IN LANE 1 TRIES TO CHANGE LANES AND COLLIDES WITH
VEH1 (M/CYCLE) TRAVELLING W AROUND THE RBT IN LANE 2, AND EXITING TO TRAVEL W ALONG
PURBROOK WAY.

Occurred on PURBROOK WAY AT THE ROUNDABOUT JUNCTION WITH B2150 HULBERT ROAD, HAVANT,
HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Changing lane to right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44210248330 24/06/2021 Time 1327 Vehicles 2 Casualties 1 Slight
 E:469741 N: 107742 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING NE OUT OF ASDA PULLED ONTO THE ROUNDABOUT WITHOUT GIVING WAY TO
 VEH2 (M/CYCLE) ALREADY ON THE ROUNDABOUT TRAVELLING W.
 Occurred on PURBROOK WAY, AT JUNCITON WITH ASDA, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Starting
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 72 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 64 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 64 Male Driver/rider Severity: Slight
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210365370 11/09/2021 Time 1924 Vehicles 2 Casualties 1 Slight
E:469607 N: 109036 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:	Following too close	Vehicle 002	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N TO S ON A3 IS HIT IN THE REAR BY VEH 2 (CAR) WHICH FAILS TO SLOW IN
TIME, ALSO TRAVELLING N TO S ON SAME ROAD
Occurred on A3(M) SOUTHBOUND OFF SLIP JUNCTION 3

Vehicle Reference 1 Car Stopping
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Not requested
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44210431107 27/10/2021 Time 1130 Vehicles 2 Casualties 1 Slight
E:470283 N: 109279 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING SW ON CALSHOT ROAD IS STRUCK BY VEH 2 (CAR) TRAVELLING NW
PULLING INTO JUNCTION FROM HOCKHAM COURT
Occurred on JUNCTION OF CALSHOT ROAD/HOCKHAM COURT

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Starting
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220014865 12/01/2022 Time 1515 Vehicles 2 Casualties 1 Slight
E:469740 N: 107736 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING ACROSS THE ROAD FROM NW TO SE IS STRUCK BY VEH 2 (CAR)
TRAVELLING SW TO NE ON RBT

Occurred on RBT AT JUNCTION OF B2150/HULBERT RD/PURBROOK WAY BY ASDA FILLING STATION

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 11 Male
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 11 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220109278 18/03/2022 Time 1700 Vehicles 2 Casualties 1 Slight
E:469456 N: 108938 First Road: M 27 Road Type 1
Speed limit: 70 Junction Detail: Roundabout Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NORTH TOWARDS RBT AT JUNCTION 3 M27 IS STRUCK IN THE BACK BY VEH 2 (CAR) ALSO TRAVELLING NORTH AND FAILING TO SLOW
Occurred on ON SLIP AT ROUNDABOUT JUNCTION 3 WATERLOOVILLE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44220241325 17/06/2022 Time 1916 Vehicles 1 Casualties 1 Slight
E:469767 N: 107736 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH1 (TAXI) WAS TRAVELLING NW ON B2150 HULBERT ROAD AND BRAKED SUDDENLY EXPELLING
CAS1 (PASSENGER) FROM THE BACK SEAT COLLIDING WITH THE FRONT SEATS CAUSING INJURY
Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Taxi/Private hire car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220301209 07/07/2022 Time 1917 Vehicles 2 Casualties 1 Slight
E:469457 N: 109044 First Road: (M) 3 Road Type Single carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled B 2147
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING E ALONG B2147 HULBERT ROAD FAILED TO SLOW IN TIME ON APPROACH TO
THE ROUNDABOUT AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING E ALONG B2147
HULBERT ROAD IN FRONT.

Occurred on A3(M) AT JUNCTION WITH B2147 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44220377972 16/09/2022 Time 1410 Vehicles 2 Casualties 1 Slight
E:469609 N: 109032 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG A3M OFF SLIP, FAILED TO SLOW IN TIME AND COLLIDED WITH THE
REAR OF VEH2 (CAR) WHICH WAS STATIONARY IN FRONT, WAITING TO ENTER THE ROUNDABOUT.
Occurred on A3M JUNCTION 3 OFF SLIP, AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Positive
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44220392474 26/09/2022 Time 1911 Vehicles 2 Casualties 2 Slight
E:469455 N: 109044 First Road: B 2150 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A(M) 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD, FAILED TO SLOW IN TIME ON APPROACH TO
THE ROUNDABOUT AND COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING SE IN FRONT,
STATIONARY WAITING TO ENTER THE ROUNDABOUT.

Occurred on B2150 HULBER ROAD AT JUNCTION WITH A3(M) SLIP ROADS, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 14 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230039770 29/01/2023 Time 1345 Vehicles 2 Casualties 1 Slight
E:469800 N: 107765 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) WAS WAITING AT TRAFFIC LIGHTS ON THE R/BT TO GO SW WHEN VEH 2 (CAR) FAILED TO STOP AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on PURBROOK WAY AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230095946 09/03/2023 Time 1735 Vehicles 2 Casualties 1 Slight
E:469831 N: 107802 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (M/CYCLE) TRAVELLING SE ALONG PURBROOK WAY RBT OFFSLIP FAILED TO SLOW IN TIME FOR
TRAFFIC AHEAD AND COLLIDED WITH THE REAR OF VEH 1 (CAR).

Occurred on PURBROOK WAY 33 METRES SOUTHEAST OF HULBERT ROAD ROUNDABOUT, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230308997 01/08/2023 Time 1036 Vehicles 2 Casualties 1 Slight
E:469454 N: 108933 First Road: (M) 3 Road Type Slip road
Speed limit: 60 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (VAN) TRAVELLING N ALONG A3(M) SLIP ROAD FAILED TO STOP IN TIME AND COLLIDED WITH
VEH1 (CAR) TRAVELLING N ALONG A3(M) SLIP ROAD, WAITING TO ENTER THE ROUNDABOUT
Occurred on A3(M) NORTHBOUND SLIP ROAD AT ROUNDABOUT WITH B2150 HULBERT ROAD,
WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230375946 14/09/2023 Time 2147 Vehicles 2 Casualties 1 Slight
E:469446 N: 108953 First Road: (M) 3 Road Type 1
Speed limit: 50 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING N FROM A3(M) JUNCTION 3 OFFSLIP SLOWED AND ENTERED THE RBT
INTENDING TO TAKE THE FIRST EXIT FOR B2150 HULBERT ROAD. VEH 2 (CAR) TRAVELLING W ON THE
RBT THEN COLLIDED WITH THE REAR OF VEH 1.

Occurred on A3(M) JUNCTION 3 ROUNDABOUT AT JUNCTION WITH B2150 HULBERT ROAD, PURBROOK,
HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230378636 16/09/2023 Time 1707 Vehicles 2 Casualties 1 Slight
E:469452 N: 108935 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING N ALONG A3(M) SLIP ROAD BELIEVED THAT VEH2 (CAR) TRAVELLING N ALONG A3(M) SLIP ROAD AHEAD WAS GOING TO ENTER THE ROUNDABOUT. VEH1 CONTINUED FORWARD AND COLLIDED WITH THE REAR OF VEH2 WHO HAD STOPPED AT THE ENTRANCE TO THE ROUNDABOUT

Occurred on A3(M) NORTHBOUND EXIT SLIP ROAD AT ROUNDABOUT WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44230414894 10/10/2023 Time 1453 Vehicles 2 Casualties 1 Serious
E:469454 N: 108935 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3(M) JUNCTION 3 OFFSLIP MOVED FORWARD SLIGHTLY AT THE
RBT AT THE TOP OF THE OFFSLIP. VEH 2 (CAR) THINKING VEH 1 HAD MOVED OFF, THEN COLLIDED WITH
THE REAR OF VEH 1.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD
ROUNDAABOUT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 41 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230467389 15/11/2023 Time 1351 Vehicles 2 Casualties 1 Slight
E:469739 N: 107742 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH2 (CAR) TRAVELLING NE ALONG LARCHWOOD AVENUE FAILED TO GIVE WAY AT THE
ROUNABOUT AND PULLED OUT INTO THE PATH OF VEH1 (M/CYCLE) TRAVELLING W ALONG
PURBROOK WAY, ALREADY ON THE ROUNABOUT, CAUSING A COLLISION
Occurred on PURBROOK WAY AT ROUNABOUT WITH LARCHWOOD AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44230484716 27/11/2023 Time 0913 Vehicles 2 Casualties 2 Slight
E:469675 N: 107903 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (VAN) TRAVELLING NW ALONG HULBERT ROAD BRAKED SUDDENLY DUE TO AN ONCOMING
VEHICLE ON THE WRONG SIDE OF ROAD. VEH2 (CAR) TRAVELLING NW ALONG HULBERT ROAD BEHIND
WAS UNABLE TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH1

Occurred on B2150 HULBERT ROAD, 109 METERS NW OF ROUNDABOUT WITH PURBROOK WAY, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 35 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240054074 06/02/2024 Time 1111 Vehicles 2 Casualties 2 Serious
 E:469633 N: 108919 First Road: B 2150 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A(M) 3
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illegal turn or direction of travel	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG HULBERT ROAD APPROACHED THE ROUNDABOUT ON THE WRONG SIDE OF THE ROAD AND COLLIDED HEAD ON WITH VEH2 (CAR) TRAVELLING S ALONG HULBERT ROAD, JUST EXITING THE ROUNDABOUT.

Occurred on B2150 HULBERT ROAD AT JUNCTION 3 ROUNDABOUT WITH A3(M), WATERLOOVILLE, HAMPSHIRE

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

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

Vehicle Reference 2 Car Going ahead left bend
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 43 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240136192 31/03/2024 Time 1941 Vehicles 2 Casualties 1 Slight
E:469599 N: 108904 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A(M) 3
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING NW ALONG HULBERT ROAD ENTERED THE ROUNDABOUT IN LANE 1 AND CUT ACROSS THE LANES TO GET TO LANE 2 ACROSS THE PATH OF VEH2 (CAR) TRAVELLING NW ALONG HULBERT ROAD ENETERING THE ROUNDABOUT IN LANE 2, CAUSING A COLLISION
Occurred on B2150 HULBERT ROAD AT JUNCTION 3 ROUNDABOUT WITH A3(M), WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 82 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 82 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44240154529 13/04/2024 Time 0910 Vehicles 2 Casualties 1 Serious
E:469457 N: 109046 First Road: B 2150 Road Type Single carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A(M) 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG B2150 HULBERT ROAD STOPPED AT THE A3(M) JUNCTION 3 RBT. VEH
2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH A3(M) JUNCTION 3 ROUNDABOUT,
WATERLOOVILLE, HAMPSHIRE

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

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

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

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44240255108 17/06/2024 Time 1845 Vehicles 2 Casualties 1 Slight
E:469740 N: 107806 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal B 2150
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Inadequate/Masked signs or road markings	Vehicle 1	Possible
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ON PURBROOK WAY RBT CHANGED LANES. ROAD MARKINGS WERE SIGNIFICANTLY RUBBED OUT. VEH 2 (M/CYCLE) THEN COLLIDED WITH THE REAR OF VEH 1.

Occurred on PURBROOK WAY ROUNDABOUT AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to left
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

44240404256 20/09/2024 Time 0936 Vehicles 2 Casualties 1 Serious
E:469548 N: 108041 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (TAXI) TRAVELLING S ALONG HULBERT ROAD HAS OVERTAKEN VEH2 (P/CYCLE) TRAVELLING S ALONG HULBERT ROAD, CAUSING A COLLISION AND RIDER TO FALL FROM BIKE
Occurred on B2150 HULBERT ROAD, 300 METERS NORTH WEST OF ROUNDABOUT, PURBROOK, HAMPSHIRE

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

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

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44240422187 28/09/2024 Time 1925 Vehicles 2 Casualties 1 Slight
E:469806 N: 107785 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

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

VEH1 (M/CYCLE) TRAVELLING SE ALONG HULBERT WAY HAS ENTERED THE RBT IN THE LEFT LANE
WHEN VEH2 (CAR) TRAVELLING SE ALONG RBT IN THE RIGHT LANE HAS DRIFTED INTO THE LEFT LANE
AND COLLIDED WITH VEH1.

Occurred on B2150 HULBERT WAY ON ROUNDABOUT TOWARDS PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead right bend
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44240454138 18/10/2024 Time 1535 Vehicles 2 Casualties 1 Slight
E:469715 N: 107782 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal B 2150
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 2	Possible
4th:	Failed to judge other persons path or speed	Vehicle 2	Possible
5th:	Disobeyed pedestrian crossing facility	Vehicle 2	Possible
6th:			

VEH 1 (CAR) TRAVELLING E ALONG PURBROOK WAY IN LANE 3 MOVED OFF AT THE B2150 HULBERT ROAD RBT ASND COLLIDED WITH VEH 2 (P/CYCLE) AT LOW SPEED TRAVELLING S ON THE PEDESTRIAN CROSSING.

Occurred on PUBROOK WAY AT JUNCTION WITH B2150 HULBERT ROAD ROUNDABOUT, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 16 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

4424050561620/11/2024Time1054Vehicles2Casualties1Slight

E:469460N:109044First Road: B 2150Road TypeDual carriageway

Speed limit: 70Junction Detail: RoundaboutGive way or controlledA(M) 3

Crossing: Control NoneFacilities: None within 50mRoad surfaceWet/Damp

DaylightFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported:DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ON HULBERT ROAD, HAVANT, SOUTHAMPTON STOPPED AT ROUNDABOUT ONTO A3M. VEH 2 (VAN) ALSO TRAVELLING SE FAILED TO STOP IN TIME AND RAN UP THE BACK OF VEH 1

Occurred on HULBERT RD AT JUNCTION WITH A3M, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference1CarGoing ahead but held up

Vehicle movement fromNW to SENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impactBackHit vehicle:

Hit object in roadNoneOff road: None

Did not leave carrAge of Driver39Female

Not hit and runBreath testDriver not contacted

Left hand drive: No

Casualty Reference: 1Vehicle: 1Age: 39FemaleDriver/riderSeverity: Slight

Not a pupil

SeatbeltWorn and indCycle helmet: Not a cyclist

Vehicle Reference2Van or Goods 3.5 tonnes mgw and underGoing ahead other

Vehicle movement fromNW to SENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impactFrontHit vehicle:

Hit object in roadNoneOff road: None

Did not leave carrAge of DriverMale

Not hit and runBreath testDriver not contacted

Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

44250072949 17/02/2025 Time 1154 Vehicles 2 Casualties 1 Slight
E:469452 N: 108936 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING N ALONG A3(M) NORTHBOUND JUNCTION 3 OFFSLIP FAILED TO BRAKE IN TIME AND COLLIDED WITH THE REAR OF VEH 2 (CAR) WHICH WAS STOPPING TO GIVE WAY AT THE B2150 HULBERT ROAD RBT.

Occurred on A3(M) NORTHBOUND JUNCTION 3 OFFSLIP AT JUNCTION WITH B2150 HULBERT ROAD ROUNDABOUT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW FITZWGRAM CRESCENT, HAVANT BACS/SR/1025/161")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	25	28
2-wheeled motor vehicles	0	1	6	7
Pedal cycles	0	3	3	6
Horses & other	0	0	0	0
Total	0	7	34	41

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	3	27	30
Passenger	0	0	4	4
Motorcycle rider	0	1	5	6
Cyclist	0	3	3	6
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	0	7	42	49

Criterion	Description	Common Shortfalls	Rating	Appraiser Comments	Local Policy & Guidance
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	<p>Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only.</p> <p>Forecasted trip generation is limited to motor vehicle traffic or peak hours only.</p> <p>Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.</p>	Exemplar	Multi modal trip rates provided with TA	
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	<p>Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20).</p> <p>Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes.</p> <p>Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes:</p> <ul style="list-style-type: none">• Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate);• PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12);• LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool);• the government's Walking Route Audit Tool; and• any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).	Exemplar	WCHAR provided as part of application documents	
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	<p>Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points.</p> <p>There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians.</p> <p>Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:</p> <ul style="list-style-type: none">• have a minimum width of 2m, with limited pinch points no less than 1.5m;• are step-free;• have a smooth, even surface;• have seating at regular intervals;• are uncluttered;• have good natural surveillance and clear lines of sight;• have street lighting;• have wayfinding; and• have crossing points suitable for the speed and traffic flow of the road(s).	Concern	Footways and footpaths within the industrial estate meet the National Design Guide but given the development proposals are within an industrial estate, amenities are not located within 800m. The local bus stop is though	National Design Guidance
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	<p>Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities.</p> <p>The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians.</p> <p>There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.</p>	Concern	As mitigation for the site was assessed as part of the previous hybrid application (APP/12/00338), a shared use path is provided on Fitzwygram Way	LTN1/20
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	<p>There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances.</p> <p>Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles.</p> <p>Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:</p> <ul style="list-style-type: none">• have a minimum width of 2m, with limited pinch points no less than 1.5m;• are step-free;• have a smooth, even surface;• have seating at regular intervals;• are uncluttered;• have good natural surveillance and clear lines of sight;• have street lighting;• have wayfinding; and• have crossing points suitable for the speed and traffic flow of the road(s).	Pass	A bus gate and stops along Fitzwygram Way were secured as part of the previous application. By the time the site is constructed this bus service will be implemented	
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	<p>The application fails to identify necessary, directly related and proportionate improvements or contributions to:</p> <ul style="list-style-type: none">• footpaths/ways in line with the design standards identified in criteria 3 and 5;• cycling routes in line with LTN 1/20 standards identified in criteria 4; or• public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. <p>The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment.</p> <p>Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.</p>	Pass	Improvements were secured as part of the previous application	
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	<p>Opportunities have been missed to maximise accessibility for active travel modes, including:</p> <ul style="list-style-type: none">• the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development;• routes for pedestrians and cyclists are not at least – and preferably more direct – than the equivalent by car;• routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths);• inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Steets 2 Section 9.3);• pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13);• priority junctions have radil that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4);• there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20;• signalised junctions do not have pedestrian aspects on some arms;• where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection);• there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or• cycleways within commercial sites are not continuous through to cycle parking areas. <p>Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.</p>	Concern	given the site development proposals and that the site has already been assessed previously, ped/cycles are not prioritised as far as this criterion would require	

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	<p>The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking).</p> <p>Aspects of the proposed design give rise to personal and highway safety concerns, including:</p> <ul style="list-style-type: none">• streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting;• the requirements of disabled people have not been appropriately considered;• the development includes 'blind-spots', sharp turns or high-sided boundary treatments;• the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or• residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). <p>There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.</p>	Pass	<p>The layout provides clear and legible routes through the site, with good visibility splays and direct connections to the wider pedestrian and cycle network. Natural surveillance has been incorporated into the design through the positioning of building frontages and entrances, while appropriate lighting will be provided to enhance personal safety.</p> <p>Accessibility for all users, including those with disabilities, has been embedded into the design, with level access routes and suitable crossing points provided. The layout avoids unnecessary blind spots or sharp turns, and boundary treatments have been designed to maintain visibility and reduce the potential for conflict. Vehicle speeds within the site will be consistent with the Manual for Streets.</p>	
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	<p>Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels).</p> <p>For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking:</p> <ul style="list-style-type: none">• internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors;• a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or• high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). <p>The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.</p>	Pass	<p>Cycle parking provided in line with standards</p>	
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	<p>A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed).</p> <p>Where the appropriate travel plan has been submitted:</p> <ul style="list-style-type: none">• targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030;• mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development;• there is an absence of travel plan targets for all uses proposed within the application site as appropriate;• the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or• there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations.	Pass	<p>Travel Plan provided as part of the application docs</p>	

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE
Summary of proposal	Construction of a commercial unit comprising 10,683m2
ATE reference	
Local authority reference	
Local planning authority	
Local highway authority	
Completed by	AJF
Date (DD/MM/YY)	30.09.25
Application type	Full planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Exemplar	Multi modal trip rates provided with TA	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	Exemplar	WCHAR provided as part of application documents	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;

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Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
3. Pedestrian access to local amenities	Concern	Footways and footpaths within the industrial estate meet the National Design Guide but given the development proposals are within an industrial estate, amenities are not located within 800m. The local bus stop is though	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; National Design Guidance
4. Cycling accessibility	Concern	As mitigation for the site was assessed as part of the previous hybrid application (APP/12/00338), a shared use path is provided on Fitzwygram Way	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; LTN1/20
5. Access to public transport	Pass	A bus gate and stops along Fitzwygram Way were secured as part of the previous application. By the time the site is constructed this bus service will be implemented	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;

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Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
6. Off-site transport infrastructure	Pass	Improvements were secured as part of the previous application	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ;
7. Site permeability	Concern	given the site development proposals and that the site has already been assessed previously, ped/cycles are not prioritised as far as this criterion would require	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;
8. Placemaking	Pass	<p>The layout provides clear and legible routes through the site, with good visibility splays and direct connections to the wider pedestrian and cycle network. Natural surveillance has been incorporated into the design through the positioning of building frontages and entrances, while appropriate lighting will be provided to enhance personal safety.</p> <p>Accessibility for all users, including those with disabilities, has been embedded into the design, with level access routes and suitable crossing points provided. The layout avoids unnecessary blind spots or sharp turns, and boundary treatments have been designed to maintain visibility and reduce the potential for conflict. Vehicle speeds within the site will be managed in line with Manual for Streets guidance to ensure a safe environment for pedestrians and cyclists.</p>	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;

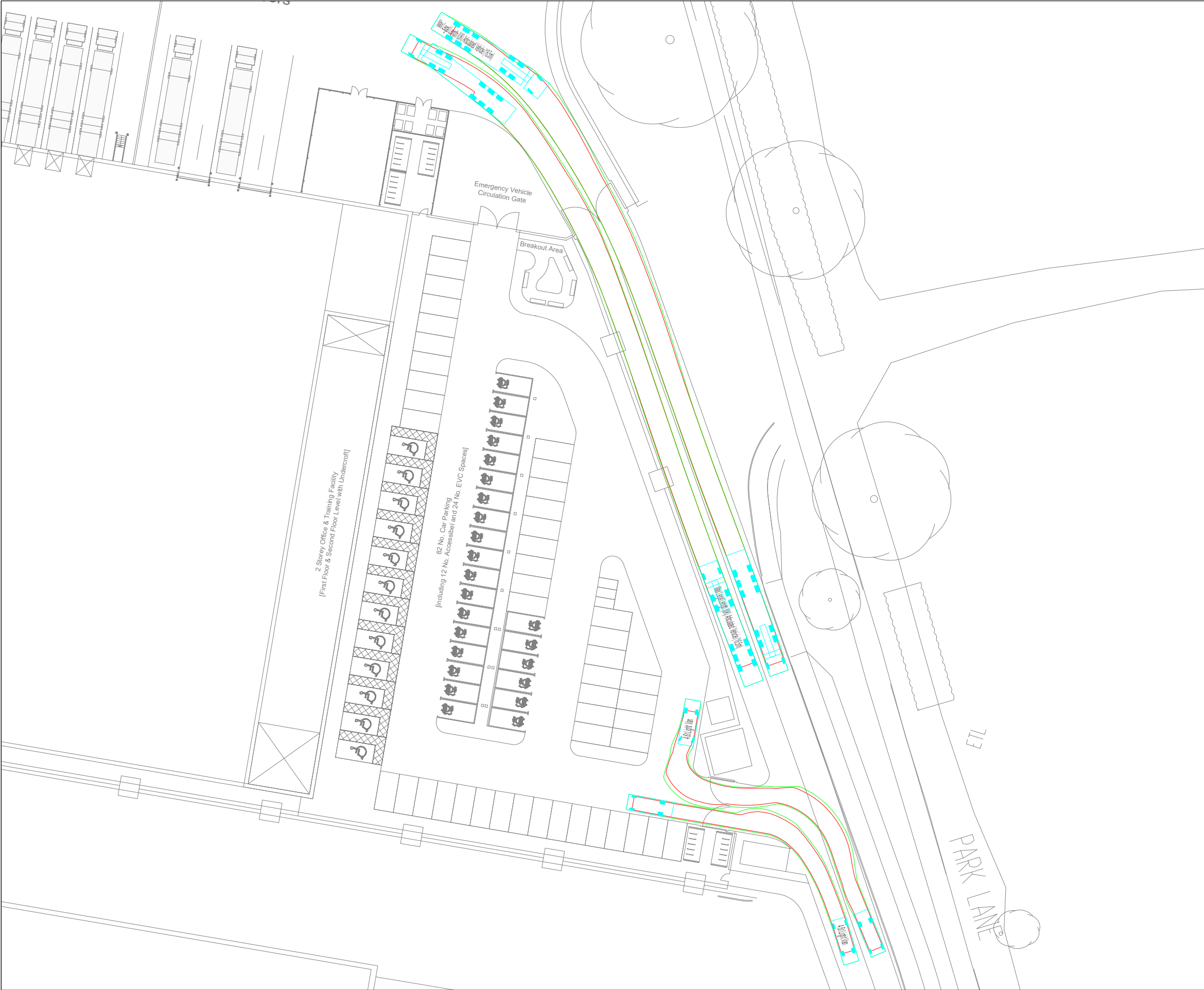
The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
9. Cycle parking and trip-end facilities	Pass	Cycle parking provided in line with standards	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ;
10. Travel planning	Pass	Travel Plan provided as part of the application docs	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ;



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- VEHICLES TRACKED AT 10MPH.

VEHICLE PROFILE

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

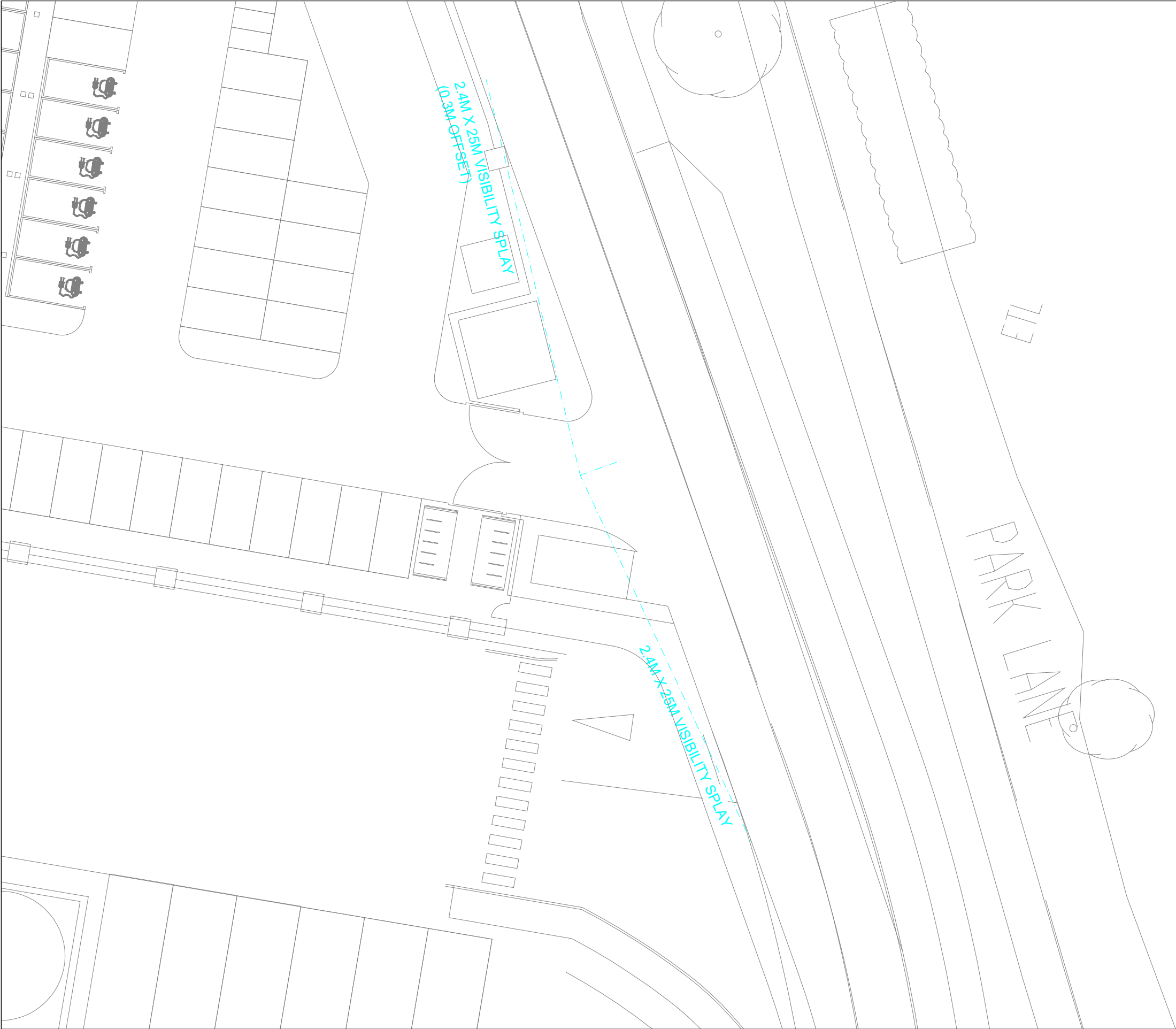
4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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P03	UPDATED LAYOUT	06.05.26	ERG	KCH
P02	UPDATED LAYOUT	22.10.25	AJF	KCH
P01	FIRST ISSUE	01.10.25	AJF	KCH
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
01.10.25	AJF	KCH	-	
PBA Project Number		Scale	(AT A3)	
273.0001		1:500		
PBA Drawing No:			Revision	
DP-PB-400-GF-DR-Z-1005			P03	



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- VISIBILITY SPLAY ASSESSMENT IS BASED ON THE EXPECTED SPEED LIMITS OF 20MPH ALONG THE UNNAMED ACCESS ROAD AND HCC TG3 SSD CALCULATOR.

KEY

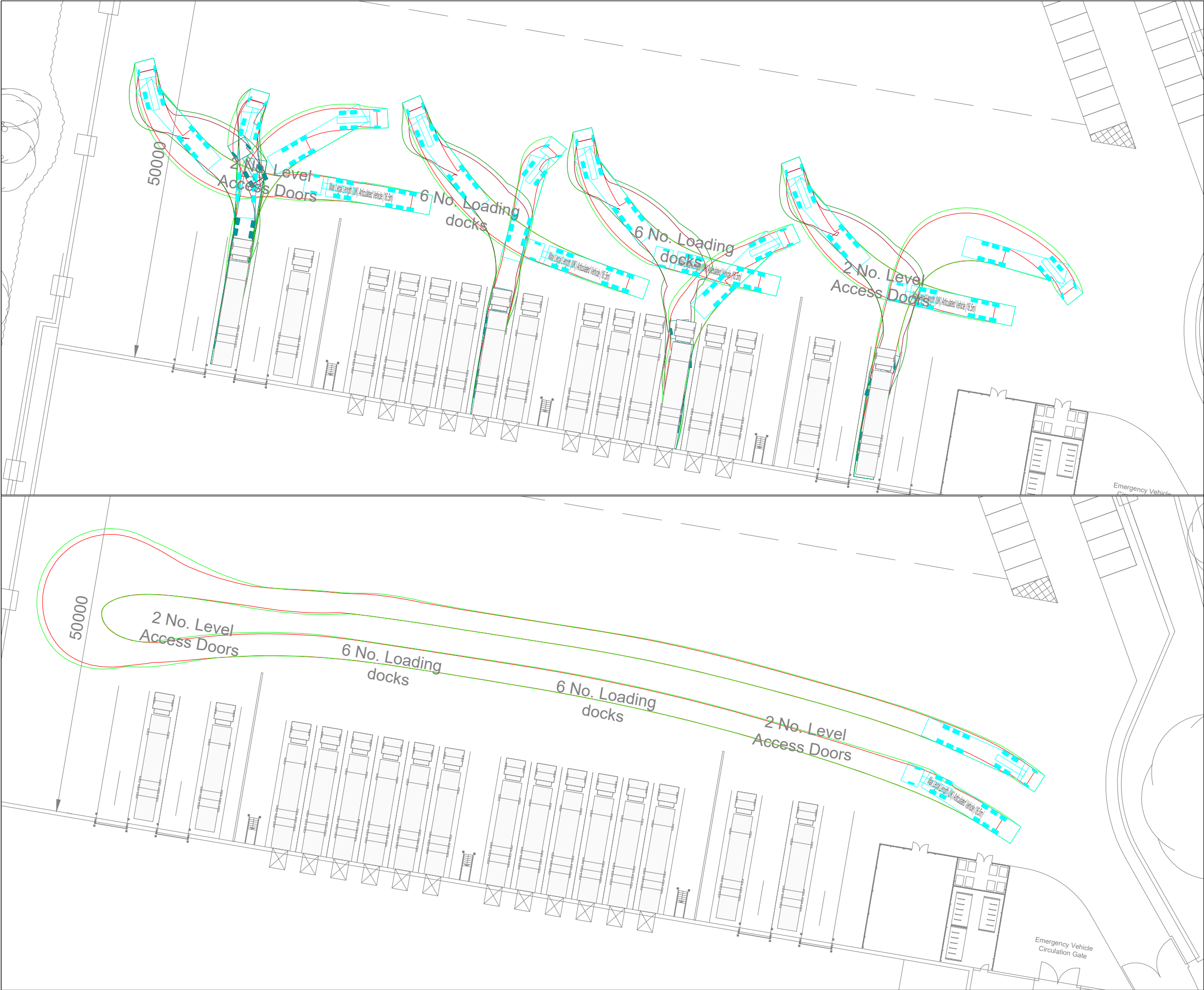
2.4M X 25M VISIBILITY SPLAY



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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<div>Project Name</div> <div>PLOT 400 DUNSBUY PARK, HAVANT</div>		<div>Title</div> <div>CAR PARK ACCESS VISIBILITY SPLAY ASSESSMENT</div>		<div>Client</div> <div> Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com</div>		<div></div>		<div>Date Created</div> <div>01.10.25</div>	<div>Drawn By</div> <div>AJF</div>	<div>Approved By</div> <div>KCH</div>	<div>Suitability Code</div> <div>-</div>
<div>Project Phase</div> <div>PRELIMINARY</div>								<div>PBA Project Number</div> <div>273.0001</div>		<div>Scale</div> <div>1:250 (AT A3)</div>	
						<div>PBA Drawing No:</div> <div>DP-PB-400-GF-DR-Z-1004</div>		<div>Revision</div> <div>P03</div>			

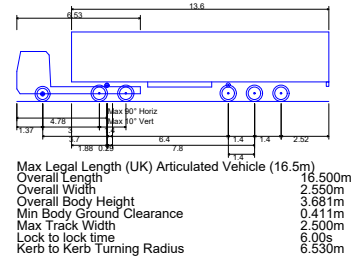


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- VEHICLE TRACKED AT 10MPH.

VEHICLE PROFILE



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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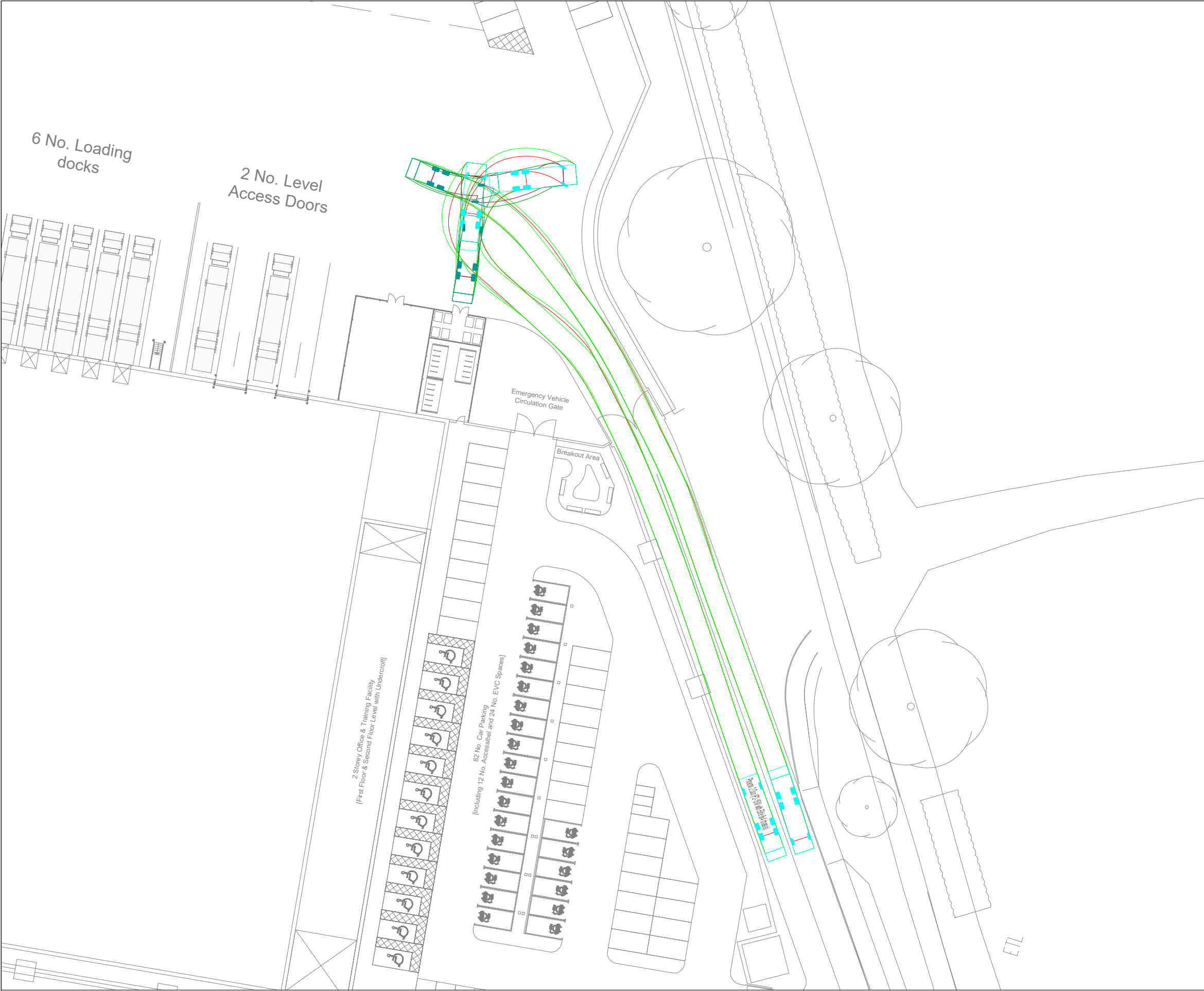
Project Name	PLOT 400 DUNSBURY PARK, HAVANT
Project Phase	PRELIMINARY

Title	INTERNAL HGV VEHICLE TRACKING
-------	----------------------------------

 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com
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Client	
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P03	UPDATED LAYOUT	06.05.26	ERG	KCH
P02	UPDATED LAYOUT	22.10.25	AJF	KCH
P01	FIRST ISSUE	01.10.25	AJF	KCH
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
01.10.25	AJF	KCH	-	
PBA Project Number		Scale	(AT A3)	
273.0001		1:500		
PBA Drawing No:			Revision	
DP-PB-400-GF-DR-Z-1008			P03	



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- VEHICLE TRACKED AT 10MPH.

VEHICLE PROFILE

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	2.530m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

NORTH

PRELIMINARY

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P01	FIRST ISSUE	01.10.25	AJF	KCH
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
01.10.25	AJF	KCH	-	
PBA Project Number		Scale	(AT A3)	
273.0001		1:500		
PBA Drawing No:			Revision	
DP-PB-400-GF-DR-Z-1007			P03	

Project Name

PLOT 400
DUNSBURY PARK, HAVANT

Project Phase

PRELIMINARY

Title

REFUSE VEHICLE TRACKING

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

Date Created

01.10.25

Drawn By

AJF

Approved By

KCH

Suitability Code

-

PBA Project Number

273.0001

Scale

1:500

(AT A3)

PBA Drawing No:

DP-PB-400-GF-DR-Z-1007

Revision

P03

QMS2011/v9/020525/IDR

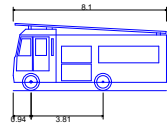


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- 6. VEHICLE TRACKED AT 10MPH.

VEHICLE PROFILE



Fire Appliance - HCC Requirement (To be Used)	
Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.541m
Min Body Ground Clearance	0.426m
Track Width	2.550m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.750m



PRELIMINARY

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P01	FIRST ISSUE	01.10.25	AJF	KCH
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Date Created	Drawn By	Approved By	Suitability Code	
01.10.25	AJF	KCH	-	
PBA Project Number		Scale	(AT A3)	
273.0001		1:1000		
PBA Drawing No:			Revision	
DP-PB-400-GF-DR-Z-1006			P03	

Project Name	Title
PLOT 400 DUNSBURY PARK, HAVANT	
Project Phase	FIRE TENDER VEHICLE TRACKING
PRELIMINARY	

Title	
FIRE TENDER VEHICLE TRACKING	



Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client



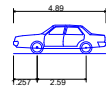


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- VEHICLE TRACKED AT 10MPH.

VEHICLE PROFILE



Large Family Car 1
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



PRELIMINARY

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01.10.25	AJF	KCH	-	
PBA Project Number		Scale	(AT A3)	
273.0001		1:1000		
PBA Drawing No:			Revision	
DP-PB-400-GF-DR-Z-1009			P03	

Project Name

PLOT 400
DUNSBURY PARK, HAVANT

Project Phase

PRELIMINARY

Title

CAR PARK VEHICLE TRACKING



Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client



Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 1000 - 20000 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 1/1/2016 Maximum: 11/8/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	1
Thursday	7
Tuesday	1
Wednesday	3

Main Location Types selected:

Edge of Town	8
Suburban Area (PPS6 Out of Centre)	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	8
Servicing Vehicles Included	4

Population <1 Mile ranges selected:

10,001 to 15,000	2
15,001 to 20,000	2
20,001 to 25,000	1
25,001 to 50,000	4
5,001 to 10,000	3

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	5
250,001 to 500,000	2
50,001 to 75,000	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	8

PTAL Rating:

No PTAL Present	12
-----------------	----

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	EC	CHESHIRE EAST	2 days
10	WALES		
	CF	CARDIFF	1 day
	VG	VALE OF GLAMORGAN	1 day

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

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

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:	GFA
Actual Range:	0.182 to 2.67 (units:sqm)
Range Selected by User:	1000 to 20000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

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:	
Friday	2 days
Monday	1 days
Thursday	7 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:	
Manual count	14
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	10 days
Suburban Area (PPS6 Out of Centre)	4 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:	
Development Zone	1 days
Industrial Zone	12 days
No Sub Category	1 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	10 days
Servicing vehicles Included	4 days

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Secondary Filtering Selection:

Use Class:

Not Known

14 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:

0 - 5200

Population within 1 mile:

10,001 to 15,000	4 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	3 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	1 surveys
125,001 to 250,000	6 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	3 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	5 surveys
1.1 to 1.5	9 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: a06b299d-e895-46b5-8e7f-410f0b297e17

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	14 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	14 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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.

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

LIST OF SITES relevant to selection parameters:

Site 1:	BP-02-C-01	Site area:	0.182 hect
Development Name:	POWDER COATINGS	Gross floor area:	1010 sqm
Location:	BLACKPOOL	Parking Spaces:	10
Postcode:	FY3 7XQ	Number of employees:	5
Main Location Type:	Edge of Town	Survey Date:	20/06/2019
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	CF-02-C-02	Site area:	2.67 hect
Development Name:	BAKERY	Gross floor area:	14125 sqm
Location:	CARDIFF	Parking Spaces:	147
Postcode:	CF14 4UZ	Number of employees:	225
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/10/2016
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	DV-02-C-02	Site area:	0.95 hect
Development Name:	ENERGY RECOVERY FACILITY	Gross floor area:	3513 sqm
Location:	EXETER	Parking Spaces:	42
Postcode:	EX2 8QE	Number of employees:	17
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/07/2017
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	EC-02-C-01	Site area:	0.91 hect
Development Name:	OFFICE FURNITURE	Gross floor area:	6658 sqm
Location:	MACCLESFIELD	Parking Spaces:	97
Postcode:	SK11 0TA	Number of employees:	122
Main Location Type:	Edge of Town	Survey Date:	19/09/2016
Sub Location Type:	Development Zone	Survey Day:	Monday
PTAL:	n/a		
Site 5:	EC-02-C-02	Site area:	0.5135 hect
Development Name:	FABRICS MANUFACTURE	Gross floor area:	3200 sqm
Location:	MACCLESFIELD	Parking Spaces:	12
Postcode:	SK10 2NG	Number of employees:	28
Main Location Type:	Edge of Town	Survey Date:	07/05/2021
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 6:	GS-02-C-02	Site area:	0.42 hect
Development Name:	MARINE ENGINE PRODUCTION	Gross floor area:	1630 sqm
Location:	GLOUCESTER	Parking Spaces:	31
Postcode:	GL2 2AD	Number of employees:	43
Main Location Type:	Edge of Town	Survey Date:	23/04/2021
Sub Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site 7:	HC-02-C-01	Site area:	1.12 hect
Development Name:	ENGINEERING COMPANY	Gross floor area:	3000 sqm
Location:	BASINGSTOKE	Parking Spaces:	124
Postcode:	RG22 4LT	Number of employees:	110
Main Location Type:	Edge of Town	Survey Date:	16/06/2016
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Site 8:	HF-02-C-02	Site area:	1.93 hect
Development Name:	FRESH PRODUCE	Gross floor area:	17834 sqm
Location:	STEVENAGE	Parking Spaces:	105
Postcode:	SG1 2NB	Number of employees:	200
Main Location Type:	Edge of Town	Survey Date:	08/11/2023
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 9:	NY-02-C-03	Site area:	0.35 hect
Development Name:	WORKWEAR MANUFACTURER	Gross floor area:	1500 sqm
Location:	KNARESBOROUGH	Parking Spaces:	27
Postcode:	HG5 8LJ	Number of employees:	27
Main Location Type:	Edge of Town	Survey Date:	29/06/2023
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 10:	PB-02-C-01	Site area:	0.26 hect
Development Name:	STEEL FABRICATOR	Gross floor area:	1772 sqm
Location:	PETERBOROUGH	Parking Spaces:	21
Postcode:	PE1 5UA	Number of employees:	30
Main Location Type:	Edge of Town	Survey Date:	29/09/2022
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 11:	SM-02-C-01	Site area:	0.4 hect
Development Name:	WET BLASTING EQUIPMENT	Gross floor area:	2300 sqm
Location:	BRIDGWATER	Parking Spaces:	40
Postcode:	TA6 4DL	Number of employees:	43
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/09/2022
Sub Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a		
Site 12:	VG-02-C-01	Site area:	0.52 hect
Development Name:	ALCOHOL ANALYSIS PRODUCTS	Gross floor area:	1500 sqm
Location:	BARRY	Parking Spaces:	62
Postcode:	CF63 2BE	Number of employees:	63
Main Location Type:	Edge of Town	Survey Date:	06/05/2021
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 13:	WK-02-C-01	Site area:	2.03 hect
Development Name:	MACHINE ENGINEERING	Gross floor area:	9216 sqm
Location:	RUGBY	Parking Spaces:	102
Postcode:	CV23 0WB	Number of employees:	133
Main Location Type:	Edge of Town	Survey Date:	10/11/2021
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 14:	WM-02-C-04	Site area:	0.63 hect
Development Name:	FOUNDRY	Gross floor area:	4324 sqm
Location:	STOURBRIDGE	Parking Spaces:	40
Postcode:	DY9 8PR	Number of employees:	30
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/11/2017
Sub Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15-10-2020	COVID
CS-02-C-02	06-09-2023	ROI
FI-02-C-02	20-04-2023	Scotland

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

Site Ref	Survey Date	Reason for Deselection
KK-02-C-01	26-10-2017	ROI
KK-02-C-02	04-10-2019	ROI
LT-02-C-01	22-05-2017	ROI
MA-02-C-01	09-10-2020	COVID
MG-02-C-02	16-11-2016	ROI
TV-02-C-02	04-09-2020	COVID
WX-02-C-01	20-04-2023	ROI

Audit Code: a06b299d-e895-46b5-8e7f-410f0b297e17

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	4	7938	0.072	0.006	0.078
06:00-07:00	5	6676	0.204	0.120	0.324
07:00-08:00	14	5113	0.260	0.043	0.303
08:00-09:00	14	5113	0.334	0.036	0.370
09:00-10:00	14	5113	0.163	0.094	0.257
10:00-11:00	14	5113	0.138	0.099	0.237
11:00-12:00	14	5113	0.089	0.113	0.202
12:00-13:00	14	5113	0.119	0.152	0.271
13:00-14:00	14	5113	0.116	0.137	0.253
14:00-15:00	14	5113	0.074	0.109	0.183
15:00-16:00	14	5113	0.059	0.148	0.207
16:00-17:00	14	5113	0.035	0.210	0.245
17:00-18:00	14	5113	0.073	0.268	0.341
18:00-19:00	14	5113	0.063	0.117	0.180
19:00-20:00	4	7938	0.003	0.035	0.038
20:00-21:00	4	7938	0.000	0.016	0.016
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.802	1.703	3.505

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: a06b299d-e895-46b5-8e7f-410f0b297e17

Parameter Summary:

Trip rate parameter range selected:	1000 - 20000 (units: sqm)
Survey date date range:	16/06/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: G - PARCEL DISTRIBUTION CENTRES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	HO	HOUNSLOW	1 day
02	SOUTH EAST		
	SO	SLOUGH	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day

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

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

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:	GFA
Actual Range:	763 to 50000 (units:sqm)
Range Selected by User:	1000 to 30000 (units:sqm)
Parking Spaces Range:	20 - 798

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 23/11/23

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:

Friday	2 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
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	2 days
Suburban Area (PPS6 Out of Centre)	1 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:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	1 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	2 days

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

Secondary Filtering Selection:

Use Class:

B8	3 surveys
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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:

0 - 3570

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	2 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	1 surveys
1.1 to 1.5	2 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: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

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	1 surveys
Yes	2 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:

1b - Very poor	1 surveys
No PTAL Present	2 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

1	HO-02-G-06	DPD & DPD LOCAL	HOUNSLOW
FOREST ROAD FELTHAM Suburban Area (PPS6 Out of Centre) Commercial Zone Gross floor area: 3862 sqm Survey date: Friday 26/04/2019			
			Survey Type: Unknown
2	LN-02-G-01	PARCELFORCE WORLDWIDE	LINCOLNSHIRE
WHISBY WAY LINCOLN BIRCHWOOD Edge of Town Industrial Zone Gross floor area: 1496 sqm Survey date: Friday 28/06/2019			
			Survey Type: Unknown
3	SO-02-G-02	DHL	SLOUGH
HORTON ROAD SLOUGH COLNBROOK Edge of Town Development Zone Gross floor area: 15583 sqm Survey date: Tuesday 11/05/2021			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-02-G-01	06-09-2023	ROI

Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.039	0.032	0.071
01:00-02:00	1	15583	0.096	0.071	0.167
02:00-03:00	1	15583	0.141	0.135	0.276
03:00-04:00	1	15583	0.205	0.193	0.398
04:00-05:00	1	15583	0.308	0.225	0.533
05:00-06:00	3	6980	0.525	0.153	0.678
06:00-07:00	3	6980	0.831	0.315	1.146
07:00-08:00	3	6980	0.578	0.778	1.356
08:00-09:00	3	6980	0.478	0.473	0.951
09:00-10:00	3	6980	0.320	0.454	0.774
10:00-11:00	3	6980	0.215	0.377	0.592
11:00-12:00	3	6980	0.191	0.320	0.511
12:00-13:00	3	6980	0.306	0.329	0.635
13:00-14:00	3	6980	0.382	0.392	0.774
14:00-15:00	3	6980	0.291	0.325	0.616
15:00-16:00	3	6980	0.334	0.454	0.788
16:00-17:00	3	6980	0.597	0.497	1.094
17:00-18:00	3	6980	0.415	0.645	1.060
18:00-19:00	3	6980	0.334	0.353	0.687
19:00-20:00	2	8540	0.580	0.422	1.002
20:00-21:00	2	8540	0.281	0.222	0.503
21:00-22:00	1	15583	0.218	0.520	0.738
22:00-23:00	1	15583	0.340	0.314	0.654
23:00-00:00	1	15583	0.039	0.077	0.116
Total Rates:			8.044	8.076	16.120

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.

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Audit Code: 1b9d8d8f-2312-4720-9475-dcd5cca067ea

Parameter Summary:

Trip rate parameter range selected:	1000 - 30000 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Havant, Tuesday 8th July 2025

Junction: 1

Approach: B2150 Hulbert Road North

	Left to Fitzwygram Way					Ahead to B21	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	17	2	0	19	21.6	81	0
07:15 - 07:30	20	0	0	20	20.0	93	6
07:30 - 07:45	12	0	0	12	12.0	96	2
07:45 - 08:00	26	3	0	29	32.9	151	4
Hourly Total	75	5	0	80	86.5	421	12
08:00 - 08:15	18	0	0	18	18.0	138	6
08:15 - 08:30	10	0	0	10	10.0	151	3
08:30 - 08:45	14	1	0	15	16.3	165	3
08:45 - 09:00	6	2	0	8	10.6	174	2
Hourly Total	48	3	0	51	54.9	628	14
09:00 - 09:15	5	2	0	7	9.6	115	4
09:15 - 09:30	8	1	0	9	10.3	127	5
09:30 - 09:45	9	2	0	11	13.6	75	3
09:45 - 10:00	8	2	0	10	12.6	116	8
Hourly Total	30	7	0	37	46.1	433	20

TOTAL	153	15	0	168	187.5	1482	46
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16:00 - 16:15	5	0	0	5	5.0	169	6
16:15 - 16:30	6	0	0	6	6.0	173	5
16:30 - 16:45	8	0	0	8	8.0	165	6
16:45 - 17:00	10	0	0	10	10.0	183	4
Hourly Total	29	0	0	29	29.0	690	21
17:00 - 17:15	2	0	0	2	2.0	143	1
17:15 - 17:30	10	1	0	11	12.3	175	4
17:30 - 17:45	9	0	0	9	9.0	189	5
17:45 - 18:00	6	0	0	6	6.0	160	0
Hourly Total	27	1	0	28	29.3	667	10
18:00 - 18:15	0	0	0	0	0.0	124	1
18:15 - 18:30	1	1	0	2	3.3	137	2
18:30 - 18:45	1	0	0	1	1.0	122	2
18:45 - 19:00	1	0	0	1	1.0	98	1
Hourly Total	3	1	0	4	5.3	481	6

TOTAL	59	2	0	61	63.6	1838	37
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50 Hulbert Road (South)			Right to Access Road					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	81	81.0	0	0	0	0	0.0	3
0	99	106.8	0	0	0	0	0.0	2
0	98	100.6	0	0	0	0	0.0	1
0	155	160.2	0	0	0	0	0.0	2
0	433	448.6	0	0	0	0	0.0	8
1	145	153.8	0	0	0	0	0.0	3
0	154	157.9	0	0	0	0	0.0	3
1	169	173.9	0	0	0	0	0.0	1
0	176	178.6	0	0	0	0	0.0	0
2	644	664.2	0	0	0	0	0.0	7
0	119	124.2	0	0	0	0	0.0	4
0	132	138.5	0	0	0	0	0.0	1
0	78	81.9	0	0	0	0	0.0	3
0	124	134.4	0	0	0	0	0.0	0
0	453	479.0	0	0	0	0	0.0	8

2	1530	1591.8	0	0	0	0	0.0	23
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0	175	182.8	0	0	0	0	0.0	0
0	178	184.5	0	0	0	0	0.0	1
0	171	178.8	0	0	0	0	0.0	0
0	187	192.2	0	0	0	0	0.0	0
0	711	738.3	0	0	0	0	0.0	1
0	144	145.3	0	0	0	0	0.0	0
0	179	184.2	0	0	0	0	0.0	1
0	194	200.5	0	0	0	0	0.0	1
0	160	160.0	0	0	0	0	0.0	3
0	677	690.0	0	0	0	0	0.0	5
0	125	126.3	0	0	0	0	0.0	2
0	139	141.6	0	0	0	0	0.0	5
0	124	126.6	0	0	0	0	0.0	2
0	99	100.3	0	0	0	0	0.0	0
0	487	494.8	0	0	0	0	0.0	9

0	1875	1923.1	0	0	0	0	0.0	15
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U-Turn			
HEAVY	BUS	TOTAL	PCUs
1	0	4	5.3
0	0	2	2.0
0	0	1	1.0
0	0	2	2.0
1	0	9	10.3
0	0	3	3.0
1	0	4	5.3
0	0	1	1.0
0	0	0	0.0
1	0	8	9.3
0	0	4	4.0
0	0	1	1.0
0	0	3	3.0
0	0	0	0.0
0	0	8	8.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

2	0	25	27.6
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0	0	0	0.0
0	0	1	1.0
0	0	0	0.0
0	0	0	0.0
0	0	1	1.0
1	0	1	2.3
0	0	1	1.0
1	0	2	3.3
0	0	3	3.0
2	0	7	9.6
0	0	2	2.0
0	0	5	5.0
0	0	2	2.0
0	0	0	0.0
0	0	9	9.0

2	0	17	19.6
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Havant, Tuesday 8th July 2025

Junction: 1

Approach: Fitzwygram Way

	Left to B2150 Hulbert Road (South)					Ahead	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	2	0	0	2	2.0	0	0
07:15 - 07:30	2	0	0	2	2.0	0	0
07:30 - 07:45	0	0	0	0	0.0	0	0
07:45 - 08:00	0	0	0	0	0.0	0	0
Hourly Total	4	0	0	4	4.0	0	0
08:00 - 08:15	0	0	0	0	0.0	0	0
08:15 - 08:30	1	0	0	1	1.0	0	0
08:30 - 08:45	2	0	0	2	2.0	0	0
08:45 - 09:00	0	0	0	0	0.0	0	0
Hourly Total	3	0	0	3	3.0	0	0
09:00 - 09:15	2	0	0	2	2.0	0	0
09:15 - 09:30	4	0	0	4	4.0	0	0
09:30 - 09:45	10	1	0	11	12.3	0	0
09:45 - 10:00	3	0	0	3	3.0	0	0
Hourly Total	19	1	0	20	21.3	0	0

TOTAL	26	1	0	27	28.3	0	0
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16:00 - 16:15	6	0	0	6	6.0	0	0
16:15 - 16:30	1	0	0	1	1.0	0	0
16:30 - 16:45	4	0	0	4	4.0	0	0
16:45 - 17:00	1	0	0	1	1.0	0	0
Hourly Total	12	0	0	12	12.0	0	0
17:00 - 17:15	5	0	0	5	5.0	0	0
17:15 - 17:30	6	0	0	6	6.0	0	0
17:30 - 17:45	2	0	0	2	2.0	0	0
17:45 - 18:00	2	0	0	2	2.0	0	0
Hourly Total	15	0	0	15	15.0	0	0
18:00 - 18:15	4	0	0	4	4.0	0	0
18:15 - 18:30	1	0	0	1	1.0	0	0
18:30 - 18:45	0	0	0	0	0.0	0	0
18:45 - 19:00	0	0	0	0	0.0	0	0
Hourly Total	5	0	0	5	5.0	0	0

TOTAL	32	0	0	32	32.0	0	0
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Left to Access Road			Right to B2150 Hulbert Road (North)					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	0	0.0	10	0	0	10	10.0	0
0	0	0.0	2	2	0	4	6.6	0
0	0	0.0	7	0	0	7	7.0	0
0	0	0.0	1	1	0	2	3.3	0
0	0	0.0	20	3	0	23	26.9	0
0	0	0.0	6	1	0	7	8.3	0
0	0	0.0	6	0	0	6	6.0	0
0	0	0.0	2	1	0	3	4.3	0
0	0	0.0	1	0	0	1	1.0	0
0	0	0.0	15	2	0	17	19.6	0
0	0	0.0	5	4	0	9	14.2	0
0	0	0.0	33	0	0	33	33.0	0
0	0	0.0	21	1	0	22	23.3	0
0	0	0.0	8	4	0	12	17.2	2
0	0	0.0	67	9	0	76	87.7	2

0	0	0.0	102	14	0	116	134.2	2
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0	0	0.0	21	1	0	22	23.3	0
0	0	0.0	7	1	0	8	9.3	0
0	0	0.0	19	0	0	19	19.0	0
0	0	0.0	14	0	0	14	14.0	0
0	0	0.0	61	2	0	63	65.6	0
0	0	0.0	20	0	0	20	20.0	0
0	0	0.0	16	0	0	16	16.0	1
0	0	0.0	16	2	0	18	20.6	0
0	0	0.0	9	0	0	9	9.0	0
0	0	0.0	61	2	0	63	65.6	1
0	0	0.0	12	0	0	12	12.0	0
0	0	0.0	2	0	0	2	2.0	0
0	0	0.0	4	0	0	4	4.0	0
0	0	0.0	2	1	0	3	4.3	0
0	0	0.0	20	1	0	21	22.3	0

0	0	0.0	142	5	0	147	153.5	1
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U-Turn			
HEAVY	BUS	TOTAL	PCUs
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	0	0.0
0	0	2	2.0
0	0	2	2.0

0	0	2	2.0
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[illegible]

0	0	1	1.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Havant, Tuesday 8th July 2025

Junction: 1

Approach: B2150 Hulbert Road South

	Left to Access Road					Ahead to B21	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	0	0	0	0	0.0	97	5
07:15 - 07:30	0	0	0	0	0.0	112	4
07:30 - 07:45	1	0	0	1	1.0	128	4
07:45 - 08:00	0	0	0	0	0.0	168	3
Hourly Total	1	0	0	1	1.0	505	16
08:00 - 08:15	0	0	0	0	0.0	162	3
08:15 - 08:30	1	0	0	1	1.0	166	3
08:30 - 08:45	0	0	0	0	0.0	158	4
08:45 - 09:00	0	0	0	0	0.0	173	7
Hourly Total	1	0	0	1	1.0	659	17
09:00 - 09:15	0	0	0	0	0.0	118	1
09:15 - 09:30	0	0	0	0	0.0	97	1
09:30 - 09:45	0	0	0	0	0.0	103	7
09:45 - 10:00	0	0	0	0	0.0	109	4
Hourly Total	0	0	0	0	0.0	427	13

TOTAL	2	0	0	2	2.0	1591	46
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16:00 - 16:15	0	0	0	0	0.0	149	5
16:15 - 16:30	0	0	0	0	0.0	168	3
16:30 - 16:45	0	0	0	0	0.0	150	2
16:45 - 17:00	0	0	0	0	0.0	174	2
Hourly Total	0	0	0	0	0.0	641	12
17:00 - 17:15	0	0	0	0	0.0	138	0
17:15 - 17:30	0	0	0	0	0.0	160	2
17:30 - 17:45	0	0	0	0	0.0	123	2
17:45 - 18:00	0	0	0	0	0.0	139	1
Hourly Total	0	0	0	0	0.0	560	5
18:00 - 18:15	0	0	0	0	0.0	137	0
18:15 - 18:30	0	0	0	0	0.0	116	0
18:30 - 18:45	0	0	0	0	0.0	127	2
18:45 - 19:00	0	0	0	0	0.0	123	2
Hourly Total	0	0	0	0	0.0	503	4

TOTAL	0	0	0	0	0.0	1704	21
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50 Hulbert Road (North)			Right to Fitzwygram Way					
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT
0	102	108.5	9	0	0	9	9.0	0
0	116	121.2	7	0	0	7	7.0	0
0	132	137.2	2	0	0	2	2.0	0
0	171	174.9	8	0	0	8	8.0	0
0	521	541.8	26	0	0	26	26.0	0
0	165	168.9	1	0	0	1	1.0	0
0	169	172.9	3	0	0	3	3.0	0
0	162	167.2	2	0	0	2	2.0	0
1	181	191.1	2	0	0	2	2.0	0
1	677	700.1	8	0	0	8	8.0	0
0	119	120.3	3	0	0	3	3.0	0
0	98	99.3	4	1	0	5	6.3	0
0	110	119.1	2	0	0	2	2.0	0
0	113	118.2	0	0	0	0	0.0	0
0	440	456.9	9	1	0	10	11.3	0

1	1638	1698.8	43	1	0	44	45.3	0
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0	154	160.5	0	0	0	0	0.0	1
0	171	174.9	4	0	0	4	4.0	0
0	152	154.6	1	0	0	1	1.0	0
0	176	178.6	4	0	0	4	4.0	0
0	653	668.6	9	0	0	9	9.0	1
0	138	138.0	1	0	0	1	1.0	0
0	162	164.6	3	0	0	3	3.0	0
0	125	127.6	0	0	0	0	0.0	0
0	140	141.3	4	0	0	4	4.0	0
0	565	571.5	8	0	0	8	8.0	0
0	137	137.0	0	0	0	0	0.0	0
0	116	116.0	1	0	0	1	1.0	0
0	129	131.6	1	0	0	1	1.0	0
0	125	127.6	0	0	0	0	0.0	0
0	507	512.2	2	0	0	2	2.0	0

0	1725	1752.3	19	0	0	19	19.0	1
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[illegible]

0	0	0	0.0
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[illegible]

1	0	2	3.3
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Havant, Tuesday 8th July 2025

Junction: 1

Approach: Access Road

	Left to B2150 Hulbert Road (North)					Ahead t	
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY
07:00 - 07:15	0	0	0	0	0.0	0	0
07:15 - 07:30	1	0	0	1	1.0	0	0
07:30 - 07:45	2	0	0	2	2.0	0	0
07:45 - 08:00	1	0	0	1	1.0	0	0
Hourly Total	4	0	0	4	4.0	0	0
08:00 - 08:15	0	1	0	1	2.3	0	0
08:15 - 08:30	0	1	0	1	2.3	0	0
08:30 - 08:45	0	0	0	0	0.0	0	0
08:45 - 09:00	3	1	0	4	5.3	0	0
Hourly Total	3	3	0	6	9.9	0	0
09:00 - 09:15	2	1	0	3	4.3	0	0
09:15 - 09:30	2	0	0	2	2.0	0	0
09:30 - 09:45	3	0	0	3	3.0	0	0
09:45 - 10:00	1	0	0	1	1.0	0	0
Hourly Total	8	1	0	9	10.3	0	0

TOTAL	15	4	0	19	24.2	0	0
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16:00 - 16:15	1	0	0	1	1.0	0	0
16:15 - 16:30	1	0	0	1	1.0	0	0
16:30 - 16:45	2	1	0	3	4.3	0	0
16:45 - 17:00	0	1	0	1	2.3	0	0
Hourly Total	4	2	0	6	8.6	0	0
17:00 - 17:15	1	1	0	2	3.3	0	0
17:15 - 17:30	0	0	0	0	0.0	0	0
17:30 - 17:45	1	0	0	1	1.0	0	0
17:45 - 18:00	0	0	0	0	0.0	0	0
Hourly Total	2	1	0	3	4.3	0	0
18:00 - 18:15	0	0	0	0	0.0	0	0
18:15 - 18:30	2	0	0	2	2.0	0	0
18:30 - 18:45	4	0	0	4	4.0	0	0
18:45 - 19:00	3	0	0	3	3.0	0	0
Hourly Total	9	0	0	9	9.0	0	0

TOTAL	15	3	0	18	21.9	0	0
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Left of Fitzwygram Way			Right to B2150 Hulbert Road (South)				
BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	1	1	0	2	3.3
0	0	0.0	1	0	0	1	1.0
0	0	0.0	3	1	0	4	5.3
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	2	0	0	2	2.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	2	0	0	2	2.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	2	0	0	2	2.0

0	0	0.0	7	1	0	8	9.3
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0	0	0.0	2	0	0	2	2.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	3	0	0	3	3.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	1	0	0	1	1.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	0	0	0	0	0.0
0	0	0.0	2	0	0	2	2.0

0	0	0.0	6	0	0	6	6.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Havant, Tuesday 8th July 2025

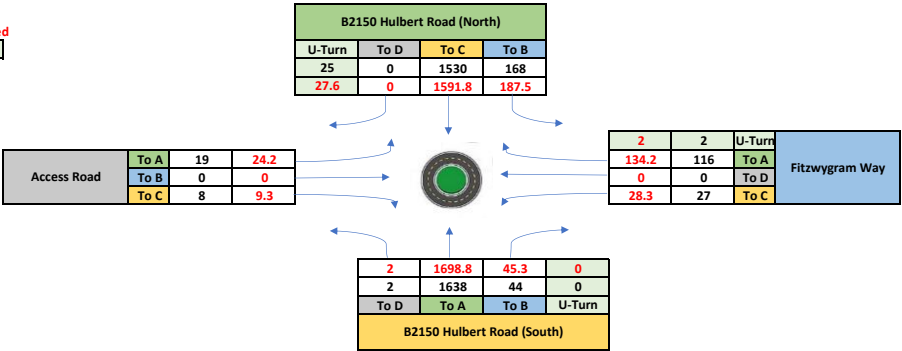
From: 1) 07:00
To: 1) 10:00
Class: All Vehicles

Show Peak Hour: ☐
Show PCUs: ☒
Show Session 2



PCUs in red

U-Turn



Havant, Tuesday 8th July 2025



Site 1

Queues are stationary vehicles each 5 minutes

LANE 1 is nearside lane

TIME	B2150 (North)		Fitzwygram Way		B2150 (South)		Access Road
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:05	0	0	0	0	2	0	0
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
16:50	0	0	0	1	0	0	0
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0
17:10	0	0	0	0	2	0	0
17:15	0	0	0	1	0	0	0
17:20	0	0	0	2	0	0	0
17:25	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:35	0	0	0	0	0	0	0
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:05	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	1
18:20	0	0	0	0	0	0	1
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
10	WALES		
	CF	CARDIFF	1 day

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

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

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:	GFA
Actual Range:	620 to 67459 (units:sqm)
Range Selected by User:	1 to 20000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 08/11/23

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:

Thursday	4 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
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	3 days
Suburban Area (PPS6 Out of Centre)	3 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:

Industrial Zone	6 days
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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	5 days

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Secondary Filtering Selection:

Use Class:

Not Known

6 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:

0 - 0

Population within 1 mile:

15,001 to 20,000

2 surveys

25,001 to 50,000

2 surveys

5,001 to 10,000

2 surveys

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

Population within 5 miles:

125,001 to 250,000

3 surveys

250,001 to 500,000

1 surveys

75,001 to 100,000

2 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

3 surveys

1.1 to 1.5

3 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: c26e476f-ba3c-4872-bdc1-cf3060973a24

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 6 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 6 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: c26e476f-ba3c-4872-bdc1-cf3060973a24

1	CF-02-C-02	BAKERY	CARDIFF
MAES-Y-COED ROAD CARDIFF Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 2.67 hect Survey date: Thursday 06/10/2016			
		Survey Type: Manual	
2	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.95 hect Survey date: Thursday 06/07/2017			
		Survey Type: Manual	
3	HF-02-C-02	FRESH PRODUCE	HERTFORDSHIRE
COCKERELL CLOSE STEVENAGE Edge of Town Industrial Zone Site area: 1.93 hect Survey date: Wednesday 08/11/2023			
		Survey Type: Manual	
4	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Site area: 0.086 hect Survey date: Thursday 14/11/2019			
		Survey Type: Manual	
5	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Site area: 0.35 hect Survey date: Thursday 29/06/2023			
		Survey Type: Manual	
6	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 2.03 hect Survey date: Wednesday 10/11/2021			
		Survey Type: Manual	

Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	2	13525	0.078	0.007	0.085
06:00-07:00	2	13525	0.214	0.148	0.362
07:00-08:00	6	7813	0.203	0.034	0.237
08:00-09:00	6	7813	0.192	0.043	0.235
09:00-10:00	6	7813	0.126	0.077	0.203
10:00-11:00	6	7813	0.109	0.083	0.192
11:00-12:00	6	7813	0.055	0.092	0.147
12:00-13:00	6	7813	0.107	0.128	0.235
13:00-14:00	6	7813	0.079	0.085	0.164
14:00-15:00	6	7813	0.058	0.077	0.135
15:00-16:00	6	7813	0.045	0.137	0.182
16:00-17:00	6	7813	0.026	0.198	0.224
17:00-18:00	6	7813	0.105	0.113	0.218
18:00-19:00	6	7813	0.090	0.126	0.216
19:00-20:00	2	13525	0.000	0.033	0.033
20:00-21:00	2	13525	0.000	0.011	0.011
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.487	1.392	2.879

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Audit Code: c26e476f-ba3c-4872-bdc1-cf3060973a24

Parameter Summary:

Trip rate parameter range selected:	1 - 20000 (units: sqm)
Survey date date range:	06/10/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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: c26e476f-ba3c-4872-bdc1-cf3060973a24

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	2	13525	0.000	0.000	0.000
06:00-07:00	2	13525	0.022	0.004	0.026
07:00-08:00	6	7813	0.004	0.006	0.010
08:00-09:00	6	7813	0.004	0.000	0.004
09:00-10:00	6	7813	0.002	0.000	0.002
10:00-11:00	6	7813	0.000	0.002	0.002
11:00-12:00	6	7813	0.002	0.000	0.002
12:00-13:00	6	7813	0.000	0.000	0.000
13:00-14:00	6	7813	0.006	0.000	0.006
14:00-15:00	6	7813	0.000	0.006	0.006
15:00-16:00	6	7813	0.000	0.004	0.004
16:00-17:00	6	7813	0.000	0.004	0.004
17:00-18:00	6	7813	0.013	0.009	0.022
18:00-19:00	6	7813	0.015	0.006	0.021
19:00-20:00	2	13525	0.000	0.007	0.007
20:00-21:00	2	13525	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.068	0.048	0.116

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: c26e476f-ba3c-4872-bdc1-cf3060973a24

Parameter Summary:

Trip rate parameter range selected:	1 - 20000 (units: sqm)
Survey date date range:	06/10/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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: c26e476f-ba3c-4872-bdc1-cf3060973a24

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

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	2	13525	0.000	0.000	0.000
06:00-07:00	2	13525	0.000	0.000	0.000
07:00-08:00	6	7813	0.026	0.006	0.032
08:00-09:00	6	7813	0.011	0.006	0.017
09:00-10:00	6	7813	0.009	0.006	0.015
10:00-11:00	6	7813	0.011	0.011	0.022
11:00-12:00	6	7813	0.011	0.011	0.022
12:00-13:00	6	7813	0.015	0.017	0.032
13:00-14:00	6	7813	0.023	0.023	0.046
14:00-15:00	6	7813	0.013	0.013	0.026
15:00-16:00	6	7813	0.015	0.015	0.030
16:00-17:00	6	7813	0.021	0.021	0.042
17:00-18:00	6	7813	0.036	0.026	0.062
18:00-19:00	6	7813	0.019	0.013	0.032
19:00-20:00	2	13525	0.000	0.000	0.000
20:00-21:00	2	13525	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.210	0.168	0.378

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: c26e476f-ba3c-4872-bdc1-cf3060973a24

Parameter Summary:

Trip rate parameter range selected:	1 - 20000 (units: sqm)
Survey date date range:	06/10/2016 - 08/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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: c26e476f-ba3c-4872-bdc1-cf3060973a24

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

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	2	13525	0.004	0.000	0.004
06:00-07:00	2	13525	0.089	0.078	0.167
07:00-08:00	6	7813	0.009	0.002	0.011
08:00-09:00	6	7813	0.021	0.000	0.021
09:00-10:00	6	7813	0.002	0.000	0.002
10:00-11:00	6	7813	0.004	0.002	0.006
11:00-12:00	6	7813	0.000	0.002	0.002
12:00-13:00	6	7813	0.000	0.000	0.000
13:00-14:00	6	7813	0.002	0.002	0.004
14:00-15:00	6	7813	0.002	0.015	0.017
15:00-16:00	6	7813	0.002	0.017	0.019
16:00-17:00	6	7813	0.000	0.004	0.004
17:00-18:00	6	7813	0.006	0.028	0.034
18:00-19:00	6	7813	0.087	0.019	0.106
19:00-20:00	2	13525	0.000	0.070	0.070
20:00-21:00	2	13525	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.228	0.239	0.467

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Control Sheet**Project Number:****273.001****Project Name:****Unit 400 Dunsbury Park****Author: AJF****Last Major Update****14.10.25**Survey Data Information

Date: 8th July 2025

Source: Paul Castle Associates

AM Peak: 0800 - 0900

PM Peak: 1600 - 1700

TEMPRO Factors

MSOA: Havant 006

2025-2030

AM 1.0682

PM 1.0693

Proposed DevelopmentTrip Generation (Updated Trip Gen)**106.83**

	ARR	DEP	TOTAL
08:00 - 09:00	0.334	0.036	0.37
17:00 - 18:00	0.073	0.268	0.341

08:00 - 09:00

17:00 - 18:00

Trip Distribution

Calculated using turning count survey

All Trips assumed to arrive at the Fitzwygra

AM	Arrivals	Departures	PM	Arrivals	Departures
North	79%	81%	North	76%	82%
West	0%	0%	West	0%	0%
South	21%	19%	South	24%	18%

Committed DevelopmentCD1 Distribution - Fully Occupied Dunsbury Park

AM	Arrivals	Departures	PM	Arrivals	Departures
North	79%	81%	North	76%	82%
East	0%	0%	East	0%	0%
South	21%	19%	South	24%	18%

CD1 Trip Generation**318.06**

	ARR	DEP	TOTAL
08:00 - 09:00	0.334	0.036	0.37
17:00 - 18:00	0.073	0.268	0.341

08:00 - 09:00

17:00 - 18:00

Floor Area / 100			
ARR	DEP	TOTAL	
	36	4	40
	8	29	36

m Way/Hulbert Road Roundbaout from the East

Size			
ARR	DEP	TOTAL	
	106	11	118
	23	85	108

	Floor Area m2	AM
		Arr
	B2	0.334
Unit 100	3251	11
Unit 400	10683	36
Unit 600	2245	7
Unit 601	9290	31
Unit 700	13935	47
Unit 500	3085	10
	42489	142

Floor areas derived from correspondin

	PM	
Dep	Arr	Dep
0.036	0.073	0.268
1	2	9
4	8	29
1	2	6
3	7	25
5	10	37
1	2	8
15	31	114

Per 100sqm

ing planning applications and Dusbury Park masterplan (Unit 700)



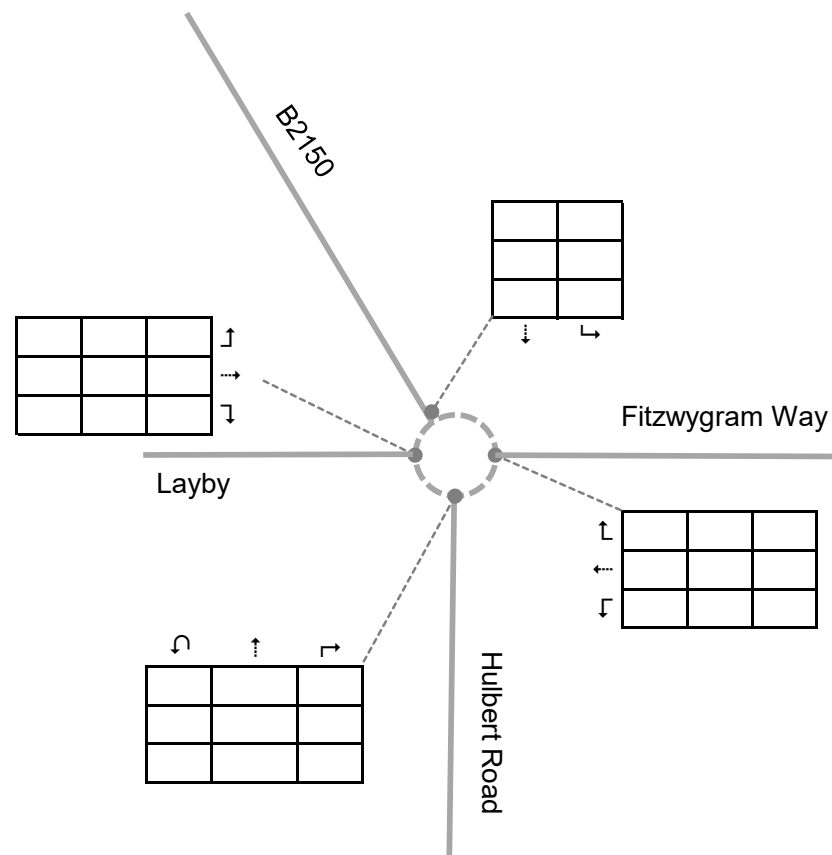
Project Name: Unit 400 Dunsbury Park, Havant

Project Number: 273.0001

Drawn By: AJF

Approved By: XX

Scenario: Diagram





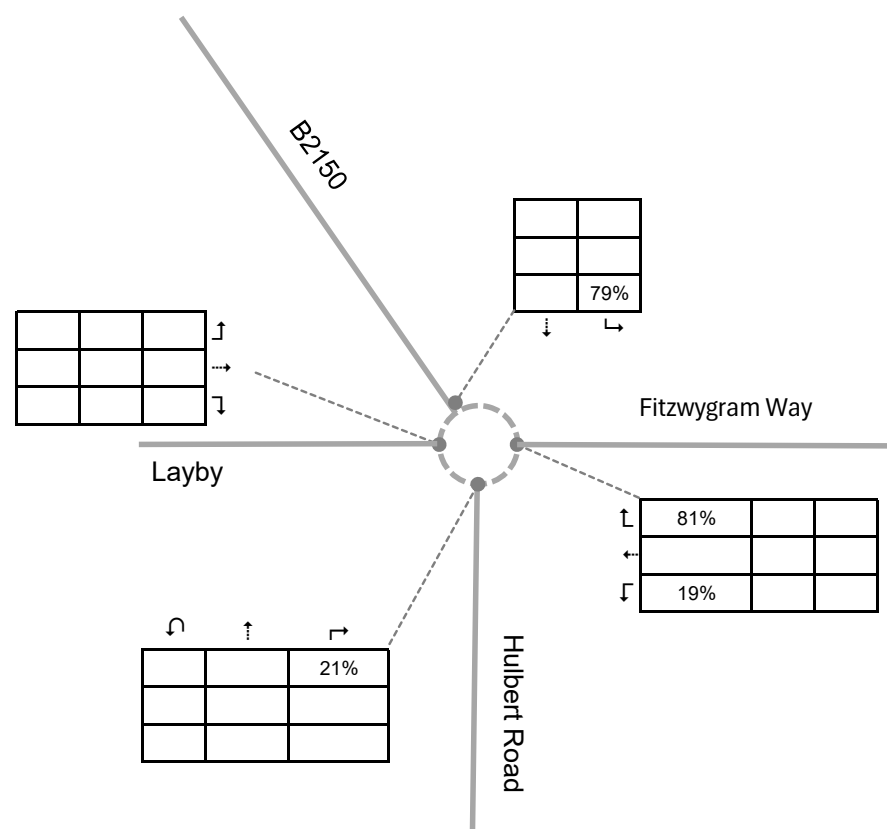
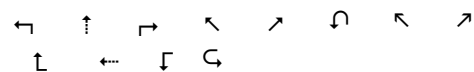
Project Name: Unit 400 Dunsbury Park, Havant

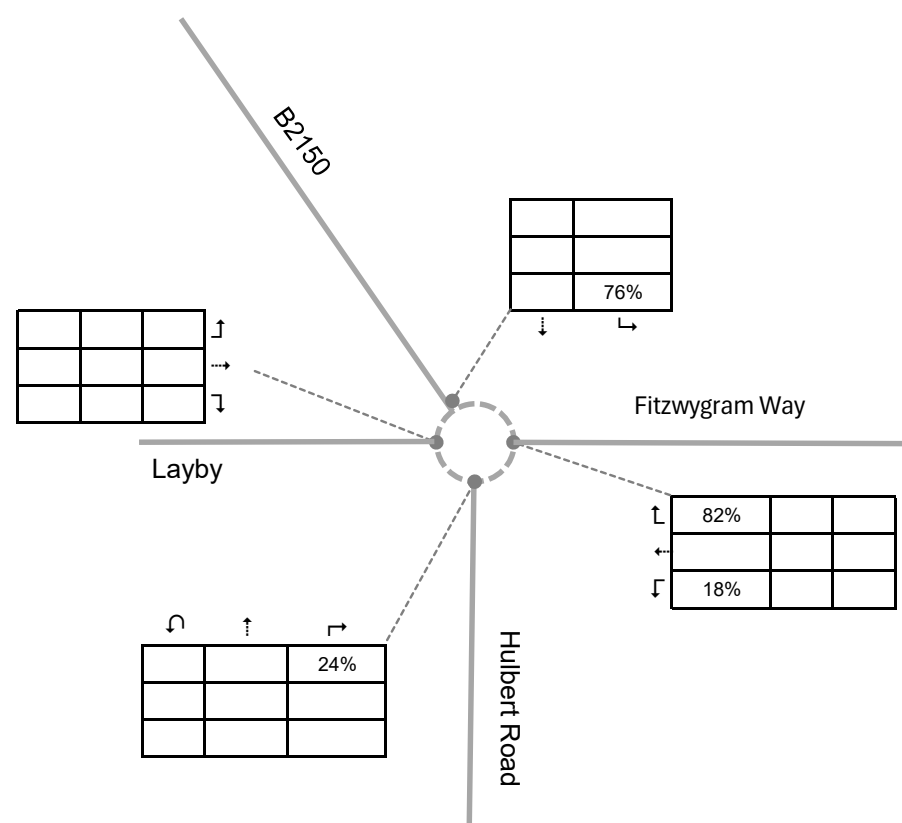
Project Number: 273.0001

Drawn By: AJF

Approved By: KCH

Scenario: Trip Distributions (AM)

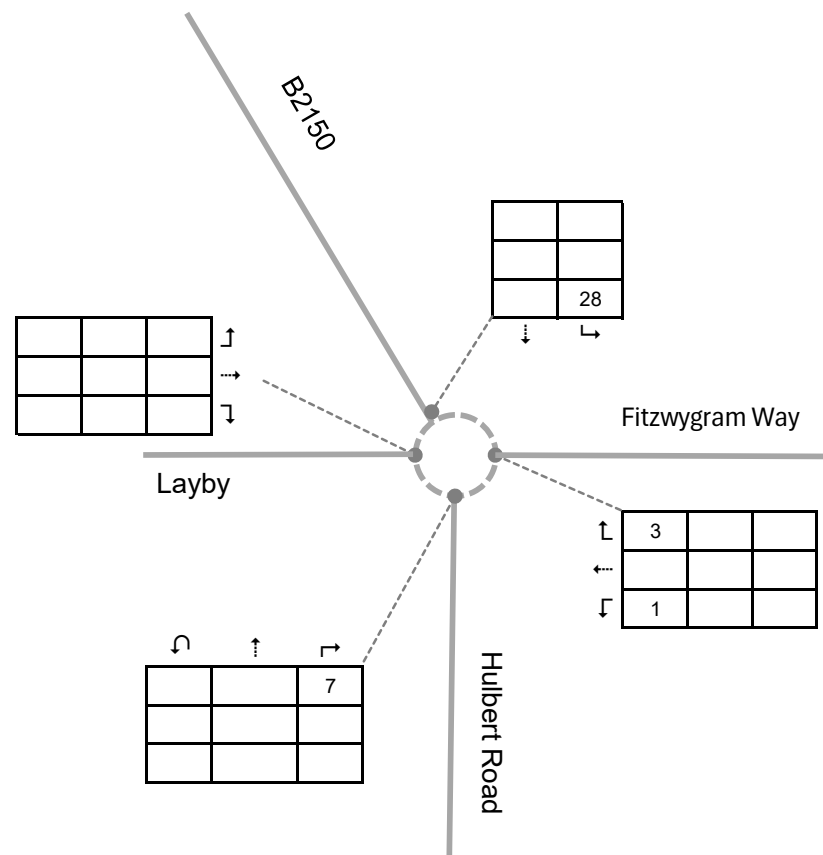






Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

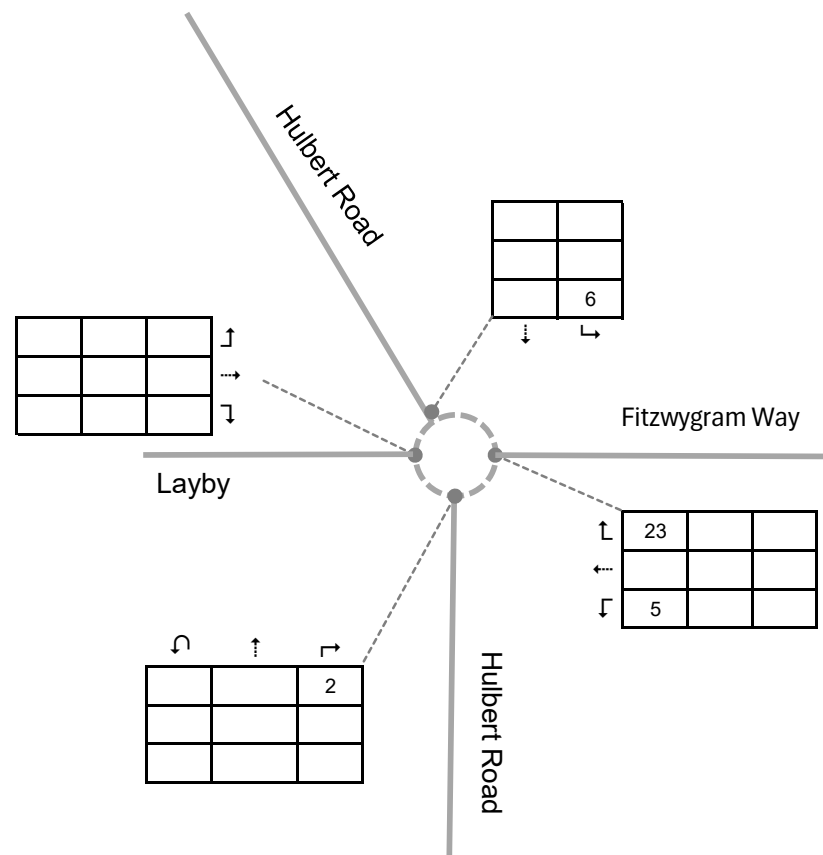
Scenario: Trip Generation (AM)





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

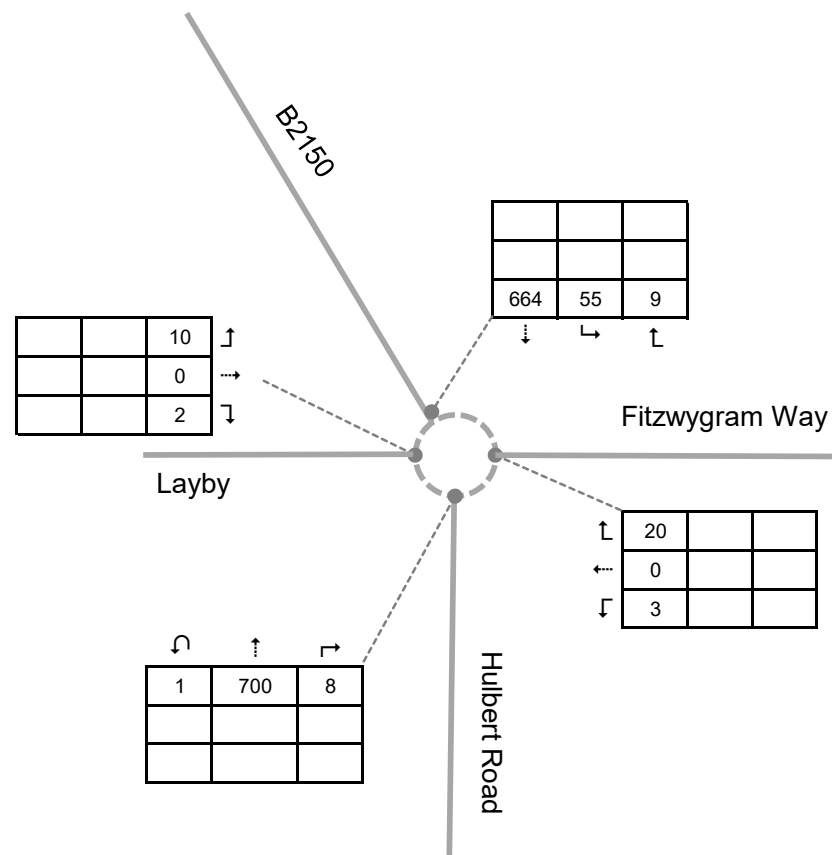
Scenario: Trip Generation (PM)





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

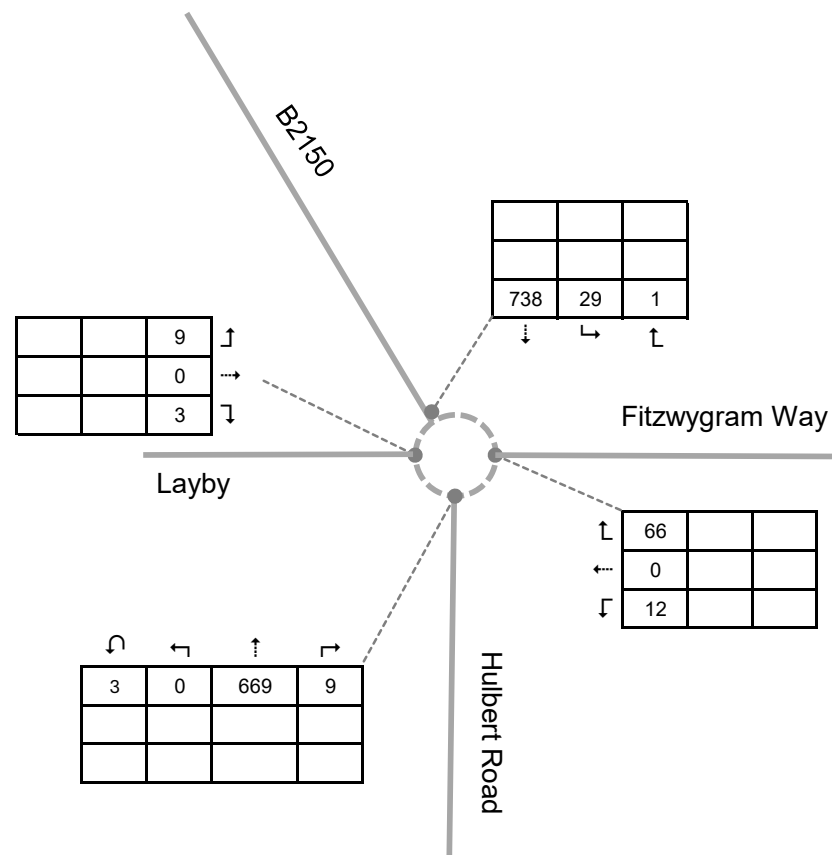
Scenario: Baseline 2025 (AM)





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

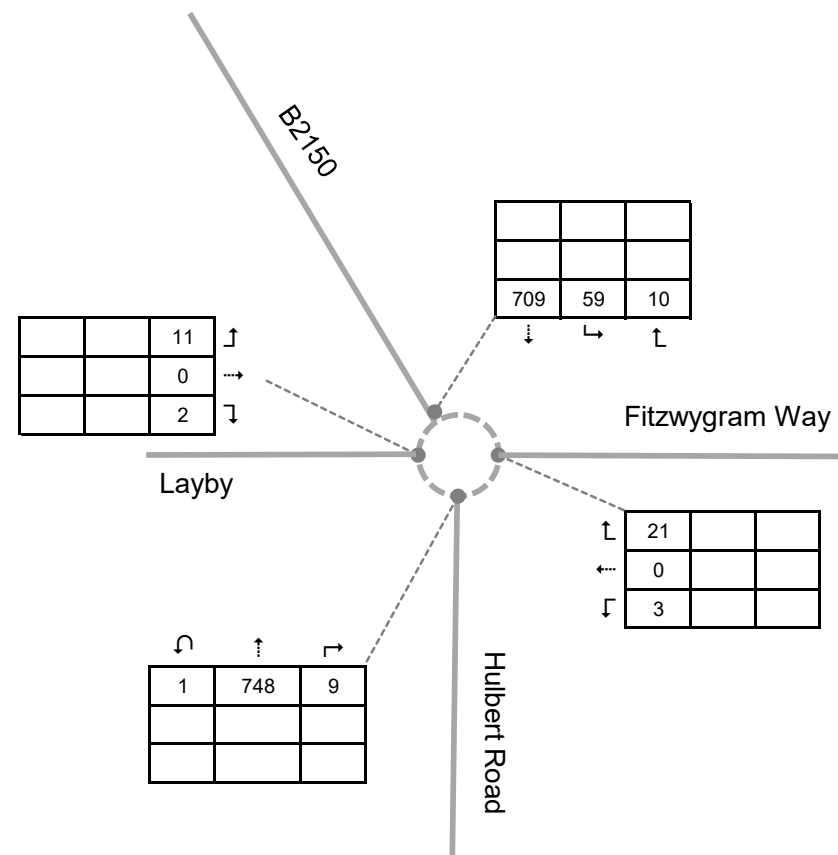
Scenario: Baseline 2025 (PM)





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

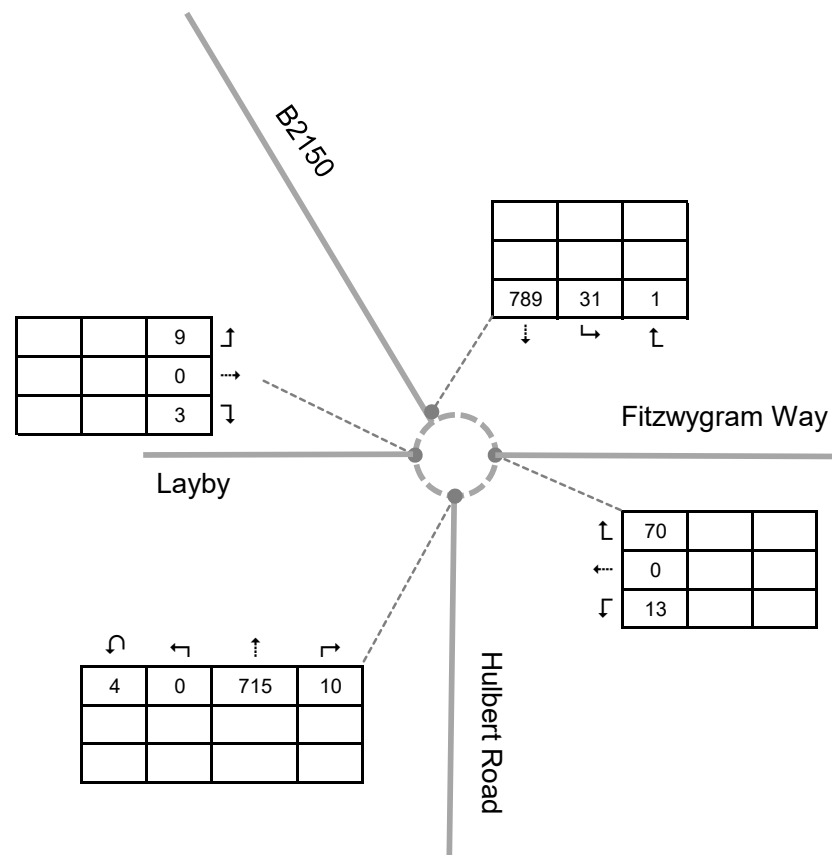
Scenario: Baseline 2030 (AM)





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

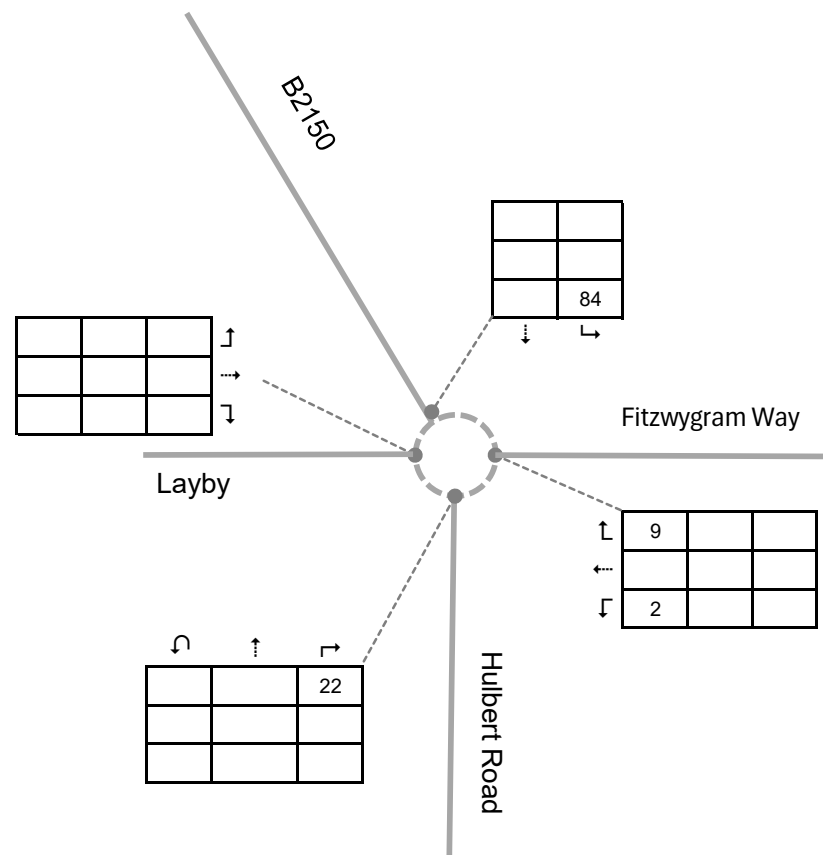
Scenario: Baseline 2030 (PM)





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

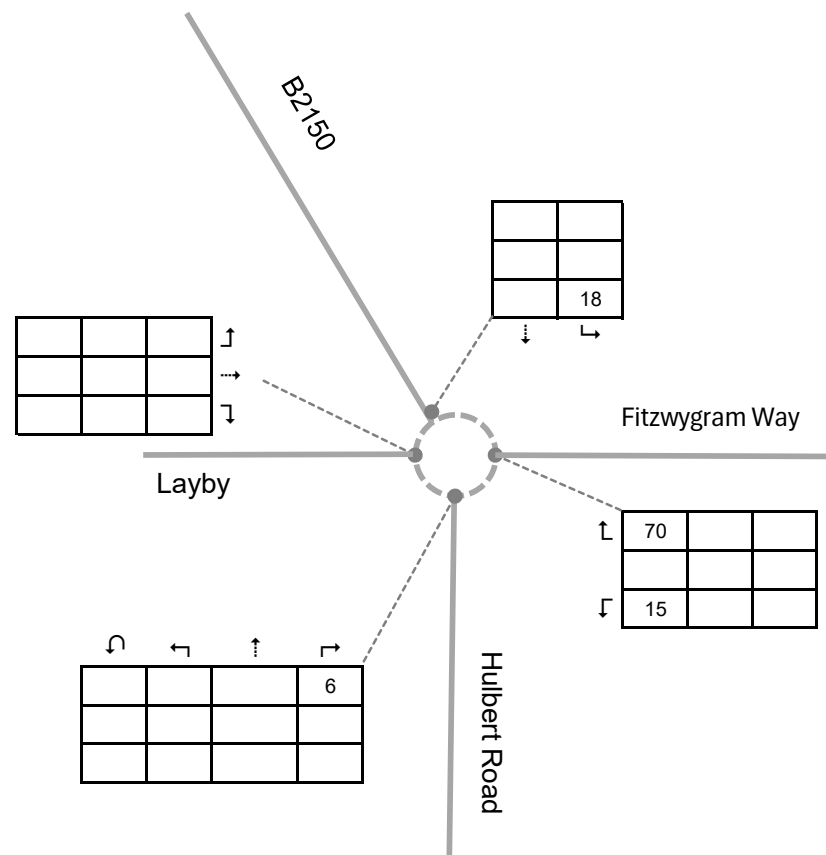
Scenario: Trip Generation (AM) CD1





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

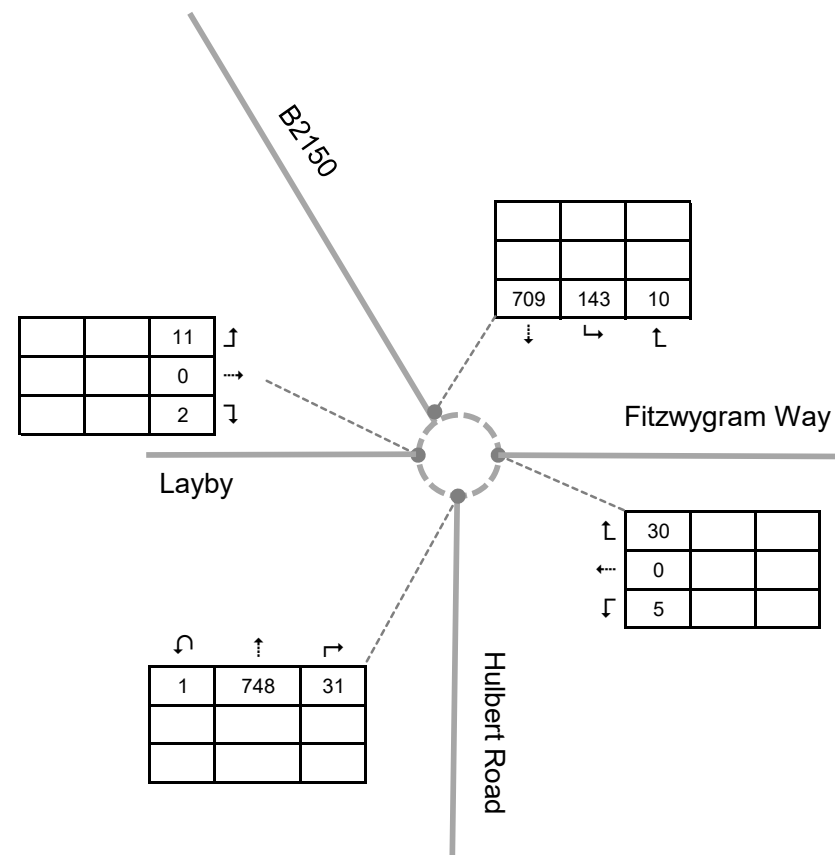
Scenario: Trip Generation (PM) CD1





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

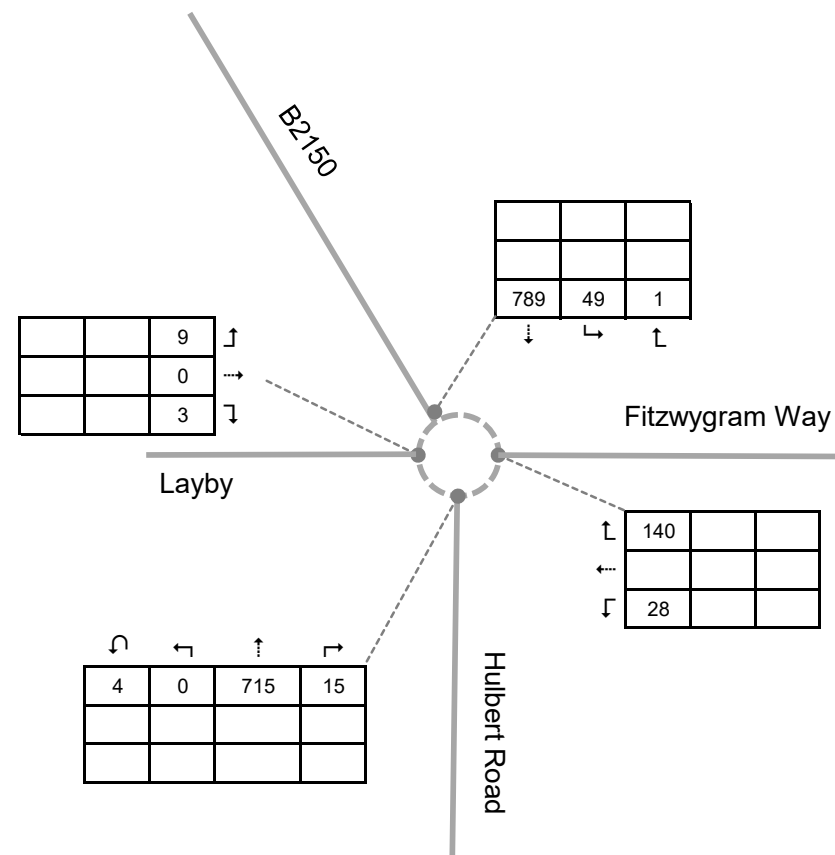
Scenario: Baseline 2030 (AM) + CD1





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

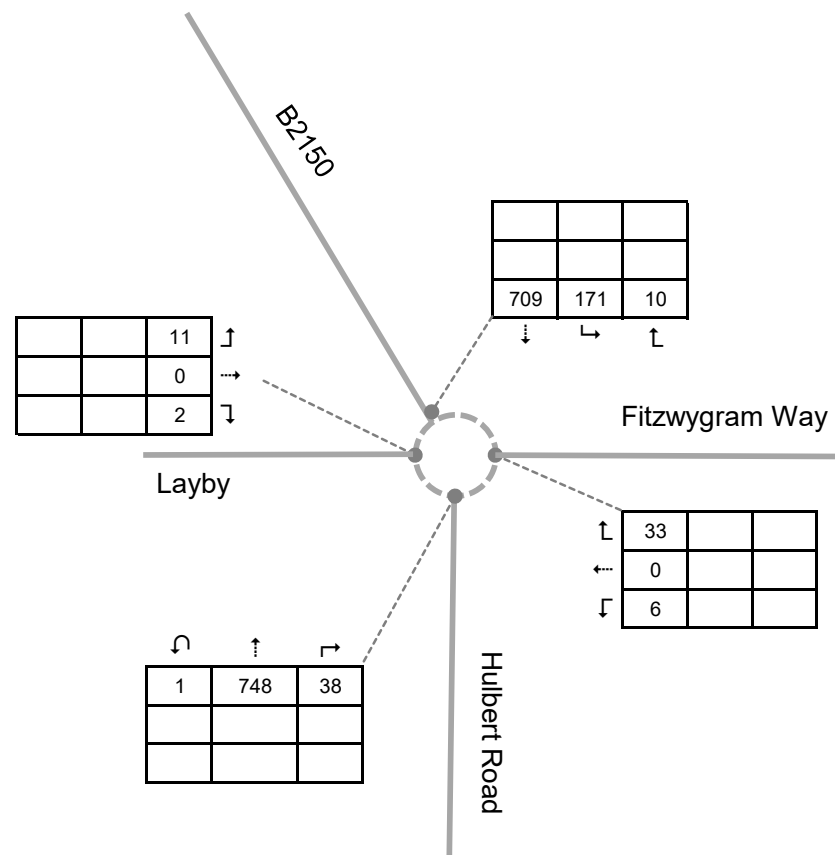
Scenario: Baseline 2030 (PM) + CD1





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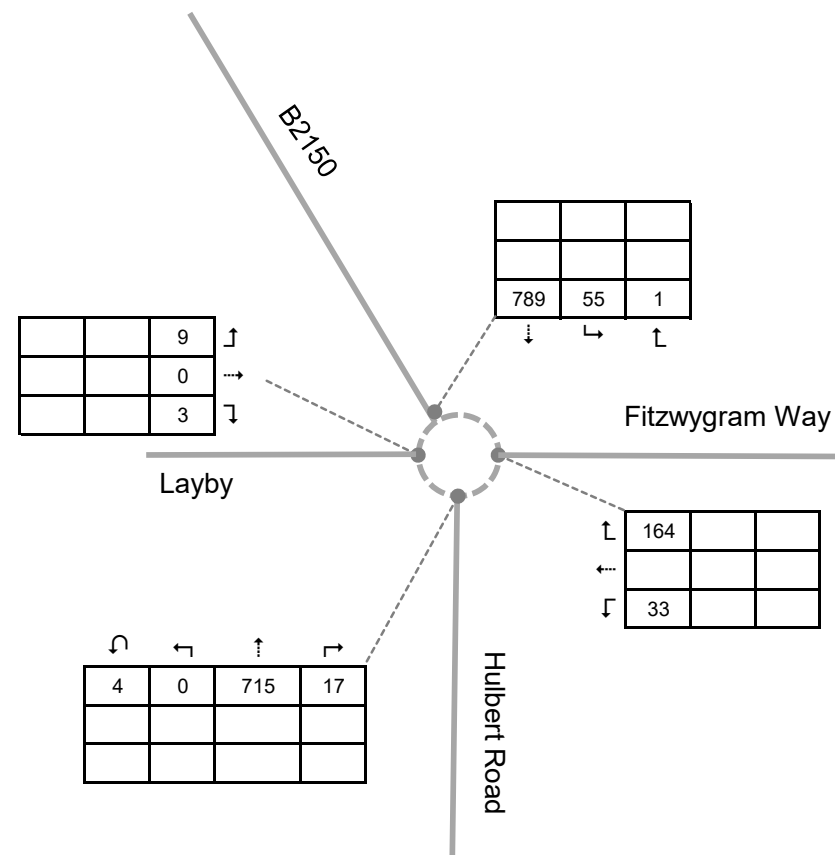
Scenario: Baseline 2030 (AM) + CD1 + PD





Project Name: Unit 400 Dunsbury Park, Havant
Project Number: 273.0001
Drawn By: AJF
Approved By: KCH

Scenario: Baseline 2030 (PM) + CD1 + PD



Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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Filename: Fitzwygram Way_B2150 RAB_Unit_400.j11

Path: P:\Southern\270-279\273 Avison Young\273.0001 Dunsbury Park Unit 400\03 Technical\TPLModelling

Report generation date: 13/11/2025 09:21:42

-
- »2025 | Base | AM
 - »2025 | Base | PM
 - »2030 | Base | AM
 - »2030 | Base | PM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | AM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | PM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM
 - »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2025 - Base															
1 - Hulbert Way (B2150) (N)	D1	1.1	5.59	0.51	A	4.47	A	82 % [1 - Hulbert Way (B2150) (N)]	D2	1.4	6.26	0.56	A	4.79	A	65 % [1 - Hulbert Way (B2150) (N)]
2 - Fitzwygram Way		0.0	2.67	0.02	A					0.1	2.89	0.06	A			
3 - Hulbert Way (B2150) (S)		0.7	3.35	0.40	A					0.7	3.34	0.39	A			
4 - Lay-by		0.0	5.42	0.02	A					0.0	5.47	0.02	A			
	2030 - Base															
1 - Hulbert Way (B2150) (N)	D3	1.3	6.03	0.55	A	4.77	A	70 % [1 - Hulbert Way (B2150) (N)]	D4	1.6	6.88	0.60	A	5.18	A	55 % [1 - Hulbert Way (B2150) (N)]
2 - Fitzwygram Way		0.0	2.74	0.02	A					0.1	2.98	0.06	A			
3 - Hulbert Way (B2150) (S)		0.8	3.52	0.43	A					0.8	3.51	0.42	A			
4 - Lay-by		0.0	5.65	0.02	A					0.0	5.69	0.02	A			
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)															
1 - Hulbert Way (B2150) (N)	D5	1.3	6.16	0.55	A	4.91	A	68 % [1 - Hulbert Way (B2150) (N)]	D6	1.7	6.92	0.60	A	5.20	A	54 % [1 - Hulbert Way (B2150) (N)]
2 - Fitzwygram Way		0.0	2.76	0.03	A					0.2	3.21	0.13	A			
3 - Hulbert Way (B2150) (S)		0.9	3.62	0.44	A					0.8	3.69	0.43	A			
4 - Lay-by		0.0	5.80	0.02	A					0.0	6.06	0.02	A			
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park															
1 - Hulbert Way (B2150) (N)	D7	1.4	6.20	0.55	A	4.96	A	67 % [1 - Hulbert Way (B2150) (N)]	D8	1.7	6.93	0.60	A	5.22	A	54 % [1 - Hulbert Way (B2150) (N)]
2 - Fitzwygram Way		0.0	2.77	0.03	A					0.2	3.30	0.15	A			
3 - Hulbert Way (B2150) (S)		0.9	3.65	0.44	A					0.8	3.76	0.43	A			
4 - Lay-by		0.0	5.84	0.02	A					0.0	6.19	0.02	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

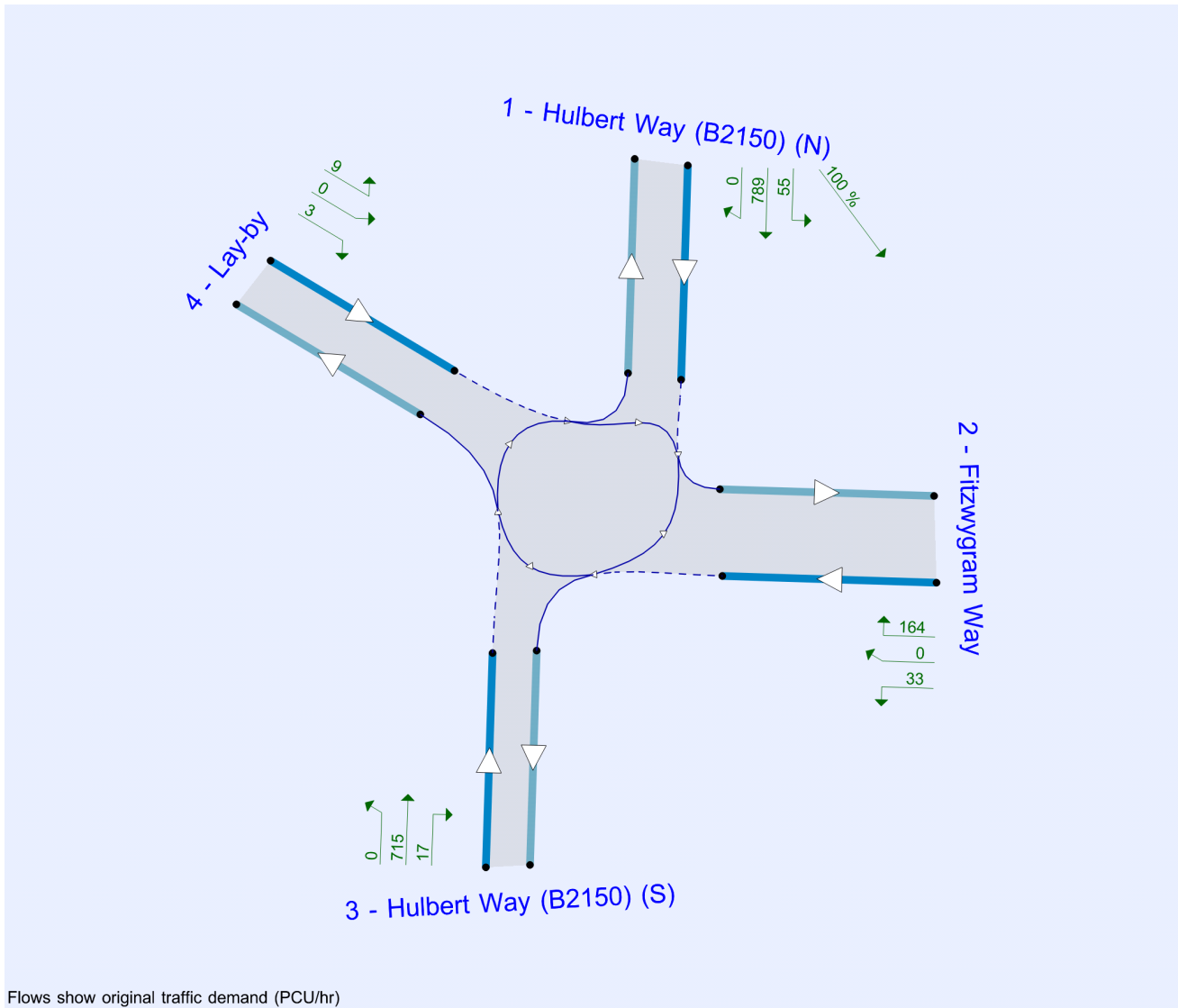
File summary

File Description

Title	
Location	
Site number	
Date	08/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\la.ford
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)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	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)	Run automatically
D1	2025	Base	AM	ONE HOUR	00:00	01:30	15	✓
D2	2025	Base	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030	Base	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030	Base	PM	ONE HOUR	00:00	01:30	15	✓
D5	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	AM	ONE HOUR	00:00	01:30	15	✓
D6	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	PM	ONE HOUR	00:00	01:30	15	✓
D7	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓
D8	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	✓	D1,D2,D3,D4,D5,D6,D7,D8	100.000	100.000

2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	82	1 - Hulbert Way (B2150) (N)	4.47	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Hulbert Way (B2150) (N)		
2	Fitzwygram Way		
3	Hulbert Way (B2150) (S)		
4	Lay-by		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Hulbert Way (B2150) (N)	4.20	5.50	15.2	11.2	48.8	42.0		
2 - Fitzwygram Way	3.80	7.70	41.5	19.2	48.9	38.0		
3 - Hulbert Way (B2150) (S)	5.70	7.70	9.5	17.8	48.9	43.0		
4 - Lay-by	3.85	3.85	0.0	15.6	48.9	29.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Hulbert Way (B2150) (N)	✓	100
2 - Fitzwygram Way		
3 - Hulbert Way (B2150) (S)		
4 - Lay-by		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hulbert Way (B2150) (N)	0.544	1455
2 - Fitzwygram Way	0.662	1999
3 - Hulbert Way (B2150) (S)	0.652	1982
4 - Lay-by	0.506	1155

The slope and intercept shown above include any corrections and adjustments.

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)	Run automatically
D1	2025	Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	728	100.000
2 - Fitzwygram Way		ONE HOUR	✓	23	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	709	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	9	55	664	0
	2 - Fitzwygram Way	20	0	3	0
	3 - Hulbert Way (B2150) (S)	700	8	1	0
	4 - Lay-by	10	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.08	0.91	0.
	2 - Fitzwygram Way	0.87	0.00	0.13	0.
	3 - Hulbert Way (B2150) (S)	0.99	0.01	0.00	0.
	4 - Lay-by	0.83	0.00	0.17	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.
	2 - Fitzwygram Way	1.100	1.100	1.100	1.
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.
	4 - Lay-by	1.100	1.100	1.100	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	548	548
	2 - Fitzwygram Way	17	17
	3 - Hulbert Way (B2150) (S)	534	534
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	654	654
	2 - Fitzwygram Way	21	21
	3 - Hulbert Way (B2150) (S)	637	637
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	802	802
	2 - Fitzwygram Way	25	25
	3 - Hulbert Way (B2150) (S)	781	781
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	802	802
	2 - Fitzwygram Way	25	25
	3 - Hulbert Way (B2150) (S)	781	781
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	654	654
	2 - Fitzwygram Way	21	21
	3 - Hulbert Way (B2150) (S)	637	637
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	548	548
	2 - Fitzwygram Way	17	17
	3 - Hulbert Way (B2150) (S)	534	534
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.51	5.59	1.1	A	668	926
2 - Fitzwygram Way	0.02	2.67	0.0	A	21	32
3 - Hulbert Way (B2150) (S)	0.40	3.35	0.7	A	651	976
4 - Lay-by	0.02	5.42	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	548	507	127	41	0	8	1451	0.349	504	555	0.0	0.6	4.174
2 - Fitzwygram Way	17	17	4	0	41	507	1663	0.010	17	6	0.0	0.0	2.405
3 - Hulbert Way (B2150) (S)	534	534	133	0	0	22	1968	0.271	532	502	0.0	0.4	2.755
4 - Lay-by	9	9	2	0	0	554	874	0.010	9	0	0.0	0.0	4.577

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	654	605	151	49	0	10	1450	0.417	604	664	0.6	0.8	4.679
2 - Fitzwygram Way	21	21	5	0	49	607	1597	0.013	21	7	0.0	0.0	2.511
3 - Hulbert Way (B2150) (S)	637	637	159	0	0	26	1965	0.324	637	602	0.4	0.5	2.981
4 - Lay-by	11	11	3	0	0	663	819	0.013	11	0	0.0	0.0	4.899

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	802	741	185	61	0	12	1449	0.512	740	813	0.8	1.1	5.573
2 - Fitzwygram Way	25	25	6	0	61	743	1507	0.017	25	9	0.0	0.0	2.671
3 - Hulbert Way (B2150) (S)	781	781	195	0	0	32	1962	0.398	780	736	0.5	0.7	3.350
4 - Lay-by	13	13	3	0	0	812	744	0.018	13	0	0.0	0.0	5.421

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	802	741	185	61	0	12	1449	0.512	741	814	1.1	1.1	5.595
2 - Fitzwygram Way	25	25	6	0	61	744	1506	0.017	25	9	0.0	0.0	2.673
3 - Hulbert Way (B2150) (S)	781	781	195	0	0	32	1961	0.398	781	738	0.7	0.7	3.352
4 - Lay-by	13	13	3	0	0	813	743	0.018	13	0	0.0	0.0	5.424

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	654	605	151	49	0	10	1450	0.417	606	665	1.1	0.8	4.702
2 - Fitzwygram Way	21	21	5	0	49	609	1596	0.013	21	7	0.0	0.0	2.514
3 - Hulbert Way (B2150) (S)	637	637	159	0	0	26	1965	0.324	638	604	0.7	0.5	2.987
4 - Lay-by	11	11	3	0	0	664	818	0.013	11	0	0.0	0.0	4.905

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	548	507	127	41	0	8	1451	0.349	507	557	0.8	0.6	4.201
2 - Fitzwygram Way	17	17	4	0	41	510	1661	0.010	17	6	0.0	0.0	2.408
3 - Hulbert Way (B2150) (S)	534	534	133	0	0	22	1968	0.271	534	505	0.5	0.4	2.764
4 - Lay-by	9	9	2	0	0	556	873	0.010	9	0	0.0	0.0	4.583

2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.79	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	1 - Hulbert Way (B2150) (N)	4.79	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)	Run automatically
D2	2025	Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	768	100.000
2 - Fitzwygram Way		ONE HOUR	✓	78	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	681	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1	29	738	0
	2 - Fitzwygram Way	66	0	12	0
	3 - Hulbert Way (B2150) (S)	669	9	3	0
	4 - Lay-by	9	0	3	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.00	0.04	0.96	0.
	2 - Fitzwygram Way	0.85	0.00	0.15	0.
	3 - Hulbert Way (B2150) (S)	0.98	0.01	0.00	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	578	578
	2 - Fitzwygram Way	59	59
	3 - Hulbert Way (B2150) (S)	513	513
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	690	690
	2 - Fitzwygram Way	70	70
	3 - Hulbert Way (B2150) (S)	612	612
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	846	846
	2 - Fitzwygram Way	86	86
	3 - Hulbert Way (B2150) (S)	750	750
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	846	846
	2 - Fitzwygram Way	86	86
	3 - Hulbert Way (B2150) (S)	750	750
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	690	690
	2 - Fitzwygram Way	70	70
	3 - Hulbert Way (B2150) (S)	612	612
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	578	578
	2 - Fitzwygram Way	59	59
	3 - Hulbert Way (B2150) (S)	513	513
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.56	6.26	1.4	A	705	1017
2 - Fitzwygram Way	0.06	2.89	0.1	A	72	107
3 - Hulbert Way (B2150) (S)	0.39	3.34	0.7	A	625	937
4 - Lay-by	0.02	5.47	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	578	556	139	22	0	11	1449	0.384	554	559	0.0	0.7	4.409
2 - Fitzwygram Way	59	59	15	0	22	558	1629	0.036	59	7	0.0	0.0	2.520
3 - Hulbert Way (B2150) (S)	513	513	128	0	0	50	1949	0.263	511	566	0.0	0.4	2.751
4 - Lay-by	9	9	2	0	0	561	870	0.010	9	0	0.0	0.0	4.597

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	690	664	166	26	0	13	1448	0.459	663	669	0.7	0.9	5.041
2 - Fitzwygram Way	70	70	18	0	26	669	1556	0.045	70	8	0.0	0.1	2.664
3 - Hulbert Way (B2150) (S)	612	612	153	0	0	60	1943	0.315	612	679	0.4	0.5	2.974
4 - Lay-by	11	11	3	0	0	672	814	0.013	11	0	0.0	0.0	4.927

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	846	814	203	32	0	16	1446	0.563	812	819	0.9	1.4	6.222
2 - Fitzwygram Way	86	86	21	0	32	818	1457	0.059	86	10	0.1	0.1	2.887
3 - Hulbert Way (B2150) (S)	750	750	187	0	0	74	1934	0.388	749	830	0.5	0.7	3.339
4 - Lay-by	13	13	3	0	0	823	738	0.018	13	0	0.0	0.0	5.462

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	846	814	203	32	0	17	1446	0.563	814	820	1.4	1.4	6.259
2 - Fitzwygram Way	86	86	21	0	32	820	1456	0.059	86	10	0.1	0.1	2.889
3 - Hulbert Way (B2150) (S)	750	750	187	0	0	74	1934	0.388	750	832	0.7	0.7	3.342
4 - Lay-by	13	13	3	0	0	824	738	0.018	13	0	0.0	0.0	5.465

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	690	664	166	26	0	14	1448	0.459	666	671	1.4	0.9	5.077
2 - Fitzwygram Way	70	70	18	0	26	672	1554	0.045	70	8	0.1	0.1	2.667
3 - Hulbert Way (B2150) (S)	612	612	153	0	0	60	1943	0.315	613	681	0.7	0.5	2.978
4 - Lay-by	11	11	3	0	0	673	814	0.013	11	0	0.0	0.0	4.931

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	578	556	139	22	0	11	1449	0.384	557	561	0.9	0.7	4.445
2 - Fitzwygram Way	59	59	15	0	22	562	1627	0.036	59	7	0.1	0.0	2.527
3 - Hulbert Way (B2150) (S)	513	513	128	0	0	50	1949	0.263	513	570	0.5	0.4	2.757
4 - Lay-by	9	9	2	0	0	564	869	0.010	9	0	0.0	0.0	4.603

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	70	1 - Hulbert Way (B2150) (N)	4.77	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)	Run automatically
D3	2030	Base	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	778	100.000
2 - Fitzwygram Way		ONE HOUR	✓	24	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	758	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	59	709	0
	2 - Fitzwygram Way	21	0	3	0
	3 - Hulbert Way (B2150) (S)	748	9	1	0
	4 - Lay-by	11	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.08	0.91	0.
	2 - Fitzwygram Way	0.88	0.00	0.13	0.
	3 - Hulbert Way (B2150) (S)	0.99	0.01	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	586	586
	2 - Fitzwygram Way	18	18
	3 - Hulbert Way (B2150) (S)	571	571
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	699	699
	2 - Fitzwygram Way	22	22
	3 - Hulbert Way (B2150) (S)	681	681
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	857	857
	2 - Fitzwygram Way	26	26
	3 - Hulbert Way (B2150) (S)	835	835
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	857	857
	2 - Fitzwygram Way	26	26
	3 - Hulbert Way (B2150) (S)	835	835
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	699	699
	2 - Fitzwygram Way	22	22
	3 - Hulbert Way (B2150) (S)	681	681
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	586	586
	2 - Fitzwygram Way	18	18
	3 - Hulbert Way (B2150) (S)	571	571
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.03	1.3	A	714	990
2 - Fitzwygram Way	0.02	2.74	0.0	A	22	33
3 - Hulbert Way (B2150) (S)	0.43	3.52	0.8	A	696	1043
4 - Lay-by	0.02	5.65	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	586	541	135	44	0	9	1450	0.373	539	593	0.0	0.7	4.332
2 - Fitzwygram Way	18	18	5	0	44	541	1641	0.011	18	7	0.0	0.0	2.440
3 - Hulbert Way (B2150) (S)	571	571	143	0	0	23	1967	0.290	569	536	0.0	0.4	2.828
4 - Lay-by	10	10	2	0	0	592	855	0.011	10	0	0.0	0.0	4.686

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	699	646	162	53	0	11	1449	0.446	645	710	0.7	0.9	4.921
2 - Fitzwygram Way	22	22	5	0	53	648	1570	0.014	22	8	0.0	0.0	2.557
3 - Hulbert Way (B2150) (S)	681	681	170	0	0	28	1964	0.347	681	642	0.4	0.6	3.084
4 - Lay-by	12	12	3	0	0	709	796	0.015	12	0	0.0	0.0	5.050

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	857	792	198	65	0	13	1448	0.547	790	869	0.9	1.3	6.001
2 - Fitzwygram Way	26	26	7	0	65	793	1474	0.018	26	10	0.0	0.0	2.735
3 - Hulbert Way (B2150) (S)	835	835	209	0	0	34	1960	0.426	834	786	0.6	0.8	3.512
4 - Lay-by	14	14	4	0	0	868	715	0.020	14	0	0.0	0.0	5.648

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	857	792	198	65	0	13	1448	0.547	792	870	1.3	1.3	6.032
2 - Fitzwygram Way	26	26	7	0	65	795	1473	0.018	26	10	0.0	0.0	2.737
3 - Hulbert Way (B2150) (S)	835	835	209	0	0	34	1960	0.426	835	787	0.8	0.8	3.517
4 - Lay-by	14	14	4	0	0	869	715	0.020	14	0	0.0	0.0	5.652

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	699	646	162	53	0	11	1449	0.446	648	711	1.3	0.9	4.954
2 - Fitzwygram Way	22	22	5	0	53	651	1568	0.014	22	8	0.0	0.0	2.562
3 - Hulbert Way (B2150) (S)	681	681	170	0	0	28	1964	0.347	682	644	0.8	0.6	3.090
4 - Lay-by	12	12	3	0	0	710	795	0.015	12	0	0.0	0.0	5.057

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	586	541	135	44	0	9	1450	0.373	542	595	0.9	0.7	4.365
2 - Fitzwygram Way	18	18	5	0	44	544	1638	0.011	18	7	0.0	0.0	2.445
3 - Hulbert Way (B2150) (S)	571	571	143	0	0	23	1967	0.290	571	539	0.6	0.5	2.837
4 - Lay-by	10	10	2	0	0	595	854	0.011	10	0	0.0	0.0	4.693

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.18	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	1 - Hulbert Way (B2150) (N)	5.18	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)	Run automatically
D4	2030	Base	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	821	100.000
2 - Fitzwygram Way		ONE HOUR	✓	83	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	729	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1	31	789	0
	2 - Fitzwygram Way	70	0	13	0
	3 - Hulbert Way (B2150) (S)	715	10	4	0
	4 - Lay-by	9	0	3	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.00	0.04	0.96	0.
	2 - Fitzwygram Way	0.84	0.00	0.16	0.
	3 - Hulbert Way (B2150) (S)	0.98	0.01	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	618	618
	2 - Fitzwygram Way	62	62
	3 - Hulbert Way (B2150) (S)	549	549
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	738	738
	2 - Fitzwygram Way	75	75
	3 - Hulbert Way (B2150) (S)	655	655
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	904	904
	2 - Fitzwygram Way	91	91
	3 - Hulbert Way (B2150) (S)	803	803
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	904	904
	2 - Fitzwygram Way	91	91
	3 - Hulbert Way (B2150) (S)	803	803
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	738	738
	2 - Fitzwygram Way	75	75
	3 - Hulbert Way (B2150) (S)	655	655
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	618	618
	2 - Fitzwygram Way	62	62
	3 - Hulbert Way (B2150) (S)	549	549
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.60	6.88	1.6	A	753	1087
2 - Fitzwygram Way	0.06	2.98	0.1	A	76	114
3 - Hulbert Way (B2150) (S)	0.42	3.51	0.8	A	669	1003
4 - Lay-by	0.02	5.69	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	618	595	149	23	0	13	1448	0.411	592	597	0.0	0.8	4.608
2 - Fitzwygram Way	62	62	16	0	23	597	1604	0.039	62	8	0.0	0.0	2.569
3 - Hulbert Way (B2150) (S)	549	549	137	0	0	53	1948	0.282	547	606	0.0	0.4	2.823
4 - Lay-by	9	9	2	0	0	600	851	0.011	9	0	0.0	0.0	4.705

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	738	710	178	28	0	15	1447	0.491	709	714	0.8	1.0	5.357
2 - Fitzwygram Way	75	75	19	0	28	715	1525	0.049	75	9	0.0	0.1	2.729
3 - Hulbert Way (B2150) (S)	655	655	164	0	0	64	1941	0.338	655	726	0.4	0.6	3.077
4 - Lay-by	11	11	3	0	0	719	791	0.014	11	0	0.0	0.0	5.076

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	904	870	217	34	0	19	1445	0.602	867	874	1.0	1.6	6.829
2 - Fitzwygram Way	91	91	23	0	34	875	1420	0.064	91	11	0.1	0.1	2.980
3 - Hulbert Way (B2150) (S)	803	803	201	0	0	78	1931	0.416	802	888	0.6	0.8	3.500
4 - Lay-by	13	13	3	0	0	880	709	0.019	13	0	0.0	0.0	5.689

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	904	870	217	34	0	19	1445	0.602	870	875	1.6	1.6	6.880
2 - Fitzwygram Way	91	91	23	0	34	877	1418	0.064	91	11	0.1	0.1	2.984
3 - Hulbert Way (B2150) (S)	803	803	201	0	0	78	1931	0.416	803	891	0.8	0.8	3.507
4 - Lay-by	13	13	3	0	0	881	709	0.019	13	0	0.0	0.0	5.693

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	738	710	178	28	0	15	1447	0.491	712	716	1.6	1.1	5.410
2 - Fitzwygram Way	75	75	19	0	28	719	1523	0.049	75	9	0.1	0.1	2.735
3 - Hulbert Way (B2150) (S)	655	655	164	0	0	64	1941	0.338	656	730	0.8	0.6	3.086
4 - Lay-by	11	11	3	0	0	720	790	0.014	11	0	0.0	0.0	5.081

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	618	595	149	23	0	13	1448	0.411	596	599	1.1	0.8	4.652
2 - Fitzwygram Way	62	62	16	0	23	601	1601	0.039	63	8	0.1	0.0	2.573
3 - Hulbert Way (B2150) (S)	549	549	137	0	0	53	1947	0.282	549	610	0.6	0.4	2.832
4 - Lay-by	9	9	2	0	0	603	849	0.011	9	0	0.0	0.0	4.712

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.91	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	68	1 - Hulbert Way (B2150) (N)	4.91	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)	Run automatically
D5	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	862	100.000
2 - Fitzwygram Way		ONE HOUR	✓	35	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	780	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	10	143	709	0
	2 - Fitzwygram Way	30	0	5	0
	3 - Hulbert Way (B2150) (S)	748	31	1	0
	4 - Lay-by	11	0	2	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.01	0.17	0.82	0.
	2 - Fitzwygram Way	0.86	0.00	0.14	0.
	3 - Hulbert Way (B2150) (S)	0.96	0.04	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	649	649
	2 - Fitzwygram Way	26	26
	3 - Hulbert Way (B2150) (S)	587	587
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	775	775
	2 - Fitzwygram Way	31	31
	3 - Hulbert Way (B2150) (S)	701	701
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	949	949
	2 - Fitzwygram Way	39	39
	3 - Hulbert Way (B2150) (S)	859	859
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	949	949
	2 - Fitzwygram Way	39	39
	3 - Hulbert Way (B2150) (S)	859	859
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	775	775
	2 - Fitzwygram Way	31	31
	3 - Hulbert Way (B2150) (S)	701	701
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	649	649
	2 - Fitzwygram Way	26	26
	3 - Hulbert Way (B2150) (S)	587	587
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.16	1.3	A	791	990
2 - Fitzwygram Way	0.03	2.76	0.0	A	32	48
3 - Hulbert Way (B2150) (S)	0.44	3.62	0.9	A	716	1074
4 - Lay-by	0.02	5.80	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	649	541	135	108	0	26	1441	0.376	539	600	0.0	0.7	4.375
2 - Fitzwygram Way	26	26	7	0	108	541	1641	0.016	26	23	0.0	0.0	2.452
3 - Hulbert Way (B2150) (S)	587	587	147	0	0	30	1963	0.299	585	537	0.0	0.5	2.871
4 - Lay-by	10	10	2	0	0	615	843	0.012	10	0	0.0	0.0	4.752

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	775	646	162	129	0	31	1439	0.449	645	718	0.7	0.9	4.986
2 - Fitzwygram Way	31	31	8	0	129	648	1570	0.020	31	28	0.0	0.0	2.573
3 - Hulbert Way (B2150) (S)	701	701	175	0	0	36	1959	0.358	701	644	0.5	0.6	3.145
4 - Lay-by	12	12	3	0	0	737	782	0.015	12	0	0.0	0.0	5.142

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	949	792	198	157	0	37	1435	0.552	790	879	0.9	1.3	6.121
2 - Fitzwygram Way	39	39	10	0	157	793	1474	0.026	39	34	0.0	0.0	2.758
3 - Hulbert Way (B2150) (S)	859	859	215	0	0	44	1954	0.440	858	788	0.6	0.9	3.610
4 - Lay-by	14	14	4	0	0	902	698	0.021	14	0	0.0	0.0	5.791

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	949	792	198	157	0	37	1435	0.552	792	880	1.3	1.3	6.155
2 - Fitzwygram Way	39	39	10	0	157	795	1473	0.026	39	34	0.0	0.0	2.760
3 - Hulbert Way (B2150) (S)	859	859	215	0	0	44	1954	0.440	859	789	0.9	0.9	3.616
4 - Lay-by	14	14	4	0	0	903	697	0.021	14	0	0.0	0.0	5.795

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	775	646	162	129	0	31	1439	0.449	648	719	1.3	0.9	5.022
2 - Fitzwygram Way	31	31	8	0	129	651	1568	0.020	31	28	0.0	0.0	2.576
3 - Hulbert Way (B2150) (S)	701	701	175	0	0	36	1959	0.358	702	646	0.9	0.6	3.152
4 - Lay-by	12	12	3	0	0	738	781	0.015	12	0	0.0	0.0	5.150

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	649	541	135	108	0	26	1441	0.376	542	602	0.9	0.7	4.410
2 - Fitzwygram Way	26	26	7	0	108	545	1638	0.016	26	23	0.0	0.0	2.456
3 - Hulbert Way (B2150) (S)	587	587	147	0	0	30	1963	0.299	588	541	0.6	0.5	2.883
4 - Lay-by	10	10	2	0	0	618	842	0.012	10	0	0.0	0.0	4.759

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	54	1 - Hulbert Way (B2150) (N)	5.20	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)	Run automatically
D6	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	839	100.000
2 - Fitzwygram Way		ONE HOUR	✓	168	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	734	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1	49	789	0
	2 - Fitzwygram Way	140	0	28	0
	3 - Hulbert Way (B2150) (S)	715	15	4	0
	4 - Lay-by	9	0	3	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.00	0.06	0.94	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.97	0.02	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	632	632
	2 - Fitzwygram Way	126	126
	3 - Hulbert Way (B2150) (S)	553	553
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	754	754
	2 - Fitzwygram Way	151	151
	3 - Hulbert Way (B2150) (S)	660	660
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	924	924
	2 - Fitzwygram Way	185	185
	3 - Hulbert Way (B2150) (S)	808	808
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	924	924
	2 - Fitzwygram Way	185	185
	3 - Hulbert Way (B2150) (S)	808	808
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	754	754
	2 - Fitzwygram Way	151	151
	3 - Hulbert Way (B2150) (S)	660	660
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	632	632
	2 - Fitzwygram Way	126	126
	3 - Hulbert Way (B2150) (S)	553	553
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.60	6.92	1.7	A	770	1087
2 - Fitzwygram Way	0.13	3.21	0.2	A	154	231
3 - Hulbert Way (B2150) (S)	0.43	3.69	0.8	A	674	1010
4 - Lay-by	0.02	6.06	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	632	595	149	37	0	17	1446	0.411	592	649	0.0	0.8	4.617
2 - Fitzwygram Way	126	126	32	0	37	597	1604	0.079	126	11	0.0	0.1	2.680
3 - Hulbert Way (B2150) (S)	553	553	138	0	0	106	1913	0.289	551	617	0.0	0.4	2.902
4 - Lay-by	9	9	2	0	0	657	822	0.011	9	0	0.0	0.0	4.869

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	754	710	178	44	0	20	1444	0.492	709	777	0.8	1.1	5.375
2 - Fitzwygram Way	151	151	38	0	44	715	1525	0.099	151	13	0.1	0.1	2.880
3 - Hulbert Way (B2150) (S)	660	660	165	0	0	127	1900	0.347	659	740	0.4	0.6	3.190
4 - Lay-by	11	11	3	0	0	786	757	0.014	11	0	0.0	0.0	5.308

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	924	870	217	54	0	24	1442	0.603	867	951	1.1	1.6	6.862
2 - Fitzwygram Way	185	185	46	0	54	875	1420	0.130	185	16	0.1	0.2	3.206
3 - Hulbert Way (B2150) (S)	808	808	202	0	0	155	1881	0.430	807	905	0.6	0.8	3.683
4 - Lay-by	13	13	3	0	0	962	667	0.020	13	0	0.0	0.0	6.052

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	924	870	217	54	0	24	1442	0.603	870	952	1.6	1.7	6.916
2 - Fitzwygram Way	185	185	46	0	54	877	1418	0.130	185	17	0.2	0.2	3.210
3 - Hulbert Way (B2150) (S)	808	808	202	0	0	155	1881	0.430	808	907	0.8	0.8	3.690
4 - Lay-by	13	13	3	0	0	963	667	0.020	13	0	0.0	0.0	6.057

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	754	710	178	44	0	20	1444	0.492	713	779	1.7	1.1	5.426
2 - Fitzwygram Way	151	151	38	0	44	719	1523	0.099	151	14	0.2	0.1	2.886
3 - Hulbert Way (B2150) (S)	660	660	165	0	0	127	1900	0.347	661	743	0.8	0.6	3.201
4 - Lay-by	11	11	3	0	0	788	756	0.014	11	0	0.0	0.0	5.317

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	632	595	149	37	0	17	1446	0.411	596	652	1.1	0.8	4.663
2 - Fitzwygram Way	126	126	32	0	37	601	1601	0.079	127	11	0.1	0.1	2.685
3 - Hulbert Way (B2150) (S)	553	553	138	0	0	106	1913	0.289	553	622	0.6	0.4	2.914
4 - Lay-by	9	9	2	0	0	659	821	0.011	9	0	0.0	0.0	4.878

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	67	1 - Hulbert Way (B2150) (N)	4.96	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)	Run automatically
D7	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	890	100.000
2 - Fitzwygram Way		ONE HOUR	✓	39	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	787	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	171	709	0
	2 - Fitzwygram Way	33	0	6	0
	3 - Hulbert Way (B2150) (S)	748	38	1	0
	4 - Lay-by	11	0	2	0

Proportions

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 La b
	1 - Hulbert Way (B2150) (N)	0.01	0.19	0.80	0.
	2 - Fitzwygram Way	0.85	0.00	0.15	0.
	3 - Hulbert Way (B2150) (S)	0.95	0.05	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	670	670
	2 - Fitzwygram Way	29	29
	3 - Hulbert Way (B2150) (S)	592	592
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	800	800
	2 - Fitzwygram Way	35	35
	3 - Hulbert Way (B2150) (S)	707	707
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	980	980
	2 - Fitzwygram Way	43	43
	3 - Hulbert Way (B2150) (S)	867	867
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	980	980
	2 - Fitzwygram Way	43	43
	3 - Hulbert Way (B2150) (S)	867	867
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	800	800
	2 - Fitzwygram Way	35	35
	3 - Hulbert Way (B2150) (S)	707	707
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	670	670
	2 - Fitzwygram Way	29	29
	3 - Hulbert Way (B2150) (S)	592	592
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.20	1.4	A	817	990
2 - Fitzwygram Way	0.03	2.77	0.0	A	36	54
3 - Hulbert Way (B2150) (S)	0.44	3.65	0.9	A	722	1083
4 - Lay-by	0.02	5.84	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	670	541	135	129	0	31	1438	0.376	539	602	0.0	0.7	4.389
2 - Fitzwygram Way	29	29	7	0	129	541	1641	0.018	29	29	0.0	0.0	2.457
3 - Hulbert Way (B2150) (S)	592	592	148	0	0	32	1961	0.302	591	538	0.0	0.5	2.885
4 - Lay-by	10	10	2	0	0	623	839	0.012	10	0	0.0	0.0	4.773

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	800	646	162	154	0	37	1435	0.450	645	720	0.7	0.9	5.007
2 - Fitzwygram Way	35	35	9	0	154	648	1570	0.022	35	34	0.0	0.0	2.579
3 - Hulbert Way (B2150) (S)	707	707	177	0	0	39	1957	0.362	707	645	0.5	0.6	3.165
4 - Lay-by	12	12	3	0	0	746	777	0.015	12	0	0.0	0.0	5.173

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	980	792	198	188	0	45	1431	0.553	790	882	0.9	1.3	6.161
2 - Fitzwygram Way	43	43	11	0	188	793	1474	0.029	43	42	0.0	0.0	2.766
3 - Hulbert Way (B2150) (S)	867	867	217	0	0	47	1951	0.444	865	789	0.6	0.9	3.643
4 - Lay-by	14	14	4	0	0	913	692	0.021	14	0	0.0	0.0	5.838

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	980	792	198	188	0	45	1431	0.553	792	883	1.3	1.4	6.196
2 - Fitzwygram Way	43	43	11	0	188	795	1473	0.029	43	42	0.0	0.0	2.769
3 - Hulbert Way (B2150) (S)	867	867	217	0	0	47	1951	0.444	866	790	0.9	0.9	3.649
4 - Lay-by	14	14	4	0	0	914	692	0.021	14	0	0.0	0.0	5.843

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	800	646	162	154	0	37	1435	0.450	648	722	1.4	0.9	5.044
2 - Fitzwygram Way	35	35	9	0	154	651	1568	0.022	35	34	0.0	0.0	2.584
3 - Hulbert Way (B2150) (S)	707	707	177	0	0	39	1957	0.362	708	647	0.9	0.6	3.173
4 - Lay-by	12	12	3	0	0	747	776	0.015	12	0	0.0	0.0	5.179

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	670	541	135	129	0	31	1438	0.376	542	604	0.9	0.7	4.423
2 - Fitzwygram Way	29	29	7	0	129	545	1638	0.018	29	29	0.0	0.0	2.460
3 - Hulbert Way (B2150) (S)	592	592	148	0	0	32	1961	0.302	593	542	0.6	0.5	2.897
4 - Lay-by	10	10	2	0	0	625	838	0.012	10	0	0.0	0.0	4.781

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	54	1 - Hulbert Way (B2150) (N)	5.22	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)	Run automatically
D8	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	845	100.000
2 - Fitzwygram Way		ONE HOUR	✓	197	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	736	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	55	789	0
	2 - Fitzwygram Way	164	0	33	0
	3 - Hulbert Way (B2150) (S)	715	17	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.07	0.93	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.97	0.02	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	636	636
	2 - Fitzwygram Way	148	148
	3 - Hulbert Way (B2150) (S)	554	554
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	760	760
	2 - Fitzwygram Way	177	177
	3 - Hulbert Way (B2150) (S)	662	662
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	930	930
	2 - Fitzwygram Way	217	217
	3 - Hulbert Way (B2150) (S)	810	810
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	930	930
	2 - Fitzwygram Way	217	217
	3 - Hulbert Way (B2150) (S)	810	810
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	760	760
	2 - Fitzwygram Way	177	177
	3 - Hulbert Way (B2150) (S)	662	662
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	636	636
	2 - Fitzwygram Way	148	148
	3 - Hulbert Way (B2150) (S)	554	554
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.60	6.93	1.7	A	775	1087
2 - Fitzwygram Way	0.15	3.30	0.2	A	181	271
3 - Hulbert Way (B2150) (S)	0.43	3.76	0.8	A	675	1013
4 - Lay-by	0.02	6.19	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	636	595	149	41	0	18	1445	0.411	592	667	0.0	0.8	4.622
2 - Fitzwygram Way	148	148	37	0	41	597	1604	0.092	148	13	0.0	0.1	2.720
3 - Hulbert Way (B2150) (S)	554	554	139	0	0	124	1902	0.291	552	621	0.0	0.5	2.931
4 - Lay-by	9	9	2	0	0	676	812	0.011	9	0	0.0	0.0	4.929

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	760	710	178	49	0	22	1443	0.492	709	799	0.8	1.1	5.382
2 - Fitzwygram Way	177	177	44	0	49	715	1525	0.116	177	15	0.1	0.1	2.936
3 - Hulbert Way (B2150) (S)	662	662	165	0	0	148	1886	0.351	661	744	0.5	0.6	3.232
4 - Lay-by	11	11	3	0	0	809	745	0.014	11	0	0.0	0.0	5.394

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	930	870	217	61	0	26	1441	0.604	867	978	1.1	1.6	6.876
2 - Fitzwygram Way	217	217	54	0	61	875	1420	0.153	217	19	0.1	0.2	3.291
3 - Hulbert Way (B2150) (S)	810	810	203	0	0	181	1864	0.435	809	910	0.6	0.8	3.751
4 - Lay-by	13	13	3	0	0	991	653	0.020	13	0	0.0	0.0	6.189

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	930	870	217	61	0	26	1441	0.604	870	979	1.6	1.7	6.931
2 - Fitzwygram Way	217	217	54	0	61	877	1418	0.153	217	19	0.2	0.2	3.296
3 - Hulbert Way (B2150) (S)	810	810	203	0	0	182	1864	0.435	810	913	0.8	0.8	3.758
4 - Lay-by	13	13	3	0	0	992	652	0.020	13	0	0.0	0.0	6.195

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	760	710	178	49	0	22	1443	0.492	713	800	1.7	1.1	5.434
2 - Fitzwygram Way	177	177	44	0	49	719	1523	0.116	177	15	0.2	0.1	2.944
3 - Hulbert Way (B2150) (S)	662	662	165	0	0	149	1885	0.351	663	748	0.8	0.6	3.240
4 - Lay-by	11	11	3	0	0	811	744	0.015	11	0	0.0	0.0	5.403

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	636	595	149	41	0	18	1445	0.411	596	670	1.1	0.8	4.668
2 - Fitzwygram Way	148	148	37	0	41	601	1601	0.093	148	13	0.1	0.1	2.728
3 - Hulbert Way (B2150) (S)	554	554	139	0	0	124	1901	0.291	555	625	0.6	0.5	2.943
4 - Lay-by	9	9	2	0	0	679	811	0.011	9	0	0.0	0.0	4.938

Junctions 11															
ARCADY 11 - Roundabout Module															
Version: 11.0.0.2177															
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Filename: Fitzwygram Way_B2150 RAB_Unit_400 - Parcel Dist.j11

Path: P:\Southern\270-279\273 Avison Young\273.0001 Dunsbury Park Unit 400\03 Technical\TPL\Modelling

Report generation date: 13/11/2025 09:26:14

- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | AM
- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | PM
- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM
- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)															
1 - Hulbert Way (B2150) (N)	D1	1.4	6.21	0.55	A	4.97	A	66 %	D2	1.7	7.11	0.61	A	5.43	A	51 %
2 - Fitzwygram Way		0.2	3.09	0.13	A			[1 - Hulbert Way (B2150) (N)]		0.3	3.60	0.22	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		0.9	3.94	0.46	A			0.9		4.07	0.46	A				
4 - Lay-by		0.0	6.44	0.02	A			0.0		6.77	0.02	A				
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park															
1 - Hulbert Way (B2150) (N)	D3	1.4	6.27	0.56	A	5.06	A	65 %	D4	1.7	7.19	0.61	A	5.56	A	50 %
2 - Fitzwygram Way		0.2	3.23	0.17	A			[1 - Hulbert Way (B2150) (N)]		0.4	3.86	0.28	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		1.0	4.11	0.48	A			1.0		4.30	0.48	A				
4 - Lay-by		0.0	6.75	0.02	A			0.0		7.24	0.02	A				

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

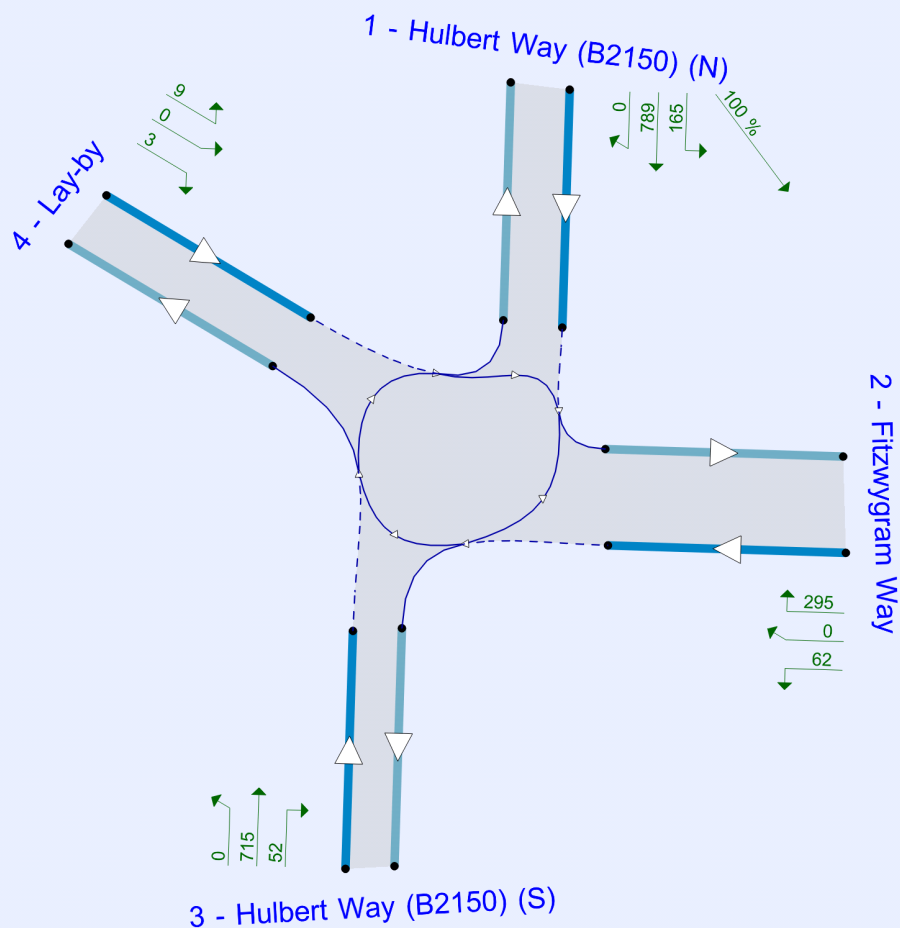
File summary

File Description

Title	
Location	
Site number	
Date	08/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\A.ford
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)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	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)	Run automatically
D1	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	AM	ONE HOUR	00:00	01:30	15	✓
D2	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	✓	D1,D2,D3, D4	100.000	100.000

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.97	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	66	1 - Hulbert Way (B2150) (N)	4.97	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Hulbert Way (B2150) (N)		
2	Fitzwygram Way		
3	Hulbert Way (B2150) (S)		
4	Lay-by		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Hulbert Way (B2150) (N)	4.20	5.50	15.2	11.2	48.8	42.0		
2 - Fitzwygram Way	3.80	7.70	41.5	19.2	48.9	38.0		
3 - Hulbert Way (B2150) (S)	5.70	7.70	9.5	17.8	48.9	43.0		
4 - Lay-by	3.85	3.85	0.0	15.6	48.9	29.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Hulbert Way (B2150) (N)	✓	100
2 - Fitzwygram Way		
3 - Hulbert Way (B2150) (S)		
4 - Lay-by		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hulbert Way (B2150) (N)	0.544	1455
2 - Fitzwygram Way	0.662	1999
3 - Hulbert Way (B2150) (S)	0.652	1982
4 - Lay-by	0.506	1155

The slope and intercept shown above include any corrections and adjustments.

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)	Run automatically
D1	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	898	100.000
2 - Fitzwygram Way		ONE HOUR	✓	175	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	789	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	179	709	0
	2 - Fitzwygram Way	143	0	32	0
	3 - Hulbert Way (B2150) (S)	748	40	1	0
	4 - Lay-by	11	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.20	0.79	0.
	2 - Fitzwygram Way	0.82	0.00	0.18	0.
	3 - Hulbert Way (B2150) (S)	0.95	0.05	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.
	2 - Fitzwygram Way	1.100	1.100	1.100	1.
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.
	4 - Lay-by	1.100	1.100	1.100	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	676	676
	2 - Fitzwygram Way	132	132
	3 - Hulbert Way (B2150) (S)	594	594
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	807	807
	2 - Fitzwygram Way	157	157
	3 - Hulbert Way (B2150) (S)	709	709
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	989	989
	2 - Fitzwygram Way	193	193
	3 - Hulbert Way (B2150) (S)	869	869
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	989	989
	2 - Fitzwygram Way	193	193
	3 - Hulbert Way (B2150) (S)	869	869
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	807	807
	2 - Fitzwygram Way	157	157
	3 - Hulbert Way (B2150) (S)	709	709
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	676	676
	2 - Fitzwygram Way	132	132
	3 - Hulbert Way (B2150) (S)	594	594
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.21	1.4	A	824	990
2 - Fitzwygram Way	0.13	3.09	0.2	A	161	241
3 - Hulbert Way (B2150) (S)	0.46	3.94	0.9	A	724	1086
4 - Lay-by	0.02	6.44	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	676	541	135	135	0	32	1438	0.377	539	684	0.0	0.7	4.393
2 - Fitzwygram Way	132	132	33	0	135	541	1641	0.080	131	30	0.0	0.1	2.623
3 - Hulbert Way (B2150) (S)	594	594	149	0	0	115	1907	0.311	592	557	0.0	0.5	3.007
4 - Lay-by	10	10	2	0	0	707	797	0.012	10	0	0.0	0.0	5.031

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	807	646	162	161	0	39	1434	0.451	645	819	0.7	0.9	5.014
2 - Fitzwygram Way	157	157	39	0	161	648	1570	0.100	157	36	0.1	0.1	2.803
3 - Hulbert Way (B2150) (S)	709	709	177	0	0	137	1893	0.375	709	668	0.5	0.7	3.342
4 - Lay-by	12	12	3	0	0	846	726	0.016	12	0	0.0	0.0	5.541

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	989	792	198	197	0	47	1430	0.554	790	1003	0.9	1.3	6.173
2 - Fitzwygram Way	193	193	48	0	197	793	1474	0.131	193	44	0.1	0.2	3.090
3 - Hulbert Way (B2150) (S)	869	869	217	0	0	168	1873	0.464	868	817	0.7	0.9	3.936
4 - Lay-by	14	14	4	0	0	1036	630	0.023	14	0	0.0	0.0	6.429

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	989	792	198	197	0	47	1429	0.554	792	1004	1.3	1.4	6.207
2 - Fitzwygram Way	193	193	48	0	197	795	1473	0.131	193	44	0.2	0.2	3.093
3 - Hulbert Way (B2150) (S)	869	869	217	0	0	168	1872	0.464	869	819	0.9	0.9	3.945
4 - Lay-by	14	14	4	0	0	1037	630	0.023	14	0	0.0	0.0	6.436

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	807	646	162	161	0	39	1434	0.451	648	821	1.4	0.9	5.050
2 - Fitzwygram Way	157	157	39	0	161	651	1568	0.100	157	36	0.2	0.1	2.809
3 - Hulbert Way (B2150) (S)	709	709	177	0	0	138	1892	0.375	710	671	0.9	0.7	3.352
4 - Lay-by	12	12	3	0	0	848	725	0.016	12	0	0.0	0.0	5.550

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	676	541	135	135	0	32	1438	0.377	542	687	0.9	0.7	4.427
2 - Fitzwygram Way	132	132	33	0	135	545	1638	0.080	132	30	0.1	0.1	2.628
3 - Hulbert Way (B2150) (S)	594	594	149	0	0	115	1907	0.311	595	561	0.7	0.5	3.018
4 - Lay-by	10	10	2	0	0	710	795	0.012	10	0	0.0	0.0	5.042

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	1 - Hulbert Way (B2150) (N)	5.43	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)	Run automatically
D2	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	921	100.000
2 - Fitzwygram Way		ONE HOUR	✓	288	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	760	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	131	789	0
	2 - Fitzwygram Way	238	0	50	0
	3 - Hulbert Way (B2150) (S)	715	41	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.14	0.86	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.94	0.05	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	693	693
	2 - Fitzwygram Way	217	217
	3 - Hulbert Way (B2150) (S)	572	572
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	828	828
	2 - Fitzwygram Way	259	259
	3 - Hulbert Way (B2150) (S)	683	683
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	1014	1014
	2 - Fitzwygram Way	317	317
	3 - Hulbert Way (B2150) (S)	837	837
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	1014	1014
	2 - Fitzwygram Way	317	317
	3 - Hulbert Way (B2150) (S)	837	837
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	828	828
	2 - Fitzwygram Way	259	259
	3 - Hulbert Way (B2150) (S)	683	683
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	693	693
	2 - Fitzwygram Way	217	217
	3 - Hulbert Way (B2150) (S)	572	572
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.61	7.11	1.7	A	845	1087
2 - Fitzwygram Way	0.22	3.60	0.3	A	264	396
3 - Hulbert Way (B2150) (S)	0.46	4.07	0.9	A	697	1046
4 - Lay-by	0.02	6.77	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	693	595	149	99	0	36	1436	0.414	592	723	0.0	0.8	4.675
2 - Fitzwygram Way	217	217	54	0	99	597	1604	0.135	216	31	0.0	0.2	2.852
3 - Hulbert Way (B2150) (S)	572	572	143	0	0	179	1865	0.307	570	634	0.0	0.5	3.054
4 - Lay-by	9	9	2	0	0	750	775	0.012	9	0	0.0	0.0	5.168

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	828	710	178	118	0	43	1432	0.496	709	865	0.8	1.1	5.470
2 - Fitzwygram Way	259	259	65	0	118	715	1525	0.170	259	37	0.2	0.2	3.126
3 - Hulbert Way (B2150) (S)	683	683	171	0	0	215	1842	0.371	683	759	0.5	0.6	3.413
4 - Lay-by	11	11	3	0	0	897	700	0.015	11	0	0.0	0.0	5.742

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1014	870	217	144	0	53	1427	0.610	867	1059	1.1	1.7	7.051
2 - Fitzwygram Way	317	317	79	0	144	875	1420	0.223	317	45	0.2	0.3	3.590
3 - Hulbert Way (B2150) (S)	837	837	209	0	0	263	1811	0.462	836	929	0.6	0.9	4.055
4 - Lay-by	13	13	3	0	0	1098	598	0.022	13	0	0.0	0.0	6.765

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1014	870	217	144	0	53	1426	0.610	870	1060	1.7	1.7	7.110
2 - Fitzwygram Way	317	317	79	0	144	877	1418	0.224	317	45	0.3	0.3	3.596
3 - Hulbert Way (B2150) (S)	837	837	209	0	0	263	1811	0.462	837	931	0.9	0.9	4.065
4 - Lay-by	13	13	3	0	0	1100	598	0.022	13	0	0.0	0.0	6.773

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	828	710	178	118	0	43	1432	0.496	713	867	1.7	1.1	5.527
2 - Fitzwygram Way	259	259	65	0	118	719	1523	0.170	259	37	0.3	0.2	3.136
3 - Hulbert Way (B2150) (S)	683	683	171	0	0	215	1842	0.371	684	763	0.9	0.7	3.423
4 - Lay-by	11	11	3	0	0	900	699	0.015	11	0	0.0	0.0	5.754

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	693	595	149	99	0	36	1436	0.414	596	726	1.1	0.8	4.725
2 - Fitzwygram Way	217	217	54	0	99	601	1601	0.135	217	31	0.2	0.2	2.861
3 - Hulbert Way (B2150) (S)	572	572	143	0	0	180	1865	0.307	573	638	0.7	0.5	3.068
4 - Lay-by	9	9	2	0	0	753	773	0.012	9	0	0.0	0.0	5.180

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	1 - Hulbert Way (B2150) (N)	5.06	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)	Run automatically
D3	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	938	100.000
2 - Fitzwygram Way		ONE HOUR	✓	225	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	800	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	219	709	0
	2 - Fitzwygram Way	184	0	41	0
	3 - Hulbert Way (B2150) (S)	748	51	1	0
	4 - Lay-by	11	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.23	0.76	0.
	2 - Fitzwygram Way	0.82	0.00	0.18	0.
	3 - Hulbert Way (B2150) (S)	0.94	0.06	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	706	706
	2 - Fitzwygram Way	169	169
	3 - Hulbert Way (B2150) (S)	602	602
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	843	843
	2 - Fitzwygram Way	202	202
	3 - Hulbert Way (B2150) (S)	719	719
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	1033	1033
	2 - Fitzwygram Way	248	248
	3 - Hulbert Way (B2150) (S)	881	881
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	1033	1033
	2 - Fitzwygram Way	248	248
	3 - Hulbert Way (B2150) (S)	881	881
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	843	843
	2 - Fitzwygram Way	202	202
	3 - Hulbert Way (B2150) (S)	719	719
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	706	706
	2 - Fitzwygram Way	169	169
	3 - Hulbert Way (B2150) (S)	602	602
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.56	6.27	1.4	A	861	990
2 - Fitzwygram Way	0.17	3.23	0.2	A	206	310
3 - Hulbert Way (B2150) (S)	0.48	4.11	1.0	A	734	1101
4 - Lay-by	0.02	6.75	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	706	541	135	165	0	41	1433	0.378	539	715	0.0	0.7	4.413
2 - Fitzwygram Way	169	169	42	0	165	541	1641	0.103	169	38	0.0	0.1	2.690
3 - Hulbert Way (B2150) (S)	602	602	151	0	0	146	1887	0.319	600	564	0.0	0.5	3.071
4 - Lay-by	10	10	2	0	0	746	777	0.013	10	0	0.0	0.0	5.161

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	843	646	162	197	0	48	1429	0.452	645	856	0.7	0.9	5.048
2 - Fitzwygram Way	202	202	51	0	197	648	1570	0.129	202	46	0.1	0.2	2.895
3 - Hulbert Way (B2150) (S)	719	719	180	0	0	174	1869	0.385	718	676	0.5	0.7	3.441
4 - Lay-by	12	12	3	0	0	893	703	0.017	12	0	0.0	0.0	5.731

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1033	792	198	241	0	59	1423	0.556	790	1048	0.9	1.4	6.235
2 - Fitzwygram Way	248	248	62	0	241	793	1474	0.168	247	56	0.2	0.2	3.228
3 - Hulbert Way (B2150) (S)	881	881	220	0	0	213	1843	0.478	880	827	0.7	1.0	4.105
4 - Lay-by	14	14	4	0	0	1093	601	0.024	14	0	0.0	0.0	6.745

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1033	792	198	241	0	59	1423	0.556	792	1049	1.4	1.4	6.272
2 - Fitzwygram Way	248	248	62	0	241	795	1473	0.168	248	56	0.2	0.2	3.232
3 - Hulbert Way (B2150) (S)	881	881	220	0	0	214	1843	0.478	881	829	1.0	1.0	4.115
4 - Lay-by	14	14	4	0	0	1094	601	0.024	14	0	0.0	0.0	6.754

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	843	646	162	197	0	49	1429	0.452	648	858	1.4	0.9	5.086
2 - Fitzwygram Way	202	202	51	0	197	651	1568	0.129	203	46	0.2	0.2	2.902
3 - Hulbert Way (B2150) (S)	719	719	180	0	0	175	1868	0.385	720	679	1.0	0.7	3.455
4 - Lay-by	12	12	3	0	0	895	701	0.017	12	0	0.0	0.0	5.743

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	706	541	135	165	0	41	1433	0.378	542	718	0.9	0.7	4.451
2 - Fitzwygram Way	169	169	42	0	165	545	1638	0.103	170	38	0.2	0.1	2.695
3 - Hulbert Way (B2150) (S)	602	602	151	0	0	146	1887	0.319	603	568	0.7	0.5	3.087
4 - Lay-by	10	10	2	0	0	749	775	0.013	10	0	0.0	0.0	5.172

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	50	1 - Hulbert Way (B2150) (N)	5.56	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)	Run automatically
D4	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	955	100.000
2 - Fitzwygram Way		ONE HOUR	✓	357	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	771	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	165	789	0
	2 - Fitzwygram Way	295	0	62	0
	3 - Hulbert Way (B2150) (S)	715	52	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.17	0.83	0.00
	2 - Fitzwygram Way	0.83	0.00	0.17	0.00
	3 - Hulbert Way (B2150) (S)	0.93	0.07	0.01	0.00
	4 - Lay-by	0.75	0.00	0.25	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	719	719
	2 - Fitzwygram Way	269	269
	3 - Hulbert Way (B2150) (S)	580	580
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	859	859
	2 - Fitzwygram Way	321	321
	3 - Hulbert Way (B2150) (S)	693	693
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	1051	1051
	2 - Fitzwygram Way	393	393
	3 - Hulbert Way (B2150) (S)	849	849
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	1051	1051
	2 - Fitzwygram Way	393	393
	3 - Hulbert Way (B2150) (S)	849	849
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	859	859
	2 - Fitzwygram Way	321	321
	3 - Hulbert Way (B2150) (S)	693	693
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	719	719
	2 - Fitzwygram Way	269	269
	3 - Hulbert Way (B2150) (S)	580	580
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.61	7.19	1.7	A	876	1087
2 - Fitzwygram Way	0.28	3.86	0.4	A	328	491
3 - Hulbert Way (B2150) (S)	0.48	4.30	1.0	A	707	1061
4 - Lay-by	0.02	7.24	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	719	595	149	124	0	44	1431	0.416	592	765	0.0	0.8	4.700
2 - Fitzwygram Way	269	269	67	0	124	597	1604	0.168	268	39	0.0	0.2	2.963
3 - Hulbert Way (B2150) (S)	580	580	145	0	0	222	1837	0.316	578	643	0.0	0.5	3.139
4 - Lay-by	9	9	2	0	0	801	749	0.012	9	0	0.0	0.0	5.349

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	859	710	178	148	0	53	1426	0.498	709	916	0.8	1.1	5.511
2 - Fitzwygram Way	321	321	80	0	148	715	1525	0.210	321	47	0.2	0.3	3.287
3 - Hulbert Way (B2150) (S)	693	693	173	0	0	266	1809	0.383	692	770	0.5	0.7	3.545
4 - Lay-by	11	11	3	0	0	958	669	0.016	11	0	0.0	0.0	6.011

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1051	870	217	182	0	65	1420	0.613	867	1121	1.1	1.7	7.132
2 - Fitzwygram Way	393	393	98	0	182	875	1420	0.277	393	57	0.3	0.4	3.854
3 - Hulbert Way (B2150) (S)	849	849	212	0	0	325	1770	0.480	848	942	0.7	1.0	4.287
4 - Lay-by	13	13	3	0	0	1173	561	0.024	13	0	0.0	0.0	7.232

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1051	870	217	182	0	65	1420	0.613	870	1123	1.7	1.7	7.195
2 - Fitzwygram Way	393	393	98	0	182	877	1418	0.277	393	57	0.4	0.4	3.863
3 - Hulbert Way (B2150) (S)	849	849	212	0	0	326	1770	0.480	849	945	1.0	1.0	4.300
4 - Lay-by	13	13	3	0	0	1175	560	0.024	13	0	0.0	0.0	7.243

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	859	710	178	148	0	53	1426	0.498	713	919	1.7	1.1	5.567
2 - Fitzwygram Way	321	321	80	0	148	719	1523	0.211	321	47	0.4	0.3	3.296
3 - Hulbert Way (B2150) (S)	693	693	173	0	0	267	1808	0.383	694	774	1.0	0.7	3.557
4 - Lay-by	11	11	3	0	0	961	668	0.016	11	0	0.0	0.0	6.026

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	719	595	149	124	0	44	1431	0.416	596	769	1.1	0.8	4.751
2 - Fitzwygram Way	269	269	67	0	124	601	1601	0.168	269	39	0.3	0.2	2.976
3 - Hulbert Way (B2150) (S)	580	580	145	0	0	223	1837	0.316	581	647	0.7	0.5	3.154
4 - Lay-by	9	9	2	0	0	804	747	0.012	9	0	0.0	0.0	5.365

Junctions 11															
ARCADY 11 - Roundabout Module															
Version: 11.0.0.2177															
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Filename: Fitzwygram Way_B2150 RAB_Unit_400 - Parcel Dist.j11

Path: P:\Southern\270-279\273 Avison Young\273.0001 Dunsbury Park Unit 400\03 Technical\TPL\Modelling

Report generation date: 22/10/2025 10:39:36

- »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | AM
 »2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | PM
 »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM
 »2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)															
1 - Hulbert Way (B2150) (N)	D1	1.4	6.20	0.55	A	4.96	A	67 %	D2	1.7	7.11	0.61	A	5.43	A	51 %
2 - Fitzwygram Way		0.2	3.09	0.13	A			[1 - Hulbert Way (B2150) (N)]		0.3	3.60	0.22	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		0.9	3.94	0.46	A			0.9		4.07	0.46	A				
4 - Lay-by		0.0	6.43	0.02	A			0.0		6.77	0.02	A				
	2030 - Baseline 2030 + Fully Occupied Dunsbury Park															
1 - Hulbert Way (B2150) (N)	D3	1.4	6.27	0.56	A	5.05	A	65 %	D4	1.7	7.19	0.61	A	5.56	A	50 %
2 - Fitzwygram Way		0.2	3.23	0.17	A			[1 - Hulbert Way (B2150) (N)]		0.4	3.86	0.28	A			[1 - Hulbert Way (B2150) (N)]
3 - Hulbert Way (B2150) (S)		1.0	4.11	0.48	A			1.0		4.30	0.48	A				
4 - Lay-by		0.0	6.75	0.02	A			0.0		7.24	0.02	A				

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

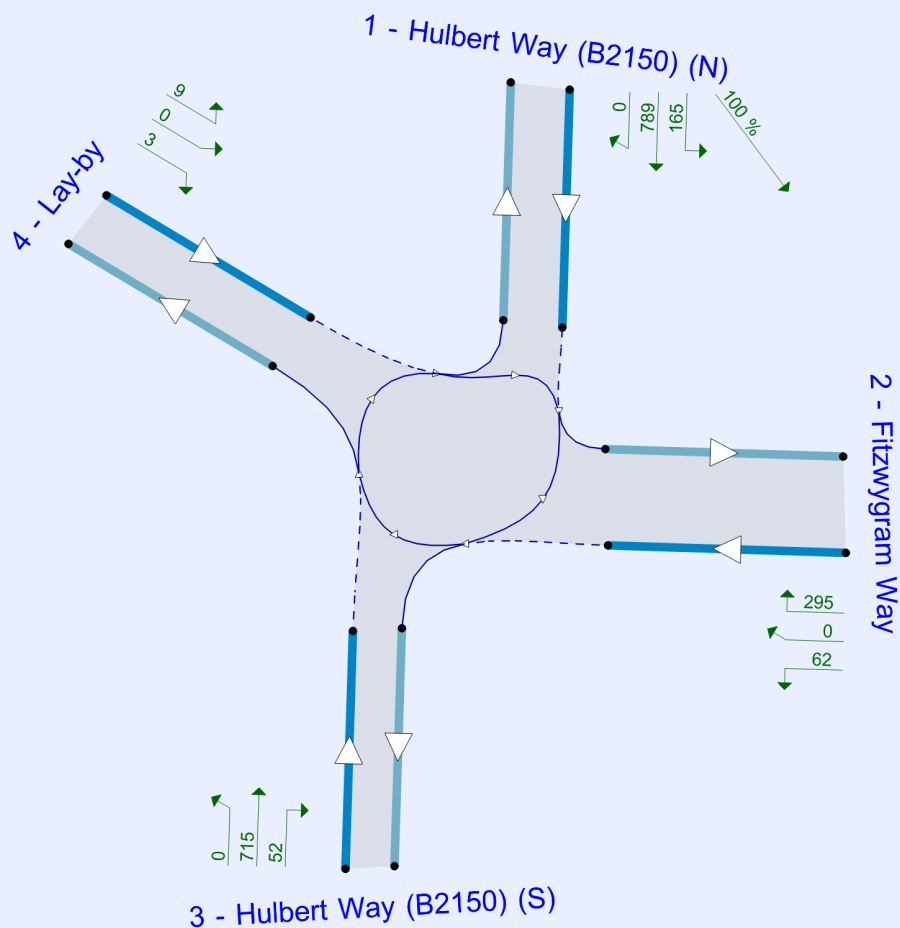
File summary

File Description

Title	
Location	
Site number	
Date	08/09/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\A.ford
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)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	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)	Run automatically
D1	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	AM	ONE HOUR	00:00	01:30	15	✓
D2	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	PM	ONE HOUR	00:00	01:30	15	✓
D3	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓
D4	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3, D4	100.000	100.000

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	4.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	67	1 - Hulbert Way (B2150) (N)	4.96	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Hulbert Way (B2150) (N)		
2	Fitzwygram Way		
3	Hulbert Way (B2150) (S)		
4	Lay-by		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Hulbert Way (B2150) (N)	4.20	5.50	15.2	11.2	48.8	42.0		
2 - Fitzwygram Way	3.80	7.70	41.5	19.2	48.9	38.0		
3 - Hulbert Way (B2150) (S)	5.70	7.70	9.5	17.8	48.9	43.0		
4 - Lay-by	3.85	3.85	0.0	15.6	48.9	29.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Hulbert Way (B2150) (N)	✓	100
2 - Fitzwygram Way		
3 - Hulbert Way (B2150) (S)		
4 - Lay-by		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hulbert Way (B2150) (N)	0.544	1455
2 - Fitzwygram Way	0.662	1999
3 - Hulbert Way (B2150) (S)	0.652	1982
4 - Lay-by	0.506	1155

The slope and intercept shown above include any corrections and adjustments.

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)	Run automatically
D1	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	898	100.000
2 - Fitzwygram Way		ONE HOUR	✓	175	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	789	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	179	709	0
	2 - Fitzwygram Way	143	0	32	0
	3 - Hulbert Way (B2150) (S)	748	40	0	1
	4 - Lay-by	11	0	2	0

Proportions

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	0.01	0.20	0.79	0.
	2 - Fitzwygram Way	0.82	0.00	0.18	0.
	3 - Hulbert Way (B2150) (S)	0.95	0.05	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.
	2 - Fitzwygram Way	1.100	1.100	1.100	1.
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.
	4 - Lay-by	1.100	1.100	1.100	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	676	676
	2 - Fitzwygram Way	132	132
	3 - Hulbert Way (B2150) (S)	594	594
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	807	807
	2 - Fitzwygram Way	157	157
	3 - Hulbert Way (B2150) (S)	709	709
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	989	989
	2 - Fitzwygram Way	193	193
	3 - Hulbert Way (B2150) (S)	869	869
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	989	989
	2 - Fitzwygram Way	193	193
	3 - Hulbert Way (B2150) (S)	869	869
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	807	807
	2 - Fitzwygram Way	157	157
	3 - Hulbert Way (B2150) (S)	709	709
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	676	676
	2 - Fitzwygram Way	132	132
	3 - Hulbert Way (B2150) (S)	594	594
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.55	6.20	1.4	A	824	990
2 - Fitzwygram Way	0.13	3.09	0.2	A	161	241
3 - Hulbert Way (B2150) (S)	0.46	3.94	0.9	A	724	1086
4 - Lay-by	0.02	6.43	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	676	541	135	135	0	32	1438	0.376	539	684	0.0	0.7	4.391
2 - Fitzwygram Way	132	132	33	0	135	540	1641	0.080	131	30	0.0	0.1	2.623
3 - Hulbert Way (B2150) (S)	594	594	149	0	0	115	1907	0.311	592	557	0.0	0.5	3.007
4 - Lay-by	10	10	2	0	0	706	797	0.012	10	0.75	0.0	0.0	5.029

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	807	646	162	161	0	38	1435	0.451	645	819	0.7	0.9	5.010
2 - Fitzwygram Way	157	157	39	0	161	647	1570	0.100	157	36	0.1	0.1	2.801
3 - Hulbert Way (B2150) (S)	709	709	177	0	0	137	1893	0.375	709	667	0.5	0.7	3.342
4 - Lay-by	12	12	3	0	0	845	727	0.016	12	0.90	0.0	0.0	5.538

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	989	792	198	197	0	46	1430	0.554	790	1003	0.9	1.3	6.167
2 - Fitzwygram Way	193	193	48	0	197	792	1475	0.131	193	44	0.1	0.2	3.088
3 - Hulbert Way (B2150) (S)	869	869	217	0	0	168	1873	0.464	868	816	0.7	0.9	3.936
4 - Lay-by	14	14	4	0	0	1035	631	0.023	14	1	0.0	0.0	6.423

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	989	792	198	197	0	46	1430	0.554	792	1004	1.3	1.4	6.201
2 - Fitzwygram Way	193	193	48	0	197	794	1473	0.131	193	44	0.2	0.2	3.091
3 - Hulbert Way (B2150) (S)	869	869	217	0	0	168	1872	0.464	869	818	0.9	0.9	3.945
4 - Lay-by	14	14	4	0	0	1036	630	0.023	14	1	0.0	0.0	6.430

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	807	646	162	161	0	38	1435	0.451	648	821	1.4	0.9	5.047
2 - Fitzwygram Way	157	157	39	0	161	650	1569	0.100	157	36	0.2	0.1	2.808
3 - Hulbert Way (B2150) (S)	709	709	177	0	0	138	1892	0.375	710	670	0.9	0.7	3.355
4 - Lay-by	12	12	3	0	0	847	726	0.016	12	0.90	0.0	0.0	5.548

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	676	541	135	135	0	32	1438	0.376	542	687	0.9	0.7	4.425
2 - Fitzwygram Way	132	132	33	0	135	544	1639	0.080	132	30	0.1	0.1	2.627
3 - Hulbert Way (B2150) (S)	594	594	149	0	0	115	1907	0.311	595	560	0.7	0.5	3.020
4 - Lay-by	10	10	2	0	0	709	796	0.012	10	0.75	0.0	0.0	5.041

2030 | Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	1 - Hulbert Way (B2150) (N)	5.43	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)	Run automatically
D2	2030	Baseline 2030 + Fully Occupied Dunsbury Park (Excluding Unit 400)	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	921	100.000
2 - Fitzwygram Way		ONE HOUR	✓	288	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	760	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	131	789	0
	2 - Fitzwygram Way	238	0	50	0
	3 - Hulbert Way (B2150) (S)	715	41	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.14	0.86	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.94	0.05	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	693	693
	2 - Fitzwygram Way	217	217
	3 - Hulbert Way (B2150) (S)	572	572
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	828	828
	2 - Fitzwygram Way	259	259
	3 - Hulbert Way (B2150) (S)	683	683
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	1014	1014
	2 - Fitzwygram Way	317	317
	3 - Hulbert Way (B2150) (S)	837	837
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	1014	1014
	2 - Fitzwygram Way	317	317
	3 - Hulbert Way (B2150) (S)	837	837
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	828	828
	2 - Fitzwygram Way	259	259
	3 - Hulbert Way (B2150) (S)	683	683
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	693	693
	2 - Fitzwygram Way	217	217
	3 - Hulbert Way (B2150) (S)	572	572
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.61	7.11	1.7	A	845	1087
2 - Fitzwygram Way	0.22	3.60	0.3	A	264	396
3 - Hulbert Way (B2150) (S)	0.46	4.07	0.9	A	697	1046
4 - Lay-by	0.02	6.77	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	693	595	149	99	0	36	1436	0.414	592	723	0.0	0.8	4.675
2 - Fitzwygram Way	217	217	54	0	99	597	1604	0.135	216	31	0.0	0.2	2.852
3 - Hulbert Way (B2150) (S)	572	572	143	0	0	179	1865	0.307	570	634	0.0	0.5	3.054
4 - Lay-by	9	9	2	0	0	750	775	0.012	9	0	0.0	0.0	5.168

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	828	710	178	118	0	43	1432	0.496	709	865	0.8	1.1	5.470
2 - Fitzwygram Way	259	259	65	0	118	715	1525	0.170	259	37	0.2	0.2	3.126
3 - Hulbert Way (B2150) (S)	683	683	171	0	0	215	1842	0.371	683	759	0.5	0.6	3.413
4 - Lay-by	11	11	3	0	0	897	700	0.015	11	0	0.0	0.0	5.742

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1014	870	217	144	0	53	1427	0.610	867	1059	1.1	1.7	7.051
2 - Fitzwygram Way	317	317	79	0	144	875	1420	0.223	317	45	0.2	0.3	3.590
3 - Hulbert Way (B2150) (S)	837	837	209	0	0	263	1811	0.462	836	929	0.6	0.9	4.055
4 - Lay-by	13	13	3	0	0	1098	598	0.022	13	0	0.0	0.0	6.765

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1014	870	217	144	0	53	1426	0.610	870	1060	1.7	1.7	7.110
2 - Fitzwygram Way	317	317	79	0	144	877	1418	0.224	317	45	0.3	0.3	3.596
3 - Hulbert Way (B2150) (S)	837	837	209	0	0	263	1811	0.462	837	931	0.9	0.9	4.065
4 - Lay-by	13	13	3	0	0	1100	598	0.022	13	0	0.0	0.0	6.773

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	828	710	178	118	0	43	1432	0.496	713	867	1.7	1.1	5.527
2 - Fitzwygram Way	259	259	65	0	118	719	1523	0.170	259	37	0.3	0.2	3.136
3 - Hulbert Way (B2150) (S)	683	683	171	0	0	215	1842	0.371	684	763	0.9	0.7	3.423
4 - Lay-by	11	11	3	0	0	900	699	0.015	11	0	0.0	0.0	5.754

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	693	595	149	99	0	36	1436	0.414	596	726	1.1	0.8	4.725
2 - Fitzwygram Way	217	217	54	0	99	601	1601	0.135	217	31	0.2	0.2	2.861
3 - Hulbert Way (B2150) (S)	572	572	143	0	0	180	1865	0.307	573	638	0.7	0.5	3.068
4 - Lay-by	9	9	2	0	0	753	773	0.012	9	0	0.0	0.0	5.180

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.05	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	65	1 - Hulbert Way (B2150) (N)	5.05	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)	Run automatically
D3	2030	Baseline 2030 + Fully Occupied Dunsbury Park	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	938	100.000
2 - Fitzwygram Way		ONE HOUR	✓	225	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	800	100.000
4 - Lay-by		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	219	709	0
	2 - Fitzwygram Way	184	0	41	0
	3 - Hulbert Way (B2150) (S)	748	51	0	1
	4 - Lay-by	11	0	2	0

Proportions

	To				
From		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 La b
	1 - Hulbert Way (B2150) (N)	0.01	0.23	0.76	0.
	2 - Fitzwygram Way	0.82	0.00	0.18	0.
	3 - Hulbert Way (B2150) (S)	0.94	0.06	0.00	0.
	4 - Lay-by	0.85	0.00	0.15	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	706	706
	2 - Fitzwygram Way	169	169
	3 - Hulbert Way (B2150) (S)	602	602
	4 - Lay-by	10	10
00:15-00:30	1 - Hulbert Way (B2150) (N)	843	843
	2 - Fitzwygram Way	202	202
	3 - Hulbert Way (B2150) (S)	719	719
	4 - Lay-by	12	12
00:30-00:45	1 - Hulbert Way (B2150) (N)	1033	1033
	2 - Fitzwygram Way	248	248
	3 - Hulbert Way (B2150) (S)	881	881
	4 - Lay-by	14	14
00:45-01:00	1 - Hulbert Way (B2150) (N)	1033	1033
	2 - Fitzwygram Way	248	248
	3 - Hulbert Way (B2150) (S)	881	881
	4 - Lay-by	14	14
01:00-01:15	1 - Hulbert Way (B2150) (N)	843	843
	2 - Fitzwygram Way	202	202
	3 - Hulbert Way (B2150) (S)	719	719
	4 - Lay-by	12	12
01:15-01:30	1 - Hulbert Way (B2150) (N)	706	706
	2 - Fitzwygram Way	169	169
	3 - Hulbert Way (B2150) (S)	602	602
	4 - Lay-by	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.56	6.27	1.4	A	861	990
2 - Fitzwygram Way	0.17	3.23	0.2	A	206	310
3 - Hulbert Way (B2150) (S)	0.48	4.11	1.0	A	734	1101
4 - Lay-by	0.02	6.75	0.0	A	12	18

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	706	541	135	165	0	40	1434	0.378	539	715	0.0	0.7	4.413
2 - Fitzwygram Way	169	169	42	0	165	540	1641	0.103	169	38	0.0	0.1	2.690
3 - Hulbert Way (B2150) (S)	602	602	151	0	0	146	1887	0.319	600	563	0.0	0.5	3.071
4 - Lay-by	10	10	2	0	0	745	777	0.013	10	0.75	0.0	0.0	5.158

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	843	646	162	197	0	48	1429	0.452	645	856	0.7	0.9	5.045
2 - Fitzwygram Way	202	202	51	0	197	647	1570	0.129	202	46	0.1	0.2	2.893
3 - Hulbert Way (B2150) (S)	719	719	180	0	0	174	1869	0.385	718	675	0.5	0.7	3.441
4 - Lay-by	12	12	3	0	0	892	703	0.017	12	0.90	0.0	0.0	5.727

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1033	792	198	241	0	58	1424	0.556	790	1048	0.9	1.4	6.231
2 - Fitzwygram Way	248	248	62	0	241	792	1475	0.168	247	56	0.2	0.2	3.227
3 - Hulbert Way (B2150) (S)	881	881	220	0	0	213	1843	0.478	880	826	0.7	1.0	4.105
4 - Lay-by	14	14	4	0	0	1092	602	0.024	14	1	0.0	0.0	6.739

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1033	792	198	241	0	58	1423	0.556	792	1049	1.4	1.4	6.266
2 - Fitzwygram Way	248	248	62	0	241	794	1473	0.168	248	56	0.2	0.2	3.230
3 - Hulbert Way (B2150) (S)	881	881	220	0	0	214	1843	0.478	881	828	1.0	1.0	4.115
4 - Lay-by	14	14	4	0	0	1093	601	0.024	14	1	0.0	0.0	6.747

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	843	646	162	197	0	48	1429	0.452	648	858	1.4	0.9	5.081
2 - Fitzwygram Way	202	202	51	0	197	650	1569	0.129	203	46	0.2	0.2	2.898
3 - Hulbert Way (B2150) (S)	719	719	180	0	0	175	1868	0.385	720	678	1.0	0.7	3.452
4 - Lay-by	12	12	3	0	0	894	702	0.017	12	0.90	0.0	0.0	5.737

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	706	541	135	165	0	40	1433	0.378	542	718	0.9	0.7	4.449
2 - Fitzwygram Way	169	169	42	0	165	544	1639	0.103	170	38	0.2	0.1	2.697
3 - Hulbert Way (B2150) (S)	602	602	151	0	0	146	1887	0.319	603	567	0.7	0.5	3.085
4 - Lay-by	10	10	2	0	0	748	776	0.013	10	0.75	0.0	0.0	5.172

2030 | Baseline 2030 + Fully Occupied Dunsbury Park | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Fitzwygram Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hulbert Way/Fitzwygram Way/Hulbert Way/Layby	Standard Roundabout		1, 2, 3, 4	5.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	50	1 - Hulbert Way (B2150) (N)	5.56	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)	Run automatically
D4	2030	Baseline 2030 + Fully Occupied Dunsbury Park	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hulbert Way (B2150) (N)		ONE HOUR	✓	955	100.000
2 - Fitzwygram Way		ONE HOUR	✓	357	100.000
3 - Hulbert Way (B2150) (S)		ONE HOUR	✓	771	100.000
4 - Lay-by		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	1	165	789	0
	2 - Fitzwygram Way	295	0	62	0
	3 - Hulbert Way (B2150) (S)	715	52	4	0
	4 - Lay-by	9	0	3	0

Proportions

	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay-by
From	1 - Hulbert Way (B2150) (N)	0.00	0.17	0.83	0.
	2 - Fitzwygram Way	0.83	0.00	0.17	0.
	3 - Hulbert Way (B2150) (S)	0.93	0.07	0.01	0.
	4 - Lay-by	0.75	0.00	0.25	0.

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	10	10	10	10
	2 - Fitzwygram Way	10	10	10	10
	3 - Hulbert Way (B2150) (S)	10	10	10	10
	4 - Lay-by	10	10	10	10

Average PCU Per Veh

From	To				
		1 - Hulbert Way (B2150) (N)	2 - Fitzwygram Way	3 - Hulbert Way (B2150) (S)	4 - Lay- by
	1 - Hulbert Way (B2150) (N)	1.100	1.100	1.100	1.100
	2 - Fitzwygram Way	1.100	1.100	1.100	1.100
	3 - Hulbert Way (B2150) (S)	1.100	1.100	1.100	1.100
	4 - Lay-by	1.100	1.100	1.100	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - Hulbert Way (B2150) (N)	719	719
	2 - Fitzwygram Way	269	269
	3 - Hulbert Way (B2150) (S)	580	580
	4 - Lay-by	9	9
00:15-00:30	1 - Hulbert Way (B2150) (N)	859	859
	2 - Fitzwygram Way	321	321
	3 - Hulbert Way (B2150) (S)	693	693
	4 - Lay-by	11	11
00:30-00:45	1 - Hulbert Way (B2150) (N)	1051	1051
	2 - Fitzwygram Way	393	393
	3 - Hulbert Way (B2150) (S)	849	849
	4 - Lay-by	13	13
00:45-01:00	1 - Hulbert Way (B2150) (N)	1051	1051
	2 - Fitzwygram Way	393	393
	3 - Hulbert Way (B2150) (S)	849	849
	4 - Lay-by	13	13
01:00-01:15	1 - Hulbert Way (B2150) (N)	859	859
	2 - Fitzwygram Way	321	321
	3 - Hulbert Way (B2150) (S)	693	693
	4 - Lay-by	11	11
01:15-01:30	1 - Hulbert Way (B2150) (N)	719	719
	2 - Fitzwygram Way	269	269
	3 - Hulbert Way (B2150) (S)	580	580
	4 - Lay-by	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Hulbert Way (B2150) (N)	0.61	7.19	1.7	A	876	1087
2 - Fitzwygram Way	0.28	3.86	0.4	A	328	491
3 - Hulbert Way (B2150) (S)	0.48	4.30	1.0	A	707	1061
4 - Lay-by	0.02	7.24	0.0	A	11	17

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	719	595	149	124	0	44	1431	0.416	592	765	0.0	0.8	4.700
2 - Fitzwygram Way	269	269	67	0	124	597	1604	0.168	268	39	0.0	0.2	2.963
3 - Hulbert Way (B2150) (S)	580	580	145	0	0	222	1837	0.316	578	643	0.0	0.5	3.139
4 - Lay-by	9	9	2	0	0	801	749	0.012	9	0	0.0	0.0	5.349

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	859	710	178	148	0	53	1426	0.498	709	916	0.8	1.1	5.511
2 - Fitzwygram Way	321	321	80	0	148	715	1525	0.210	321	47	0.2	0.3	3.287
3 - Hulbert Way (B2150) (S)	693	693	173	0	0	266	1809	0.383	692	770	0.5	0.7	3.545
4 - Lay-by	11	11	3	0	0	958	669	0.016	11	0	0.0	0.0	6.011

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1051	870	217	182	0	65	1420	0.613	867	1121	1.1	1.7	7.132
2 - Fitzwygram Way	393	393	98	0	182	875	1420	0.277	393	57	0.3	0.4	3.854
3 - Hulbert Way (B2150) (S)	849	849	212	0	0	325	1770	0.480	848	942	0.7	1.0	4.287
4 - Lay-by	13	13	3	0	0	1173	561	0.024	13	0	0.0	0.0	7.232

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	1051	870	217	182	0	65	1420	0.613	870	1123	1.7	1.7	7.195
2 - Fitzwygram Way	393	393	98	0	182	877	1418	0.277	393	57	0.4	0.4	3.863
3 - Hulbert Way (B2150) (S)	849	849	212	0	0	326	1770	0.480	849	945	1.0	1.0	4.300
4 - Lay-by	13	13	3	0	0	1175	560	0.024	13	0	0.0	0.0	7.243

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	859	710	178	148	0	53	1426	0.498	713	919	1.7	1.1	5.567
2 - Fitzwygram Way	321	321	80	0	148	719	1523	0.211	321	47	0.4	0.3	3.296
3 - Hulbert Way (B2150) (S)	693	693	173	0	0	267	1808	0.383	694	774	1.0	0.7	3.557
4 - Lay-by	11	11	3	0	0	961	668	0.016	11	0	0.0	0.0	6.026

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - Hulbert Way (B2150) (N)	719	595	149	124	0	44	1431	0.416	596	769	1.1	0.8	4.751
2 - Fitzwygram Way	269	269	67	0	124	601	1601	0.168	269	39	0.3	0.2	2.976
3 - Hulbert Way (B2150) (S)	580	580	145	0	0	223	1837	0.316	581	647	0.7	0.5	3.154
4 - Lay-by	9	9	2	0	0	804	747	0.012	9	0	0.0	0.0	5.365

count_po	inyear	region_id	region_name	local_auth	local_auth	road_name	road_type	start_junct	end_junct
39044	2000	9	South East	65	Hampshire	A3	Major	4	3
39044	2001	9	South East	65	Hampshire	A3	Major	4	3
39044	2002	9	South East	65	Hampshire	A3	Major	4	3
39044	2003	9	South East	65	Hampshire	A3	Major	4	3
39044	2004	9	South East	65	Hampshire	A3	Major	4	3
39044	2005	9	South East	65	Hampshire	A3	Major	4	3
39044	2006	9	South East	65	Hampshire	A3	Major	4	3
39044	2007	9	South East	65	Hampshire	A3	Major	4	3
39044	2008	9	South East	65	Hampshire	A3	Major	4	3
39044	2009	9	South East	65	Hampshire	A3	Major	4	3
39044	2010	9	South East	65	Hampshire	A3	Major	4	3
39044	2011	9	South East	65	Hampshire	A3	Major	4	3
39044	2012	9	South East	65	Hampshire	A3	Major	4	3
39044	2013	9	South East	65	Hampshire	A3	Major	4	3
39044	2014	9	South East	65	Hampshire	A3	Major	4	3
39044	2015	9	South East	65	Hampshire	A3	Major	4	3
39044	2016	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2017	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2018	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2019	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2020	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2021	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2022	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2023	9	South East	65	Hampshire	A3(M)	Major	4	3
39044	2024	9	South East	65	Hampshire	A3(M)	Major	4	3

easting	northing	latitude	longitude	link_length	link_length	estimation	estimation	pedal_cycl	two_wheel
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	459
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	463
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	449
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	508
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	509
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	514
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	624
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	643
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	512
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	494
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	585
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	572
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	455
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	498
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	405
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	394
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	414
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	364
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	362
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	313
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	174
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	163
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	183
469300	108000	50.86735	-1.01657	1.5	0.93	Counted	Manual col	0	286
469300	108000	50.86735	-1.01657	1.5	0.93	Estimated	Estimated	0	283

cars_and_t	buses_and	lgvs	hgvs_2_rigi	hgvs_3_rigi	hgvs_4_or_	hgvs_3_or_	hgvs_5_arti	hgvs_6_arti	all_hgvs
46133	273	6150	1511	169	109	270	503	300	2862
47517	279	6501	1542	202	114	246	449	350	2903
48134	281	6982	1576	223	126	232	405	398	2960
46979	289	7191	1524	227	133	215	349	425	2873
50692	280	8492	1394	217	169	190	521	300	2791
50692	291	8790	1393	211	177	174	472	329	2756
50692	285	9247	1503	223	202	156	417	351	2852
51047	322	9792	1463	217	216	137	403	368	2804
47786	196	6431	1414	171	210	77	516	301	2689
47355	210	6546	1305	171	201	71	443	291	2482
53715	200	7619	1068	219	224	70	511	357	2449
54628	228	7961	1021	226	242	53	494	369	2405
52342	152	9660	884	248	238	140	671	287	2468
52863	159	10429	899	272	273	108	661	303	2515
55592	176	10094	1092	270	239	82	738	254	2674
55740	163	11232	1125	300	247	102	747	257	2779
50451	121	11249	1021	260	235	120	614	499	2749
59336	119	11130	1029	202	207	97	977	209	2722
58830	119	11483	1048	208	215	97	991	211	2770
59731	142	12749	1018	218	317	101	518	596	2767
38590	77	10581	894	193	289	92	488	542	2498
45903	110	11420	937	125	367	65	622	330	2447
52030	127	12992	956	130	368	67	630	333	2485
57186	107	13630	755	263	464	82	285	720	2568
57089	107	14037	762	263	485	82	288	727	2606

all_motor_vehicles

55877

57663

58806

57840

62764

63043

63700

64608

57614

57087

64568

65794

65076

66465

68940

70308

64984

73672

73565

75703

51919

60043

67817

73779

74122