PROPOSED RESIDENTIAL DEVELOPMENT ON LAND EAST OF POSBROOK LANE, TITCHFIELD

Transport Assessment

On Behalf of

Foreman Homes

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1.0 INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared on behalf of Foreman Homes Group, in support of an outline planning application for a proposed residential development of up to 57 dwellings on land located east of Posbrook Lane, Titchfield. The illustrative site masterplan is presented in **Appendix A**.

1.2 The development site is located to the south of the rural-suburban area of Titchfield, refer to **Figure 1** for the site's location. Vehicle access is proposed to be taken from Posbrook Lane.

1.3 The local planning authority is Fareham Borough Council (FBC), and the local highway authority is Hampshire County Council (HCC).

Planning History

1.4 A planning application was previously submitted at the development site (FBC reference P/17/0681/OA) for up to 150 dwellings. As such there has already been correspondence and scoping with HCC with regard to developing the application site and providing vehicle and pedestrian access. The application was supported by a TA, a TA Addendum, a Technical Note 'Response to HCC & FBC Comments', and finally another Technical Note 'Highway Network Sensitivity Testing'.

1.5 The outcome of this and discussions with HCC where that the principles of access, level of development, committed development and sustainability of the site were agreed and the traffic impact analysis signed off.

1.6 Whilst this application was refused planning permission by FBC, and was subsequently dismissed at appeal (reference APP/A1720/W/1813199119), reasons relating to highways matters were not listed in the reasons for refusal, save for matters relating solely to the S106 not being finalised.

1.7 This was reiterated following discussions between the Appellant and FBC, where there was agreement in relation to the following relevant matters:

- There is no highway objection to the [150 unit] scheme subject to satisfactory completion of a legal agreement; and

- There is no objection to the [150 unit] scheme in relation to its sustainability in location terms (having regard to accessing local services and facilities).

1.8 This TA is effectively an update of that previously agreed, incorporating the post submission reports prepared. Furthermore, this new application proposes to provide the same vehicle access and pedestrian accesses with Posbrook Lane as was agreed for the previous application.

1.9 It is therefore considered appropriate to base this TA for up to 57 units upon the advice and agreed methodology and parameters of the previous scheme at the site for up to 150 dwellings.

Assessment Methodology

1.10 Accordingly, this report is structured as follows:

Section 2.0: Reviews national and local planning policy relevant to the application;
Section 3.0: Provides a detailed assessment of the existing site conditions, paying attention to existing sustainable infrastructure;
Section 4.0: Presents the development proposals and previously agreed site access arrangements;
Section 5.0: Assesses the traffic generation of the development site, as well as identifying committed development traffic and residual background traffic growth;
Section 6.0: Presents the results of the capacity assessments conducted at key locations on the local highway network;
Section 7.0: Considers the link capacity of St Margaret's Lane; and
Section 8.0: Summarises and concludes the report.

2.0 PLANNING POLICY

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) of February 2019 provides a structure for development within the UK, with a presumption in favor of sustainability and promotion of economic growth.

2.2 Regarding the promotion of sustainable transport, the NPPF recognises that all development proposals generating significant travel movement should be supported by a Transport Statement or Assessment.

2.3 The National Planning Policy Framework (NPPF) sets out in paragraph 109 that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.4 *"Within this context, applications for development should:*

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.5 *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*" (NPPF paragraph 111).

Local Planning Policy – Hampshire County Council

2.6 HCC serve as the highway authority for all districts within Hampshire. HCC's Local Transport Plan (last reviewed April 2013) (LTP3) sets out the strategy for the development of highway and transport infrastructure from 2011- 2031. LTP3's overarching themes focus on:

- Supporting the economy through resilient highways
- Traffic Management
- Public Transport
- Quality of Life & Place
- Transport & Growth Areas

2.7 Each of these themes carry policy objectives designed to deliver the authority's highway and transport aspirations for the county.

Local Planning Policy – Fareham Borough Council

2.8 Fareham Borough Council (FBC) is the Local Planning Authority (LPA) for Titchfield. FBC refer to LTP3 for matters regarding highways and transportation within the borough. LTP3 outlines several key issues within Fareham and works to ensure new developments in the area contribute to address them; the key issues identified are as follows:

- increasing use of sustainable modes of transport;
- improving network efficiency to improve journey times and air quality;
- improving safety for all road users;

- discouraging HGVs from using unsuitable roads; and
- improving accessibility between communities within the District.

2.9 FBC's Core Strategy (CS) was adopted in August 2011. The CS transport policies focus on the delivery of improved public transport and Bus Rapid Transport (BRT) infrastructure, with the overall goal of reducing the total number of vehicles on the road.

2.10 As part of the LPA's method for securing funding for local infrastructure schemes a Community Infrastructure Levy (CIL) was adopted in May 2013. Any development gaining planning permission is liable for the payment of CIL in accordance with the Charging Schedule and the CIL Regulations.

2.11 CIL is a charge levied on any development that provides new buildings into which people normally go to use. The CIL chargeable amount is not negotiable and is derived from the figures contained in the Council's Charging Schedule. The CIL amount will be discussed and agreed with the LPA following the submission of the application.

2.12 FBC have also adopted a Residential Car and Cycle Parking Standards supplementary Planning Documents (SPD) which have been used to inform the proposals in this application (see **Section 4.0**).

3.0 EXISTING CONDITIONS

3.1 The development site is located 700m to the southwest of Titchfield High Street, fronting onto the eastern side of Posbrook Lane. To the north and southwest the site is bounded by existing residential development, while to the east and west are 'greenfields' currently used for agriculture and grazing.

3.2 Fareham town centre is located c.5km to the east of the site, Locks Heath centre is 4km to the west, while Stubbington sits 4km to the southeast. 1.5km south of the site is the Titchfield Haven National Nature Reserve and The Solent. The site location and local highway network is illustrated on **Figure 1**.

Local Highway Network

3.3 Posbrook Lane serves as an access road to the existing residential areas north of the development site and other small developments and farms located further south. The carriageway has a minimum width of 4.6m across the site frontage, widening to 4.8m further south.

3.4 Posbrook Lane is subject to a 30mph speed limit from its junction with Coach Hill to the north, to a point 160m south of Barn Close (a gated residential access for a c.8 dwellings). From here a national speed limit applies down towards the coast.

3.5 This section of Posbrook Lane is also subject to a 6ft 6" (2m) width restriction except for access, which is an existing warning that Posbrook Lane is unsuitable as a through route for HGV's. The width restriction begins c.1km to the south of the proposed access, and as such is not expected to restrict any vehicle movements to and from the development site.

3.6 Posbrook Lane features several private driveways and estate access roads near the development site. A 1.5m footway is also provided along the western side of the carriageway from Barn Close to Bellfield. The footway features a permeable surface resembling an unmade track, as can be seen in **Image 1**. To the north of the site an existing, made, footway is provided on the eastern side from a point just to the north of the site boundary. This connects both to the existing footways

alongside Bellfield, as well as continuing the length of Posbrook Lane to its junction with Coach Hill.

Image 1 - Posbrook Lane – Looking north towards the site

3.7 Coach Hill to the north provides an east / west link between Titchfield village centre (i.e. South Street and Bridge Street), St Margaret's Lane and Warsash Road. Coach Hill features a footway along the southern side of the carriageway for its entire length, with a footway provided on the northern side from St Margaret's Lane to Bridge Street. Coach Hill also has several uncontrolled crossing points, along with the nearest bus stops to the development site.

3.8 Bridge Street links into Titchfield from the B3334 Titchfield Road. This is a signalised junction with left turns from Bridge Street and right turns from the B3334 southbound arm being banned.

3.9 South Street provides a route to Titchfield High Street, the carriageway features a pedestrianised layout, with numerous buildouts and on street parking designed to slow vehicles down. High Street leads northwards towards the A27 Southampton Road, at the Titchfield Gyratory.

3.10 St Margaret's Lane is located c.130m west of Posbrook Lane, and provides a local route between Coach Hill and the A27 at St Margaret's Roundabout. The junction is a large signalised roundabout, referred to as St Margaret's Roundabout, located on the A27 Southampton Road, and has recently been improved to include new footways / cycleways and crossings.

3.11 The A27 Southampton Road is part of the major highway network running along the southern coast of England, although on this section strategic traffic is carried on the A27 towards Locks Heath, parallel to the M27 Junction 9, into Southampton while to the east it leads into Fareham town centre, M27 Junction 11, and Portsmouth.

3.12 The B3334 Titchfield Road connects the A27 from the Titchfield Gyratory to destinations on the Gosport peninsula, such as Stubbington, Lee-on-the-Solent and the town of Gosport.

Existing Traffic Conditions

3.13 Fully classified seven-day Automatic Traffic Count (ATC) surveys were undertaken at two locations on Posbrook Lane near the site frontage (19/09/2016 – 28/09/2016). It is noted that these surveys were conducted just over three years ago, however, there have been no notable alterations to Posbrook Lane since the surveys undertaken therefore it is unlikely that there will be a significant change driving practices and behaviour on Posbrook Lane, the use of 2016 surveys is therefore still considered to be valid. Appropriate growth factors will be applied to traffic flow data as requires, as discussed later in this report.

3.14 **Table 3.1** summarises the average weekday traffic flow and 85th percentile speeds. The full survey data and survey location plan is included in **Appendix B**.

Table 3.1: ATC Summary

	Northbound		Southbound		Two-Way	
	Traffic Flow	85% Speed	Traffic Flow	85% Speed	Traffic Flow	85% Speed
AM Peak 07:00 – 08:00	208	33mph	23	30mph	226	32mph
PM Peak 17:00 – 18:00	51	27mph	286	28mph	337	28mph
Daily	1291	28mph	1404	27mph	2695	28mph

3.15 As can be seen 90% of traffic on Posbrook Lane is heading northbound in the AM peak and southbound in the PM peak.

3.16 In addition, peak hour turning count and queue length surveys were also conducted at five locations on the local highway network. The junctions surveyed comprise:

- Posbrook Lane / Coach Hill
- Coach Hill / St Margaret's Lane
- Common Lane / Warsash Road
- Coach Hill / Bridge Street

- Bridge Street / B3334 Titchfield Road

3.17 The survey data has been used to identify the local network peak (07:45 – 08:45 / 16:30 – 17:30) operating periods as well as to establish a capacity baseline at which the junctions are currently operating.

3.18 It is apparent from the observed traffic flows that there are notable 'through' traffic movements passing through the village between Gosport peninsula to the southeast and Locks Heath and Warsash to the west.

3.19 Most traffic is focused on the east-west corridor formed by Bridge Street, Coach Hill and Common Lane. It is also apparent that from the south east, northbound traffic predominantly uses Posbrook Lane in the AM peak and vice versa in the PM peak.

Highway Safety Record

3.20 Crahsmap.co.uk has been interrogated to assess the number of Personal Injury Accidents (PIA) which have occurred on the local highway in the past five years. As is typically the case the location of accidents typically occur at junctions, with a notable cluster of accidents occurring at the roundabouts on the A27, refer plan in **Appendix C**. The A27 has however recently undergone a series of improvements, which is expected to increase the safety of the local strategic highway network.

3.21 Specifically on Posbrook Lane there have only been four slight accidents recorded in the past five years, with only two in the immediate vicinity, one each at the junctions with Bellfield and Heath Lane. As such there are no notable accidents in the immediate vicinity of the site which would indicate an inherent safety concern.

3.22 The increase in vehicle movements due to the development traffic will represent a minor increase in vehicle movements at places where incidents have occurred in the past. It is therefore considered that the development will not result in a detrimental impact upon highway safety, nor will further mitigation measures be required.

Sustainable Accessibility

3.23 Sustainable accessibility is a key factor in the determination of planning applications. This section reviews the site's existing accessibility to public transport and local facilities via sustainable travel modes.

3.24 Guidance published by The Chartered Institute for Highways & Transportation (CIHT) recommends maximum walking distances of 2km for walking and 5km for cycling to key destinations. This guidance benchmarks the accessibility of the site.

Local Facilities

3.25 Titchfield has a range of local facilities and amenities available, many of which are within easy walking distance of the development site. **Table 3.2** summarises these facilities and the walking distance from the centre of the site. **Figure 2** illustrates the locations of the nearest facilities identified.

Table 3.2: Local Facilities

Facility	Distance from centre of the site	Approximate Walk Time*	Approximate Cycle Time*
Bus Stops (Coach Hill) – services to Southampton, Fareham and Portsmouth	550m	6-minutes	2-minutes
Titchfield High Street: • Newsagents • Café • Public House • Co-op Store • Travel Agent • Estate Agent • Charity Store • Butchers • Jewellers	800-950m	10-minutes	3-minutes
Jubilee Surgery	1km	11-minutes	3-minutes
West Hill Park School (Prep School Age 2-13)	950m	13-minutes	4-minutes
Dentist	1.0km	13-minutes	4-minutes
Titchfield Community Centre	1.2km	15-minutes	4-minutes
Titchfield Primary School	1.2km	15-minutes	4-minutes
Matrix Park (Employment)	2.8km	n/a	11-minutes
Henry Cort Community College	3.3km	n/a	14-minutes
Fareham Railway Station	4.0km	n/a	15-minutes
Fareham Town Centre	5.0km	n/a	19-minutes

Walking & Cycling

3.26 A review of the existing walking and cycling network in Titchfield has been undertaken using a variety of sources, including a site visit and online resources such as the HCC interactive Public Right of Way (PRoW) Map. **Figure 2** illustrates the existing PRoW and cycle network.

3.27 Two PRoW (paths 34 and 39) have been identified across the site. Path 34 runs down through the site from the Bellfield estate to the private farm access along the southern site boundary. Path 39 runs diagonally across the site from the Bellfield estate to Posbrook Lane, to the southwestern corner of the site's boundary line, adjacent to Barn Close.

3.28 Path 34 is a simple dirt path that appears to be well used by leisure walkers. Path 39 appears to have been disused for some time, with no physical evidence that it is there.

Footpath 39 Northwards towards Bellfield

Footpath 39 Southbound

Public Transport – Bus Services

3.29 The nearest bus stops are located on Coach Hill within a 550m walk of the centre of the development site via Lower Bellfield. These are served by the 'Solent Ranger X4' which links Titchfield to both Southampton and Portsmouth. **Table 3.3** summarises the bus services, destinations, frequency and operating periods.

Table 3.3: Existing Bus Services

Route No.	Route	Frequency		First / Last Service
Solent Ranger X4	Southampton – Titchfield – Fareham Rail Station – Porchester – Portsmouth	Mon – Fri	Half Hourly	EB 07:09 / 20:45 WB 06:05 / 19:39
		Sat	Half Hourly	EB 07:50 / 20:45 WB 07:12 / 19:29
		Sun	Hourly	EB 09:28 / 19:59 WB 08:50 / 18:29

3.30 A copy of the current bus timetable and route map is included at **Appendix D**, while **Figure 2** illustrates the route in the locality of Titchfield.

Public Transport – Rail Services

3.31 The nearest railway station is Fareham Station, located within a 4km cycle journey of the development site. The station is served by regular trains providing direct links to several key destinations along the south coast of England, as well as to London. **Table 3.4** summarises key destinations, average journey times and typical service frequencies available from the station, whilst **Appendix E** contains a network map.

Table 3.4: Direct Trains from Fareham

Destination	Average Journey Time	Frequency
Southampton Central	25 minutes	4 tph
Winchester	27 minutes	1 tph
Basingstoke	47 minutes	1 tph
London Waterloo	1 hour 40 minutes	1 tph
Portsmouth & Southsea	23 minutes	3 tph
Chichester	29 minutes	2 tph
Brighton	1 hour 20 minutes	1 tph
London Victoria	2 hours	1 tph

tph = direct trains per hour (typical off-peak)

Summary

3.32 As was previously agreed, it is demonstrated that the site has a good level of accessibility by sustainable travel modes. The site is therefore considered to be sustainable and in keeping with the principles of development as set out in the NPPF.

4.0 DEVELOPMENT PROPOSALS

4.1 The proposals in this outline application are for the erection of up to 57 residential units served from a new vehicle access on Posbrook Lane. An illustrative layout has been included in **Appendix A**.

Site Access

4.2 Vehicular access to the development will be via a new priority junction taken from the eastern side of Posbrook Lane at the same location and in the same form as has previously been agreed. The access will be constructed to an adoptable standard, providing a 5.5m carriageway width on the minor arm for a minimum length of 10m into the development.

4.3 Visibility splays will be provided at 2.4m x 47m according to standards set out in Manual for Streets (MfS) for a 30mph road and the 85th percentile speeds as previously set out in **Table 3.1**.

4.4 The access will also provide a pedestrian route along the eastern side of Posbrook Lane, connecting with the existing footway south of Bellfield. **Drawing 19-241/003** illustrates the proposed access arrangement, including the required visibility splays.

4.5 As can be seen on **Drawing 19-241/003** the visibility splays are fully achievable within highways and the applicants land. Vegetation will be removed as appropriate from the required visibility splays.

4.6 Swept path analysis has been conducted for a large 11.2m refuse vehicle and for a fire tender to ensure suitable access can be achieved. The results of the swept path analysis are presented in **Drawings 16-241/001 and 002** respectively and demonstrate that the proposed access is suitable.

Parking

4.7 As the internal layout is for illustrative purposes only and the development mix undetermined, a detailed parking assessment has not been undertaken. However, regard has been given to the

parking standards as set out in the FBC parking SPD. **Table 4.1** summarises the car and cycle parking standards for residential development which will be adhered to.

Table 4.1: Parking Standards

No. Of Bedrooms	Car Parking Spaces Required		Cycle Parking Required	
	Allocated	Unallocated	Individual Storage	Communal Storage
1	1	0.75	1	1
2	2	1.25	2	1
3	2	1.75	2	1
4+	3	2.25	2	1

5.0 TRIP GENERATION, TRAFFIC GROWTH & DISTRIBUTION

Trip Generation

5.1 Trip rates appropriate for residential use have been obtained from the TRICS database (version 7.3.2). For this assessment the trip rates have been taken from surveys of comparable sites made up of private houses across the whole development as a worst case scenario assessment. **Table 5.1** summarises the trip rates taken from TRICS; full TRICS output reports are included in **Appendix E**. This is the same trip rate assessment methodology as was agreed by HCC for the previous application.

Table 5.1: Residential Trip Rates for Private Dwellings

Time-Period	Arrival	Departure	Two-Way
AM 08:00 – 09:00	0.120	0.361	0.481
PM 17:00 – 18:00	0.310	0.142	0.452
Daily	2.269	2.265	4.534

5.2 Based on the trip rates above, the traffic generation for the proposed development of 57 dwellings is summarised in **Table 5.2**.

Table 5.2: Traffic Generation for 57 Dwellings

Time-Period	Arrival	Departure	Two-Way
AM 08:00 – 09:00	7	21	27
PM 17:00 – 18:00	18	8	26
Daily	129	129	258

Baseline Traffic Growth

5.3 Given the scale of the proposed development it is considered appropriate for a five-year future assessment be undertaken. Growth factors taken from TEMPRO 7.0 have been applied to the observed AM and PM peak traffic flows to establish the traffic conditions up to the year 2024, **Table 5.3** refers. Diagrams showing the 2016, 2019 and 2024 Baseline traffic flows are included in **Appendix G**.

Table 5.3: TEMPro7 Growth Rates

Year	Time-Period	Growth Factor
2019	AM	1.038
	PM	1.034
2024	AM	1.070
	PM	1.066

5.4 A search of the LPA's planning portal reveals no major developments have been applied for or recently granted planning consent that will affect the future traffic flows within the immediate vicinity of the site. Therefore, no specific additional committed developments have been included in the 2024 future baseline scenario.

Distribution

5.5 Traffic junction modelling has been undertaken in line with the comments received from HCC for the previous application. This assessment includes sensitivity tests such that outgoing traffic is split 50/50 at the Coach Hill / Posbrook Lane junction, and then all development traffic subsequentially assigned to turn to each arm of the junctions being assessed. To this end the following scenarios have been assessed in addition to the previous TA, gravity model based, distribution:

Posbrook Lane / Site Access

- 2024 Base + Dev (gravity model only)

Posbrook Lane / Coach Hill

- 2024 Base + Dev 50/50 Split Outgoing, 100% Arrivals from East (AM and PM)
- 2024 Base + Dev 50/50 Split Outgoing, 100% Arrivals from West (AM and PM)

Coach Hill / St Margaret's Lane

- 2024 Base + Dev 100% Arrival and Departures Development to / from North (AM and PM)
- 2024 Base + Dev 100% Arrival and Departures Development to / from West (AM and PM)

Warsash Road / Common Lane

- 2024 Base + Dev 100% Arrival and Departures Development to / from North (AM and PM)
- 2024 Base + Dev 100% Arrival and Departures Development to / from South (AM and PM)

South Street / Coach Hill Mini-Roundabout

- 2024 Base + Dev 100% Arrival and Departures Development to / from North (AM and PM)
- 2024 Base + Dev 100% Arrival and Departures Development to / from East (AM and PM)

B3334 / Bridge Street Signal Junction

- 2024 Base + Dev 100% Arrival and Departures Development to / from South (AM and PM)

6.0 TRAFFIC IMPACT ASSESSMENT

6.1 Capacity assessments of the previously assessed junctions identified within Titchfield have been undertaken using industry standard assessment software ARCADY9, PICADY9 and LINSIG3. The full junction capacity analysis results are contained in **Appendix H**, whilst **Drawing 16-314/014A** shows the measurements of the off-site junction parameters.

6.2 The tables in this section summarise the peak hour capacity and queue lengths expected at each of the assessed junctions. The results report the Ratio of Flow to Capacity (RFC) or Degree of Saturation (DoS) as appropriate together with queue lengths in vehicles.

6.3 It should be noted that priority-controlled junctions with an RFC of 0.90 or over are approaching maximum capacity. RFC calculations over 1.00 tend to result in exponential queue length prediction and should therefore be treated with caution when comparing results.

6.4 The 2019 Base scenarios for both the AM and PM peak have been validated against the observed queues reported as part of the turning count surveys.

6.5 The proposed site access, as shown in **Table 6.1**, is forecast to operate with plenty of spare capacity. The junction is therefore considered to be a suitable arrangement for access onto the local highway network.

Table 6.1: Posbrook Lane / Site Access

	07:45 – 08:45		16:30 – 17:30	
	Queue	RFC	Queue	RFC
	2024 Base + Development			
Posbrook Lane	0.1	0.05	0.0	0.02
Site Access	0.0	0.00	0.0	0.00

Table 6.2: Posbrook Lane / Coach Hill

Arm	AM 07:45 – 08:45		PM 16:30 – 17:30	
	RFC	Queue	RFC	Queue
	2019 Base			
Coach Hill	0.64	2	0.11	0
Posbrook Lane East	0.20	0	0.09	0
Posbrook Lane West	0.09	0	0.65	3
	2024 Base			
Coach Hill	0..69	2	0.12	0
Posbrook Lane East	0.24	0	0.11	0
Posbrook Lane West	0.10	0	0.69	4
	2024 Base + Development			
Coach Hill	0.73	3	0.13	0
Posbrook Lane East	0.31	0	0.13	0
Posbrook Lane West	0.11	0	0.72	5
	2024 Base + Development All East			
Coach Hill	0.72	3	0.12	0
Posbrook Lane East	0.34	1	0.15	0
Posbrook Lane West	0.10	0	0.70	4
	2024 Base + Development All West			
Coach Hill	0.74	3	0.14	0
Posbrook Lane East	0.27	0	0.11	0
Posbrook Lane West	0.11	0	0.73	5

6.6 As can be seen in **Table 6.2** the Posbrook Lane / Coach Hill junction will operate with spare capacity in all scenarios, including the worst-case sensitivity test should all arrivals and departures to the site head east or west. The junction will not therefore require any improvements.

Table 6.3: Coach Hill / St Margaret's Lane

Arm	07:45 – 08:45		16:30 – 17:30	
	RFC	Queue	RFC	Queue
	2019 Base			
St Margaret's Lane	0.35	1	0.10	0
Coach Hill	0.15	0	0.91	8
	2024 Base			
St Margaret's Lane	0.38	1	0.11	0
Coach Hill	0.17	0	1.00	15
	2024 Base + Development			
St Margaret's Lane	0.39	1	0.11	0
Coach Hill	0.17	0	1.02	17
	2024 Base + Development All North			
St Margaret's Lane	0.18	0	1.03	19
Coach Hill	0.41	1	0.12	0
	2024 Base + Development All West			
St Margaret's Lane	0.17	0	1.00	16
Coach Hill	0.39	1	0.11	0
	2024 Base + Development Improved			
St Margaret's Lane LT	0.06	0	0.88	6
St Margaret's Lane RT	0.10	0	0.45	1
Coach Hill	0.39	1	0.11	0
	2024 Base + Development All North Improved			
St Margaret's Lane LT	0.07	0	0.89	6
St Margaret's Lane RT	0.10	0	0.50	1
Coach Hill	0.41	1	0.12	0
	2024 Base + Development All West Improved			
St Margaret's Lane LT	0.06	0	0.87	5
St Margaret's Lane RT	0.10	0	0.41	1
Coach Hill	0.39	1	0.11	0

6.7 The Coach Hill / St Margaret's Lane junction was previously identified as potentially needing minor improvements to attain a nil-detriment impact from the development. As can be seen in the results in **Table 6.3** St Margaret's Lane is forecast to become over capacity at the peak of the PM peak due to background traffic growth. Depending upon the distribution scenario the development would only add one, two or three vehicles to the forecast queue and as such this is not considered to be a material impact. For illustrative purposes the potential improvement shown on **Drawing**

16-314/004 would however allow the junction to operate within capacity, thereby providing a betterment.

Table 6.4: Warsash Road / Common Lane

Arm	07:45 – 08:45		16:30 – 17:30	
	RFC	Queue	RFC	Queue
	2019 Base			
Common Lane LT	1.20	36	0.75	3
Common Lane RT	1.17	18	0.45	1
Warsash Road	0.71	3	0.80	4
	2024 Base			
Common Lane LT	1.35	59	0.87	5
Common Lane RT	1.32	28	0.67	2
Warsash Road	0.77	3	0.87	6
	2024 Base + Development			
Common Lane LT	1.36	62	0.89	6
Common Lane RT	1.34	29	0.72	2
Warsash Road	0.77	4	0.88	7
	2024 Base + Development All North			
Common Lane LT	1.37	62	0.89	6
Common Lane RT	1.35	31	0.74	2
Warsash Road	0.77	3	0.87	6
	2024 Base + Development All South			
Common Lane LT	1.36	61	0.88	6
Common Lane RT	1.34	29	0.70	2
Warsash Road	0.77	4	0.89	7

6.8 As shown in **Table 6.4** the Warsash Road / Common Lane junction is identified as operating over capacity in the AM peak due to background traffic growth. As at Coach Hill / St Margaret's Lane the addition of the development traffic has minimal impact upon queuing lengths regardless of scenario.

6.9 Although the impact of the development is minimal the junction could be improved with the simple provision of a left turn lane on the Common Lane arm, with capacity for three to four vehicles; this would allow the predominantly left turn movements to enter Warsash Road unhindered by

vehicles waiting to turn right. **Drawing 16-314/15** Illustrates the potential scheme whilst the capacity assessment results are summarised in **Table 6.5**.

Table 6.5: Warsash Road / Common Lane – Potential Layout Improvement

Arm	07:45 – 08:45		16:30 – 17:30	
	RFC	Queue	RFC	Queue
	2024 Base + Development			
Common Lane LT	1.08	22	0.76	3
Common Lane RT	1.04	12	0.41	1
Warsash Road	0.77	4	0.88	7
	2024 Base + Development All North			
Common Lane LT	1.08	23	0.76	3
Common Lane RT	1.05	12	0.42	1
Warsash Road	0.77	3	0.87	6
	2024 Base + Development All South			
Common Lane LT	1.08	22	0.76	3
Common Lane RT	1.04	12	0.41	1
Warsash Road	0.77	4	0.89	7

Table 6.6: South St / Bridge St Mini-Roundabout

	07:45 – 08:45		16:30 – 17:30	
	Queue	RFC	Queue	RFC
	2019 Base			
South Street	0	0.15	0	0.29
Bridge Street	0	0.31	1	0.33
Coach Hill	1	0.57	2	0.63
	2024 Base			
South Street	0	0.16	1	0.32
Bridge Street	1	0.33	1	0.36
Coach Hill	2	0.61	2	0.67
	2024 Base + Development			
South Street	0	0.16	1	0.32
Bridge Street	1	0.33	1	0.36
Coach Hill	2	0.62	2	0.67
	2024 Base + Development All North			
South Street	0	0.17	1	0.33
Bridge Street	1	0.33	1	0.36
Coach Hill	2	0.62	2	0.67
	2024 Base + Development All East			
South Street	0	0.16	1	0.32
Bridge Street	1	0.34	1	0.36
Coach Hill	2	0.62	2	0.67

6.10 **Table 6.6** shows that the South Street / Bridge Street mini-roundabout will operate with virtually no difference in all 'with development' scenarios. In each case there is a minimal impact on queue length and spare capacity is available in both the AM and PM peaks. Therefore, the junction will not require any improvement.

Table 6.7: B3334 / Bridge Signal Junction

	07:45 – 08:45		16:30 – 17:30	
	Queue	% Dos	Queue	% Dos
	2019 Base (90 second cycle)			
B3334 NB	29	90.9%	13	63.4%
Bridge Street	11	88.1%	11	76.4%
B3334 SB	4	25.3%	17	75.5%
	2024 Base (90 second cycle)			
B3334 NB	40	97.2%	14	67.7%
Bridge Street	14	94.2%	13	81.5%
B3334 SB	4	27.1%	19	80.6%
	2024 Base + Development (90 second cycle)			
B3334 NB	40	97.3%	14	67.8%
Bridge Street	15	95.5%	13	81.9%
B3334 SB	4	27.1%	19	80.6%
	2024 Base + Development (120 second cycle)			
B3334 NB	41	93%	17	64.7%
Bridge Street	16	92%	16	77.6%
B3334 SB	5	26%	23	76.5%
	2024 Base + Development All South (90 second cycle)			
B3334 NB	47	99.5%	15	70.8%
Bridge Street	15	94.7%	13	80%
B3334 SB	4	27.6%	20	82.3%
	2024 Base + Development All South (120 second cycle)			
B3334 NB	43	94%	18	67.3%
Bridge Street	17	92.3%	16	76.6%
B3334 SB	5	26%	24	77.7%

6.11 **Table 6.7** shows that the B3334 / Bridge Street signal junction is identified as operating close to maximum capacity in the 2024 Base scenario, with a small impact being seen with the inclusion of development traffic. The same is also true when all development traffic is assigned south along

the B3334. A minor improvement was previously identified whereby the signal cycle time could be increased to 120 seconds which slightly increases the capacity of the junction.

6.12 It is also noted that a new bypass at Stubbington has secured funding, which once implemented will:

- Divert traffic around the outskirts of Stubbington and reduce journey time and peak hour congestion onto and off the Gosport peninsula;
- Remove transport barriers to growth and encourage investment and regeneration, including at the Solent Enterprise Zone at Daedalus; and
- Improve connectivity and provide additional network resilience.

6.13 The proposed bypass route is shown in **Appendix I**.

6.14 At the time of writing, September 2019, archaeological works are being undertaken for the proposed bypass and ecological preparation work is underway.

6.15 In addition, several junctions along the B3334 are to be improved as part of the bypass scheme including the B3334 / Bridge Street signal junction. These improvements will provide faster journeys between the A27, Stubbington and Gosport and will likely result in a decrease in traffic passing through Titchfield and along Posbrook Lane and St Margarets Road.

6.16 It is therefore considered that the impact of the proposed development at Posbrook Lane will not have a severe impact on the local highway network and that off-site highway improvements are not required.

7.0 LINK CAPACITY ASSESSMENT – ST MARGARET'S LANE

7.1 During correspondence undertaken between Odyssey and FBC on the previous application at the site, FBC raised concerns with regards to the ability of St Margaret's Lane to accommodate additional vehicle movements, owing to the perceived narrow width of St Margaret's Lane. For ease of reference this supporting information is set out again, and of course the proposed development is less than half the size previously being considered.

7.2 Notwithstanding, to demonstrate that such concern is unfounded a range of guidance has been considered with respect to link design including the Design Manual for Roads and Bridges (DMRB) TA 79/99 and Manual for Streets 1 and 2 (MfS1, MfS2).

7.3 DMRB defines urban and rural roads as follows:

- *Urban All-Purpose Road (UAP), an all-purpose road within a built-up area, either a single carriageway with a speed limit of 40 mph or less or a dual carriageway with a speed limit of 60 mph or less.*
- *Rural Roads. All-purpose roads and motorways that are generally not subject to a local speed limit.*

7.4 Based on these descriptions St Margaret's Lane is an urban carriageway. This is further reinforced when compared to Table 1 in TA 79/99 which designates the road as UAP3, that is a variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at grade pedestrian crossings and is subject to a 30-40mph speed limit.

7.5 The guidance found in DMRB however, only considered carriageways with a minimum width of 6.1m. In addition, the capacity values given in Table 2 are arbitrary and rely on many assumptions that are not applicable in a wide variety of circumstances.

7.6 MfS2 on the other hand provides guidance on the design and assessment of streets linking residential and built up areas with the main and strategic highway network. The guidance states in paragraph 8.6.2 "*Narrower lanes will be appropriate in many circumstances…. resulting in*

carriageways that are easier for pedestrians to cross and encouraging lower traffic speeds without causing a significant loss of traffic capacity."

7.7 Paragraph 8.6.4 states: "*MfS1 Figures 6.18 and 7.1 provide information on the width requirements of different types of vehicle, and these can be taken as a guide to minimum lane widths. These can be applied to links between and at junctions*."

7.8 The lane widths given in MfS1 are shown below.

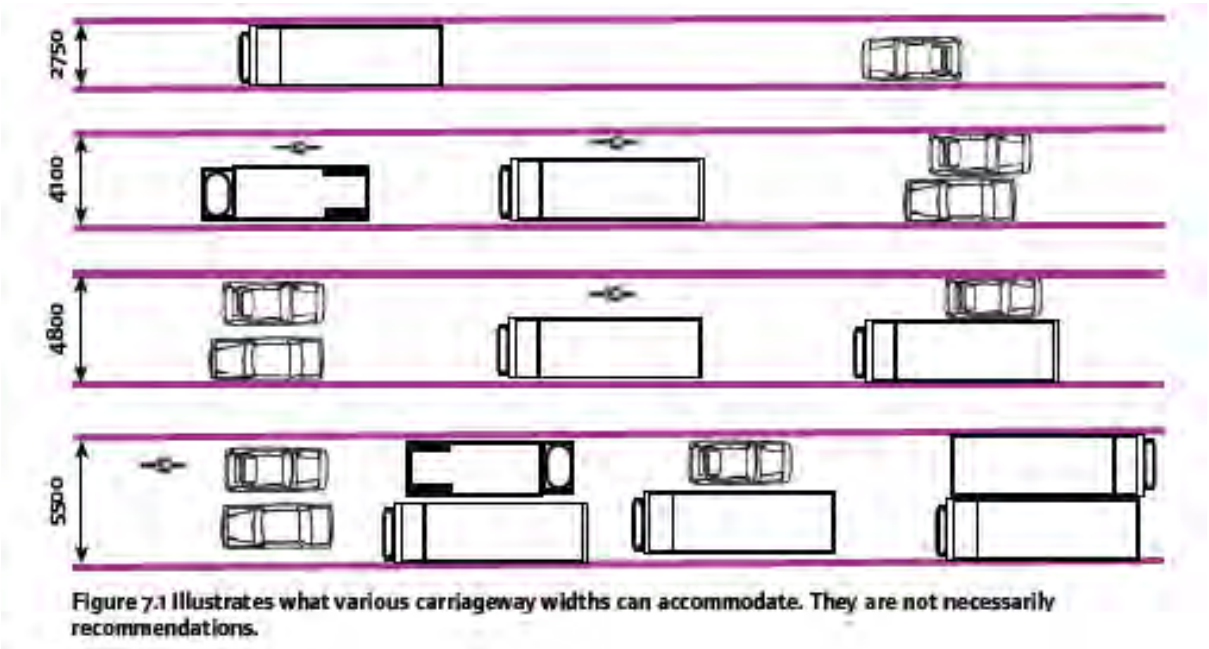


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

7.9 In addition, MfS2 states: "*Carriageway and lane widths do not have to be consistent. Varying the width through non-parallel kerb lines or other physical limits can create interest…and traffic speed reduction at narrowings*."

7.10 St Margaret's Lane is c.800m in length, subject to a 30mph speed limit and features c.21 driveways, accesses and side roads. The road has an average width of 4.8m – 5.5m with an absolute maximum width of 6m and one very short section with an absolute minimal width 4.1m. The road is therefore generally suitable for a car and large vehicle to pass as per the guidance found in MfS1 and 2.

7.11 The existing 'tidal' traffic patterns observed on St Margaret's Lane, i.e. there is an 85/15 split in traffic during the AM peak and an 80/20 split in the PM peak, mean that there is much less opposing traffic during the peak hours when the road is most busy.

7.12 While the section that reduces to 4.1m would not allow a car and a lorry to pass, there is a very low number of large vehicles (3% in AM peak and 0% in the PM peak) observed to use St Margaret's Lane and the development will not result in an increase in such movements.

7.13 This localised narrowing is therefore not considered to restrict the capacity of the road. In fact, it benefits road users in that it acts as natural traffic calming helping to reduce vehicle speeds.

7.14 Taking this into account and the fact the now proposed development is forecast to result in an addition of only two vehicles every 15 minutes the impact of the development on the capacity of St Margaret's Lane cannot be described as 'severe'.

8.0 SUMMARY & CONCLUSION

8.1 This Transport Assessment has been prepared in support of a proposed outline planning application for a development of up to 57 dwellings on land located east of Posbrook Lane, Titchfield, using a proposed access arrangement agreed for a previous, larger, planning proposal.

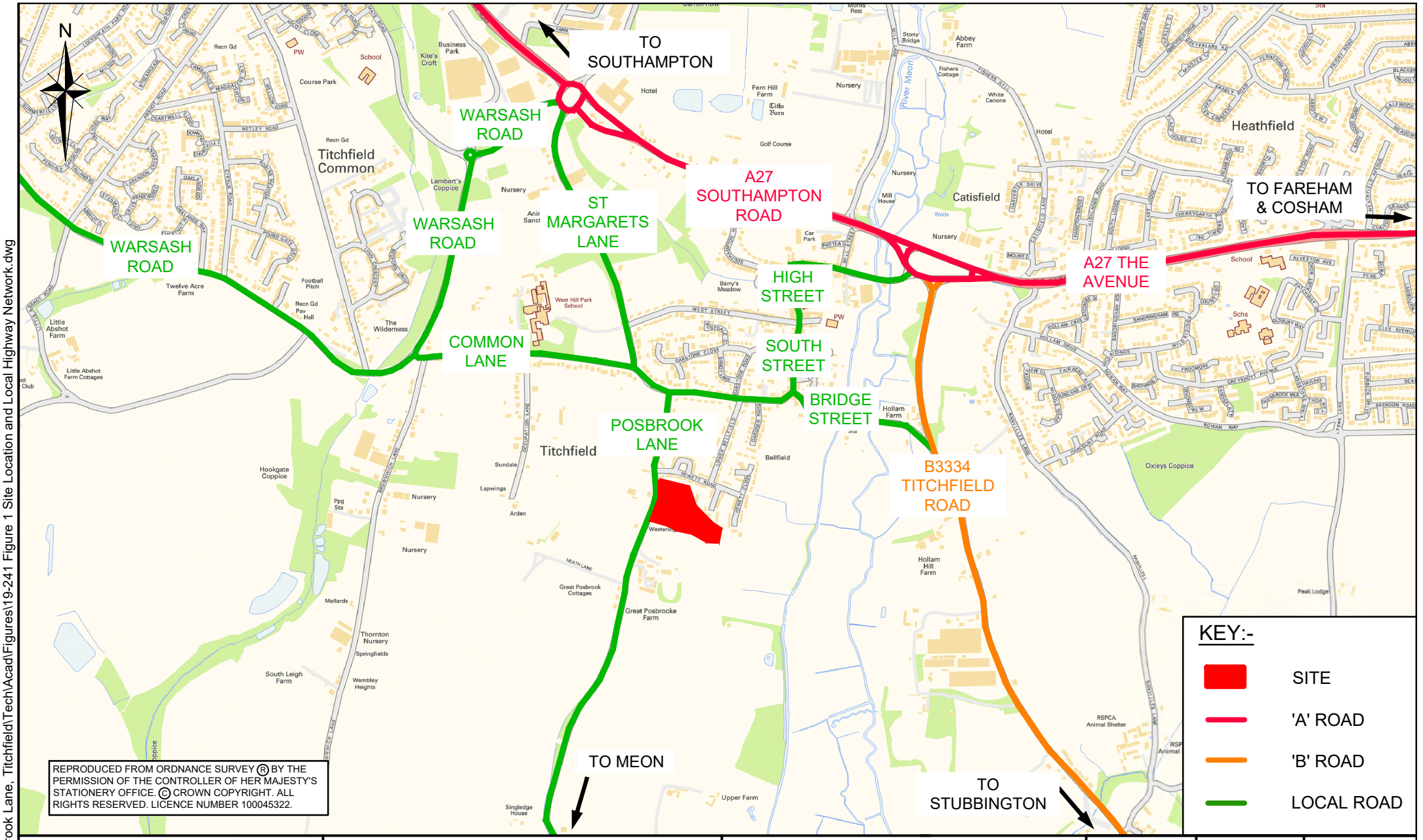
8.2 The proposed development is in accordance with national and local development policy regarding economic growth, sustainable development and travel.

8.3 As was previously established and agreed, a review of the local area has shown that the site is sustainable with easy access to bus services and local facilities by walking and cycling modes. Existing bus stops, served by buses to Southampton and Portsmouth are located within 550m of the centre of the site and many local facilities are located within a 1.5km walk / cycle journey.

8.4 An assessment of the trip generation and traffic impact for the proposed development has calculated that there will not be a 'severe' impact upon the local highway network as prescribed by NPPF and that off-site improvements are not required.

8.5 Minor, localised, improvements have been identified which would address the capacity implications brought about by background traffic growth.

FIGURES



P:\19-241 - Posbrook Lane, Titchfield\Tech\Acad\Figures\19-241 Figure 1 Site Location and Local Highway Network.dwg

ODYSSEY
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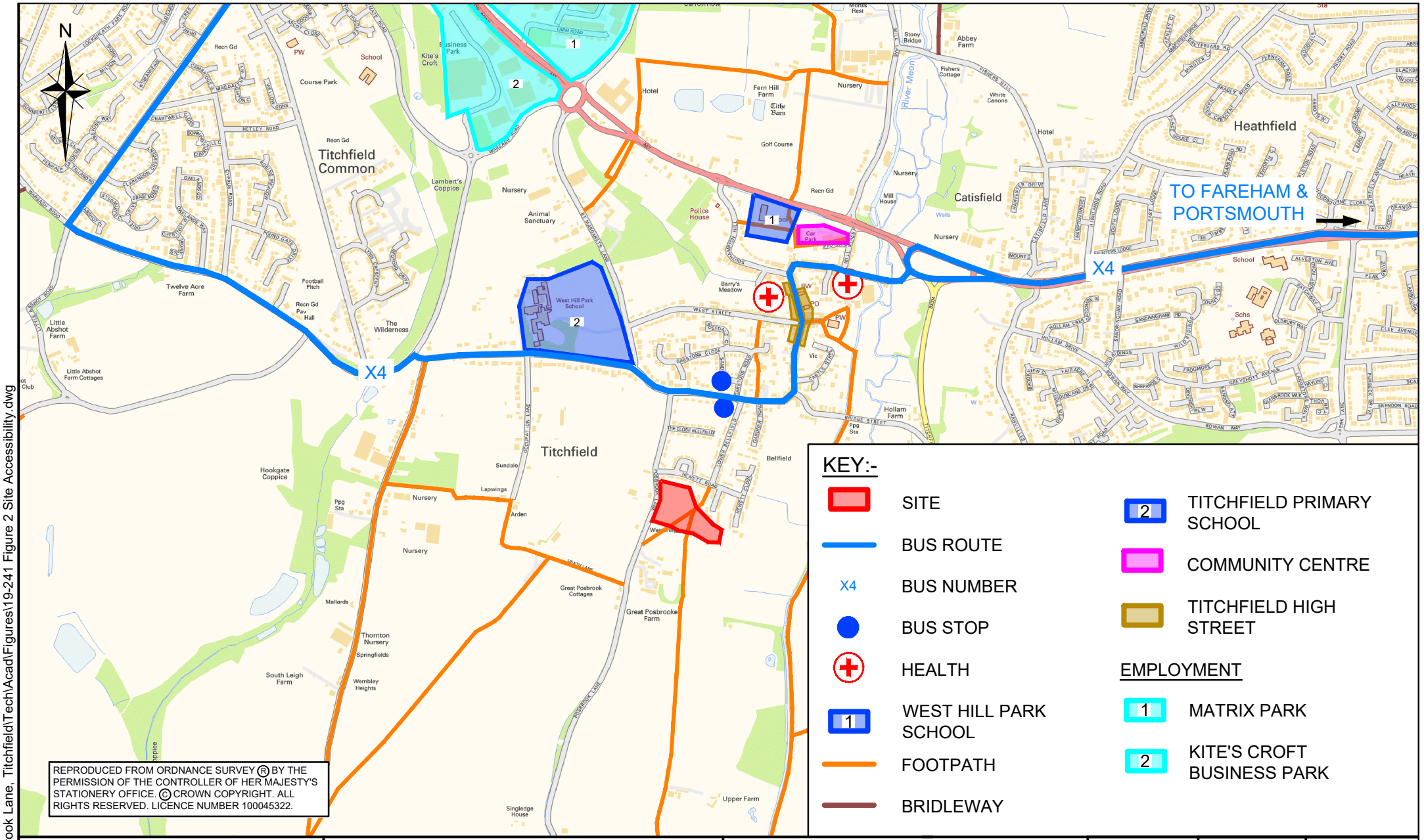
Job Title	POSBROOK LANE, TITCHFIELD
Drawing Title	SITE LOCATION & LOCAL HIGHWAY NETWORK
Client	FOREMAN HOMES GROUP
Scale	1:25,000 @A4
Date	SEPT 19
Designed	SD
Drawn	SD
Checked	RJH
Approved	RJH
Job No	19-241
Drawing No	FIGURE 1
Rev	-



KEY:-

- SITE
- BUS ROUTE
- X4 BUS NUMBER
- BUS STOP
- HEALTH
- 1 WEST HILL PARK SCHOOL
- FOOTPATH
- BRIDLEWAY
- 2 TITCHFIELD PRIMARY SCHOOL
- COMMUNITY CENTRE
- TITCHFIELD HIGH STREET

EMPLOYMENT

- 1 MATRIX PARK
- 2 KITE'S CROFT BUSINESS PARK

P:\19-241 - Posbrook Lane, Titchfield\Tech\Acad\Figures\19-241 Figure 2 Site Accessibility.dwg

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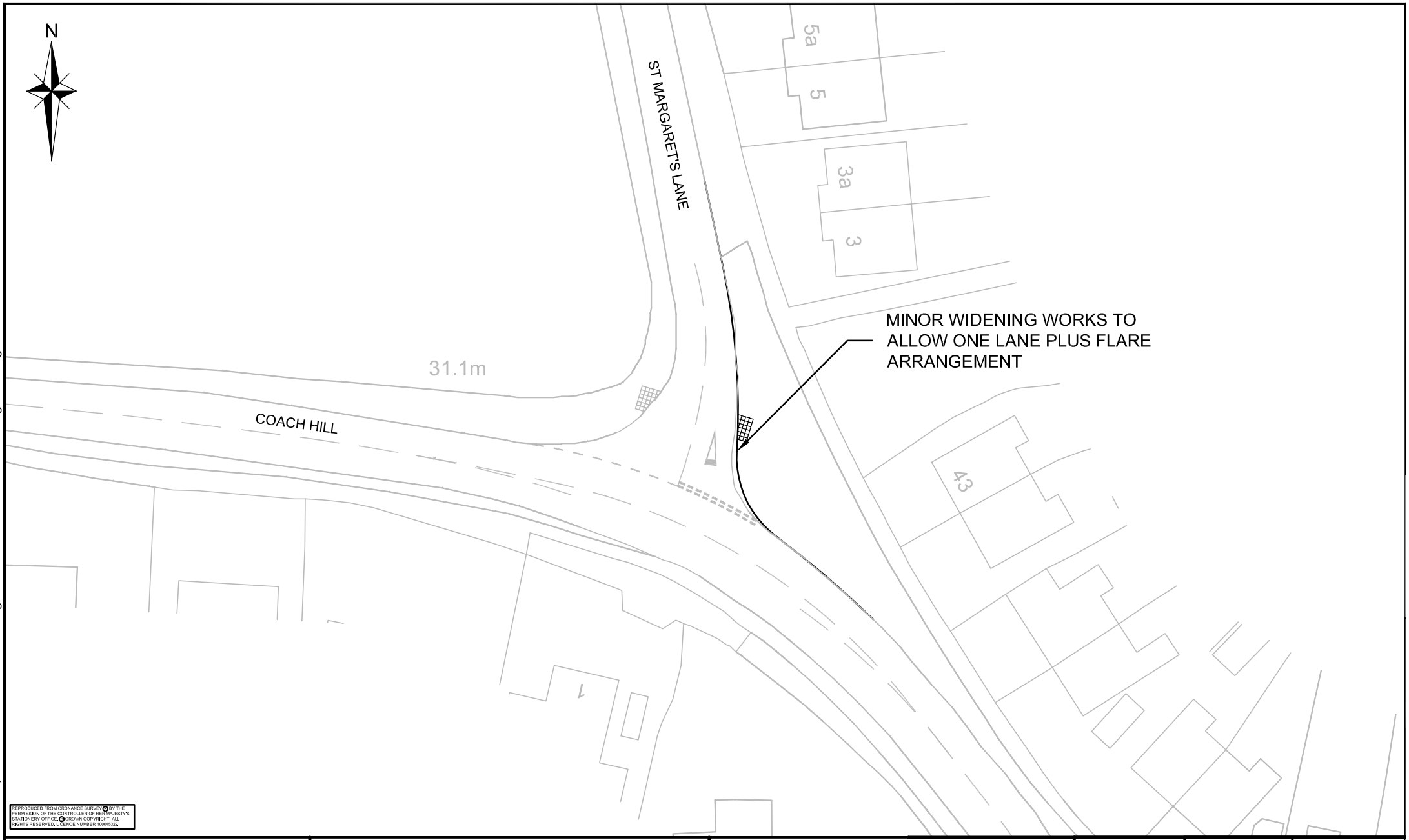
Job Title	POSBROOK LANE, TITCHFIELD
Drawing Title	SITE ACCESSIBILITY
Client	FOREMAN HOMES GROUP
Scale	1:25,000 @A4
Date	SEPT 19
Designed	SD
Drawn	SD
Checked	RJH
Approved	RJH
Job No	19-241
Drawing No	FIGURE 2
Rev	-

DRAWINGS



P:\16-314 - Posbrook Lane, Titchfield\Tech\Acad\Drawings\16-314-004 Coach Hill - St Margarets.dwg

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Job Title: POSBROOK LANE, TITCHFIELD

Drawing Title: PROPOSED IMPROVEMENTS TO COACH HILL / ST MARGARETS LANE JUNCTION

Client: FOREMAN HOMES GROUP

Scale	Date	Designed
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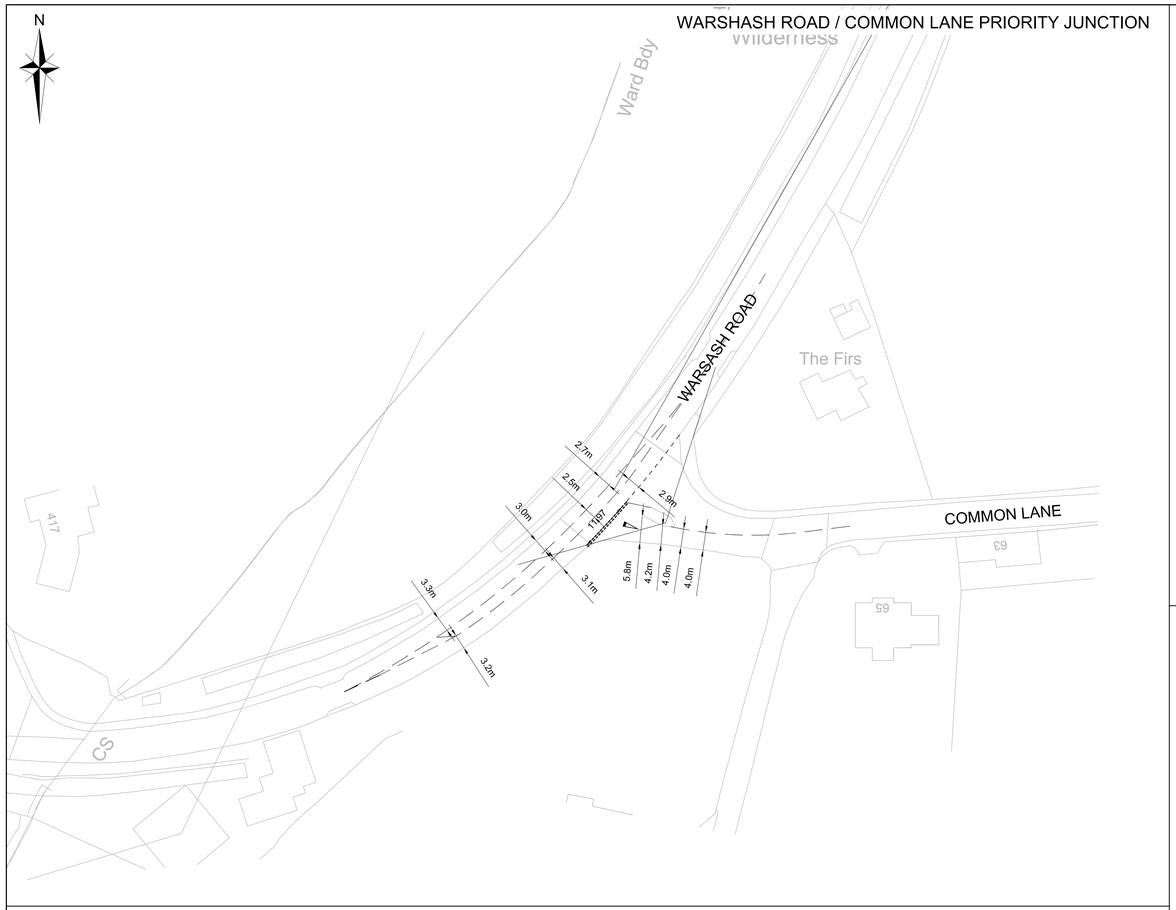
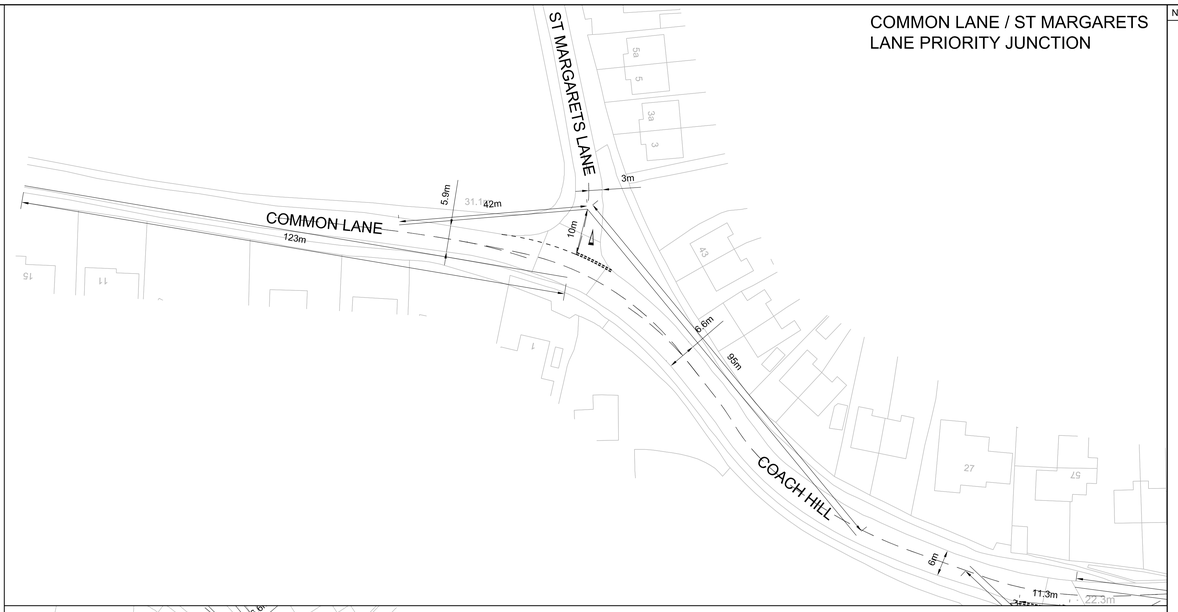
Drawn	**Checked**	**Approved**
TDM	RJH	RJH
Job No	**Drawing No**	**Rev**
16-314	16-314/004	-

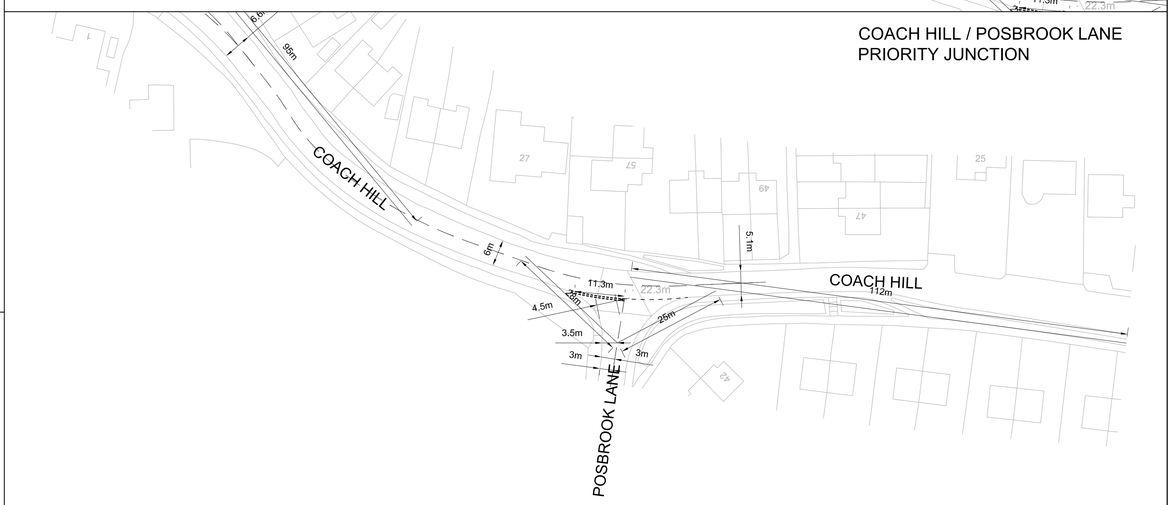
WARSHASH ROAD / COMMON LANE PRIORITY JUNCTION



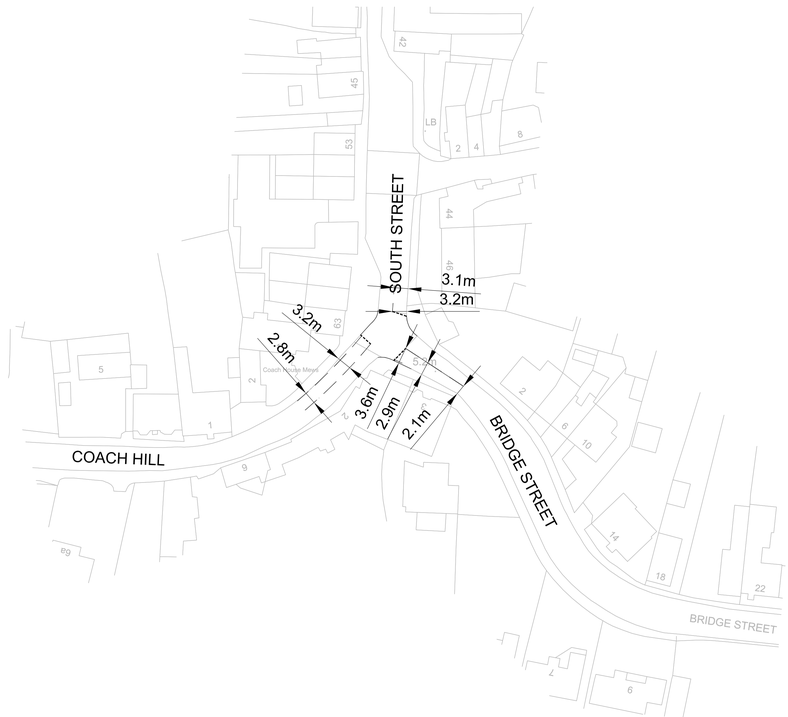
COMMON LANE / ST MARGARETS LANE PRIORITY JUNCTION



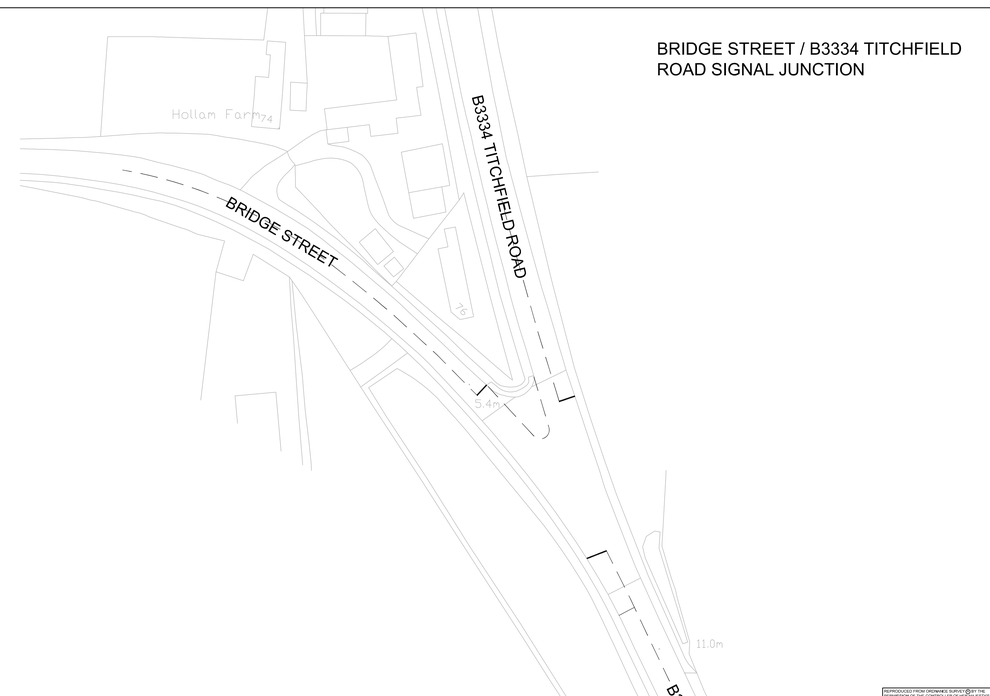
COACH HILL / POSBROOK LANE PRIORITY JUNCTION



COACH HILL / BRIDGE STREET MINI-ROUNDABOUT



BRIDGE STREET / B3334 TITCHFIELD ROAD SIGNAL JUNCTION



NOTES

Rev	Amendments	Drn	Chk	App	Date
A	ADDITIONAL OS BASE SHOWN	TDM	TDM	RJH	02/10/17

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Job Title: POSBROOK LANE, TITCHFIELD

Drawing Title: OS BASE

Client: FOREMAN HOMES

Scale	Date	Designed
1:500 @A0	SEPT 2017	TDM
Drawn	Checked	Approved
TDM	RJH	RJH
Job No	Drawing No	Rev
16-314	16-314/014	A

P:\16-314 - Posbrook Lane, Titchfield\Tech\Acad\Drawings\Planning\16-314-014 OS BASE.dwg

N

NOTES:-

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES.

KEY:-

HIGHWAY BOUNDARY

CARRIAGEWAY WIDENED TO 6m PROVIDING A SHORT LANE TO ACCOMMODATE UP TO FOUR VEHICLES

COMMON LANE

WARSASH ROAD

2m FOOTWAY

UNCONTROLLED PEDESTRIAN CROSSING

63

65

Rev	Amendments	Drn	Chk	App	Date

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Job Title: POSBROOK LANE, TITCHFIELD

Drawing Title: POTENTIAL IMPROVEMENT AT WARSASH ROAD / COMMON LANE JUNCTION

Client: FOREMAN HOMES

Scale	Date	Designed
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Drawn	Checked	Approved
TDM	RJH	RJH
Job No	Drawing No	Rev
16-314	16-314/015	-

P:\16-314 - Posbrook Lane, Titchfield\Tech\Acad\Drawings\Planning\16-314-015 Warsash - Common Lane Improvement.dwg

N

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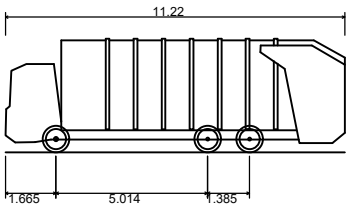
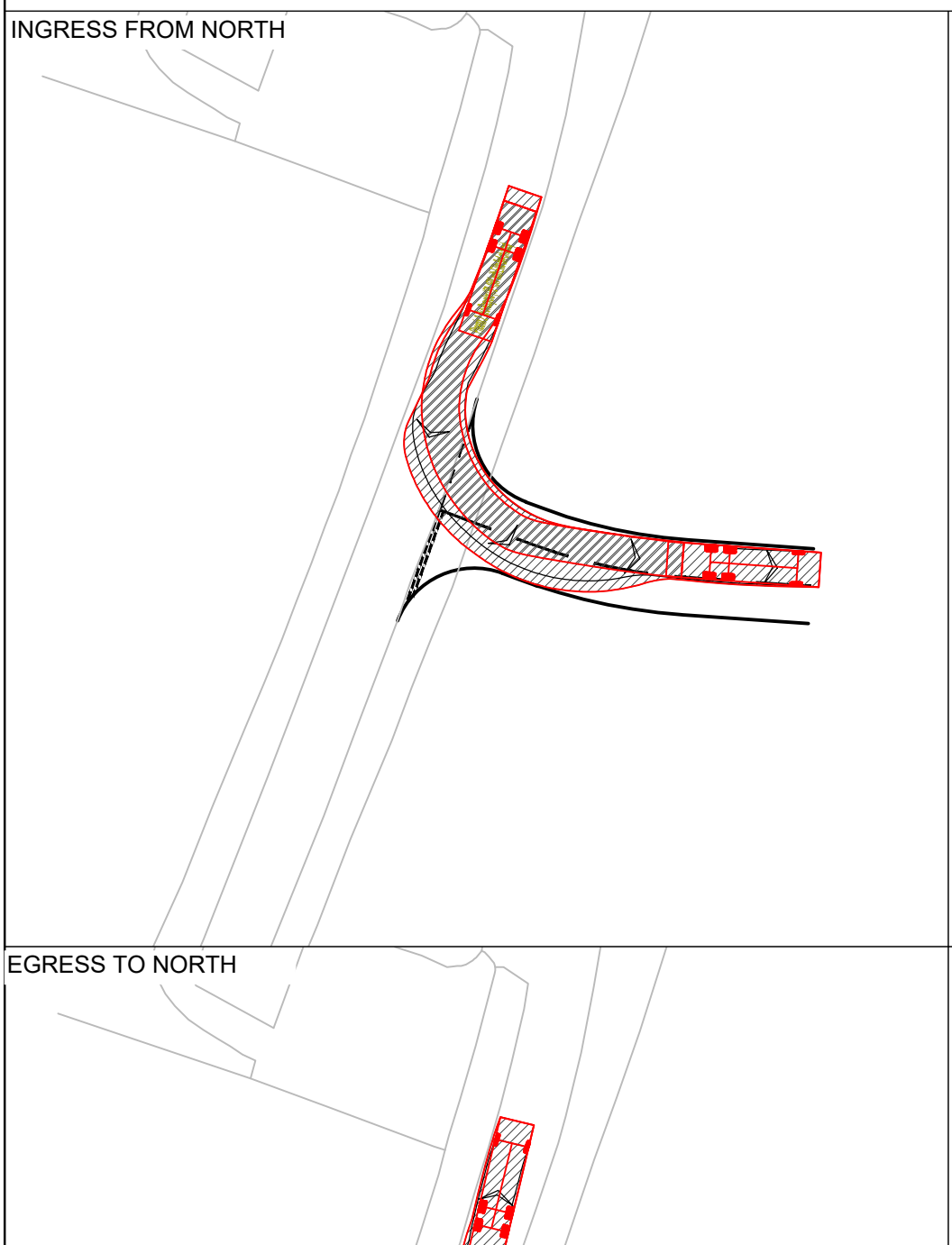
KEY:-



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

INGRESS FROM NORTH



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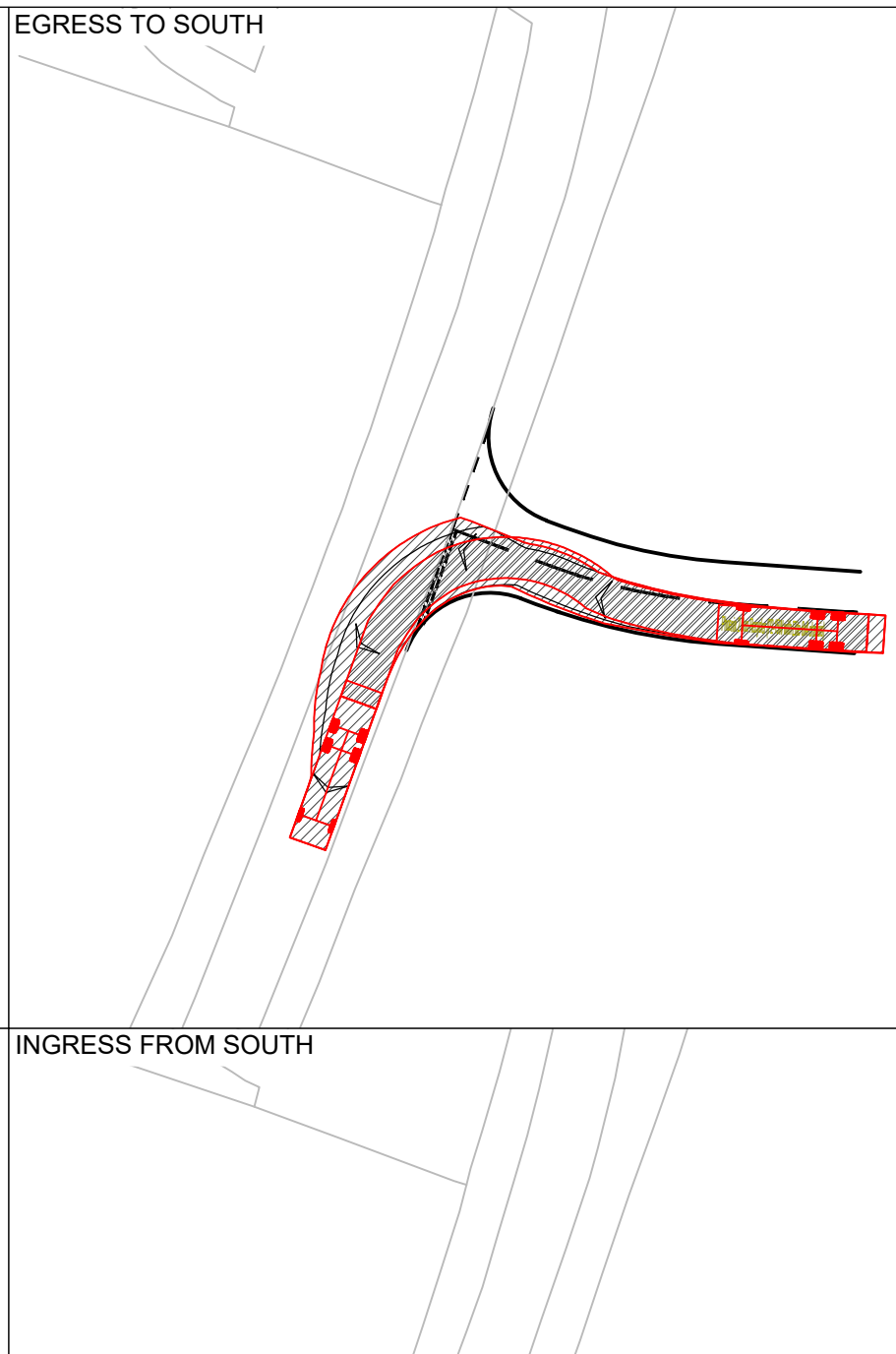

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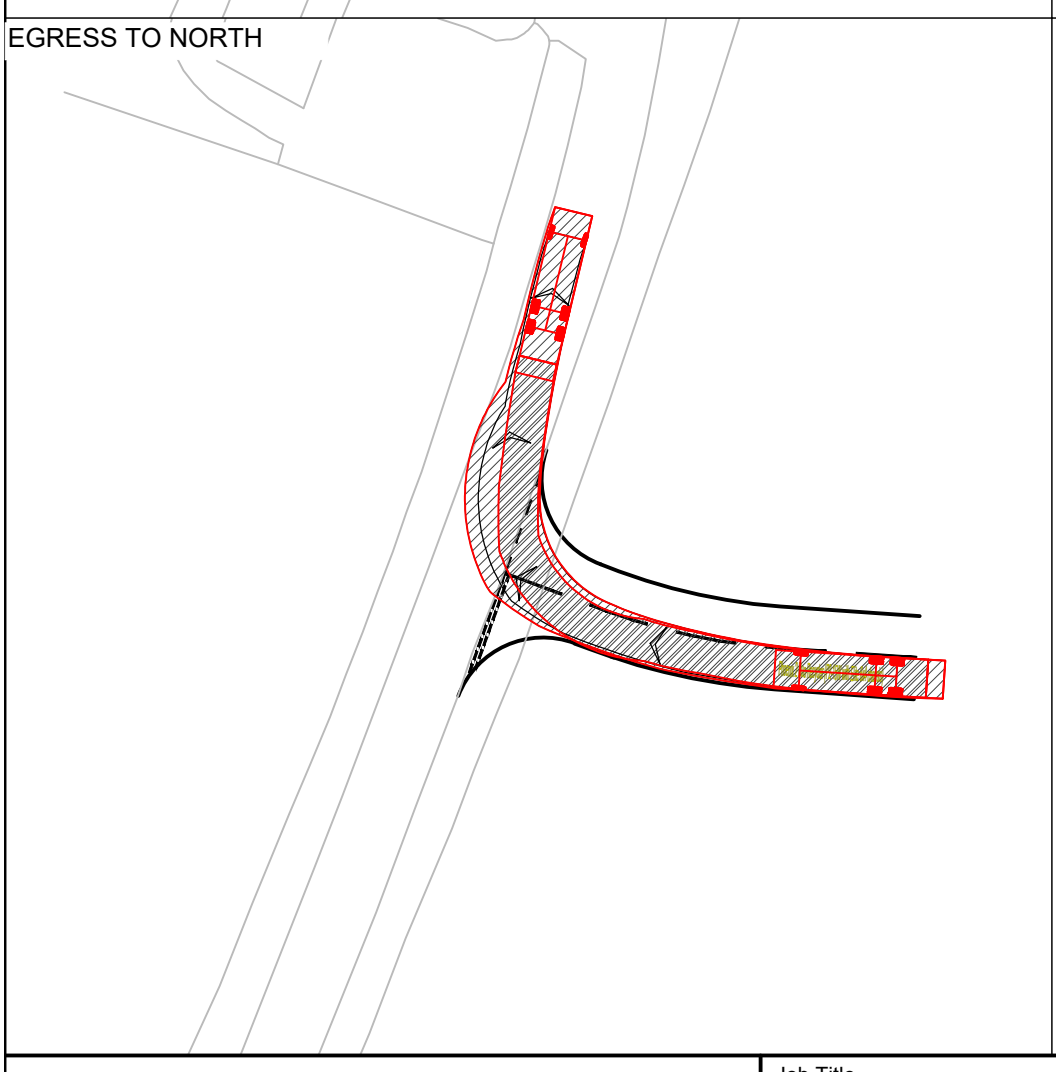

INGRESS FROM SOUTH

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Job Title: POSBROOK LANE, TITCHFIELD	Scale: 1:500@A3	Date: SEPT 19	Designed: SD	
Drawing Title: SWEPT PATH ANALYSIS - LARGE REFUSE	Drawn: SD	Checked: RJH	Approved: RJH	
Client: FOREMAN HOMES	Job No: 19-241	Drawing No: 19-241/ 001		Rev:

P:\19-241 - Posbrook Lane, Titchfield\Tech\Acad\Drawings\19-241-001 Refuse Vehicle SPA.dwg

N

NOTES:-

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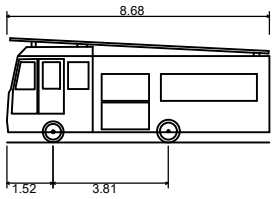
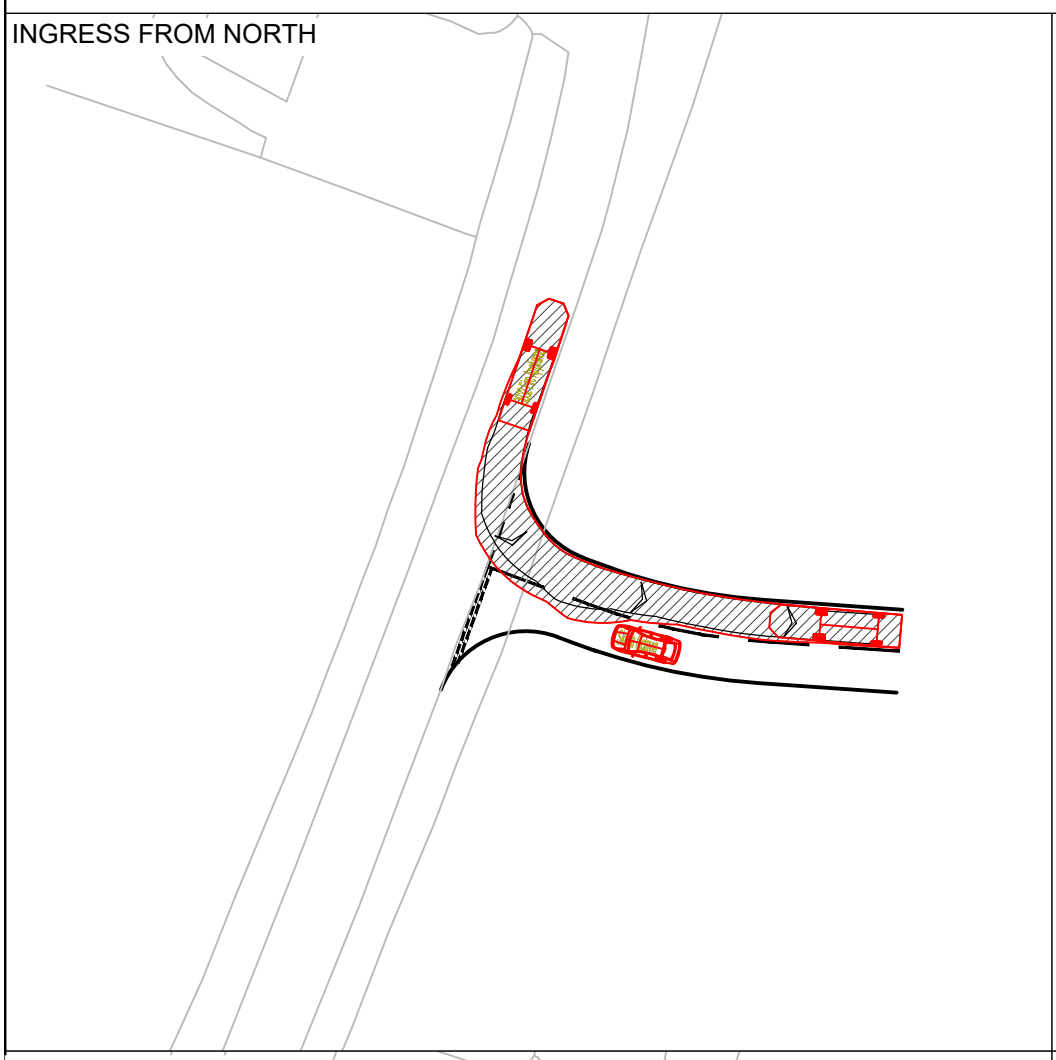
KEY:-



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

INGRESS FROM NORTH



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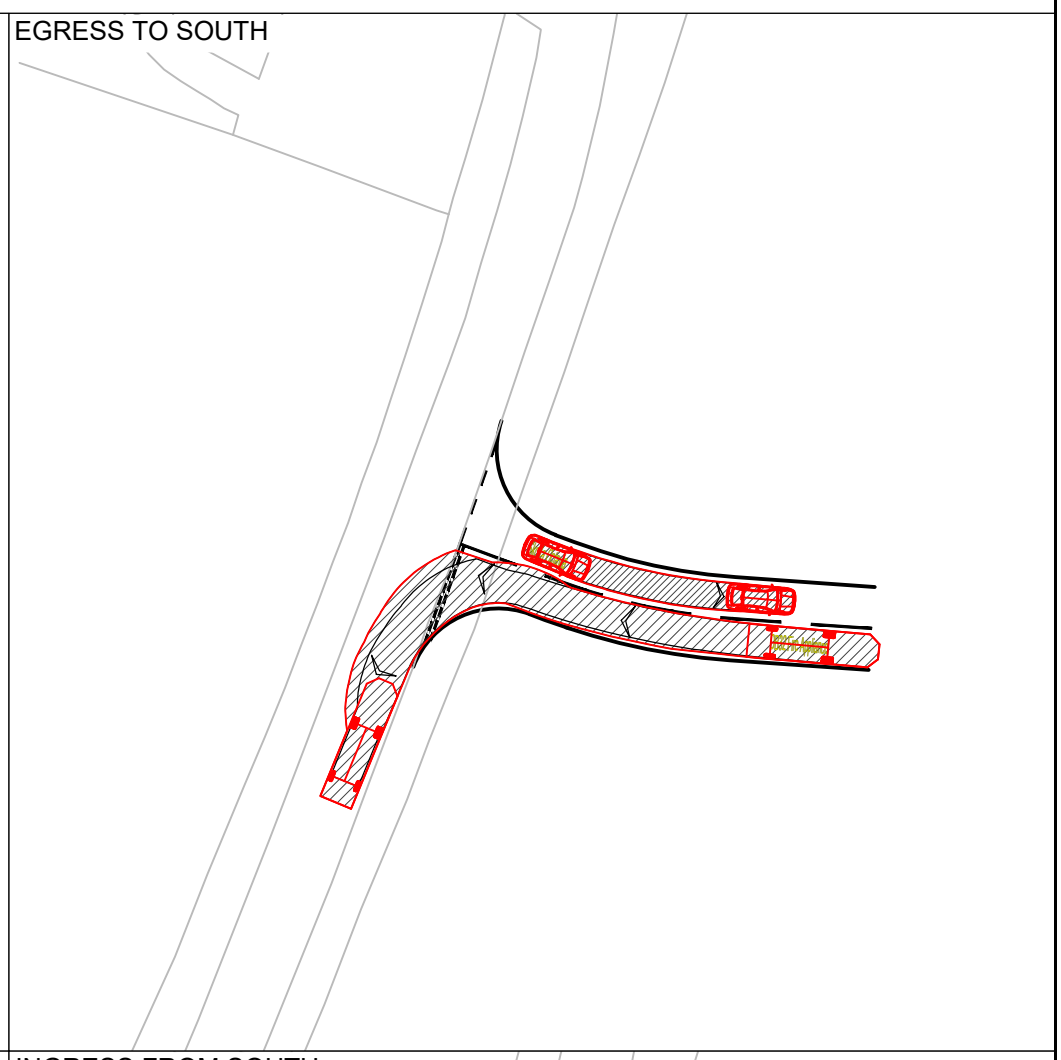

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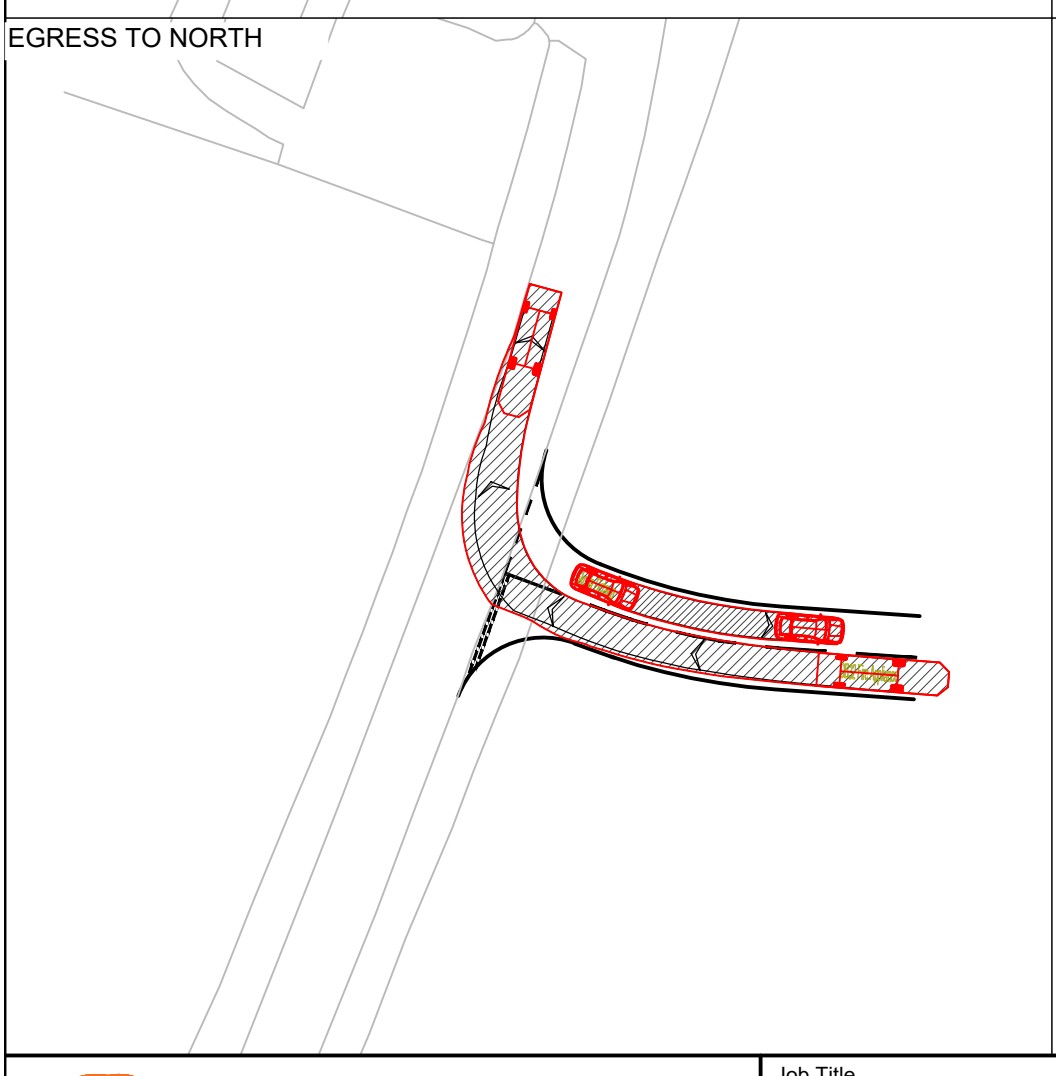

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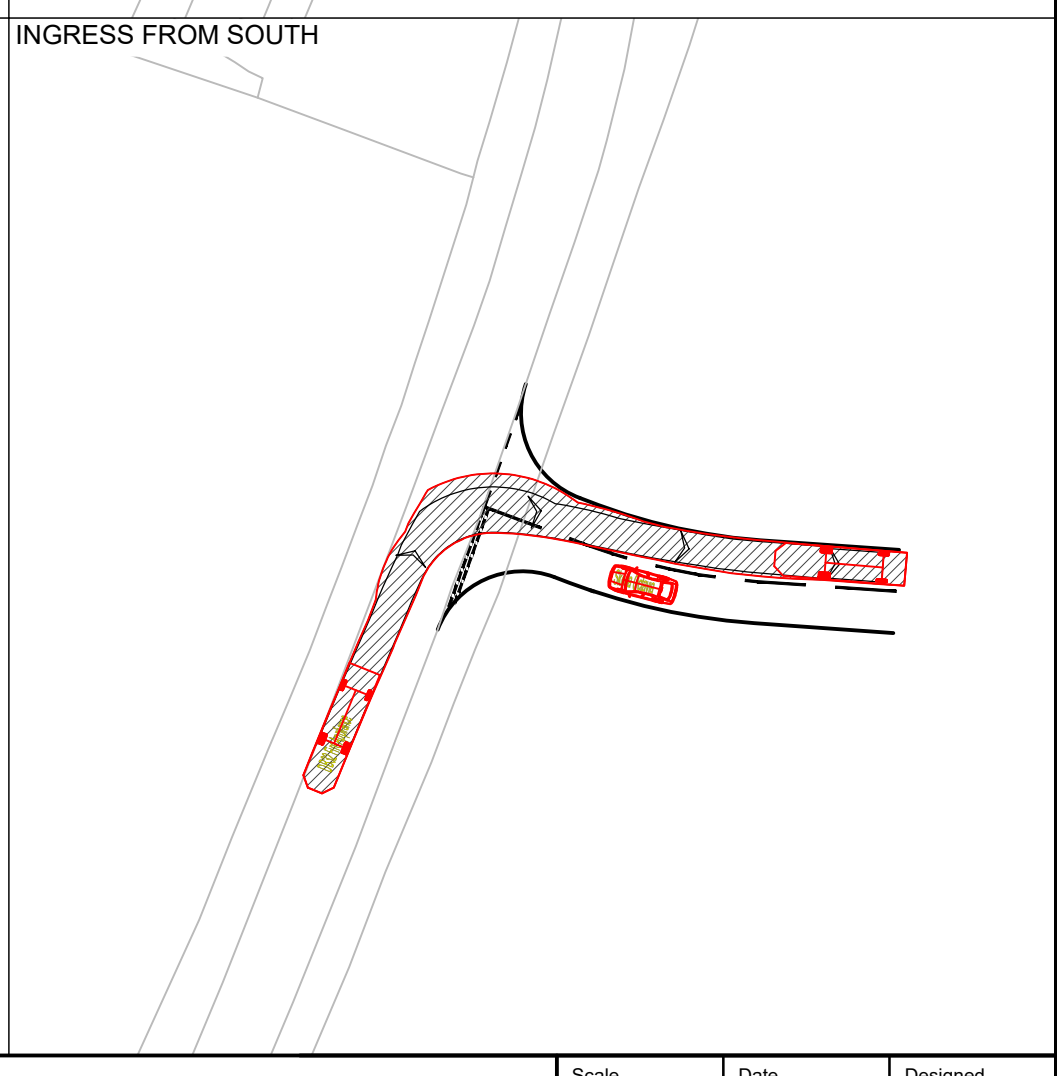

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Job Title: POSBROOK LANE, TITCHFIELD	Scale: 1:500@A3	Date: SEPT 19	Designed: SD	
Drawing Title: SWEPT PATH ANALYSIS - FIRE TENDER	Drawn: SD	Checked: RJH	Approved: RJH	
Client: FOREMAN HOMES	Job No: 19-241	Drawing No: 19-241/002	Rev: -	

P:\19-241 - Posbrook Lane, Titchfield\Tech\Acad\Drawings\19-241-002 Fire Tender SPA.dwg

N

2m FOOTWAY TO CONNECT WITH EXISTING FOOTWAY SOUTH OF BELLFIELD

2m FOOTWAY TO TIE IN WITH EXISTING ACCESS

POSBROOK LANE

El Sub Sta

Playground

4.77m

EXISTING HEDGE ROW RETAINED AND TRIMMED BACK TO ACHIEVE VISIBILITY

5.5m CARRIAGEWAY

4.84m

EXISTING HEDGE ROW RETAINED AND TRIMMED BACK TO ACHIEVE VISIBILITY

4.86m

POSBROOK LANE

Westering

NOTES:-

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES.

KEY:-

- 2.4m x 47m VISIBILITY SPLAY (30mph MfS2)
- SITE BOUNDARY
- HIGHWAY BOUNDARY

Rev	Amendments	Drn	Chk	App	Date

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Job Title: POSBROOK LANE, TITCHFIELD	Scale: 1:500	Date: SEPT 19	Designed: SD	
Drawing Title: PROPOSED SITE ACCESS	Drawn: SD	Checked: MS	Approved: RJH	
Client: FOREMAN HOMES	Job No: 19-241	Drawing No: 19-241/003	Rev:	

P:\19-241 - Posbrook Lane, Titchfield\Tech\Acad\Drawings\19-241-003 Proposed Site Access.dwg

APPENDIX A

Illustrative Site Plan

GENERAL NOTES

This drawing forms part of an application for planning permission on behalf of the client named below, it shall not be used for any other purpose without the express permission of HGP Architects.

This drawing is only to the stated scale if it is printed correctly. HGP cannot accept responsibility for the incorrect scaling of drawings printed by third parties.

All dimensions are in mm unless noted otherwise.

Buildings are illustrated at design levels only. Actual building levels may be adjusted by +/- 0.25m during construction to achieve a minimum waste to landfil as required under the National Planning Policy for Waste.

The general direction of the car park and site falls are shown indicatively only. All car parking and internal site road levels may be locally varied (with some falls potentially reversed) during construction to achieve a minimum waste to landfil as required under the National Planning Policy for Waste.

This drawing is to be read in conjunction with all other HGP Planning drawings and all supporting documents.

This drawing may incorporate information from other professionals and as such HGP Architects cannot accept responsibility for the integrity and accuracy of such information.

SAFETY, HEALTH & ENVIRONMENTAL INFORMATION

In addition to the hazards/ risks normally associated with the type of work detailed on this drawing, please note the following:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

0 5 10 15 20 25 30 40m

REVISIONS DATE DRN CKD REV

CLIENT

PROJECT

Posbrook Lane, Titchfield

TITLE

Illustrative Site Plan

STATUS

Planning

Drawn	Checked	Scale	Date
HE	HE	1:500	Oct'19

Drawing No. Revision

16.092.02

HGP ARCHITECTS

FURZEHALL FARM, WICKHAM ROAD
FAREHAM, HAMPSHIRE, PO16 7JH

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ISO 9001 Quality Management FS 10342

APPENDIX B

Traffic Survey Data

Site No: 00000272 Site Reference: 00000272

POSBROOK LANE TITCHFIELD NORTHERN SITE

From 19/09/2016 To 26/09/2016 Channel: NORTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	4	-	31.4	6.5	0	0	0	0	0	1	2	0	0	0	0	0	0
01:00	1	-	34.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	33.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	24.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	32.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	32.6	4.2	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00	40	37.9	32.1	5.6	0	0	0	1	3	11	16	6	2	0	0	0	0
07:00	181	35.5	30.2	5.5	0	0	0	8	26	61	66	19	2	0	0	0	0
08:00	144	35	29.3	5.7	0	0	1	9	26	53	42	12	1	0	0	0	0
09:00	58	34.9	29.6	5.8	0	0	0	2	10	23	16	5	0	0	0	0	0
10:00	55	34.5	28.7	5.9	0	0	0	3	11	20	15	4	0	0	0	0	0
11:00	57	32.6	27.2	5.1	0	0	1	3	15	24	11	0	0	0	0	0	0
12:00	60	34.1	28.6	5.4	0	0	0	4	12	26	14	3	0	0	0	0	0
13:00	68	33.3	27.4	5.5	0	0	0	6	19	25	14	4	0	0	0	0	0
14:00	81	32.7	28.2	4.7	0	0	0	4	16	44	14	2	0	0	0	0	0
15:00	86	33.4	28	5.8	0	0	1	6	18	39	18	2	0	0	0	0	0
16:00	73	33.5	28.4	5	0	0	0	2	18	33	17	4	0	0	0	0	0
17:00	55	33.7	28.5	5.5	0	0	1	3	10	25	12	2	0	0	0	0	0
18:00	46	34.7	29.5	5.3	0	0	0	2	8	20	13	4	0	0	0	0	0
19:00	38	34.7	29.3	5.5	0	0	0	0	9	15	10	3	0	0	0	0	0
20:00	19	35.2	30.8	6.7	0	0	0	0	4	7	6	2	0	0	0	0	0
21:00	15	35.6	30.7	5	0	0	0	0	1	5	5	2	0	0	0	0	0
22:00	8	-	30.4	5.2	0	0	0	0	2	3	4	1	0	0	0	0	0
23:00	8	-	31.5	5.2	0	0	0	0	1	4	2	2	0	0	0	0	0
12H,7-19	965	34.4	28.9	5.2	0	0	4	51	188	393	252	61	4	0	0	0	0
16H,6-22	1077	34.6	29.1	5.2	0	0	4	52	205	431	289	74	6	0	0	0	0
18H,6-24	1093	34.7	29.2	5.2	0	0	4	52	208	438	295	77	6	0	0	0	0
24H,0-24	1103	34.7	29.2	5.2	0	0	4	52	208	440	297	77	6	0	0	0	0
Am	07:30	-	00:30	-	10:15	07:30	10:45	07:45	07:30	07:30	07:15	07:00	06:30	06:45	09:00	-	09:00
Peak	198	-	35.6	-	0	1	2	10	33	70	68	19	3	0	0	-	0
Pm	15:00	-	22:45	19:45	13:30	13:30	15:15	13:15	15:30	14:15	15:00	14:30	17:30	20:15	19:45	14:45	-
Peak	86	-	31.6	7.2	0	1	2	7	19	44	18	4	1	1	0	0	-

Collated from 15 minute interval data

Created at 19:25:15 on 29 Sep 2016

Site No: 00000272 Site Reference: 00000272

POSBROOK LANE TITCHFIELD NORTHERN SITE

From 19/09/2016 To 26/09/2016 Channel: SOUTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	4	-	27.9	6.8	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	27.7	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	29.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	29.3	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	36	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	28.1	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	11	32.8	27.7	6.1	0	0	0	1	3	4	2	0	0	0	0	0	0
07:00	20	30.5	25.7	4.8	0	0	0	4	5	7	2	0	0	0	0	0	0
08:00	38	30.4	24.6	6.2	0	0	5	5	11	13	4	0	0	0	0	0	0
09:00	54	30.6	25.4	6.2	0	0	4	6	14	23	6	0	0	0	0	0	0
10:00	68	30.6	26	5.1	0	0	1	8	23	28	7	0	0	0	0	0	0
11:00	97	30.3	25.2	5.5	0	2	3	14	33	36	9	0	0	0	0	0	0
12:00	85	30.5	25.6	5.5	0	0	2	11	26	36	9	0	0	0	0	0	0
13:00	88	30.4	25.6	5.4	0	0	3	11	30	36	9	0	0	0	0	0	0
14:00	101	30.8	26.5	5.2	0	0	2	5	33	43	10	3	0	0	0	0	0
15:00	126	32	27.6	4.9	0	1	2	4	32	64	19	4	0	0	0	0	0
16:00	209	33.2	28.4	4.7	0	0	2	5	44	103	47	4	0	0	0	0	0
17:00	222	32.7	28.4	4.4	0	0	2	5	43	122	45	4	0	0	0	0	0
18:00	95	33.3	28.4	4.6	0	0	0	3	23	45	20	4	0	0	0	0	0
19:00	45	32.6	27.7	4.6	0	0	0	1	13	20	8	1	0	0	0	0	0
20:00	28	34.8	29.4	5.2	0	0	0	1	6	13	7	2	0	0	0	0	0
21:00	15	31.2	27.2	5.3	0	0	0	0	4	6	1	0	0	0	0	0	0
22:00	13	32.7	28.8	5.9	0	0	0	0	3	6	1	0	0	0	0	0	0
23:00	7	-	31.3	5.1	0	0	0	0	0	2	1	0	0	0	0	0	0
12H,7-19	1203	31.7	27	5	0	3	26	82	317	556	187	19	0	0	0	0	0
16H,6-22	1302	31.8	27.1	5	0	3	26	85	343	599	205	22	0	0	0	0	0
18H,6-24	1322	31.8	27.1	5	0	3	26	85	346	607	207	22	0	0	0	0	0
24H,0-24	1326	31.8	27.1	5	0	3	26	85	346	607	207	22	0	0	0	0	0
Am	11:00	-	03:45	-	11:00	11:00	08:30	11:00	11:00	10:45	11:00	10:15	11:00	09:00	-	-	-
Peak	97	-	38.5	-	0	2	5	13	33	37	9	1	0	0	-	-	-
Pm	16:45	-	23:00	22:15	18:30	14:45	12:45	12:15	16:30	16:45	16:30	15:45	17:00	17:00	20:00	-	-
Peak	232	-	31.3	6.3	0	2	4	11	48	125	50	5	1	0	0	-	-

Collated from 15 minute interval data

Created at 19:25:15 on 29 Sep 2016

Site No: 00000272 Site Reference: 00000272

POSBROOK LANE TITCHFIELD NORTHERN SITE

From 19/09/2016 To 26/09/2016 Channel: NORTHBOUND

Time Begin	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
00:00	1	0	4	0	4	11	8	2	4
01:00	1	1	0	1	0	3	1	1	1
02:00	0	1	1	0	0	3	2	0	1
03:00	0	0	2	1	0	2	0	1	1
04:00	0	0	1	2	0	3	2	1	1
05:00	3	8	3	2	3	1	2	4	3
06:00	54	59	56	51	56	8	2	55	41
07:00	280	258	257	250	199	16	9	249	181
08:00	208	213	176	159	182	42	25	188	144
09:00	46	63	53	68	63	57	54	59	58
10:00	44	53	50	53	61	69	54	52	55
11:00	44	42	47	37	60	76	88	46	56
12:00	54	59	44	42	69	77	78	54	60
13:00	68	40	46	65	73	82	102	58	68
14:00	-	52	70	58	85	96	129	66	79
15:00	-	55	78	64	87	118	125	71	85
16:00	49	63	61	58	97	91	96	66	74
17:00	36	29	53	45	51	76	95	43	55
18:00	43	41	49	39	53	53	47	45	46
19:00	23	36	37	42	47	51	31	37	38
20:00	13	14	23	24	25	23	15	20	20
21:00	11	16	14	17	26	13	6	17	15
22:00	2	6	4	7	28	12	3	9	9
23:00	5	1	3	4	33	10	4	9	9
12H,7-19	-	968	984	938	1080	853	902	993	960
16H,6-22	-	1093	1114	1072	1234	948	956	1128	1078
18H,6-24	-	1100	1121	1083	1295	970	963	1150	1097
24H,0-24	-	1110	1132	1089	1302	993	978	1158	1109
Am	07:30	07:30	07:15	07:15	07:15	11:00	11:00	-	-
Peak	309	301	278	258	215	76	88	272	218
Pm	-	12:15	14:30	14:30	15:30	15:00	13:45	-	-
Peak	-	64	83	72	100	118	132	80	93

Collated from 15 minute interval data

Created at 19:23:56 on 29 Sep 2016

Site No: 00000272 Site Reference: 00000272

POSBROOK LANE TITCHFIELD NORTHERN SITE

From 19/09/2016 To 26/09/2016 Channel: SOUTHBOUND

Time Begin	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
00:00	0	5	4	3	4	5	5	3	4
01:00	2	0	0	1	1	1	1	1	1
02:00	0	2	1	0	1	2	0	1	1
03:00	0	1	0	0	0	3	2	0	1
04:00	0	0	1	1	0	0	0	0	0
05:00	1	4	0	1	1	4	1	1	2
06:00	15	13	8	8	13	9	5	11	10
07:00	27	21	17	26	26	16	7	23	20
08:00	56	38	32	25	55	29	30	41	38
09:00	51	39	52	47	63	78	55	50	55
10:00	49	57	53	59	87	93	85	61	69
11:00	63	59	51	62	93	127	223	66	97
12:00	86	63	73	52	88	106	131	72	86
13:00	75	68	74	69	120	101	118	81	89
14:00	-	67	92	80	113	120	130	88	99
15:00	-	107	131	122	180	106	111	135	127
16:00	228	267	263	238	242	103	121	248	209
17:00	300	292	291	310	239	65	64	286	223
18:00	102	98	101	133	125	53	54	112	95
19:00	37	47	58	39	68	33	33	50	45
20:00	23	18	31	34	30	21	43	27	29
21:00	13	20	12	17	28	13	3	18	15
22:00	3	14	14	15	19	19	14	13	14
23:00	4	3	4	5	8	14	8	5	7
12H,7-19	-	1176	1230	1223	1431	997	1129	1265	1207
16H,6-22	-	1274	1339	1321	1570	1073	1213	1376	1309
18H,6-24	-	1291	1357	1341	1597	1106	1235	1397	1332
24H,0-24	-	1303	1363	1347	1604	1121	1244	1404	1341
Am	11:00	11:00	09:45	11:00	10:45	11:00	10:45	-	-
Peak	63	59	57	62	97	127	226	68	99
Pm	-	16:45	16:45	16:45	16:30	14:30	12:15	-	-
Peak	-	316	301	316	264	125	141	299	252

Collated from 15 minute interval data

Created at 19:23:56 on 29 Sep 2016

Site No: 00000272 Site Reference: 00000272

POSBROOK LANE TITCHFIELD NORTHERN SITE

From 19/09/2016 To 26/09/2016 All Channels

Time Begin	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
00:00	1	5	8	3	8	16	13	5	8
01:00	3	1	0	2	1	4	2	1	2
02:00	0	3	2	0	1	5	2	1	2
03:00	0	1	2	1	0	5	2	1	2
04:00	0	0	2	3	0	3	2	1	1
05:00	4	12	3	3	4	5	3	5	5
06:00	69	72	64	59	69	17	7	67	51
07:00	307	279	274	276	225	32	16	272	201
08:00	264	251	208	184	237	71	55	229	181
09:00	97	102	105	115	126	135	109	109	113
10:00	93	110	103	112	148	162	139	113	124
11:00	107	101	98	99	153	203	311	112	153
12:00	140	122	117	94	157	183	209	126	146
13:00	143	108	120	134	193	183	220	140	157
14:00	-	119	162	138	198	216	259	154	178
15:00	-	162	209	186	267	224	236	206	213
16:00	277	330	324	296	339	194	217	313	282
17:00	336	321	344	355	290	141	159	329	278
18:00	145	139	150	172	178	106	101	157	142
19:00	60	83	95	81	115	84	64	87	83
20:00	36	32	54	58	55	44	58	47	48
21:00	24	36	26	34	54	26	9	35	30
22:00	5	20	18	22	47	31	17	22	23
23:00	9	4	7	9	41	24	12	14	15
12H,7-19	-	2144	2214	2161	2511	1850	2031	2258	2167
16H,6-22	-	2367	2453	2393	2804	2021	2169	2504	2387
18H,6-24	-	2391	2478	2424	2892	2076	2198	2546	2429
24H,0-24	-	2413	2495	2436	2906	2114	2222	2563	2450
Am	07:30	07:30	07:15	07:15	07:45	11:00	11:00	-	-
Peak	349	335	297	287	258	203	311	305	291
Pm	-	16:45	16:45	16:45	15:45	14:45	14:00	-	-
Peak	-	359	359	366	349	226	259	358	325

Collated from 15 minute interval data

Created at 19:25:30 on 29 Sep 2016

Site No: 00000271 Site Reference: 00000271

POSBROOK LANE TITCHFIELD SOUTHERN SITE

From 19/09/2016 To 26/09/2016 Channel: NORTHBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	5	-	30.9	7.1	0	0	0	0	2	1	0	0	0	0	0	0	0
01:00	1	-	31.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	32.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	26.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	28.1	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	-	29.3	5.1	0	0	0	1	1	0	0	0	0	0	0	0	0
06:00	48	40.5	34.2	6.5	0	0	0	4	10	16	10	5	1	0	0	0	0
07:00	208	42.2	33.7	8.8	0	2	6	19	58	61	25	12	10	7	3	0	0
08:00	158	40.6	33.1	8	0	0	4	19	47	42	23	12	6	1	2	0	0
09:00	69	34.7	28.5	6.2	0	0	6	15	27	11	5	1	0	0	0	0	0
10:00	69	30.7	25.3	6.2	0	1	11	27	18	6	1	1	0	0	0	0	0
11:00	76	31.4	24	6.7	3	3	15	30	12	9	2	0	0	0	0	0	0
12:00	85	34.7	27	7.2	0	2	12	32	17	12	7	0	0	0	0	0	0
13:00	94	33.2	25.6	7.9	0	5	20	31	19	8	6	1	1	0	0	0	0
14:00	102	31	24.4	6.3	0	3	30	29	20	12	4	0	0	0	0	0	0
15:00	106	30.3	24.6	6	2	4	23	35	30	9	1	0	0	0	0	0	0
16:00	99	32.8	25.1	7.6	0	4	28	27	18	11	5	3	0	0	0	0	0
17:00	82	36.1	27.2	8.9	1	5	15	17	20	11	7	2	1	0	0	0	0
18:00	61	35.7	28.1	7.7	0	2	9	13	15	12	5	2	0	0	0	0	0
19:00	50	34.6	26.8	7.6	0	3	8	13	10	11	5	1	0	0	0	0	0
20:00	26	35.3	27.2	9.1	0	2	5	4	7	4	2	0	0	0	0	0	0
21:00	18	34.8	27.3	8.3	0	3	2	2	5	3	1	0	0	0	0	0	0
22:00	13	36.6	28.1	8.2	0	0	1	2	4	1	1	0	0	0	0	0	0
23:00	11	37.6	31.1	7.3	0	0	0	1	2	3	1	0	0	0	0	0	0
12H,7-19	1208	35.5	27.9	8	7	31	179	295	301	204	91	34	18	8	5	0	0
16H,6-22	1350	35.7	28	8	7	39	194	318	333	238	109	40	19	8	5	0	0
18H,6-24	1374	35.7	28	8	7	39	195	321	339	242	111	40	19	8	5	0	0
24H,0-24	1386	35.6	28	8	7	39	195	322	342	243	111	40	19	8	5	0	0
Am	07:15	-	06:15	-	10:45	10:30	10:30	11:00	07:30	07:00	06:45	07:30	07:15	07:00	07:15	07:00	08:00
Peak	222	-	34.9	-	4	5	18	29	70	61	26	14	12	7	4	1	0
Pm	15:30	22:45	22:45	19:45	14:45	13:15	15:30	15:00	15:00	12:15	17:15	17:30	13:00	17:00	19:45	-	13:45
Peak	107	38.2	31.3	9.5	1	6	32	36	30	13	9	4	2	1	0	-	0

Collated from 15 minute interval data

Created at 19:28:50 on 29 Sep 2016

Site No: 00000271 Site Reference: 00000271

POSBROOK LANE TITCHFIELD SOUTHERN SITE

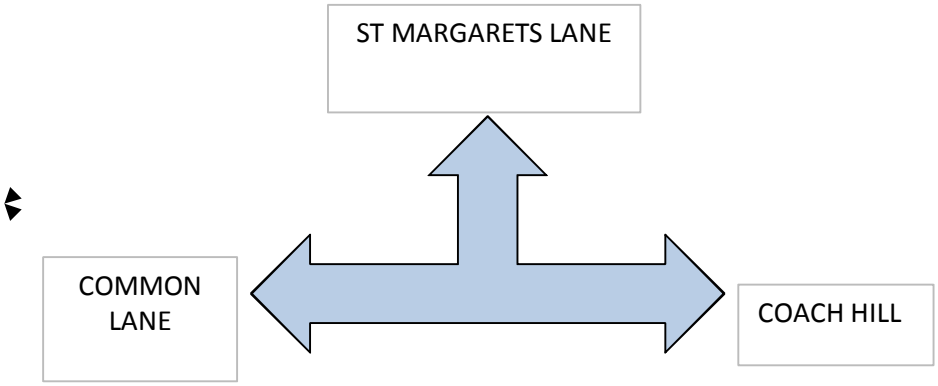
From 19/09/2016 To 26/09/2016 Channel: NORTHBOUND

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	1	2	3	4	5	6	7	8	9	10	11	12	13
00:00	6	1	3	1	0	1	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0
05:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0
06:00	48	3	33	7	1	1	1	0	0	0	0	0	0	0
07:00	208	16	122	49	3	13	5	0	1	0	0	0	0	0
08:00	158	6	93	46	5	6	2	0	0	0	0	0	0	0
09:00	70	7	44	11	3	4	1	0	0	0	0	0	0	0
10:00	69	10	41	8	5	4	0	0	0	0	0	0	0	0
11:00	76	14	36	15	3	6	2	0	0	0	0	0	0	0
12:00	84	15	39	16	5	6	3	0	0	0	0	0	0	0
13:00	94	17	44	18	4	6	5	0	0	0	0	0	0	0
14:00	102	20	52	16	6	3	5	0	0	0	0	0	0	0
15:00	106	20	60	10	3	5	6	0	0	0	0	0	0	0
16:00	99	20	50	15	6	3	4	0	0	0	0	0	0	0
17:00	82	18	37	15	3	5	3	0	0	0	0	0	0	0
18:00	61	14	32	9	1	2	2	0	0	0	0	0	0	0
19:00	50	11	26	7	1	2	1	1	0	0	0	0	0	0
20:00	25	5	14	3	1	2	1	0	0	0	0	0	0	0
21:00	19	3	10	3	1	1	0	0	0	0	0	0	0	0
22:00	13	3	5	3	0	0	0	0	0	0	0	0	0	0
23:00	11	1	6	2	0	2	0	0	0	0	0	0	0	0
12H,7-19	1209	177	650	229	48	62	38	2	1	0	1	0	0	0
16H,6-22	1351	200	734	249	51	69	41	3	1	0	1	0	0	0
18H,6-24	1375	205	745	255	51	71	42	3	1	0	1	0	0	0
24H,0-24	1389	207	753	256	52	73	42	3	1	0	1	0	0	0
Am	07:15	10:45	07:15	07:30	07:45	07:15	07:00	05:30	07:00	06:15	10:15	00:00	00:00	10:15
Peak	222	17	130	58	7	14	5	0	1	0	0	0	0	0
Pm	15:30	16:15	15:00	12:45	13:45	13:00	15:15	18:45	15:30	13:30	14:15	00:00	13:45	00:00
Peak	107	22	60	19	6	6	7	1	0	0	0	0	0	0

Collated from 15 minute interval data

Created at 19:29:36 on 29 Sep 2016

COMMON LANE/COACH HILL/ST MARGARETS LNE TITCHFIELD
20-Sep-16



PEAK HOUR MCCS

COMMON LANE/COACH HILL/ST MARGARETS LNE TITCHFIELD
20-Sep-16

AM

ST MARGARETS LANE

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	###	###	###	0.0	#REF!
07:15 - 07:30	###	###	###	###	###	###	###	###	0.0	#REF!
07:30 - 07:45	###	###	###	###	###	###	###	###	0.0	#REF!
07:45 - 08:00	###	###	###	###	###	###	###	###	0.0	#REF!
08:00 - 08:15	###	###	###	###	###	###	###	###	0.0	#REF!
08:15 - 08:30	###	###	###	###	###	###	###	###	0.0	#REF!
08:30 - 08:45	###	###	###	###	###	###	###	###	0.0	#REF!
08:45 - 09:00	###	###	###	###	###	###	###	###	0.0	#REF!
09:00 - 09:15	###	###	###	###	###	###	###	###	0.0	#REF!
09:15 - 09:30	###	###	###	###	###	###	###	###	0.0	#REF!
09:30 - 09:45	90	###	###	###	###	###	###	###	0.0	#REF!
09:45 - 10:00	47	###	###	###	###	###	###	###	0.0	#REF!
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	###	###	###	0.0	#REF!
07:15 - 08:15	###	###	###	###	###	###	###	###	0.0	#REF!
07:30 - 08:30	###	###	###	###	###	###	###	###	0.0	#REF!
07:45 - 08:45	###	###	###	###	###	###	###	###	0.0	#REF!
08:00 - 09:00	###	###	###	###	###	###	###	###	0.0	#REF!
08:15 - 09:15	###	###	###	###	###	###	###	###	0.0	#REF!
08:30 - 09:30	###	###	###	###	###	###	###	###	0.0	#REF!
08:45 - 09:45	###	###	###	###	###	###	###	###	0.0	#REF!
09:00 - 10:00	###	###	###	###	###	###	###	###	0.0	#REF!

COACH HILL

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	###	###	###	0.0	###
07:15 - 07:30	###	###	###	###	###	###	###	###	0.0	###
07:30 - 07:45	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:00	###	###	###	###	###	###	###	###	0.0	###
08:00 - 08:15	###	###	###	###	###	###	###	###	0.0	###
08:15 - 08:30	###	###	###	###	###	###	###	###	0.0	###
08:30 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:00	###	###	###	###	###	###	###	###	0.0	###
09:00 - 09:15	###	###	###	###	###	###	###	###	0.0	###
09:15 - 09:30	###	###	###	###	###	###	###	###	0.0	###
09:30 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:45 - 10:00	###	###	###	###	###	###	###	###	0.0	###
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	###	###	###	0.0	###
07:15 - 08:15	###	###	###	###	###	###	###	###	0.0	###
07:30 - 08:30	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:00 - 09:00	###	###	###	###	###	###	###	###	0.0	###
08:15 - 09:15	###	###	###	###	###	###	###	###	0.0	###
08:30 - 09:30	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:00 - 10:00	###	###	###	###	###	###	###	###	0.0	###

COMMON LANE

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	#REF!	###	###	0.0	###
07:15 - 07:30	###	###	###	###	###	#REF!	###	###	0.0	###
07:30 - 07:45	###	###	###	###	###	#REF!	###	###	0.0	###
07:45 - 08:00	###	###	###	###	###	#REF!	###	###	0.0	###
08:00 - 08:15	###	###	###	###	###	#REF!	###	###	0.0	###
08:15 - 08:30	###	###	###	###	###	#REF!	###	###	0.0	###
08:30 - 08:45	###	###	###	###	###	#REF!	###	###	0.0	###
08:45 - 09:00	###	###	###	###	###	#REF!	###	###	0.0	###
09:00 - 09:15	###	###	###	###	###	#REF!	###	###	0.0	###
09:15 - 09:30	###	###	###	###	###	#REF!	###	###	0.0	###
09:30 - 09:45	###	###	###	###	###	#REF!	###	###	0.0	###
09:45 - 10:00	###	###	###	###	###	#REF!	###	###	0.0	###
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	#REF!	###	###	0.0	###
07:15 - 08:15	###	###	###	###	###	#REF!	###	###	0.0	###
07:30 - 08:30	###	###	###	###	###	#REF!	###	###	0.0	###
07:45 - 08:45	###	###	###	###	###	#REF!	###	###	0.0	###
08:00 - 09:00	###	###	###	###	###	#REF!	###	###	0.0	###
08:15 - 09:15	###	###	###	###	###	#REF!	###	###	0.0	###
08:30 - 09:30	###	###	###	###	###	#REF!	###	###	0.0	###
08:45 - 09:45	###	###	###	###	###	#REF!	###	###	0.0	###
09:00 - 10:00	###	###	###	###	###	#REF!	###	###	0.0	###

TOTAL

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	###	###	###	0.0	###
07:15 - 07:30	###	###	###	###	###	###	###	###	0.0	###
07:30 - 07:45	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:00	###	###	###	###	###	###	###	###	0.0	###
08:00 - 08:15	###	###	###	###	###	###	###	###	0.0	###
08:15 - 08:30	###	###	###	###	###	###	###	###	0.0	###
08:30 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:00	###	###	###	###	###	###	###	###	0.0	###
09:00 - 09:15	###	###	###	###	###	###	###	###	0.0	###
09:15 - 09:30	###	###	###	###	###	###	###	###	0.0	###
09:30 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:45 - 10:00	###	###	###	###	###	###	###	###	0.0	###
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	###	###	###	0.0	###
07:15 - 08:15	###	###	###	###	###	###	###	###	0.0	###
07:30 - 08:30	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:00 - 09:00	###	###	###	###	###	###	###	###	0.0	###
08:15 - 09:15	###	###	###	###	###	###	###	###	0.0	###
08:30 - 09:30	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:00 - 10:00	###	###	###	###	###	###	###	###	0.0	###

PM

ST MARGARETS LANE

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	81	17	**98**	0	0	**0**	3	5	*0.0*	***106***
16:15 - 16:30	97	16	**113**	1	1	**2**	1	2	*1.7*	***118***
16:30 - 16:45	119	23	**142**	0	0	**0**	3	5	*0.0*	***150***
16:45 - 17:00	122	6	**128**	0	2	**2**	1	2	*1.5*	***133***
17:00 - 17:15	98	17	**115**	0	0	**0**	5	2	*0.0*	***122***
17:15 - 17:30	119	17	**136**	1	1	**2**	6	3	*1.4*	***147***
17:30 - 17:45	105	12	**117**	1	0	**1**	5	0	*0.8*	***123***
17:45 - 18:00	106	6	**112**	0	1	**1**	2	1	*0.9*	***116***
18:00 - 18:15	88	12	**100**	0	0	**0**	10	2	*0.0*	***112***
18:15 - 18:30	64	4	**68**	1	1	**2**	3	0	*2.9*	***73***
18:30 - 18:45	71	6	**77**	1	0	**1**	8	2	*1.3*	***88***
18:45 - 19:00	58	3	**61**	0	1	**1**	5	0	*1.6*	***67***
HOUR TOTALS										
16:00 - 17:00	419	62	**481**	1	3	**4**	8	14	*0.8*	***507***
16:15 - 17:15	436	62	**498**	1	3	**4**	10	11	*0.8*	***523***
16:30 - 17:30	458	63	**521**	1	3	**4**	15	12	*0.8*	***552***
16:45 - 17:45	444	52	**496**	2	3	**5**	17	7	*1.0*	***525***
17:00 - 18:00	428	52	**480**	2	2	**4**	18	6	*0.8*	***508***
17:15 - 18:15	418	47	**465**	2	2	**4**	23	6	*0.9*	***498***
17:30 - 18:30	363	34	**397**	2	2	**4**	20	3	*1.0*	***424***
17:45 - 18:45	329	28	**357**	2	2	**4**	23	5	*1.1*	***389***
18:00 - 19:00	281	25	**306**	2	2	**4**	26	4	*1.3*	***340***

COACH HILL

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	63	11	**74**	0	0	**0**	0	2	*0.0*	***76***
16:15 - 16:30	73	15	**88**	0	0	**0**	2	0	*0.0*	***90***
16:30 - 16:45	65	12	**77**	0	0	**0**	1	2	*0.0*	***80***
16:45 - 17:00	76	11	**87**	0	0	**0**	6	3	*0.0*	***96***
17:00 - 17:15	96	12	**108**	0	0	**0**	2	3	*0.0*	***113***
17:15 - 17:30	76	9	**85**	0	0	**0**	3	3	*0.0*	***91***
17:30 - 17:45	79	6	**85**	0	0	**0**	1	1	*0.0*	***87***
17:45 - 18:00	57	5	**62**	0	0	**0**	2	0	*0.0*	***64***
18:00 - 18:15	43	4	**47**	0	0	**0**	0	3	*0.0*	***50***
18:15 - 18:30	38	1	**39**	1	0	**1**	4	2	*2.5*	***46***
18:30 - 18:45	28	2	**30**	2	0	**2**	0	1	*6.3*	***33***
18:45 - 19:00	22	3	**25**	0	0	**0**	0	2	*0.0*	***27***
HOUR TOTALS										
16:00 - 17:00	277	49	**326**	0	0	**0**	9	7	*0.0*	***342***
16:15 - 17:15	310	50	**360**	0	0	**0**	11	8	*0.0*	***379***
16:30 - 17:30	313	44	**357**	0	0	**0**	12	11	*0.0*	***380***
16:45 - 17:45	327	38	**365**	0	0	**0**	12	10	*0.0*	***387***
17:00 - 18:00	308	32	**340**	0	0	**0**	8	7	*0.0*	***355***
17:15 - 18:15	255	24	**279**	0	0	**0**	6	7	*0.0*	***292***
17:30 - 18:30	217	16	**233**	1	0	**1**	7	6	*0.4*	***247***
17:45 - 18:45	166	12	**178**	3	0	**3**	6	6	*1.7*	***193***
18:00 - 19:00	131	10	**141**	3	0	**3**	4	8	*2.1*	***156***

COMMON LANE

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	82	7	**89**	1	0	**1**	2	0	*1.1*	***92***
16:15 - 16:30	77	8	**85**	0	1	**1**	1	1	*1.2*	***88***
16:30 - 16:45	69	10	**79**	0	1	**1**	3	2	*1.3*	***85***
16:45 - 17:00	63	5	**68**	0	0	**0**	3	1	*0.0*	***72***
17:00 - 17:15	75	6	**81**	1	0	**1**	1	0	*1.2*	***83***
17:15 - 17:30	76	10	**86**	0	1	**1**	5	2	*1.1*	***94***
17:30 - 17:45	70	9	**79**	1	0	**1**	0	1	*1.3*	***81***
17:45 - 18:00	57	4	**61**	1	1	**2**	2	0	*3.2*	***65***
18:00 - 18:15	65	6	**71**	0	0	**0**	2	1	*0.0*	***74***
18:15 - 18:30	61	8	**69**	2	1	**3**	2	1	*4.2*	***75***
18:30 - 18:45	56	5	**61**	1	0	**1**	6	1	*1.6*	***69***
18:45 - 19:00	49	2	**51**	0	1	**1**	2	0	*1.9*	***54***
HOUR TOTALS										
16:00 - 17:00	291	30	**321**	1	2	**3**	9	4	*0.9*	***337***
16:15 - 17:15	284	29	**313**	1	2	**3**	8	4	*0.9*	***328***
16:30 - 17:30	283	31	**314**	1	2	**3**	12	5	*0.9*	***334***
16:45 - 17:45	284	30	**314**	2	1	**3**	9	4	*0.9*	***330***
17:00 - 18:00	278	29	**307**	3	2	**5**	8	3	*1.6*	***323***
17:15 - 18:15	268	29	**297**	2	2	**4**	9	4	*1.3*	***314***
17:30 - 18:30	253	27	**280**	4	2	**6**	6	3	*2.1*	***295***
17:45 - 18:45	239	23	**262**	4	2	**6**	12	3	*2.2*	***283***
18:00 - 19:00	231	21	**252**	3	2	**5**	12	3	*1.9*	***272***

TOTAL

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	226	35	**261**	1	0	**1**	5	7	*0.4*	***274***
16:15 - 16:30	247	39	**286**	1	2	**3**	4	3	*1.0*	***296***
16:30 - 16:45	253	45	**298**	0	1	**1**	7	9	*0.3*	***315***
16:45 - 17:00	261	22	**283**	0	2	**2**	10	6	*0.7*	***301***
17:00 - 17:15	269	35	**304**	1	0	**1**	8	5	*0.3*	***318***
17:15 - 17:30	271	36	**307**	1	2	**3**	14	8	*1.0*	***332***
17:30 - 17:45	254	27	**281**	2	0	**2**	6	2	*0.7*	***291***
17:45 - 18:00	220	15	**235**	1	2	**3**	6	1	*1.3*	***245***
18:00 - 18:15	196	22	**218**	0	0	**0**	12	6	*0.0*	***236***
18:15 - 18:30	163	13	**176**	4	2	**6**	9	3	*3.3*	***194***
18:30 - 18:45	155	13	**168**	4	0	**4**	14	4	*2.3*	***190***
18:45 - 19:00	129	8	**137**	0	2	**2**	7	2	*1.4*	***148***
HOUR TOTALS										
16:00 - 17:00	987	141	**1128**	2	5	**7**	26	25	*0.6*	***1186***
16:15 - 17:15	1030	141	**1171**	2	5	**7**	29	23	*0.6*	***1230***
16:30 - 17:30	1054	138	**1192**	2	5	**7**	39	28	*0.6*	***1266***
16:45 - 17:45	1055	120	**1175**	4	4	**8**	38	21	*0.7*	***1242***
17:00 - 18:00	1014	113	**1127**	5	4	**9**	34	16	*0.8*	***1186***
17:15 - 18:15	941	100	**1041**	4	4	**8**	38	17	*0.8*	***1104***
17:30 - 18:30	833	77	**910**	7	4	**11**	33	12	*1.2*	***966***
17:45 - 18:45	734	63	**797**	9	4	**13**	41	14	*1.6*	***865***
18:00 - 19:00	643	56	**699**	8	4	**12**	42	15	*1.7*	***768***

COMMON LANE/COACH HILL/ST MARGARETS LNE TITCHFIELD

20-Sep-16

COMMON LANE	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	3	0	**3**	0	0	**0**	1	0	*0.0*	***4***	25	4	**29**	1	1	**2**	3	0	*6.5*	***34***
07:15 - 07:30	4	2	**6**	0	0	**0**	1	0	*0.0*	***7***	48	7	**55**	0	0	**0**	0	0	*0.0*	***55***
07:30 - 07:45	4	0	**4**	0	0	**0**	1	0	*0.0*	***5***	78	8	**86**	1	1	**2**	3	3	*2.3*	***94***
07:45 - 08:00	11	1	**12**	0	1	**1**	0	0	*7.7*	***13***	72	8	**80**	2	0	**2**	0	3	*2.4*	***85***
08:00 - 08:15	45	1	**46**	0	0	**0**	1	0	*0.0*	***47***	78	7	**85**	1	1	**2**	2	1	*2.3*	***90***
08:15 - 08:30	46	2	**48**	0	0	**0**	0	0	*0.0*	***48***	102	13	**115**	1	1	**2**	1	0	*1.7*	***118***
08:30 - 08:45	17	2	**19**	0	0	**0**	2	0	*0.0*	***21***	74	7	**81**	0	1	**1**	0	0	*1.2*	***82***
08:45 - 09:00	14	0	**14**	0	0	**0**	0	0	*0.0*	***14***	64	7	**71**	0	1	**1**	1	1	*1.4*	***74***
09:00 - 09:15	16	2	**18**	0	0	**0**	0	0	*0.0*	***18***	74	5	**79**	1	1	**2**	4	6	*2.5*	***91***
09:15 - 09:30	5	1	**6**	0	0	**0**	0	0	*0.0*	***6***	42	6	**48**	1	0	**1**	1	0	*2.0*	***50***
09:30 - 09:45	9	0	**9**	0	0	**0**	0	0	*0.0*	***9***	44	2	**46**	0	1	**1**	2	0	*2.1*	***49***
09:45 - 10:00	7	0	**7**	0	0	**0**	2	0	*0.0*	***9***	52	4	**56**	1	0	**1**	3	3	*1.8*	***63***
HOUR TOTALS																				
07:00 - 08:00	22	3	**25**	0	1	**1**	3	0	*3.8*	***29***	223	27	**250**	4	2	**6**	6	6	*2.3*	***268***
07:15 - 08:15	64	4	**68**	0	1	**1**	3	0	*1.4*	***72***	276	30	**306**	4	2	**6**	5	7	*1.9*	***324***
07:30 - 08:30	106	4	**110**	0	1	**1**	2	0	*0.9*	***113***	330	36	**366**	5	3	**8**	6	7	*2.1*	***387***
07:45 - 08:45	119	6	**125**	0	1	**1**	3	0	*0.8*	***129***	326	35	**361**	4	3	**7**	3	4	*1.9*	***375***
08:00 - 09:00	122	5	**127**	0	0	**0**	3	0	*0.0*	***130***	318	34	**352**	2	4	**6**	4	2	*1.7*	***364***
08:15 - 09:15	93	6	**99**	0	0	**0**	2	0	*0.0*	***101***	314	32	**346**	2	4	**6**	6	7	*1.7*	***365***
08:30 - 09:30	52	5	**57**	0	0	**0**	2	0	*0.0*	***59***	254	25	**279**	2	3	**5**	6	7	*1.8*	***297***
08:45 - 09:45	44	3	**47**	0	0	**0**	0	0	*0.0*	***47***	224	20	**244**	2	3	**5**	8	7	*2.0*	***264***
09:00 - 10:00	37	3	**40**	0	0	**0**	2	0	*0.0*	***42***	212	17	**229**	3	2	**5**	10	9	*2.1*	***253***

ST MARGARETS LANE	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	1	0	**1**	0	0	**0**	0	0	*0.0*	***1***	4	1	**5**	0	0	**0**	0	0	*0.0*	***5***
07:15 - 07:30	3	0	**3**	0	0	**0**	0	0	*0.0*	***3***	4	1	**5**	0	0	**0**	0	0	*0.0*	***5***
07:30 - 07:45	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***	7	1	**8**	0	0	**0**	0	0	*0.0*	***8***
07:45 - 08:00	7	0	**7**	0	0	**0**	0	0	*0.0*	***7***	1	0	**1**	0	0	**0**	0	0	*0.0*	***1***
08:00 - 08:15	2	3	**5**	0	0	**0**	1	0	*0.0*	***6***	5	0	**5**	1	0	**1**	0	0	*16.7*	***6***
08:15 - 08:30	5	0	**5**	1	0	**1**	0	0	*16.7*	***6***	7	5	**12**	0	0	**0**	0	0	*0.0*	***12***
08:30 - 08:45	2	1	**3**	0	0	**0**	0	0	*0.0*	***3***	4	0	**4**	1	0	**1**	0	1	*20.0*	***6***
08:45 - 09:00	6	1	**7**	0	0	**0**	0	0	*0.0*	***7***	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***
09:00 - 09:15	2	3	**5**	0	0	**0**	0	0	*0.0*	***5***	11	1	**12**	0	0	**0**	0	0	*0.0*	***12***
09:15 - 09:30	5	0	**5**	0	0	**0**	0	0	*0.0*	***5***	5	5	**10**	0	0	**0**	0	0	*0.0*	***10***
09:30 - 09:45	3	1	**4**	0	0	**0**	0	0	*0.0*	***4***	8	0	**8**	1	0	**1**	0	0	*11.1*	***9***
09:45 - 10:00	1	0	**1**	1	0	**1**	0	0	*50.0*	***2***	12	1	**13**	1	0	**1**	0	0	*7.1*	***14***
HOUR TOTALS																				
07:00 - 08:00	15	3	**15**	0	0	**0**	1	0	*0.0*	***16***	16	3	**19**	0	0	**0**	0	0	*0.0*	***19***
07:15 - 08:15	16	3	**19**	0	0	**0**	1	0	*0.0*	***20***	17	2	**19**	1	0	**1**	0	0	*5.0*	***20***
07:30 - 08:30	18	3	**21**	1	0	**1**	1	0	*4.5*	***23***	20	6	**26**	1	0	**1**	0	0	*3.7*	***27***
07:45 - 08:45	16	4	**20**	1	0	**1**	1	0	*4.8*	***22***	17	5	**22**	2	0	**2**	0	1	*8.3*	***25***
08:00 - 09:00	15	5	**20**	1	0	**1**	1	0	*4.8*	***22***	20	5	**25**	2	0	**2**	0	1	*7.4*	***28***
08:15 - 09:15	15	5	**20**	1	0	**1**	0	0	*4.8*	***21***	26	6	**32**	1	0	**1**	0	1	*3.0*	***34***
08:30 - 09:30	15	5	**20**	0	0	**0**	0	0	*0.0*	***20***	24	6	**30**	1	0	**1**	0	1	*3.2*	***32***
08:45 - 09:45	16	5	**21**	0	0	**0**	0	0	*0.0*	***21***	28	6	**34**	1	0	**1**	0	0	*2.9*	***35***
09:00 - 10:00	11	4	**15**	1	0	**1**	0	0	*6.3*	***16***	36	7	**43**	2	0	**2**	0	0	*4.4*	***45***

COACH HILL	C-A										C-B									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	67	9	**76**	0	0	**0**	4	0	*0.0*	***80***	23	2	**25**	0	0	**0**	2	0	*0.0*	***27***
07:15 - 07:30	72	14	**86**	0	2	**2**	1	1	*2.3*	***90***	30	5	**35**	1	0	**1**	2	1	*2.8*	***39***
07:30 - 07:45	59	9	**68**	0	0	**0**	1	0	*0.0*	***69***	30	5	**35**	0	0	**0**	1	1	*0.0*	***37***
07:45 - 08:00	96	7	**103**	0	1	**1**	2	1	*1.0*	***107***	32	2	**34**	2	0	**2**	0	0	*5.6*	***36***
08:00 - 08:15	100	16	**116**	2	0	**2**	2	1	*1.7*	***121***	38	5	**43**	3	0	**3**	1	0	*6.5*	***47***
08:15 - 08:30	78	13	**91**	1	0	**1**	1	0	*1.1*	***93***	33	4	**37**	0	0	**0**	1	1	*0.0*	***39***
08:30 - 08:45	78	15	**93**	0	1	**1**	2	0	*1.1*	***96***	21	4	**25**	0	0	**0**	2	0	*0.0*	***27***
08:45 - 09:00	63	12	**75**	0	0	**0**	0	0	*0.0*	***75***	16	3	**19**	0	0	**0**	0	0	*0.0*	***19***
09:00 - 09:15	52	9	**61**	0	1	**1**	0	2	*1.6*	***64***	16	0	**16**	0	0	**0**	1	0	*0.0*	***17***
09:15 - 09:30	51	8	**59**	2	0	**2**	0	0	*3.3*	***61***	18	1	**19**	0	0	**0**	0	0	*0.0*	***19***
09:30 - 09:45	44	5	**49**	3	1	**4**	0	0	*7.5*	***53***	16	1	**17**	1	0	**1**	1	0	*5.6*	***19***
09:45 - 10:00	40	4	**44**	1	0	**1**	1	0	*2.2*	***46***	7	4	**11**	0	0	**0**	0	0	*0.0*	***11***
HOUR TOTALS																				
07:00 - 08:00	294	39	**333**	0	3	**3**	8	2	*0.9*	***346***	115	14	**129**	3	0	**3**	5	2	*2.3*	***139***
07:15 - 08:15	327	46	**373**	3	3	**5**	6	3	*1.3*	***387***	130	17	**147**	6	0	**6**	4	2	*3.9*	***159***
07:30 - 08:30	333	45	**378**	3	1	**4**	6	2	*1.0*	***390***	133	16	**149**	5	0	**5**	3	2	*3.2*	***159***
07:45 - 08:45	352	51	**403**	3	2	**5**	7	2	*1.2*	***417***	124	15	**139**	5	0	**5**	4	1	*3.5*	***149***
08:00 - 09:00	319	56	**375**	3	1	**4**	5	1	*1.1*	***385***	108	16	**124**	3	0	**3**	4	1	*2.4*	***132***
08:15 - 09:15	271	49	**320**	1	2	**3**	3	2	*0.9*	***328***	86	11	**97**	0	0	**0**	4	1	*0.0*	***102***
08:30 - 09:30	244	44	**288**	6	2	**4**	2	2	*1.4*	***296***	71	8	**79**	0	0	**0**	3	0	*0.0*	***82***
08:45 - 09:45	210	34	**244**	5	2	**7**	0	2	*2.8*	***253***	66	5	**71**	1	0	**1**	2	0	*1.4*	***74***
09:00 - 10:00	187	26	**213**	6	2	**8**	1	2	*3.6*	***224***	57	6	**63**	1	0	**1**	2	0	*1.6*	***66***

COMMON LANE	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
16:00 - 16:15	14	3	**17**	0	0	**0**	0	0	*0.0*	***17***	67	14	**81**	0	0	**0**	3	5	*0.0*	***89***
16:15 - 16:30	16	3	**19**	0	0	**0**	0	0	*0.0*	***19***	81	13	**94**	1	1	**2**	1	2	*2.1*	***99***
16:30 - 16:45	16	0	**16**	0	0	**0**	0	1	*0.0*	***17***	103	23	**126**	0	0	**0**	3	4	*0.0*	***133***
16:45 - 17:00	17	0	**17**	0	0	**0**	0	0	*0.0*	***17***	105	6	**111**	0	2	**2**	1	2	*1.8*	***116***
17:00 - 17:15	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***	94	17	**111**	0	0	**0**	5	2	*0.0*	***118***
17:15 - 17:30	15	1	**16**	0	0	**0**	0	0	*0.0*	***16***	104	16	**120**	1	1	**2**	6	3	*1.6*	***131***
17:30 - 17:45	18	0	**18**	0	0	**0**	0	0	*0.0*	***18***	87	12	**99**	1	0	**1**	5	0	*1.0*	***105***
17:45 - 18:00	26	0	**26**	0	0	**0**	1	0	*0.0*	***27***	80	6	**86**	0	1	**1**	1	1	*1.1*	***89***
18:00 - 18:15	7	1	**8**	0	0	**0**	0	0	*0.0*	***8***	81	11	**92**	0	0	**0**	10	2	*0.0*	***104***
18:15 - 18:30	10	2	**12**	0	0	**0**	1	0	*0.0*	***13***	54	2	**56**	1	1	**2**	2	0	*3.4*	***60***
18:30 - 18:45	8	0	**8**	0	0	**0**	0	0	*0.0*	***8***	63	6	**69**	1	0	**1**	8	2	*1.4*	***80***
18:45 - 19:00	7	0	**7**	0	0	**0**	0	0	*0.0*	***7***	51	3	**54**	0	1	**1**	5	0	*1.8*	***60***
HOUR TOTALS																				
16:00 - 17:00	63	6	**69**	0	0	**0**	0	1	*0.0*	***70***	356	56	**412**	1	3	**4**	8	13	*1.0*	***437***	507	1186
16:15 - 17:15	53	3	**56**	0	0	**0**	0	1	*0.0*	***57***	383	59	**442**	1	3	**4**	10	10	*0.9*	***466***	523	1230
16:30 - 17:30	52	1	**53**	0	0	**0**	0	1	*0.0*	***54***	406	62	**468**	1	3	**4**	15	11	*0.8*	***498***	552	1266
16:45 - 17:45	54	1	**55**	0	0	**0**	0	0	*0.0*	***55***	390	51	**441**	2	3	**5**	17	7	*1.1*	***470***	525	1242
17:00 - 18:00	63	1	**64**	0	0	**0**	1	0	*0.0*	***65***	365	51	**416**	2	2	**4**	17	6	*1.0*	***443***	508	1186
17:15 - 18:15	66	2	**68**	0	0	**0**	1	0	*0.0*	***69***	352	45	**397**	2	2	**4**	22	6	*1.0*	***429***	498	1104
17:30 - 18:30	61	3	**64**	0	0	**0**	2	0	*0.0*	***66***	302	31	**333**	2	2	**4**	18	3	*1.2*	***358***	424	966
17:45 - 18:45	51	3	**54**	0	0	**0**	2	0	*0.0*	***56***	278	25	**303**	2	2	**4**	21	5	*1.3*	***333***	389	865
18:00 - 19:00	32	3	**35**	0	0	**0**	1	0	*0.0*	***36***	249	22	**271**	2	2	**4**	25	4	*1.5*	***304***	340	768

ST MARGARETS LANE	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
16:00 - 16:15	4	1	**5**	0	0	**0**	0	0	*0.0*	***5***	59	10	**69**	0	0	**0**	0	2	*0.0*	***71***
16:15 - 16:30	8	0	**8**	0	0	**0**	0	0	*0.0*	***8***	65	15	**80**	0	0	**0**	2	0	*0.0*	***82***
16:30 - 16:45	7	0	**7**	0	0	**0**	0	1	*0.0*	***8***	58	12	**70**	0	0	**0**	1	1	*0.0*	***72***
16:45 - 17:00	8	0	**8**	0	0	**0**	2	1	*0.0*	***11***	68	11	**79**	0	0	**0**	4	2	*0.0*	***85***
17:00 - 17:15	12	0	**12**	0	0	**0**	1	1	*0.0*	***14***	84	12	**96**	0	0	**0**	1	2	*0.0*	***99***
17:15 - 17:30	3	0	**3**	0	0	**0**	1	0	*0.0*	***4***	73	9	**82**	0	0	**0**	2	3	*0.0*	***87***
17:30 - 17:45	6	2	**8**	0	0	**0**	1	0	*0.0*	***9***	73	4	**77**	0	0	**0**	0	1	*0.0*	***78***
17:45 - 18:00	8	2	**10**	0	0	**0**	1	0	*0.0*	***11***	49	3	**52**	0	0	**0**	1	0	*0.0*	***53***
18:00 - 18:15	6	0	**6**	0	0	**0**	0	1	*0.0*	***7***	37	4	**41**	0	0	**0**	0	2	*0.0*	***43***
18:15 - 18:30	3	0	**3**	0	0	**0**	1	0	*0.0*	***4***	35	1	**36**	1	0	**1**	3	2	*2.7*	***42***
18:30 - 18:45	5	1	**6**	2	0	**2**	0	0	*25.0*	***8***	23	1	**24**	0	0	**0**	0	1	*0.0*	***25***
18:45 - 19:00	4	1	**5**	0	0	**0**	0	1	*0.0*	***6***	18	2	**20**	0	0	**0**	0	1	*0.0*	***21***
HOUR TOTALS																				
16:00 - 17:00	27	1	**28**	0	0	**0**	2	2	*0.0*	***32***	250	48	**298**	0	0	**0**	7	5	*0.0*	***310***	342
16:15 - 17:15	35	0	**35**	0	0	**0**	3	3	*0.0*	***41***	275	50	**325**	0	0	**0**	8	5	*0.0*	***338***	379
16:30 - 17:30	30	0	**30**	0	0	**0**	4	3	*0.0*	***37***	283	44	**327**	0	0	**0**	8	8	*0.0*	***343***	380
16:45 - 17:45	29	2	**31**	0	0	**0**	5	2	*0.0*	***38***	298	36	**334**	0	0	**0**	7	8	*0.0*	***349***	387
17:00 - 18:00	29	4	**33**	0	0	**0**	4	1	*0.0*	***38***	279	28	**307**	0	0	**0**	4	6	*0.0*	***317***	355
17:15 - 18:15	23	4	**27**	0	0	**0**	3	1	*0.0*	***31***	232	20	**252**	0	0	**0**	3	6	*0.0*	***261***	292
17:30 - 18:30	23	4	**27**	0	0	**0**	3	1	*0.0*	***31***	194	12	**206**	1	0	**1**	4	5	*0.5*	***216***	247
17:45 - 18:45	22	3	**25**	2	0	**2**	2	1	*7.4*	***30***	144	9	**153**	1	0	**1**	4	5	*0.6*	***163***	193

18:00 - 19:00	18	2	**20**	2	0	**2**	1	2	*9.1*	***25***	113	8	**121**	1	0	**1**	3	6	*0.8*	***131***

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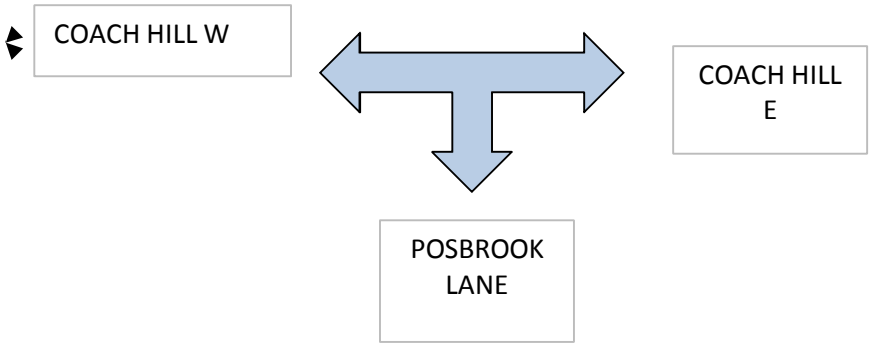
COACH HILL	C-A										C-B									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	
16:00 - 16:15	65	3	**68**	1	0	**1**	2	0	*1.4*	***71***	17	4	**21**	0	0	**0**	0	0	*0.0*	***21***	
16:15 - 16:30	67	7	**74**	0	1	**1**	1	1	*1.3*	***77***	10	1	**11**	0	0	**0**	0	0	*0.0*	***11***	
16:30 - 16:45	62	9	**71**	0	1	**1**	3	2	*1.4*	***77***	7	1	**8**	0	0	**0**	0	0	*0.0*	***8***	
16:45 - 17:00	58	3	**61**	0	0	**0**	3	1	*0.0*	***65***	5	2	**7**	0	0	**0**	0	0	*0.0*	***7***	
17:00 - 17:15	64	5	**69**	1	0	**1**	0	0	*1.4*	***70***	11	1	**12**	0	0	**0**	1	0	*0.0*	***13***	
17:15 - 17:30	64	7	**71**	0	1	**1**	5	2	*1.4*	***79***	12	3	**15**	0	0	**0**	0	0	*0.0*	***15***	
17:30 - 17:45	58	9	**67**	1	0	**1**	0	1	*1.5*	***69***	12	0	**12**	0	0	**0**	0	0	*0.0*	***12***	
17:45 - 18:00	47	4	**51**	1	1	**2**	0	0	*3.8*	***53***	10	0	**10**	0	0	**0**	2	0	*0.0*	***12***	
18:00 - 18:15	58	5	**63**	0	0	**0**	2	1	*0.0*	***66***	7	1	**8**	0	0	**0**	0	0	*0.0*	***8***	
18:15 - 18:30	51	6	**57**	2	1	**3**	2	1	*5.0*	***63***	10	2	**12**	0	0	**0**	0	0	*0.0*	***12***	
18:30 - 18:45	45	3	**48**	0	0	**0**	3	1	*0.0*	***52***	11	2	**13**	1	0	**1**	3	0	*7.1*	***17***	
18:45 - 19:00	41	1	**42**	0	1	**1**	2	0	*2.3*	***45***	8	1	**9**	0	0	**0**	0	0	*0.0*	***9***	
HOUR TOTALS																					
16:00 - 17:00	252	22	**274**	1	2	**3**	9	4	*1.1*	***290***	39	8	**47**	0	0	**0**	0	0	*0.0*	***47***	337
16:15 - 17:15	251	24	**275**	1	2	**3**	7	4	*1.1*	***289***	33	5	**38**	0	0	**0**	1	0	*0.0*	***39***	328
16:30 - 17:30	248	24	**272**	1	2	**3**	11	5	*1.1*	***291***	35	7	**42**	0	0	**0**	1	0	*0.0*	***43***	334
16:45 - 17:45	244	24	**268**	2	1	**3**	8	4	*1.1*	***283***	40	6	**46**	0	0	**0**	1	0	*0.0*	***47***	330
17:00 - 18:00	233	25	**258**	3	2	**5**	5	3	*1.9*	***271***	45	4	**49**	0	0	**0**	3	0	*0.0*	***52***	323
17:15 - 18:15	227	25	**252**	2	2	**4**	7	4	*1.6*	***267***	41	4	**45**	0	0	**0**	2	0	*0.0*	***47***	314
17:30 - 18:30	214	24	**238**	4	2	**6**	4	3	*2.5*	***251***	39	3	**42**	0	0	**0**	2	0	*0.0*	***44***	295
17:45 - 18:45	201	18	**219**	3	2	**5**	7	3	*2.2*	***234***	38	5	**43**	1	0	**1**	5	0	*2.3*	***49***	283
18:00 - 19:00	195	15	**210**	2	2	**4**	9	3	*1.9*	***226***	36	6	**42**	1	0	**1**	3	0	*2.3*	***46***	272

TIME	ST MARGARETS LNE
7:00	0
7:05	0
7:10	0
7:15	0
7:20	0
7:25	0
7:30	0
7:35	0
7:40	0
7:45	2
7:50	0
7:55	0
8:00	0
8:05	3
8:10	0
8:15	2
8:20	0
8:25	2
8:30	0
8:35	0
8:40	2
8:45	3
8:50	0
8:55	0
9:00	3
9:05	0
9:10	0
9:15	2
9:20	0
9:25	0
9:30	0
9:35	2
9:40	0
9:45	2
9:50	0
9:55	0

TIME	ST MARGARETS LNE
16:00	5
16:05	8
16:10	5
16:15	6
16:20	6
16:25	5
16:30	3
16:35	6
16:40	10
16:45	10
16:50	5
16:55	5
17:00	5
17:05	8
17:10	9
17:15	8
17:20	4
17:25	7
17:30	5
17:35	5
17:40	7
17:45	10
17:50	7
17:55	3
18:00	4
18:05	2
18:10	3
18:15	3
18:20	3
18:25	0
18:30	3
18:35	3
18:40	0
18:45	0
18:50	0
18:55	3

COACH HILL/POSBROOK LNE TITCHFIELD
20-Sep-16



PEAK HOUR MCCS

COACH HILL/POSBROOK LANE TITCHFIELD

20-Sep-16

AM

COACH HILL W

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	50	8	58	0	0	0	2	0	0.0	60
07:15 - 07:30	53	12	65	1	2	3	2	0	4.4	70
07:30 - 07:45	40	11	51	0	0	0	2	0	0.0	53
07:45 - 08:00	65	6	71	0	2	1	2	0	1.4	74
08:00 - 08:15	65	10	75	3	0	3	2	0	3.8	80
08:15 - 08:30	51	9	60	1	1	1	1	1	1.6	63
08:30 - 08:45	50	11	61	3	0	4	2	0	6.2	67
08:45 - 09:00	58	9	67	1	0	1	2	1	1.5	71
09:00 - 09:15	43	7	50	0	1	1	5	0	2.0	56
09:15 - 09:30	46	8	54	2	0	2	0	0	3.6	56
09:30 - 09:45	43	7	49	2	1	3	0	2	5.8	54
09:45 - 10:00	46	8	43	1	0	1	1	0	2.3	45
HOUR TOTALS										
07:00 - 08:00	208	37	245	1	4	4	8	0	1.6	257
07:15 - 08:15	223	39	262	4	4	7	8	0	2.6	277
07:30 - 08:30	221	36	257	4	3	5	7	1	1.9	270
07:45 - 08:45	231	36	267	7	3	9	7	1	3.3	284
08:00 - 09:00	224	39	263	8	1	9	7	2	3.3	281
08:15 - 09:15	202	36	238	5	2	7	10	2	2.9	257
08:30 - 09:30	197	35	232	6	1	8	9	1	3.3	250
08:45 - 09:45	190	31	220	5	2	7	7	3	3.1	237
09:00 - 10:00	178	30	196	5	2	7	6	2	3.4	211

COACH HILL E

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	42	7	49	0	0	0	5	0	0.0	54
07:15 - 07:30	54	11	65	0	0	0	1	2	0.0	68
07:30 - 07:45	52	7	59	0	0	0	1	1	0.0	61
07:45 - 08:00	72	6	78	2	0	2	1	0	2.5	81
08:00 - 08:15	80	15	95	2	0	2	2	1	2.1	100
08:15 - 08:30	72	10	82	0	0	0	0	0	0.0	82
08:30 - 08:45	62	8	70	1	0	1	2	0	1.4	73
08:45 - 09:00	25	8	33	1	0	1	0	0	2.9	34
09:00 - 09:15	29	3	32	0	0	0	1	0	0.0	33
09:15 - 09:30	16	2	18	0	0	0	1	0	0.0	19
09:30 - 09:45	23	4	27	1	0	1	1	0	3.6	29
09:45 - 10:00	14	2	16	0	0	0	1	0	0.0	17
HOUR TOTALS										
07:00 - 08:00	220	31	251	2	0	2	8	3	0.8	264
07:15 - 08:15	258	39	297	4	0	4	5	4	1.3	310
07:30 - 08:30	276	38	314	4	0	4	4	2	1.3	324
07:45 - 08:45	286	39	325	5	0	5	5	1	1.5	336
08:00 - 09:00	239	41	280	4	0	4	4	1	1.4	289
08:15 - 09:15	188	29	217	2	0	2	3	0	0.9	222
08:30 - 09:30	132	21	153	2	0	2	4	0	1.3	159
08:45 - 09:45	93	17	110	2	0	2	3	0	1.8	115
09:00 - 10:00	82	11	93	1	0	1	4	0	1.1	98

POSBROOK LANE

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	29	3	32	1	1	2	2	0	5.9	36
07:15 - 07:30	49	7	56	0	0	0	1	0	0.0	57
07:30 - 07:45	87	9	96	1	1	2	5	1	2.0	104
07:45 - 08:00	77	7	84	1	0	1	0	2	1.2	87
08:00 - 08:15	90	5	95	3	0	3	3	2	3.1	103
08:15 - 08:30	108	11	119	1	2	3	1	0	2.5	123
08:30 - 08:45	84	8	92	1	1	2	0	0	2.1	94
08:45 - 09:00	65	7	72	0	1	1	1	2	1.4	76
09:00 - 09:15	88	7	95	1	0	1	4	6	1.0	106
09:15 - 09:30	51	10	61	1	1	2	0	0	3.2	63
09:30 - 09:45	53	3	56	0	1	1	2	0	1.8	59
09:45 - 10:00	64	4	68	3	0	3	3	3	4.2	77
HOUR TOTALS										
07:00 - 08:00	242	26	268	3	2	5	8	3	1.8	284
07:15 - 08:15	303	28	331	5	1	6	9	5	1.8	351
07:30 - 08:30	362	32	394	6	3	9	9	5	2.2	417
07:45 - 08:45	359	31	390	6	3	9	4	4	2.3	407
08:00 - 09:00	347	31	378	5	4	9	5	4	2.3	396
08:15 - 09:15	345	33	378	3	4	7	6	8	1.8	399
08:30 - 09:30	288	32	320	3	3	6	5	8	1.8	339
08:45 - 09:45	257	27	284	2	3	5	7	8	1.7	304
09:00 - 10:00	256	24	280	5	2	7	9	9	2.4	305

TOTAL

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	121	18	139	1	1	2	9	0	1.4	150
07:15 - 07:30	156	30	186	1	2	3	4	2	1.6	195
07:30 - 07:45	179	27	206	1	1	2	8	2	1.0	218
07:45 - 08:00	214	19	233	3	2	5	3	2	2.1	243
08:00 - 08:15	235	30	265	8	0	8	7	3	2.9	283
08:15 - 08:30	231	30	261	2	3	5	2	1	1.9	269
08:30 - 08:45	196	27	223	5	1	6	4	0	2.6	233
08:45 - 09:00	148	24	172	2	1	3	3	3	1.7	181
09:00 - 09:15	160	17	177	1	1	2	10	6	1.1	195
09:15 - 09:30	113	20	133	3	1	4	1	0	2.9	138
09:30 - 09:45	119	14	133	3	2	5	3	2	3.6	143
09:45 - 10:00	124	14	138	4	0	4	5	3	2.8	150
HOUR TOTALS										
07:00 - 08:00	670	94	764	6	6	12	24	6	1.5	806
07:15 - 08:15	784	106	890	13	5	18	22	9	2.0	939
07:30 - 08:30	859	106	965	14	6	20	20	8	2.0	1013
07:45 - 08:45	876	106	982	18	6	24	16	6	2.4	1028
08:00 - 09:00	810	111	921	17	5	22	16	7	2.3	966
08:15 - 09:15	735	98	833	10	6	16	19	10	1.9	878
08:30 - 09:30	617	88	705	11	4	15	18	9	2.1	747
08:45 - 09:45	540	75	615	9	5	14	17	11	2.2	657
09:00 - 10:00	516	65	581	11	4	15	19	11	2.5	626

PM

COACH HILL W

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	73	6	###	###	###	###	###	###	0.0	#REF!
16:15 - 16:30	54	8	###	###	###	###	###	###	0.0	#REF!
16:30 - 16:45	67	12	###	###	###	###	###	###	0.0	#REF!
16:45 - 17:00	58	3	###	###	###	###	###	###	0.0	#REF!
17:00 - 17:15	74	4	###	###	###	###	###	###	0.0	#REF!
17:15 - 17:30	71	7	###	###	###	###	###	###	0.0	#REF!
17:30 - 17:45	71	11	###	###	###	###	###	###	0.0	#REF!
17:45 - 18:00	50	4	###	###	###	###	###	###	0.0	#REF!
18:00 - 18:15	61	5	###	###	###	###	###	###	0.0	#REF!
18:15 - 18:30	55	5	###	###	###	###	###	###	0.0	#REF!
18:30 - 18:45	42	1	###	###	###	###	###	###	0.0	#REF!
18:45 - 19:00	47	4	###	###	###	###	###	###	0.0	#REF!
HOUR TOTALS										
16:00 - 17:00	252	29	###	###	###	###	###	###	0.0	#REF!
16:15 - 17:15	253	27	###	###	###	###	###	###	0.0	#REF!
16:30 - 17:30	270	26	###	###	###	###	###	###	0.0	#REF!
16:45 - 17:45	274	25	###	###	###	###	###	###	0.0	#REF!
17:00 - 18:00	266	26	###	###	###	###	###	###	0.0	#REF!
17:15 - 18:15	253	27	###	###	###	###	###	###	0.0	#REF!
17:30 - 18:30	237	25	###	###	###	###	###	###	0.0	#REF!
17:45 - 18:45	208	15	###	###	###	###	###	###	0.0	#REF!
18:00 - 19:00	205	15	###	###	###	###	###	###	0.0	#REF!

COACH HILL E

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	15	5	###	###	###	###	###	###	0.0	###
16:15 - 16:30	19	2	###	###	###	###	###	###	0.0	###
16:30 - 16:45	14	4	###	###	###	###	###	###	0.0	###
16:45 - 17:00	14	3	###	###	###	###	###	###	0.0	###
17:00 - 17:15	13	4	###	###	###	###	###	###	0.0	###
17:15 - 17:30	14	4	###	###	###	###	###	###	0.0	###
17:30 - 17:45	8	3	###	###	###	###	###	###	0.0	###
17:45 - 18:00	11	0	###	###	###	###	###	###	0.0	###
18:00 - 18:15	9	2	###	###	###	###	###	###	0.0	###
18:15 - 18:30	13	3	###	###	###	###	###	###	0.0	###
18:30 - 18:45	14	2	###	###	###	###	###	###	0.0	###
18:45 - 19:00	14	1	###	###	###	###	###	###	0.0	###
HOUR TOTALS										
16:00 - 17:00	62	14	###	###	###	###	###	###	0.0	###
16:15 - 17:15	60	13	###	###	###	###	###	###	0.0	###
16:30 - 17:30	55	15	###	###	###	###	###	###	0.0	###
16:45 - 17:45	49	14	###	###	###	###	###	###	0.0	###
17:00 - 18:00	46	11	###	###	###	###	###	###	0.0	###
17:15 - 18:15	42	9	###	###	###	###	###	###	0.0	###
17:30 - 18:30	41	8	###	###	###	###	###	###	0.0	###
17:45 - 18:45	47	7	###	###	###	###	###	###	0.0	###
18:00 - 19:00	50	8	###	###	###	###	###	###	0.0	###

POSBROOK LANE

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	116	21	###	###	###	#REF!	###	###	0.0	###
16:15 - 16:30	153	23	###	###	###	#REF!	###	###	0.0	###
16:30 - 16:45	158	33	###	###	###	#REF!	###	###	0.0	###
16:45 - 17:00	169	16	###	###	###	#REF!	###	###	0.0	###
17:00 - 17:15	174	27	###	###	###	#REF!	###	###	0.0	###
17:15 - 17:30	177	27	###	###	###	#REF!	###	###	0.0	###
17:30 - 17:45	153	18	###	###	###	#REF!	###	###	0.0	###
17:45 - 18:00	138	11	###	###	###	#REF!	###	###	0.0	###
18:00 - 18:15	121	12	###	###	###	#REF!	###	###	0.0	###
18:15 - 18:30	93	5	###	###	###	#REF!	###	###	0.0	###
18:30 - 18:45	86	3	###	###	###	#REF!	###	###	0.0	###
18:45 - 19:00	67	6	###	###	###	#REF!	###	###	0.0	###
HOUR TOTALS										
16:00 - 17:00	596	93	###	###	###	#REF!	###	###	0.0	###
16:15 - 17:15	654	99	###	###	###	#REF!	###	###	0.0	###
16:30 - 17:30	678	103	###	###	###	#REF!	###	###	0.0	###
16:45 - 17:45	673	88	###	###	###	#REF!	###	###	0.0	###
17:00 - 18:00	642	83	###	###	###	#REF!	###	###	0.0	###
17:15 - 18:15	589	68	###	###	###	#REF!	###	###	0.0	###
17:30 - 18:30	505	46	###	###	###	#REF!	###	###	0.0	###
17:45 - 18:45	438	31	###	###	###	#REF!	###	###	0.0	###
18:00 - 19:00	367	26	###	###	###	#REF!	###	###	0.0	###

TOTAL

TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	204	32	236	###	###	###	###	###	0.0	###
16:15 - 16:30	226	33	259	###	###	###	###	###	0.0	###
16:30 - 16:45	239	49	288	###	###	###	###	###	0.0	###
16:45 - 17:00	241	22	263	###	###	###	###	###	0.0	###
17:00 - 17:15	261	35	296	###	###	###	###	###	0.0	###
17:15 - 17:30	262	38	300	###	###	###	###	###	0.0	###
17:30 - 17:45	232	32	264	###	###	###	###	###	0.0	###
17:45 - 18:00	199	15	214	###	###	###	###	###	0.0	###
18:00 - 18:15	191	19	210	###	###	###	###	###	0.0	###
18:15 - 18:30	161	13	174	###	###	###	###	###	0.0	###
18:30 - 18:45	142	6	148	###	###	###	###	###	0.0	###
18:45 - 19:00	128	11	139	###	###	###	###	###	0.0	###
HOUR TOTALS										
16:00 - 17:00	910	136	1046	###	###	###	###	###	0.0	###
16:15 - 17:15	967	139	1106	###	###	###	###	###	0.0	###
16:30 - 17:30	1003	144	1147	###	###	###	###	###	0.0	###
16:45 - 17:45	996	127	1123	###	###	###	###	###	0.0	###
17:00 - 18:00	954	120	1074	###	###	###	###	###	0.0	###
17:15 - 18:15	884	104	988	###	###	###	###	###	0.0	###
17:30 - 18:30	783	79	862	###	###	###	###	###	0.0	###
17:45 - 18:45	693	53	746	###	###	###	###	###	0.0	###
18:00 - 19:00	622	49	671	###	###	###	###	###	0.0	###

COACH HILL/POSBROOK LANE TITCHFIELD
20-Sep-16

COACH HILL E	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	1	0	**1**	0	0	**0**	1	0	*0.0*	***2***	49	8	**57**	0	0	**0**	1	0	*0.0*	***58***
07:15 - 07:30	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	51	12	**63**	1	2	**3**	2	0	*4.5*	***68***
07:30 - 07:45	1	1	**2**	0	0	**0**	0	0	*0.0*	***2***	39	10	**49**	0	0	**0**	2	0	*0.0*	***51***
07:45 - 08:00	2	2	**4**	0	0	**0**	0	0	*0.0*	***4***	63	4	**67**	0	1	**1**	1	1	*1.5*	***70***
08:00 - 08:15	0	1	**1**	0	0	**0**	0	0	*0.0*	***1***	65	9	**74**	3	0	**3**	2	0	*3.9*	***79***
08:15 - 08:30	2	1	**3**	0	0	**0**	0	0	*0.0*	***3***	49	8	**57**	1	0	**1**	2	1	*1.7*	***61***
08:30 - 08:45	2	1	**3**	0	0	**0**	1	0	*0.0*	***4***	48	10	**58**	3	1	**4**	4	0	*6.5*	***66***
08:45 - 09:00	1	1	**2**	0	0	**0**	0	0	*0.0*	***2***	57	8	**65**	1	0	**1**	0	0	*1.5*	***66***
09:00 - 09:15	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	41	7	**48**	0	1	**1**	0	2	*2.0*	***51***
09:15 - 09:30	0	0	**0**	0	0	**0**	1	0	*0.0*	***1***	46	8	**54**	2	0	**2**	0	0	*3.6*	***56***
09:30 - 09:45	3	1	**4**	0	0	**0**	1	0	*0.0*	***5***	37	8	**45**	2	1	**3**	0	0	*6.3*	***48***
09:45 - 10:00	1	0	**1**	0	0	**0**	0	0	*0.0*	***1***	38	4	**42**	1	0	**1**	0	0	*2.3*	***43***
HOUR TOTALS																				
07:00 - 08:00	6	3	**9**	0	0	**0**	1	0	*0.0*	***10***	202	34	**236**	1	3	**4**	6	1	*1.7*	***247***
07:15 - 08:15	5	4	**9**	0	0	**0**	0	0	*0.0*	***9***	218	35	**253**	4	3	**7**	7	1	*2.7*	***268***
07:30 - 08:30	5	5	**10**	0	0	**0**	0	0	*0.0*	***10***	216	31	**247**	4	1	**5**	7	2	*2.0*	***261***
07:45 - 08:45	6	5	11	0	0	0	1	0	*0.0*	*12*	225	31	256	7	2	9	9	2	*3.4*	*276*
08:00 - 09:00	5	4	**9**	0	0	**0**	1	0	*0.0*	***10***	219	35	**254**	8	1	**9**	8	1	*3.4*	***272***
08:15 - 09:15	7	3	**10**	0	0	**0**	1	0	*0.0*	***11***	195	33	**228**	5	2	**7**	6	3	*3.0*	***244***
08:30 - 09:30	5	2	**7**	0	0	**0**	2	0	*0.0*	***9***	192	33	**225**	6	2	**8**	4	2	*3.4*	***239***
08:45 - 09:45	6	2	**8**	0	0	**0**	2	0	*0.0*	***10***	181	31	**212**	5	2	**7**	0	2	*3.2*	***221***
09:00 - 10:00	6	1	**7**	0	0	**0**	2	0	*0.0*	***9***	162	27	**189**	5	2	**7**	0	2	*3.6*	***198***

257	809
277	939
271	1012
288	1031
282	967
255	876
248	746
231	650
207	610

POSBROOK LANE	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	6	1	**7**	0	0	**0**	0	0	*0.0*	***7***	36	6	**42**	0	0	**0**	5	0	*0.0*	***47***
07:15 - 07:30	4	1	**5**	0	0	**0**	0	0	*0.0*	***5***	50	10	**60**	0	0	**0**	1	2	*0.0*	***63***
07:30 - 07:45	11	0	**11**	0	0	**0**	0	0	*0.0*	***11***	41	7	**48**	0	0	**0**	1	1	*0.0*	***50***
07:45 - 08:00	8	0	**8**	0	0	**0**	0	0	*0.0*	***8***	64	6	**70**	2	0	**2**	1	0	*2.8*	***73***
08:00 - 08:15	11	0	**11**	0	0	**0**	0	0	*0.0*	***11***	69	15	**84**	2	0	**2**	2	1	*2.3*	***89***
08:15 - 08:30	9	2	**11**	0	0	**0**	0	0	*0.0*	***11***	63	8	**71**	0	0	**0**	0	0	*0.0*	***71***
08:30 - 08:45	12	1	**13**	1	0	**1**	1	0	*7.1*	***15***	50	7	**57**	0	0	**0**	1	0	*0.0*	***58***
08:45 - 09:00	0	2	**2**	0	0	**0**	0	0	*0.0*	***2***	25	6	**31**	1	0	**1**	0	0	*3.1*	***32***
09:00 - 09:15	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***	25	3	**28**	0	0	**0**	1	0	*0.0*	***29***
09:15 - 09:30	0	1	**1**	0	0	**0**	0	0	*0.0*	***1***	16	1	**17**	0	0	**0**	1	0	*0.0*	***18***
09:30 - 09:45	1	1	**2**	0	0	**0**	0	0	*0.0*	***2***	22	3	**25**	1	0	**1**	1	0	*3.8*	***27***
09:45 - 10:00	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	12	2	**14**	0	0	**0**	1	0	*0.0*	***15***
HOUR TOTALS																				
07:00 - 08:00	29	2	**31**	0	0	**0**	0	0	*0.0*	***31***	191	29	**220**	2	0	**2**	8	3	*0.9*	***233***
07:15 - 08:15	34	1	**35**	0	0	**0**	0	0	*0.0*	***35***	224	38	**262**	4	0	**4**	5	4	*1.5*	***275***
07:30 - 08:30	39	2	**41**	0	0	**0**	0	0	*0.0*	***41***	237	36	**273**	4	0	**4**	4	2	*1.4*	***283***
07:45 - 08:45	40	3	**43**	1	0	**1**	1	0	*2.3*	***45***	246	36	**282**	4	0	**4**	4	1	*1.4*	***291***
08:00 - 09:00	32	5	**37**	1	0	**1**	1	0	*2.6*	***39***	207	36	**243**	3	0	**3**	3	1	*1.2*	***250***
08:15 - 09:15	25	5	**30**	1	0	**1**	1	0	*3.2*	***32***	163	24	**187**	1	0	**1**	2	0	*0.5*	***190***
08:30 - 09:30	16	4	**20**	1	0	**1**	1	0	*4.8*	***22***	116	17	**133**	1	0	**1**	3	0	*0.7*	***137***
08:45 - 09:45	5	4	**9**	0	0	**0**	0	0	*0.0*	***9***	88	13	**101**	2	0	**2**	3	0	*1.9*	***106***
09:00 - 10:00	7	2	**9**	0	0	**0**	0	0	*0.0*	***9***	75	9	**84**	1	0	**1**	4	0	*1.2*	***89***

264
310
324
336
289
222
159
115
98

COACH HILL W	C-A										C-B									
COACH HILL W	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	
07:00 - 07:15	26	2	**28**	1	1	**2**	1	0	*6.7*	***31***	3	1	**4**	0	0	**0**	1	0	*0.0*	***5***	
07:15 - 07:30	46	6	**52**	0	0	**0**	1	0	*0.0*	***53***	3	1	**4**	0	0	**0**	0	0	*0.0*	***4***	
07:30 - 07:45	82	8	**90**	0	1	**1**	4	1	*1.1*	***96***	5	1	**6**	1	0	**1**	1	0	*14.3*	***8***	
07:45 - 08:00	71	4	**75**	1	0	**1**	0	2	*1.3*	***78***	6	3	**9**	0	0	**0**	0	0	*0.0*	***9***	
08:00 - 08:15	83	4	**87**	2	0	**2**	3	2	*2.2*	***94***	7	1	**8**	1	0	**1**	0	0	*11.1*	***9***	
08:15 - 08:30	93	9	**102**	1	2	**3**	1	0	*2.9*	***106***	15	2	**17**	0	0	**0**	0	0	*0.0*	***17***	
08:30 - 08:45	78	7	**85**	0	1	**1**	0	0	*1.2*	***86***	6	1	**7**	1	0	**1**	0	0	*12.5*	***8***	
08:45 - 09:00	61	6	**67**	0	1	**1**	1	1	*1.5*	***70***	4	1	**5**	0	0	**0**	0	1	*0.0*	***6***	
09:00 - 09:15	75	6	**81**	1	0	**1**	3	6	*1.2*	***91***	13	1	**14**	0	0	**0**	1	0	*0.0*	***15***	
09:15 - 09:30	48	9	**57**	1	1	**2**	0	0	*3.4*	***59***	3	1	**4**	0	0	**0**	0	0	*0.0*	***4***	
09:30 - 09:45	48	3	**51**	0	1	**1**	0	0	*1.9*	***52***	5	0	**5**	0	0	**0**	2	0	*0.0*	***7***	
09:45 - 10:00	52	4	**56**	1	0	**1**	2	3	*1.8*	***62***	12	0	**12**	2	0	**2**	1	0	*14.3*	***15***	
HOUR TOTALS																					
07:00 - 08:00	225	24	**245**	2	2	**4**	10	3	*1.6*	***262***	17	7	**23**	1	0	**1**	2	0	*4.2*	***26***	288
07:15 - 08:15	282	22	**304**	3	1	**4**	9	5	*1.3*	***322***	21	6	**27**	2	0	**2**	1	0	*6.9*	***30***	352
07:30 - 08:30	329	25	**354**	4	3	**7**	8	5	*1.9*	***374***	33	7	**40**	2	0	**2**	1	0	*4.8*	***43***	417
07:45 - 08:45	325	24	**349**	4	3	**7**	4	4	*2.0*	***364***	34	7	**41**	2	0	**2**	0	0	*4.7*	***43***	407
08:00 - 09:00	315	26	**341**	3	4	**7**	5	3	*2.0*	***356***	32	5	**37**	2	0	**2**	0	1	*5.1*	***40***	396
08:15 - 09:15	307	28	**335**	2	4	**6**	5	7	*1.8*	***353***	38	5	**43**	1	0	**1**	1	1	*2.3*	***46***	399
08:30 - 09:30	262	28	**290**	2	3	**5**	4	7	*1.7*	***306***	26	4	**30**	1	0	**1**	1	1	*3.2*	***33***	339
08:45 - 09:45	232	24	**256**	2	3	**5**	4	7	*1.9*	***272***	25	3	**28**	0	0	**0**	3	1	*0.0*	***32***	304
09:00 - 10:00	223	22	**245**	3	2	**5**	5	9	*2.0*	***264***	33	2	**35**	2	0	**2**	4	0	*5.4*	***41***	305

COACH HILL E	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	
16:00 - 16:15	3	1	**4**	0	0	**0**	1	0	*0.0*	***5***	70	5	**75**	2	0	**2**	2	0	*2.6*	***79***	
16:15 - 16:30	1	0	**1**	0	0	**0**	0	0	*0.0*	***1***	53	8	**61**	0	1	**1**	1	1	*1.6*	***64***	
16:30 - 16:45	2	3	**5**	0	0	**0**	0	0	*0.0*	***5***	65	9	**74**	0	1	**1**	3	2	*1.3*	***80***	
16:45 - 17:00	5	0	**5**	0	0	**0**	0	0	*0.0*	***5***	53	3	**56**	0	0	**0**	1	1	*0.0*	***58***	
17:00 - 17:15	7	1	**8**	0	0	**0**	0	0	*0.0*	***8***	67	3	**70**	0	0	**0**	2	0	*0.0*	***72***	
17:15 - 17:30	9	0	**9**	0	0	**0**	0	0	*0.0*	***9***	62	7	**69**	0	1	**1**	4	2	*1.4*	***76***	
17:30 - 17:45	5	4	**9**	0	0	**0**	0	0	*0.0*	***9***	66	7	**73**	1	0	**1**	0	1	*1.4*	***75***	
17:45 - 18:00	5	0	**5**	0	0	**0**	0	0	*0.0*	***5***	45	4	**49**	0	1	**1**	1	0	*2.0*	***51***	
18:00 - 18:15	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***	57	5	**62**	0	0	**0**	0	1	*0.0*	***63***	
18:15 - 18:30	2	0	**2**	0	0	**0**	0	1	*0.0*	***3***	53	5	**58**	1	1	**2**	2	1	*3.3*	***63***	
18:30 - 18:45	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	40	1	**41**	0	0	**0**	5	1	*0.0*	***47***	
18:45 - 19:00	5	1	**6**	0	0	**0**	1	0	*0.0*	***7***	42	3	**45**	0	1	**1**	0	0	*2.2*	***46***	
HOUR TOTALS																					
16:00 - 17:00	11	4	**15**	0	0	**0**	1	0	*0.0*	***16***	241	25	**266**	2	2	**4**	7	4	*1.5*	***281***	297
16:15 - 17:15	15	4	**19**	0	0	**0**	0	0	*0.0*	***19***	238	23	**261**	0	2	**2**	7	4	*0.8*	***274***	293
16:30 - 17:30	23	4	**27**	0	0	**0**	0	0	*0.0*	***27***	247	22	**269**	0	2	**2**	10	5	*0.7*	***286***	313
16:45 - 17:45	26	5	**31**	0	0	**0**	0	0	*0.0*	***31***	248	20	**268**	1	1	**2**	7	4	*0.7*	***281***	312
17:00 - 18:00	26	5	**31**	0	0	**0**	0	0	*0.0*	***31***	240	21	**261**	1	2	**3**	7	3	*1.1*	***274***	305
17:15 - 18:15	23	4	**27**	0	0	**0**	0	0	*0.0*	***27***	230	23	**253**	1	2	**3**	5	4	*1.2*	***265***	292
17:30 - 18:30	16	4	**20**	0	0	**0**	0	1	*0.0*	***21***	221	21	**242**	2	2	**4**	3	3	*1.6*	***252***	273
17:45 - 18:45	13	0	**13**	0	0	**0**	0	1	*0.0*	***14***	195	15	**210**	1	2	**3**	8	3	*1.4*	***224***	238
18:00 - 19:00	13	1	**14**	0	0	**0**	1	1	*0.0*	***16***	192	14	**206**	1	2	**3**	7	3	*1.4*	***219***	235

POSBROOK LANE	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	
16:00 - 16:15	2	1	**3**	0	0	**0**	0	0	*0.0*	***3***	13	4	**17**	0	0	**0**	0	0	*0.0*	***17***	
16:15 - 16:30	4	1	**5**	0	0	**0**	0	0	*0.0*	***5***	15	1	**16**	0	0	**0**	1	0	*0.0*	***17***	
16:30 - 16:45	5	2	**7**	0	0	**0**	0	0	*0.0*	***7***	9	2	**11**	0	0	**0**	0	0	*0.0*	***11***	
16:45 - 17:00	5	1	**6**	0	0	**0**	0	1	*0.0*	***7***	9	2	**11**	0	0	**0**	2	0	*0.0*	***13***	
17:00 - 17:15	3	0	**3**	0	0	**0**	0	0	*0.0*	***3***	10	4	**14**	0	0	**0**	1	0	*0.0*	***15***	
17:15 - 17:30	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	14	4	**18**	0	0	**0**	1	0	*0.0*	***19***	
17:30 - 17:45	1	1	**2**	0	0	**0**	0	0	*0.0*	***2***	7	2	**9**	0	0	**0**	0	0	*0.0*	***9***	
17:45 - 18:00	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	11	0	**11**	0	0	**0**	2	0	*0.0*	***13***	
18:00 - 18:15	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	7	2	**9**	0	0	**0**	4	0	*0.0*	***13***	
18:15 - 18:30	3	0	**3**	0	0	**0**	0	0	*0.0*	***3***	10	3	**13**	1	0	**1**	0	0	*7.1*	***14***	
18:30 - 18:45	1	0	**1**	0	0	**0**	2	0	*0.0*	***3***	13	2	**15**	1	0	**1**	1	0	*6.3*	***17***	
18:45 - 19:00	5	1	**6**	0	0	**0**	0	0	*0.0*	***6***	9	0	**9**	0	0	**0**	2	0	*0.0*	***11***	
HOUR TOTALS																					
16:00 - 17:00	16	5	**21**	0	0	**0**	0	1	*0.0*	***22***	46	9	**55**	0	0	**0**	3	0	*0.0*	***58***	80
16:15 - 17:15	17	4	**21**	0	0	**0**	0	1	*0.0*	***22***	43	9	**52**	0	0	**0**	4	0	*0.0*	***56***	78
16:30 - 17:30	13	3	**16**	0	0	**0**	0	1	*0.0*	***17***	42	12	**54**	0	0	**0**	4	0	*0.0*	***58***	75
16:45 - 17:45	9	2	**11**	0	0	**0**	0	1	*0.0*	***12***	40	12	**52**	0	0	**0**	4	0	*0.0*	***56***	68
17:00 - 18:00	4	1	**5**	0	0	**0**	0	0	*0.0*	***5***	42	10	**52**	0	0	**0**	4	0	*0.0*	***56***	61
17:15 - 18:15	3	1	**4**	0	0	**0**	0	0	*0.0*	***4***	39	8	**47**	0	0	**0**	7	0	*0.0*	***54***	58
17:30 - 18:30	6	1	**7**	0	0	**0**	0	0	*0.0*	***7***	35	7	**42**	1	0	**1**	6	0	*2.3*	***49***	56
17:45 - 18:45	6	0	**6**	0	0	**0**	2	0	*0.0*	***8***	41	7	**48**	2	0	**2**	7	0	*4.0*	***57***	65

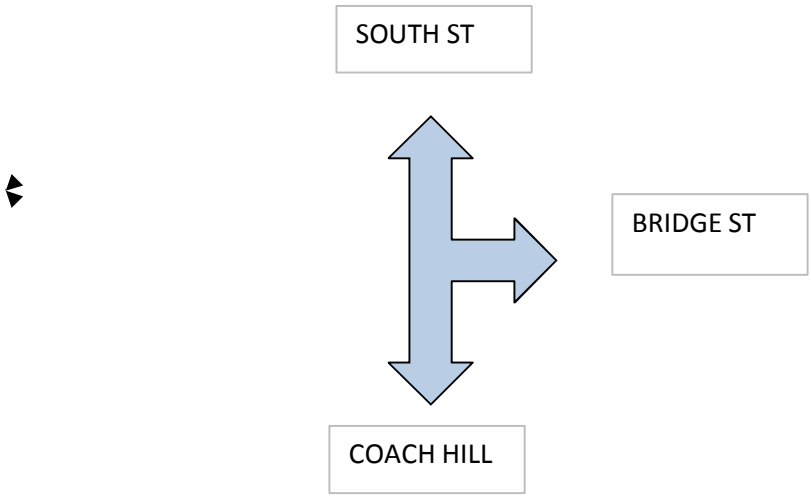
18:00 - 19:00	11	1	**12**	0	0	**0**	2	0	*0.0*	***14***	39	7	**46**	2	0	**2**	7	0	*4.2*	***55***

COACH HILL W	C-A										C-B										
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	***TOTAL MOVEMENTS***	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	***TOTAL MOVEMENTS***	
16:00 - 16:15	73	12	**85**	1	0	**1**	0	5	*1.2*	***91***	43	9	**52**	0	0	**0**	3	1	*0.0*	***56***	
16:15 - 16:30	101	9	**110**	3	1	**4**	0	1	*3.5*	***115***	52	14	**66**	0	0	**0**	2	2	*0.0*	***70***	
16:30 - 16:45	102	21	**123**	3	0	**3**	1	2	*2.4*	***129***	56	12	**68**	0	0	**0**	3	2	*0.0*	***73***	
16:45 - 17:00	108	11	**119**	3	2	**5**	5	2	*4.0*	***131***	61	5	**66**	0	0	**0**	2	3	*0.0*	***71***	
17:00 - 17:15	117	16	**133**	0	0	**0**	4	2	*0.0*	***139***	57	11	**68**	0	0	**0**	2	2	*0.0*	***72***	
17:15 - 17:30	107	11	**118**	0	1	**1**	2	3	*0.8*	***124***	70	16	**86**	0	0	**0**	6	3	*0.0*	***95***	
17:30 - 17:45	90	8	**98**	0	0	**0**	3	1	*0.0*	***102***	63	10	**73**	0	0	**0**	2	0	*0.0*	***75***	
17:45 - 18:00	84	7	**91**	0	1	**1**	3	0	*1.1*	***95***	54	4	**58**	0	0	**0**	1	0	*0.0*	***59***	
18:00 - 18:15	76	8	**84**	0	0	**0**	2	3	*0.0*	***89***	45	4	**49**	0	0	**0**	8	1	*0.0*	***58***	
18:15 - 18:30	65	4	**69**	1	1	**2**	0	1	*2.8*	***72***	28	1	**29**	0	0	**0**	6	0	*0.0*	***35***	
18:30 - 18:45	62	1	**63**	2	0	**2**	2	3	*3.1*	***70***	24	2	**26**	0	0	**0**	6	0	*0.0*	***32***	
18:45 - 19:00	53	1	**54**	1	1	**2**	2	0	*3.6*	***58***	14	5	**19**	0	0	**0**	3	1	*0.0*	***23***	
HOUR TOTALS																					
16:00 - 17:00	384	53	**437**	10	3	**13**	6	10	*2.9*	***466***	212	40	**252**	0	0	**0**	10	8	*0.0*	***270***	736
16:15 - 17:15	428	57	**485**	9	3	**12**	10	7	*2.4*	***514***	226	42	**268**	0	0	**0**	9	9	*0.0*	***286***	800
16:30 - 17:30	434	59	493	6	3	9	12	9	*1.8*	*523*	244	44	288	0	0	0	13	10	*0.0*	*311*	834
16:45 - 17:45	422	46	**468**	3	3	**6**	14	8	*1.3*	***496***	251	42	**293**	0	0	**0**	12	8	*0.0*	***313***	809
17:00 - 18:00	398	42	**440**	0	2	**2**	12	6	*0.5*	***460***	244	41	**285**	0	0	**0**	11	5	*0.0*	***301***	761
17:15 - 18:15	357	34	**391**	0	2	**2**	10	7	*0.5*	***410***	232	34	**266**	0	0	**0**	17	4	*0.0*	***287***	697
17:30 - 18:30	315	27	**342**	1	2	**3**	8	5	*0.9*	***358***	190	19	**209**	0	0	**0**	17	1	*0.0*	***227***	585
17:45 - 18:45	287	20	**307**	3	2	**5**	7	7	*1.6*	***326***	151	11	**162**	0	0	**0**	21	1	*0.0*	***184***	510
18:00 - 19:00	256	14	**270**	4	2	**6**	6	7	*2.2*	***289***	111	12	**123**	0	0	**0**	23	2	*0.0*	***148***	437

TIME	POSBROOK LANE
7:00	2
7:05	2
7:10	3
7:15	5
7:20	6
7:25	6
7:30	2
7:35	5
7:40	8
7:45	4
7:50	4
7:55	3
8:00	11
8:05	8
8:10	4
8:15	6
8:20	3
8:25	5
8:30	3
8:35	3
8:40	4
8:45	0
8:50	4
8:55	2
9:00	3
9:05	3
9:10	2
9:15	2
9:20	2
9:25	0
9:30	2
9:35	0
9:40	0
9:45	2
9:50	0
9:55	0

TIME	POSBROOK LANE
16:00	2
16:05	0
16:10	3
16:15	2
16:20	4
16:25	0
16:30	2
16:35	0
16:40	2
16:45	0
16:50	0
16:55	2
17:00	2
17:05	2
17:10	3
17:15	2
17:20	0
17:25	0
17:30	0
17:35	2
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	2
18:10	0
18:15	0
18:20	4
18:25	0
18:30	2
18:35	2
18:40	2
18:45	0
18:50	0
18:55	0

SOUTH ST/BRIDGE ST/COACH HILL TITCHFIELD
20-Sep-16



PEAK HOUR MCCS

SOUTH ST/BRIDGE ST/COACH HILL TITCHFIELD

20-Sep-16

AM	SOUTH ST										BRIDGE ST										COACH HILL										TOTAL									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	12	0	12	0	0	0	0	0	0.0	12	36	8	44	0	0	0	1	0	0.0	45	37	4	41	1	1	2	1	0	4.7	44	85	12	97	1	1	2	2	0	2.0	101
07:15 - 07:30	11	2	13	3	2	5	0	0	27.8	18	40	9	49	0	0	0	3	0	0.0	52	52	7	59	0	0	0	1	0	0.0	60	103	18	121	3	2	5	4	0	4.0	130
07:30 - 07:45	17	5	22	1	0	1	0	0	4.3	23	22	8	30	0	0	0	2	0	0.0	32	89	14	103	0	1	1	2	3	1.0	109	128	27	155	1	1	2	4	3	1.3	164
07:45 - 08:00	18	4	22	1	2	2	0	0	8.3	24	56	6	62	0	0	0	0	1	0.0	63	97	7	104	1	0	1	1	2	1.0	108	171	17	188	2	2	4	1	3	2.1	196
08:00 - 08:15	21	5	26	1	0	1	1	1	3.7	29	43	5	48	1	0	1	4	0	2.0	53	111	7	118	0	0	0	5	2	0.0	125	175	17	192	2	0	2	10	3	1.0	207
08:15 - 08:30	13	4	17	1	1	1	1	0	5.6	19	44	8	52	0	0	0	3	0	0.0	55	109	12	121	1	2	3	2	0	2.4	126	166	24	190	2	3	5	6	0	2.6	201
08:30 - 08:45	25	6	31	0	0	1	0	0	3.1	32	34	8	42	0	0	0	3	0	0.0	45	107	10	117	1	1	2	4	0	1.7	123	166	24	190	1	1	2	7	0	1.0	199
08:45 - 09:00	36	5	41	0	0	0	0	0	0.0	41	34	7	41	0	0	0	0	0	0.0	41	64	10	74	0	1	1	0	1	1.3	76	134	22	156	0	1	1	0	1	0.6	158
09:00 - 09:15	21	5	26	0	1	1	0	0	3.7	27	40	7	47	0	0	0	0	2	0.0	49	79	12	91	0	0	0	3	7	0.0	101	140	24	164	0	1	1	3	9	0.6	177
09:15 - 09:30	16	5	21	0	0	0	0	0	0.0	21	39	4	43	1	0	1	0	0	2.3	44	50	11	61	1	1	2	1	0	3.2	64	105	20	125	2	1	3	1	0	2.3	129
09:30 - 09:45	21	5	24	0	1	1	1	0	4.0	26	44	5	49	2	0	2	1	1	3.9	53	61	4	65	0	1	1	0	0	1.5	66	126	14	140	2	2	4	2	1	2.8	147
09:45 - 10:00	16	5	15	1	0	1	0	0	6.3	16	33	5	38	1	0	1	2	0	2.6	41	57	4	61	0	0	0	2	3	0.0	66	106	14	120	2	0	2	4	3	1.6	129
HOUR TOTALS																																								
07:00 - 08:00	58	11	69	5	4	8	0	0	10.4	77	154	31	185	0	0	0	6	1	0.0	192	275	32	307	2	2	4	5	5	1.3	321	487	74	561	7	6	13	11	6	2.3	591
07:15 - 08:15	67	16	83	6	4	9	1	1	9.8	94	161	28	189	1	0	1	9	1	0.5	200	349	35	384	1	1	2	9	7	0.5	402	577	79	656	8	5	13	19	9	1.9	697
07:30 - 08:30	69	18	87	4	3	5	2	1	5.4	95	165	27	192	1	0	1	9	1	0.5	203	406	40	446	2	3	5	10	7	1.1	468	640	85	725	7	6	13	21	9	1.8	768
07:45 - 08:45	77	19	96	3	3	5	2	1	5.0	104	177	27	204	1	0	1	10	1	0.5	216	424	36	460	3	3	6	12	4	1.3	482	678	82	760	7	6	13	24	6	1.7	803
08:00 - 09:00	95	20	115	2	1	3	2	1	2.5	121	155	28	183	1	0	1	10	0	0.5	194	391	39	430	2	4	6	11	3	1.4	450	641	87	728	5	5	10	23	4	1.4	765
08:15 - 09:15	95	20	115	1	2	3	1	0	2.5	119	152	30	182	0	0	0	6	2	0.0	190	359	44	403	2	4	6	9	8	1.5	426	606	94	700	3	6	9	16	10	1.3	735
08:30 - 09:30	98	21	119	0	1	2	0	0	1.7	121	147	26	173	1	0	1	3	2	0.6	179	300	43	343	2	3	5	8	8	1.4	364	545	90	635	3	4	7	11	10	1.1	663
08:45 - 09:45	94	20	112	0	2	2	1	0	1.8	115	157	23	180	3	0	3	1	3	1.6	187	254	37	291	1	3	4	4	8	1.4	307	505	80	585	4	5	9	6	11	1.5	611
09:00 - 10:00	74	20	86	1	2	3	1	0	3.4	90	156	21	177	4	0	4	3	3	2.2	187	247	31	278	1	2	3	6	10	1.1	297	477	72	549	6	4	10	10	13	1.8	582

PM	SOUTH ST										BRIDGE ST										COACH HILL										TOTAL									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	36	4	40	0	1	1	2	0	2.4	43	57	10	67	0	0	0	2	0	0.0	69	80	10	90	0	0	0	0	5	0.0	95	173	24	197	0	1	1	4	5	0.5	207
16:15 - 16:30	35	2	37	0	0	0	1	1	0.0	39	46	11	57	0	0	0	2	1	0.0	60	95	15	110	1	1	2	1	1	1.8	114	176	28	204	1	1	2	4	3	1.0	213
16:30 - 16:45	35	6	41	0	1	1	1	1	2.4	44	42	9	51	0	0	0	2	2	0.0	55	103	32	135	1	0	1	1	2	0.7	139	180	47	227	1	1	2	4	5	0.9	238
16:45 - 17:00	31	3	34	0	1	1	0	2	2.9	37	46	2	48	0	0	0	1	2	0.0	51	109	14	123	0	2	2	5	4	1.6	134	186	19	205	0	3	3	6	8	1.4	222
17:00 - 17:15	34	6	40	0	0	0	5	0	0.0	45	58	1	59	0	0	0	2	0	0.0	61	114	20	134	0	0	0	4	2	0.0	140	206	27	233	0	0	0	11	2	0.0	246
17:15 - 17:30	41	13	54	0	1	1	3	1	1.8	59	52	2	54	0	0	0	3	3	0.0	60	101	12	113	0	1	1	6	4	0.9	124	194	27	221	0	2	2	12	8	0.9	243
17:30 - 17:45	35	7	42	0	0	0	2	2	0.0	46	47	6	53	0	0	0	0	1	0.0	54	86	7	93	0	0	0	5	1	0.0	99	168	20	188	0	0	0	7	4	0.0	199
17:45 - 18:00	33	3	36	0	2	2	1	1	5.3	40	42	5	47	0	0	0	1	0	0.0	48	80	8	88	0	1	1	2	1	1.1	92	155	16	171	0	3	3	4	2	1.7	180
18:00 - 18:15	35	1	36	0	0	0	1	0	0.0	37	40	2	42	0	0	0	1	1	0.0	44	80	9	89	0	0	0	2	3	0.0	94	155	12	167	0	0	0	4	4	0.0	175
18:15 - 18:30	28	6	34	0	1	1	3	1	2.9	39	47	1	48	1	0	1	2	1	2.0	52	69	4	73	0	0	0	1	2	0.0	76	144	11	155	1	1	2	6	4	1.3	167
18:30 - 18:45	28	1	29	0	0	0	2	0	0.0	31	32	3	35	0	0	0	4	0	0.0	39	62	4	66	0	1	1	5	2	1.5	74	122	8	130	0	1	1	11	2	0.8	144
18:45 - 19:00	26	3	29	0	1	1	1	0	3.3	31	30	0	30	0	0	0	1	1	0.0	32	56	6	62	0	1	1	3	0	1.6	66	112	9	121	0	2	2	5	1	1.6	129
HOUR TOTALS																																								
16:00 - 17:00	137	15	152	0	3	3	4	4	1.9	163	191	32	223	0	0	0	7	5	0.0	235	387	71	458	2	3	5	7	12	1.1	482	715	118	833	2	6	8	18	21	1.0	880
16:15 - 17:15	135	17	152	0	2	2	7	4	1.3	165	192	23	215	0	0	0	7	5	0.0	227	421	81	502	2	3	5	11	9	1.0	527	748	121	869	2	5	7	25	18	0.8	919
16:30 - 17:30	141	28	169	0	3	3	9	4	1.7	185	198	14	212	0	0	0	8	7	0.0	227	427	78	505	1	3	4	16	12	0.8	537	766	120	886	1	6	7	33	23	0.8	949
16:45 - 17:45	141	29	170	0	2	2	10	5	1.2	187	203	11	214	0	0	0	6	6	0.0	226	410	53	463	0	3	3	20	11	0.6	497	754	93	847	0	5	5	36	22	0.6	910
17:00 - 18:00	143	29	172	0	3	3	11	4	1.7	190	199	14	213	0	0	0	6	4	0.0	223	381	47	428	0	2	2	17	8	0.5	455	723	90	813	0	5	5	34	16	0.6	868
17:15 - 18:15	144	24	168	0	3	3	7	4	1.8	182	181	15	196	0	0	0	5	5	0.0	206	347	36	383	0	2	2	15	9	0.5	409	672	75	747	0	5	5	27	18	0.7	797
17:30 - 18:30	131	17	148	0	3	3	7	4	2.0	162	176	14	190	1	0	1	4	3	0.5	198	315	28	343	0	1	1	10	7	0.3	361	622	59	681	1	4	5	21	14	0.7	721
17:45 - 18:45	124	11	135	0	3	3	7	2	2.2	147	161	11	172	1	0	1	8	2	0.6	183	291	25	316	0	2	2	10	8	0.6	336	576	47	623	1	5	6	25	12	1.0	666
18:00 - 19:00	117	11	128	0	2	2	7	1	1.5	138	149	6	155	1	0	1	8	3	0.6	167	267	23	290	0	2	2	11	7	0.7	310	533	40	573	1	4	5	26	11	0.9	615

SOUTH ST/BRIDGE ST/COACH HILL TITCHFIELD
20-Sep-16

SOUTH ST	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	10	0	**10**	0	0	**0**	0	0	*0.0*	***10***
07:15 - 07:30	1	1	**2**	1	0	**1**	0	0	*33.3*	***3***	10	1	**11**	2	2	**4**	0	0	*26.7*	***15***
07:30 - 07:45	3	1	**4**	1	0	**1**	0	1	*20.0*	***6***	14	4	**18**	0	0	**0**	1	0	*0.0*	***19***
07:45 - 08:00	6	0	**6**	0	0	**0**	0	0	*0.0*	***6***	12	4	**16**	1	1	**2**	1	0	*11.1*	***19***
08:00 - 08:15	4	1	**5**	0	0	**0**	0	0	*0.0*	***5***	17	4	**21**	1	0	**1**	0	0	*4.5*	***22***
08:15 - 08:30	1	0	**1**	0	0	**0**	0	0	*0.0*	***1***	12	4	**16**	1	0	**1**	0	0	*5.9*	***17***
08:30 - 08:45	6	0	**6**	0	0	**0**	0	0	*0.0*	***6***	19	6	**25**	0	1	**1**	0	0	*3.8*	***26***
08:45 - 09:00	7	2	**9**	0	0	**0**	0	0	*0.0*	***9***	29	3	**32**	0	0	**0**	0	0	*0.0*	***32***
09:00 - 09:15	5	1	**6**	0	0	**0**	0	0	*0.0*	***6***	16	4	**20**	0	1	**1**	1	0	*4.8*	***22***
09:15 - 09:30	6	2	**8**	0	0	**0**	0	0	*0.0*	***8***	10	3	**13**	0	0	**0**	0	0	*0.0*	***13***
09:30 - 09:45	9	1	**10**	0	0	**0**	0	0	*0.0*	***10***	13	1	**14**	0	1	**1**	0	0	*6.7*	***15***
09:45 - 10:00	3	1	**4**	1	0	**1**	0	0	*20.0*	***5***	10	1	**11**	0	0	**0**	0	0	*0.0*	***11***
HOUR TOTALS																				
07:00 - 08:00	12	3	**14**	2	0	**2**	0	1	*12.5*	***17***	46	13	**55**	3	3	**6**	2	0	*9.8*	***63***
07:15 - 08:15	14	3	**17**	2	0	**2**	0	1	*10.5*	***20***	53	13	**66**	4	3	**7**	2	0	*9.6*	***75***
07:30 - 08:30	14	2	**16**	1	0	**1**	0	1	*5.9*	***18***	55	16	**71**	3	1	**4**	2	0	*5.3*	***77***
07:45 - 08:45	17	1	**18**	0	0	**0**	0	0	*0.0*	***18***	60	18	**78**	3	2	**5**	1	0	*6.0*	***84***
08:00 - 09:00	18	3	**21**	0	0	**0**	0	0	*0.0*	***21***	77	17	**94**	2	1	**3**	0	0	*3.1*	***97***
08:15 - 09:15	19	3	**22**	0	0	**0**	0	0	*0.0*	***22***	76	17	**93**	1	2	**3**	1	0	*3.1*	***97***
08:30 - 09:30	24	5	**29**	0	0	**0**	0	0	*0.0*	***29***	74	16	**90**	0	2	**2**	1	0	*2.2*	***93***
08:45 - 09:45	27	6	**33**	0	0	**0**	0	0	*0.0*	***33***	68	11	**79**	0	2	**2**	1	0	*2.5*	***82***
09:00 - 10:00	23	5	**28**	1	0	**1**	0	0	*3.4*	***29***	49	9	**58**	0	2	**2**	1	0	*3.3*	***61***

80	593
95	697
95	766
102	800
118	762
119	735
122	665
115	609
90	574

BRIDGE ST	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	34	8	**42**	0	0	**0**	1	0	*0.0*	***43***
07:15 - 07:30	1	0	**1**	0	0	**0**	1	0	*0.0*	***2***	39	9	**48**	0	0	**0**	2	0	*0.0*	***50***
07:30 - 07:45	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	20	8	**28**	0	0	**0**	2	0	*0.0*	***30***
07:45 - 08:00	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***	52	6	**58**	0	0	**0**	0	1	*0.0*	***59***
08:00 - 08:15	3	1	**4**	1	0	**1**	3	0	*20.0*	***8***	40	4	**44**	0	0	**0**	1	0	*0.0*	***45***
08:15 - 08:30	3	2	**5**	0	0	**0**	1	0	*0.0*	***6***	41	6	**47**	0	0	**0**	2	0	*0.0*	***49***
08:30 - 08:45	8	0	**8**	0	0	**0**	1	0	*0.0*	***9***	26	8	**34**	0	0	**0**	2	0	*0.0*	***36***
08:45 - 09:00	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	32	7	**39**	0	0	**0**	0	0	*0.0*	***39***
09:00 - 09:15	6	1	**7**	0	0	**0**	0	0	*0.0*	***7***	34	6	**40**	0	0	**0**	0	2	*0.0*	***42***
09:15 - 09:30	5	0	**5**	0	0	**0**	0	0	*0.0*	***5***	34	4	**38**	1	0	**1**	0	0	*2.6*	***39***
09:30 - 09:45	16	0	**16**	1	0	**1**	0	1	*5.9*	***18***	28	5	**33**	1	0	**1**	1	0	*2.9*	***35***
09:45 - 10:00	7	1	**8**	0	0	**0**	2	0	*0.0*	***10***	26	4	**30**	1	0	**1**	0	0	*3.2*	***31***
HOUR TOTALS																				
07:00 - 08:00	9	0	**9**	0	0	**0**	1	0	*0.0*	***10***	145	31	**176**	0	0	**0**	5	1	*0.0*	***182***
07:15 - 08:15	10	1	**11**	1	0	**1**	4	0	*8.3*	***16***	151	27	**178**	0	0	**0**	5	1	*0.0*	***184***
07:30 - 08:30	12	3	**15**	1	0	**1**	4	0	*6.3*	***20***	153	24	**177**	0	0	**0**	5	1	*0.0*	***183***
07:45 - 08:45	18	3	**21**	1	0	**1**	5	0	*4.5*	***27***	159	24	**183**	0	0	**0**	5	1	*0.0*	***189***
08:00 - 09:00	16	3	**19**	1	0	**1**	5	0	*5.0*	***25***	139	25	**164**	0	0	**0**	5	0	*0.0*	***169***
08:15 - 09:15	19	3	**22**	0	0	**0**	2	0	*0.0*	***24***	133	27	**160**	0	0	**0**	4	2	*0.0*	***166***
08:30 - 09:30	21	1	**22**	0	0	**0**	1	0	*0.0*	***23***	126	25	**151**	3	0	**1**	2	2	*0.7*	***156***
08:45 - 09:45	29	1	**30**	1	0	**1**	0	1	*3.2*	***32***	128	22	**150**	2	0	**2**	1	2	*1.3*	***155***
09:00 - 10:00	34	2	**36**	1	0	**1**	2	1	*2.7*	***40***	122	19	**141**	3	0	**3**	1	2	*2.1*	***147***

192	
200	
203	
216	
194	
190	
179	
187	
187	

COACH HILL	C-A										C-B									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	
07:00 - 07:15	14	1	**15**	1	1	**2**	0	0	*11.8*	***17***	23	3	**26**	0	0	**0**	1	0	*0.0*	***27***	
07:15 - 07:30	10	2	**12**	0	0	**0**	1	0	*0.0*	***13***	42	5	**47**	0	0	**0**	0	0	*0.0*	***47***	
07:30 - 07:45	21	2	**23**	0	1	**1**	0	0	*4.2*	***24***	68	12	**80**	0	0	**0**	2	3	*0.0*	***85***	
07:45 - 08:00	27	2	**29**	0	0	**0**	1	0	*0.0*	***30***	70	5	**75**	1	0	**1**	0	2	*1.3*	***78***	
08:00 - 08:15	34	1	**35**	0	0	**0**	4	0	*0.0*	***39***	77	6	**83**	0	0	**0**	1	2	*0.0*	***86***	
08:15 - 08:30	39	1	**40**	0	1	**1**	1	0	*2.4*	***42***	70	11	**81**	1	1	**2**	1	0	*2.4*	***84***	
08:30 - 08:45	46	2	**48**	0	0	**0**	2	0	*0.0*	***50***	61	8	**69**	1	1	**2**	2	0	*2.8*	***73***	
08:45 - 09:00	15	2	**17**	0	1	**1**	0	0	*5.6*	***18***	49	8	**57**	0	0	**0**	0	1	*0.0*	***58***	
09:00 - 09:15	27	3	**30**	0	0	**0**	2	1	*0.0*	***33***	52	9	**61**	0	0	**0**	1	6	*0.0*	***68***	
09:15 - 09:30	13	4	**17**	0	1	**1**	1	0	*5.6*	***19***	37	7	**44**	1	0	**1**	0	0	*2.2*	***45***	
09:30 - 09:45	19	3	**22**	0	1	**1**	0	0	*4.3*	***23***	42	1	**43**	0	0	**0**	0	0	*0.0*	***43***	
09:45 - 10:00	12	0	**12**	0	0	**0**	1	0	*0.0*	***13***	45	4	**49**	0	0	**0**	1	3	*0.0*	***53***	
HOUR TOTALS																					
07:00 - 08:00	72	7	**79**	1	2	**3**	2	0	*3.7*	***84***	203	25	**228**	1	0	**1**	3	5	*0.4*	***237***	321
07:15 - 08:15	92	7	**99**	0	1	**1**	6	0	*1.0*	***106***	257	28	**285**	1	0	**1**	3	7	*0.3*	***296***	402
07:30 - 08:30	121	6	**127**	0	2	**2**	6	0	*1.6*	***135***	285	34	**319**	2	1	**3**	4	7	*0.9*	***333***	468
07:45 - 08:45	146	6	**152**	0	1	**1**	8	0	*0.7*	***161***	278	30	**308**	3	2	**5**	4	4	*1.6*	***321***	482
08:00 - 09:00	134	6	**140**	0	2	**2**	7	0	*1.4*	***149***	257	33	**290**	2	2	**4**	4	3	*1.4*	***301***	450
08:15 - 09:15	127	8	**135**	0	2	**2**	5	1	*1.5*	***143***	232	36	**268**	2	2	**4**	4	7	*1.5*	***283***	426
08:30 - 09:30	101	11	**112**	0	2	**2**	5	1	*1.8*	***120***	199	32	**231**	2	1	**3**	3	7	*1.3*	***244***	364
08:45 - 09:45	74	12	**86**	0	3	**3**	3	1	*3.4*	***93***	180	25	**205**	1	0	**1**	1	7	*0.5*	***214***	307
09:00 - 10:00	71	10	**81**	0	2	**2**	4	1	*2.4*	***88***	176	21	**197**	1	0	**1**	2	9	*0.5*	***209***	297

SOUTH ST	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
16:00 - 16:15	13	2	**15**	0	0	**0**	0	0	*0.0*	***15***	23	2	**25**	0	1	**1**	2	0	*3.8*	***28***
16:15 - 16:30	14	0	**14**	0	0	**0**	1	0	*0.0*	***15***	21	2	**23**	0	0	**0**	0	1	*0.0*	***24***
16:30 - 16:45	11	1	**12**	0	0	**0**	0	0	*0.0*	***12***	24	5	**29**	0	1	**1**	1	1	*3.3*	***32***
16:45 - 17:00	8	1	**9**	0	1	**1**	0	1	*10.0*	***11***	23	2	**25**	0	0	**0**	0	1	*0.0*	***26***
17:00 - 17:15	13	2	**15**	0	0	**0**	3	0	*0.0*	***18***	21	4	**25**	0	0	**0**	2	0	*0.0*	***27***
17:15 - 17:30	12	4	**16**	0	0	**0**	1	1	*0.0*	***18***	29	9	**38**	0	1	**1**	2	0	*2.6*	***41***
17:30 - 17:45	6	0	**6**	0	0	**0**	2	1	*0.0*	***9***	29	7	**36**	0	0	**0**	0	1	*0.0*	***37***
17:45 - 18:00	7	0	**7**	0	1	**1**	1	1	*12.5*	***10***	26	3	**29**	0	1	**1**	0	0	*3.3*	***30***
18:00 - 18:15	10	0	**10**	0	0	**0**	0	0	*0.0*	***10***	25	1	**26**	0	0	**0**	1	0	*0.0*	***27***
18:15 - 18:30	7	2	**9**	0	0	**0**	3	0	*0.0*	***12***	21	4	**25**	0	1	**1**	0	1	*3.8*	***27***
18:30 - 18:45	12	0	**12**	0	0	**0**	0	0	*0.0*	***12***	16	1	**17**	0	0	**0**	2	0	*0.0*	***19***
18:45 - 19:00	5	1	**6**	0	0	**0**	0	0	*0.0*	***6***	21	2	**23**	0	1	**1**	1	0	*4.2*	***25***
HOUR TOTALS																				
16:00 - 17:00	46	4	**50**	0	1	**1**	1	1	*2.0*	***53***	91	11	**102**	0	2	**2**	3	3	*1.9*	***110***
16:15 - 17:15	46	4	**50**	0	1	**1**	4	1	*2.0*	***56***	89	13	**102**	0	1	**1**	3	3	*1.0*	***109***
16:30 - 17:30	44	8	**52**	0	1	**1**	4	2	*1.9*	***59***	97	20	**117**	0	2	**2**	5	2	*1.7*	***126***
16:45 - 17:45	39	7	**46**	0	1	**1**	6	3	*2.1*	***56***	102	22	**124**	0	1	**1**	4	2	*0.8*	***131***
17:00 - 18:00	38	6	**44**	0	1	**1**	7	3	*2.2*	***55***	105	23	**128**	0	2	**2**	4	1	*1.5*	***135***
17:15 - 18:15	35	4	**39**	0	1	**1**	4	3	*2.5*	***47***	109	20	**129**	0	2	**2**	3	1	*1.5*	***135***
17:30 - 18:30	30	2	**32**	0	1	**1**	6	2	*3.0*	***41***	101	15	**116**	0	2	**2**	1	2	*1.7*	***121***
17:45 - 18:45	36	2	**38**	0	1	**1**	4	1	*2.6*	***44***	88	9	**97**	0	2	**2**	3	1	*2.0*	***103***
18:00 - 19:00	34	3	**37**	0	0	**0**	3	0	*0.0*	***40***	83	8	**91**	0	2	**2**	4	1	*2.2*	***98***

163	880
165	919
185	949
187	910
190	868
182	797
162	721
147	666
138	615

BRIDGE RD	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
16:00 - 16:15	5	0	**5**	0	0	**0**	0	0	*0.0*	***5***	52	10	**62**	0	0	**0**	2	0	*0.0*	***64***
16:15 - 16:30	5	1	**6**	0	0	**0**	0	0	*0.0*	***6***	41	10	**51**	0	0	**0**	2	1	*0.0*	***54***
16:30 - 16:45	3	1	**4**	0	0	**0**	1	0	*0.0*	***5***	39	8	**47**	0	0	**0**	1	2	*0.0*	***50***
16:45 - 17:00	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***	42	2	**44**	0	0	**0**	1	2	*0.0*	***47***
17:00 - 17:15	2	0	**2**	0	0	**0**	1	0	*0.0*	***3***	56	1	**57**	0	0	**0**	1	0	*0.0*	***58***
17:15 - 17:30	5	0	**5**	0	0	**0**	0	0	*0.0*	***5***	47	2	**49**	0	0	**0**	3	3	*0.0*	***55***
17:30 - 17:45	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	45	6	**51**	0	0	**0**	0	1	*0.0*	***52***
17:45 - 18:00	4	0	**4**	0	0	**0**	0	0	*0.0*	***4***	38	5	**43**	0	0	**0**	1	0	*0.0*	***44***
18:00 - 18:15	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	40	2	**42**	0	0	**0**	1	1	*0.0*	***44***
18:15 - 18:30	2	0	**2**	0	0	**0**	0	0	*0.0*	***2***	45	1	**46**	1	0	**1**	2	1	*2.1*	***50***
18:30 - 18:45	2	0	**2**	0	0	**0**	1	0	*0.0*	***3***	30	3	**33**	0	0	**0**	3	0	*0.0*	***36***
18:45 - 19:00	4	0	**4**	0	0	**0**	0	1	*0.0*	***5***	26	0	**26**	0	0	**0**	1	0	*0.0*	***27***
HOUR TOTALS																				
16:00 - 17:00	17	2	**19**	0	0	**0**	1	0	*0.0*	***20***	174	30	**204**	0	0	**0**	6	5	*0.0*	***215***
16:15 - 17:15	14	2	**16**	0	0	**0**	2	0	*0.0*	***18***	178	21	**199**	0	0	**0**	5	5	*0.0*	***209***
16:30 - 17:30	14	1	15	0	0	0	2	0	*0.0*	*17*	184	13	197	0	0	0	6	7	*0.0*	*210*
16:45 - 17:45	13	0	**13**	0	0	**0**	1	0	*0.0*	***14***	190	11	**201**	0	0	**0**	5	6	*0.0*	***212***
17:00 - 18:00	13	0	**13**	0	0	**0**	1	0	*0.0*	***14***	186	14	**200**	0	0	**0**	5	4	*0.0*	***209***
17:15 - 18:15	11	0	**11**	0	0	**0**	0	0	*0.0*	***11***	170	15	**185**	0	0	**0**	5	5	*0.0*	***195***
17:30 - 18:30	8	0	**8**	0	0	**0**	0	0	*0.0*	***8***	168	14	**182**	1	0	**1**	4	3	*0.5*	***190***
17:45 - 18:45	8	0	**8**	0	0	**0**	1	0	*0.0*	***9***	153	11	**164**	1	0	**1**	7	2	*0.6*	***174***

235	
227	
227	
226	
223	
206	
198	
183	

18:00 - 19:00	8	0	**8**	0	0	**0**	1	1	*0.0*	***10***	141	6	**147**	1	0	**1**	7	2	*0.7*	***157***

COACH HILL	C-A										C-B									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	
16:00 - 16:15	19	1	**20**	0	0	**0**	0	3	*0.0*	***23***	61	9	**70**	0	0	**0**	0	2	*0.0*	***72***	
16:15 - 16:30	21	0	**21**	0	1	**1**	1	0	*4.5*	***23***	74	15	**89**	1	0	**1**	0	1	*1.1*	***91***	
16:30 - 16:45	15	7	**22**	1	0	**1**	0	1	*4.3*	***24***	88	25	**113**	0	0	**0**	1	1	*0.0*	***115***	
16:45 - 17:00	31	1	**32**	0	2	**2**	0	2	*5.9*	***36***	78	13	**91**	0	0	**0**	5	2	*0.0*	***98***	
17:00 - 17:15	28	3	**31**	0	0	**0**	1	1	*0.0*	***33***	86	17	**103**	0	0	**0**	3	1	*0.0*	***107***	
17:15 - 17:30	12	3	**15**	0	1	**1**	4	2	*6.3*	***22***	89	9	**98**	0	0	**0**	2	2	*0.0*	***102***	
17:30 - 17:45	11	1	**12**	0	0	**0**	5	0	*0.0*	***17***	75	6	**81**	0	0	**0**	0	1	*0.0*	***82***	
17:45 - 18:00	15	3	**18**	0	1	**1**	0	0	*5.3*	***19***	65	5	**70**	0	0	**0**	2	1	*0.0*	***73***	
18:00 - 18:15	18	1	**19**	0	0	**0**	1	1	*0.0*	***21***	62	8	**70**	0	0	**0**	1	2	*0.0*	***73***	
18:15 - 18:30	16	0	**16**	0	0	**0**	1	1	*0.0*	***18***	53	4	**57**	0	0	**0**	0	1	*0.0*	***58***	
18:30 - 18:45	14	1	**15**	0	1	**1**	4	0	*6.3*	***20***	48	3	**51**	0	0	**0**	1	2	*0.0*	***54***	
18:45 - 19:00	17	3	**20**	0	1	**1**	2	0	*4.8*	***23***	39	3	**42**	0	0	**0**	1	0	*0.0*	***43***	
HOUR TOTALS																					
16:00 - 17:00	86	9	**95**	1	3	**4**	1	6	*4.0*	***106***	301	62	**363**	1	0	**1**	6	6	*0.3*	***376***	482
16:15 - 17:15	95	11	**106**	1	3	**4**	2	4	*3.6*	***116***	326	70	**396**	1	0	**1**	9	5	*0.3*	***411***	527
16:30 - 17:30	86	14	100	1	3	4	5	6	*3.8*	*115*	341	64	405	0	0	0	11	6	*0.0*	*422*	537
16:45 - 17:45	82	8	**90**	0	3	**3**	10	5	*3.2*	***108***	328	45	**373**	0	0	**0**	10	6	*0.0*	***389***	497
17:00 - 18:00	66	10	**76**	0	2	**2**	10	3	*2.6*	***91***	315	37	**352**	0	0	**0**	7	5	*0.0*	***364***	455
17:15 - 18:15	56	8	**64**	0	2	**2**	10	3	*3.0*	***79***	291	28	**319**	0	0	**0**	5	6	*0.0*	***330***	409
17:30 - 18:30	60	5	**65**	0	1	**1**	7	2	*1.5*	***75***	255	23	**278**	0	0	**0**	3	5	*0.0*	***286***	361
17:45 - 18:45	63	5	**68**	0	2	**2**	6	2	*2.9*	***78***	228	20	**248**	0	0	**0**	4	6	*0.0*	***258***	336
18:00 - 19:00	65	5	**70**	0	2	**2**	8	2	*2.8*	***82***	202	18	**220**	0	0	**0**	3	5	*0.0*	***228***	310

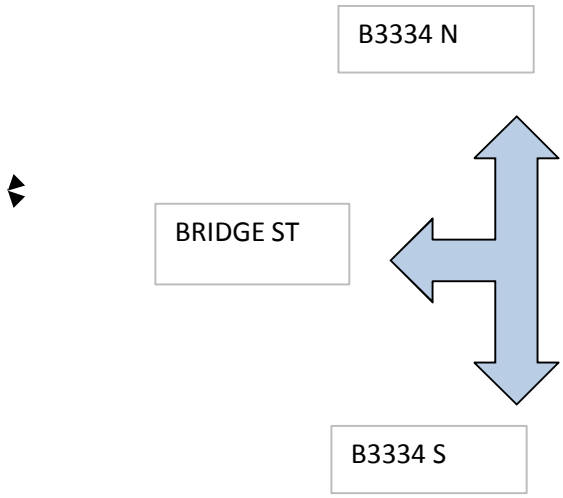
TIME	SOUTH ST
7:00	
7:05	0
7:10	0
7:15	0
7:20	0
7:25	0
7:30	0
7:35	2
7:40	0
7:45	2
7:50	2
7:55	3
8:00	0
8:05	0
8:10	0
8:15	0
8:20	0
8:25	0
8:30	2
8:35	0
8:40	0
8:45	3
8:50	0
8:55	2
9:00	2
9:05	0
9:10	0
9:15	0
9:20	0
9:25	0
9:30	30
9:35	0
9:40	0
9:45	0
9:50	0
9:55	0

TIME	BRIDGE ST
7:00	0
7:05	0
7:10	0
7:15	0
7:20	0
7:25	2
7:30	0
7:35	2
7:40	0
7:45	3
7:50	2
7:55	5
8:00	0
8:05	3
8:10	4
8:15	0
8:20	3
8:25	2
8:30	0
8:35	2
8:40	2
8:45	0
8:50	0
8:55	3
9:00	0
9:05	0
9:10	2
9:15	0
9:20	0
9:25	0
9:30	0
9:35	0
9:40	0
9:45	0
9:50	0
9:55	0

TIME	SOUTH ST
16:00	2
16:05	3
16:10	2
16:15	0
16:20	0
16:25	2
16:30	2
16:35	3
16:40	2
16:45	0
16:50	3
16:55	2
17:00	2
17:05	2
17:10	2
17:15	3
17:20	0
17:25	2
17:30	2
17:35	3
17:40	2
17:45	3
17:50	3
17:55	0
18:00	4
18:05	3
18:10	2
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0

TIME	BRIDGE ST
16:00	0
16:05	3
16:10	2
16:15	3
16:20	2
16:25	2
16:30	0
16:35	2
16:40	2
16:45	2
16:50	0
16:55	2
17:00	3
17:05	0
17:10	3
17:15	2
17:20	4
17:25	2
17:30	4
17:35	2
17:40	2
17:45	4
17:50	3
17:55	0
18:00	0
18:05	0
18:10	2
18:15	0
18:20	0
18:25	0
18:30	0
18:35	2
18:40	2
18:45	0
18:50	0
18:55	0

B3334/BRIDGE ST TITCHFIELD
20-Sep-16



PEAK HOUR MCCS

B3334/BRIDGE ST TITCHFIELD

20-Sep-16

AM	SOUTH ST									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	###	###	###	0.0	#REF!
07:15 - 07:30	###	###	###	###	###	###	###	###	0.0	#REF!
07:30 - 07:45	###	###	###	###	###	###	###	###	0.0	#REF!
07:45 - 08:00	###	###	###	###	###	###	###	###	0.0	#REF!
08:00 - 08:15	###	###	###	###	###	###	###	###	0.0	#REF!
08:15 - 08:30	###	###	###	###	###	###	###	###	0.0	#REF!
08:30 - 08:45	###	###	###	###	###	###	###	###	0.0	#REF!
08:45 - 09:00	###	###	###	###	###	###	###	###	0.0	#REF!
09:00 - 09:15	###	###	###	###	###	###	###	###	0.0	#REF!
09:15 - 09:30	###	###	###	###	###	###	###	###	0.0	#REF!
09:30 - 09:45	230	###	###	###	###	###	###	###	0.0	#REF!
09:45 - 10:00	235	###	###	###	###	###	###	###	0.0	#REF!
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	###	###	###	0.0	#REF!
07:15 - 08:15	###	###	###	###	###	###	###	###	0.0	#REF!
07:30 - 08:30	###	###	###	###	###	###	###	###	0.0	#REF!
07:45 - 08:45	###	###	###	###	###	###	###	###	0.0	#REF!
08:00 - 09:00	###	###	###	###	###	###	###	###	0.0	#REF!
08:15 - 09:15	###	###	###	###	###	###	###	###	0.0	#REF!
08:30 - 09:30	###	###	###	###	###	###	###	###	0.0	#REF!
08:45 - 09:45	###	###	###	###	###	###	###	###	0.0	#REF!
09:00 - 10:00	###	###	###	###	###	###	###	###	0.0	#REF!

AM	BRIDGE ST									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	###	###	###	0.0	###
07:15 - 07:30	###	###	###	###	###	###	###	###	0.0	###
07:30 - 07:45	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:00	###	###	###	###	###	###	###	###	0.0	###
08:00 - 08:15	###	###	###	###	###	###	###	###	0.0	###
08:15 - 08:30	###	###	###	###	###	###	###	###	0.0	###
08:30 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:00	###	###	###	###	###	###	###	###	0.0	###
09:00 - 09:15	###	###	###	###	###	###	###	###	0.0	###
09:15 - 09:30	###	###	###	###	###	###	###	###	0.0	###
09:30 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:45 - 10:00	###	###	###	###	###	###	###	###	0.0	###
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	###	###	###	0.0	###
07:15 - 08:15	###	###	###	###	###	###	###	###	0.0	###
07:30 - 08:30	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:00 - 09:00	###	###	###	###	###	###	###	###	0.0	###
08:15 - 09:15	###	###	###	###	###	###	###	###	0.0	###
08:30 - 09:30	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:00 - 10:00	###	###	###	###	###	###	###	###	0.0	###

AM	COACH HILL									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	#REF!	###	###	0.0	###
07:15 - 07:30	###	###	###	###	###	#REF!	###	###	0.0	###
07:30 - 07:45	###	###	###	###	###	#REF!	###	###	0.0	###
07:45 - 08:00	###	###	###	###	###	#REF!	###	###	0.0	###
08:00 - 08:15	###	###	###	###	###	#REF!	###	###	0.0	###
08:15 - 08:30	###	###	###	###	###	#REF!	###	###	0.0	###
08:30 - 08:45	###	###	###	###	###	#REF!	###	###	0.0	###
08:45 - 09:00	###	###	###	###	###	#REF!	###	###	0.0	###
09:00 - 09:15	###	###	###	###	###	#REF!	###	###	0.0	###
09:15 - 09:30	###	###	###	###	###	#REF!	###	###	0.0	###
09:30 - 09:45	###	###	###	###	###	#REF!	###	###	0.0	###
09:45 - 10:00	###	###	###	###	###	#REF!	###	###	0.0	###
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	#REF!	###	###	0.0	###
07:15 - 08:15	###	###	###	###	###	#REF!	###	###	0.0	###
07:30 - 08:30	###	###	###	###	###	#REF!	###	###	0.0	###
07:45 - 08:45	###	###	###	###	###	#REF!	###	###	0.0	###
08:00 - 09:00	###	###	###	###	###	#REF!	###	###	0.0	###
08:15 - 09:15	###	###	###	###	###	#REF!	###	###	0.0	###
08:30 - 09:30	###	###	###	###	###	#REF!	###	###	0.0	###
08:45 - 09:45	###	###	###	###	###	#REF!	###	###	0.0	###
09:00 - 10:00	###	###	###	###	###	#REF!	###	###	0.0	###

AM	TOTAL									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
07:00 - 07:15	###	###	###	###	###	###	###	###	0.0	###
07:15 - 07:30	###	###	###	###	###	###	###	###	0.0	###
07:30 - 07:45	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:00	###	###	###	###	###	###	###	###	0.0	###
08:00 - 08:15	###	###	###	###	###	###	###	###	0.0	###
08:15 - 08:30	###	###	###	###	###	###	###	###	0.0	###
08:30 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:00	###	###	###	###	###	###	###	###	0.0	###
09:00 - 09:15	###	###	###	###	###	###	###	###	0.0	###
09:15 - 09:30	###	###	###	###	###	###	###	###	0.0	###
09:30 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:45 - 10:00	###	###	###	###	###	###	###	###	0.0	###
HOUR TOTALS										
07:00 - 08:00	###	###	###	###	###	###	###	###	0.0	###
07:15 - 08:15	###	###	###	###	###	###	###	###	0.0	###
07:30 - 08:30	###	###	###	###	###	###	###	###	0.0	###
07:45 - 08:45	###	###	###	###	###	###	###	###	0.0	###
08:00 - 09:00	###	###	###	###	###	###	###	###	0.0	###
08:15 - 09:15	###	###	###	###	###	###	###	###	0.0	###
08:30 - 09:30	###	###	###	###	###	###	###	###	0.0	###
08:45 - 09:45	###	###	###	###	###	###	###	###	0.0	###
09:00 - 10:00	###	###	###	###	###	###	###	###	0.0	###

PM	SOUTH ST									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	###	###	###	###	###	###	###	###	0.0	#REF!
16:15 - 16:30	###	###	###	###	###	###	###	###	0.0	#REF!
16:30 - 16:45	###	###	###	###	###	###	###	###	0.0	#REF!
16:45 - 17:00	###	###	###	###	###	###	###	###	0.0	#REF!
17:00 - 17:15	###	###	###	###	###	###	###	###	0.0	#REF!
17:15 - 17:30	###	###	###	###	###	###	###	###	0.0	#REF!
17:30 - 17:45	###	###	###	###	###	###	###	###	0.0	#REF!
17:45 - 18:00	###	###	###	###	###	###	###	###	0.0	#REF!
18:00 - 18:15	###	###	###	###	###	###	###	###	0.0	#REF!
18:15 - 18:30	###	###	###	###	###	###	###	###	0.0	#REF!
18:30 - 18:45	###	###	###	###	###	###	###	###	0.0	#REF!
18:45 - 19:00	###	###	###	###	###	###	###	###	0.0	#REF!
HOUR TOTALS										
16:00 - 17:00	###	###	###	###	###	###	###	###	0.0	#REF!
16:15 - 17:15	###	###	###	###	###	###	###	###	0.0	#REF!
16:30 - 17:30	###	###	###	###	###	###	###	###	0.0	#REF!
16:45 - 17:45	###	###	###	###	###	###	###	###	0.0	#REF!
17:00 - 18:00	###	###	###	###	###	###	###	###	0.0	#REF!
17:15 - 18:15	###	###	###	###	###	###	###	###	0.0	#REF!
17:30 - 18:30	###	###	###	###	###	###	###	###	0.0	#REF!
17:45 - 18:45	###	###	###	###	###	###	###	###	0.0	#REF!
18:00 - 19:00	###	###	###	###	###	###	###	###	0.0	#REF!

PM	BRIDGE ST									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	###	###	###	###	###	###	###	###	0.0	###
16:15 - 16:30	###	###	###	###	###	###	###	###	0.0	###
16:30 - 16:45	###	###	###	###	###	###	###	###	0.0	###
16:45 - 17:00	###	###	###	###	###	###	###	###	0.0	###
17:00 - 17:15	###	###	###	###	###	###	###	###	0.0	###
17:15 - 17:30	###	###	###	###	###	###	###	###	0.0	###
17:30 - 17:45	###	###	###	###	###	###	###	###	0.0	###
17:45 - 18:00	###	###	###	###	###	###	###	###	0.0	###
18:00 - 18:15	###	###	###	###	###	###	###	###	0.0	###
18:15 - 18:30	###	###	###	###	###	###	###	###	0.0	###
18:30 - 18:45	###	###	###	###	###	###	###	###	0.0	###
18:45 - 19:00	###	###	###	###	###	###	###	###	0.0	###
HOUR TOTALS										
16:00 - 17:00	###	###	###	###	###	###	###	###	0.0	###
16:15 - 17:15	###	###	###	###	###	###	###	###	0.0	###
16:30 - 17:30	###	###	###	###	###	###	###	###	0.0	###
16:45 - 17:45	###	###	###	###	###	###	###	###	0.0	###
17:00 - 18:00	###	###	###	###	###	###	###	###	0.0	###
17:15 - 18:15	###	###	###	###	###	###	###	###	0.0	###
17:30 - 18:30	###	###	###	###	###	###	###	###	0.0	###
17:45 - 18:45	###	###	###	###	###	###	###	###	0.0	###
18:00 - 19:00	###	###	###	###	###	###	###	###	0.0	###

PM	COACH HILL									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	133	9	**142**	1	0	**1**	1	2	*0.7*	***146***
16:15 - 16:30	169	23	**192**	0	0	**0**	1	1	*0.0*	***194***
16:30 - 16:45	153	24	**177**	0	1	**1**	0	1	*0.6*	***179***
16:45 - 17:00	150	26	**176**	3	0	**3**	1	1	*1.7*	***181***
17:00 - 17:15	182	19	**201**	1	0	**1**	5	5	*0.5*	***212***
17:15 - 17:30	173	8	**181**	0	0	**0**	0	4	*0.0*	***185***
17:30 - 17:45	167	13	**180**	0	2	**2**	2	1	*1.1*	***185***
17:45 - 18:00	190	21	**211**	0	0	**0**	1	2	*0.0*	***214***
18:00 - 18:15	167	15	**182**	0	0	**0**	0	4	*0.0*	***186***
18:15 - 18:30	174	12	**186**	0	0	**0**	1	0	*0.0*	***187***
18:30 - 18:45	146	8	**154**	1	0	**1**	0	3	*0.6*	***158***
18:45 - 19:00	115	13	**128**	0	0	**0**	0	3	*0.0*	***131***
HOUR TOTALS										
16:00 - 17:00	605	82	**687**	4	1	**5**	3	5	*0.7*	***700***
16:15 - 17:15	654	92	**746**	4	1	**5**	7	8	*0.7*	***766***
16:30 - 17:30	658	77	**735**	4	1	**5**	6	11	*0.7*	***757***
16:45 - 17:45	672	66	**738**	4	2	**6**	8	11	*0.8*	***763***
17:00 - 18:00	712	61	**773**	1	2	**3**	8	12	*0.4*	***796***
17:15 - 18:15	697	57	**754**	0	2	**2**	3	11	*0.3*	***770***
17:30 - 18:30	698	61	**759**	0	2	**2**	4	7	*0.3*	***772***
17:45 - 18:45	677	56	**733**	1	0	**1**	2	9	*0.1*	***745***
18:00 - 19:00	602	48	**650**	1	0	**1**	1	10	*0.2*	***662***

PM	TOTAL									
TIME	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	HEAVY	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:00 - 16:15	###	###	###	###	###	###	###	###	0.0	###
16:15 - 16:30	###	###	###	###	###	###	###	###	0.0	###
16:30 - 16:45	###	###	###	###	###	###	###	###	0.0	###
16:45 - 17:00	###	###	###	###	###	###	###	###	0.0	###
17:00 - 17:15	###	###	###	###	###	###	###	###	0.0	###
17:15 - 17:30	###	###	###	###	###	###	###	###	0.0	###
17:30 - 17:45	###	###	###	###	###	###	###	###	0.0	###
17:45 - 18:00	###	###	###	###	###	###	###	###	0.0	###
18:00 - 18:15	###	###	###	###	###	###	###	###	0.0	###
18:15 - 18:30	###	###	###	###	###	###	###	###	0.0	###
18:30 - 18:45	###	###	###	###	###	###	###	###	0.0	###
18:45 - 19:00	###	###	###	###	###	###	###	###	0.0	###
HOUR TOTALS										
16:00 - 17:00	###	###	###	###	###	###	###	###	0.0	###
16:15 - 17:15	###	###	###	###	###	###	###	###	0.0	###
16:30 - 17:30	###	###	###	###	###	###	###	###	0.0	###
16:45 - 17:45	###	###	###	###	###	###	###	###	0.0	###
17:00 - 18:00	###	###	###	###	###	###	###	###	0.0	###
17:15 - 18:15	###	###	###	###	###	###	###	###	0.0	###
17:30 - 18:30	###	###	###	###	###	###	###	###	0.0	###
17:45 - 18:45	###	###	###	###	###	###	###	###	0.0	###
18:00 - 19:00	###	###	###	###	###	###	###	###	0.0	###

B3334/BRIDGE ST TITCHFIELD
20-Sep-16

B3334 S	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	38	7	**45**	0	0	**0**	0	0	*0.0*	***45***	215	38	**253**	0	0	**0**	1	2	*0.0*	***256***
07:15 - 07:30	35	7	**42**	1	0	**1**	2	0	*2.3*	***45***	203	31	**234**	1	0	**1**	1	7	*0.4*	***243***
07:30 - 07:45	24	6	**30**	0	0	**0**	1	0	*0.0*	***31***	221	22	**243**	1	1	**2**	1	3	*0.8*	***249***
07:45 - 08:00	41	5	**46**	0	0	**0**	0	1	*0.0*	***47***	210	29	**239**	2	0	**2**	0	3	*0.8*	***244***
08:00 - 08:15	37	5	**42**	1	0	**1**	4	0	*2.3*	***47***	199	16	**215**	2	0	**2**	1	6	*0.9*	***224***
08:15 - 08:30	42	9	**51**	0	0	**0**	2	0	*0.0*	***53***	215	9	**224**	4	0	**4**	0	4	*1.8*	***232***
08:30 - 08:45	34	7	**41**	0	0	**0**	4	0	*0.0*	***45***	193	14	**207**	2	0	**2**	0	5	*1.0*	***214***
08:45 - 09:00	33	6	**39**	0	0	**0**	0	0	*0.0*	***39***	178	13	**191**	9	1	**10**	0	5	*5.0*	***206***
09:00 - 09:15	38	5	**43**	1	0	**1**	0	2	*2.3*	***46***	192	16	**208**	0	1	**1**	0	2	*0.5*	***211***
09:15 - 09:30	40	5	**45**	1	0	**1**	0	0	*2.2*	***46***	195	20	**215**	5	0	**5**	0	3	*2.3*	***223***
09:30 - 09:45	39	4	**43**	2	0	**2**	1	1	*4.4*	***47***	174	20	**194**	9	0	**9**	2	2	*4.4*	***207***
09:45 - 10:00	31	5	**36**	1	0	**1**	2	0	*2.7*	***39***	134	14	**148**	8	0	**8**	0	3	*5.1*	***159***
HOUR TOTALS																				
07:00 - 08:00	138	25	**163**	1	0	**1**	3	1	*0.6*	***168***	849	120	**969**	4	1	**5**	3	15	*0.5*	***992***
07:15 - 08:15	137	23	**160**	2	0	**2**	7	1	*1.2*	***170***	833	98	**931**	6	1	**7**	3	19	*0.7*	***960***
07:30 - 08:30	144	25	**169**	1	0	**1**	7	1	*0.6*	***178***	845	76	**921**	9	1	**10**	2	16	*1.1*	***949***
07:45 - 08:45	154	26	180	1	0	1	10	1	*0.6*	*192*	817	68	885	10	0	10	1	18	*1.1*	*914*
08:00 - 09:00	146	27	**173**	1	0	**1**	10	0	*0.6*	***184***	785	52	**837**	17	1	**18**	1	20	*2.1*	***876***
08:15 - 09:15	147	27	**174**	1	0	**1**	6	2	*0.6*	***183***	778	52	**830**	15	2	**17**	0	16	*2.0*	***863***
08:30 - 09:30	145	23	**168**	5	0	**2**	4	2	*1.2*	***176***	758	63	**821**	16	2	**18**	0	15	*2.1*	***854***
08:45 - 09:45	150	20	**170**	4	0	**4**	1	3	*2.3*	***178***	739	69	**808**	23	2	**25**	2	12	*3.0*	***847***
09:00 - 10:00	148	19	**167**	5	0	**5**	3	3	*2.9*	***178***	695	70	**765**	22	1	**23**	2	10	*2.9*	***800***

BRIDGE ST	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	15	2	**17**	0	0	**0**	1	0	*0.0*	***18***			**0**			**0**			*0.0*	***0***
07:15 - 07:30	47	5	**52**	1	0	**1**	0	0	*1.9*	***53***			**0**			**0**			*0.0*	***0***
07:30 - 07:45	77	11	**88**	1	0	**1**	3	3	*1.1*	***95***			**0**			**0**			*0.0*	***0***
07:45 - 08:00	64	5	**69**	0	0	**0**	0	2	*0.0*	***71***			**0**			**0**			*0.0*	***0***
08:00 - 08:15	82	5	**87**	1	0	**1**	1	2	*1.1*	***91***			**0**			**0**			*0.0*	***0***
08:15 - 08:30	66	11	**77**	0	1	**1**	1	0	*1.3*	***79***			**0**			**0**			*0.0*	***0***
08:30 - 08:45	70	8	**78**	0	0	**0**	1	0	*0.0*	***79***			**0**			**0**			*0.0*	***0***
08:45 - 09:00	52	9	**61**	1	0	**1**	0	0	*1.6*	***62***			**0**			**0**			*0.0*	***0***
09:00 - 09:15	55	9	**64**	1	0	**1**	0	7	*1.5*	***72***			**0**			**0**			*0.0*	***0***
09:15 - 09:30	48	7	**55**	0	0	**0**	1	0	*0.0*	***56***			**0**			**0**			*0.0*	***0***
09:30 - 09:45	37	2	**39**	0	0	**0**	0	0	*0.0*	***39***			**0**			**0**			*0.0*	***0***
09:45 - 10:00	53	5	**58**	1		**1**	1	3	*1.7*	***63***			**0**			**0**			*0.0*	***0***
HOUR TOTALS																				
07:00 - 08:00	203	23	**226**	2	0	**2**	4	5	*0.9*	***237***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
07:15 - 08:15	270	26	**296**	3	0	**3**	4	7	*1.0*	***310***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
07:30 - 08:30	289	32	**321**	2	1	**3**	5	7	*0.9*	***336***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
07:45 - 08:45	282	29	**311**	1	1	**2**	3	4	*0.6*	***320***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:00 - 09:00	270	33	**303**	2	1	**3**	3	2	*1.0*	***311***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:15 - 09:15	243	37	**280**	2	1	**3**	2	7	*1.1*	***292***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:30 - 09:30	225	33	**258**	2	0	**2**	2	7	*0.8*	***269***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:45 - 09:45	192	27	**219**	2	0	**2**	1	7	*0.9*	***229***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
09:00 - 10:00	193	23	**216**	2	0	**2**	2	10	*0.9*	***230***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***

B3334 N	C-A										C-B									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
07:00 - 07:15	45	5	**50**	6	1	**7**	0	1	*12.3*	***58***			**0**			**0**			*0.0*	***0***
07:15 - 07:30	45	6	**51**	6	0	**6**	0	1	*10.5*	***58***			**0**			**0**			*0.0*	***0***
07:30 - 07:45	64	6	**70**	2	0	**2**	0	3	*2.8*	***75***			**0**			**0**			*0.0*	***0***
07:45 - 08:00	65	23	**88**	3	0	**3**	0	0	*3.3*	***91***			**0**			**0**			*0.0*	***0***
08:00 - 08:15	64	14	**78**	2	0	**2**	0	1	*2.5*	***81***			**0**			**0**			*0.0*	***0***
08:15 - 08:30	52	7	**59**	4	0	**4**	0	5	*6.3*	***68***			**0**			**0**			*0.0*	***0***
08:30 - 08:45	45	12	**57**	3	0	**3**	0	2	*5.0*	***62***			**0**			**0**			*0.0*	***0***
08:45 - 09:00	41	13	**54**	6	0	**6**	0	0	*10.0*	***60***			**0**			**0**			*0.0*	***0***
09:00 - 09:15	38	12	**50**	3	0	**3**	0	2	*5.7*	***55***			**0**			**0**			*0.0*	***0***
09:15 - 09:30	56	6	**62**	4	0	**4**	0	1	*6.1*	***67***			**0**			**0**			*0.0*	***0***
09:30 - 09:45	42	9	**51**	3	0	**3**	0	1	*5.6*	***55***			**0**			**0**			*0.0*	***0***
09:45 - 10:00	69	14	**83**	2	0	**2**	0	0	*2.4*	***85***			**0**			**0**			*0.0*	***0***
HOUR TOTALS																				
07:00 - 08:00	219	54	**259**	17	1	**18**	0	5	*6.5*	***282***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
07:15 - 08:15	238	49	**287**	13	0	**13**	0	5	*4.3*	***305***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
07:30 - 08:30	245	50	**295**	11	0	**11**	0	9	*3.6*	***315***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
07:45 - 08:45	226	56	**282**	12	0	**12**	0	8	*4.1*	***302***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:00 - 09:00	202	46	**248**	15	0	**15**	0	8	*5.7*	***271***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:15 - 09:15	176	44	**220**	16	0	**16**	0	9	*6.8*	***245***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:30 - 09:30	180	43	**223**	16	0	**16**	0	5	*6.7*	***244***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
08:45 - 09:45	177	40	**217**	16	0	**16**	0	4	*6.9*	***237***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
09:00 - 10:00	205	41	**246**	12	0	**12**	0	4	*4.7*	***262***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***

B3334 S	A-B										A-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
16:00 - 16:15	42	11	**53**	0	0	**0**	2	0	*0.0*	***55***	92	13	**105**	4	0	**4**	0	0	*3.7*	***109***
16:15 - 16:30	33	6	**39**	0	0	**0**	2	1	*0.0*	***42***	109	10	**119**	3	0	**3**	0	2	*2.5*	***124***
16:30 - 16:45	41	6	**47**	0	0	**0**	1	1	*0.0*	***49***	102	22	**124**	2	0	**2**	0	1	*1.6*	***127***
16:45 - 17:00	31	7	**38**	0	1	**1**	0	0	*2.6*	***39***	87	11	**98**	1	0	**1**	0	1	*1.0*	***100***
17:00 - 17:15	44	6	**50**	0	0	**0**	5	1	*0.0*	***56***	99	4	**103**	1	0	**1**	0	1	*1.0*	***105***
17:15 - 17:30	53	3	**56**	0	0	**0**	3	2	*0.0*	***61***	95	16	**111**	2	2	**4**	0	1	*3.5*	***116***
17:30 - 17:45	43	5	**48**	0	0	**0**	0	1	*0.0*	***49***	82	5	**87**	1	0	**1**	0	0	*1.1*	***88***
17:45 - 18:00	36	7	**43**	0	0	**0**	0	0	*0.0*	***43***	83	8	**91**	1	0	**1**	0	1	*1.1*	***93***
18:00 - 18:15	34	3	**37**	0	0	**0**	2	0	*0.0*	***39***	91	3	**94**	0	0	**0**	0	0	*0.0*	***94***
18:15 - 18:30	37	6	**43**	0	0	**0**	0	0	*0.0*	***43***	100	7	**107**	1	0	**1**	0	1	*0.9*	***109***
18:30 - 18:45	29	3	**32**	0	0	**0**	3	0	*0.0*	***35***	82	5	**87**	1	0	**1**	0	3	*1.1*	***91***
18:45 - 19:00	25	0	**25**	0	0	**0**	1	2	*0.0*	***28***	80	6	**86**	0	0	**0**	0	0	*0.0*	***86***
HOUR TOTALS																				
16:00 - 17:00	147	30	**177**	0	1	**1**	5	2	*0.6*	***185***	390	56	**446**	10	0	**10**	0	4	*2.2*	***460***
16:15 - 17:15	149	25	**174**	0	1	**1**	8	3	*0.6*	***186***	397	47	**444**	7	0	**7**	0	5	*1.6*	***456***
16:30 - 17:30	169	22	**191**	0	1	**1**	9	4	*0.5*	***205***	383	53	**436**	6	2	**8**	0	4	*1.8*	***448***
16:45 - 17:45	171	21	**192**	0	1	**1**	8	4	*0.5*	***205***	363	36	**399**	5	2	**7**	0	3	*1.7*	***409***
17:00 - 18:00	176	21	**197**	0	0	**0**	8	4	*0.0*	***209***	359	33	**392**	5	2	**7**	0	3	*1.8*	***402***
17:15 - 18:15	166	18	**184**	0	0	**0**	5	3	*0.0*	***192***	351	32	**383**	4	2	**6**	0	2	*1.5*	***391***
17:30 - 18:30	150	21	**171**	0	0	**0**	2	1	*0.0*	***174***	356	23	**379**	3	0	**3**	0	2	*0.8*	***384***
17:45 - 18:45	136	19	**155**	0	0	**0**	5	0	*0.0*	***160***	356	23	**379**	3	0	**3**	0	5	*0.8*	***387***
18:00 - 19:00	125	12	**137**	0	0	**0**	6	2	*0.0*	***145***	353	21	**374**	2	0	**2**	0	4	*0.5*	***380***

645	1726
642	1825
653	1828
614	1758
611	1767
583	1674
558	1626
547	1563
525	1422

BRIDGE ST	B-A										B-C									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**
16:00 - 16:15	61	13	**74**	1	0	**1**	0	3	*1.3*	***78***			**0**			**0**			*0.0*	***0***
16:15 - 16:30	79	11	**90**	1	0	**1**	1	0	*1.1*	***92***			**0**			**0**			*0.0*	***0***
16:30 - 16:45	83	22	**105**	2	0	**2**	1	1	*1.9*	***109***			**0**			**0**			*0.0*	***0***
16:45 - 17:00	83	13	**96**	0	0	**0**	5	1	*0.0*	***102***			**0**			**0**			*0.0*	***0***
17:00 - 17:15	96	16	**112**	1	0	**1**	0	1	*0.9*	***114***			**0**			**0**			*0.0*	***0***
17:15 - 17:30	79	10	**89**	0	0	**0**	2	2	*0.0*	***93***			**0**			**0**			*0.0*	***0***
17:30 - 17:45	64	7	**71**	0	0	**0**	1	0	*0.0*	***72***			**0**			**0**			*0.0*	***0***
17:45 - 18:00	72	5	**77**	0	0	**0**	3	1	*0.0*	***81***			**0**			**0**			*0.0*	***0***
18:00 - 18:15	65	7	**72**	0	0	**0**	2	1	*0.0*	***75***			**0**			**0**			*0.0*	***0***
18:15 - 18:30	61	4	**65**	0	0	**0**	2	1	*0.0*	***68***			**0**			**0**			*0.0*	***0***
18:30 - 18:45	43	3	**46**	0	0	**0**	0	1	*0.0*	***47***			**0**			**0**			*0.0*	***0***
18:45 - 19:00	39	4	**43**	0	0	**0**	1	1	*0.0*	***45***			**0**			**0**			*0.0*	***0***
HOUR TOTALS																				
16:00 - 17:00	306	59	**365**	4	0	**4**	7	5	*1.1*	***381***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
16:15 - 17:15	341	62	**403**	4	0	**4**	7	3	*1.0*	***417***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
16:30 - 17:30	341	61	**402**	3	0	**3**	8	5	*0.7*	***418***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
16:45 - 17:45	322	46	**368**	1	0	**1**	8	4	*0.3*	***381***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
17:00 - 18:00	311	38	**349**	1	0	**1**	6	4	*0.3*	***360***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
17:15 - 18:15	280	29	**309**	0	0	**0**	8	4	*0.0*	***321***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
17:30 - 18:30	262	23	**285**	0	0	**0**	8	3	*0.0*	***296***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
17:45 - 18:45	241	19	**260**	0	0	**0**	7	4	*0.0*	***271***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***
18:00 - 19:00	208	18	**226**	0	0	**0**	5	4	*0.0*	***235***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***

381
417
418
381
360
321
296
271
235

B3334 N	C-A										C-B									
TIME	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	CARS	LIGHT GOODS VEHICLES	**TOTAL LIGHT**	HEAVY	BUSES AND COACHES	**TOTAL HEAVY**	PEDAL-CYCLES	MOTORCYCLES	*HEAVY %*	**TOTAL MOVEMENTS**	
16:00 - 16:15	133	9	**142**	1	0	**1**	1	2	*0.7*	***146***			**0**			**0**			*0.0*	***0***	
16:15 - 16:30	169	23	**192**	0	0	**0**	1	1	*0.0*	***194***			**0**			**0**			*0.0*	***0***	
16:30 - 16:45	153	24	**177**	0	1	**1**	0	1	*0.6*	***179***			**0**			**0**			*0.0*	***0***	
16:45 - 17:00	150	26	**176**	3	0	**3**	1	1	*1.7*	***181***			**0**			**0**			*0.0*	***0***	
17:00 - 17:15	182	19	**201**	1	0	**1**	5	5	*0.5*	***212***			**0**			**0**			*0.0*	***0***	
17:15 - 17:30	173	8	**181**	0	0	**0**	0	4	*0.0*	***185***			**0**			**0**			*0.0*	***0***	
17:30 - 17:45	167	13	**180**	0	2	**2**	2	1	*1.1*	***185***			**0**			**0**			*0.0*	***0***	
17:45 - 18:00	190	21	**211**	0	0	**0**	1	2	*0.0*	***214***			**0**			**0**			*0.0*	***0***	
18:00 - 18:15	167	15	**182**	0	0	**0**	0	4	*0.0*	***186***			**0**			**0**			*0.0*	***0***	
18:15 - 18:30	174	12	**186**	0	0	**0**	1	0	*0.0*	***187***			**0**			**0**			*0.0*	***0***	
18:30 - 18:45	146	8	**154**	1	0	**1**	0	3	*0.6*	***158***			**0**			**0**			*0.0*	***0***	
18:45 - 19:00	115	13	**128**	0	0	**0**	0	3	*0.0*	***131***			**0**			**0**			*0.0*	***0***	
HOUR TOTALS																					
16:00 - 17:00	605	82	**687**	4	1	**5**	3	5	*0.7*	***700***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	700
16:15 - 17:15	654	92	**746**	4	1	**5**	7	8	*0.7*	***766***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	766
16:30 - 17:30	658	77	**735**	4	1	**5**	6	11	*0.7*	***757***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	757
16:45 - 17:45	672	66	**738**	4	2	**6**	8	11	*0.8*	***763***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	763
17:00 - 18:00	712	61	**773**	1	2	**3**	8	12	*0.4*	***796***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	796
17:15 - 18:15	697	57	**754**	0	2	**2**	3	11	*0.3*	***770***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	770
17:30 - 18:30	698	61	**759**	0	2	**2**	4	7	*0.3*	***772***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	772
17:45 - 18:45	677	56	**733**	1	0	**1**	2	9	*0.1*	***745***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	745
18:00 - 19:00	602	48	**650**	1	0	**1**	1	10	*0.2*	***662***	0	0	**0**	0	0	**0**	0	0	*0.0*	***0***	662

TIME	B3334 N
7:00	2
7:05	4
7:10	3
7:15	2
7:20	4
7:25	2
7:30	8
7:35	4
7:40	8
7:45	7
7:50	4
7:55	6
8:00	4
8:05	4
8:10	6
8:15	4
8:20	8
8:25	5
8:30	4
8:35	2
8:40	2
8:45	0
8:50	3
8:55	0
9:00	4
9:05	2
9:10	0
9:15	6
9:20	6
9:25	3
9:30	2
9:35	2
9:40	0
9:45	7
9:50	2
9:55	0

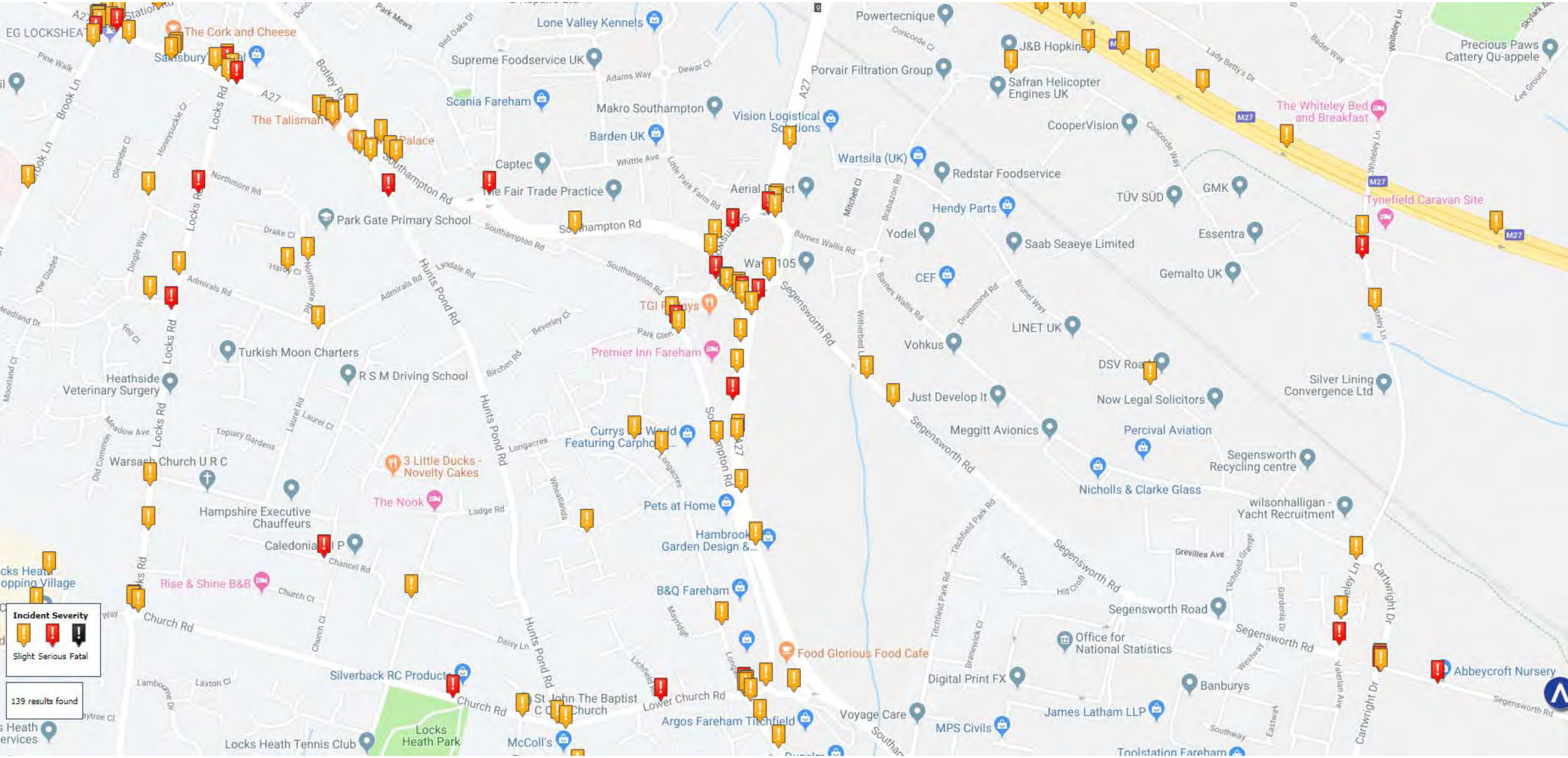
TIME	B3334 S
7:00	16
7:05	10
7:10	20+
7:15	20
7:20	20
7:25	13
7:30	16
7:35	20
7:40	16
7:45	17
7:50	14
7:55	16
8:00	15
8:05	20
8:10	20
8:15	12
8:20	20+
8:25	20
8:30	16
8:35	9
8:40	11
8:45	15
8:50	6
8:55	8
9:00	14
9:05	7
9:10	16
9:15	12
9:20	14
9:25	12
9:30	15
9:35	20
9:40	12
9:45	14
9:50	10
9:55	13

TIME	B3334 N
16:00	0
16:05	2
16:10	4
16:15	4
16:20	9
16:25	11
16:30	12
16:35	4
16:40	5
16:45	11
16:50	6
16:55	14
17:00	14
17:05	10
17:10	9
17:15	11
17:20	13
17:25	7
17:30	6
17:35	5
17:40	19
17:45	19
17:50	9
17:55	12
18:00	5
18:05	12
18:10	19
18:15	20+
18:20	12
18:25	7
18:30	6
18:35	4
18:40	7
18:45	10
18:50	4
18:55	10

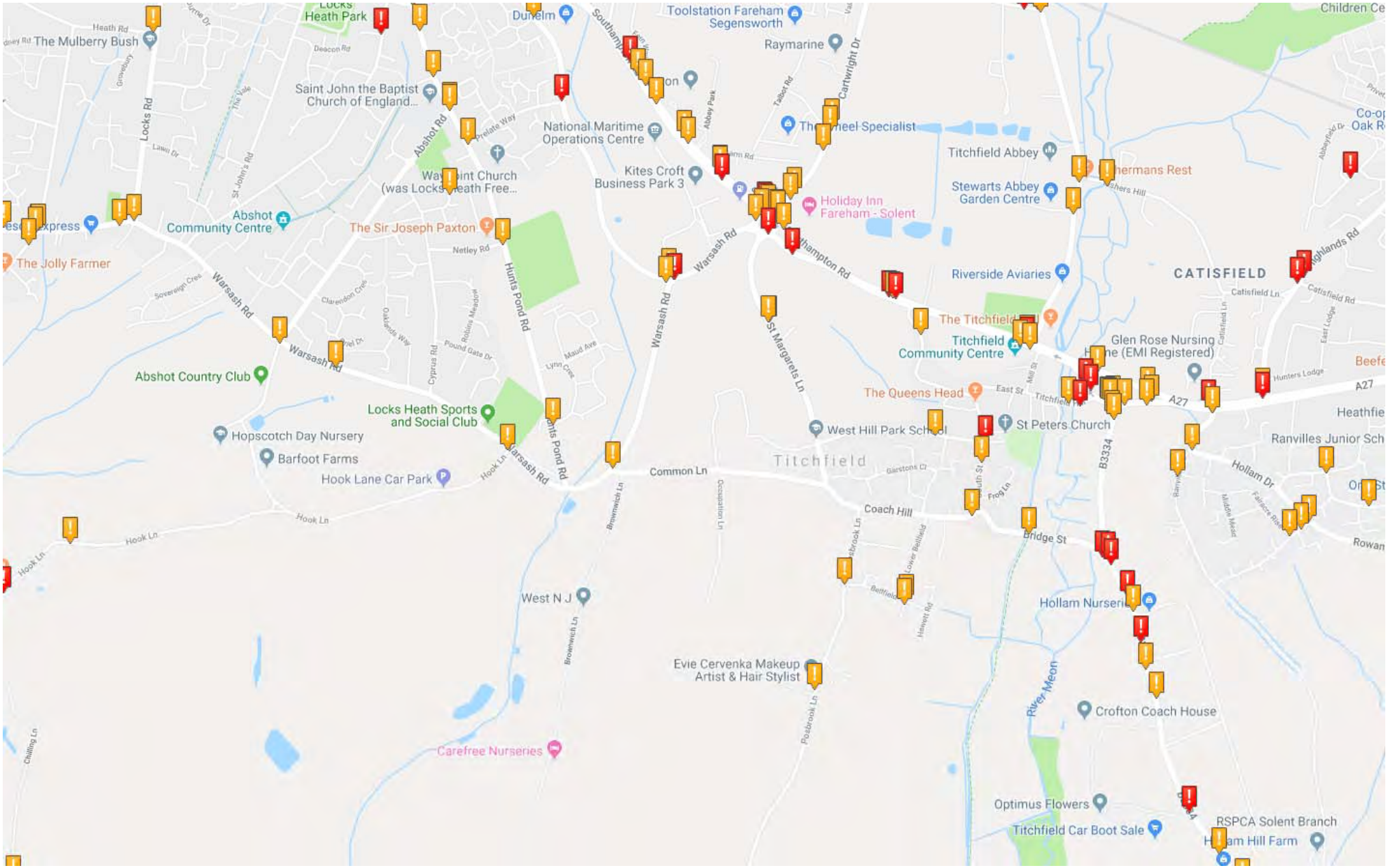
TIME	B3334 S
16:00	0
16:05	5
16:10	9
16:15	12
16:20	14
16:25	11
16:30	8
16:35	10
16:40	11
16:45	5
16:50	18
16:55	14
17:00	20+
17:05	8
17:10	11
17:15	15
17:20	16
17:25	20+
17:30	9
17:35	14
17:40	6
17:45	9
17:50	10
17:55	5
18:00	10
18:05	8
18:10	16
18:15	13
18:20	10
18:25	6
18:30	2
18:35	8
18:40	2
18:45	3
18:50	2
18:55	5

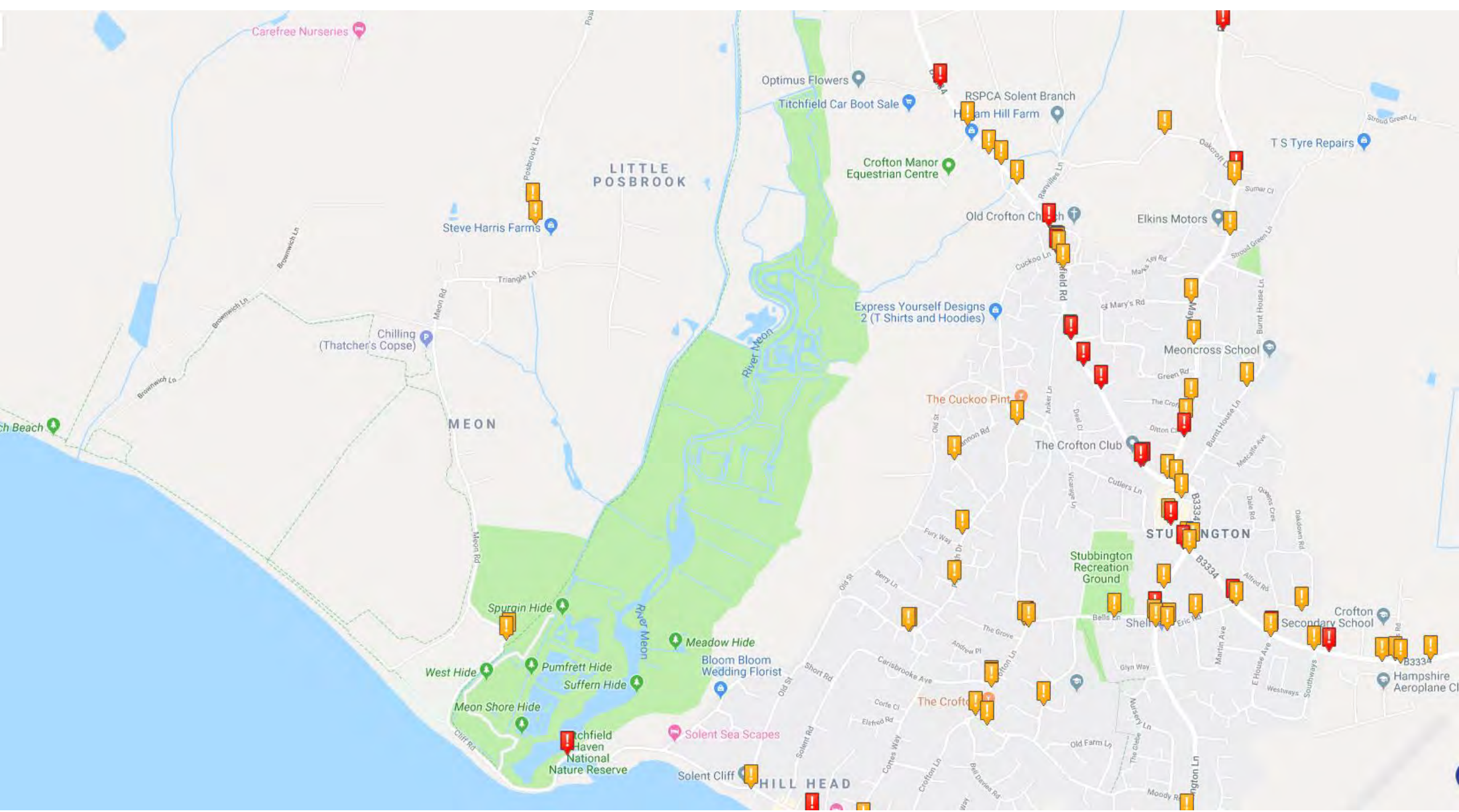
APPENDIX C

Crashmap Plan



Incident Severity
Slight Serious Fatal
139 results found
The Cork and Cheese
The Talisman
Lone Valley Kennels
Supreme Foodservice UK
Scania Fareham
Makro Southampton
Barden UK
Captec
The Fair Trade Practice
Park Gate Primary School
Vision Logistical Solutions
Powertecnique
Porvair Filtration Group
J&B Hopkins
Safran Helicopter Engines UK
CooperVision
Wartsila (UK)
Redstar Foodservice
Hendy Parts
Yodel
Saab Seaeye Limited
CEF
TÜV SÜD
GMK
Essentra
Gemalto UK
The Whiteley Bed and Breakfast
Tynefield Caravan Site
Precious Paws Cattery Qu-appele
LINET UK
Vohkus
DSV Road
Just Develop It
Now Legal Solicitors
Silver Lining Convergence Ltd
Meggitt Avionics
Percival Aviation
Segensworth Recycling centre
Nicholls & Clarke Glass
wilsonhalligan - Yacht Recruitment
Turkish Moon Charters
R S M Driving School
Heathside Veterinary Surgery
Premier Inn Fareham
Currys PC World Featuring Carphone
3 Little Ducks - Novelty Cakes
The Nook
Warsash Church U R C
Hampshire Executive Chauffeurs
Pets at Home
Hambrook Garden Design &...
B&Q Fareham
Rise & Shine B&B
Food Glorious Food Cafe
Segensworth Road
Office for National Statistics
Digital Print FX
Banburys
Abbeycroft Nursery
Silverback RC Products
St John The Baptist C of E Church
Voyage Care
James Latham LLP
MPS Civils
Argos Fareham Titchfield
Locks Heath Park
Locks Heath Tennis Club
McColl's
Toolstation Fareham
Southampton Rd
Segensworth Rd
Hunts Pond Rd
Church Rd
Lower Church Rd
Locks Rd
Botley Rd
A27
M27


Locks Heath Park
Dunelm
Toolstation Fareham Segensworth
Raymarine
The Mulberry Bush
Saint John the Baptist Church of England...
National Maritime Operations Centre
Kites Croft Business Park 3
Titchfield Abbey
Stewarts Abbey Garden Centre
Holiday Inn Fareham - Solent
Abshot Community Centre
The Sir Joseph Paxton
The Jolly Farmer
Riverside Aviaries
CATISFIELD
Titchfield Community Centre
Glen Rose Nursing
Abshot Country Club
Locks Heath Sports and Social Club
The Queens Head
West Hill Park School
St Peters Church
Hopscotch Day Nursery
Barfoot Farms
Hook Lane Car Park
Titchfield
Common Ln
Coach Hill
Bridge St
Hollam Nursery
West N J
Evie Cervenka Makeup Artist & Hair Stylist
Crofton Coach House
Carefree Nurseries
Optimus Flowers
Titchfield Car Boot Sale
RSPCA Solent Branch
Warsash Rd
Hunts Pond Rd
Abshot Rd
Locks Rd
St Margarets Ln
Cartwright Dr
Hook Ln
Brownwich Ln
Postbrook Ln
River Meon
A27
B3334
Ranvilles Junior Sch
Heathfie
Rowan


Carefree Nurseries
Optimus Flowers
Titchfield Car Boot Sale
RSPCA Solent Branch
Crofton Manor Equestrian Centre
T S Tyre Repairs
LITTLE POSBROOK
Steve Harris Farms
Posbrook Ln
Brownwich Ln
Triangle Ln
Meon Rd
Old Crofton Church
Elkins Motors
Express Yourself Designs 2 (T Shirts and Hoodies)
Chilling (Thatcher's Copse)
River Meon
Meoncross School
The Cuckoo Pint
The Crofton Club
MEON
STUBBINGTON
Stubbington Recreation Ground
B3334
Spurgin Hide
Meadow Hide
West Hide
Pumfrett Hide
Suffern Hide
Meon Shore Hide
Bloom Bloom Wedding Florist
Solent Sea Scapes
Titchfield Haven National Nature Reserve
Solent Cliff
HILL HEAD
Crofton Secondary School
Hampshire Aeroplane Cl
Cliff Rd
Short Rd
Solent Rd
Old St
Carisbrooke Ave
Cuckoo Ln
Stroud Green Ln
Burnt House Ln
Cutlers Ln
Old Farm Ln
Nursery Ln

APPENDIX D

Bus Maps & Timetables


bus routes around Portsmouth
8 to Clanfield
7 to Wecock Farm
Junction 4
South Downs College
Crookhorn
Widley
Park Avenue
Southwick Rd
18 Paulsgrove Hillsley Road
2 Paulsgrove Allaway Avenue Shops
7C Crookhorn South Downs College
Portsdown Hill Road
3 to Fareham
Queen Alexandra Hospital
Paulsgrove
Lower Wymering
A27 Southampton Road
M27
X4 to Southampton
Medina Road
Drayton
Havant Road
Farlington
Eastern Road
Cosham
Port Solent
Junction 12
A27 Western Road
22 Farlington Sainsbury's
22 Highbury Hawthorn Crescent
Highbury
A27
Hilsea
Northern Parade
Portsmouth Harbour
12 Tipner Range Green
Tipner
Anchorage Park
Ocean Park
Stamshaw
London Road
Copnor Road
Eastern Road
North End
Moneyfield
2A 13 14 Portsmouth College Tangier Road
Buckland
Kingston Road
Baffins
Kingston
Copnor
13 14 15 Portsmouth City Centre
Mile End Road
1 2 X4 6 16 Portsmouth The Hard
Marketway
Lake Road
Fratton Rd
12 Fratton Tesco
Fratton
Portsmouth City Centre
Holbrook Road
Milton
Milton Rd
Portsmouth & Southsea
Goldsmith Avenue
15 Eastney Hayling Ferry
Gosport Ferry
Portsmouth Harbour
University of Portsmouth
7 Winston Churchill Avenue
Winston Churchill Avenue
Gunwharf Quays
Somers Town
Hayling Island
Old Portsmouth
Southsea
Albert Road
Eastney Rd
Eastney
15 16 Eastney Fort Cumberland
Highland Road
Clarence Pier
6 Southsea The Strand
Clarendon Road
Parade
St Helens
Isle of Wight Ferry to Ryde
X4 8 Southsea Clarence Pier
1 3 17 18 Southsea South Parade Pier
Bus route
Combined journeys
Route terminus
Certain journeys only
Bus station
National Rail station
Contains Ordnance Survey data
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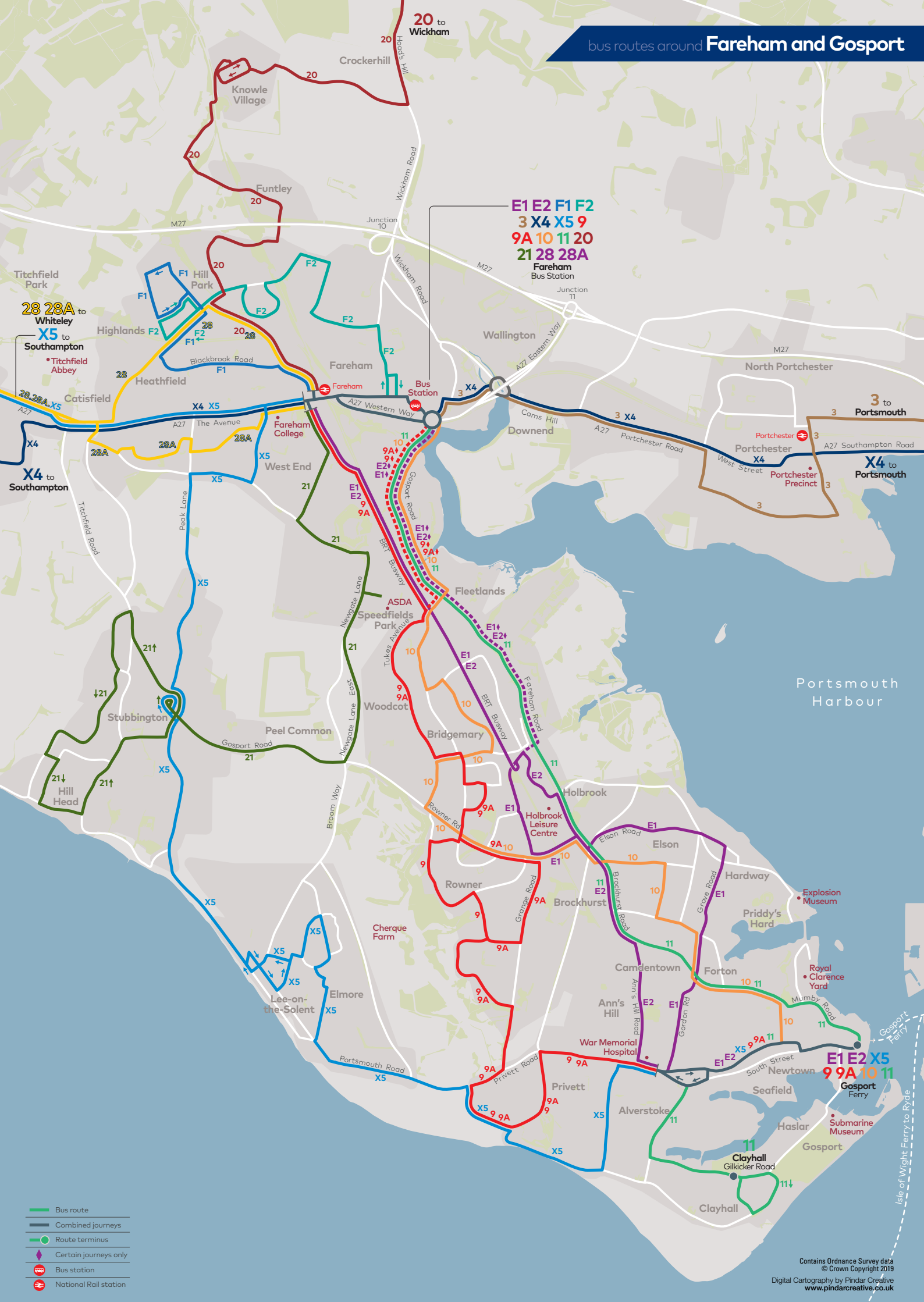
www.pindarcreative.co.uk

bus routes around Fareham and Gosport



Digital Cartography by Pindar Creative
www.pindarcreative.co.uk


the SOLENT RANGERS
X4 X5
N
Botley
Southampton
Thornhill
Hedge End
A3024
A27
M27
A3025
West Quay
X4
X5
Woolston
Lowford
Wickham
A3051
Sarisbury Green
Locks Heath
Hythe
Fareham
Fareham Station
Fareham College
A32
Warsash
Titchfield
B3334
Fawley
Stubbington
Portchester
Port Solent
M275
A3
Portsmouth International Port
St Vincent College
The Hard/ Gunwharf
Gosport
Gosport Ferry
B3385
B3333
Lee-on-the-Solent
Portsmouth & Southsea Station
Portsmouth Harbour Stn
Clarence Pier
Portsmouth
Bus Route X4
Bus Route X5
Direction of travel
Sunday journeys only
Terminus Point
Timed Stop
Contains Ordnance Survey data
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Southampton | Locks Heath | Fareham | Portsmouth X4

Southampton | Locks Heath | Fareham | Gosport X5

Monday to Friday except Public Holidays

Service Number	X5	X4	X5	X4	X5	X4	X4	X5	X4	X5	X4	X5
Southampton West Quay Stop BI	—	—	—	—	0630	—	—	0658	0712	0730	0745	0800
Bridge Link Road ⇄	—	—	—	—	0638	—	—	0706	0720	0740	0755	0810
Sholing Botley Road	—	—	—	—	0645	—	—	0713	0728	0748	0803	0818
Bursledon Dodwell Lane	—	—	—	—	0653	—	—	0721	0742	0802	0817	0832
Warsash Village	—	—	—	—	0703	—	—	0733	—	0814	—	0844
Park Gate	—	—	—	0655	—	—	—	—	0754	—	0829	—
Locks Heath Centre	—	—	—	0658	0710	—	0729	0741	0757	0822	0832	0852
Clarendon Crescent	—	—	—	0703	—	—	0735	—	0803	—	0838	—
Titchfield Coach Hill	—	—	—	0709	—	—	0741	—	0809	—	0844	—
Titchfield Bypass	—	—	—	—	0718	—	—	0750	—	0831	—	0901
Fareham Bus Station Bay C/K* *arr*	—	—	—	0719	0728	—	0754	0800	0822	0841	0857	0911
Fareham Bus Station Bay C/K* *dep*	0644	0656	0710	0722	0731	0735	0757	0803	0825	0844	0900	0914
Fareham College	0648	—	0714	—	0736	—	—	0808	—	0849	—	0919
Stubbington Village	0657	—	0723	—	0746	—	—	0818	—	0859	—	0929
Lee-on-the-Solent High Street	0704	—	0732	—	0755	—	—	0827	—	0908	—	0938
Cherque Farm Community Centre	0709	—	0737	—	0800	—	—	0832	—	0913	—	0943
Stokes Bay Sailing Club	0718	—	0748	—	0811	—	—	0843	—	0924	—	0954
War Memorial Hospital	0723	—	0753	—	0816	—	—	0848	—	0929	—	0959
Gosport Bus Station	0730	—	0800	—	0823	—	—	0855	—	0936	—	1006
Portchester Precinct ⇄	—	0707	—	0735	—	0747	0810	—	0838	—	0913	—
Northarbour Racecourse Lane	—	0711	—	0740	—	0752	0815	—	0843	—	0918	—
Portsmouth International Port	—	0718	—	0748	—	0800	0823	—	0851	—	0926	—
Portsmouth City Centre South	—	—	—	—	—	0806	—	—	—	—	—	—
Portsmouth Victoria Park	—	0724	—	0754	—	—	0829	—	0857	—	0931	—
The Hard/Gunwharf ⇄	—	0729	—	0759	—	—	0834	—	0902	—	0936	—

Service Number	X4	X5	X4	X5		X4	X5	X4	X5		X4	X5
Southampton West Quay Stop BI	0815	0830	0850	0905		20	35	50	05		1420	1435
Bridge Link Road ⇄	0825	0840	0900	0915		31	46	01	16		1431	1446
Sholing Botley Road	0833	0848	0908	0922		38	53	08	23		1438	1453
Bursledon Dodwell Lane	0847	0902	0922	0932		48	03	18	33		1448	1503
Warsash Village	—	0914	—	0942		—	13	—	43		—	1513
Park Gate	0859	—	0932	—		58	—	28	—		1458	—
Locks Heath Centre	0902	0922	0935	0950		01	21	31	51		1501	1521
Clarendon Crescent	0908	—	0941	—		07	—	37	—		1507	—
Titchfield Coach Hill	0914	—	0947	—		13	—	43	—		1513	—
Titchfield Bypass	—	0931	—	0959		—	30	—	00		—	1530
Fareham Bus Station Bay C/K* *arr*	0927	0941	1000	1009	then at these mins past each hour	26	40	56	10	until	1526	1540
Fareham Bus Station Bay C/K* *dep*	0930	0944	1003	1012		29	43	59	13		1529	1543
Fareham College	—	0949	—	1017		—	48	—	18		—	1550
Stubbington Village	—	0959	—	1027		—	58	—	28		—	1600
Lee-on-the-Solent High Street	—	1008	—	1036		—	07	—	37		—	1609
Cherque Farm Community Centre	—	1013	—	1041		—	12	—	42		—	1614
Stokes Bay Sailing Club	—	1024	—	1052		—	23	—	53		—	1625
War Memorial Hospital	—	1029	—	1057		—	28	—	58		—	1630
Gosport Bus Station	—	1036	—	1104		—	35	—	05		—	1637
Portchester Precinct ⇄	0942	—	1015	—		41	—	11	—		1541	—
Northarbour Racecourse Lane	0947	—	1020	—		46	—	16	—		1546	—
Portsmouth International Port	0955	—	1028	—		54	—	24	—		1554	—
Portsmouth Victoria Park	1000	—	1033	—		59	—	29	—		1559	—
The Hard/Gunwharf ⇄	1005	—	1038	—		04	—	34	—		1604	—

For note explanation see next page

Southampton | Locks Heath | Fareham | Portsmouth X4

Southampton | Locks Heath | Fareham | Gosport X5

Monday to Friday except Public Holidays (continued)

Service Number	X4	X5	X4	X5	X4	X5	X4	X5	X4	X5	X4	X5
Southampton West Quay Stop BI	1450	1506	1522	1538	1554	1610	1626	1642	1657	1714	1730	1745
Bridge Link Road ⇄	1501	1517	1534	1550	1606	1622	1638	1654	1709	1726	1742	1757
Sholing Botley Road	1508	1526	1543	1559	1615	1631	1647	1703	1718	1735	1751	1806
Bursledon Dodwell Lane	1518	1537	1554	1610	1626	1642	1658	1714	1729	1746	1802	1817
Warsash Village	—	1547	—	1620	—	1652	—	1724	—	1756	—	1827
Park Gate	1528	—	1604	—	1636	—	1708	—	1739	—	1812	—
Locks Heath Centre	1531	1555	1607	1628	1639	1700	1711	1732	1742	1804	1815	1835
Clarendon Crescent	1537	—	1613	—	1645	—	1717	—	1748	—	1821	—
Titchfield Coach Hill	1543	—	1619	—	1651	—	1723	—	1754	—	1827	—
Titchfield Bypass	—	1604	—	1637	—	1709	—	1741	—	1813	—	1844
Fareham Bus Station Bay C/K* *arr*	1556	1614	1632	1647	1704	1719	1736	1751	1807	1823	1840	1854
Fareham Bus Station Bay C/K* *dep*	1559	1617	1635	1650	1707	1722	1739	1754	1810	1826	1843	1857
Fareham College	—	1624	—	1657	—	1729	—	1801	—	1833	—	1904
Stubbington Village	—	1634	—	1707	—	1739	—	1811	—	1843	—	1913
Lee-on-the-Solent High Street	—	1643	—	1716	—	1748	—	1820	—	1852	—	1920
Cherque Farm Community Centre	—	1648	—	1721	—	1753	—	1825	—	1857	—	1925
Stokes Bay Sailing Club	—	1659	—	1732	—	1804	—	1836	—	1908	—	1934
War Memorial Hospital	—	1704	—	1737	—	1809	—	1841	—	1912	—	1938
Gosport Bus Station	—	1711	—	1744	—	1816	—	1848	—	1918	—	1944
Portchester Precinct ⇄	1611	—	1647	—	1719	—	1751	—	1822	—	1855	—
Northarbour Racecourse Lane	1616	—	1652	—	1724	—	1756	—	1827	—	1900	—
Portsmouth International Port	1624	—	1700	—	1732	—	1804	—	1835	—	1907	—
Portsmouth Victoria Park	1629	—	1705	—	1737	—	1809	—	1840	—	1912	—
The Hard/Gunwharf ⇄	1634	—	1710	—	1742	—	1814	—	1845	—	1916	—

Service Number	X4	X5	X4	X5	X4	X5
Southampton West Quay Stop BI	1805	1830	1900	1930	2000	2030
Bridge Link Road ⇄	1817	1842	1908	1938	2008	2038
Sholing Botley Road	1826	1851	1915	1945	2015	2045
Bursledon Dodwell Lane	1837	1902	1923	1953	2023	2053
Warsash Village	—	1912	—	2003	—	2103
Park Gate	1847	—	1931	—	2031	—
Locks Heath Centre	1850	1919	1934	2010	2034	2110
Clarendon Crescent	1856	—	1939	—	2039	—
Titchfield Coach Hill	1902	—	1945	—	2045	—
Titchfield Bypass	—	1927	—	2018	—	2118
Fareham Bus Station Bay C/K* *arr*	1912	1936	1955	2027	2055	2127
Fareham Bus Station Bay C/K* *dep*	1914	—	—	—	—	—
Portchester Precinct ⇄	1925	—	—	—	—	—
Northarbour Racecourse Lane	1929	—	—	—	—	—
Portsmouth International Port	1936	—	—	—	—	—
Portsmouth Victoria Park	1941	—	—	—	—	—
The Hard/Gunwharf ⇄	1945	—	—	—	—	—

Note: * Service X4 departs Fareham Bus Station from Bay C and Service X5 departs from Bay K

With a Hampshire day/season ticket you can use the X4/X5 to travel to Fareham and then the Eclipse service to Gosport

Portsmouth | Fareham | Locks Heath | Southampton X4

Gosport | Fareham | Locks Heath | Southampton X5

Monday to Friday except Public Holidays

Service Number	X5	X4	X5	Sch X4	NSch X4	Sch X5	NSch X5	Sch X4	NSch X4	Sch X5	NSch X5	Sch X4
Fareham Bus Station Bay L	0527	0555	0607	0620	0628	0632	0635	0644	0649	0653	0702	0709
Titchfield Coach Hill	—	0605	—	0630	0638	—	—	0654	0702	—	—	0722
Clarendon Crescent	—	0610	—	0635	0643	—	—	0659	0708	—	—	0728
Titchfield Bypass	0535	—	0615	—	—	0640	0645	—	—	0701	0712	—
Locks Heath Centre	0543	0615	0623	0640	0648	0648	0654	0704	0714	0710	0721	0734
Park Gate	—	0618	—	0643	0651	—	—	0707	0717	—	—	0737
Warsash Village	0551	—	0631	—	—	0656	0702	—	—	0718	0729	—
Bursledon Dodwell Lane	0559	0626	0639	0651	0659	0704	0713	0718	0727	0731	0740	0748
Sholing Botley Road	0608	0635	0648	0700	0708	0716	0724	0730	0738	0743	0751	0800
Weston Junior School	—	—	—	0704	—	0720	—	0734	—	0747	—	0804
Bridge Link Road ⇄	0615	0642	0655	0713	0715	0729	0731	0743	0745	0756	0758	0813
Southampton West Quay	0624	0651	0704	0724	0724	0740	0740	0754	0754	0807	0807	0824

Service Number	NSch X4	Sch X5	NSch X5	Sch X4	NSch X4	Sch X5	NSch X5	Sch X4	NSch X4	X5	X4	X5
The Hard/Gunwharf ⇄ Bay D	—	—	—	—	—	—	—	0736	0744	—	0815	—
Portsmouth City Centre South	—	—	—	—	—	—	—	0742	0750	—	0821	—
Portsmouth International Port	—	—	—	—	—	—	—	0746	0754	—	0825	—
Northarbour Racecourse Lane	—	—	—	—	—	—	—	0754	0802	—	0833	—
Portchester Precinct ⇄	—	—	—	—	—	—	—	0759	0807	—	0838	—
Gosport Bus Station Bay F	—	0633	0641	—	—	0702	0712	—	—	0738	—	0810
War Memorial Hospital	—	0640	0649	—	—	0709	0720	—	—	0746	—	0818
Stokes Bay Sailing Club	—	0644	0654	—	—	0713	0725	—	—	0751	—	0823
Cherque Farm Community Centre	—	0654	0705	—	—	0723	0736	—	—	0802	—	0834
Lee-on-the-Solent West Point	—	0659	0710	—	—	0728	0741	—	—	0807	—	0839
Stubbington Village	—	0706	0718	—	—	0737	0749	—	—	0816	—	0848
Fareham College	—	0717	0728	—	—	0748	0759	—	—	0827	—	0859
Fareham Bus Station Bay L *arr*	—	0723	0734	—	—	0754	0805	0811	0819	0833	0850	0905
Fareham Bus Station Bay L *dep*	0719	0726	0737	0742	0752	0757	0808	0814	0822	0836	0853	0908
Titchfield Coach Hill	0732	—	—	0755	0805	—	—	0827	0835	—	0906	—
Clarendon Crescent	0738	—	—	0801	0811	—	—	0833	0841	—	0912	—
Titchfield Bypass	—	0736	0747	—	—	0807	0818	—	—	0846	—	0918
Locks Heath Centre	0744	0745	0756	0807	0817	0816	0827	0839	0847	0855	0918	0927
Park Gate	0747	—	—	0810	0820	—	—	0842	0850	—	0921	—
Warsash Village	—	0753	0804	—	—	0824	0835	—	—	0903	—	0935
Bursledon Dodwell Lane	0757	0806	0815	0821	0830	0837	0846	0853	0900	0916	0931	0946
Sholing Botley Road	0808	0818	0826	0833	0841	0849	0857	0905	0911	0927	0942	0957
Weston Junior School	—	0822	—	0837	—	0853	—	0909	—	—	—	—
Bridge Link Road ⇄	0815	0831	0833	0846	0848	0902	0904	0918	0918	0934	0949	1004
Southampton West Quay	0824	0842	0842	0857	0857	0913	0913	0927	0927	0943	0958	1013

Notes: Sch - Schooldays Only **NSch** - School Holidays

For School and college term dates please see page 50

With a Hampshire day/season ticket you can use the Eclipse service to travel to Gosport and then the X4/X5 to Southampton

Portsmouth | Fareham | Locks Heath | Southampton X4

Gosport | Fareham | Locks Heath | Southampton X5

Monday to Friday except Public Holidays (continued)

Service Number	X4	X5		X4	X5	X4	X5		X4	X5	X4	X5
The Hard/Gunwharf ⇄ Bay D	0845	—		15	—	45	—		1445	—	1515	—
Portsmouth City Centre South	0851	—		21	—	51	—		1451	—	1522	—
Portsmouth International Port	0855	—		25	—	55	—		1455	—	1528	—
Northarbour Racecourse Lane	0903	—		33	—	03	—		1503	—	1536	—
Portchester Precinct ⇄	0908	—		38	—	08	—		1508	—	1541	—
Gosport Bus Station Bay F	—	0841		—	12	—	42		—	1442	—	1512
War Memorial Hospital	—	0849		—	20	—	50		—	1450	—	1520
Stokes Bay Sailing Club	—	0854		—	25	—	55		—	1455	—	1525
Cherque Farm Community Centre	—	0905		—	36	—	06		—	1506	—	1536
Lee-on-the-Solent West Point	—	0910		—	41	—	11		—	1511	—	1541
Stubbington Village	—	0919	then at these mins past each hour	—	49	—	19	until	—	1519	—	1549
Fareham College	—	0929		—	59	—	29		—	1529	—	1559
Fareham Bus Station Bay L *arr*	0920	0935		50	05	20	35		1520	1535	1555	1605
Fareham Bus Station Bay L *dep*	0923	0938		53	08	23	38		1523	1538	1558	1608
Titchfield Coach Hill	0936	—		06	—	36	—		1537	—	1612	—
Clarendon Crescent	0942	—		12	—	42	—		1543	—	1618	—
Titchfield Bypass	—	0948		—	18	—	48		—	1549	—	1619
Locks Heath Centre	0948	0957		18	27	48	57		1549	1558	1624	1628
Park Gate	0951	—		21	—	51	—		1552	—	1627	—
Warsash Village	—	1005		—	35	—	05		—	1606	—	1636
Bursledon Dodwell Lane	1001	1016		31	46	01	16		1602	1617	1637	1647
Sholing Botley Road	1012	1027		42	57	12	27		1613	1628	1648	1658
Bridge Link Road ⇄	1019	1034		49	04	19	34		1620	1635	1655	1705
Southampton West Quay	1028	1043		58	13	28	43		1629	1644	1704	1714

Service Number	X4	X5	X4	X5	X4	X5	X4	X4	X5	X4	X5	X4
The Hard/Gunwharf ⇄ Bay D	1545	—	1615	—	1645	—	1705	1725	—	1755	—	1825
Portsmouth City Centre South	1552	—	1622	—	1652	—	1712	1732	—	1802	—	1832
Portsmouth International Port	1558	—	1628	—	1658	—	1718	1738	—	1808	—	1838
Northarbour Racecourse Lane	1606	—	1636	—	1706	—	1726	1746	—	1816	—	1846
Portchester Precinct ⇄	1611	—	1641	—	1711	—	1731	1751	—	1821	—	1851
Gosport Bus Station Bay F	—	1542	—	1617	—	1647	—	—	1717	—	1755	—
War Memorial Hospital	—	1550	—	1625	—	1655	—	—	1725	—	1803	—
Stokes Bay Sailing Club	—	1555	—	1630	—	1700	—	—	1730	—	1808	—
Cherque Farm Community Centre	—	1606	—	1641	—	1711	—	—	1741	—	1819	—
Lee-on-the-Solent West Point	—	1611	—	1646	—	1716	—	—	1746	—	1824	—
Stubbington Village	—	1619	—	1654	—	1724	—	—	1754	—	1832	—
Fareham College	—	1629	—	1704	—	1734	—	—	1804	—	1842	—
Fareham Bus Station Bay L *arr*	1625	1635	1655	1710	1725	1740	1745	1805	1810	1835	1848	1905
Fareham Bus Station Bay L *dep*	1628	1638	1658	1713	1728	1743	—	1808	1813	1838	1851	—
Titchfield Coach Hill	1642	—	1712	—	1742	—	—	1822	—	1852	—	—
Clarendon Crescent	1648	—	1718	—	1748	—	—	1828	—	1858	—	—
Titchfield Bypass	—	1649	—	1724	—	1754	—	—	1824	—	1902	—
Locks Heath Centre	1654	1658	1724	1733	1754	1803	—	1834	1833	1904	1910	—
Park Gate	1657	—	1727	—	1757	—	—	—	—	—	—	—
Warsash Village	—	1706	—	1741	—	1811	—	—	1841	—	1918	—
Bursledon Dodwell Lane	1707	1717	—	1752	—	1822	—	—	1852	—	1926	—
Sholing Botley Road	1718	1728	—	1803	—	1833	—	—	1903	—	1935	—
Bridge Link Road ⇄	1725	1735	—	1810	—	1840	—	—	1910	—	1942	—
Southampton West Quay	1734	1744	—	1819	—	1849	—	—	1919	—	1951	—

Portsmouth | Fareham | Locks Heath | Southampton X4

Gosport | Fareham | Locks Heath | Southampton X5

Monday to Friday except Public Holidays (continued)

Service Number	X5	X4	X5
The Hard/Gunwharf ⇄ Bay D	—	1852	—
Portsmouth City Centre South	—	1859	—
Portsmouth International Port	—	1905	—
Northarbour Racecourse Lane	—	1913	—
Portchester Precinct ⇄	—	1917	—
Gosport Bus Station Bay F	1827	—	1857
War Memorial Hospital	1835	—	1905
Stokes Bay Sailing Club	1840	—	1909
Cherque Farm Community Centre	1851	—	1919
Lee-on-the-Solent West Point	1856	—	1924
Stubbington Village	1904	—	1931
Fareham College	1913	—	1940
Fareham Bus Station Bay L *arr*	1918	1927	1945
Fareham Bus Station Bay L *dep*	—	1929	—
Titchfield Coach Hill	—	1939	—
Clarendon Crescent	—	1944	—
Locks Heath Centre	—	1949	—
Park Gate	—	1952	—
Bursledon Dodwell Lane	—	2000	—
Sholing Botley Road	—	2009	—
Bridge Link Road ⇄	—	2016	—
Southampton West Quay	—	2025	—

With a Hampshire day/season ticket you can use the Eclipse service to travel to Gosport and then the X4/X5 to Southampton

School term dates 2019

Spring term:
7 January - 5 April 2019
(half term 18 - 22 February 2019)

Summer term:
23 April - 23 July 2019
(half term 27 - 31 May 2019)

Autumn term:
4 September - 20 December 2019
(half term 28 October - 1 November 2019)

For further school term dates please contact Hampshire County Council, Portsmouth Council or the schools direct.

College term dates 2019

Spring term:
7 January - 5 April 2019
(half term 18 - 22 February 2019)

Summer term:
23 April - 12 July 2019
(half term 27 - 31 May 2019)

For further college term dates please contact Hampshire County Council, Portsmouth Council or the colleges direct.

Southampton | Locks Heath | Fareham | Portsmouth X4

Southampton | Locks Heath | Fareham | Gosport X5

Saturdays

Service Number	X5	X5	X4	X4	X5	X4	X5	X4	X5	X4	X5	X4
Southampton West Quay Stop BI	—	—	—	—	—	—	—	0805	—	0855	0905	0920
Bridge Link Road ⇄	—	—	—	—	—	—	—	0813	—	0903	0913	0931
Sholing Botley Road	—	—	—	—	—	—	—	0820	—	0910	0920	0938
Bursledon Dodwell Lane	—	—	—	—	—	—	—	0828	—	0918	0930	0948
Warsash Village	—	—	—	—	0755	—	0822	—	0912	—	0940	—
Park Gate	—	—	—	—	—	0811	—	0836	—	0928	—	0958
Locks Heath Centre	—	—	—	0739	0802	0814	0829	0839	0919	0931	0948	1001
Clarendon Crescent	—	—	—	0744	—	0819	—	0844	—	0937	—	1007
Titchfield Coach Hill	—	—	—	0750	—	0825	—	0850	—	0943	—	1013
Titchfield Bypass	—	—	—	—	0810	—	0837	—	0928	—	0957	—
Fareham Bus Station Bay C/K* *arr*	—	—	—	0800	0819	0835	0846	0900	0938	0956	1007	1026
Fareham Bus Station Bay C/K* *dep*	0659	0728	0741	0802	0821	0837	0848	0902	0941	0959	1010	1029
Fareham College	0703	0732	—	—	0825	—	0852	—	0946	—	1015	—
Stubbington Village	0712	0741	—	—	0834	—	0901	—	0956	—	1025	—
Lee-on-the-Solent High Street	0719	0748	—	—	0841	—	0908	—	1005	—	1034	—
Cherque Farm Community Centre	0724	0753	—	—	0846	—	0913	—	1010	—	1039	—
Stokes Bay Sailing Club	0733	0802	—	—	0855	—	0922	—	1021	—	1050	—
War Memorial Hospital	0737	0806	—	—	0859	—	0927	—	1026	—	1055	—
Gosport Bus Station	0743	0812	—	—	0905	—	0934	—	1033	—	1102	—
Portchester Precinct ⇄	—	—	0752	0813	—	0848	—	0913	—	1011	—	1041
Northarbour Racecourse Lane	—	—	0756	0817	—	0852	—	0917	—	1016	—	1046
Portsmouth International Port	—	—	0803	0824	—	0859	—	0925	—	1024	—	1054
Portsmouth Victoria Park	—	—	0808	0829	—	0904	—	0930	—	1029	—	1059
The Hard/Gunwharf ⇄	—	—	0812	0833	—	0908	—	0935	—	1034	—	1104

Service Number		X5	X4	X5	X4		X4	X5	X4	X5	X4	X5
Southampton West Quay Stop BI	then at these mins past each hour	35	50	05	20	until	1720	1740	1805	1830	1900	1930
Bridge Link Road ⇄		46	01	16	31		1731	1751	1816	1841	1908	1938
Sholing Botley Road		53	08	23	38		1738	1758	1823	1848	1915	1945
Bursledon Dodwell Lane		03	18	33	48		1748	1808	1833	1858	1923	1953
Warsash Village		13	—	43	—		—	1818	—	1908	—	2003
Park Gate		—	28	—	58		1758	—	1843	—	1931	—
Locks Heath Centre		21	31	51	01		1801	1826	1846	1915	1934	2010
Clarendon Crescent		—	37	—	07		1807	—	1852	—	1939	—
Titchfield Coach Hill		—	43	—	13		1813	—	1858	—	1945	—
Titchfield Bypass		30	—	00	—		—	1835	—	1923	—	2018
Fareham Bus Station Bay C/K* *arr*		40	56	10	26		1826	1845	1911	1932	1955	2027
Fareham Bus Station Bay C/K* *dep*		43	59	13	29		1829	1848	—	—	—	—
Fareham College		48	—	18	—		—	1853	—	—	—	—
Stubbington Village		58	—	28	—		—	1903	—	—	—	—
Lee-on-the-Solent High Street		07	—	37	—		—	1910	—	—	—	—
Cherque Farm Community Centre		12	—	42	—		—	1915	—	—	—	—
Stokes Bay Sailing Club		23	—	53	—		—	1924	—	—	—	—
War Memorial Hospital		28	—	58	—		—	1928	—	—	—	—
Gosport Bus Station		35	—	05	—		—	1934	—	—	—	—
Portchester Precinct ⇄		—	11	—	41		1841	—	—	—	—	—
Northarbour Racecourse Lane		—	16	—	46		1846	—	—	—	—	—
Portsmouth International Port		—	24	—	54		1854	—	—	—	—	—
Portsmouth Victoria Park		—	29	—	59		1859	—	—	—	—	—
The Hard/Gunwharf ⇄		—	34	—	04		1904	—	—	—	—	—

Note: * Service X4 departs Fareham Bus Station from Bay C and Service X5 departs from Bay K

Southampton | Locks Heath | Fareham | Portsmouth X4

Southampton | Locks Heath | Fareham | Gosport X5

Saturdays (continued)

Service Number	X4	X5
Southampton West Quay Stop BI	2000	2030
Bridge Link Road	2008	2038
Sholing Botley Road	2015	2045
Bursledon Dodwell Lane	2023	2053
Warsash Village	—	2103
Park Gate	2031	—
Locks Heath Centre	2034	2110
Clarendon Crescent	2039	—
Titchfield Coach Hill	2045	—
Titchfield Bypass	—	2118
Fareham Bus Station	2055	2127

With a Hampshire day/season ticket you can use the X4/X5 to travel to Fareham and then the Eclipse service to Gosport

Portsmouth | Fareham | Locks Heath | Southampton X4

Gosport | Fareham | Locks Heath | Southampton X5

Saturdays

Service Number	X4	X5	X4	X5	X4	X5	X4	X5	X4	X5	X4	X5
The Hard/Gunwharf ⇄ Bay D	—	—	—	—	—	—	0825	—	0845	—	0915	—
Portsmouth City Centre South	—	—	—	—	—	—	0829	—	0849	—	0921	—
Portsmouth International Port	—	—	—	—	—	—	0833	—	0853	—	0925	—
Northarbour Racecourse Lane	—	—	—	—	—	—	0841	—	0901	—	0933	—
Portchester Precinct ⇄	—	—	—	—	—	—	0845	—	0905	—	0938	—
Gosport Bus Station Bay F	—	0651	—	0722	—	0753	—	0820	—	0841	—	0912
War Memorial Hospital	—	0658	—	0729	—	0800	—	0827	—	0848	—	0919
Stokes Bay Sailing Club	—	0702	—	0733	—	0804	—	0831	—	0852	—	0924
Cherque Farm Community Centre	—	0712	—	0743	—	0814	—	0841	—	0902	—	0935
Lee-on-the-Solent West Point	—	0717	—	0748	—	0819	—	0846	—	0907	—	0940
Stubbington Village	—	0724	—	0755	—	0826	—	0853	—	0914	—	0948
Fareham College	—	0733	—	0804	—	0835	—	0902	—	0923	—	0958
Fareham Bus Station Bay L *arr*	—	0738	—	0809	—	0840	0855	0907	0915	0929	0950	1004
Fareham Bus Station Bay L *dep*	0702	0740	0801	0811	0827	0842	0857	0909	0918	0932	0953	1007
Titchfield Coach Hill	0712	—	0811	—	0837	—	0907	—	0931	—	1006	—
Clarendon Crescent	0717	—	0816	—	0842	—	0912	—	0937	—	1012	—
Titchfield Bypass	—	0748	—	0819	—	0850	—	0917	—	0942	—	1017
Locks Heath Centre	0722	0756	0821	0827	0847	0858	0917	0926	0943	0951	1018	1026
Park Gate	0725	—	0824	—	0850	—	0920	—	0946	—	1021	—
Warsash Village	—	0804	—	0835	—	0906	—	0934	—	0959	—	1034
Bursledon Dodwell Lane	0733	0812	0832	0843	0858	0914	0930	0945	0956	1010	1031	1045
Sholing Botley Road	0742	0821	0841	0852	0907	0923	0941	0956	1007	1021	1042	1056
Bridge Link Road ⇄	0749	0828	0848	0859	0914	0930	0948	1003	1014	1028	1049	1103
Southampton West Quay	0758	0837	0857	0908	0923	0939	0957	1012	1023	1037	1058	1112

Service Number		X4	X5	X4	X5		X5	X4	X5	X4	X5	X4
The Hard/Gunwharf ⇄ Bay D		45	—	15	—		—	1615	—	1645	—	1715
Portsmouth City Centre South		51	—	21	—		—	1621	—	1651	—	1721
Portsmouth International Port		55	—	25	—		—	1625	—	1655	—	1725
Northarbour Racecourse Lane		03	—	33	—		—	1633	—	1703	—	1733
Portchester Precinct ⇄		08	—	38	—		—	1638	—	1708	—	1738
Gosport Bus Station Bay F		—	42	—	12		1542	—	1617	—	1647	—
War Memorial Hospital		—	50	—	20		1550	—	1625	—	1655	—
Stokes Bay Sailing Club		—	55	—	25		1555	—	1630	—	1700	—
Cherque Farm Community Centre		—	06	—	36		1606	—	1641	—	1711	—
Lee-on-the-Solent West Point		—	11	—	41		1611	—	1646	—	1716	—
Stubbington Village	then at	—	19	—	49		1619	—	1654	—	1724	—
Fareham College	these mins	—	29	—	59		1629	—	1704	—	1734	—
Fareham Bus Station Bay L *arr*	past each	20	35	50	05	until	1635	1650	1710	1720	1740	1750
Fareham Bus Station Bay L *dep*	hour	23	38	53	08		1638	1653	1713	1723	1743	1753
Titchfield Coach Hill		36	—	06	—		—	1706	—	1736	—	1806
Clarendon Crescent		42	—	12	—		—	1712	—	1742	—	1812
Titchfield Bypass		—	48	—	18		1648	—	1723	—	1753	—
Locks Heath Centre		48	57	18	27		1657	1718	1732	1748	1802	1818
Park Gate		51	—	21	—		—	1721	—	1751	—	—
Warsash Village		—	05	—	35		1705	—	1740	—	1810	—
Bursledon Dodwell Lane		01	16	31	46		1716	—	1751	—	1821	—
Sholing Botley Road		12	27	42	57		1727	—	1802	—	1832	—
Bridge Link Road ⇄		19	34	49	04		1734	—	1809	—	1839	—
Southampton West Quay		28	43	58	13		1743	—	1818	—	1848	—

Portsmouth | Fareham | Locks Heath | Southampton X4
Gosport | Fareham | Locks Heath | Southampton X5

Saturdays (continued)

Service Number	X5	X4	X5	X4	X5	X4	X5
The Hard/Gunwharf ⇄ Bay D	—	1745	—	1815	—	1845	—
Portsmouth City Centre South	—	1751	—	1821	—	1851	—
Portsmouth International Port	—	1755	—	1825	—	1855	—
Northarbour Racecourse Lane	—	1803	—	1833	—	1903	—
Portchester Precinct ⇄	—	1808	—	1838	—	1907	—
Gosport Bus Station Bay F	1717	—	1747	—	1817	—	1847
War Memorial Hospital	1725	—	1755	—	1825	—	1855
Stokes Bay Sailing Club	1730	—	1800	—	1830	—	1900
Cherque Farm Community Centre	1741	—	1811	—	1841	—	1910
Lee-on-the-Solent West Point	1746	—	1816	—	1846	—	1915
Stubbington Village	1754	—	1824	—	1854	—	1922
Fareham College	1804	—	1834	—	1904	—	1931
Fareham Bus Station Bay L *arr*	1810	1820	1840	1850	1909	1917	1936
Fareham Bus Station Bay L *dep*	1813	1823	1843	—	—	1919	—
Titchfield Coach Hill	—	1836	—	—	—	1929	—
Clarendon Crescent	—	1842	—	—	—	1934	—
Titchfield Bypass	1823	—	1853	—	—	—	—
Locks Heath Centre	1832	1848	1902	—	—	1939	—
Park Gate	—	—	—	—	—	1942	—
Warsash Village	1840	—	1910	—	—	—	—
Bursledon Dodwell Lane	1851	—	1918	—	—	1950	—
Sholing Botley Road	1902	—	1927	—	—	1959	—
Bridge Link Road ⇄	1909	—	1934	—	—	2006	—
Southampton West Quay	1918	—	1943	—	—	2015	—

With a Hampshire day/season ticket you can use the Eclipse service to travel to Gosport and then the X4/X5 to Southampton

Southampton | Locks Heath | Fareham | Portsmouth X4

Southampton | Locks Heath | Fareham | Gosport X5

Sundays and Public Holidays

Service Number	X4	X5	X4	X5	X4	X5		X4	X5		X5	X4
Southampton West Quay Stop BI	—	—	—	—	0915	0945		15	45		1645	1715
Bridge Link Road ⇄	—	—	—	—	0922	0952		25	55		1655	1725
Sholing Botley Road	—	—	—	—	0929	0959		32	02		1702	1732
Bursledon Dodwell Lane	—	—	—	—	0937	1007		42	12		1712	1742
Warsash Village	—	—	—	0931	—	1017		—	22		1722	—
Park Gate	—	—	—	—	0945	—		52	—		—	1752
Locks Heath Centre	—	—	0917	0938	0948	1025		55	30		1730	1755
Clarendon Crescent	—	—	0922	—	0953	—		01	—		—	1801
Titchfield Coach Hill	—	—	0928	—	0959	—		07	—		—	1807
Titchfield Bypass	—	—	—	0946	—	1034		—	39		1739	—
Fareham Bus Station Bay C/K* *arr*	—	—	0938	0955	1009	1044		20	49		1749	1820
Fareham Bus Station Bay C/K* *dep*	0845	0910	0940	0957	1012	1047	then at these mins past each hour	23	52	until	1752	1823
Fareham College	—	0914	—	1001	—	1052		—	57		1757	—
Stubbington Village	—	0923	—	1011	—	1102		—	07		1807	—
Lee-on-the-Solent High Street	—	0930	—	1020	—	1111		—	16		1816	—
Cherque Farm Community Centre	—	0935	—	1025	—	1116		—	21		1821	—
Stokes Bay Sailing Club	—	0944	—	1036	—	1127		—	32		1832	—
War Memorial Hospital	—	0948	—	1041	—	1132		—	37		1836	—
Gosport Bus Station	—	0954	—	1048	—	1139		—	44		1842	—
Portchester Precinct ⇄	0856	—	0951	—	1024	—		35	—		—	1835
Northarbour Racecourse Lane	0900	—	0955	—	1029	—		40	—		—	1839
Portsmouth International Port	0907	—	1002	—	1037	—		48	—		—	1846
Portsmouth Victoria Park	0912	—	1007	—	1042	—		53	—		—	1851
The Hard/Gunwharf ⇄ Bay D	0916	—	1012	—	1047	—		58	—		—	1855
Southsea D-day Museum	0926	—	1022	—	1057	—		08	—		—	1905
Clarence Pier	0931	—	1028	—	1103	—		14	—		—	1910

Service Number	X5	X4	X5	X4
Southampton West Quay Stop BI	1745	1815	1845	1915
Bridge Link Road ⇄	1755	1825	1852	1922
Sholing Botley Road	1802	1832	1859	1929
Bursledon Dodwell Lane	1812	1840	1907	1937
Warsash Village	1822	—	1917	—
Park Gate	—	1848	—	1945
Locks Heath Centre	1830	1851	1924	1948
Clarendon Crescent	—	1856	—	1953
Titchfield Coach Hill	—	1902	—	1959
Titchfield Bypass	1838	—	1932	—
Fareham Bus Station Bay C/K* *arr*	1847	1912	1941	2009
Fareham Bus Station Bay C/K* *dep*	1849	—	—	—
Fareham College	1853	—	—	—
Stubbington Village	1902	—	—	—
Lee-on-the-Solent High Street	1909	—	—	—
Cherque Farm Community Centre	1914	—	—	—
Stokes Bay Sailing Club	1923	—	—	—
War Memorial Hospital	1927	—	—	—
Gosport Bus Station	1933	—	—	—

Note: * Service X4 departs Fareham Bus Station from Bay C and Service X5 departs from Bay K

With a Hampshire day/season ticket you can use the X4/X5 to travel to Fareham and then the Eclipse service to Gosport

Portsmouth | Fareham | Locks Heath | Southampton X4

Gosport | Fareham | Locks Heath | Southampton X5

Sundays and Public Holidays

Service Number	X5	X4	X5	X4	X5	X4		X5	X4		X4	X5
Clarence Pier	—	—	—	—	—	0942		—	38		1638	—
The Hard/Gunwharf ⇄ Bay D	—	—	—	—	—	0952		—	48		1648	—
Portsmouth City Centre South	—	—	—	—	—	0956		—	54		1654	—
Portsmouth International Port	—	—	—	—	—	1000		—	58		1658	—
Northarbour Racecourse Lane	—	—	—	—	—	1008		—	06		1706	—
Portchester Precinct ⇄	—	—	—	0922	—	1013		—	11		1711	—
Gosport Bus Station Bay F	—	—	0820	—	0915	—		00	—		—	1700
War Memorial Hospital	—	—	0827	—	0922	—		08	—		—	1708
Stokes Bay Sailing Club	—	—	0831	—	0926	—		13	—		—	1713
Cherque Farm Community Centre	—	—	0841	—	0936	—		24	—		—	1724
Lee-on-the-Solent West Point	—	—	0846	—	0941	—		29	—		—	1729
Stubbington Village	—	—	0853	—	0948	—		37	—		—	1737
Fareham College	—	—	0902	—	0957	—	then at these mins past each hour	47	—	until	—	1747
Fareham Bus Station Bay L *arr*	—	—	0907	0932	1002	1025		53	23		1723	1753
Fareham Bus Station Bay L *dep*	0810	0840	0909	0934	1005	1028		56	26		1726	1756
Titchfield Coach Hill	—	0850	—	0944	—	1041		—	39		1739	—
Clarendon Crescent	—	0855	—	0949	—	1047		—	45		1745	—
Titchfield Bypass	0818	—	0917	—	1015	—		06	—		—	1806
Locks Heath Centre	0826	0900	0925	0954	1024	1053		15	51		1751	1815
Park Gate	—	0903	—	0957	—	1056		—	54		1754	—
Warsash Village	0834	—	0933	—	1032	—		23	—		—	1823
Bursledon Dodwell Lane	0842	0911	0941	1005	1043	1106		34	04		1804	1834
Sholing Botley Road	0851	0920	0950	1016	1054	1117		45	15		1815	1843
Bridge Link Road ⇄	0858	0927	0957	1023	1101	1124		52	22		1822	1850
Southampton West Quay	0907	0936	1006	1032	1110	1133		01	31		1831	1859

Service Number	X4	X5	X4	X5	X4
Clarence Pier	1728	—	1828	—	1928
The Hard/Gunwharf ⇄ Bay D	1738	—	1838	—	1938
Portsmouth City Centre South	1744	—	1842	—	1942
Portsmouth International Port	1748	—	1846	—	1946
Northarbour Racecourse Lane	1756	—	1854	—	1954
Portchester Precinct ⇄	1801	—	1858	—	1958
Gosport Bus Station Bay F	—	1800	—	1855	—
War Memorial Hospital	—	1808	—	1902	—
Stokes Bay Sailing Club	—	1813	—	1906	—
Cherque Farm Community Centre	—	1824	—	1916	—
Lee-on-the-Solent West Point	—	1829	—	1921	—
Stubbington Village	—	1837	—	1928	—
Fareham College	—	1846	—	1937	—
Fareham Bus Station Bay L *arr*	1813	1851	1908	1942	2008
Fareham Bus Station Bay L *dep*	1816	1853	—	—	—
Titchfield Coach Hill	1829	—	—	—	—
Clarendon Crescent	1835	—	—	—	—
Titchfield Bypass	—	1901	—	—	—
Locks Heath Centre	1840	1909	—	—	—
Warsash Village	—	1917	—	—	—

With a Hampshire day/season ticket you can use the Eclipse service to travel to Gosport and then the X4/X5 to Southampton

APPENDIX E

Rail Network Map


London & the South East
RAIL SERVICES
National Rail
FIND YOUR STATION
HERITAGE RAILWAYS
Only stations served by through trains to and from London are shown in this yellow area
For full details within this area see London's Rail & Tube Services map
KEY TO TRAIN OPERATING COMPANIES
Chiltern Railways
chilternrailways.co.uk
East Midlands Trains
eastmidlandstrains.co.uk
Greater Anglia
greateranglia.co.uk
London Overground
tfl.gov.uk/overground
Southern
southernrailway.com
Thameslink
thameslinkrailway.com
CrossCountry
crosscountrytrains.co.uk
Eurostar
eurostar.com
Great Northern
greatnorthernrail.com
Heathrow Express
heathrowexpress.com
London North Eastern Railway
lner.co.uk
Southeastern
southeasternrailway.co.uk
South Western Railway
southwesternrailway.com
Virgin Trains
virgintrains.co.uk
c2c
c2c-online.co.uk
Gatwick Express
gatwickexpress.com
Great Western Railway
gwr.com
Island Line
southwesternrailway.com
London Northwestern Railway
londonnorthwesternrailway.co.uk
Southeastern High Speed
southeasternrailway.co.uk
TfL Rail
tfl.gov.uk/tflrail
Peak-hour or limited service routes and/or stations (in Train Company colours)
Independent heritage railway with National Rail platform interchange and through ticketing available
Interchange station (black rings)
Interchange with London Underground
Under a 15-minute walk between stations
Rail replacement bus service
Independent bus or coach link with through ticketing available
Ferry links
Hovercraft link
Airport link
NOTES: This map is a guide to services provided by the train operators on weekdays but does not guarantee direct trains between the stations shown; some peak period and limited services are omitted.
A few services do not operate and some stations are not served in the early mornings and late evenings, or at weekends and on public holidays.
Services may be affected by engineering work. Please check for details on nationalrail.co.uk
Rail Franchises or Train Company trading names may change during the currency of this publication. Every effort has been made to ensure the information shown is correct at the time of publication: May 2019. It is recommended that journey details are checked prior to travel. Comments on train services should be sent to the relevant Train Operating Company.
For details of train times and fares go to nationalrail.co.uk or call National Rail Enquiries on 03457 48 49 50
Effective from 19th May 2019
© Rail Delivery Group – MAY 2019

APPENDIX F

TRICS Data

Calculation Reference: AUDIT-138301-190911-0942

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	DH	DURHAM	1 days

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

Secondary 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: Number of dwellings
Actual Range: 26 to 79 (units:)
Range Selected by User: 25 to 100 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	10

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

Selected Location Sub Categories:

Residential Zone	10

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.

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	10 days

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

Travel Plan:

Yes	4 days
No	6 days

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

PTAL Rating:

No PTAL Present	10 days

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

LIST OF SITES relevant to selection parameters

1 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total Number of dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

2 **ES-03-A-02** **PRIVATE HOUSING** **EAST SUSSEX**
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

3 **GM-03-A-10** **DETACHED / SEMI** **GREATER MANCHESTER**
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

4 **HC-03-A-21** **TERRACED & SEMI-DETACHED** **HAMPSHIRE**
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

5 **HC-03-A-22** **MIXED HOUSES** **HAMPSHIRE**
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

6 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

7 **SH-03-A-05** **SEMI-DETACHED / TERRACED** **SHROPSHIRE**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

8 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

9 **ST-03-A-08** **DETACHED HOUSES** **STAFFORDSHIRE**
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total Number of dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-A-08	dwelling
NY-03-A-10	dwelling

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	47	0.090	10	47	0.327	10	47	0.417
08:00 - 09:00	10	47	0.120	**10**	**47**	**0.361**	**10**	**47**	**0.481**
09:00 - 10:00	10	47	0.153	10	47	0.189	10	47	0.342
10:00 - 11:00	10	47	0.116	10	47	0.166	10	47	0.282
11:00 - 12:00	10	47	0.157	10	47	0.181	10	47	0.338
12:00 - 13:00	10	47	0.155	10	47	0.140	10	47	0.295
13:00 - 14:00	10	47	0.161	10	47	0.168	10	47	0.329
14:00 - 15:00	10	47	0.155	10	47	0.161	10	47	0.316
15:00 - 16:00	10	47	0.282	10	47	0.172	10	47	0.454
16:00 - 17:00	10	47	0.305	10	47	0.148	10	47	0.453
17:00 - 18:00	**10**	**47**	**0.310**	10	47	0.142	10	47	0.452
18:00 - 19:00	10	47	0.265	10	47	0.110	10	47	0.375
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.269			2.265			4.534

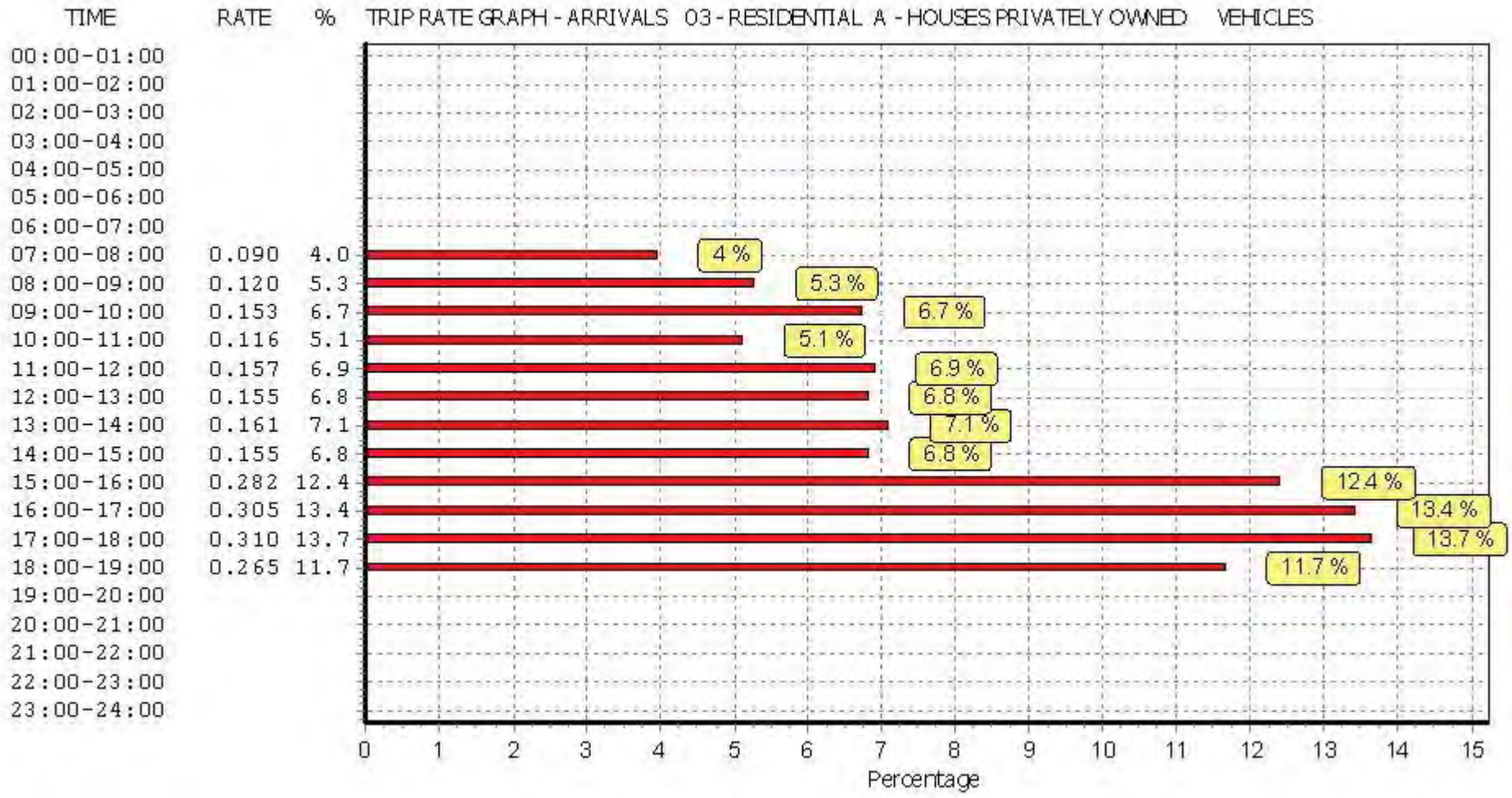
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

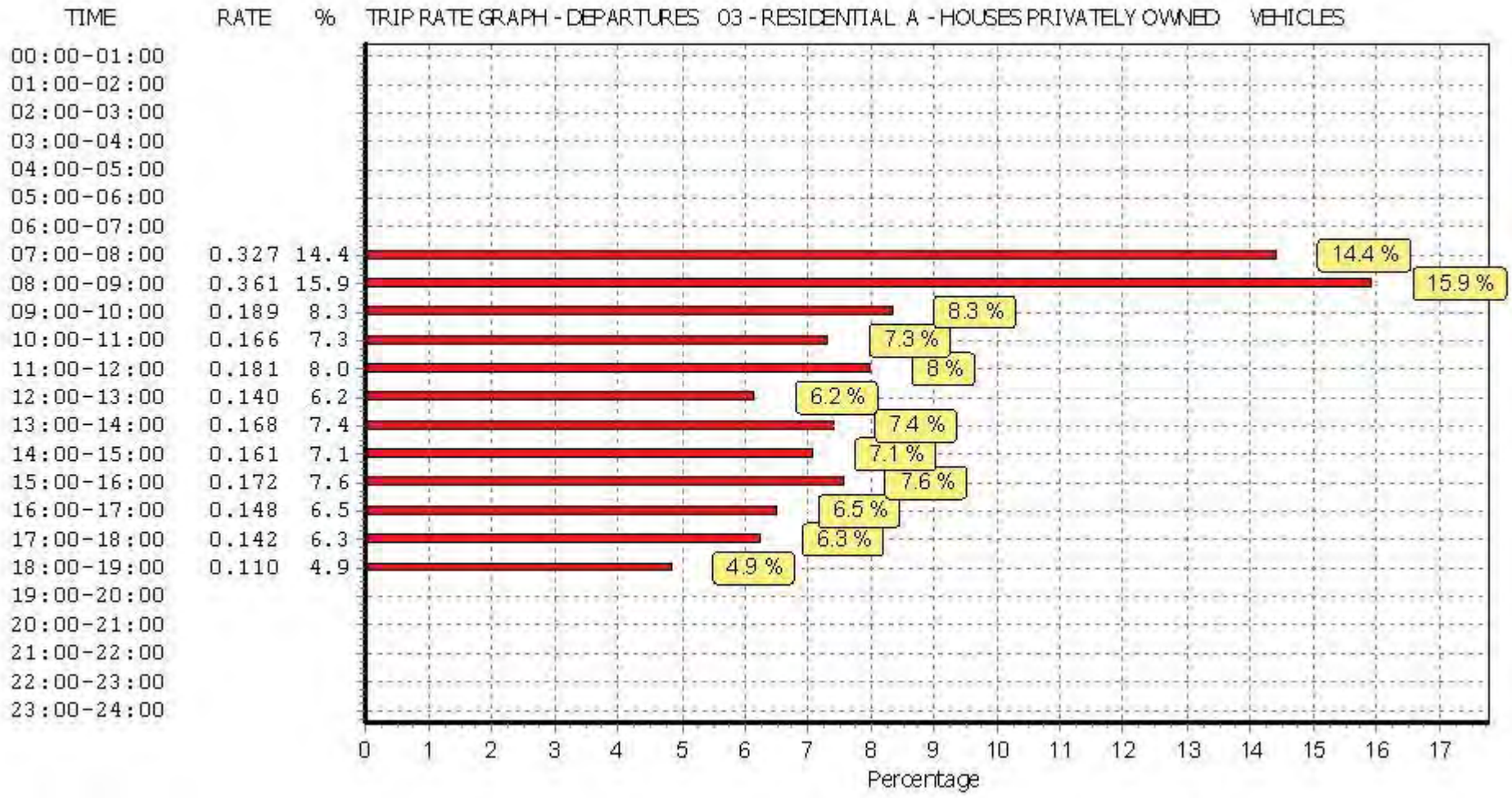
Parameter summary

Trip rate parameter range selected:	26 - 79 (units:)
Survey date date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

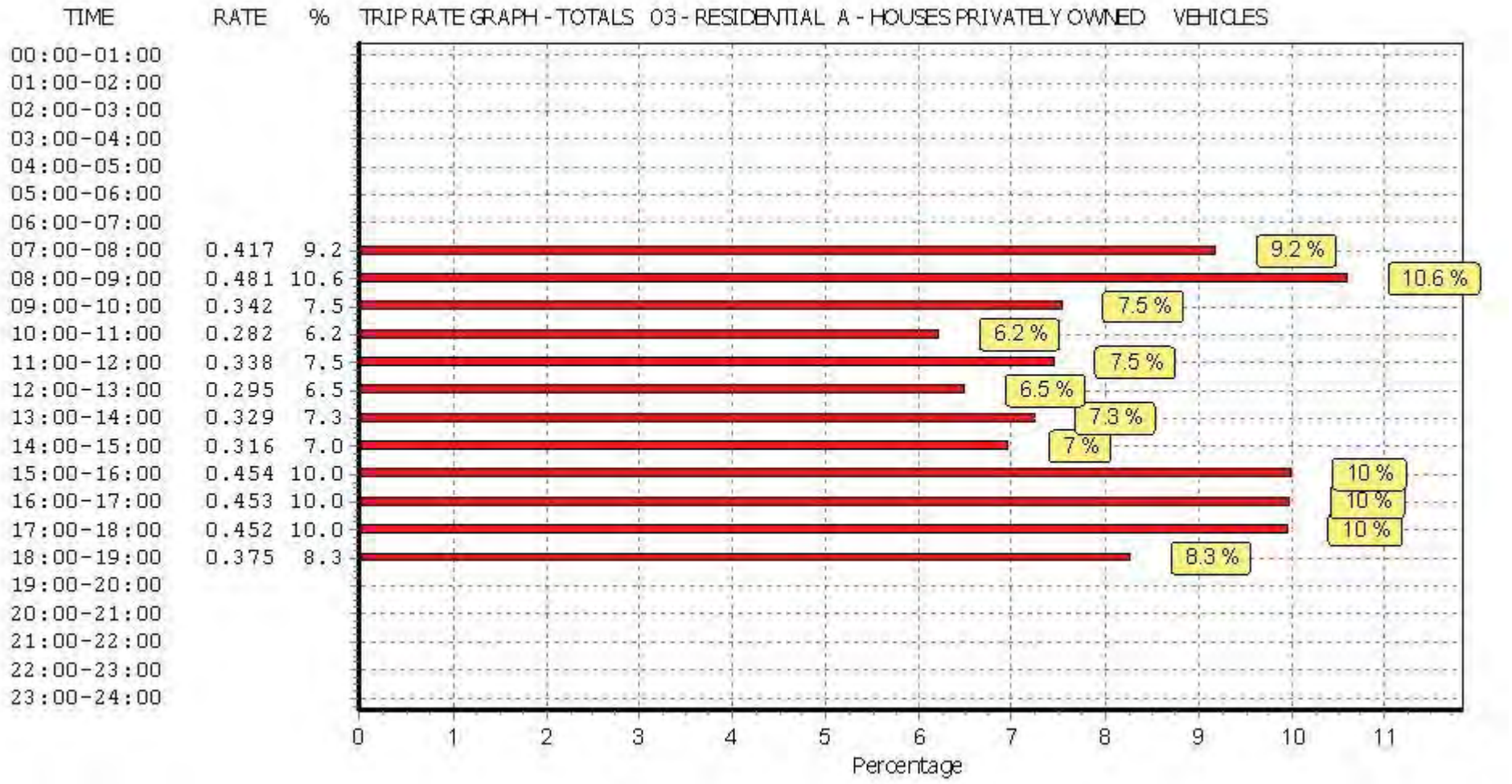
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



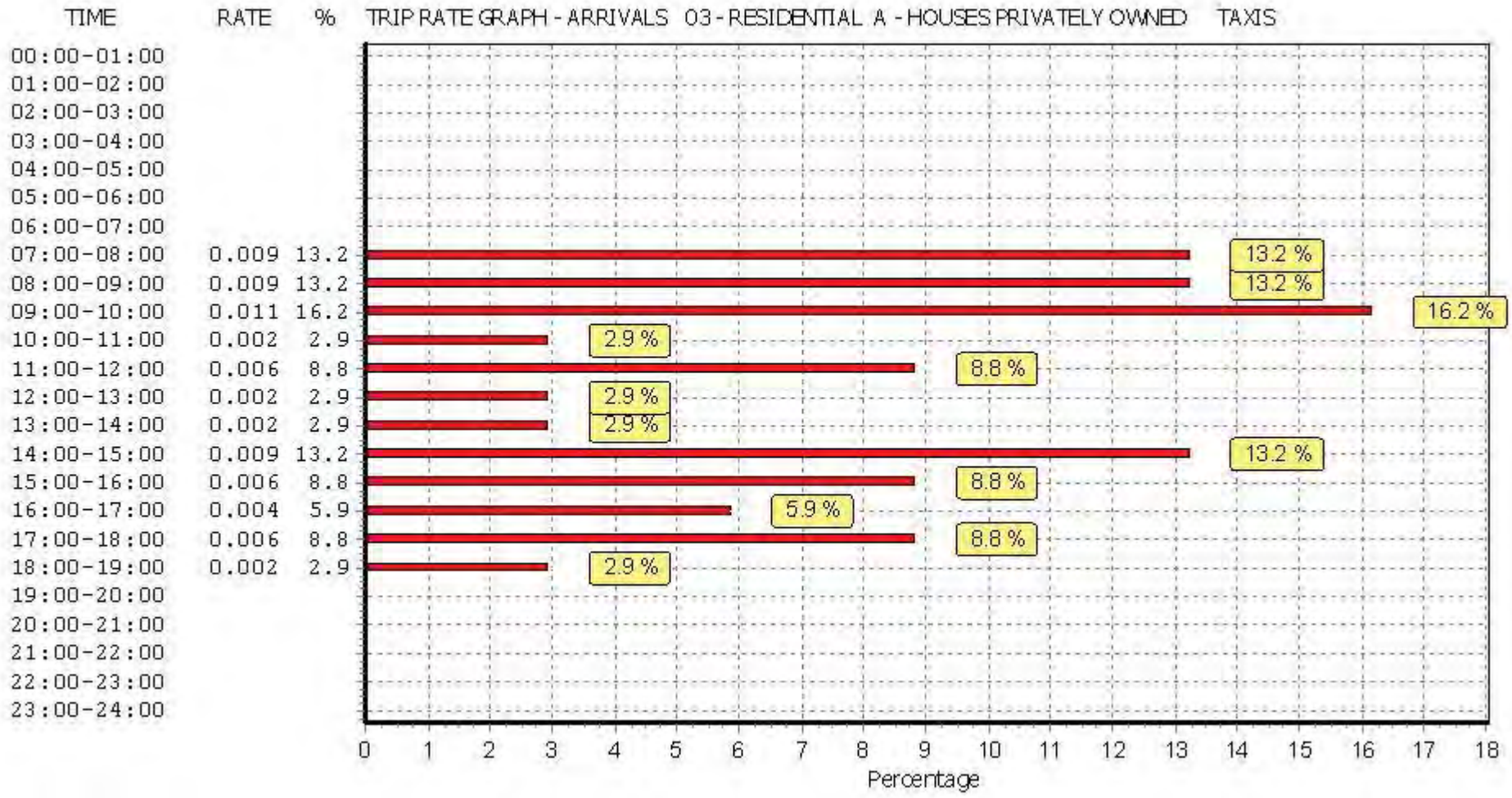
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

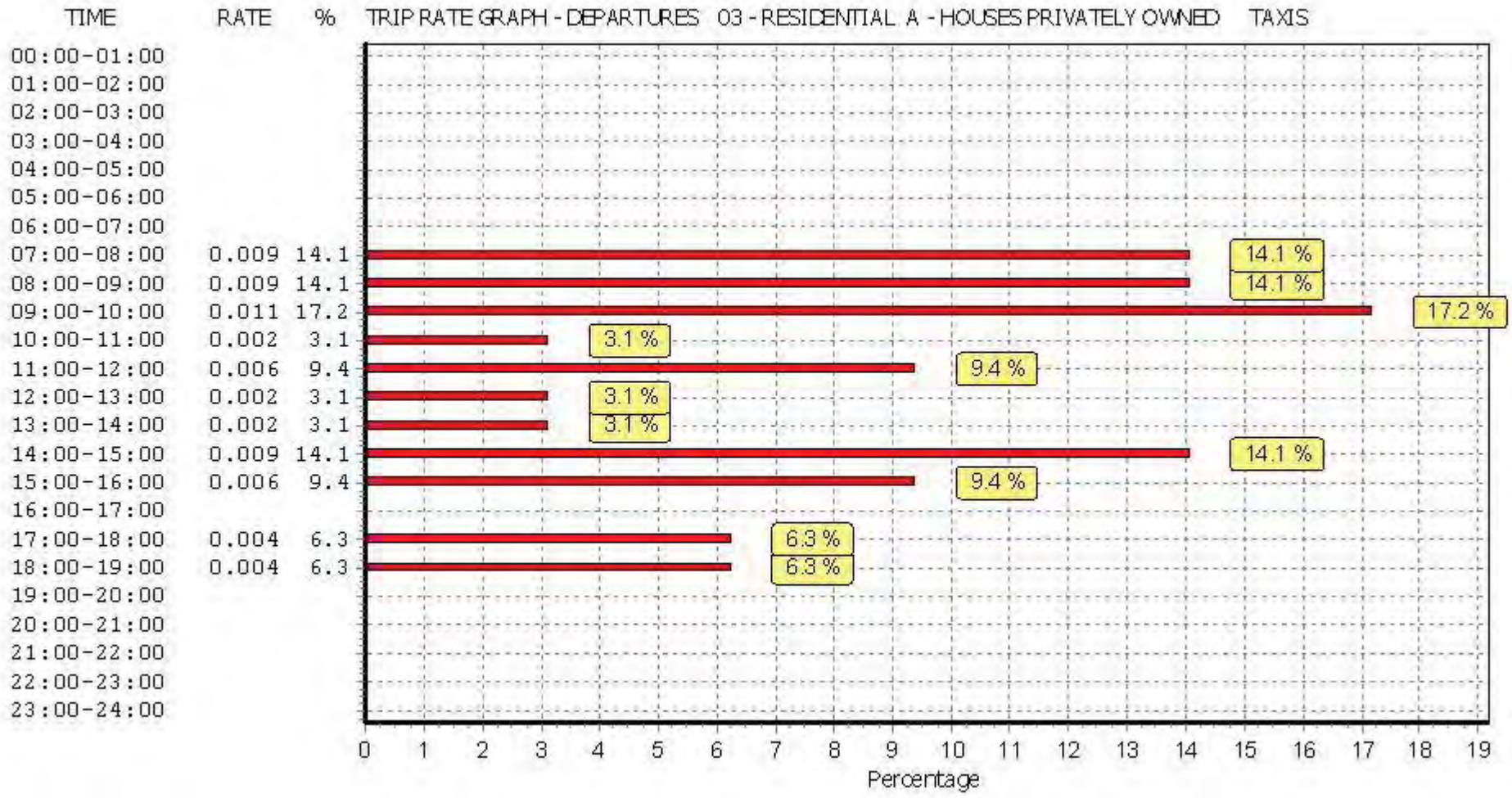
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	47	0.009	10	47	0.009	10	47	0.018
08:00 - 09:00	10	47	0.009	10	47	0.009	10	47	0.018
09:00 - 10:00	**10**	**47**	**0.011**	**10**	**47**	**0.011**	**10**	**47**	**0.022**
10:00 - 11:00	10	47	0.002	10	47	0.002	10	47	0.004
11:00 - 12:00	10	47	0.006	10	47	0.006	10	47	0.012
12:00 - 13:00	10	47	0.002	10	47	0.002	10	47	0.004
13:00 - 14:00	10	47	0.002	10	47	0.002	10	47	0.004
14:00 - 15:00	10	47	0.009	10	47	0.009	10	47	0.018
15:00 - 16:00	10	47	0.006	10	47	0.006	10	47	0.012
16:00 - 17:00	10	47	0.004	10	47	0.000	10	47	0.004
17:00 - 18:00	10	47	0.006	10	47	0.004	10	47	0.010
18:00 - 19:00	10	47	0.002	10	47	0.004	10	47	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.064			0.132

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.

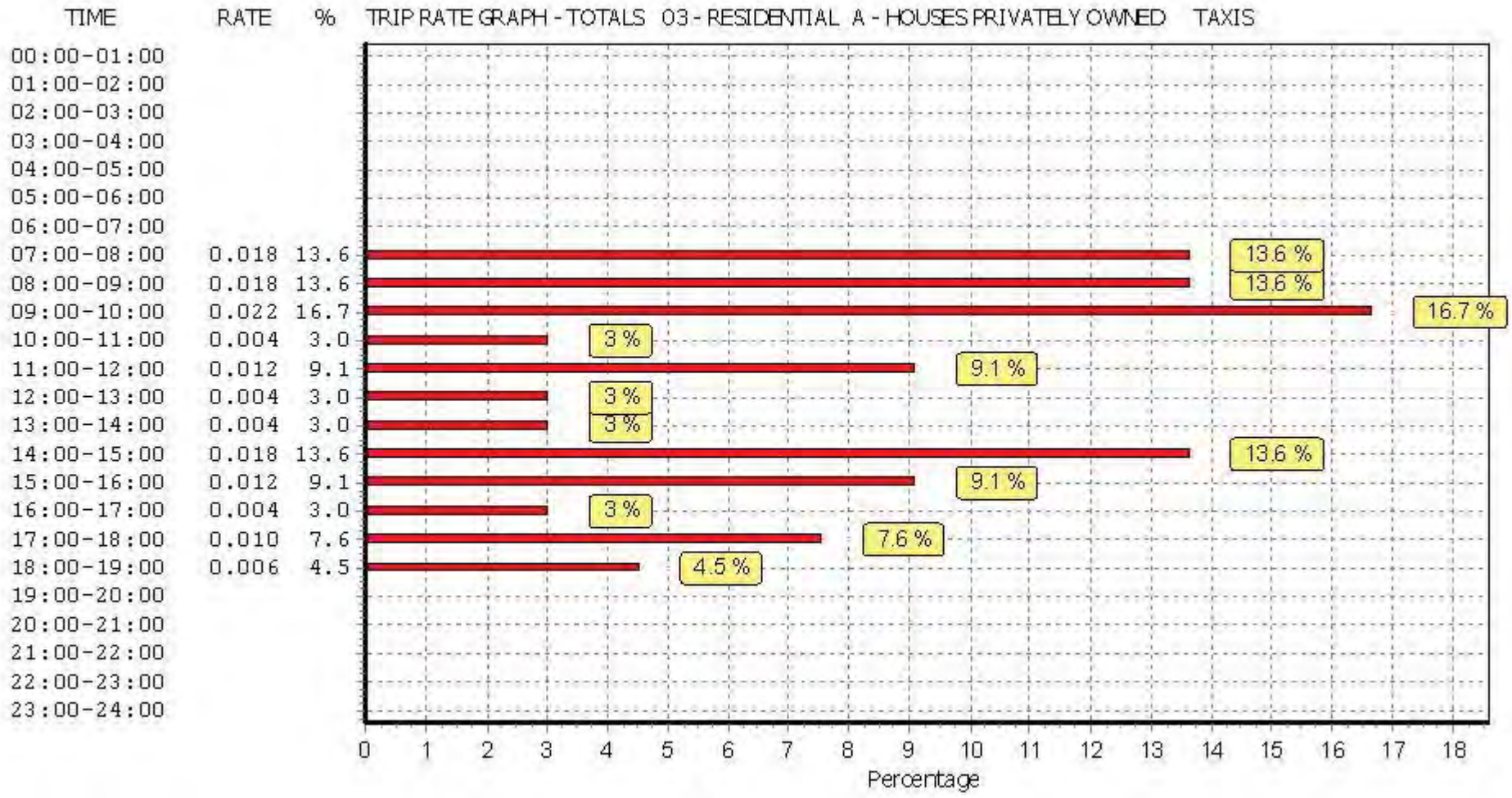
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



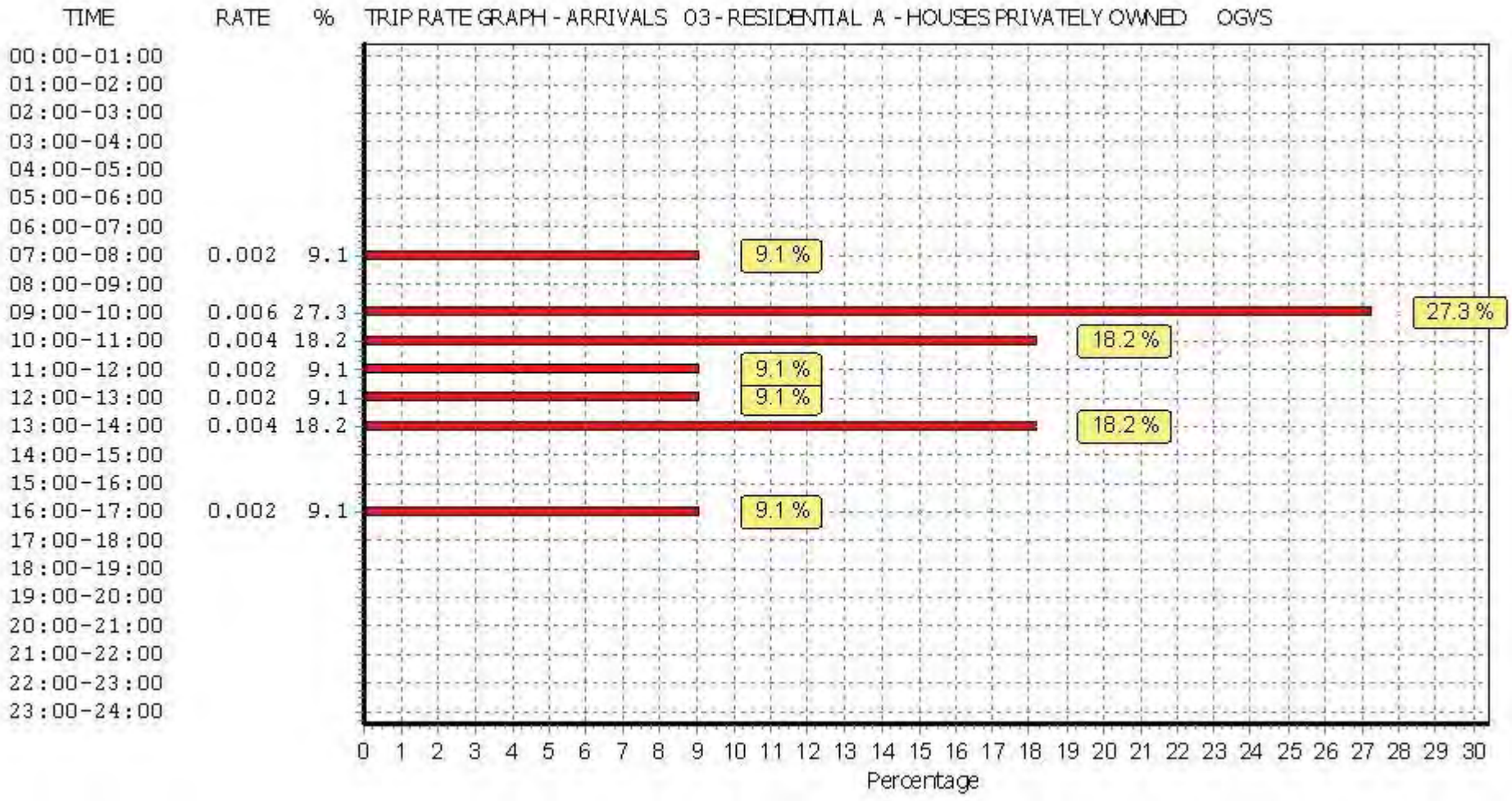
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

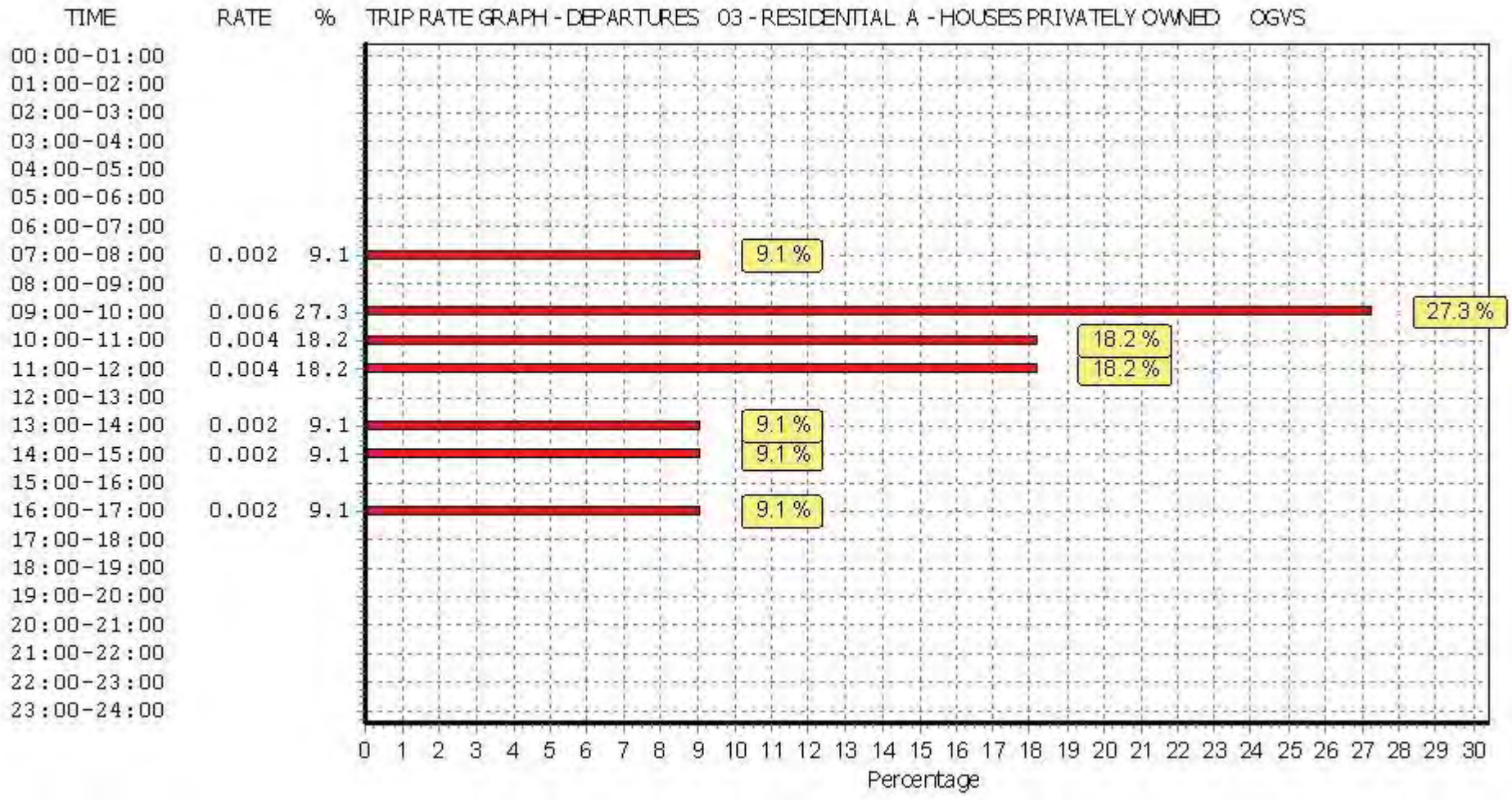
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	47	0.002	10	47	0.002	10	47	0.004
08:00 - 09:00	10	47	0.000	10	47	0.000	10	47	0.000
09:00 - 10:00	**10**	**47**	**0.006**	**10**	**47**	**0.006**	**10**	**47**	**0.012**
10:00 - 11:00	10	47	0.004	10	47	0.004	10	47	0.008
11:00 - 12:00	10	47	0.002	10	47	0.004	10	47	0.006
12:00 - 13:00	10	47	0.002	10	47	0.000	10	47	0.002
13:00 - 14:00	10	47	0.004	10	47	0.002	10	47	0.006
14:00 - 15:00	10	47	0.000	10	47	0.002	10	47	0.002
15:00 - 16:00	10	47	0.000	10	47	0.000	10	47	0.000
16:00 - 17:00	10	47	0.002	10	47	0.002	10	47	0.004
17:00 - 18:00	10	47	0.000	10	47	0.000	10	47	0.000
18:00 - 19:00	10	47	0.000	10	47	0.000	10	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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.

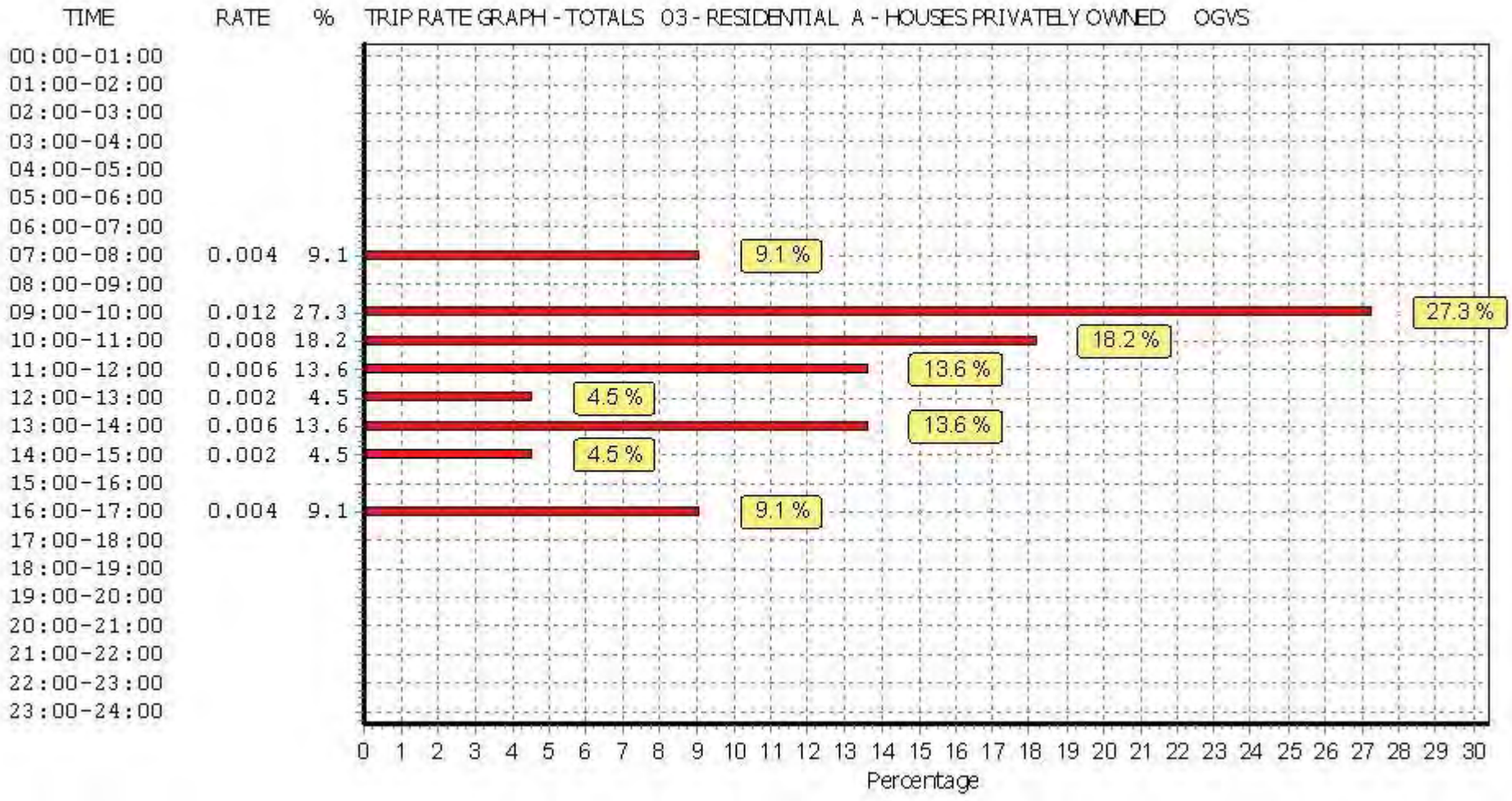
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	47	0.002	10	47	0.002	10	47	0.004
08:00 - 09:00	10	47	0.000	10	47	0.000	10	47	0.000
09:00 - 10:00	10	47	0.000	10	47	0.000	10	47	0.000
10:00 - 11:00	10	47	0.000	10	47	0.000	10	47	0.000
11:00 - 12:00	**10**	**47**	**0.004**	**10**	**47**	**0.004**	**10**	**47**	**0.008**
12:00 - 13:00	10	47	0.000	10	47	0.000	10	47	0.000
13:00 - 14:00	10	47	0.000	10	47	0.000	10	47	0.000
14:00 - 15:00	10	47	0.000	10	47	0.000	10	47	0.000
15:00 - 16:00	10	47	0.002	10	47	0.002	10	47	0.004
16:00 - 17:00	10	47	0.000	10	47	0.000	10	47	0.000
17:00 - 18:00	10	47	0.000	10	47	0.000	10	47	0.000
18:00 - 19:00	10	47	0.000	10	47	0.000	10	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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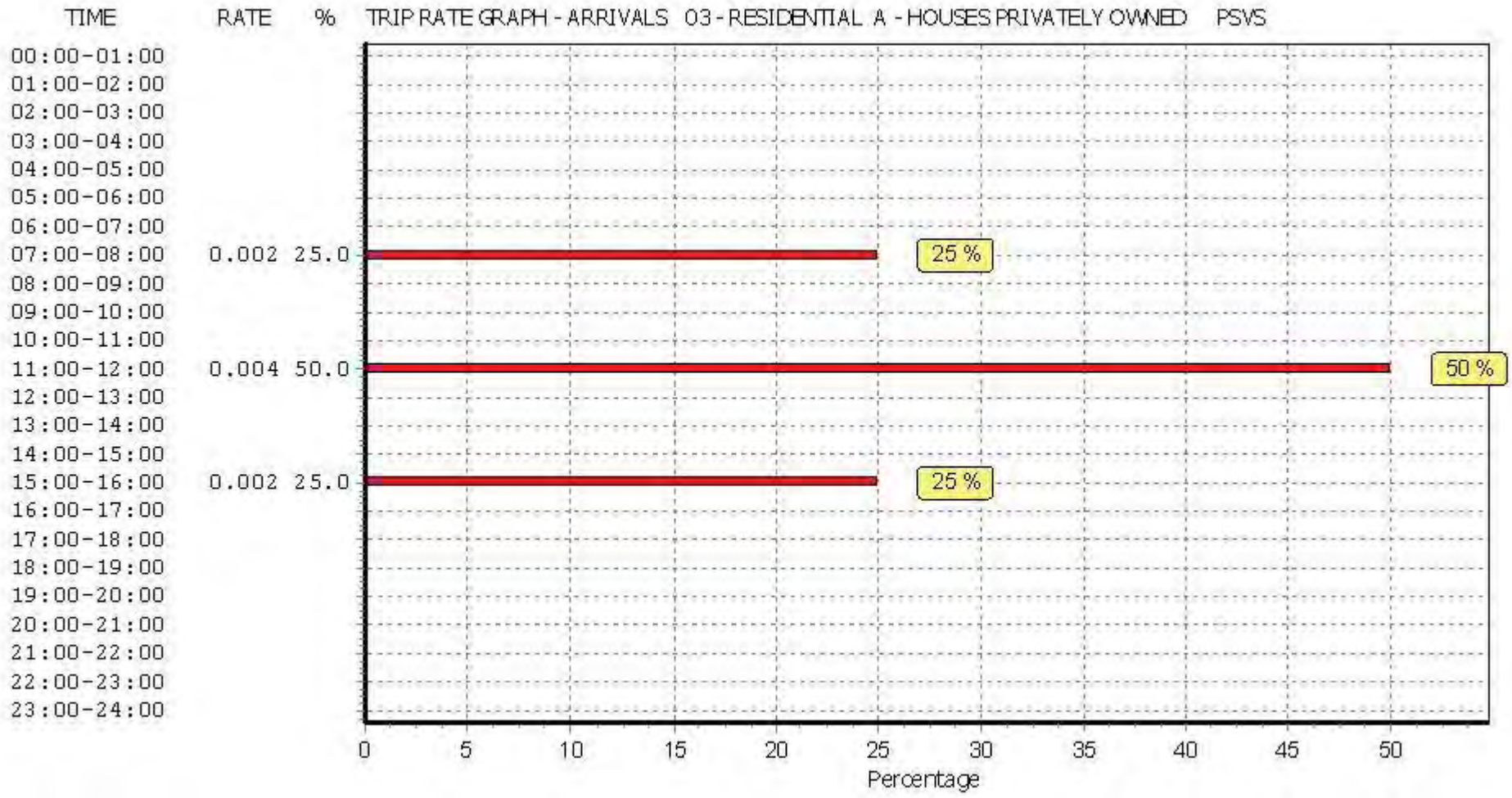

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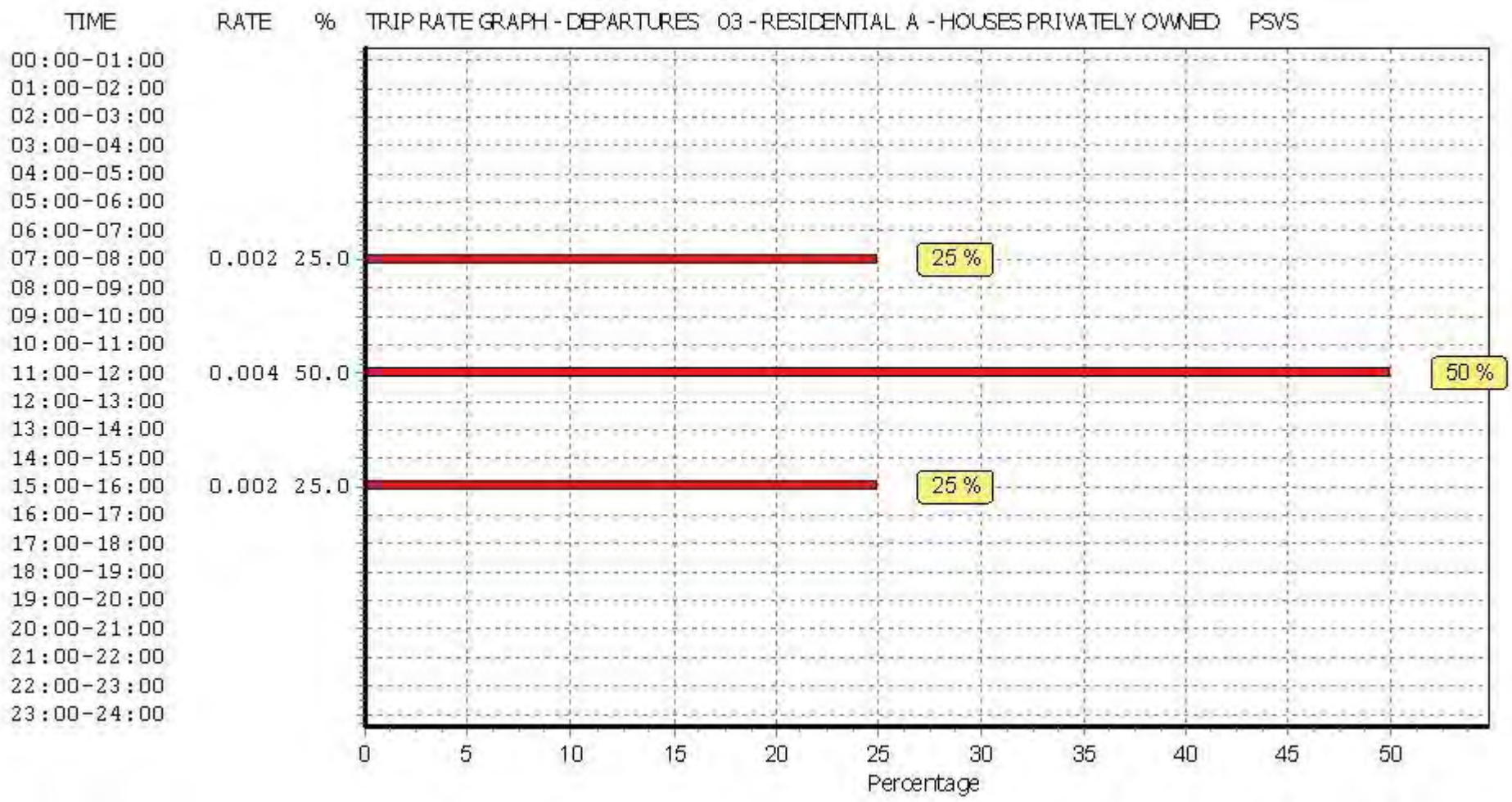

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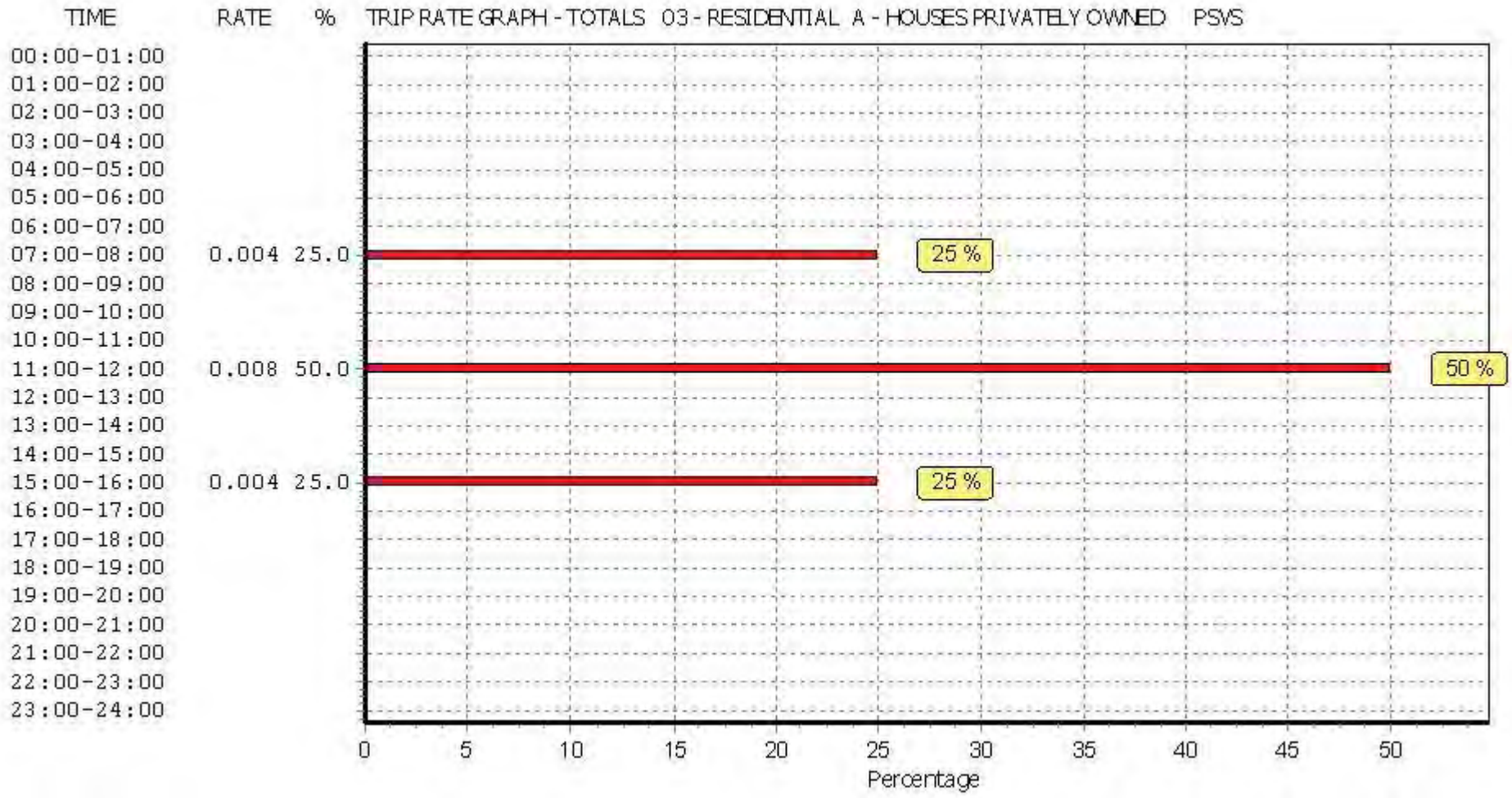

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	47	0.006	10	47	0.011	10	47	0.017
08:00 - 09:00	10	47	0.002	**10**	**47**	**0.028**	**10**	**47**	**0.030**
09:00 - 10:00	10	47	0.002	10	47	0.004	10	47	0.006
10:00 - 11:00	10	47	0.000	10	47	0.004	10	47	0.004
11:00 - 12:00	10	47	0.004	10	47	0.002	10	47	0.006
12:00 - 13:00	10	47	0.006	10	47	0.004	10	47	0.010
13:00 - 14:00	10	47	0.004	10	47	0.002	10	47	0.006
14:00 - 15:00	10	47	0.006	10	47	0.002	10	47	0.008
15:00 - 16:00	10	47	0.002	10	47	0.000	10	47	0.002
16:00 - 17:00	10	47	0.004	10	47	0.000	10	47	0.004
17:00 - 18:00	**10**	**47**	**0.015**	10	47	0.004	10	47	0.019
18:00 - 19:00	10	47	0.009	10	47	0.002	10	47	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.063			0.123

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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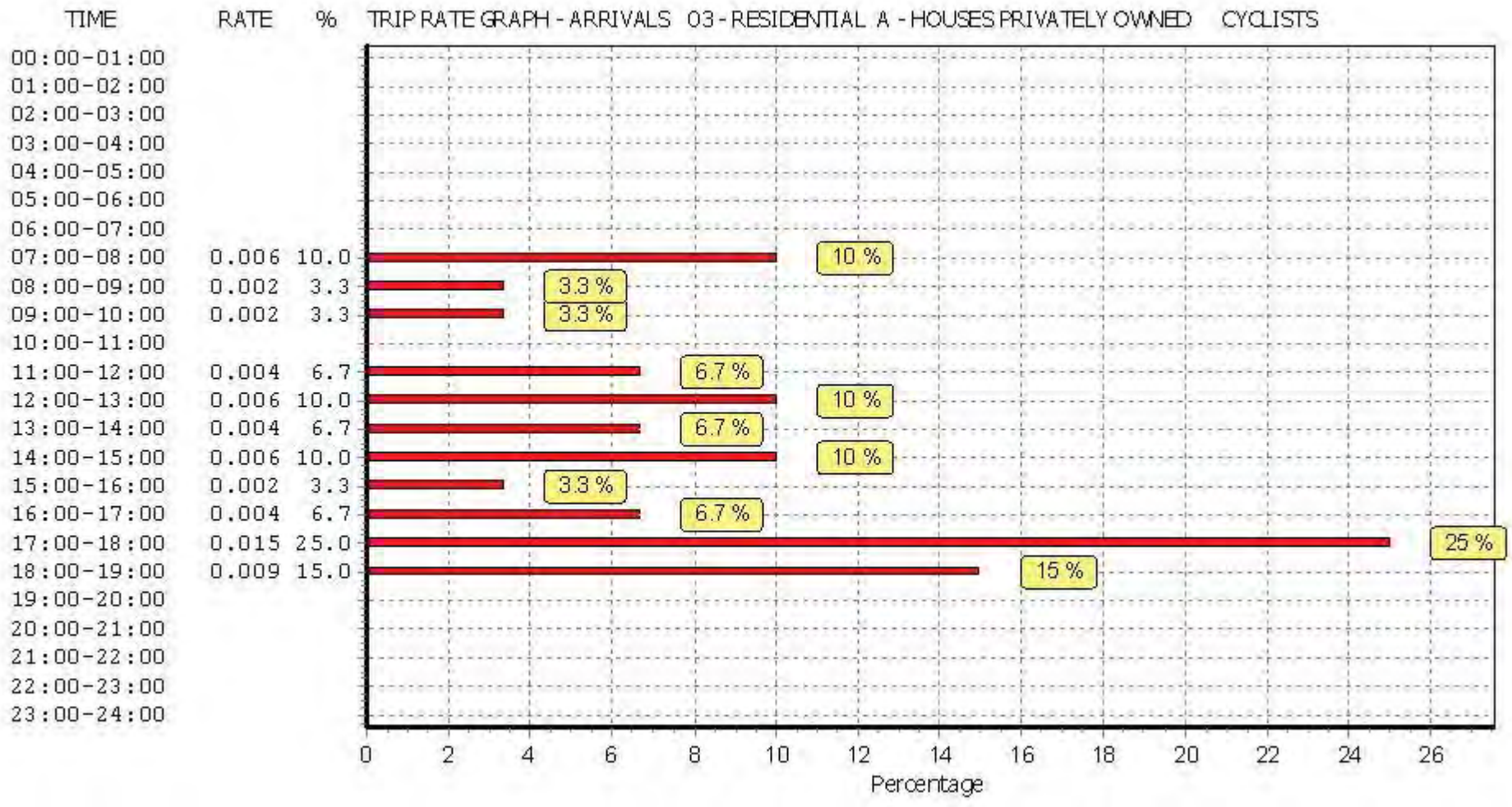
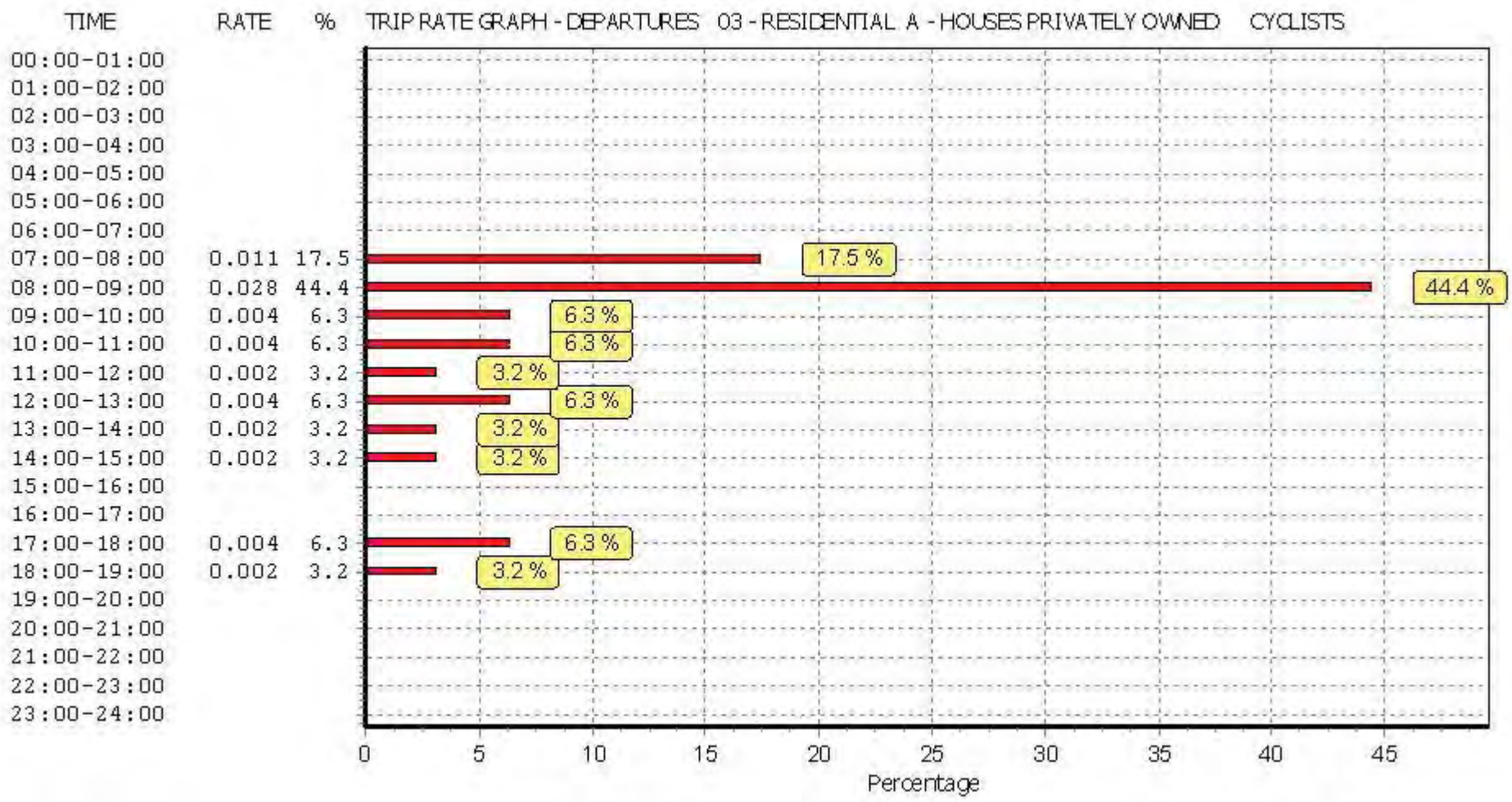
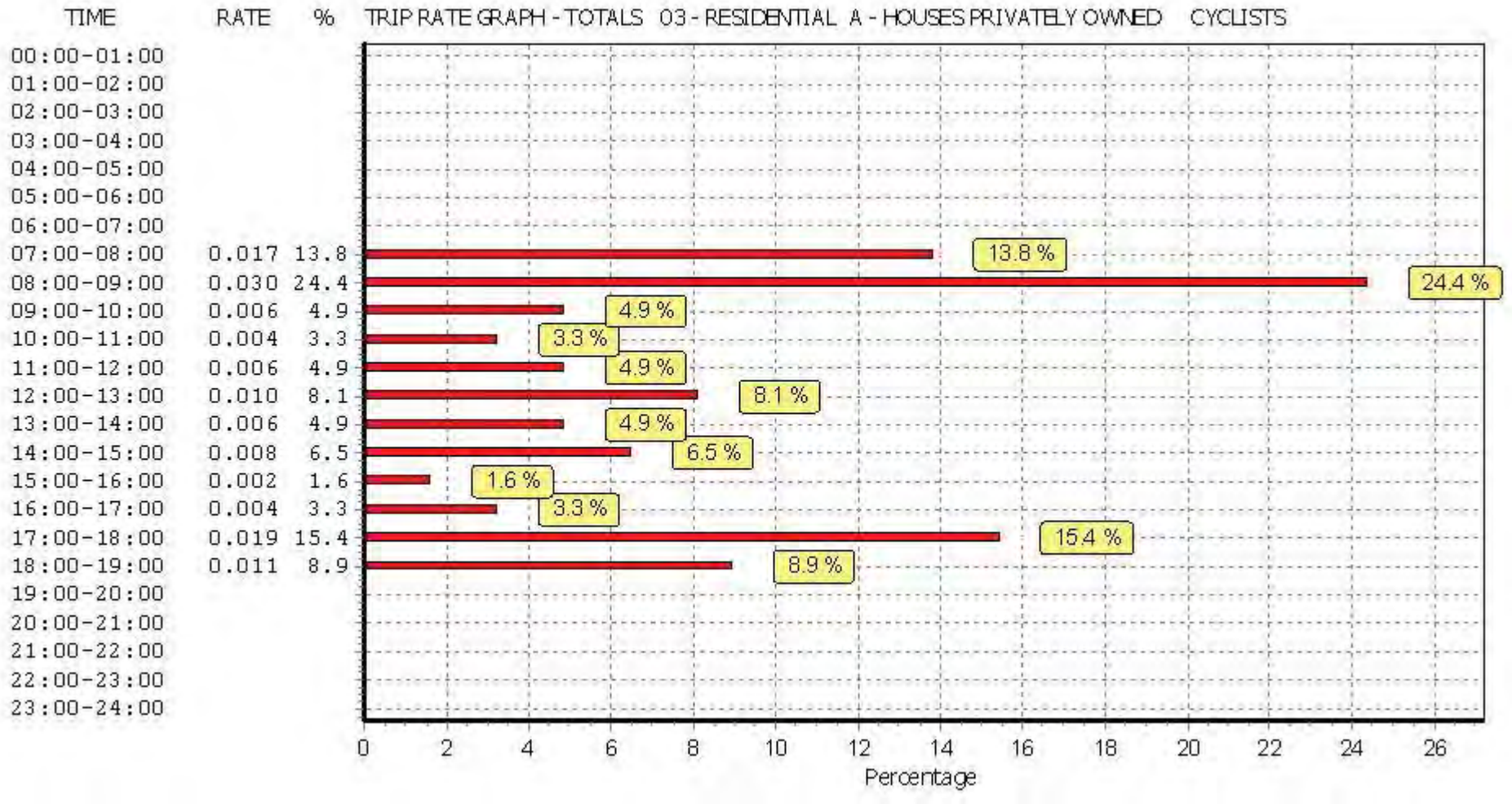


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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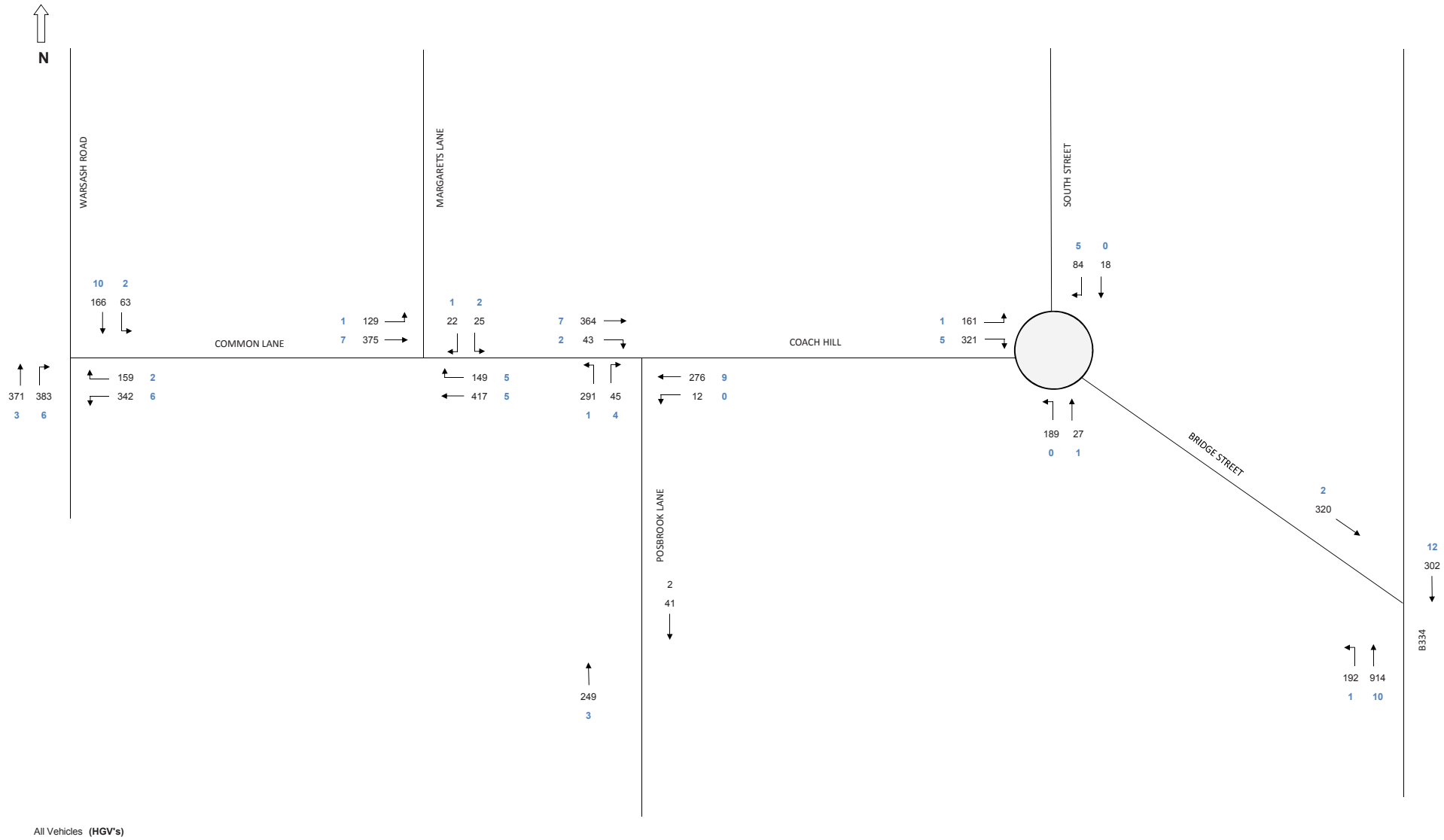
APPENDIX G

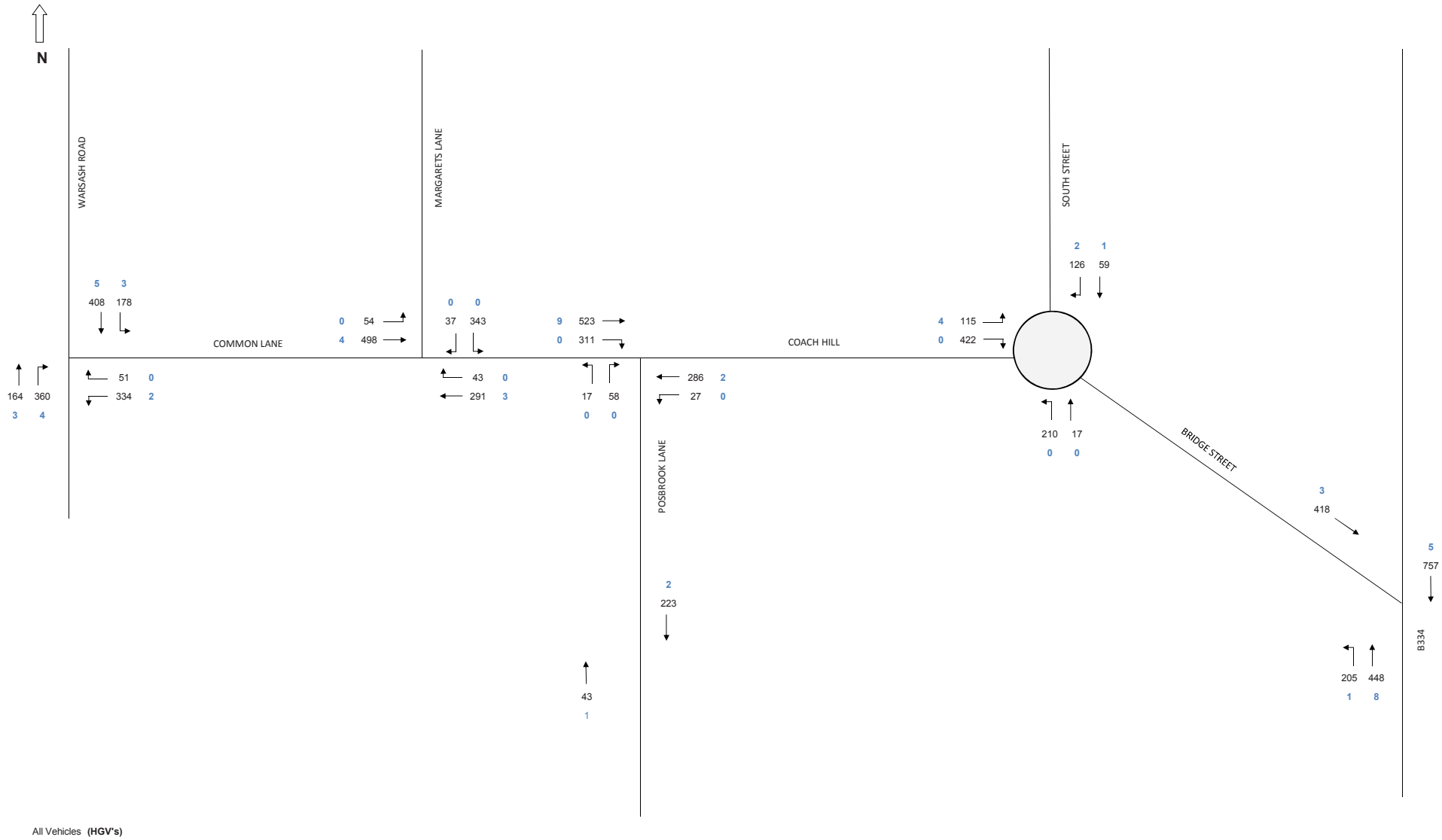
Traffic Flow Diagrams



Key

All Vehicles
HGVs

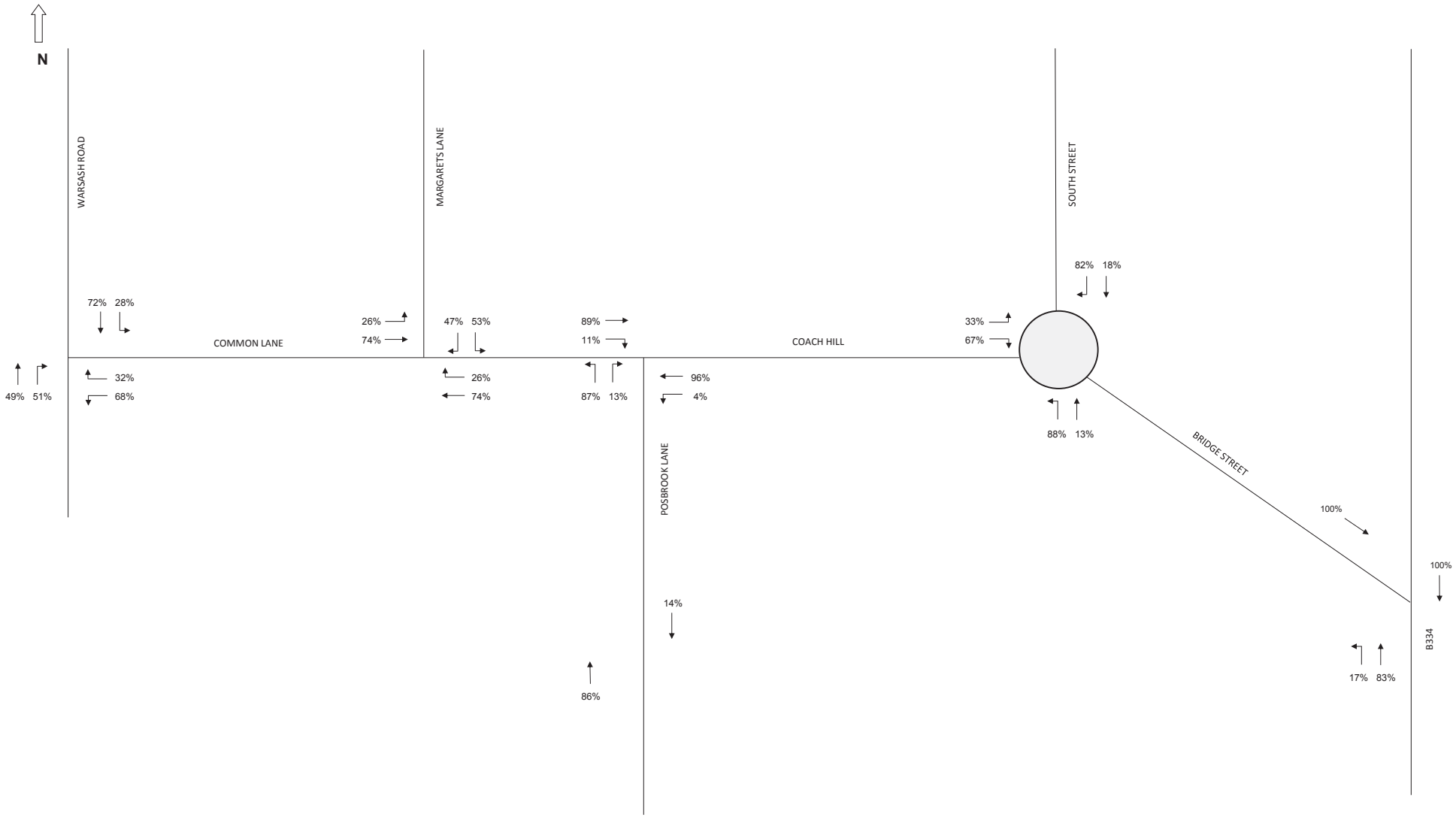
FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2016 AM BASE	Date: 19/09/2019	



Key

All Vehicles
HGVs

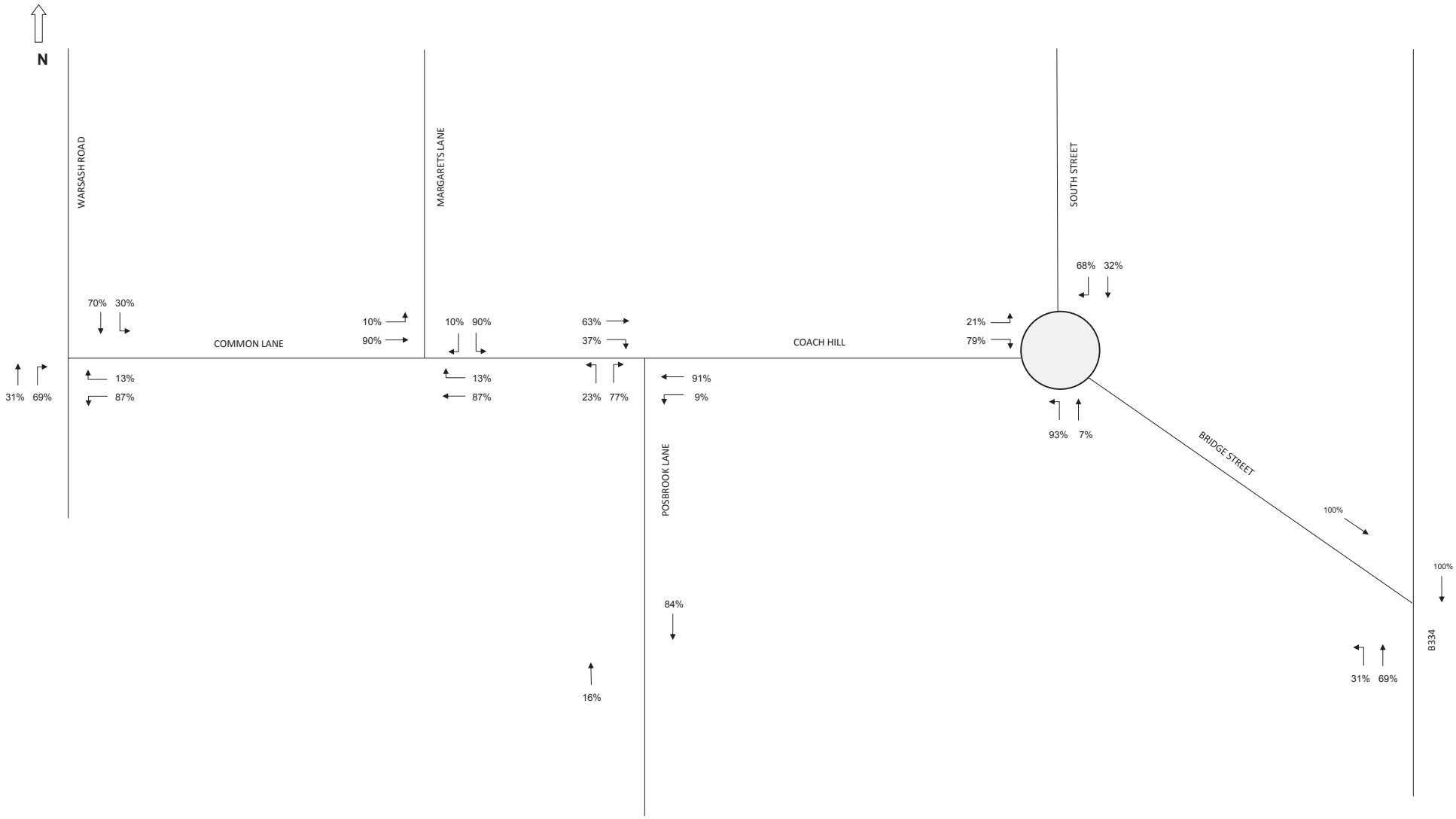
FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2016 PM BASE	Date: 19/09/2019	



All Vehicles **(HGV's)**

	FOREMAN HOMES GROUP	
	Job Title: **POSBROOK LANE, TITCHFIELD**	Job No: **19-241**
	Drawing Title: **2016 AM TURNING PROPORTIONS BY JUNCTION ARM**	Date: **19/09/2019**

ODYSSEY
Tuscany House - White Hart Lane T:01256 331144 E:info@odysseyconsult.co.uk
Basingstoke - Hampshire - RG214AF F:01256 331134 W:www.odysseyconsult.co.uk



All Vehicles **(HGV's)**

	FOREMAN HOMES GROUP	
	Job Title: **POSBROOK LANE, TITCHFIELD**	Job No: **19-241**
	Drawing Title: **2016 PM TURNING PROPORTIONS BY JUNCTION ARM**	Date: **19/09/2019**

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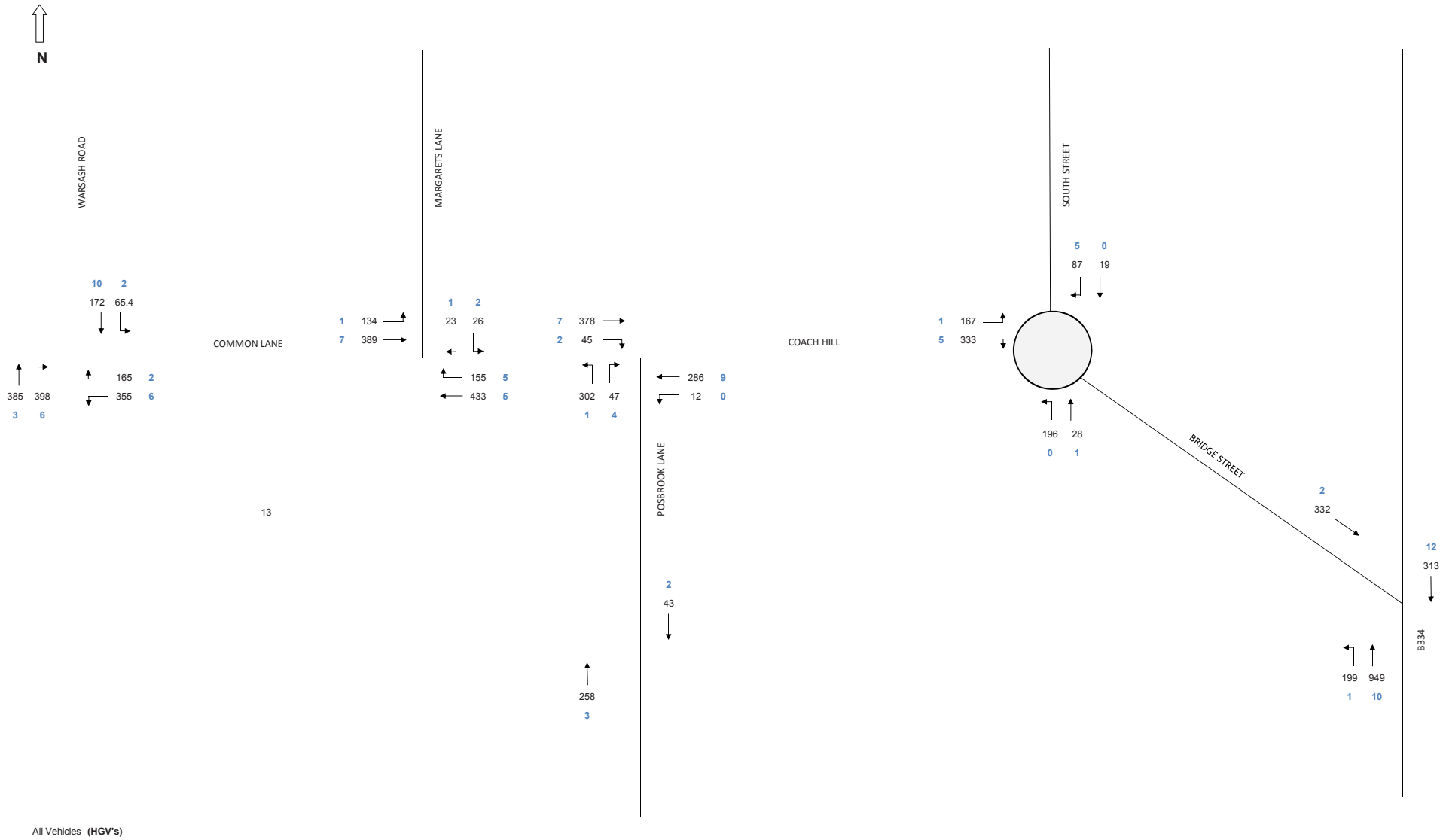
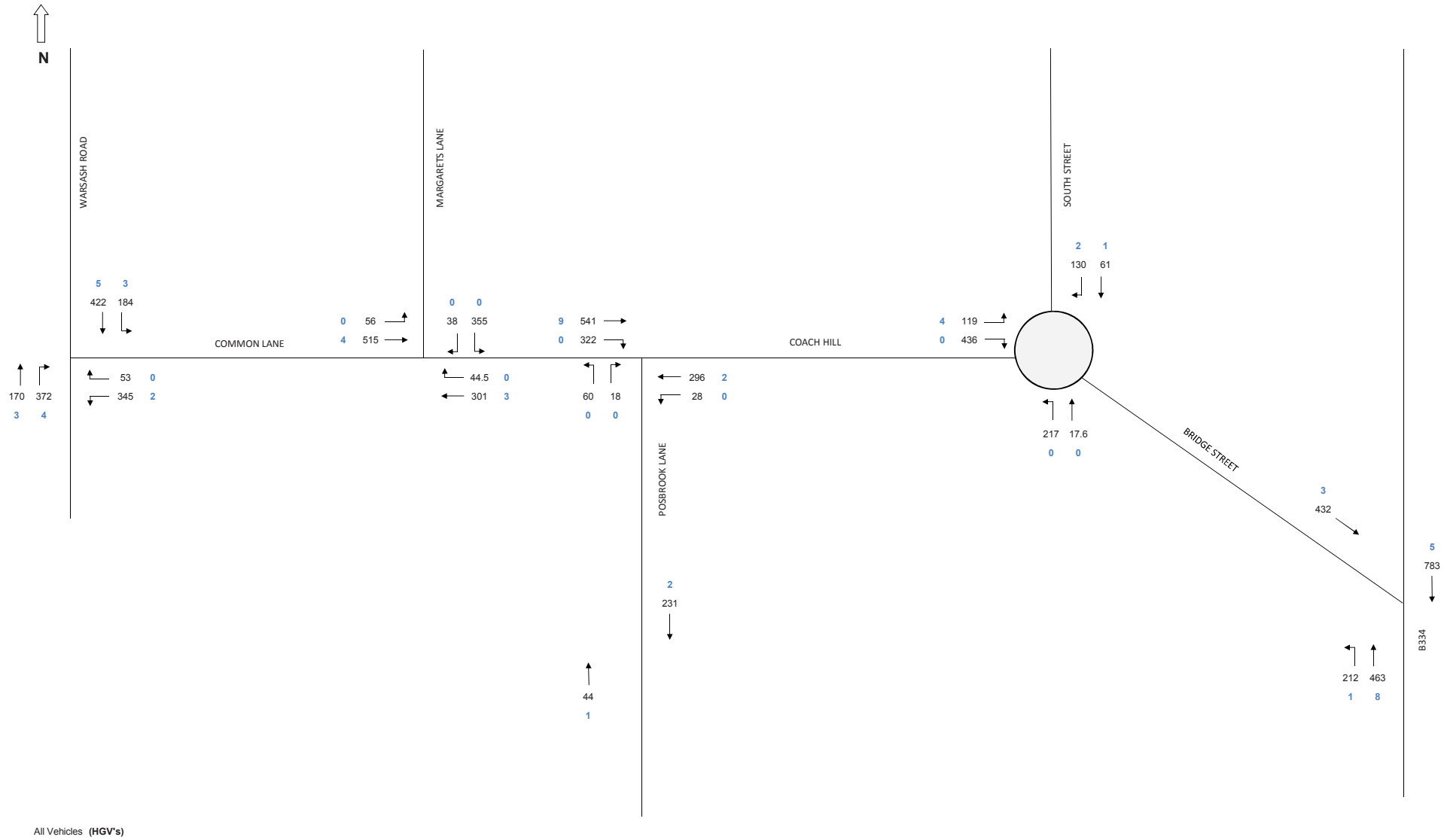
Basingstoke - Hampshire - RG214AF F:01256 331134 W:www.odysseyconsult.co.uk



Key

All Vehicles
HGVs

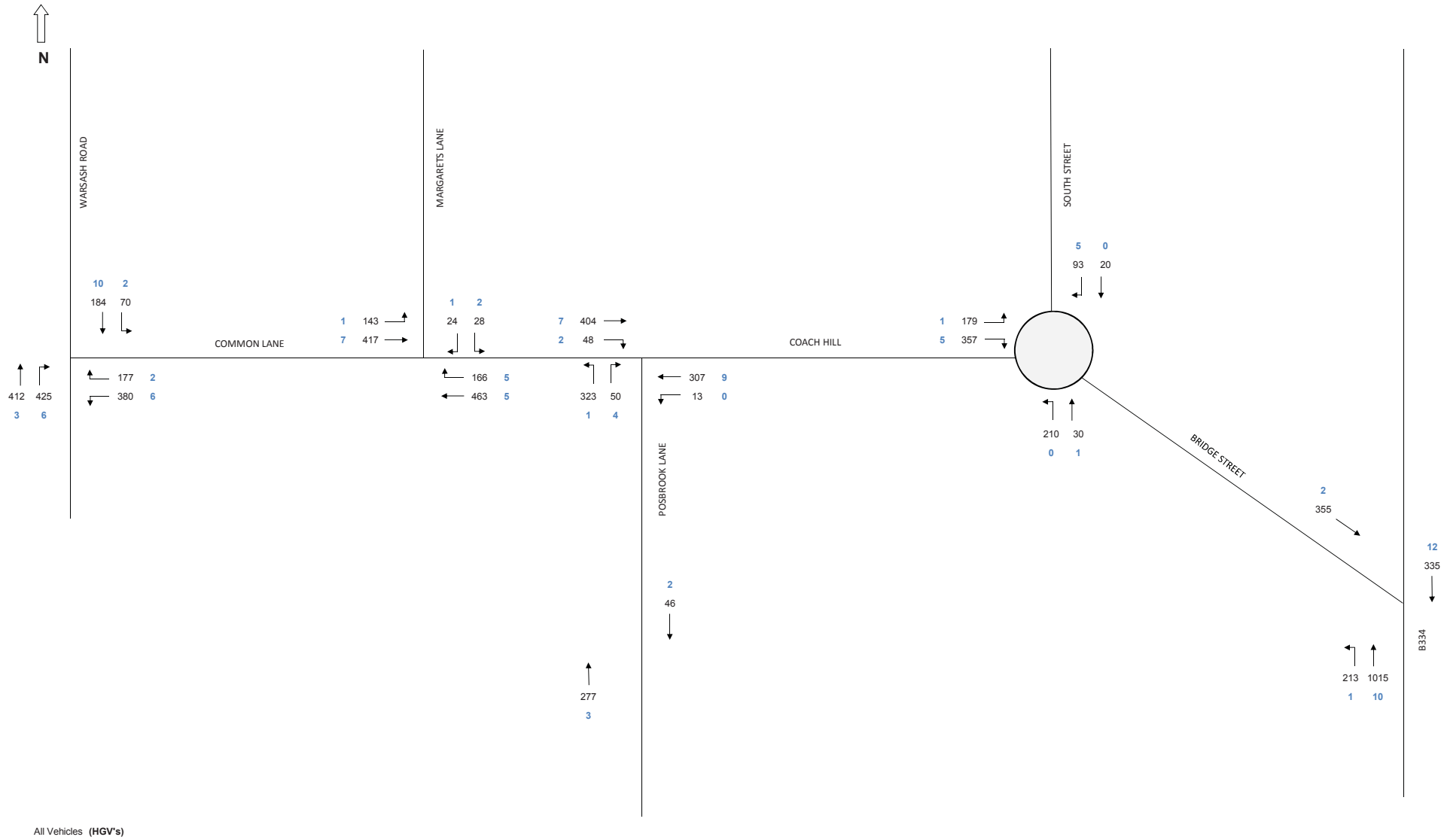
FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2019 AM BASE	Date: 19/09/2019	



Key

All Vehicles
HGVs

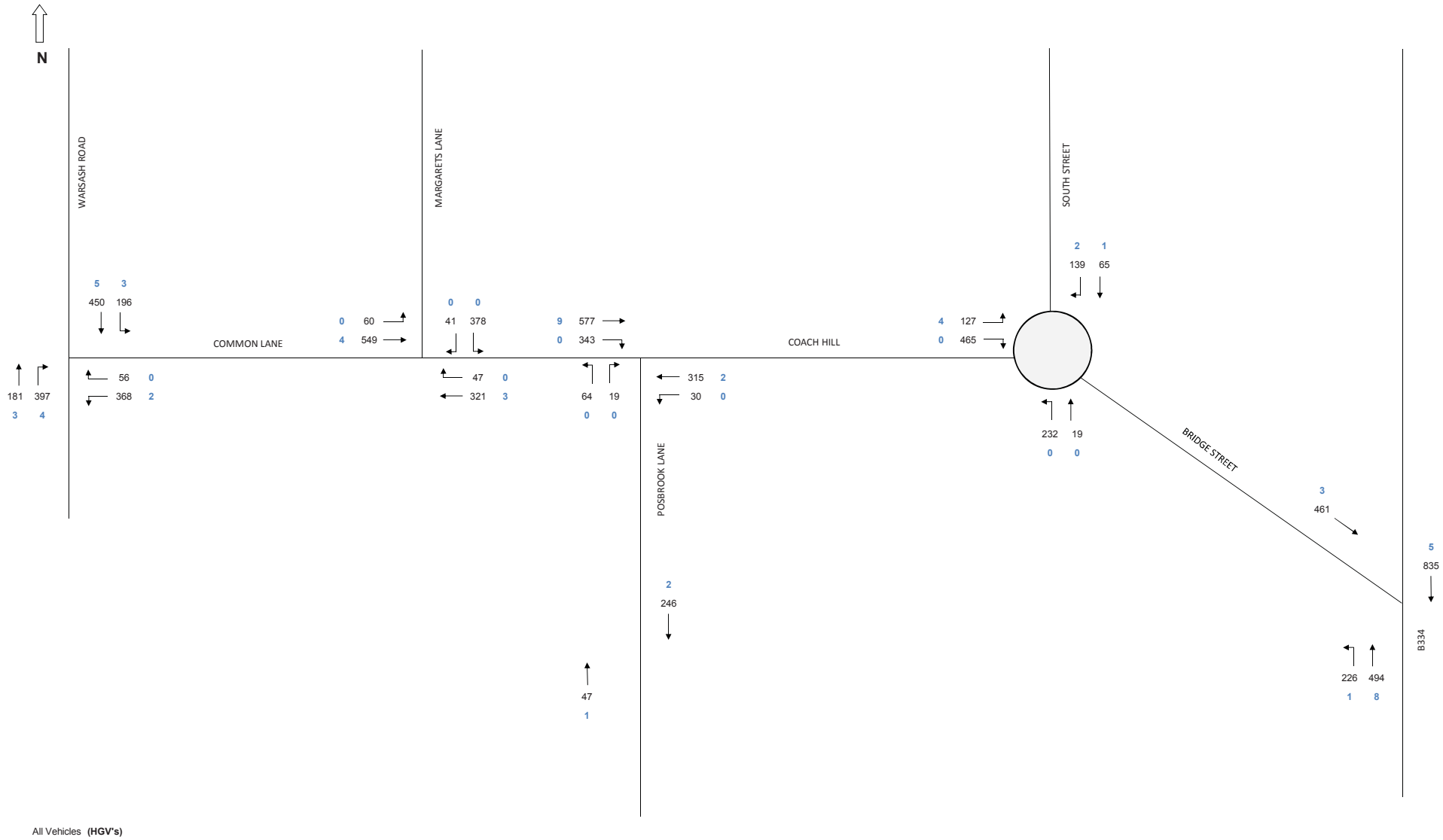
FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2019 PM BASE	Date: 19/09/2019	



Key

All Vehicles
HGVs

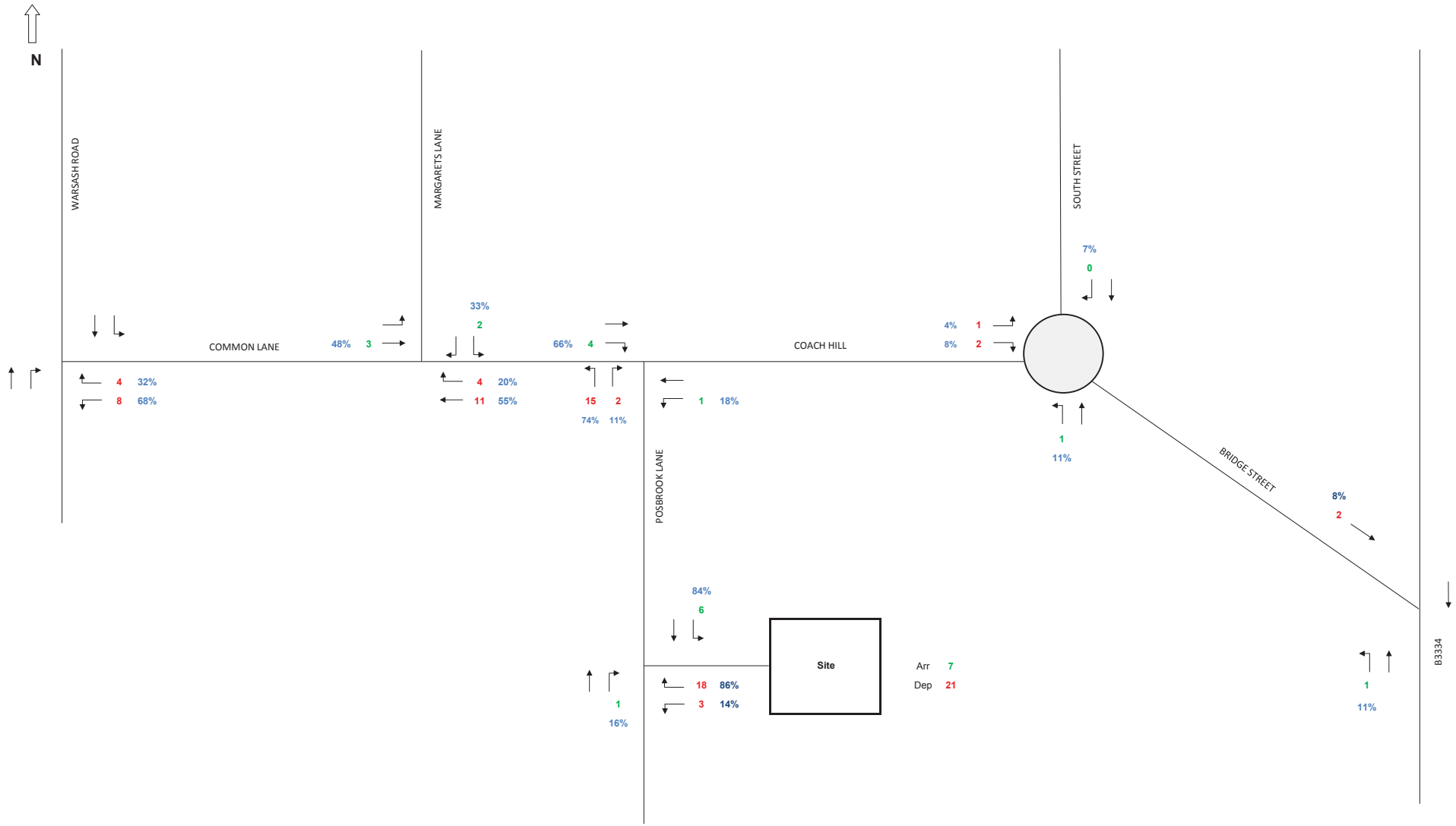
FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2024 AM BASE	Date: 19/09/2019	



Key

All Vehicles
HGVs

FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2024 PM BASE	Date: 19/09/2019	



Key

Arrival
Departure

Note: Some traffic flows are subject to rounding

FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	
Drawing Title: AM Dev Traffic Distribution Based Upon Observed Turning Proportions	Date: 19/09/2019	

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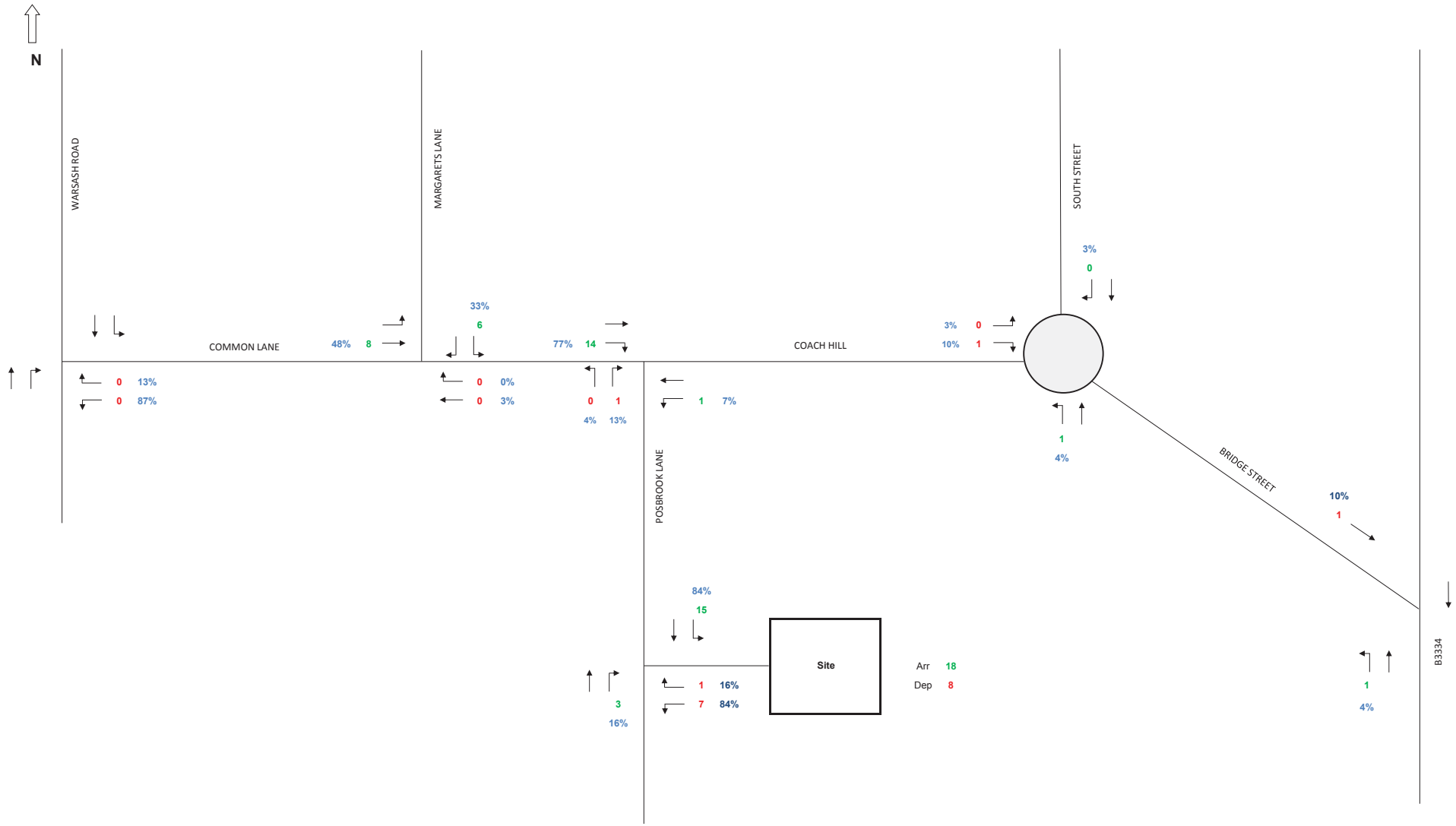

Key

Arrival
Departure

Note: Some traffic flows are subject to rounding

FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	
Drawing Title: PM Dev Traffic Distribution Based Upon Observed Turning Proportions	Date: 19/09/2019	

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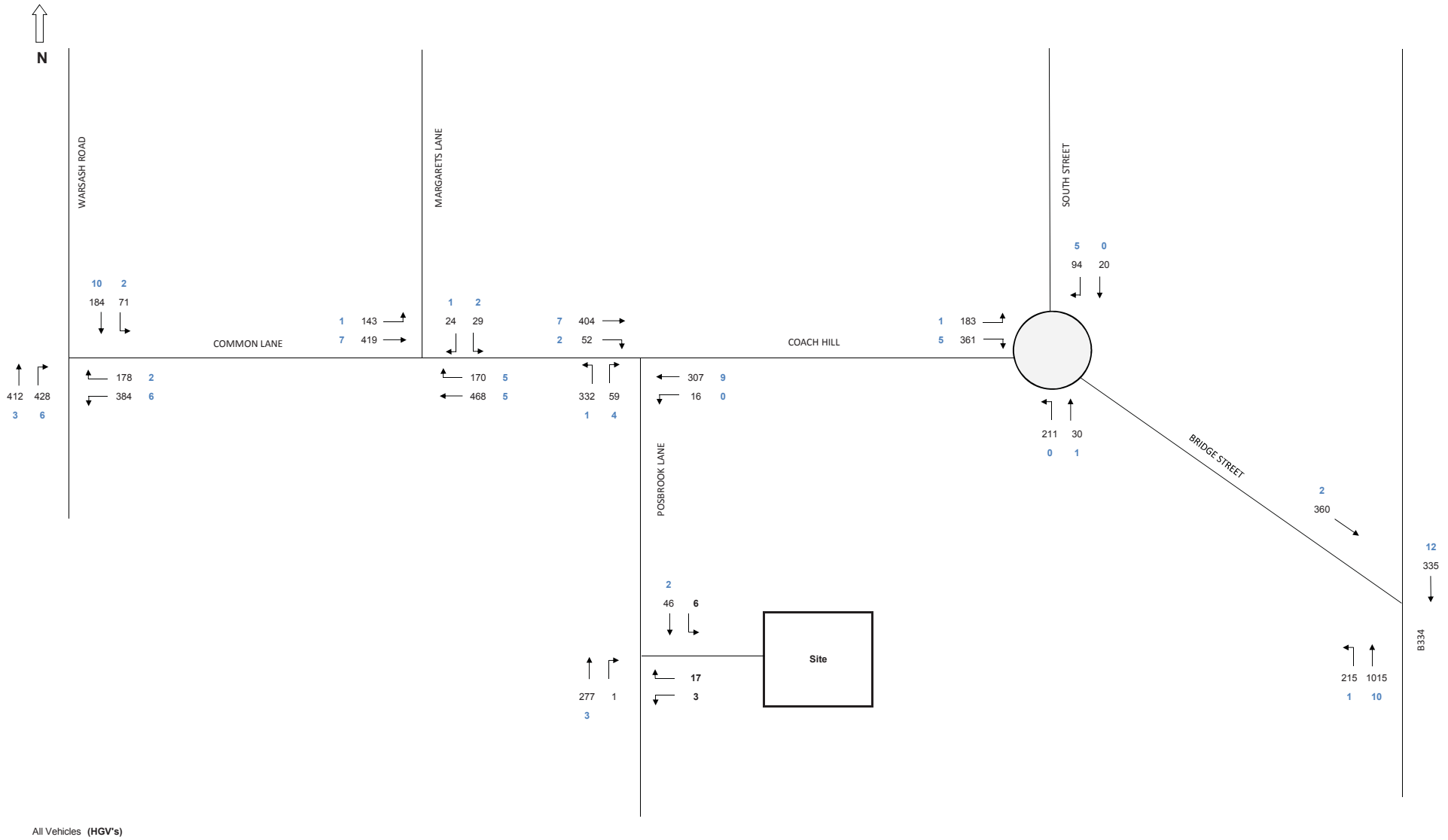
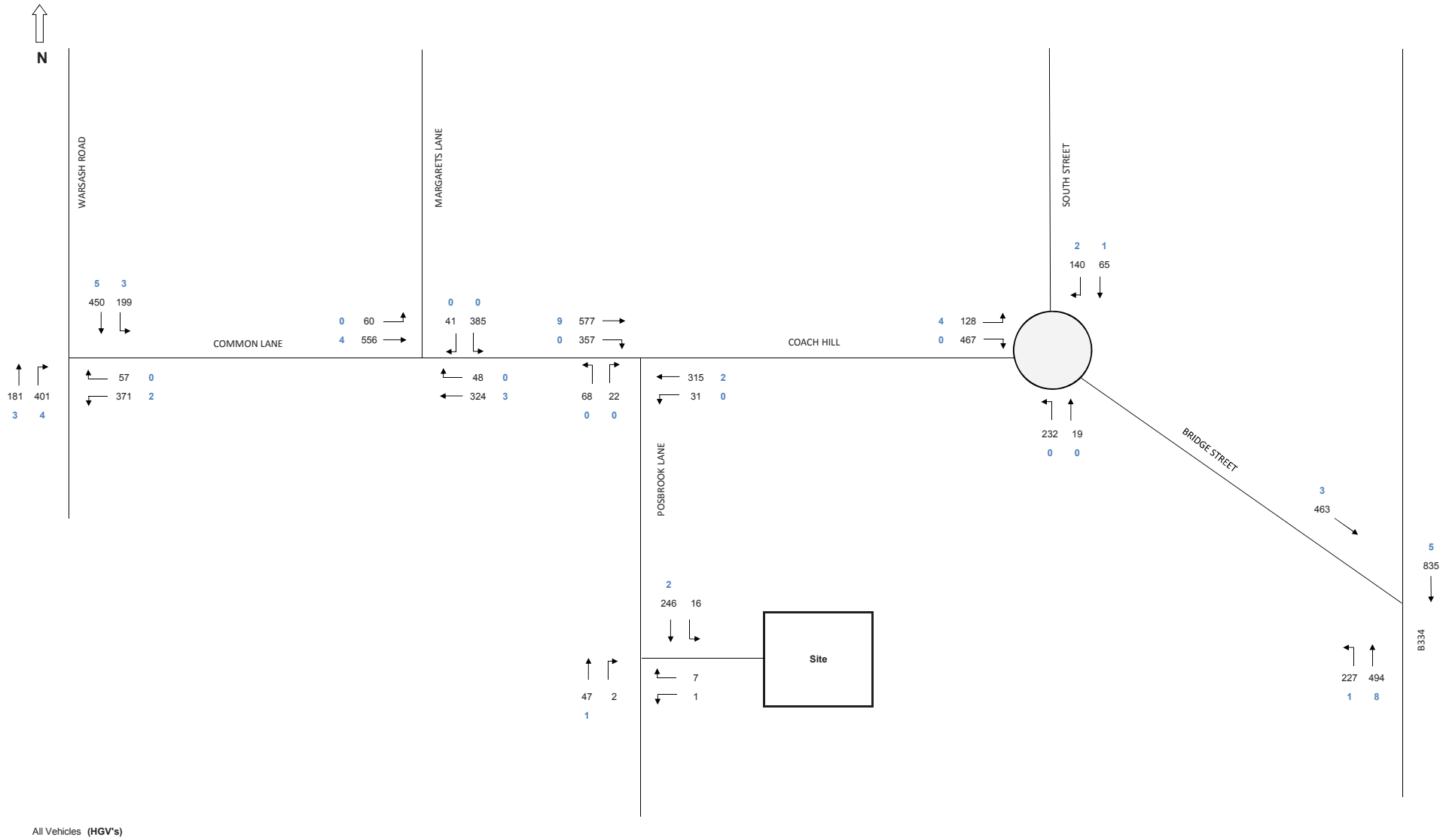


Key

All Vehicles
HGVs

FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2024 AM BASE + DEV	Date: 19/09/2019	



Key

All Vehicles
HGVs

FOREMAN HOMES GROUP		
Job Title: POSBROOK LANE, TITCHFIELD	Job No: 19-241	ODYSSEY
Drawing Title: 2024 PM BASE + DEV	Date: 19/09/2019	

APPENDIX H

Junction Capacity Assessments

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Import of 16-314 Site Access.j9
Path: P:\19-241 - Posbrook Lane, Titchfield\Trans\Picady\16-314
Report generation date: 20/09/2019 11:20:09

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Scenario 1									
Stream B-AC	D1	0.1	8.53	0.05	A	D2	0.0	8.69	0.02	A
Stream C-AB		0.0	6.11	0.00	A		0.0	6.75	0.00	A

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

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

File summary

File Description

Title	Coach Hill / Posbrook Lane
Location	Titchfield
Site number	
Date	04/10/2016
Version	
Status	On-going
Identifier	
Client	Foreman Homes Ltd
Jobnumber	16-314
Enumerator	TDM
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Scenario 1	PM	2021 PM BASE + DEV	ONE HOUR	16:30	18:00	15	✓

Scenario 1, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Posbrook Lane SB		Major
B	Site Access		Minor
C	Posbrook Lane NB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			50.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	18	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	479	0.087	0.220	0.139	0.315
B-C	618	0.095	0.239	-	-
C-B	603	0.234	0.234	-	-

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

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

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

Traffic Demand

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

✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	262	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	16	246
	B	7	0	1
	C	47	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.69	0.0	A	7	11
C-AB	0.00	6.75	0.0	A	2	3
C-A					43	65
A-B					15	22
A-C					226	339

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	445	0.014	6	0.0	0.0	8.198	A
C-AB	2	0.38	557	0.003	1	0.0	0.0	6.480	A
C-A	35	9			35				
A-B	12	3			12				
A-C	185	46			185				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	436	0.017	7	0.0	0.0	8.398	A

C-AB	2	0.45	548	0.003	2	0.0	0.0	6.589	A
C-A	42	11			42				
A-B	14	4			14				
A-C	221	55			221				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	423	0.021	9	0.0	0.0	8.689	A
C-AB	2	0.55	536	0.004	2	0.0	0.0	6.746	A
C-A	52	13			52				
A-B	18	4			18				
A-C	271	68			271				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	423	0.021	9	0.0	0.0	8.689	A
C-AB	2	0.55	536	0.004	2	0.0	0.0	6.746	A
C-A	52	13			52				
A-B	18	4			18				
A-C	271	68			271				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	436	0.017	7	0.0	0.0	8.399	A
C-AB	2	0.45	548	0.003	2	0.0	0.0	6.589	A
C-A	42	11			42				
A-B	14	4			14				
A-C	221	55			221				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	445	0.014	6	0.0	0.0	8.200	A
C-AB	2	0.38	557	0.003	2	0.0	0.0	6.483	A
C-A	35	9			35				
A-B	12	3			12				
A-C	185	46			185				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Import of 16-314 Coach Hill - Posbrook Lane.j9
Path: P:\19-241 - Posbrook Lane, Titchfield\Trans\Picady\16-314
Report generation date: 20/09/2019 12:30:20

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Scenario 1									
Stream B-C	D1	1.7	18.92	0.64	C	D2	0.1	6.64	0.11	A
Stream B-A		0.2	17.63	0.20	C		0.1	18.57	0.09	C
Stream C-AB		0.1	6.89	0.09	A		3.0	11.12	0.65	B
	Scenario 2									
Stream B-C	D3	2.2	22.90	0.69	C	D4	0.1	6.81	0.12	A
Stream B-A		0.3	21.14	0.24	C		0.1	20.77	0.11	C
Stream C-AB		0.1	6.94	0.10	A		3.9	12.41	0.69	B
	Scenario 3									
Stream B-C	D5	2.6	26.14	0.73	D	D6	0.1	6.94	0.13	A
Stream B-A		0.4	24.43	0.31	C		0.1	21.83	0.13	C
Stream C-AB		0.1	6.97	0.11	A		4.6	13.58	0.72	B
	Scenario 4									
Stream B-C	D7	2.5	26.05	0.72	D	D9	0.1	7.05	0.12	A
Stream B-A		0.5	24.87	0.34	C		0.2	21.72	0.15	C
Stream C-AB		0.1	6.96	0.10	A		4.1	12.68	0.70	B
	Scenario 5									
Stream B-C	D8	2.6	26.26	0.74	D	D10	0.2	7.40	0.14	A
Stream B-A		0.4	23.99	0.27	C		0.1	21.70	0.11	C
Stream C-AB		0.1	6.97	0.11	A		4.7	13.74	0.73	B

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

File summary

File Description

Title	Site Access
Location	Titchfield
Site number	
Date	04/10/2016
Version	

Status	On-going
Identifier	
Client	Foreman Homes Ltd
Jobnumber	16-314
Enumerator	TDM
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Scenario 5	PM	2021 PM BASE + DEV Sense All West	ONE HOUR	16:30	18:00	15	✓

Scenario 5, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Posbrook Lane SB		Major
B	Site Access		Minor
C	Posbrooklane NB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			112.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.50	3.50	3.00	3.00		1.00	28	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	497	0.091	0.229	0.144	0.327
B-C	679	0.104	0.263	-	-
C-B	639	0.248	0.248	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	345	100.000
B		ONE HOUR	✓	91	100.000
C		ONE HOUR	✓	936	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	30	315
	B	19	0	72
	C	577	359	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	7.40	0.2	A	66	99
B-A	0.11	21.70	0.1	C	17	26
C-AB	0.73	13.74	4.7	B	531	796
C-A					328	493
A-B					28	41
A-C					289	434

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	606	0.089	54	0.0	0.1	6.518	A
B-A	14	4	288	0.050	14	0.0	0.1	13.129	B
C-AB	367	92	779	0.471	362	0.0	1.2	8.593	A
C-A	338	85			338				
A-B	23	6			23				
A-C	237	59			237				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	590	0.110	65	0.1	0.1	6.853	A
B-A	17	4	246	0.069	17	0.1	0.1	15.711	C

C-AB	494	124	859	0.575	491	1.2	2.0	9.813	A
C-A	347	87			347				
A-B	27	7			27				
A-C	283	71			283				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	566	0.140	79	0.1	0.2	7.394	A
B-A	21	5	189	0.111	21	0.1	0.1	21.371	C
C-AB	731	183	1005	0.727	721	2.0	4.4	12.866	B
C-A	300	75			300				
A-B	33	8			33				
A-C	347	87			347				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	565	0.140	79	0.2	0.2	7.403	A
B-A	21	5	187	0.112	21	0.1	0.1	21.700	C
C-AB	731	183	1006	0.727	730	4.4	4.7	13.743	B
C-A	300	75			300				
A-B	33	8			33				
A-C	347	87			347				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	590	0.110	65	0.2	0.1	6.865	A
B-A	17	4	243	0.070	17	0.1	0.1	15.963	C
C-AB	494	124	861	0.574	504	4.7	2.2	10.577	B
C-A	347	87			347				
A-B	27	7			27				
A-C	283	71			283				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	14	605	0.090	54	0.1	0.1	6.532	A
B-A	14	4	286	0.050	14	0.1	0.1	13.265	B
C-AB	367	92	779	0.470	370	2.2	1.3	8.956	A
C-A	338	85			338				
A-B	23	6			23				
A-C	237	59			237				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: Import of 16-314 Coach Hill - St Margarents Lane.j9
Path: P:\19-241 - Posbrook Lane, Titchfield\Trans\Picady\16-314
Report generation date: 20/09/2019 14:21:06

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Scenario 1									
Stream B-AC	D1	0.2	12.15	0.15	B	D2	7.5	66.78	0.91	F
Stream C-AB		0.7	8.46	0.35	A		0.1	7.68	0.10	A
	Scenario 2									
Stream B-AC	D3	0.2	12.95	0.17	B	D4	14.6	116.83	1.00	F
Stream C-AB		0.9	8.67	0.38	A		0.1	7.83	0.11	A
	Scenario 3									
Stream B-AC	D5	0.2	13.03	0.17	B	D6	17.3	133.46	1.02	F
Stream C-AB		0.9	8.73	0.39	A		0.1	7.86	0.11	A
	Scenario 4									
Stream B-AC	D7	0.2	12.91	0.18	B	D9	19.0	143.12	1.03	F
Stream C-AB		1.0	8.85	0.41	A		0.1	7.85	0.12	A
	Scenario 5									
Stream B-AC	D8	0.2	13.08	0.17	B	D10	15.6	124.24	1.00	F
Stream C-AB		0.9	8.65	0.39	A		0.1	7.88	0.11	A

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

File summary

File Description

Title	Coach Hill / St Margarets Lane
Location	Titchfield
Site number	
Date	04/10/2016
Version	
Status	On-going
Identifier	
Client	Foreman Homes Ltd
Jobnumber	16-314
Enumerator	TDM

Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Scenario 5	PM	2021 PM BASE + DEV All West	ONE HOUR	16:30	18:00	15	✓

Scenario 5, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		36.89	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Common Lane EB		Major
B	St Margarents Lane		Minor
C	Coach Hill WB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20			123.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	94	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529	0.096	0.241	0.152	0.345
B-C	650	0.099	0.250	-	-
C-B	645	0.248	0.248	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	623	100.000
B		ONE HOUR	✓	419	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	60	563
	B	41	0	378
	C	324	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.00	124.24	15.6	F	384	577
C-AB	0.11	7.88	0.1	A	46	68
C-A					295	442
A-B					55	83
A-C					517	775

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	315	79	516	0.611	309	0.0	1.5	16.961	C
C-AB	36	9	544	0.067	36	0.0	0.1	7.083	A
C-A	243	61			243				
A-B	45	11			45				
A-C	424	106			424				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	377	94	492	0.765	371	1.5	2.9	28.378	D
C-AB	44	11	529	0.084	44	0.1	0.1	7.418	A
C-A	289	72			289				
A-B	54	13			54				
A-C	506	127			506				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	461	115	459	1.005	429	2.9	11.1	77.960	F
C-AB	56	14	513	0.109	56	0.1	0.1	7.880	A
C-A	352	88			352				
A-B	66	17			66				
A-C	620	155			620				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	461	115	459	1.005	443	11.1	15.6	124.238	F
C-AB	56	14	513	0.109	56	0.1	0.1	7.884	A
C-A	352	88			352				
A-B	66	17			66				
A-C	620	155			620				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	377	94	492	0.765	424	15.6	3.8	65.810	F
C-AB	44	11	530	0.084	44	0.1	0.1	7.423	A
C-A	289	72			289				
A-B	54	13			54				
A-C	506	127			506				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	315	79	516	0.611	324	3.8	1.6	19.520	C
C-AB	36	9	544	0.067	37	0.1	0.1	7.094	A
C-A	243	61			243				
A-B	45	11			45				
A-C	424	106			424				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: Import of 16-314 Coach Hill - St Margarents Lane Improvement.j9
Path: P:\19-241 - Posbrook Lane, Titchfield\Trans\Picady\16-314
Report generation date: 20/09/2019 14:43:35

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Scenario 1									
Stream B-C	D1	0.1	7.61	0.06	A	D2	5.9	53.74	0.88	F
Stream B-A		0.1	15.67	0.10	C		0.7	63.48	0.45	F
Stream C-AB		0.9	8.73	0.39	A		0.1	7.86	0.11	A
	Scenario 2									
Stream B-C	D3	0.1	7.62	0.07	A	D5	6.4	57.63	0.89	F
Stream B-A		0.1	15.84	0.10	C		0.9	75.12	0.50	F
Stream C-AB		1.0	8.85	0.41	A		0.1	7.85	0.12	A
	Scenario 3									
Stream B-C	D4	0.1	7.62	0.06	A	D6	5.4	50.23	0.87	F
Stream B-A		0.1	15.63	0.10	C		0.7	55.15	0.41	F
Stream C-AB		0.9	8.65	0.39	A		0.1	7.88	0.11	A

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

File summary

File Description

Title	Coach Hill / St Margarets Lane
Location	Titchfield
Site number	
Date	04/10/2016
Version	
Status	On-going
Identifier	
Client	Foreman Homes Ltd
Jobnumber	16-314
Enumerator	TDM
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Scenario 3	PM	2021 PM BASE + DEV All West	ONE HOUR	16:30	18:00	15	✓

Scenario 3, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		15.22	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Common Lane EB		Major
B	St Margarents Lane		Minor
C	Coach Hill WB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20			123.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.50	3.00	2.70	2.70		1.00	94	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	514	0.093	0.235	0.148	0.335
B-C	682	0.104	0.262	-	-
C-B	645	0.248	0.248	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	623	100.000
B		ONE HOUR	✓	419	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	60	563
	B	41	0	378
	C	324	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.87	50.23	5.4	F	347	520
B-A	0.41	55.15	0.7	F	38	56
C-AB	0.11	7.88	0.1	A	46	68
C-A					295	442
A-B					55	83
A-C					517	775

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	71	552	0.516	280	0.0	1.0	13.090	B
B-A	31	8	317	0.097	30	0.0	0.1	12.540	B
C-AB	36	9	544	0.067	36	0.0	0.1	7.083	A
C-A	243	61			243				
A-B	45	11			45				
A-C	424	106			424				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	340	85	524	0.649	337	1.0	1.7	18.981	C
B-A	37	9	249	0.148	37	0.1	0.2	16.918	C

C-AB	44	11	529	0.084	44	0.1	0.1	7.418	A
C-A	289	72			289				
A-B	54	13			54				
A-C	506	127			506				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	416	104	482	0.864	404	1.7	4.8	41.060	E
B-A	45	11	125	0.362	44	0.2	0.5	43.811	E
C-AB	56	14	513	0.109	56	0.1	0.1	7.880	A
C-A	352	88			352				
A-B	66	17			66				
A-C	620	155			620				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	416	104	480	0.866	414	4.8	5.4	50.226	F
B-A	45	11	109	0.413	45	0.5	0.7	55.152	F
C-AB	56	14	513	0.109	56	0.1	0.1	7.884	A
C-A	352	88			352				
A-B	66	17			66				
A-C	620	155			620				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	340	85	522	0.651	354	5.4	2.0	22.852	C
B-A	37	9	235	0.157	39	0.7	0.2	18.458	C
C-AB	44	11	530	0.084	44	0.1	0.1	7.423	A
C-A	289	72			289				
A-B	54	13			54				
A-C	506	127			506				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	285	71	551	0.516	288	2.0	1.1	13.863	B
B-A	31	8	313	0.099	31	0.2	0.1	12.780	B
C-AB	36	9	544	0.067	37	0.1	0.1	7.094	A
C-A	243	61			243				
A-B	45	11			45				
A-C	424	106			424				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Import of 16-314 Warsah Road - Common Lane.j9
Path: P:\19-241 - Posbrook Lane, Titchfield\Trans\Picady\16-314
Report generation date: 23/09/2019 08:50:06

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Scenario 1									
Stream B-C	D1	35.8	316.94	1.20	F	D2	2.8	27.78	0.75	D
Stream B-A		17.5	354.66	1.17	F		0.8	49.88	0.45	E
Stream C-AB		2.5	19.57	0.71	C		3.8	31.85	0.80	D
	Scenario 2									
Stream B-C	D3	58.5	599.67	1.35	F	D4	5.2	49.76	0.87	E
Stream B-A		28.0	621.42	1.32	F		1.6	105.18	0.67	F
Stream C-AB		3.4	23.23	0.77	C		6.1	45.02	0.87	E
	Scenario 3									
Stream B-C	D5	61.7	630.93	1.36	F	D6	5.9	55.96	0.89	F
Stream B-A		29.3	652.37	1.34	F		1.9	123.77	0.72	F
Stream C-AB		3.5	23.70	0.77	C		6.6	47.52	0.88	E
	Scenario 4									
Stream B-C	D7	62.2	644.52	1.37	F	D9	6.1	57.69	0.89	F
Stream B-A		30.5	664.85	1.35	F		2.1	127.50	0.74	F
Stream C-AB		3.4	23.35	0.77	C		6.3	45.99	0.87	E
	Scenario 5									
Stream B-C	D8	61.4	625.40	1.36	F	D10	5.7	53.96	0.88	F
Stream B-A		28.9	647.14	1.34	F		1.8	118.62	0.70	F
Stream C-AB		3.5	23.66	0.77	C		6.8	48.71	0.89	E

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

File summary

File Description

Title	Warsash Road / Common Lane
Location	Titchfield
Site number	
Date	04/10/2016
Version	

Status	On-going
Identifier	
Client	Foreman Homes Ltd
Jobnumber	16-314
Enumerator	TDM
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Scenario 5	PM	2021 PM BASE + DEV All South	ONE HOUR	16:30	18:00	15	✓

Scenario 5, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		28.64	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Warsash Road SB		Major
B	Common Lane		Minor
C	Warsash Road NB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	2.80	140.0	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.70	4.50	4.00	4.00	✓	1.00	37	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	462	0.082	0.208	0.131	0.297
B-C	751	0.113	0.285	-	-
C-B	698	0.264	0.264	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	646	100.000
B		ONE HOUR	✓	427	100.000
C		ONE HOUR	✓	585	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	196	450
	B	56	0	371
	C	181	404	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.88	53.96	5.7	F	340	511
B-A	0.70	118.62	1.8	F	51	77
C-AB	0.89	48.71	6.8	E	395	593
C-A					142	213
A-B					180	270
A-C					413	619

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	279	70	599	0.466	276	0.0	0.9	11.015	B
B-A	42	11	245	0.172	41	0.0	0.2	17.591	C
C-AB	305	76	563	0.541	300	0.0	1.1	13.480	B
C-A	136	34			136				
A-B	148	37			148				
A-C	339	85			339				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	83	559	0.596	331	0.9	1.4	15.616	C
B-A	50	13	189	0.267	50	0.2	0.4	25.832	D

C-AB	368	92	544	0.677	365	1.1	2.0	19.702	C
C-A	158	39			158				
A-B	176	44			176				
A-C	405	101			405				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	408	102	479	0.853	396	1.4	4.5	38.965	E
B-A	62	15	99	0.620	58	0.4	1.3	80.482	F
C-AB	512	128	578	0.886	497	2.0	5.9	38.985	E
C-A	132	33			132				
A-B	216	54			216				
A-C	495	124			495				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	408	102	463	0.881	404	4.5	5.7	53.964	F
B-A	62	15	88	0.705	60	1.3	1.8	118.617	F
C-AB	512	128	578	0.886	508	5.9	6.8	48.708	E
C-A	132	33			132				
A-B	216	54			216				
A-C	495	124			495				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	83	547	0.610	350	5.7	1.6	19.627	C
B-A	50	13	175	0.288	56	1.8	0.4	31.578	D
C-AB	368	92	545	0.676	386	6.8	2.3	25.045	D
C-A	158	39			158				
A-B	176	44			176				
A-C	405	101			405				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	279	70	597	0.468	282	1.6	0.9	11.538	B
B-A	42	11	241	0.175	43	0.4	0.2	18.249	C
C-AB	305	76	563	0.541	309	2.3	1.2	14.394	B
C-A	136	34			136				
A-B	148	37			148				
A-C	339	85			339				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Import of 16-314 Warsah Road - Common Lane - Improved.j9
Path: P:\19-241 - Posbrook Lane, Titchfield\Trans\Picady\16-314
Report generation date: 23/09/2019 09:28:33

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Scenario 3									
Stream B-C	D5	22.1	178.79	1.08	F	D6	3.0	27.21	0.76	D
Stream B-A		11.7	217.78	1.04	F		0.7	40.20	0.41	E
Stream C-AB		3.5	23.70	0.77	C		6.6	47.52	0.88	E
	Scenario 4									
Stream B-C	D7	22.6	185.24	1.08	F	D9	2.9	27.01	0.76	D
Stream B-A		12.2	222.30	1.05	F		0.7	40.30	0.42	E
Stream C-AB		3.4	23.35	0.77	C		6.3	45.99	0.87	E
	Scenario 5									
Stream B-C	D8	21.8	176.20	1.08	F	D10	2.9	26.98	0.76	D
Stream B-A		11.5	215.70	1.04	F		0.7	39.86	0.41	E
Stream C-AB		3.5	23.66	0.77	C		6.8	48.71	0.89	E

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

File summary

File Description

Title	Warsash Road / Common Lane
Location	Titchfield
Site number	
Date	04/10/2016
Version	
Status	On-going
Identifier	
Client	Foreman Homes Ltd
Jobnumber	16-314
Enumerator	TDM
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Scenario 5	PM	2021 PM BASE + DEV All South	ONE HOUR	16:30	18:00	15	✓

Scenario 5, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		19.99	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Warsash Road SB		Major
B	Common Lane		Minor
C	Warsash Road NB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	2.80	140.0	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.00	6.00	6.00	6.00		4.00	90	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	461	0.082	0.208	0.131	0.297
B-C	775	0.116	0.294	-	-
C-B	698	0.264	0.264	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	646	100.000
B		ONE HOUR	✓	427	100.000
C		ONE HOUR	✓	585	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	196	450
	B	56	0	371
	C	181	404	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.76	26.98	2.9	D	340	511
B-A	0.41	39.86	0.7	E	51	77
C-AB	0.89	48.71	6.8	E	395	593
C-A					142	213
A-B					180	270
A-C					413	619

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	279	70	625	0.447	276	0.0	0.8	10.224	B
B-A	42	11	267	0.158	41	0.0	0.2	15.913	C
C-AB	305	76	563	0.541	300	0.0	1.1	13.480	B
C-A	136	34			136				
A-B	148	37			148				
A-C	339	85			339				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	83	593	0.562	332	0.8	1.2	13.679	B
B-A	50	13	225	0.224	50	0.2	0.3	20.558	C

C-AB	368	92	544	0.677	365	1.1	2.0	19.702	C
C-A	158	39			158				
A-B	176	44			176				
A-C	405	101			405				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	408	102	542	0.753	402	1.2	2.8	24.706	C
B-A	62	15	157	0.393	60	0.3	0.6	36.814	E
C-AB	512	128	578	0.886	497	2.0	5.9	38.985	E
C-A	132	33			132				
A-B	216	54			216				
A-C	495	124			495				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	408	102	540	0.757	408	2.8	2.9	26.976	D
B-A	62	15	151	0.408	61	0.6	0.7	39.859	E
C-AB	512	128	578	0.886	508	5.9	6.8	48.708	E
C-A	132	33			132				
A-B	216	54			216				
A-C	495	124			495				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	334	83	591	0.565	340	2.9	1.3	14.692	B
B-A	50	13	218	0.231	52	0.7	0.3	21.853	C
C-AB	368	92	545	0.676	386	6.8	2.3	25.045	D
C-A	158	39			158				
A-B	176	44			176				
A-C	405	101			405				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	279	70	624	0.447	281	1.3	0.8	10.565	B
B-A	42	11	264	0.160	43	0.3	0.2	16.289	C
C-AB	305	76	563	0.541	309	2.3	1.2	14.394	B
C-A	136	34			136				
A-B	148	37			148				
A-C	339	85			339				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: Import of 16-314 Coach Hill - Bridge St Mini Roundabout.j9
Path: P:\19-241 - Posbrook Lane, Titchfield\Trans\Arcady\16-314
Report generation date: 19/09/2019 11:59:58

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (min)	RFC	LOS	Set ID	Queue (PCU)	Delay (min)	RFC	LOS
	A1 - 2019 Base									
Arm 1	D1	0.2	0.09	0.15	A	D2	0.4	0.12	0.29	A
Arm 2		0.4	0.11	0.31	A		0.5	0.12	0.33	A
Arm 3		1.3	0.15	0.57	A		1.7	0.17	0.63	A
	A1 - 2024 Base									
Arm 1	D3	0.2	0.10	0.16	A	D4	0.5	0.13	0.32	A
Arm 2		0.5	0.11	0.33	A		0.6	0.12	0.36	A
Arm 3		1.6	0.16	0.61	A		2.0	0.19	0.67	B
	A1 - 2024 Base + Dev									
Arm 1	D5	0.2	0.10	0.16	A	D6	0.5	0.13	0.32	A
Arm 2		0.5	0.11	0.33	A		0.6	0.12	0.36	A
Arm 3		1.6	0.17	0.62	A		2.0	0.19	0.67	B
	A1 - 2024 Base + Dev All North									
Arm 1	D7	0.2	0.10	0.17	A	D9	0.5	0.13	0.33	A
Arm 2		0.5	0.11	0.33	A		0.6	0.12	0.36	A
Arm 3		1.6	0.17	0.62	A		2.0	0.19	0.67	B
	A1 - 2024 Base + Dev All East									
Arm 1	D8	0.2	0.10	0.16	A	D10	0.5	0.13	0.32	A
Arm 2		0.5	0.11	0.34	A		0.6	0.12	0.36	A
Arm 3		1.6	0.17	0.62	A		2.0	0.19	0.67	B

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	04/10/2016

Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ODYSSEY-CE\tmoloney
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	min	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (min)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	0.60	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:30	09:00	15	✓

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Coach Hill / Bridge St	Mini-roundabout		1, 2, 3	0.13	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	South St	
2	Bridge St	
3	Coach Hill	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.00	3.00	3.10	1.0	5.00	3.00	0.0	
2	2.90	2.10	3.60	2.0	5.00	3.50	0.0	
3	2.90	2.70	3.00	12.0	7.00	2.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.593	999
2	0.573	858
3	0.589	987

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	106	100.000
2		ONE HOUR	✓	224	100.000

3		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	19	87
	2	28	0	196
	3	167	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	6
	2	4	0	0
	3	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.15	0.09	0.2	A	97	146
2	0.31	0.11	0.4	A	206	308
3	0.57	0.15	1.3	A	459	688

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	80	20	249	852	0.094	79	146	0.0	0.1	0.081	A
2	169	42	65	820	0.206	168	263	0.0	0.3	0.092	A
3	376	94	21	974	0.386	374	212	0.0	0.6	0.101	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	95	24	299	822	0.116	95	175	0.1	0.1	0.087	A
2	201	50	78	813	0.248	201	316	0.3	0.3	0.099	A
3	449	112	25	972	0.463	449	254	0.6	0.9	0.116	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	117	29	365	783	0.149	117	214	0.1	0.2	0.094	A
2	247	62	96	803	0.307	246	386	0.3	0.4	0.108	A
3	551	138	31	969	0.568	549	311	0.9	1.3	0.145	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	117	29	367	782	0.149	117	215	0.2	0.2	0.095	A
2	247	62	96	803	0.307	247	388	0.4	0.4	0.108	A
3	551	138	31	969	0.568	550	312	1.3	1.3	0.146	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	95	24	301	821	0.116	95	176	0.2	0.1	0.087	A
2	201	50	78	813	0.248	202	318	0.4	0.3	0.099	A
3	449	112	25	972	0.463	451	255	1.3	0.9	0.118	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (min)	Unsignalised level of service
1	80	20	251	850	0.094	80	147	0.1	0.1	0.082	A
2	169	42	66	820	0.206	169	266	0.3	0.3	0.093	A
3	376	94	21	974	0.386	377	213	0.9	0.6	0.102	A

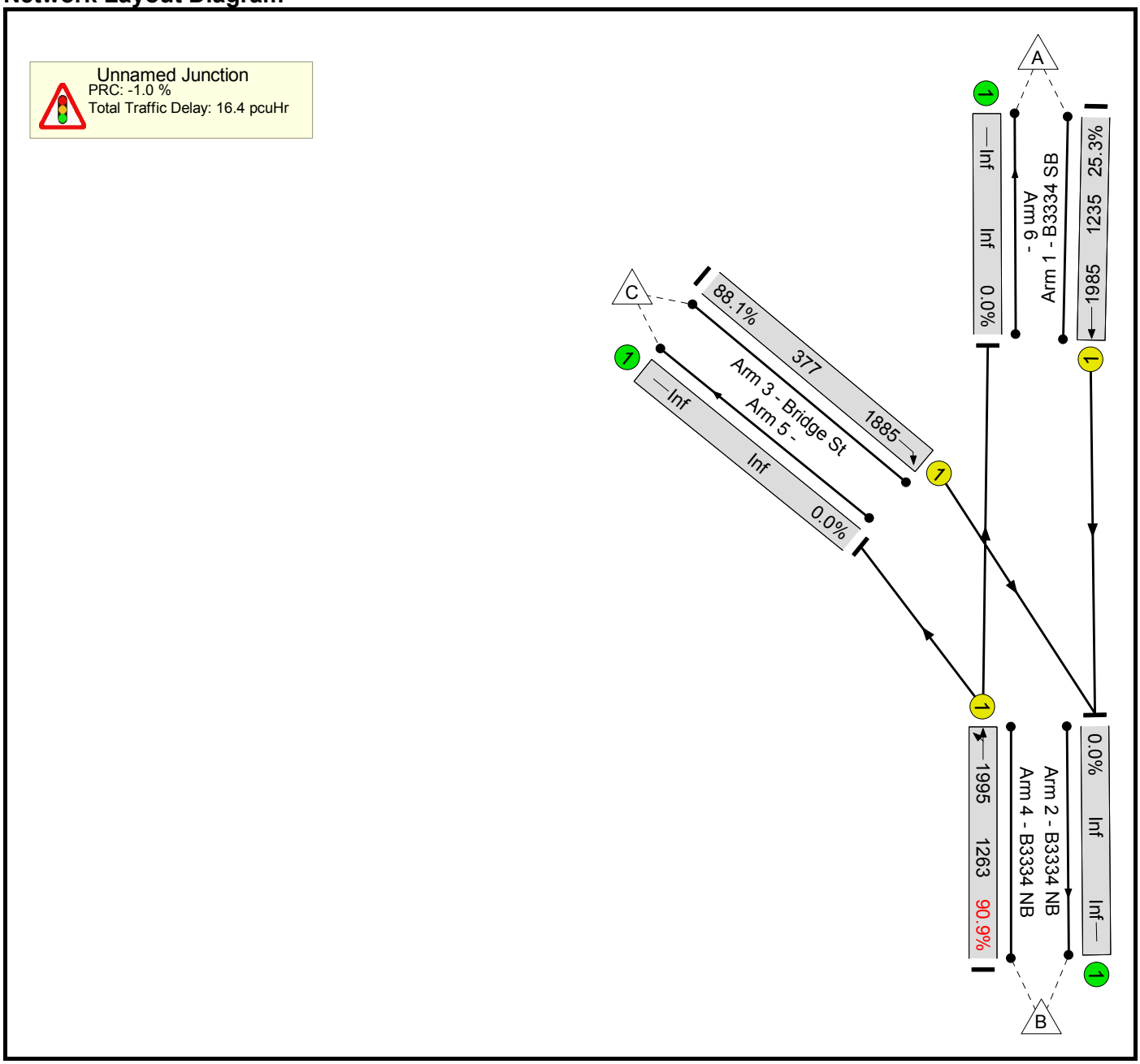
Basic Results Summary

User and Project Details

Project:	**19-241 Posbrook Lane, Titchfield**
Title:	Bridge St Signals
Location:	Titchfield
File name:	Bridge St Signals.lsg3x
Author:	JT
Company:	Odyssey
Address:	
Notes:	

Scenario 1: '2019 AM' (FG1: '2019 AM BASE', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**90.9%**	**0**	**0**	**0**	**16.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**90.9%**	**0**	**0**	**0**	**16.4**	-	-
1/1	B3334 SB Ahead	U	A		1	55	-	313	1985	1235	25.3%	-	-	-	0.8	9.6	3.6
3/1	Bridge St Right	U	C		1	17	-	332	1885	377	88.1%	-	-	-	6.5	69.9	11.2
4/1	B3334 NB Left Ahead	U	B		1	56	-	1148	1995	1263	90.9%	-	-	-	9.1	28.7	29.2

C1

PRC for Signalled Lanes (%): -1.0
PRC Over All Lanes (%): -1.0

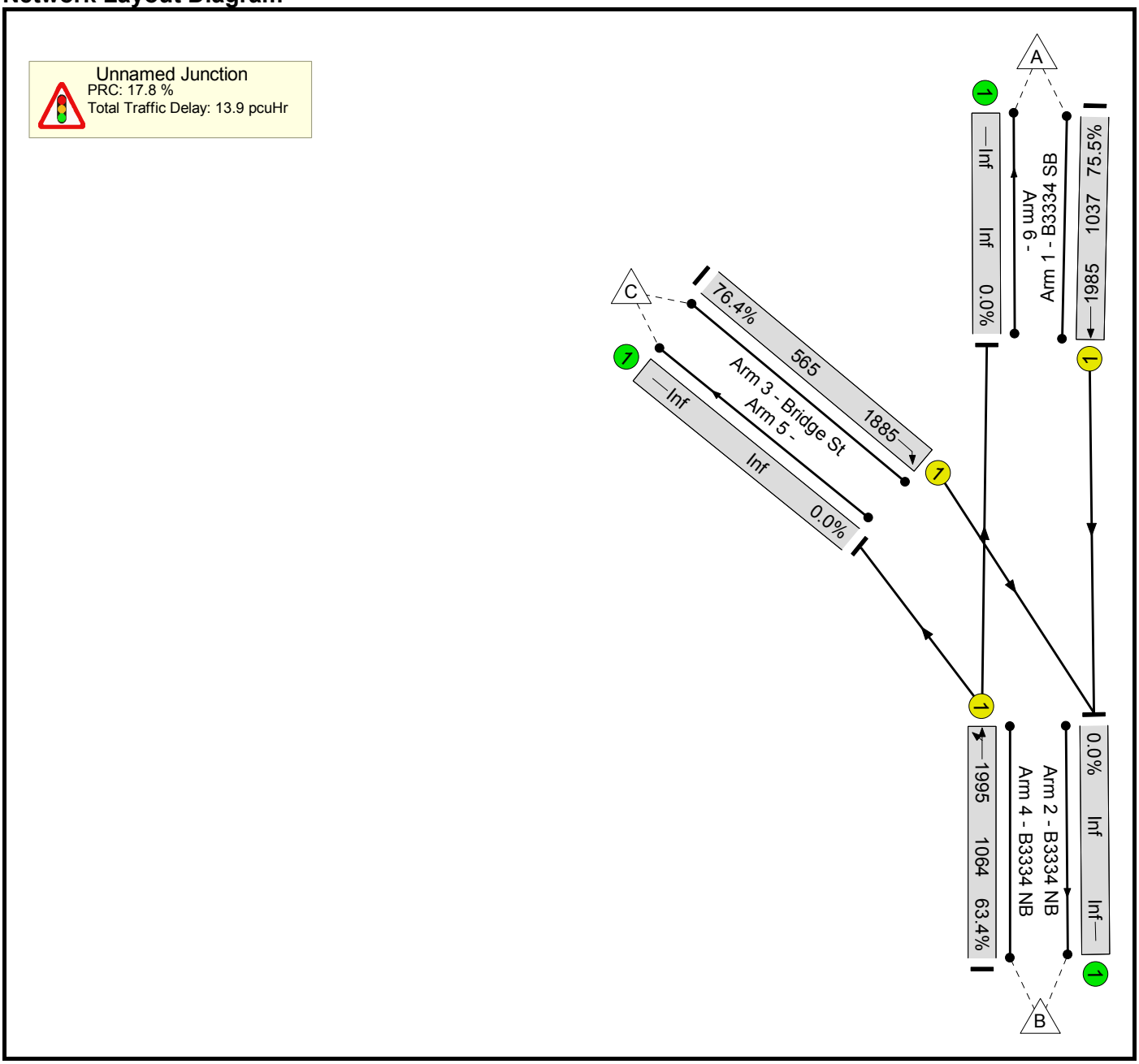
Total Delay for Signalled Lanes (pcuHr): 16.43
Total Delay Over All Lanes(pcuHr): 16.43

Cycle Time (s): 90

Basic Results Summary

Scenario 2: '2019 PM' (FG2: '2019 PM BASE', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**	**0**	**0**	**0**	**13.9**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**	**0**	**0**	**0**	**13.9**	**-**	**-**
1/1	B3334 SB Ahead	U	A		1	46	-	783	1985	1037	75.5%	-	-	-	5.2	24.0	17.0
3/1	Bridge St Right	U	C		1	26	-	432	1885	565	76.4%	-	-	-	5.0	41.8	11.3
4/1	B3334 NB Left Ahead	U	B		1	47	-	675	1995	1064	63.4%	-	-	-	3.6	19.4	12.7

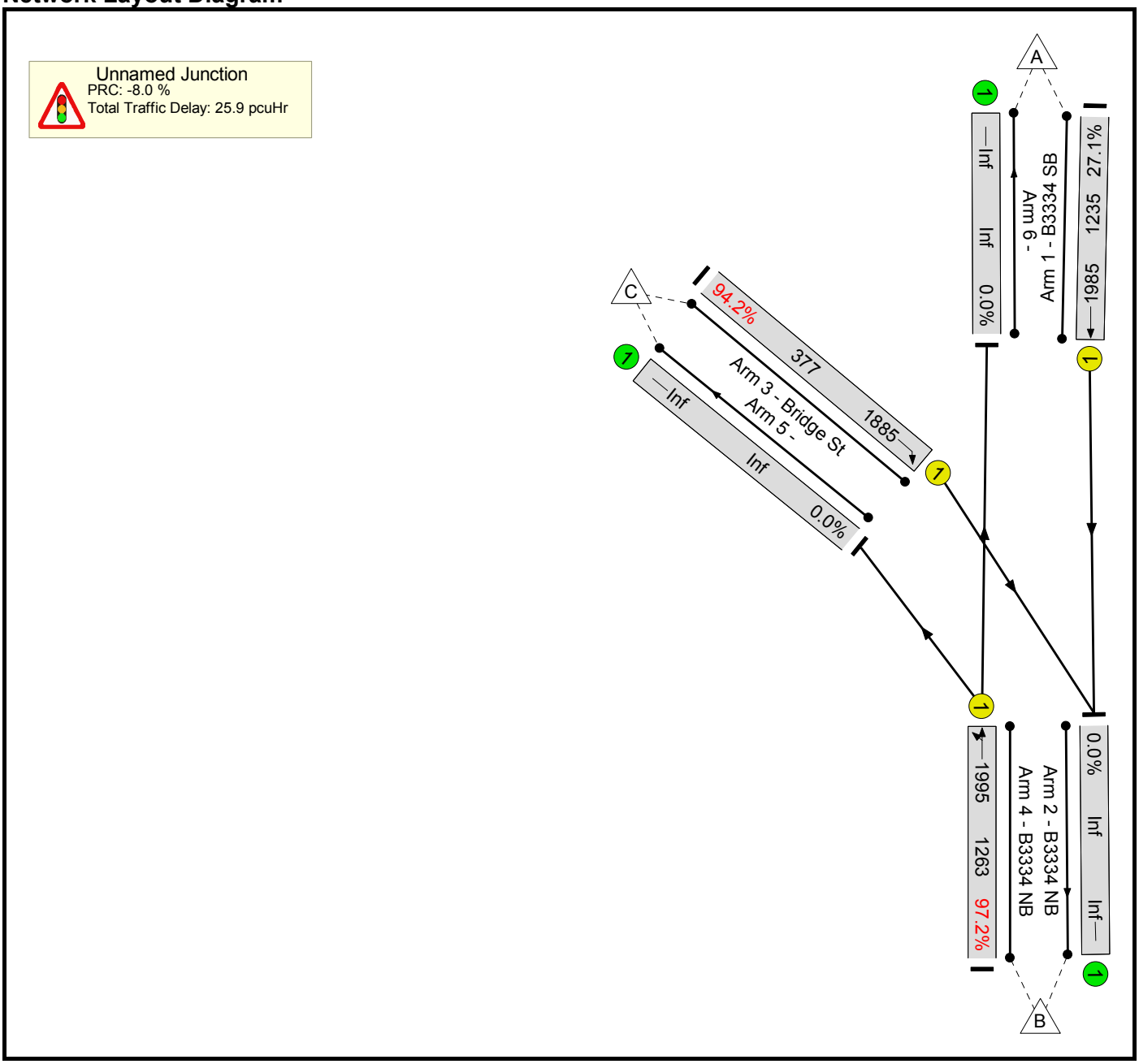
C1 PRC for Signalled Lanes (%): 17.8 Total Delay for Signalled Lanes (pcuHr): 13.87 Cycle Time (s): 90

PRC Over All Lanes (%): 17.8 Total Delay Over All Lanes(pcuHr): 13.87

Basic Results Summary

Scenario 3: '2024 AM' (FG3: '2024 AM BASE', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**97.2%**	**0**	**0**	**0**	**25.9**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**97.2%**	**0**	**0**	**0**	**25.9**	-	-
1/1	B3334 SB Ahead	U	A		1	55	-	335	1985	1235	27.1%	-	-	-	0.9	9.7	3.9
3/1	Bridge St Right	U	C		1	17	-	355	1885	377	94.2%	-	-	-	8.9	90.3	14.1
4/1	B3334 NB Left Ahead	U	B		1	56	-	1228	1995	1263	97.2%	-	-	-	16.1	47.3	39.8

C1

PRC for Signalled Lanes (%): -8.0
PRC Over All Lanes (%): -8.0

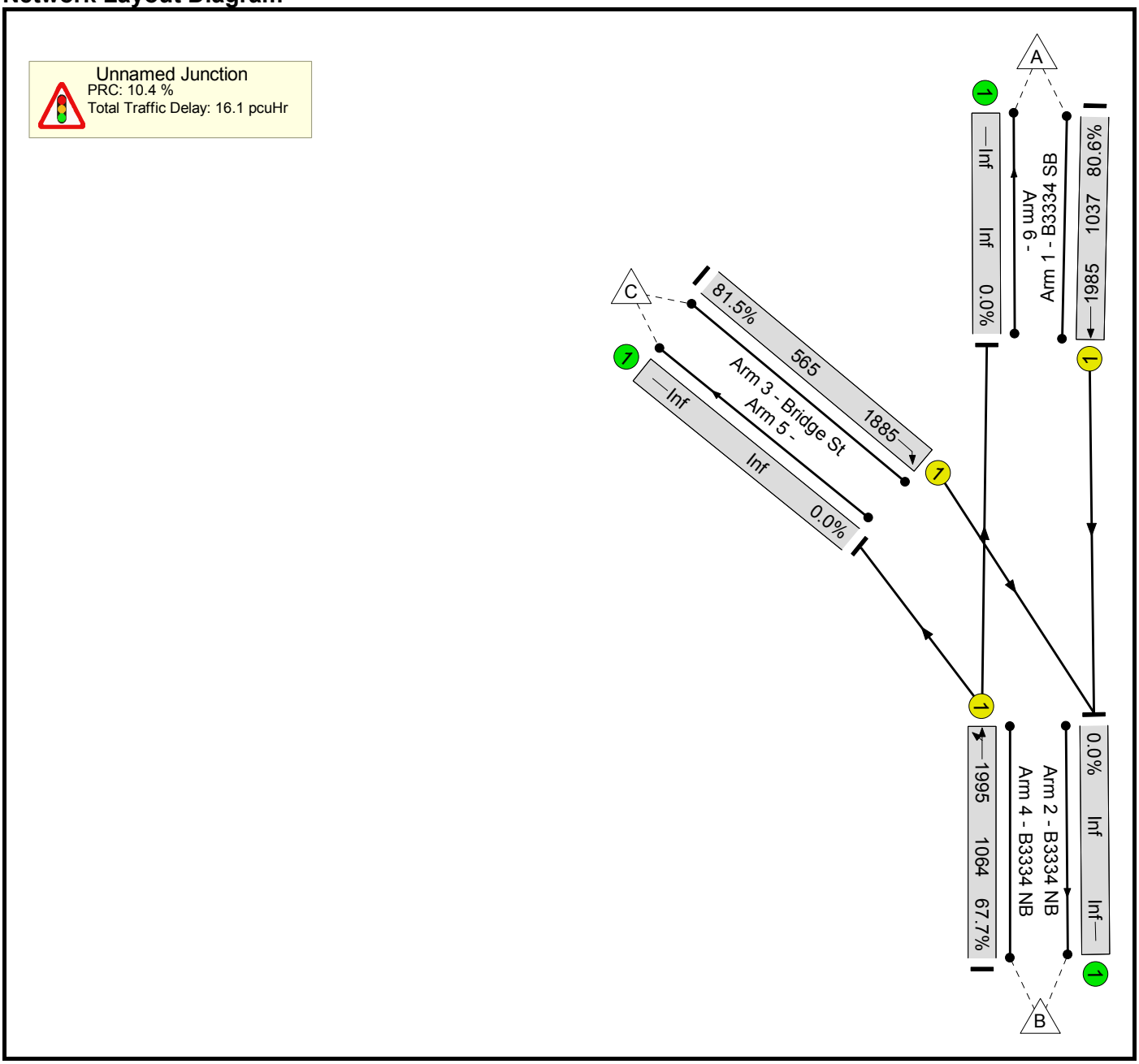
Total Delay for Signalled Lanes (pcuHr): 25.95
Total Delay Over All Lanes(pcuHr): 25.95

Cycle Time (s): 90

Basic Results Summary

Scenario 4: '2024 PM' (FG4: '2024 PM BASE', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.5%**	**0**	**0**	**0**	**16.1**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.5%**	**0**	**0**	**0**	**16.1**	**-**	**-**
1/1	B3334 SB Ahead	U	A		1	46	-	835	1985	1037	80.6%	-	-	-	6.1	26.5	19.2
3/1	Bridge St Right	U	C		1	26	-	461	1885	565	81.5%	-	-	-	5.9	45.7	12.7
4/1	B3334 NB Left Ahead	U	B		1	47	-	720	1995	1064	67.7%	-	-	-	4.1	20.5	14.0

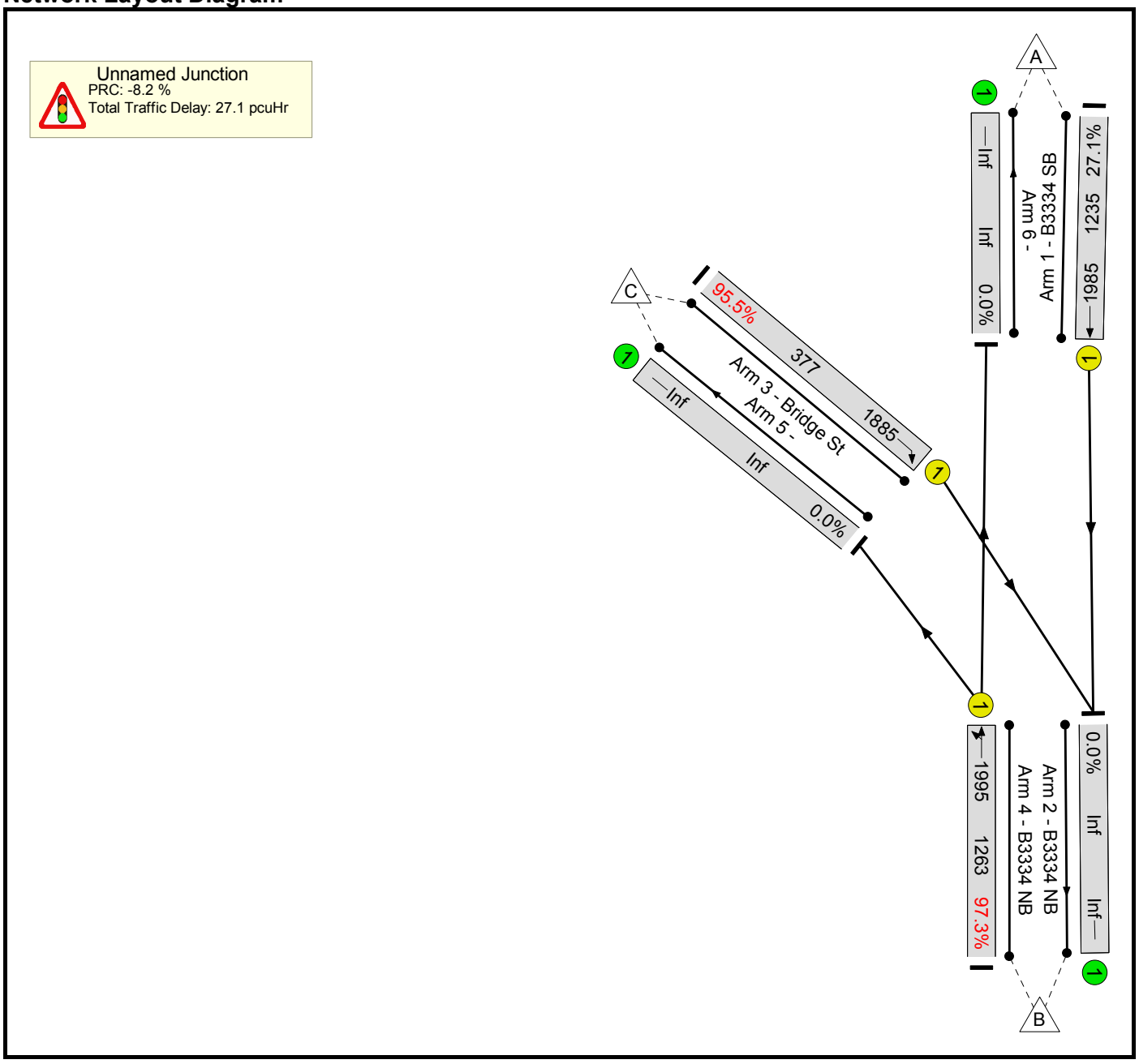
C1 PRC for Signalled Lanes (%): 10.4 Total Delay for Signalled Lanes (pcuHr): 16.11 Cycle Time (s): 90

PRC Over All Lanes (%): 10.4 Total Delay Over All Lanes(pcuHr): 16.11

Basic Results Summary

Scenario 5: '2024 AM + DEV' (FG5: '2024 AM BASE + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**97.3%**	**0**	**0**	**0**	**27.1**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**97.3%**	**0**	**0**	**0**	**27.1**	-	-
1/1	B3334 SB Ahead	U	A		1	55	-	335	1985	1235	27.1%	-	-	-	0.9	9.7	3.9
3/1	Bridge St Right	U	C		1	17	-	360	1885	377	95.5%	-	-	-	9.7	97.1	14.9
4/1	B3334 NB Left Ahead	U	B		1	56	-	1230	1995	1263	97.3%	-	-	-	16.4	48.1	40.4

C1

PRC for Signalled Lanes (%): -8.2
PRC Over All Lanes (%): -8.2

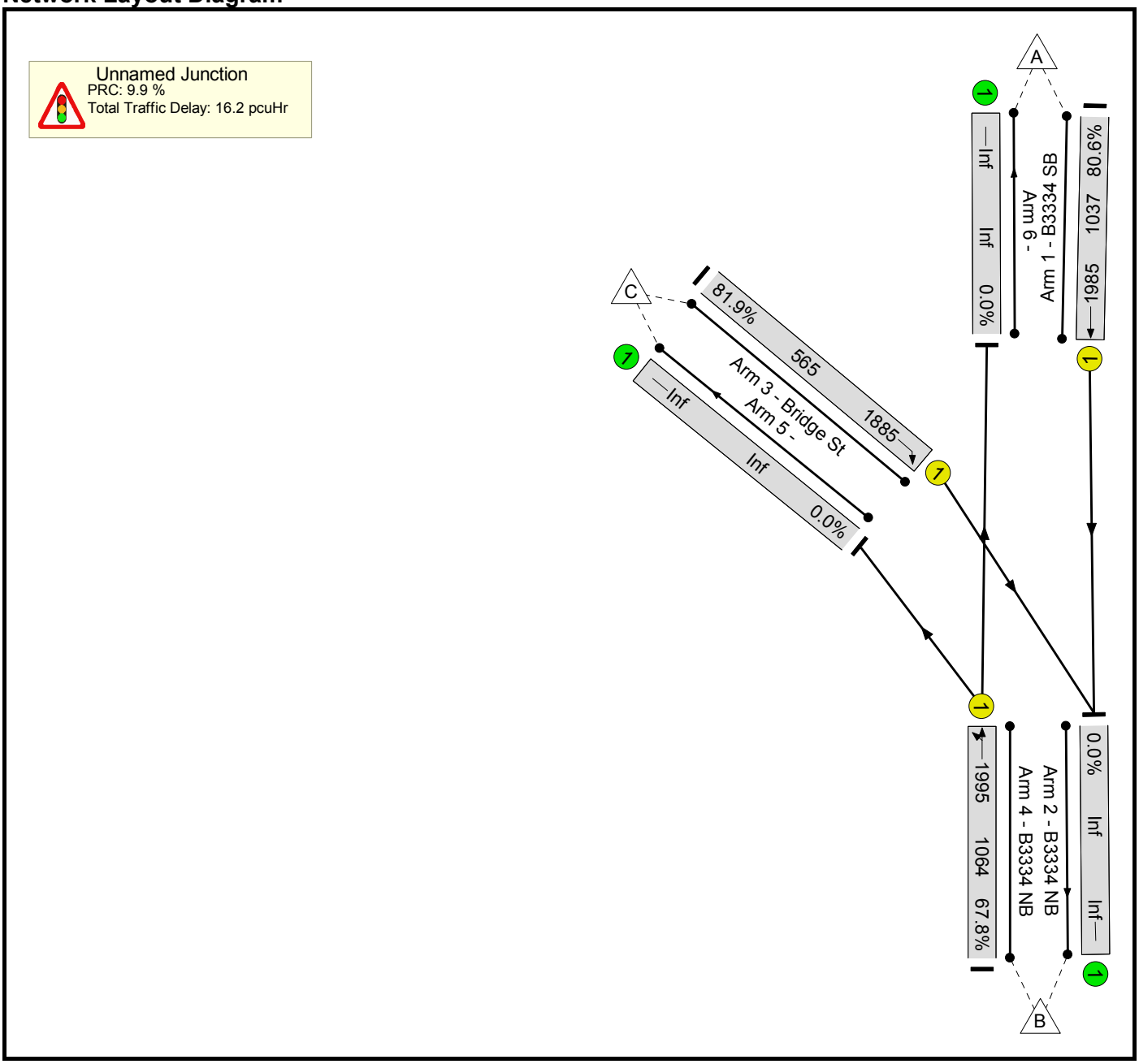
Total Delay for Signalled Lanes (pcuHr): 27.06
Total Delay Over All Lanes(pcuHr): 27.06

Cycle Time (s): 90

Basic Results Summary

Scenario 6: '2024 PM + DEV' (FG6: '2024 PM BASE + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**	**0**	**0**	**0**	**16.2**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.9%**	**0**	**0**	**0**	**16.2**	**-**	**-**
1/1	B3334 SB Ahead	U	A		1	46	-	835	1985	1037	80.6%	-	-	-	6.1	26.5	19.2
3/1	Bridge St Right	U	C		1	26	-	463	1885	565	81.9%	-	-	-	5.9	46.1	12.8
4/1	B3334 NB Left Ahead	U	B		1	47	-	721	1995	1064	67.8%	-	-	-	4.1	20.6	14.1

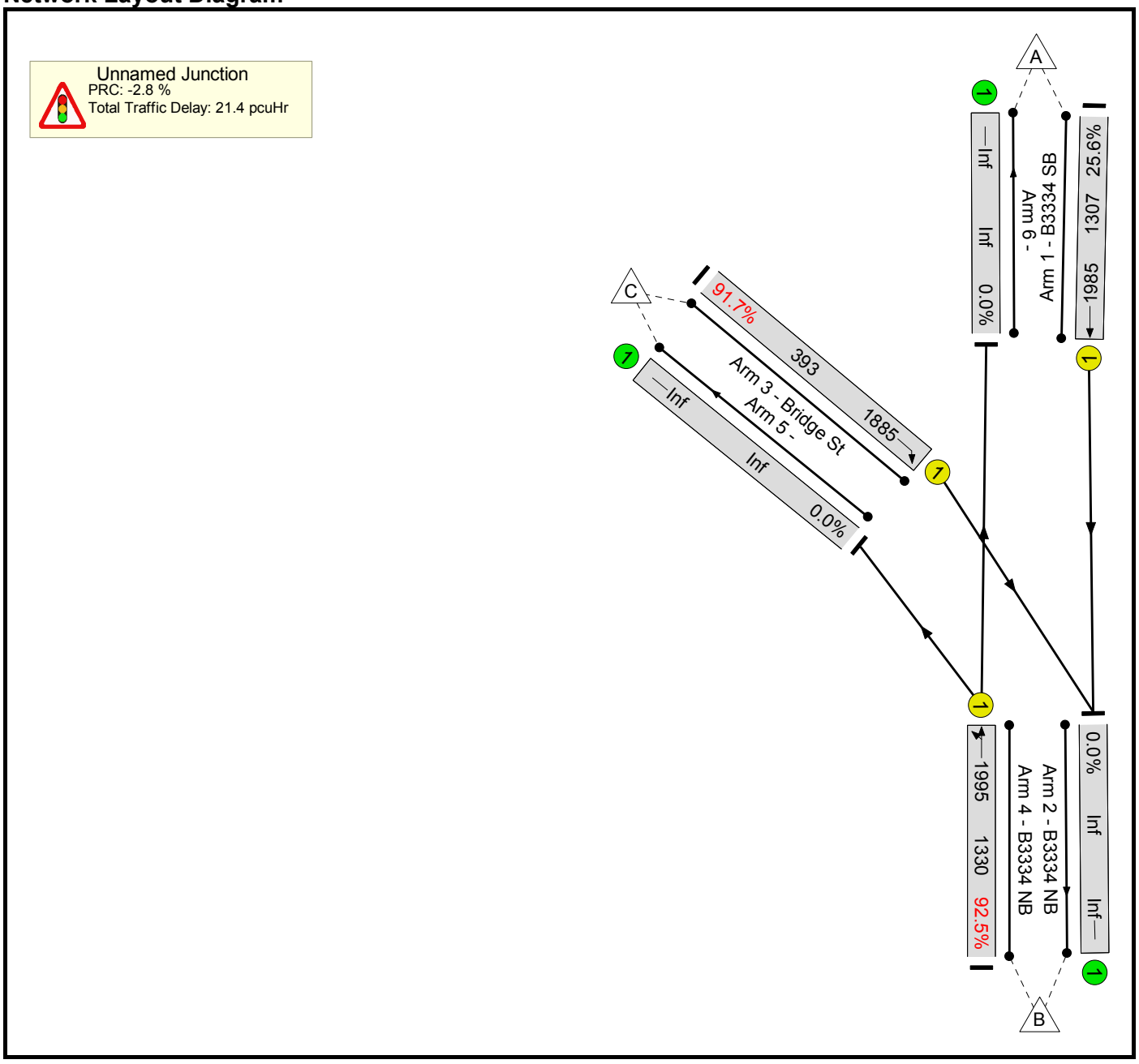
C1 PRC for Signalled Lanes (%): 9.9 Total Delay for Signalled Lanes (pcuHr): 16.19 Cycle Time (s): 90

PRC Over All Lanes (%): 9.9 Total Delay Over All Lanes(pcuHr): 16.19

Basic Results Summary

Scenario 7: '2024 AM + DEV IMPROV' (FG5: '2024 AM BASE + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**92.5%**	**0**	**0**	**0**	**21.4**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**92.5%**	**0**	**0**	**0**	**21.4**	-	-
1/1	B3334 SB Ahead	U	A		1	78	-	335	1985	1307	25.6%	-	-	-	1.0	10.3	4.7
3/1	Bridge St Right	U	C		1	24	-	360	1885	393	91.7%	-	-	-	9.0	90.0	16.0
4/1	B3334 NB Left Ahead	U	B		1	79	-	1230	1995	1330	92.5%	-	-	-	11.5	33.6	41.1

C1

PRC for Signalled Lanes (%): -2.8
PRC Over All Lanes (%): -2.8

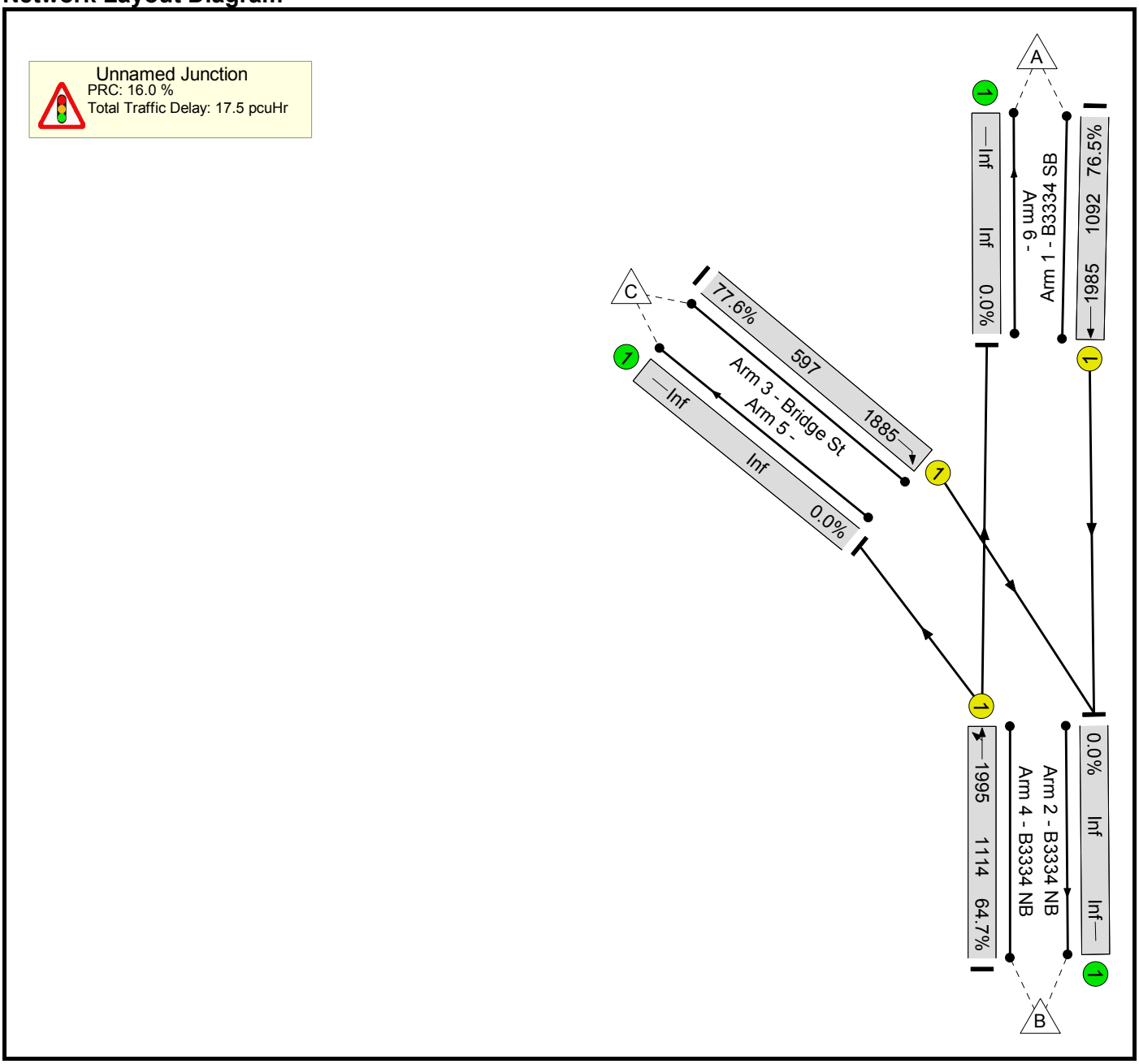
Total Delay for Signalled Lanes (pcuHr): 21.43
Total Delay Over All Lanes(pcuHr): 21.43

Cycle Time (s): 120

Basic Results Summary

Scenario 8: '2024 PM + DEV IMPROV' (FG6: '2024 PM BASE + DEV', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.6%**	**0**	**0**	**0**	**17.5**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.6%**	**0**	**0**	**0**	**17.5**	**-**	**-**
1/1	B3334 SB Ahead	U	A		1	65	-	835	1985	1092	76.5%	-	-	-	6.5	27.9	23.2
3/1	Bridge St Right	U	C		1	37	-	463	1885	597	77.6%	-	-	-	6.5	50.3	15.6
4/1	B3334 NB Left Ahead	U	B		1	66	-	721	1995	1114	64.7%	-	-	-	4.6	22.9	17.3

C1

PRC for Signalled Lanes (%): 16.0
PRC Over All Lanes (%): 16.0

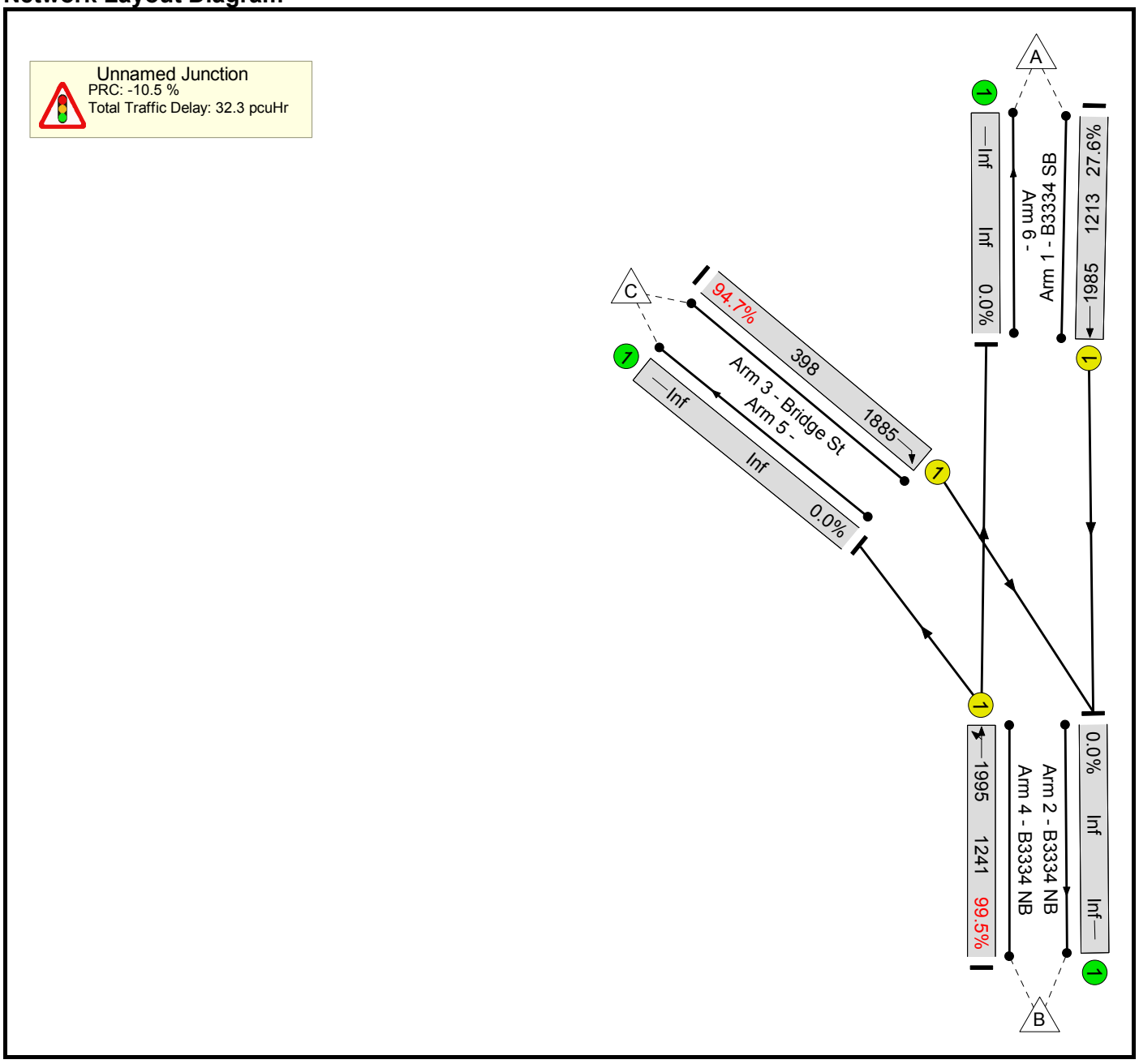
Total Delay for Signalled Lanes (pcuHr): 17.52
Total Delay Over All Lanes(pcuHr): 17.52

Cycle Time (s): 120

Basic Results Summary

Scenario 9: '2024 AM All South' (FG7: '2024 AM Base + Dev All South', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**99.5%**	**0**	**0**	**0**	**32.3**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**99.5%**	**0**	**0**	**0**	**32.3**	-	-
1/1	B3334 SB Ahead	U	A		1	54	-	335	1985	1213	27.6%	-	-	-	1.0	10.2	4.1
3/1	Bridge St Right	U	C		1	18	-	377	1885	398	94.7%	-	-	-	9.5	90.3	15.0
4/1	B3334 NB Left Ahead	U	B		1	55	-	1235	1995	1241	99.5%	-	-	-	21.8	63.7	46.6

C1

PRC for Signalled Lanes (%): -10.5
PRC Over All Lanes (%): -10.5

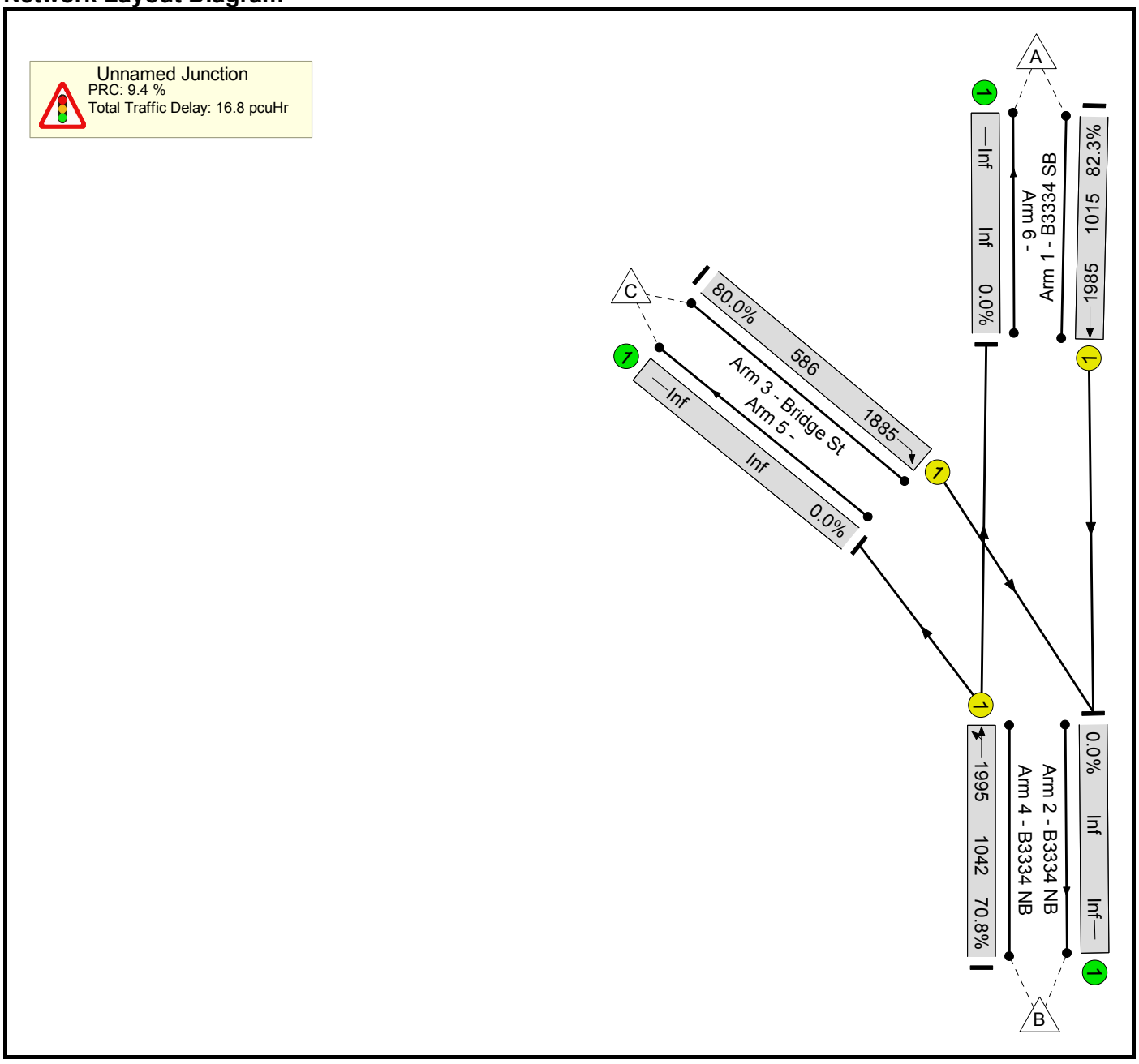
Total Delay for Signalled Lanes (pcuHr): 32.26
Total Delay Over All Lanes(pcuHr): 32.26

Cycle Time (s): 90

Basic Results Summary

Scenario 10: '2024 PM All South' (FG8: '2024 PM Base + Dev All South', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**	**0**	**0**	**0**	**16.8**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**	**0**	**0**	**0**	**16.8**	**-**	**-**
1/1	B3334 SB Ahead	U	A		1	45	-	835	1985	1015	82.3%	-	-	-	6.6	28.3	19.7
3/1	Bridge St Right	U	C		1	27	-	469	1885	586	80.0%	-	-	-	5.6	43.3	12.6
4/1	B3334 NB Left Ahead	U	B		1	46	-	738	1995	1042	70.8%	-	-	-	4.5	22.2	15.1

C1

PRC for Signalled Lanes (%): 9.4
PRC Over All Lanes (%): 9.4

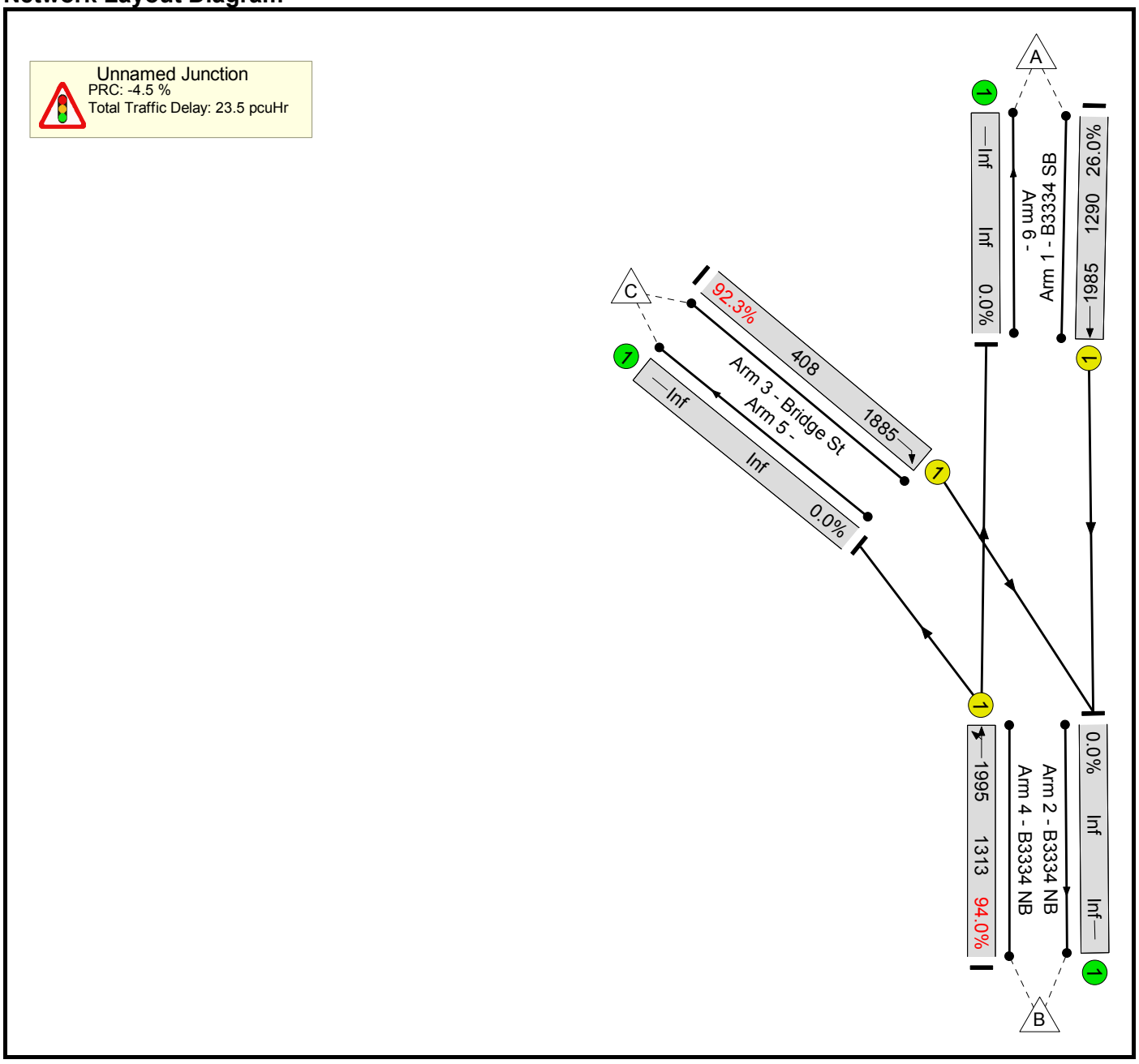
Total Delay for Signalled Lanes (pcuHr): 16.76
Total Delay Over All Lanes(pcuHr): 16.76

Cycle Time (s): 90

Basic Results Summary

Scenario 11: '2024 AM All South IMPROV' (FG7: '2024 AM Base + Dev All South', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**94.0%**	**0**	**0**	**0**	**23.5**	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	**94.0%**	**0**	**0**	**0**	**23.5**	-	-
1/1	B3334 SB Ahead	U	A		1	77	-	335	1985	1290	26.0%	-	-	-	1.0	10.7	4.8
3/1	Bridge St Right	U	C		1	25	-	377	1885	408	92.3%	-	-	-	9.5	90.3	16.9
4/1	B3334 NB Left Ahead	U	B		1	78	-	1235	1995	1313	94.0%	-	-	-	13.0	38.0	43.4

C1

PRC for Signalled Lanes (%): -4.5
PRC Over All Lanes (%): -4.5

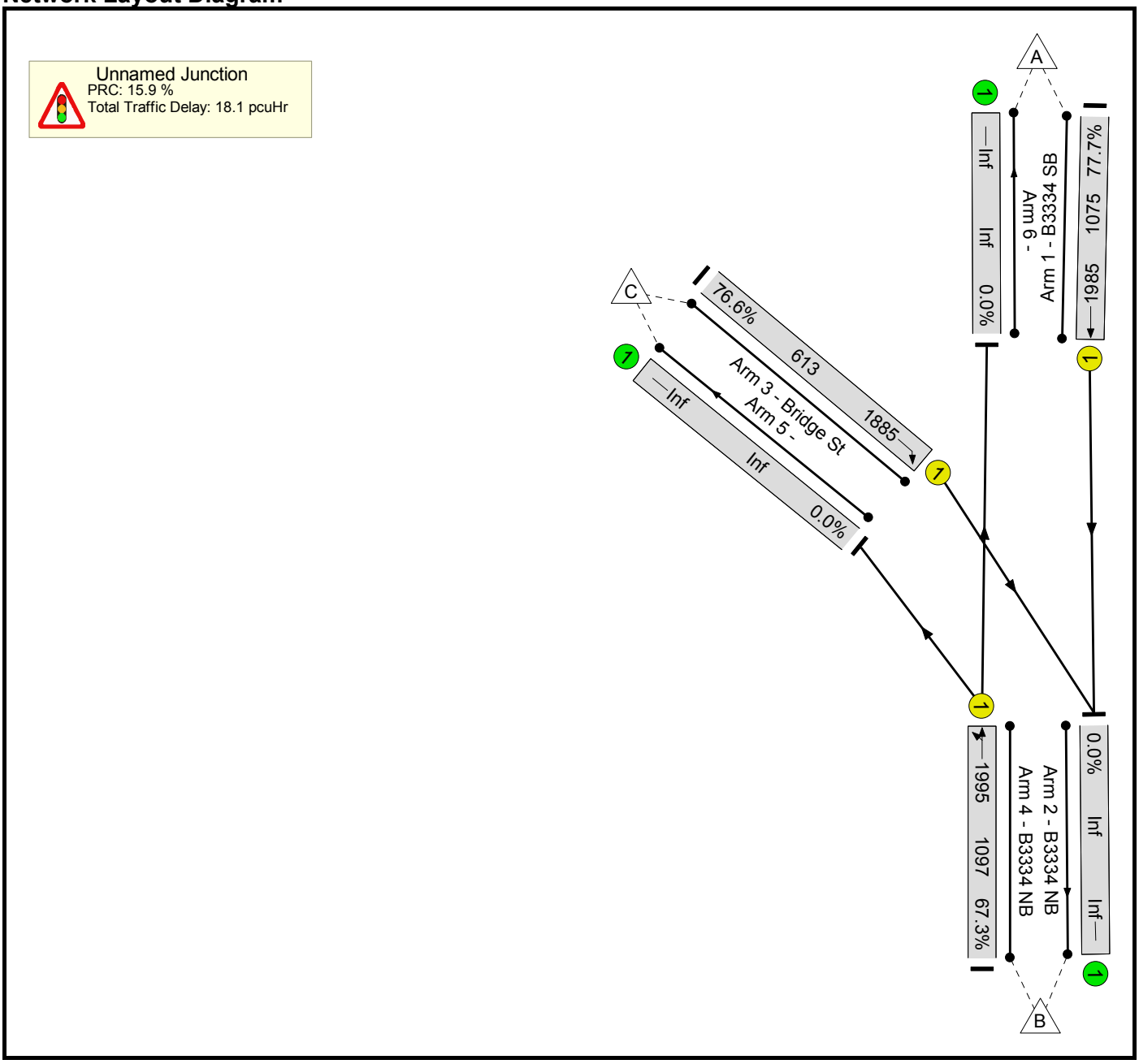
Total Delay for Signalled Lanes (pcuHr): 23.48
Total Delay Over All Lanes(pcuHr): 23.48

Cycle Time (s): 120

Basic Results Summary

Scenario 12: '2024 PM All South IMPROV' (FG8: '2024 PM Base + Dev All South', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**0**	**0**	**0**	**18.1**	**-**	**-**
Unnamed Junction	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**	**0**	**0**	**0**	**18.1**	**-**	**-**
1/1	B3334 SB Ahead	U	A		1	64	-	835	1985	1075	77.7%	-	-	-	6.8	29.1	23.5
3/1	Bridge St Right	U	C		1	38	-	469	1885	613	76.6%	-	-	-	6.3	48.7	15.5
4/1	B3334 NB Left Ahead	U	B		1	65	-	738	1995	1097	67.3%	-	-	-	5.0	24.3	18.4

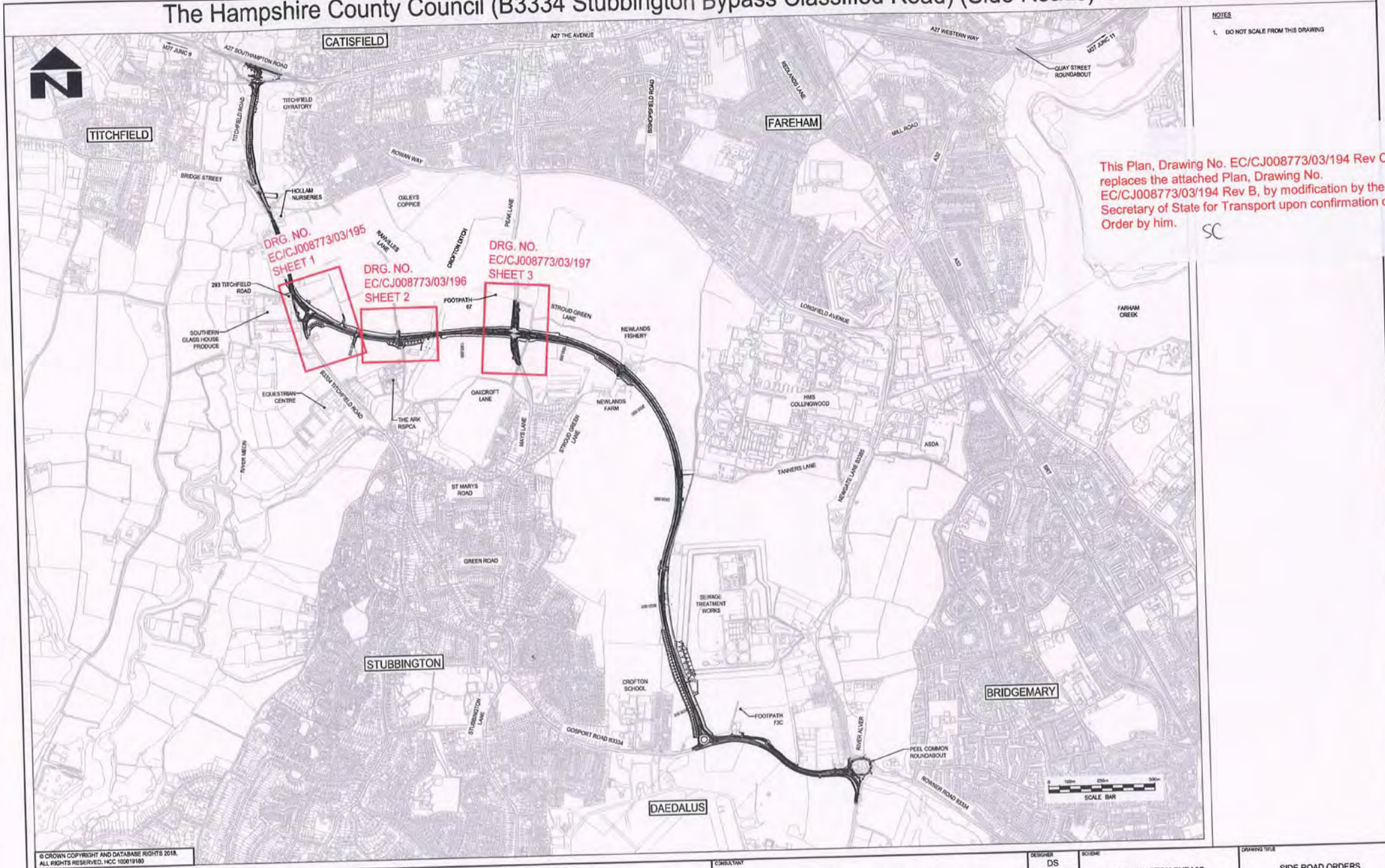
C1 PRC for Signalled Lanes (%): 15.9 Total Delay for Signalled Lanes (pcuHr): 18.07 Cycle Time (s): 120

PRC Over All Lanes (%): 15.9 Total Delay Over All Lanes(pcuHr): 18.07

APPENDIX I

Stubbington Bypass

The Hampshire County Council (B3334 Stubbington Bypass Classified Road) (Side Roads) Order 2018



NOTES

1. DO NOT SCALE FROM THIS DRAWING

This Plan, Drawing No. EC/CJ008773/03/194 Rev C, replaces the attached Plan, Drawing No. EC/CJ008773/03/194 Rev B, by modification by the Secretary of State for Transport upon confirmation of the Order by him.

SC

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
C	MINOR AMENDMENTS	29.10.2018	GC	RW	CM
B	MINOR AMENDMENTS	31.01.2018	LW	AT	AT
A	MINOR AMENDMENTS	15.01.2018	EP	RW	CM

CLIENT: HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT: Hampshire County Council Engineering Consultancy
STUART JARVIS BSc DipTP FCIHT MRTPI, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	DS
CAD	EP
CHECKED	RW | RW
APPROVED	CM | CM
SCHEME	STUBBINGTON BYPASS
JOB No. RJ 504603.01	
SCALE @ A1	1:8000
DATE	19.12.2017
SHEET NUMBER	1 OF 1
DRAWING TITLE	SIDE ROAD ORDERS OVERVIEW PLAN
DRAWING NUMBER	EC/CJ008773/03/194
REV	C

HCC CAD FILE: K:\Engineering\Schemes\CJ008773\01 Stubbington Bypass\Work\CAD\03 - Land Plans\CJ_CJ008773-03-194 SIDE ROAD ORDERS OVERVIEW PLAN.dwg