



Haslar IRC - Transport Assessment

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1 Introduction

1.1 Overview

- 1.1.1 Stantec has been commissioned on behalf of the Home Office to provide transportation consultancy advice in regard to the Haslar Immigration Removal Centre (IRC) site. This Transport Assessment, and accompanying Travel Plan, have been prepared to support the outline planning application for the expansion of the Haslar IRC (all matters reserved except for access).
- 1.1.2 The site, as shown below, was previously in operation as a youth offenders' facility, which became a removals centre in 1989 and an IRC in February 2002. The site was in operation until 2015.



Figure 1-1: Site location

- 1.1.3 Redevelopment includes refurbishment of a portion of the site for 130 residents (referred to as 'Haslar IRC Refurbishment') followed by an expansion of the IRC to accommodate an additional 470 residents (referred to as 'Haslar IRC Expansion') giving a total site capacity of 600 residents.
- 1.1.4 The Haslar IRC refurbishment proposals have been the subject of a pre-application response from Gosport Council (Application No. P.103/026/25) dated 17th November 2025 and Hampshire County Council dated 18th March 2026, which have been considered as part of this assessment.
- 1.1.5 Due to the nature of the current and proposed land use, coupled with shift patterns, the proposals have considered the requirement for the day/night usage of the site and how best to provide sufficient security for staff across the whole daily operation

2 Policy Context

2.1 National Policy

National Planning Policy Framework (NPPF)

- 2.1.1 The National Planning Policy Framework sets out the Government's overarching strategy for planning policy in England.
- 2.1.2 The National Planning Policy Framework was revised in response to the proposed reforms to the National Planning Policy Framework and other changes to the planning system consultation on 12 December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.
- 2.1.3 This 2024 revision of the National Planning Policy Framework was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear.
- 2.1.4 This revised framework replaced the previous National Planning Policy Framework which was published in March 2012, revised in July 2018 and July 2021, before a further updated version was written in September 2023, before a later revision in December 2023.
- 2.1.5 Paragraph 116 of the current National Planning Policy Framework states 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, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 2.1.6 This Transport Assessment and the accompanying Travel Plan demonstrate that the proposed development will be acceptable in terms of transportation, highway safety and access, and that it is compliant with relevant national and local planning policies.
- 2.1.7 The site is well located in terms of accessibility and its relationship to local facilities in the area. As will be discussed later, the development site is well located for existing transport links and road networks.
- 2.1.8 The site is being developed as part of a wider need for new Immigration Removal Centres, particularly on and near key access points for detained persons to be processed, such as Portsmouth. This Transport Assessment specifically aims to address and quantify issues surrounding transport relating to the staff, servicing and visitors at the site.

National Planning Policy Guidance (NPPG)

- 2.1.9 Planning Practice Guidance was published by the Government online in 2014.
- 2.1.10 The Travel Plans, Transport Assessments and Statements document provides advice on what transport information should be provided to accompany a planning application.
- 2.1.11 The NPPG states that Travel Plans, Transport Assessments and Statements can positively contribute to:
- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;



- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.1.12 The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the NPPG suggests including the following:

- Information about the proposed development, site layout and access;
- Data about existing public transport provision, including services and frequency;
- A description of the travel characteristics of the proposed development, including movements by all modes;
- An assessment of trips from local committed development;
- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3 or 5-year period;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities and physical improvements to existing roads.

2.2 Local Policy

Hampshire LTP4, Adopted February 2024

2.2.1 The current Local Transport Plan for Hampshire is the LTP4, adopted in February 2024.

2.2.2 The overarching vision for the document is to support a transport system that is by 2050:

“A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique natural and built environment”

Fareham and Gosport Transport Strategy, Approved March 2026

2.2.3 In March 2026, Hampshire County Council approved the Fareham and Gosport Transport Strategy. This document sets out priorities for investment in transport across the two boroughs up to 2050 and sits alongside the LTP4.

2.2.4 The strategy contains a list of planned interventions to improve access within Gosport, including a longer-term aspiration of a new bus service from Gosport town centre serving the Haslar Peninsula and a ferry service from Portsmouth Harbour to Haslar via Fort Blockhouse.



Gosport Borough Local Plan 2011-2029, Adopted October 2015

- 2.2.5 The current adopted Local Plan is the Gosport Borough Local Plan 2011-2029, which was adopted October 2015. Policy LP22 refers to transport and new development:

POLICY LP22: ACCESSIBILITY TO NEW DEVELOPMENT

- 1. Development proposals that prioritise access for active and sustainable travel modes including walking, cycling and access to public transport services, will be supported.*
- 2. Development proposals that are likely to generate significant levels of travel demand will be permitted, provided that:*
 - a) The site is located where convenient public transport services exist or there is a commitment by the developer and public transport providers to deliver such service.*
 - b) The site is, or will be made, accessible to pedestrians and cyclists.*
 - c) Any new or improved road access and the traffic generated would not have any unacceptable environmental implications nor significantly prejudice the safety, function and capacity of the road network.*
 - d) Local and strategic transport improvements will be provided, where necessary, to support the development and mitigate adverse impacts on the safety, function and capacity of the transport network.*
 - e) Transport Statements or Transport Assessments are submitted in support of the planning application to evaluate transport impacts and to demonstrate that suitable transport improvements will be provided which meet the needs of the development and mitigate any adverse impacts.*
 - f) A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.*

- 2.2.6 This Transport Assessment and the accompanying Travel Plan support this local plan policy.

- 2.2.7 The site is adjacent to (not within) the Haslar regeneration area, which is covered by Policy LP6. The transport related general principles of the policy for this area include:

- d) opportunities to improve public transport services and cycling/pedestrian access to and from the site are taken as appropriate, and*
- e) any additional traffic generated by the development should be within the capacity of the existing road network and should not compromise the safety of existing roads*

- 2.2.8 This assessment considers the impact of the proposed development on the operation of the local highway network and concludes that the impact of the proposed development would not have a severe impact.

Draft Gosport Local Plan 2042

- 2.2.9 The Gosport Local Plan 2042 is currently in draft and will replace the Gosport Borough Local Plan 2011-2029. The document was previously named the Gosport Local Plan 2038, with the Council stating that it has been necessary to extend the end date of the emerging Local Plan from 2038 to 2042 to ensure that there is at least a 15-year span from the date of anticipated adoption, in accordance with Government guidance.



2.2.10 The Gosport Local Plan 2042 is currently undergoing public consultation and, when adopted, will supersede the document from 2011-2029. The document states that it is committed to reducing transport emissions as one of its key ambitions. The document states that it aims to:

“Focus development in locations which will provide the opportunity for travel by sustainable modes, and which can help to support strategic investment in improving public transport, walking and cycling”

2.2.11 Policy LP22 of the current Local Plan has been retained as Policy D12.

Gosport Borough Council – Local Development Framework, Parking: Supplementary Planning Document, February 2014

2.2.12 This Supplementary Planning Document (SPD) sets out the parking standards for Gosport Borough. Whilst this does not specify the requirements of the number of parking spaces required for the land use proposed, it does state that the minimum width of parking bays should be 2.5m and have an aisle width of a minimum of 6m.

2.3 Summary

2.3.1 The above policy review summaries the transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be considered.



3 Existing Transport Conditions and Accessibility

3.1 Site location and existing conditions

- 3.1.1 The site lies south of the Fort Road on the southern edge of the Borough of Gosport. The site is approximately 3.1km (1.9 miles) south from the approximate population centre of the area and where the local services are provided.

3.2 Walking and cycle accessibility

Guidance on viable walking and cycling distances

- 3.2.1 There are several publications which suggest guidance for appropriate walking and cycling distances to local facilities and services. For reference, these have been summarised as follows:

Guidance on suitable walking and cycling distances to facilities is set out within TA 91/05 'Provision for Non-Motorised Users' (2005) and DfT guidance set out in LTN 1/20 'Cycle Infrastructure Design' (2020), which suggest that 3.2km and 8km are acceptable distances for walking and cycling respectively. It is worth noting that whilst TA 91/05 is superseded by CD143, CD143 is silent in respect of recommended walking and cycling distances. The guidance contained within TA 91/05 therefore remains relevant.

- 3.2.2 Paragraph 2.2 of TA 91/05 states that two miles is 'a distance that could easily be walked by the majority of people'. Paragraph 2.3 also continues by stating that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km).
- 3.2.3 DfT – Manual for Streets (2007) (MfS) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10-minute walking distance (c. 800 metres).
- 3.2.4 CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, section 2.1 states that across Britain 'about 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot'.
- 3.2.5 TA 91/05 Provision for Non-Motorised Users - Paragraph 2.11 states that 'Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 8km (5 miles). Cycling is also undertaken as a leisure activity, often over much longer distances.' This is consistent with the statement in LTN 01/20 (paragraph 2.2.2) that states 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.'
- 3.2.6 DfT – LTN 1/20: Cycle Infrastructure Design (paragraph 2.2.2) states: "Recent growth of cycling recorded in central London and other towns and cities following programmes of investment have illustrated that there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."



Pedestrian accessibility

- 3.2.7 In the immediate vicinity of the site there are some public rights of way headed away from the site in primarily northerly directions. The England Coast Path currently routes through the Haslar Sea Wall car park between Military Road and the sea wall.
- 3.2.8 This footpath routes to the southeast of the site, along the sea wall between Dolphin Way and the Military Road car park. This forms part of the England Coast Path as described by Hampshire County maps.
- 3.2.9 There are also footpaths to the north of the site. The Solent Way is a 60-mile footpath linking Milford on Sea with Emsworth Harbour, as described by their website.
- 3.2.10 There is currently footway provision on both sides of Fort Road in the immediate vicinity of the site. Footway provision starts at the proposed site entrance. The shared footway/cycleway at this location is approximately 2.0m in width widening to approximately 4.0m in width once it joins Fort Road.
- 3.2.11 The walking isochrones for 10-minute intervals up to 30 minutes are shown in Figure 3-1.

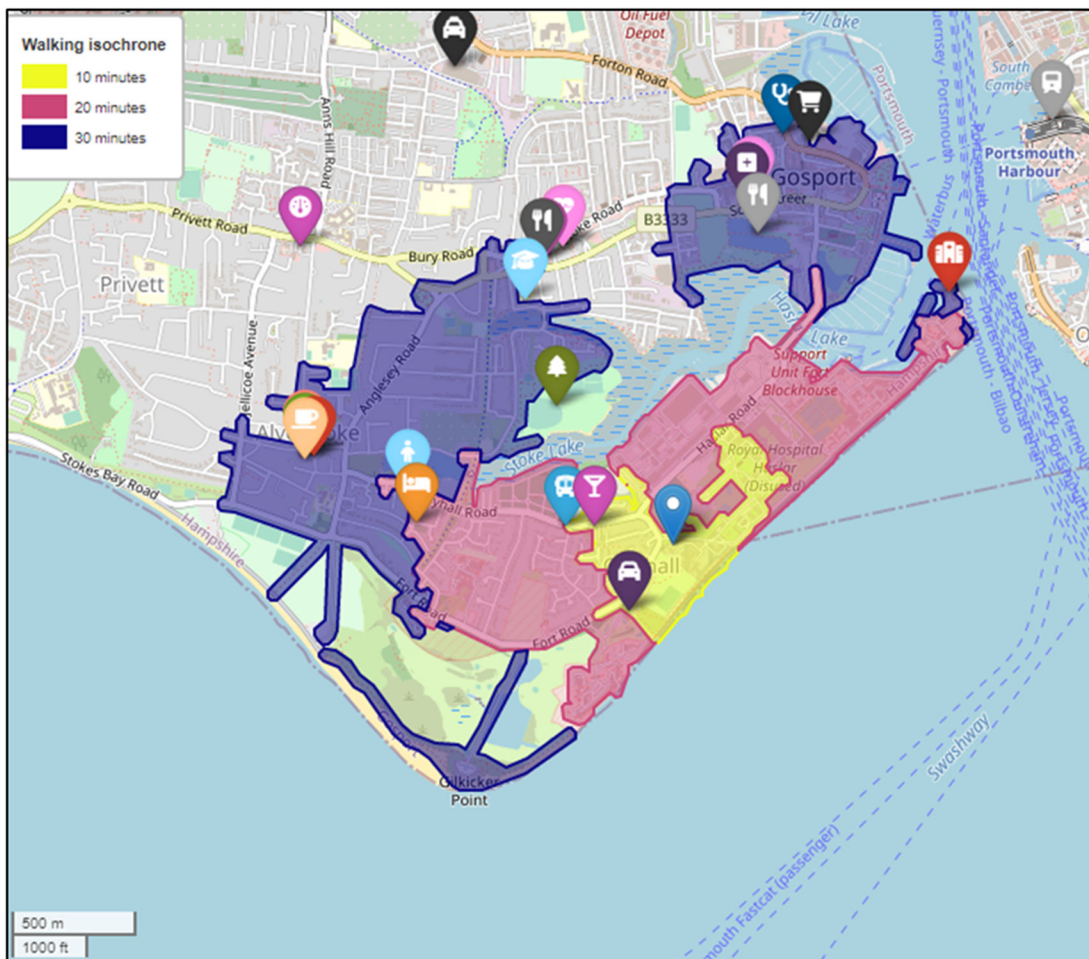


Figure 3-1: Walking isochrones

Cycle Accessibility

3.2.12 The development site lies to the east of the National Cycle Network (NCN) Route 2. Route 2 runs between Dover and St Austell and is a 378-mile (608.3km) route. The access point for the NCN route is the junction between Stokes Bay Road and Fort Road approximately 1.5km to the west of the site. It is likely that the NCN Route 2 will be used by those travelling to the site for work.



Figure 3-2: Cycle network

Local facilities and amenities

3.2.13 A review of local facilities and amenities within a reasonable walking and cycling distance of the site has been undertaken, considering existing local pedestrian and cycle routes. A summary is shown in Table 3-1.

Table 3-1: Distances to local amenities

Local facility/ amenity	Amenity type	Walking distance (m)	Walking time (mins)	Cycling distance (km)	Cycling time (mins)	Public Transport distance (km)	Public transport (time)
ATM	ATM	1.6	20	1.9	6	1.6	20
Gilkicker Road	Bus stop	0.5	6	0.5	1	0.5	6
Joy's of Alverstoke	Coffee shop	1.6	20	1.9	6	1.6	20
Little J's Pre School	Childcare	1.1	14	1.1	3	1.1	14
One Stop	Convenience store	1.6	20	1.9	6	1.6	20
mydentist, South Street, Gosport	Dentist	1.9	24	2.1	8	1.9	24
Anytime Fitness Gosport	Gym	2.2	27	2.2	7	2.9	27



Local facility/ amenity	Amenity type	Walking distance (m)	Walking time (mins)	Cycling distance (km)	Cycling time (mins)	Public Transport distance (km)	Public transport (time)
Rowlands Pharmacy Stoke Road	Pharmacy	2.1	26	2.1	7	2.1	26
Alverstoke Post Office	Post office	1.6	20	1.6	6	1.6	20
Haselworth County Primary School	Primary School	2	24	2	6	2	24
The Fighting Cocks, Alverstoke	Pub	0.4	5	0.4	1	0.4	5
Portsmouth Harbour	Train station	2.7	29	2.8	14	2.7	29

3.3 Existing public transport facilities

Bus services

- 3.3.1 The nearest bus stop to the site is the Waterloo Road bus stop approximately 100m to the north of the site. This bus stop is an unsheltered call stop and is solely served by the number 11.
- 3.3.2 The number 11 is a circular service which routes from Fareham Bus Station to Gilkicker Road.

Table 3-2: Local bus services

Service No.	Route	First/last bus	Frequency
11	Fareham - Gilkicker Road	10:03/15:03	4x per day

- 3.3.3 There are further bus stops located immediately to the south-west of the site building on Fort Road. The bus stops here are also served by the number 11 bus at the same frequency as Waterloo Road.
- 3.3.4 There are plans within the Gosport local plan for a new bus service to access the regeneration site at the old Haslar Navy hospital to the east of the site as set out in Policy LP3 of the Gosport Local Plan.
- 3.3.5 It is expected that some staff will utilise the bus service due to its proximity to the site, this will almost certainly increase if a separate bus service is introduced for the regeneration area. The bus provision in the immediate vicinity of the site and well within walkable distance as set out by Manual for Streets.

Ferry services

- 3.3.6 The Gosport Ferry operates between Portsmouth Harbour and Gosport every 15 minutes between 05:30 and 00:00. The journey takes approximately 4 minutes and taxi ranks are located in close proximity to both terminals. On the Portsmouth side the ferry terminal allows for direct interchange with Portsmouth Harbour railway station.
- 3.3.7 The walk from the Gosport terminal to the site takes approximately 30 minutes. The route is direct and footways are provided along the length of the route.



- 3.3.8 Bicycles are permitted on the Gosport ferry. The site is a 7-minute cycle away from the ferry, with advisory cycle lanes provided on South Street and sections of Haslar Road.

Rail services

- 3.3.9 The nearest Railway Station to the site is Portsmouth Harbour, located 2.3km northeast of the site.
- 3.3.10 Portsmouth Harbour features 38 cycle parking spaces in racks with CCTV and can be accessed via the Gosport Ferry.
- 3.3.11 Fareham station is the closest station which can be accessed without crossing Portsmouth Harbour and is located approximately 12.9km (8.1 miles) to the north of the site.
- 3.3.12 Parking provision at the station is currently 154 car spaces with 7 accessible spaces according to National Rail enquiries. The station currently has 266 cycle storage spaces with cycle hoops and CCTV.
- 3.3.13 The station at Fareham operates between the hours of 05:20 to 21:51 every day. The Journey time is 22 minutes to Portsmouth and Southsea, and 21 minutes to Southampton Central. Trains are approximately every 30 minutes within the operating hours.

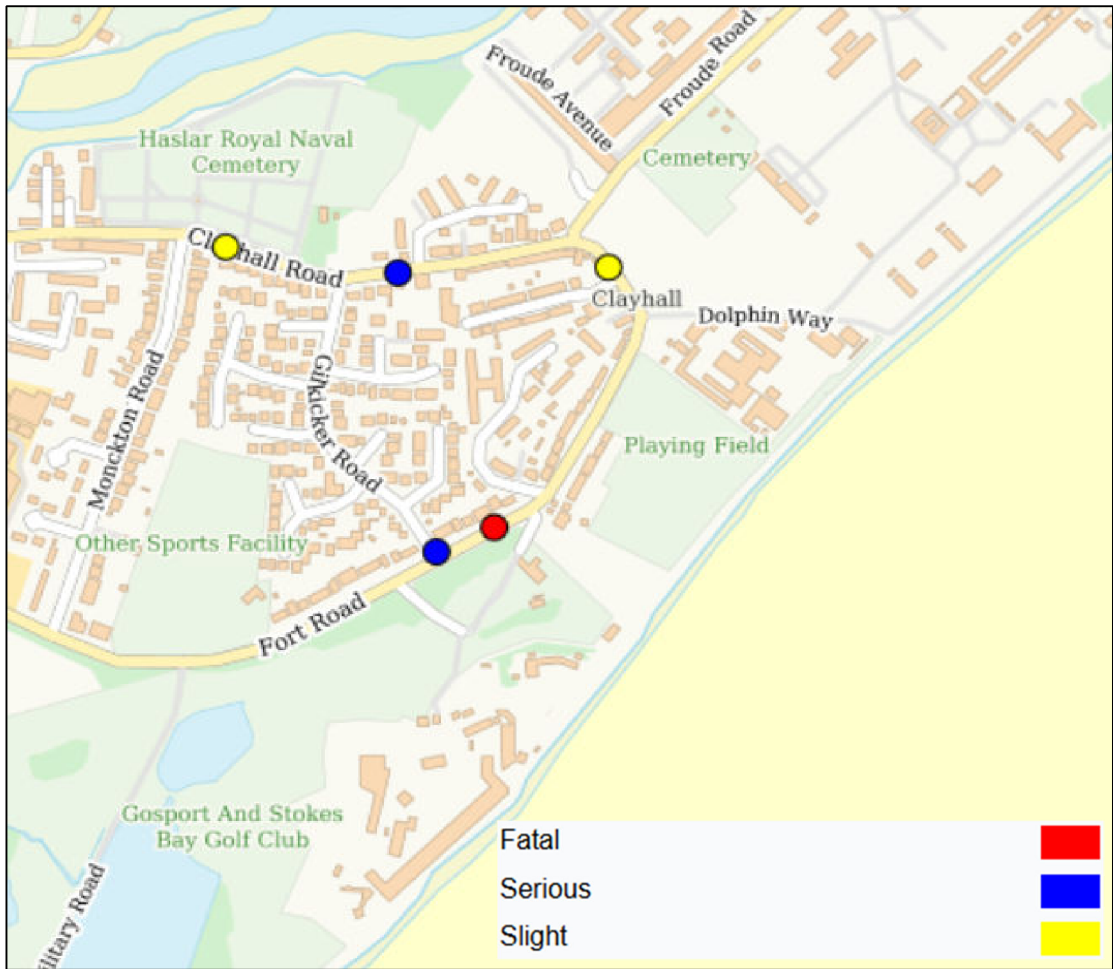
3.4 Highway network

- 3.4.1 The main road in the immediate vicinity of the site is Fort Road, which runs west towards the Lee-on-the-Solent, and northeast towards Gosport and Fareham. Fort Road in the vicinity of the site is a 30mph road.
- 3.4.2 Other significant roads in the area include the A27 and M27 which are accessed via the A27/M27 junction, which is 13.1km to the north of the site.
- 3.4.3 The A27 is the main thoroughfare in the area and effectively links the north of Gosport to Portsmouth to the east. The A27 is accessed via the B3334 and B3333.

3.5 Highway Safety

- 3.5.1 The extent of recorded road traffic collisions in the vicinity of the application site has been established from Hampshire Constabulary's records. Information has been obtained covering the period 01/05/2022 to 31/04/2025.
- 3.5.2 The extent covers the immediate highway network within proximity to the site denoted by the blue area highlighted in Figure 3-3.





3.5.3

Figure 3-3

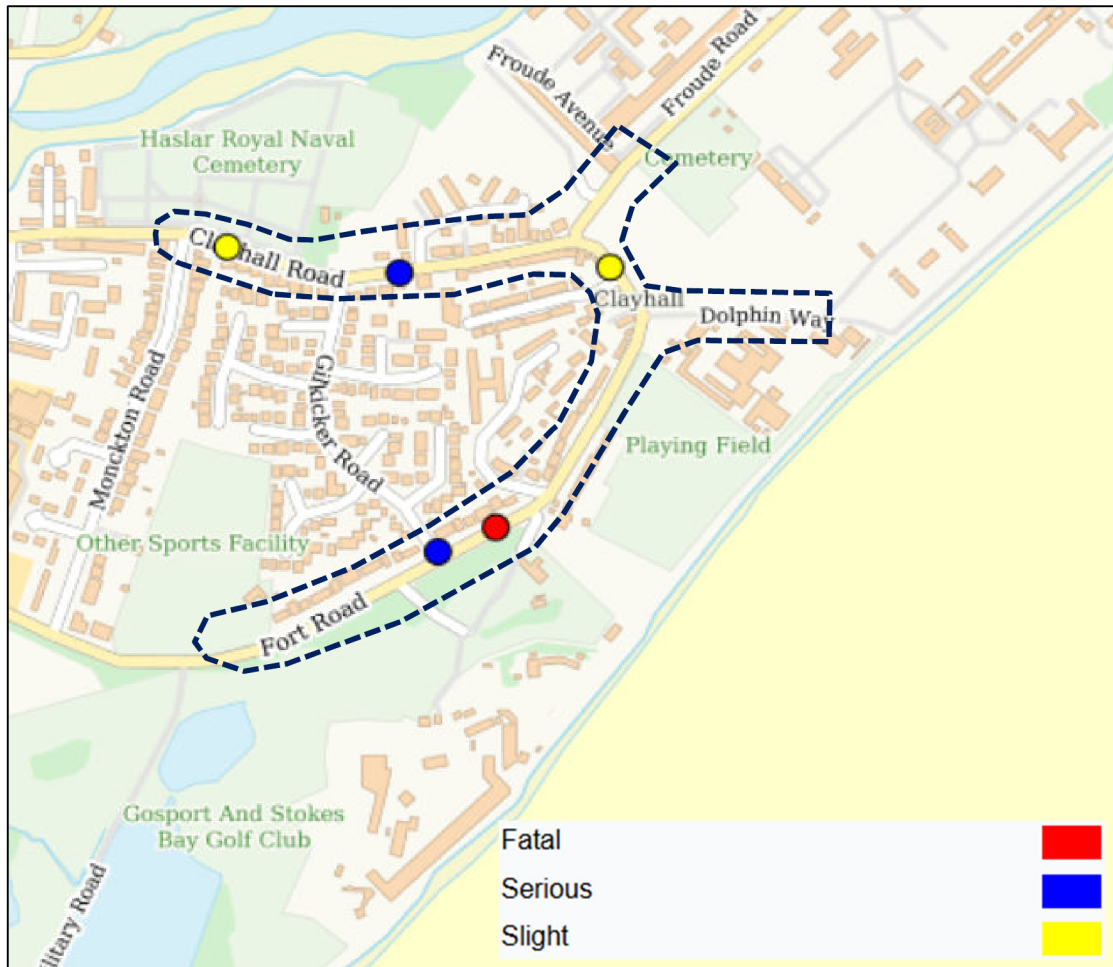


Figure 3-3: Local PIA map

3.5.4 Collisions have been categorised into three types; slight, serious and fatal.

- Five collisions have been reported in the study area in the most recent five-year period
- Two of the incidents were recorded as slight
- Two were recorded as serious
- One was recorded as fatal

3.5.5 The one fatality occurred in March 2025 and involved a motorcyclist colliding with a tree.

3.5.6 There are no groupings of accidents in this area that suggest there are underlying issues with the alignment or geometry of the local highway network.

3.6 England Coast Path

3.6.1 The site has two rights of way passing through the area as part of the England Coast Path as shown in Figure 3-4, which are part of the “Clarendon Road” defined scheme. One passes through the Haslar Sea Wall Car Park and the other along Dolphin Way.

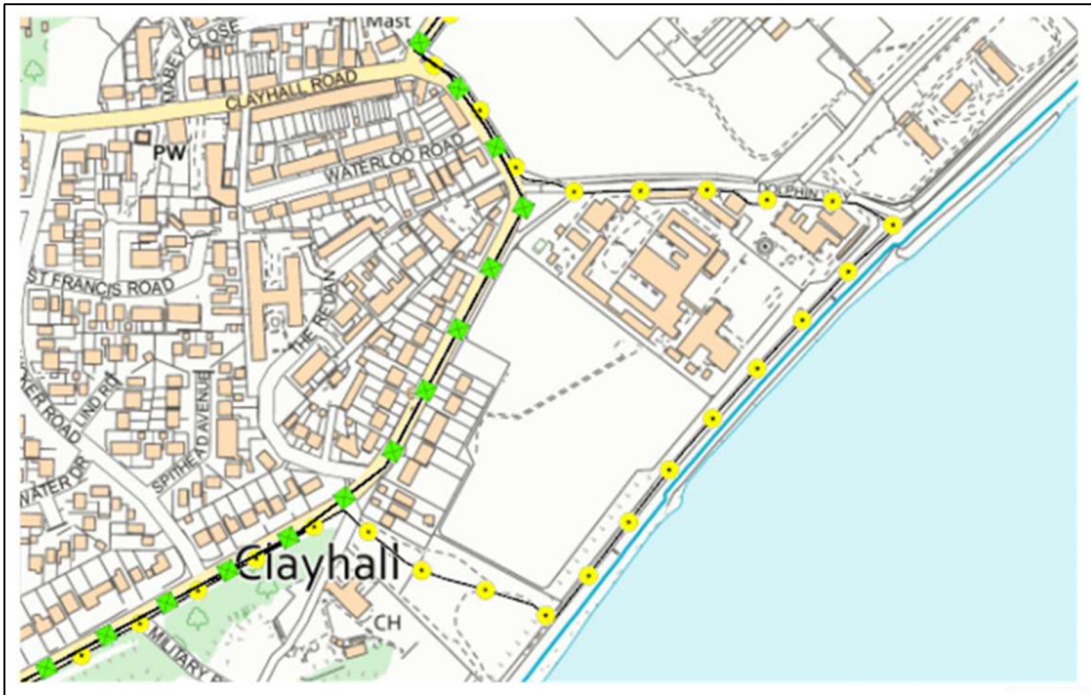


Figure 3-4: Local England Coast Path plan

- 3.6.2 The route that passes along Dolphin Way towards the Haslar Sea Wall is defined as being along the southern kerb line of the link, using the partial narrow footpath which runs along the western section of the road. In practice, vehicles will use the carriageway where parking has historically occurred along the southern kerb line. As the road ends in a cul-de-sac, traffic volumes and speeds are low. Therefore, access via Dolphin Way will not be affected by the proposals as it retains the current access principles.
- 3.6.3 The route which passes through the current Haslar Sea Wall Car Park uses the northern gravel path from the car park to the sea wall. There is a parallel southern path through the same area. During the Haslar IRC refurbishment works, the temporary construction car park has redirected the route through the grassed area via the southern path and temporarily closed the northern route.
- 3.6.4 As set out, the car park that will support the IRC operation is proposing to re-route the England Coast Path and provides a new path along the southern boundary of the car park. This is similar in nature to the current setup on site for the Haslar IRC refurbishment works.

3.7 Traffic Surveys

- 3.7.1 Automatic Traffic Counts (ATCs) and Manual Classified Counts (MCCs) were commissioned to determine the 2023 baseline traffic flows in the vicinity of the site. These surveys are included in Appendix A.
- 3.7.2 The ATC was undertaken on Fort Road (coordinates 50.781229, -1.130540) between 21st February 2023 and 27th February 2023. The westbound and eastbound Average AADTs were recorded as 1,178 and 924 respectively. Table 3-3 summarises the peak hour traffic flows observed on Fort Road.

Table 3-3: Observed peak hour traffic flows on Fort Road

Fort Road traffic flows	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Westbound	Eastbound	Westbound	Eastbound
Tuesday 21/2/23	133	52	91	99
Wednesday 22/2/23	153	55	97	87
Thursday 23/2/23	123	47	86	98
Friday 24/2/23	108	30	71	45
Saturday 25/2/23	30	30	47	52
Sunday 26/2/23	20	32	42	33
Monday 27/2/23	123	50	91	92

3.7.3 Table 3-3 demonstrates that Fort Road currently has low traffic flows during the peak hours, with a significant drop in vehicles on the weekends.



4 Proposed Development

4.1 Overview and site layout

- 4.1.1 The site previously operated as HM Detention Centre Haslar, housing young male offenders until 1989. From 1989, it was used to detain foreign national prisoners and later became an Immigration Removal Centre (IRC) in February 2002. The IRC remained operational until 2015.
- 4.1.2 The site lies to the south of Fort Road, with its eastern boundary adjoining Dolphin Way. Servicing and deliveries are currently taken from Dolphin Way, which is a private road and has historically provided on-street parking provision for the site. The western boundary of the site presently terminates at an unused parcel of land.
- 4.1.3 The site is located to the south of the wider Gosport area, with its southern boundary directly adjoining the coastline. To the west, the site is bordered by the Ministry of Defence's Fort Monckton, together with the surrounding Gosport and Stokes Bay Golf Course.
- 4.1.4 The local area can be characterised as largely residential with some Governmental land, in particular land owned by the Ministry of Defence (MoD), which is common for the area.
- 4.1.5 Redevelopment includes refurbishment of a portion of the site for 130 residents (referred to as 'Haslar IRC Refurbishment') followed by an expansion of the IRC to accommodate an additional 470 residents (referred to as 'Haslar IRC Expansion') giving a total site capacity of 600 residents.
- 4.1.6 The Haslar IRC refurbishment proposals have been the subject of a pre-application response from Gosport Council (Application No. P.103/026/25) dated 17th November 2025 and Hampshire County Council dated 18th March 2026 which have been considered as part of this assessment.
- 4.1.7 This planning application for the expansion of the IRC will also include the following requirements to support the main building elements: refurbishment and replacement of perimeter fences, erection of internal zonal fencing, vehicular and pedestrian gates, car parking, new site entrance gates and barrier, and the creation of an internal road.
- 4.1.8 Car parking will be provided along Dolphin Way and an expansion to the exiting Haslar Sea Wall car park, with access taken from the car park's existing access on Military Road.

4.2 Vehicle access arrangements

- 4.2.1 The primary vehicular access is currently and will remain from Dolphin Way for loading and unloading of persons and general servicing.
- 4.2.2 There are no new proposed access arrangements for the Haslar IRC refurbishment. Dolphin Way is a private road under the control of IRC with the Council Highway Boundary shown in pink below on Fort Road only.



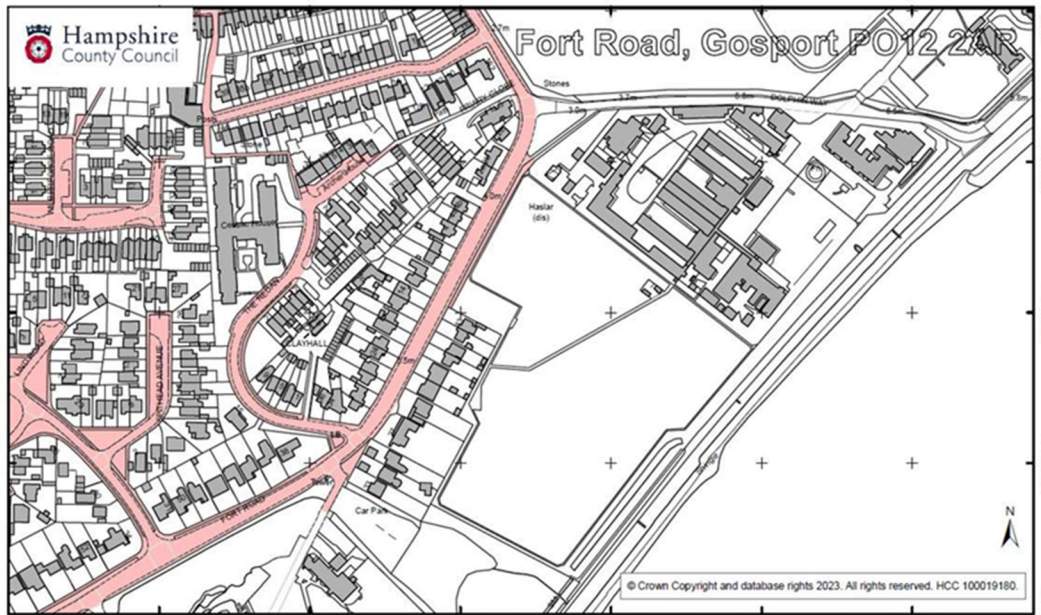


Figure 4-1: Highway Boundary – Fort Road/Dolphin Way

- 4.2.3 Vehicle swept path analysis has been undertaken for the site access for a 10m rigid vehicle and a refuse vehicle. This is contained in Appendix B.
- 4.2.4 Dolphin Way is a private road which currently features on-street parking. It is proposed that this will be retained as part of the development. The current parking results in the road space being reduced and resulting in a one-way tidal operation along the link.
- 4.2.5 Vehicle tracking demonstrates that a 10m rigid vehicle, or a 10m refuse vehicle, can pass along Dolphin Way even where cars are parked along one side of the road. These vehicles represent the largest delivery vehicles likely to serve the site. The site may infrequently be served by larger vehicles than this, however their movements can be managed as the IRC controls access to Dolphin Way.
- 4.2.6 Tracking has also demonstrated that intervisibility between oncoming vehicles can be achieved at a distance exceeding the 25m stopping sight distance (SSD) required by Manual for Streets for a 20mph. In practice, vehicle speeds along this section of road are expected to be lower than 20mph.
- 4.2.7 However, to formalise the one-way movement, it is proposed that a 'Priority over oncoming vehicles' sign (TSRGD diagram 811) is erected at the western end of Dolphin Way to indicate that vehicles travelling towards the site access from Fort Road have priority which will restrict the risk of queuing back onto the public highway. An accompanying 'Give way to oncoming vehicles' sign (TSRGD diagram 615) will be erected at the other end of the parked cars where intervisibility is achievable.
- 4.2.8 The proposals will retain a direct access onto Fort Road for the purpose of "blue light" access. There is an existing gated/dropped kerb access as shown below, which will be upgraded as part of the development, given that usage of this access will be infrequent.



Figure 4-2: Blue Light Access – Fort Road

- 4.2.9 The main alterations for day-to-day access will be at the Haslar Sea Wall Car Park, which has direct access to the public highway via Military Road/Fort Road and will form part of the car park expansion to support the “whole development”.
- 4.2.10 A new car park is proposed to the west of the site, which would utilise Haslar Sea Wall Car Park’s separate access and egress arrangements onto Fort Road (via Military Road). The car park would feature separate car parking spaces for the public and a main staff car park accessible via a secure barrier.
- 4.2.11 Pedestrian access is to be taken from the car park with the facility, which will be a low-speed environment.

4.3 Staffing Profile

- 4.3.1 As stated, the site has a unique land use which is managed 24/7 and hence includes a requirement for shift changes and differing requirements for staffing levels on site. Therefore, the staff usage profile defined below has been compiled by the Home Office Immigration Enforcement team based on a target operational model to demonstrate the operational requirements for the site. This information has influenced the parking requirements to provide safe, secure and managed access to the site, seeking to strike a balance on site provision, promoting sustainable travel and minimising issues at shift change over.
- 4.3.2 The site will have a mix of shift patterns (defined as day and night) with differing times subject to the staff requirements within these two classifications. The primary times are set out below:
 - Day Shift Change – [REDACTED]
 - Night Shift Change [REDACTED]
- 4.3.3 Table 4-1 overleaf shows the daily profile of the fully operational development. As can be seen, on average there will be [REDACTED] staff on site during the day and [REDACTED] staff on site at night. However, the table shows that there is a higher number of staff on site at shift change [REDACTED]. The table highlights the timing issues of the shifts and the parking challenges at shift handover time.

Table 4-1: Staffing Daily Profile

Time		Staffing Levels on Site
12:00:00 AM	12:30:00 AM	
12:30:00 AM	01:00:00 AM	
01:00:00 AM	01:30:00 AM	
01:30:00 AM	02:00:00 AM	
02:00:00 AM	02:30:00 AM	
02:30:00 AM	03:00:00 AM	
03:00:00 AM	03:30:00 AM	
03:30:00 AM	04:00:00 AM	
04:00:00 AM	04:30:00 AM	
04:30:00 AM	05:00:00 AM	
05:00:00 AM	05:30:00 AM	
05:30:00 AM	06:00:00 AM	
06:00:00 AM	06:30:00 AM	
06:30:00 AM	07:00:00 AM	
07:00:00 AM	07:30:00 AM	
07:30:00 AM	08:00:00 AM	
08:00:00 AM	08:30:00 AM	
08:30:00 AM	09:00:00 AM	
09:00:00 AM	09:30:00 AM	
09:30:00 AM	10:00:00 AM	
10:00:00 AM	10:30:00 AM	
10:30:00 AM	11:00:00 AM	
11:00:00 AM	11:30:00 AM	
11:30:00 AM	12:00:00 PM	
12:00:00 PM	12:30:00 PM	
12:30:00 PM	01:00:00 PM	
01:00:00 PM	01:30:00 PM	
01:30:00 PM	02:00:00 PM	
02:00:00 PM	02:30:00 PM	
02:30:00 PM	03:00:00 PM	
03:00:00 PM	03:30:00 PM	
03:30:00 PM	04:00:00 PM	
04:00:00 PM	04:30:00 PM	
04:30:00 PM	05:00:00 PM	
05:00:00 PM	05:30:00 PM	
05:30:00 PM	06:00:00 PM	
06:00:00 PM	06:30:00 PM	
06:30:00 PM	07:00:00 PM	
07:00:00 PM	07:30:00 PM	
07:30:00 PM	08:00:00 PM	
08:00:00 PM	08:30:00 PM	
08:30:00 PM	09:00:00 PM	
09:00:00 PM	09:30:00 PM	
09:30:00 PM	10:00:00 PM	
10:00:00 PM	10:30:00 PM	
10:30:00 PM	11:00:00 PM	
11:00:00 PM	11:30:00 PM	
11:30:00 PM	12:00:00 AM	



- 4.3.4 As can be seen from Table 4-1, the shift patterns are outside of the traditional commuter weekday peaks of 8am to 9am and 5pm to 6pm, hence most vehicle trips linked to staff will be outside of these peaks. These shift times are also a key reason why certain sustainable travel options may not be viable at these times of travel.
- 4.3.5 Table 4-1 shows the start and finish times for the shifts for the purpose of the movement assessment, therefore we have assumed that staff will arrive 30 minutes before start and leave within 30 minutes of their shift times.

4.4 Car parking

- 4.4.1 Gosport Borough Council (GBC) parking guidelines, outlined within the 'Gosport Borough Council Parking Supplementary document, do not give specific guidance on the proposed development's land use, and therefore car parking is determined on a case-by-case basis.
- 4.4.2 The Haslar Sea Wall car park is a public car park within the control of Gosport Borough Council. Therefore, any amendments to the car park will retain 20 spaces for public use. These will be located in a dedicated car park accessed immediately from Fort Road (via Military Road).
- 4.4.3 Gosport Borough Council (GBC) parking guidelines, outlined within the Gosport Borough Council Parking Supplementary document, do not give specific guidance on the proposed developments land use, and therefore car parking is determined on a case-by-case basis. Given the nature of this development and the specific links to shift working, security and employee safety, a bespoke parking strategy has been devised which seeks to balance the need for promoting sustainable travel and the specific requirements of the site.
- 4.4.4 There are two principal parking locations that will be utilised to support the development: 1) Dolphin Way (on road) and 2) an expanded staff/visitor only parking as part of the expansion to the Haslar Sea Wall Car Park. Separate access and egress arrangements onto Fort Road (via Military Road) will be provided and the main staff car park will be accessible via a secure barrier control system and will be fenced.
- 4.4.5 The provisional parking provision for the project is set out in Table 4-2. This provision is proposed to address three key points and will be managed to meet these requirements while providing a safe and controlled access for staff.
- Nighttime Demand
 - Daytime Demand
 - Shift Handover

Table 4-2: Car Parking Provision

	Haslar IRC Refurbishment	Haslar IRC Refurbishment and Expansion
Dolphin Way	35-43	35-43
Haslar Sea Wall Car Park.	50	259
Total Spaces	85-93	294-302



- 4.4.6 The parking demand defined above is based on the following provisional assumptions for the completed development:
- The nighttime demand [REDACTED] would generate a requirement at an assumed 80% of circa [REDACTED] spaces
 - The daytime demand [REDACTED] would generate a requirement at an assumed 80% of [REDACTED] spaces
 - The shift changes where some [REDACTED] staff could be on site would generate a requirement at an assumed 80% of [REDACTED] spaces
- 4.4.7 For the Haslar IRC Refurbishment operation only, the peak at shift change is estimated at [REDACTED] staff with a daily presence estimated at around [REDACTED] staff. For the interim period, the short-term parking provision was based on 80% of the daily usage, equating to approximately [REDACTED] spaces to enable works to be undertaken on the Sea Wall Car Park between the phases of development.
- 4.4.8 The additional parking for the shift handover allows all staff to access and egress within the boundary of the development and under the management and security of the centre. It is recognised that car park management during day-shift operations should promote sustainable travel where possible, with overflow parking reserved solely for the handover period. This will likely require certain bays to be defined as night/visitor use during the day and not for general use.

4.5 Dolphin Way

- 4.5.1 Car parking for the existing site was previously located on private road Dolphin Way, and it is intended that this will be retained.
- 4.5.2 It is proposed that between 35 and 43 spaces can be accommodated along this road. Parking will be formalised and provided along one side only.



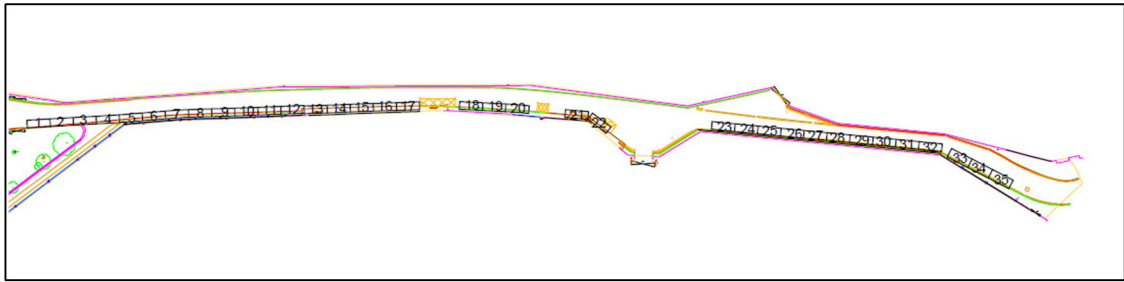


Figure 4-3: Dolphin Way car parking Option 1

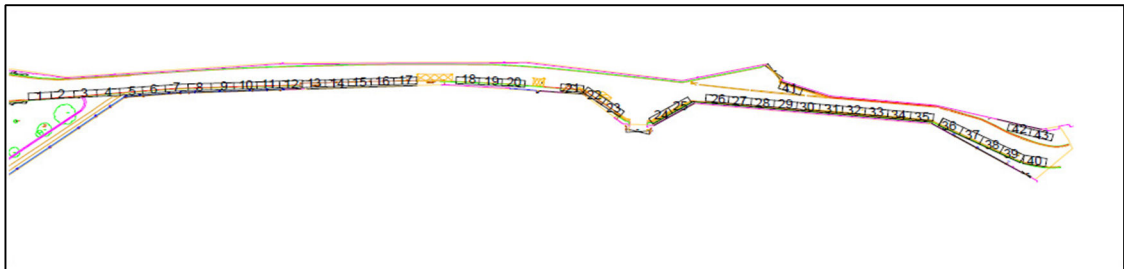


Figure 4-4: Dolphin Way car parking Option 2

4.6 Haslar Sea Wall Car Park

- 4.6.1 A provisional parking option is being considered for the Haslar Sea Wall Car Park for the Haslar IRC Refurbishment operation, including the 20-space allocation for the public car park. The car park will provide ■ spaces, including one designated disabled parking space. As this is a temporary car park provision, no EV allocation is proposed.
- 4.6.2 For the car park to support the completed development, this will extend the current/Haslar IRC Refurbishment layout for Haslar Sea Wall Car Park into the grassland area between the current car park and seawall.
- 4.6.3 The 20 spaces for public use will be retained. These will be located in a dedicated car park accessed immediately from Fort Road (via Military Road).
- 4.6.4 The staff car park will be constructed to the south. Access will be restricted through the use of barriers and fencing.
- 4.6.5 The proposed car park has been informed by the applicant's requirements and would formalise the car park with ■ car spaces, including:
- 13 blue badge bays (■ standard, ■ EV);
 - ■ active EV charging bays;
 - ■ passive EV charging bays; and
 - ■ motorbike spaces.

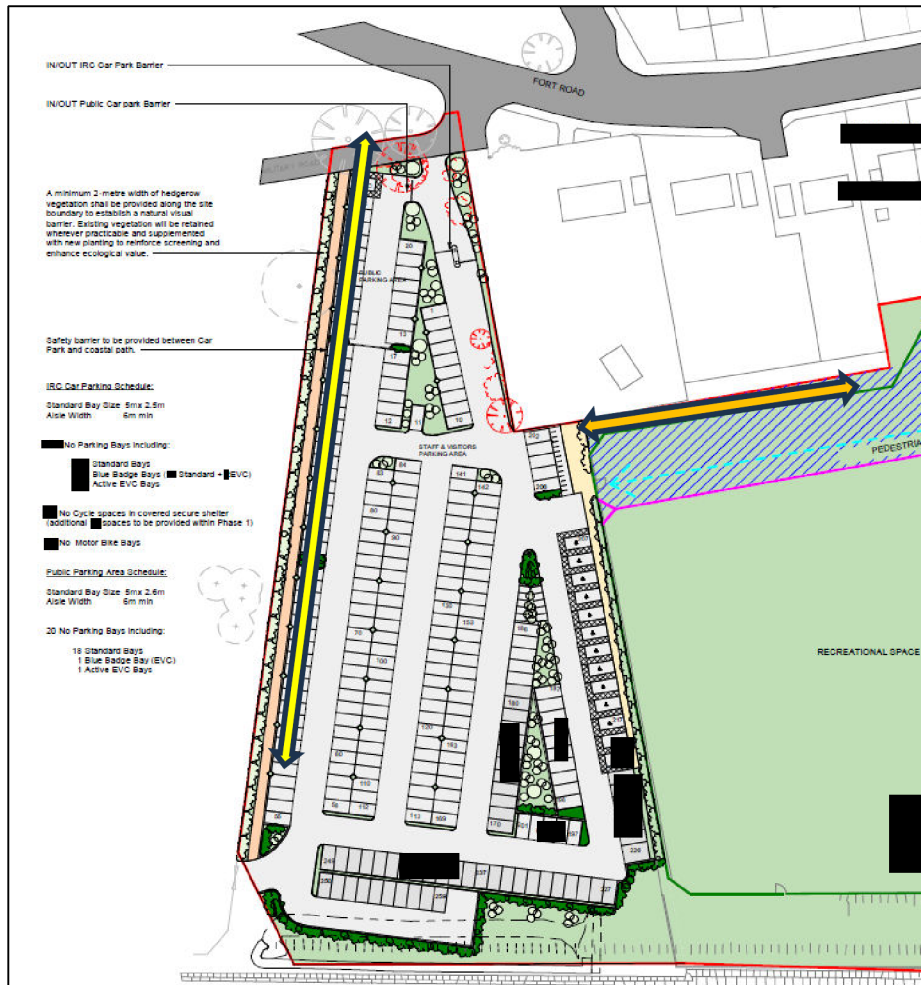


Figure 4-7: Car parking layout

- 4.6.6 The revised layout will seek to relocate the current right of way from the centre of the car park to the western boundary as shown above in yellow.
- 4.6.7 Pedestrian access for staff will be provided between the car park and wider site via a gate-controlled access to the site, as defined by the orange arrow.

4.7 Cycle Parking Provision

- 4.7.1 Gosport Borough Council (GBC) parking guidelines, outlined within the 'Gosport Borough Council Parking Supplementary Planning Document' (SPD), do not give specific guidance on the proposed development's land use, and therefore cycle parking is determined on a case-by-case basis.
- 4.7.2 Space for cycles will be provided in the new car park, with an additional spaces to be provided close to the Dolphin Way entrance. In total, cycle parking spaces will be provided on-site.

4.8 Electric Vehicle Charging

- 4.8.1 To encourage sustainable travel, electric vehicle (EV) charging points will be provided at the proposed development. BREEAM Tra 01 Sustainable Transport Solutions requires that at least 5% of the car parking spaces provided for the building users include electrical charging points, with a minimum of two spaces being provided.



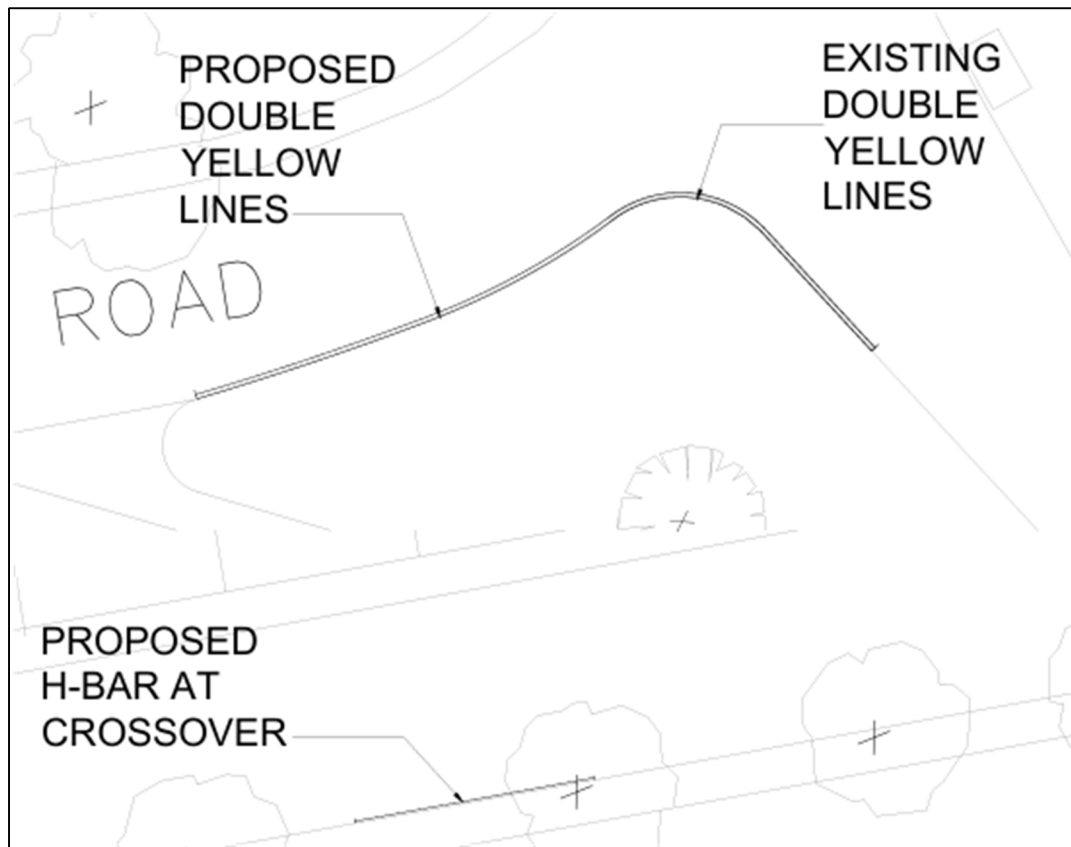


Figure 4-5: Provisional TRO Option

4.13 Travel Plan

- 4.13.1 The development will also be supported by a Travel Plan that sets out how development of the Haslar IRC will manage and seek to reduce its transport impacts through sustainable travel where appropriate.

5 Development Trip Assessment

5.1 Overview

5.1.1 This chapter of the report sets out the trip generation, distribution and mode share for the proposed development.

5.2 Trip generation

5.2.1 The trip generation of the proposed development is based on information provided by the MoJ. The focus of the capacity assessment will be on the peak hours and therefore the likely shift patterns are relevant as not all staff will arrive/ depart during the traditional highway network peak hours of 8am to 9am and 5pm to 6pm.

Staff numbers

5.2.2 The staffing provision for the proposed site by role and shift are presented below. This represents the total number of staff on site.

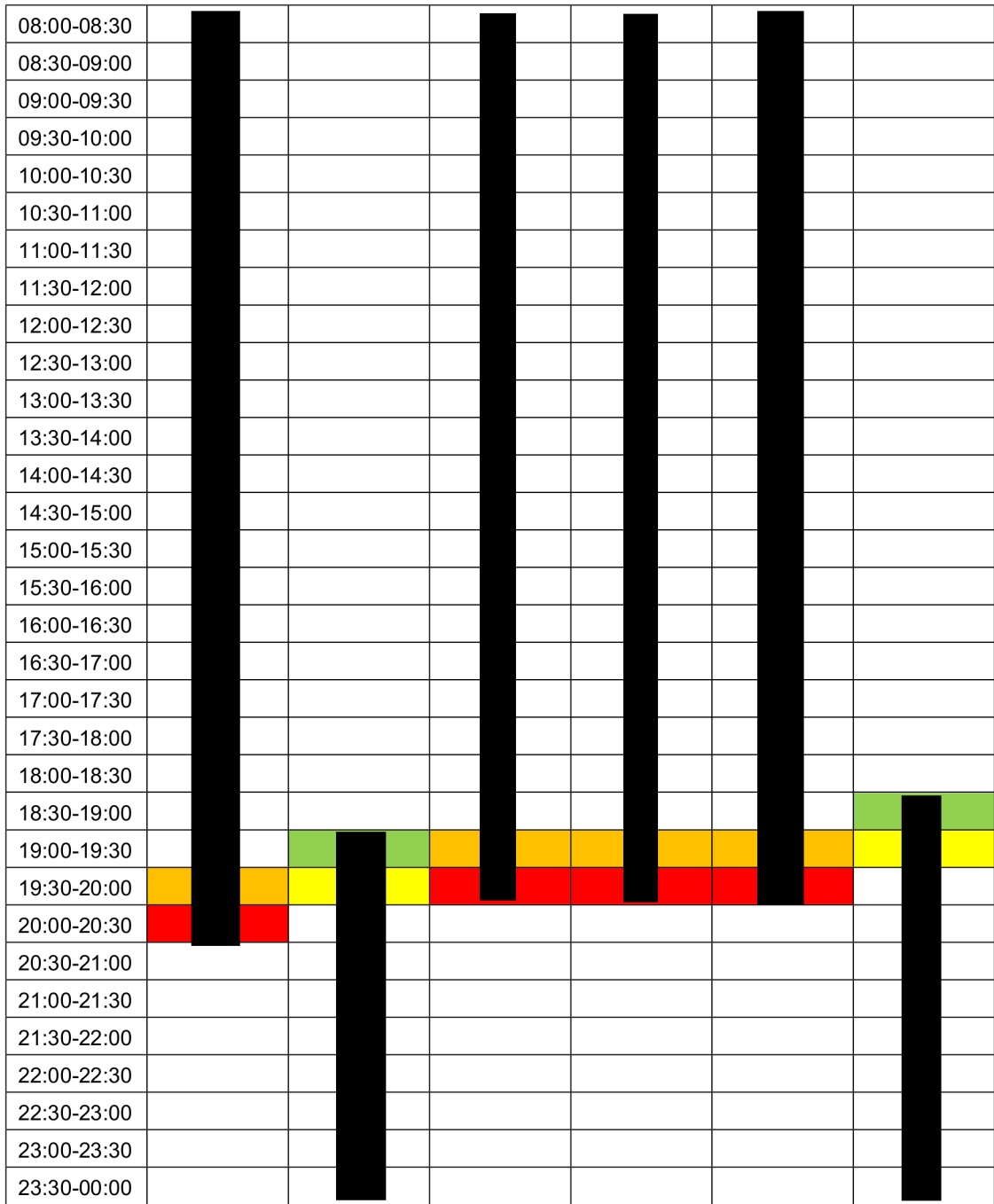
5.2.3 For arrival trips, the green shading indicates the 30-minute period prior to the shift starting in which staff will be arriving on site, while the yellow shading indicates that the shift commences at the start of that period.

5.2.4 For departure trips, the orange shading indicates that the shift ends at the end of that period, while the red shading indicates the 30-minute period following the end of the shift when staff will be departing the site.

Table 5-1: Staffing provision by shift

	Operator service provider Day	Operator service provider Night	Detention Engagement Team	Detention Services Staff	Healthcare Services Provider Day	Healthcare Services Provider Night
00:00-00:30		█				█
00:30-01:00		█				█
01:00-01:30		█				█
01:30-02:00		█				█
02:00-02:30		█				█
02:30-03:00		█				█
03:00-03:30		█				█
03:30-04:00		█				█
04:00-04:30		█				█
04:30-05:00		█				█
05:00-05:30		█				█
05:30-06:00		█				█
06:00-06:30		█				█
06:30-07:00	█	█			█	█
07:00-07:30	█	█	█	█	█	█
07:30-08:00	█	█	█	█	█	█





5.2.5 This information allows an understanding of the types of staff arriving/ departing across a typical day.



5.2.6 The staff numbers and shift pattern for the completed site have been applied to the 80% mode share. This represents the maximum number of staff vehicle trips.

Table 5-2: Staff vehicle trip generation

	Arrivals	Departures	Total
00:00-00:30	0	0	0
00:30-01:00	0	0	0
01:00-01:30	0	0	0
01:30-02:00	0	0	0
02:00-02:30	0	0	0
02:30-03:00	0	0	0
03:00-03:30	0	0	0
03:30-04:00	0	0	0
04:00-04:30	0	0	0
04:30-05:00	0	0	0
05:00-05:30	0	0	0
05:30-06:00	0	0	0
06:00-06:30	0	0	0
06:30-07:00	█	0	█
07:00-07:30	█	0	█
07:30-08:00	0	█	█
08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	0	0	0
09:30-10:00	0	0	0
10:00-10:30	0	0	0
10:30-11:00	0	0	0
11:00-11:30	0	0	0
11:30-12:00	0	0	0
12:00-12:30	0	0	0
12:30-13:00	0	0	0
13:00-13:30	0	0	0
13:30-14:00	0	0	0
14:00-14:30	0	0	0
14:30-15:00	0	0	0
15:00-15:30	0	0	0
15:30-16:00	0	0	0
16:00-16:30	0	0	0
16:30-17:00	0	0	0
17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0	0	0
18:30-19:00	█	0	█
19:00-19:30	█	0	█



19:30-20:00	0	█	█
20:00-20:30	0	█	█
20:30-21:00	0	0	0
21:00-21:30	0	0	0
21:30-22:00	0	0	0
22:00-22:30	0	0	0
22:30-23:00	0	0	0
23:00-23:30	0	0	0
23:30-00:00	0	0	0
TOTAL	█	█	█

5.2.7 The above allows the numbers of staff to be arriving and departing between 8am and 9am, and 5pm and 6pm to be determined. There are not anticipated to be any staff trips during wither the AM or PM peak periods. The site is anticipated to generate █ two-way trips across a day.

Visitor trips

5.2.8 Visitor trip data has been provided by the Home Office for other similar IRC sites in England.

5.2.9 All visitors will arrive on site via the minibus service which will run █ between the Gosport ferry/bus station and the site █. This allows for visitors to arrive at the minibus pick up area by train to Fareham and use the Eclipse BRT system, or to Portsmouth Harbour and use the Gosport ferry. Alternatively, car parking is available within Gosport town centre a short walk from the proposed minibus pick up area.

5.2.10 The visitor minibus will route via South Street/Haslar Road/Clayhall Road and enter the site via Dolphin Way. The proposed daily arrivals and departure profile is presented below.

Table 5-3: Minibus visitor daily trips

	Arrivals	Departures	Total
00:00-00:30	0	0	0
00:30-01:00	0	0	0
01:00-01:30	0	0	0
01:30-02:00	0	0	0
02:00-02:30	0	0	0
02:30-03:00	0	0	0
03:00-03:30	0	0	0
03:30-04:00	0	0	0
04:00-04:30	0	0	0
04:30-05:00	0	0	0
05:00-05:30	0	0	0
05:30-06:00	0	0	0
06:00-06:30	0	0	0
06:30-07:00	0	0	0
07:00-07:30	0	0	0
07:30-08:00	0	0	0



08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	█	█	█
09:30-10:00	█	█	█
10:00-10:30	█	█	█
10:30-11:00	█	█	█
11:00-11:30	█	█	█
11:30-12:00	█	█	█
12:00-12:30	█	█	█
12:30-13:00	█	█	█
13:00-13:30	█	█	█
13:30-14:00	█	█	█
14:00-14:30	█	█	█
14:30-15:00	█	█	█
15:00-15:30	█	█	█
15:30-16:00	█	█	█
16:00-16:30	█	█	█
17:00-17:30	█	█	█
17:30-18:00	█	█	█
18:00-18:30	█	█	█
18:30-19:00	█	█	█
19:00-19:30	█	█	█
19:30-20:00	█	█	█
20:00-20:30	█	█	█
20:30-21:00	█	█	█
21:00-21:30	0	0	0
21:30-22:00	0	0	0
22:00-22:30	0	0	0
22:30-23:00	0	0	0
23:00-23:30	0	0	0
23:30-00:00	0	0	0
TOTAL	█	█	█

5.2.11 There will be no visitor trips in the AM peak and a total of █ two-way trips in the PM peak. There will be █ two-way trips across the day.

Servicing Trips

5.2.12 Delivery and servicing trips have been split into heavy goods vehicle and light goods vehicle trips. An assumption has been made that there will be two arrival, and two departure trips each hour for both types, totalling four heavy and four light vehicle trips per hour between 09:00 and 17:00.

Table 5-4: Daily heavy goods vehicle servicing trips

Arrivals	Departures	Total
----------	------------	-------



00:00-00:30	0	0	0
00:30-01:00	0	0	0
01:00-01:30	0	0	0
01:30-02:00	0	0	0
02:00-02:30	0	0	0
02:30-03:00	0	0	0
03:00-03:30	0	0	0
03:30-04:00	0	0	0
04:00-04:30	0	0	0
04:30-05:00	0	0	0
05:00-05:30	0	0	0
05:30-06:00	0	0	0
06:00-06:30	0	0	0
06:30-07:00	0	0	0
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	2	0	2
09:30-10:00	0	2	2
10:00-10:30	2	0	2
10:30-11:00	0	2	2
11:00-11:30	2	0	2
11:30-12:00	0	2	2
12:00-12:30	2	0	2
12:30-13:00	0	2	2
13:00-13:30	2	0	2
13:30-14:00	0	2	2
14:00-14:30	2	0	2
14:30-15:00	0	2	2
15:00-15:30	2	0	2
15:30-16:00	0	2	2
16:00-16:30	2	0	2
16:30-17:00	0	2	2
17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0	0	0
18:30-19:00	0	0	0
19:00-19:30	0	0	0
19:30-20:00	0	0	0
20:00-20:30	0	0	0
20:30-21:00	0	0	0
21:00-21:30	0	0	0



21:30-22:00	0	0	0
22:00-22:30	0	0	0
22:30-23:00	0	0	0
23:00-23:30	0	0	0
23:30-00:00	0	0	0
TOTAL	16	16	32

Table 5-5: Daily light goods vehicle servicing trips

	Arrivals	Departures	Total
00:00-00:30	0	0	0
00:30-01:00	0	0	0
01:00-01:30	0	0	0
01:30-02:00	0	0	0
02:00-02:30	0	0	0
02:30-03:00	0	0	0
03:00-03:30	0	0	0
03:30-04:00	0	0	0
04:00-04:30	0	0	0
04:30-05:00	0	0	0
05:00-05:30	0	0	0
05:30-06:00	0	0	0
06:00-06:30	0	0	0
06:30-07:00	0	0	0
07:00-07:30	0	0	0
07:30-08:00	0	0	0
08:00-08:30	0	0	0
08:30-09:00	0	0	0
09:00-09:30	2	0	2
09:30-10:00	0	2	2
10:00-10:30	2	0	2
10:30-11:00	0	2	2
11:00-11:30	2	0	2
11:30-12:00	0	2	2
12:00-12:30	2	0	2
12:30-13:00	0	2	2
13:00-13:30	2	0	2
13:30-14:00	0	2	2
14:00-14:30	2	0	2
14:30-15:00	0	2	2
15:00-15:30	2	0	2
15:30-16:00	0	2	2
16:00-16:30	2	0	2
16:30-17:00	0	2	2



17:00-17:30	0	0	0
17:30-18:00	0	0	0
18:00-18:30	0	0	0
18:30-19:00	0	0	0
19:00-19:30	0	0	0
19:30-20:00	0	0	0
20:00-20:30	0	0	0
20:30-21:00	0	0	0
21:00-21:30	0	0	0
21:30-22:00	0	0	0
22:00-22:30	0	0	0
22:30-23:00	0	0	0
23:00-23:30	0	0	0
23:30-00:00	0	0	0
TOTAL	16	16	32

5.2.13 There will not be any servicing trips scheduled during the AM or PM peak hours. There will be 32 two-way daily heavy goods vehicle and 32 two-way daily light goods vehicle trips, totalling 64 two-way servicing trips a day.

5.3 Total daily trip generation

5.3.1 The total vehicular trip generation for the site is shown in Table 5-6 below.

Table 5-6: Total daily vehicle trips

	Arrivals	Departures	Total
00:00-00:30	0	0	0
00:30-01:00	0	0	0
01:00-01:30	0	0	0
01:30-02:00	0	0	0
02:00-02:30	0	0	0
02:30-03:00	0	0	0
03:00-03:30	0	0	0
03:30-04:00	0	0	0
04:00-04:30	0	0	0
04:30-05:00	0	0	0
05:00-05:30	0	0	0
05:30-06:00	0	0	0
06:00-06:30	0	0	0
06:30-07:00	█	0	█
07:00-07:30	█	0	█
07:30-08:00	0	█	█
08:00-08:30	0	0	0
08:30-09:00	0	0	0



09:00-09:30			
09:30-10:00			
10:00-10:30			
10:30-11:00			
11:00-11:30			
11:30-12:00			
12:00-12:30			
12:30-13:00			
13:00-13:30			
13:30-14:00			
14:00-14:30			
14:30-15:00			
15:00-15:30			
15:30-16:00			
16:00-16:30			
16:30-17:00			
17:00-17:30			
17:30-18:00			
18:00-18:30			
18:30-19:00			
19:00-19:30			
19:30-20:00			
20:00-20:30			
20:30-21:00			
21:00-21:30	0	0	0
21:30-22:00	0	0	0
22:00-22:30	0	0	0
22:30-23:00	0	0	0
23:00-23:30	0	0	0
23:30-00:00	0	0	0
TOTAL			

5.3.2 Due to the shift patterns and organisation of visitor and servicing trips, the site is not anticipated to generate any trips during the AM peak hour, and a total of four two-way trips during the PM peak hour. The level of impact on the operation of the local highway network is therefore considered to be negligible.

5.3.3 The total daily two-way trip generation is [REDACTED] vehicle movements. These occur mainly either before the AM peak hour or after the PM peak hour.

5.4 Trip distribution

5.4.1 The trip distribution for car trips has been determined using the 2011 National Census data for the Middle Layer Super Output Area (MSOA) Gosport 010, which includes the area shown in Figure 5-1.



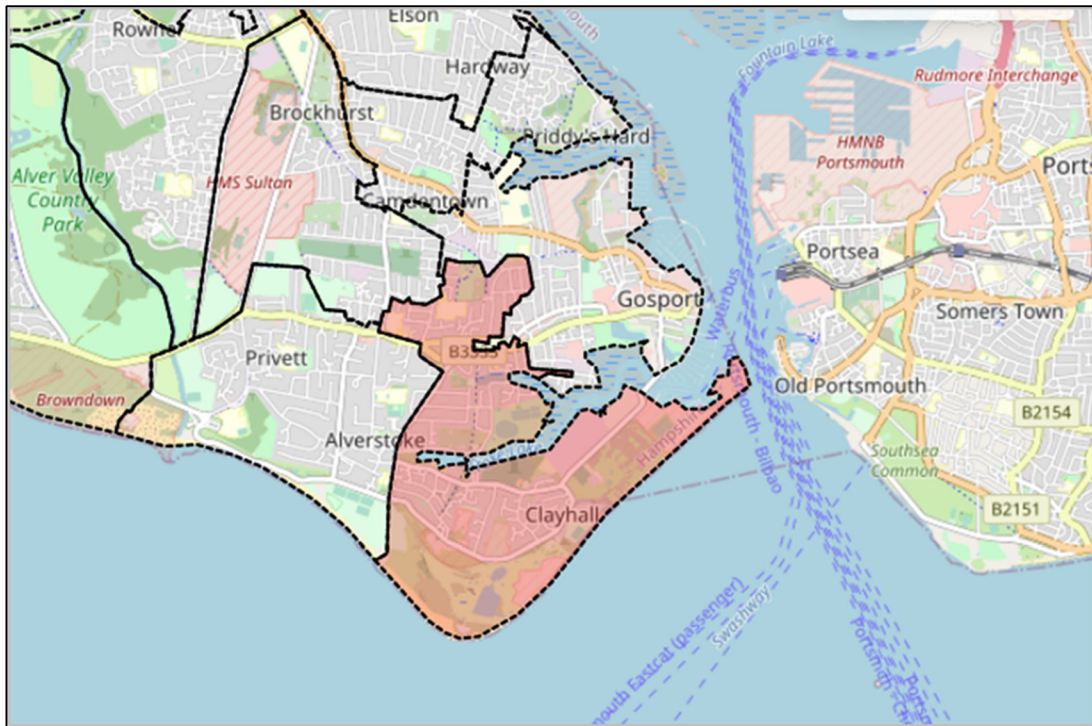


Figure 5-1: Extent of MSOA Gosport 010

- 5.4.2 Travel to the highlighted MSOA has been undertaken at the Local Authority resolution apart from Gosport itself, which has been broken down into its component MSOAs.
- 5.4.3 The proportional split of origins that have people travel to the highlighted MSOA have been applied to the staff numbers attending the development site.
- 5.4.4 Trip distribution calculations are shown in Appendix C.

5.5 Trip Assignment

- 5.5.1 Vehicle trips have been assigned onto the highway network using Google Maps. This data takes into account typical congestion, journey times and vehicle speeds when routing traffic.
- 5.5.2 The distribution and assignment exercise has identified four main routes to the from the site for both local and regional traffic:
 - To Southampton and the west
 - To Portsmouth and the east
 - To Fareham
 - To Gosport
- 5.5.3 These routes are shown in Figure 5-2 below.

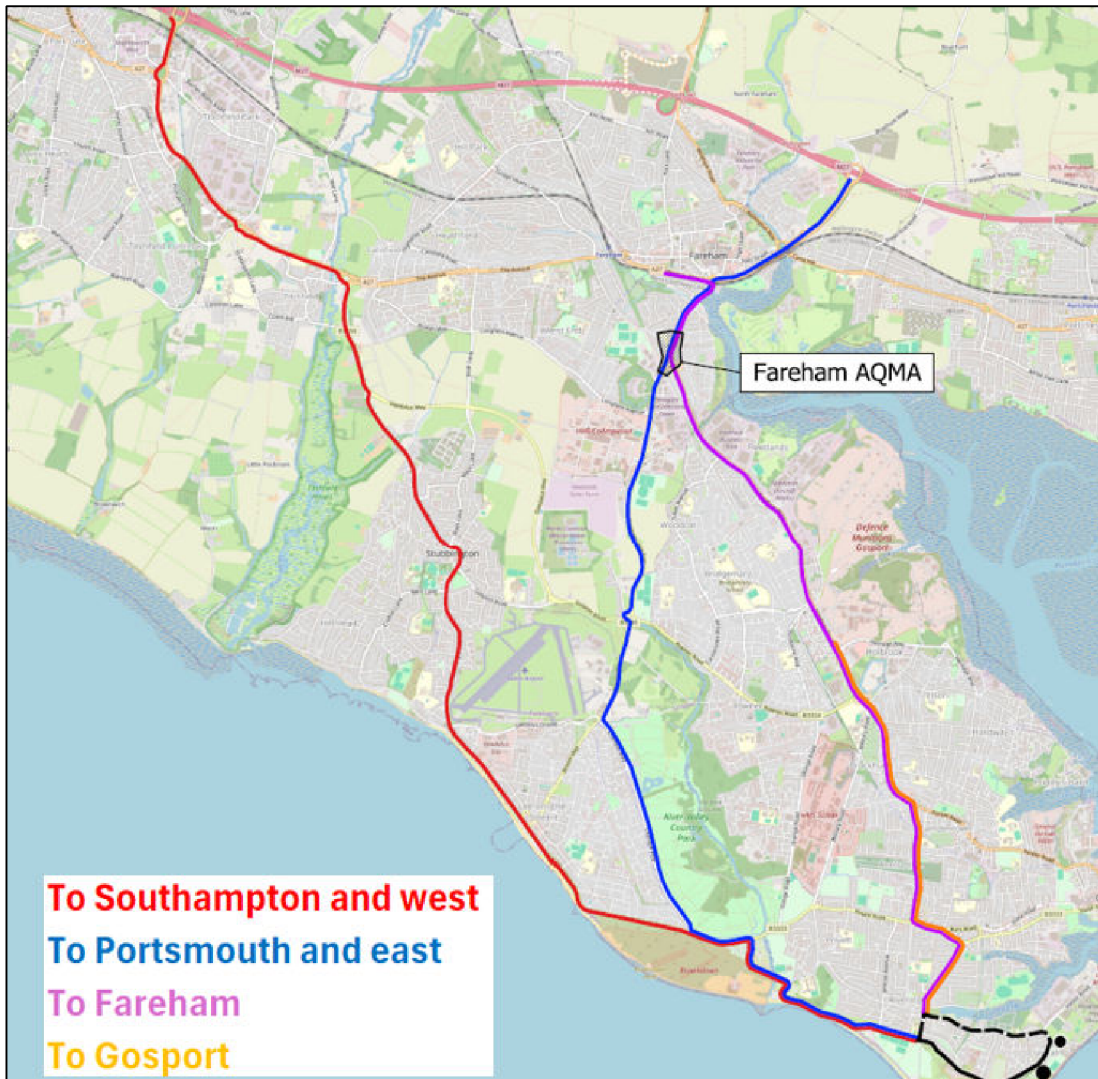


Figure 5-2: Route traffic distributed to/from site

Staff trips

5.5.4 Across these routes, staff travel to work trips are split as follows:

- To Southampton and the west: 18.3%
- To Portsmouth and the east: 12.2%
- To Fareham: 8.7%
- To Gosport: 60.9%

Servicing trips

5.5.5 Servicing trips are anticipated to route 50% to Southampton and the west via M27 junction 9, and 50% to Portsmouth and the east via the M27 junction 11.

Visitor trips

- 5.5.6 As stated previously, all visitors will arrive on the site via minibus from Gosport bus/ferry terminal. As such, all visitor trips have been routed from Gosport town centre to the site via South Street, Haslar Road and Clayhall Road to Dolphin Way.

5.6 Junction turning movements

- 5.6.1 It is anticipated that the only trips to pass through the Dolphin Way access in the peak hours will be the two departure and two arrival visitor minibus trips. There will be no staff or servicing trips during the highway network peak hours.

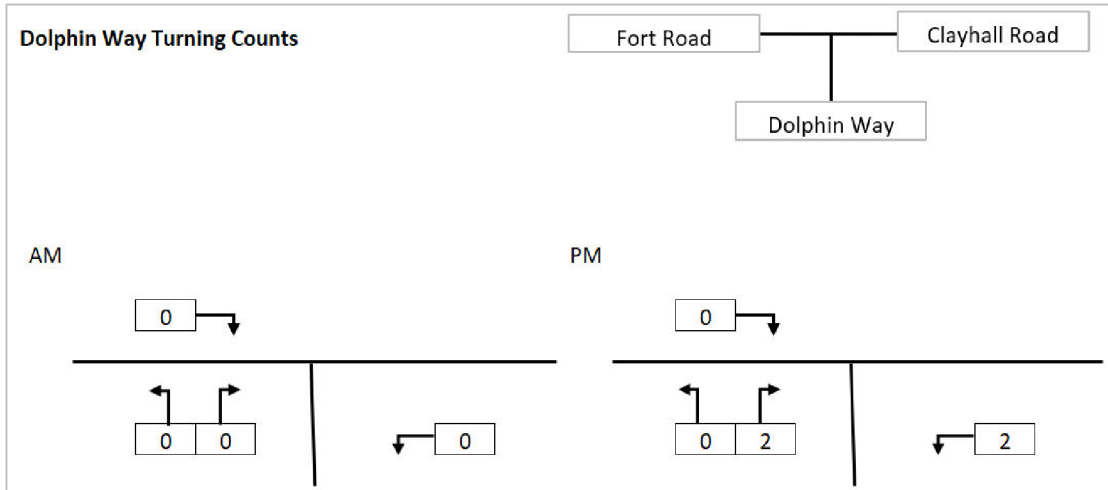


Figure 5-3: Dolphin Way access peak hour trip generation turning movements

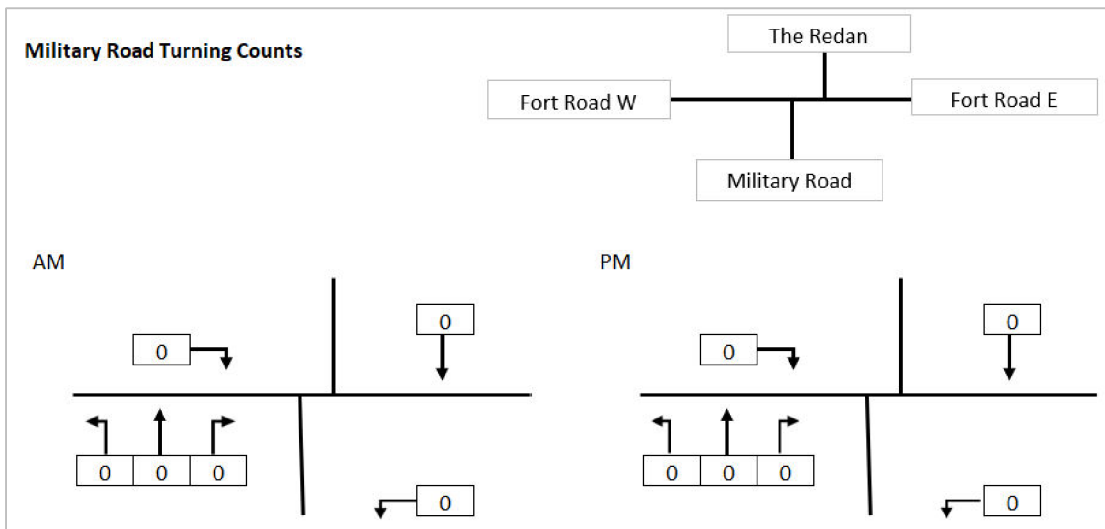


Figure 5-4: Military Road access peak hour trip generation turning movements

5.7 Peak Hour Sensitivity Test

- 5.7.1 Hampshire County Council have commented on the ability to address any movement in shift patterns. Therefore, to demonstrate that if the shift patterns were altered then this would still not have a material impact on the local highway and therefore remove any requirement for associated planning conditions fixing such shift patterns which would not be supported by the Home Office. Therefore, as a sensitivity test, the ■■■ departure trips occurring between 07:30 and 08:00 have been shifted 30 minutes so that they occur during the AM peak hour. While this scenario is unlikely, it provides an opportunity to test the operation of the site access junctions.
- 5.7.2 Staff trips have been split between the accesses according to the percentage of parking available at each location. The Haslar Sea Wall car park accessed via Military Road accounts for 86% of staff car parking, while Dolphin Way represents the remaining 14%.
- 5.7.3 This sensitivity scenario also includes the two departure and two arrival visitor minibus trips.

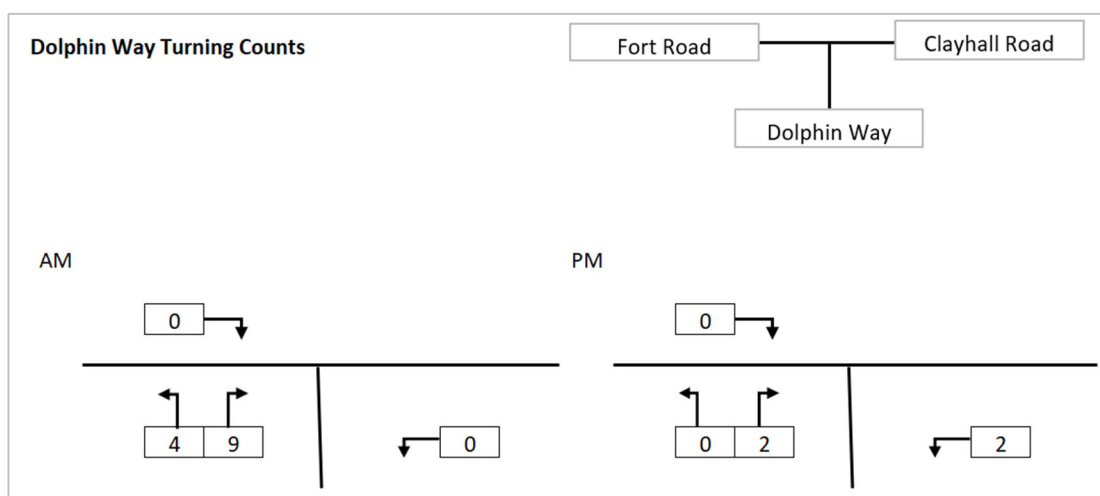


Figure 5-5: Dolphin Way access peak hour trip generation turning movements (Sensitivity test)

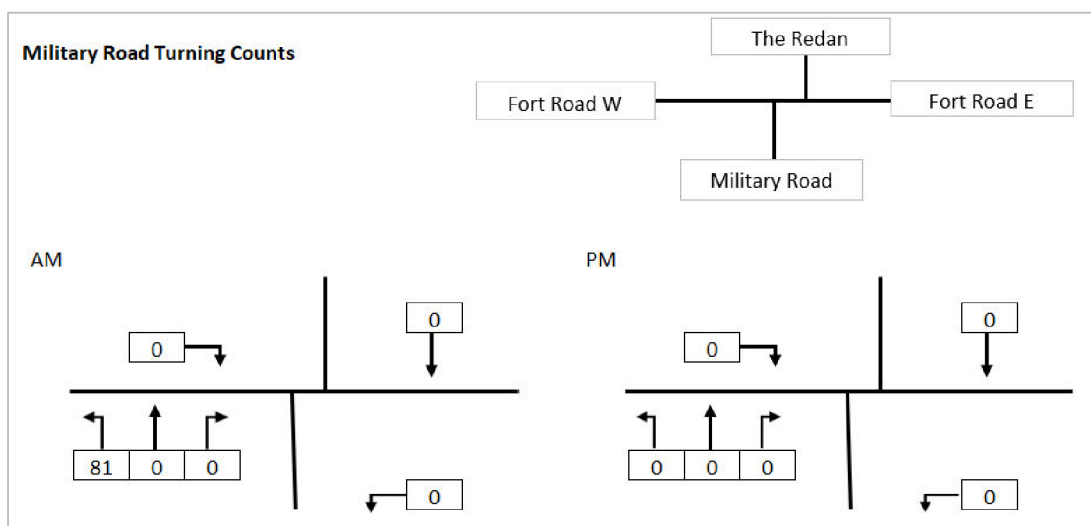


Figure 5-6: Military Road access peak hour trip generation turning movements (Sensitivity test)

- 5.7.4 The junction modelling of the sensitivity test scenario is detailed in the next chapter. The flows have been inputted into the models as Passenger Car Units (PCU). It is assumed that all staff will be driving to the site in private cars which each equate to one PCU. It has been assumed that a minibus represents 1.9 PCUs. The sensitivity test converted to PCU values is shown below.

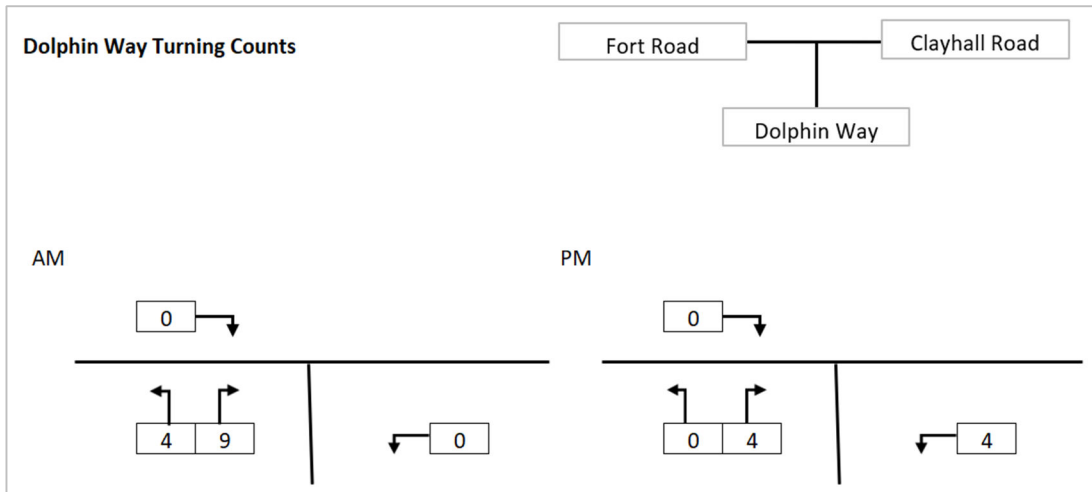


Figure 5-7: Dolphin Way access peak hour PCU trip generation turning movements (Sensitivity test)

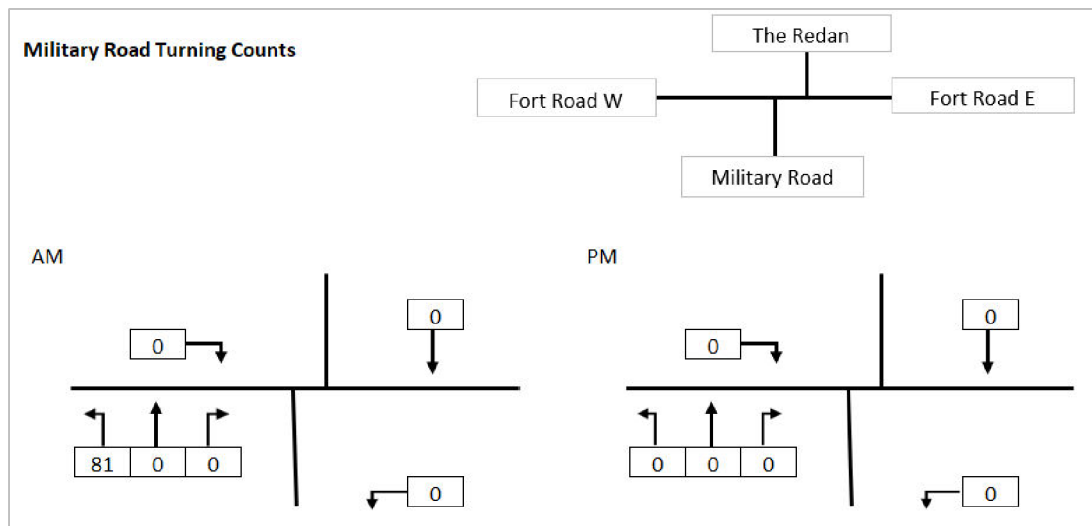


Figure 5-8: Military Road access peak hour PCU trip generation turning movements (Sensitivity test)

6 Junction Capacity Assessment (Sensitivity)

6.1 Overview

- 6.1.1 This chapter of the transport assessment sets out the operation of the site access junctions. This scope of assessment is commensurate with the vehicle trip generation of the site.
- 6.1.2 While it is not anticipated that there will be any staff trips during the AM or PM peak hours, this junction modelling considers the sensitivity scenario whereby some staff travel to work trips have been shifted to the AM peak hour. As discussed previously, there will be four two-way minibus visitor trips during the PM peak.

6.2 Scope of the assessment

- 6.2.1 The assessment considers different scenarios for the operation. The assessment will also only cover the traditional highway peak hours of 8am to 9am and 5pm to 6pm background traffic flows would typically be highest during these periods.
- 6.2.2 The junction assessments will consider the following scenarios where appropriate:
 - 2023 Baseline
 - 2030 Do Minimum
 - 2030 Do Something (Haslar IRC Refurbishment and Expansion)
- 6.2.3 To undertake future year assessments (2030), the Temprow 8.1 database has been used for the following:
 - Car driver trips
 - Weekday AM/PM peak periods
 - NRTP 2022 Core scenario
 - Gosport MSOA 010
 - Minor roads
- 6.2.4 Table 6-1 sets out the Temprow rates used.

Table 6-1: Temprow rates used in future year assessments

AM Peak Temprow Rate	PM Peak Temprow Rate
1.0396	1.0412

6.3 Dolphin Way

2023 Base Scenario

- 6.3.1 The MCC of the Dolphin Way/ Fort Road junction was undertaken on Tuesday 21st February 2023 and recorded the peak hour traffic flows.



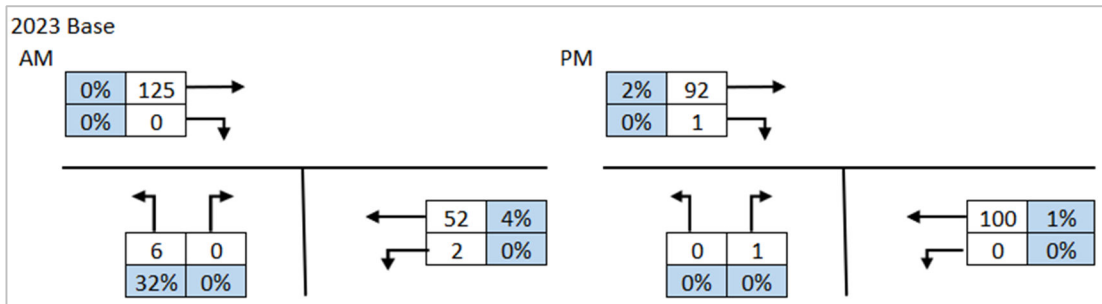


Figure 6-1: Dolphin Way 2023 base movements

6.3.2 A model has been built of this junction using the software Junctions 9. The ONE HOUR data entry methodology has been used and it is considered that this is appropriate in this location and context. The junction modelling results are presented below, and the output file is included in Appendix D. This shows that the junction currently operates within capacity.

Table 6-2: Dolphin Way 2023 Baseline modelling results

Junction Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
Fort Road	0.00	0.0	0.00	0.0
Dolphin Way	0.01	0.0	0.00	0.0

6.3.3 Table 6-2 demonstrates that the junction currently operates within capacity with no queuing and minimal delay observed.

2030 Do Minimum Scenario

6.3.4 This scenario considers the operation of the junction in 2030 with no development traffic. This scenario does account for background traffic growth, as set out in Table 5-2.

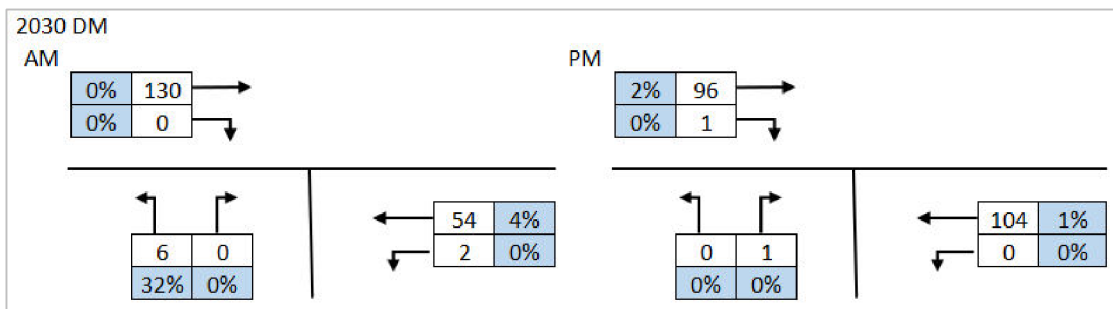


Figure 6-2: Dolphin Way 2030 Do Minimum movements

6.3.5 The junction performance in the Do Minimum scenario has also been assessed using Junctions 9 and the results from the modelling are shown below. The ONE HOUR data entry methodology has again been used, and it is considered that this is appropriate in this location and context.



Table 6-3: Dolphin Way 2030 Baseline modelling results

Junction Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
Fort Road	0.00	0.0	0.00	0.0
Dolphin Way	0.01	0.0	0.00	0.0

6.3.6 Table 6-3 demonstrates that the junction would continue to operate within capacity in 2030 without any development trips.

2030 Do Something

6.3.7 The junction performance in the 2030 Do Something (Haslar IRC Refurbishment and Expansion) scenario has been assessed using Junctions 9 and the results from the modelling are shown in Table 6-4. This shows that the junction operates within capacity in this scenario.

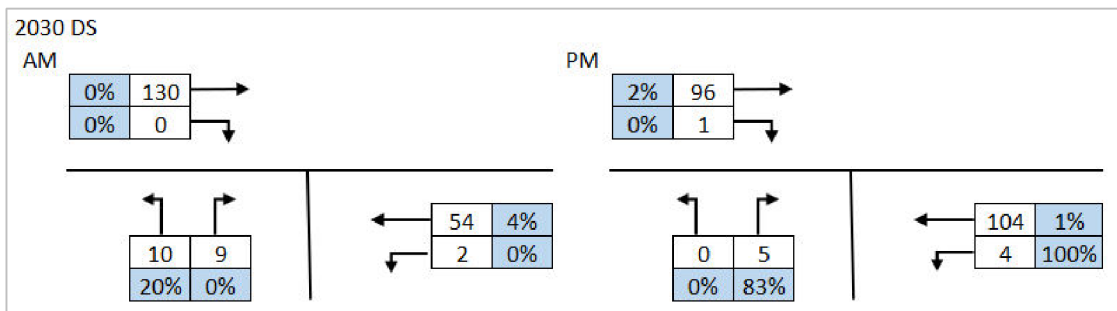


Figure 6-3: Dolphin Way 2030 Do Something movements

Table 6-4: Dolphin Way 2030 Do Something modelling results

Junction Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
Fort Road	0.00	0.0	0.00	0.0
Dolphin Way	0.02	0.0	0.01	0.0

6.3.8 Table 6-4 shows the junction would operate within capacity in the 2030 Do Something (Haslar IRC Refurbishment and Expansion) scenario, with the total site development traffic of both phases having minimal impact.

6.4 Haslar Sea Wall Car Park junction (Military Road / Fort Road)

6.4.1 The development includes the expansion of the existing Haslar Sea Wall car park, to the west of the site.

6.4.2 The car park is accessed from Military Road but is located adjacent to the Military Road / Fort Road junction. As such, modelling the Military Road / Fort Road junction is considered to be more appropriate, achievable and valuable than the car park entrance itself.



6.4.3 Automatic Traffic Counts (ATCs) and Manual Classified Counts (MCCs) were commissioned to determine the 2023 baseline traffic flows in the vicinity of the site. These surveys are included in Appendix A.

2023 Base Scenario

6.4.4 The MCC of the Military Road / Fort Road junction was undertaken on Tuesday 21st February 2023 and recorded the peak hour traffic flows.

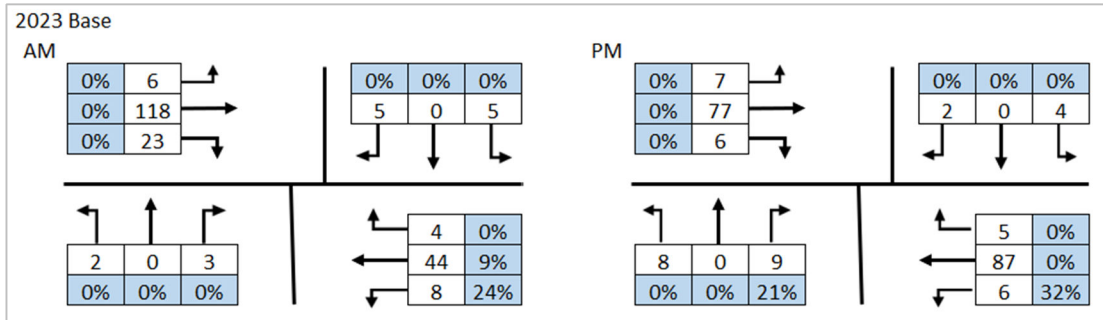


Figure 6-4: Military Road 2023 base movements

6.4.5 A model has been built of this junction using the software Junctions 9. The ONE HOUR data entry methodology has been used, and it is considered that this is appropriate in this location and context. The junction modelling results are presented in Table 6-5 and the output file is included in Appendix E. This shows that the junction currently operates within capacity.

6.4.6 This junction is a staggered crossroads that also incorporates The Redan side arm.

Table 6-5: Military Road 2023 Base modelling results

Junction Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
Fort Road East	0.01	0.0	0.01	0.0
Military Road	0.01	0.0	0.03	0.0
Fort Road West	0.05	0.1	0.01	0.0
The Redan	0.02	0.0	0.01	0.0

6.4.7 Table 6-5 shows the junction is operating within capacity in the 2023 Base scenario.

2030 Do Minimum Scenario

6.4.8 This scenario considers the operation of the junction in 2030 with no development traffic. This scenario does account for background traffic growth, as set out in Table 6-1.



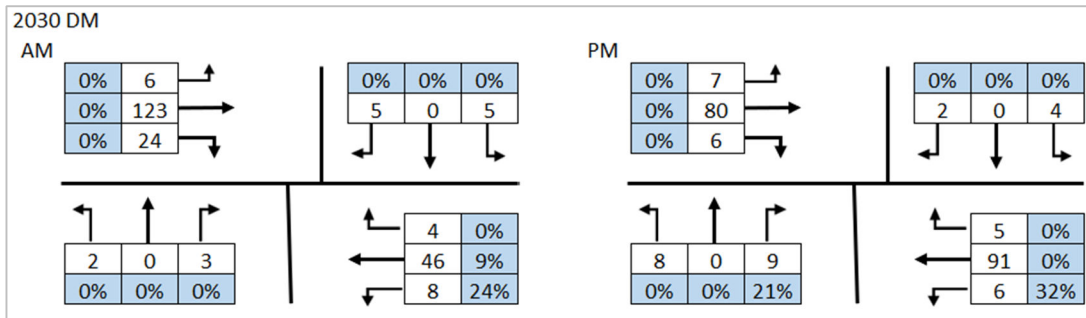


Figure 6-5: Military Road 2030 Do Minimum movements

6.4.9 The junction performance in the Do Minimum scenario has also been assessed using Junctions 9 and the results from the modelling are shown in Table 6-6. The ONE HOUR data entry methodology has again been used, and it is considered that this is appropriate in this location and context.

Table 6-6: Military Road 2030 Do Minimum modelling results

Junction Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
Fort Road East	0.01	0.0	0.01	0.0
Military Road	0.01	0.0	0.03	0.0
Fort Road West	0.05	0.1	0.01	0.0
The Redan	0.02	0.0	0.01	0.0

6.4.10 Table 6-6 shows the junction would operate within capacity in the 2030 Do Minimum scenario.

2030 Do Something (Haslar IRC Refurbishment and Expansion) Scenario

6.4.11 This scenario considers the operation of the junction in 2030 with the development traffic. This model also includes the vehicles turning left out of Dolphin Way which will pass through this junction.

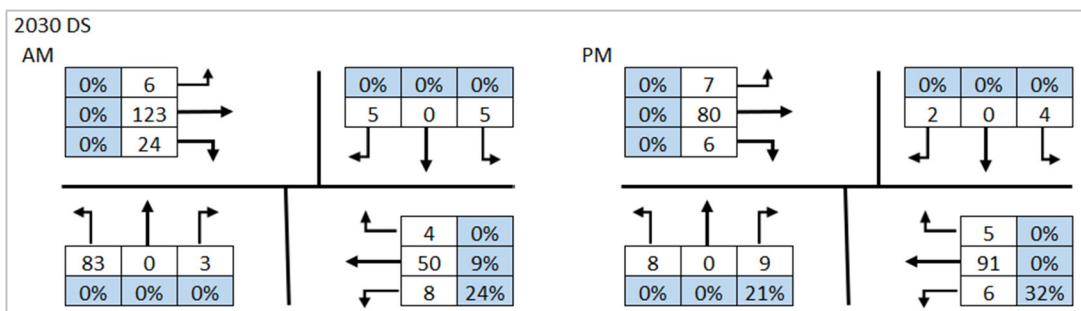


Figure 6-6: Military Road 2030 Do Something movements

6.4.12 The junction performance in the 2030 Do Something (Haslar IRC Refurbishment and Expansion) scenario has been assessed using Junctions 9 and the results from the modelling are shown in Table 6-7. This shows that the junction operates within capacity in this scenario.



Table 6-7: Military Road 2030 Do Something modelling results

Junction Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
Fort Road East	0.01	0.0	0.01	0.0
Military Road	0.12	0.1	0.03	0.0
Fort Road West	0.05	0.1	0.01	0.0
The Redan	0.02	0.0	0.01	0.0

6.4.13 The junction assessments demonstrate that if there was a change in shift change times, that the likely traffic flows do not result in any capacity issues at the Dolphin Way and Fort Road access points. Therefore, it is considered that there is no requirement for formal and possibly restrictive planning conditions linked to shift times, as the likely level of vehicle trips if there were a shift is no material.



7 Air Quality and Noise

- 7.1.1 This chapter considers the trip generation distributed onto the wider network for Air Quality and Noise impact purposes.
- 7.1.2 Air Quality calculations are concerned with the daily trip generation in absolute numbers, meaning that the trips are categorised separately as either light vehicles or heavy vehicles, as opposed to the PCU conversion used in the junction capacity modelling.
- 7.1.3 The assumptions set out previously remain the same, as follows:
- Staff travel to work trips are distributed:
 - To Southampton and the west: 18.3%
 - To Portsmouth and the east: 12.2%
 - To Fareham: 8.7%
 - To Gosport: 60.9%
 - All delivery and servicing trips are distributed:
 - To Southampton and the west: 50%
 - To Portsmouth and the east: 50%
 - All visitor trips are distributed out of the Dolphin Way access to Gosport ferry terminal via Fort Road, Haslar Road and South Street.
- 7.1.4 The routing used for staff and servicing trips have been assigned onto the highway network using Google Maps. This data considers typical congestion, journey times and vehicle speeds when routing traffic.



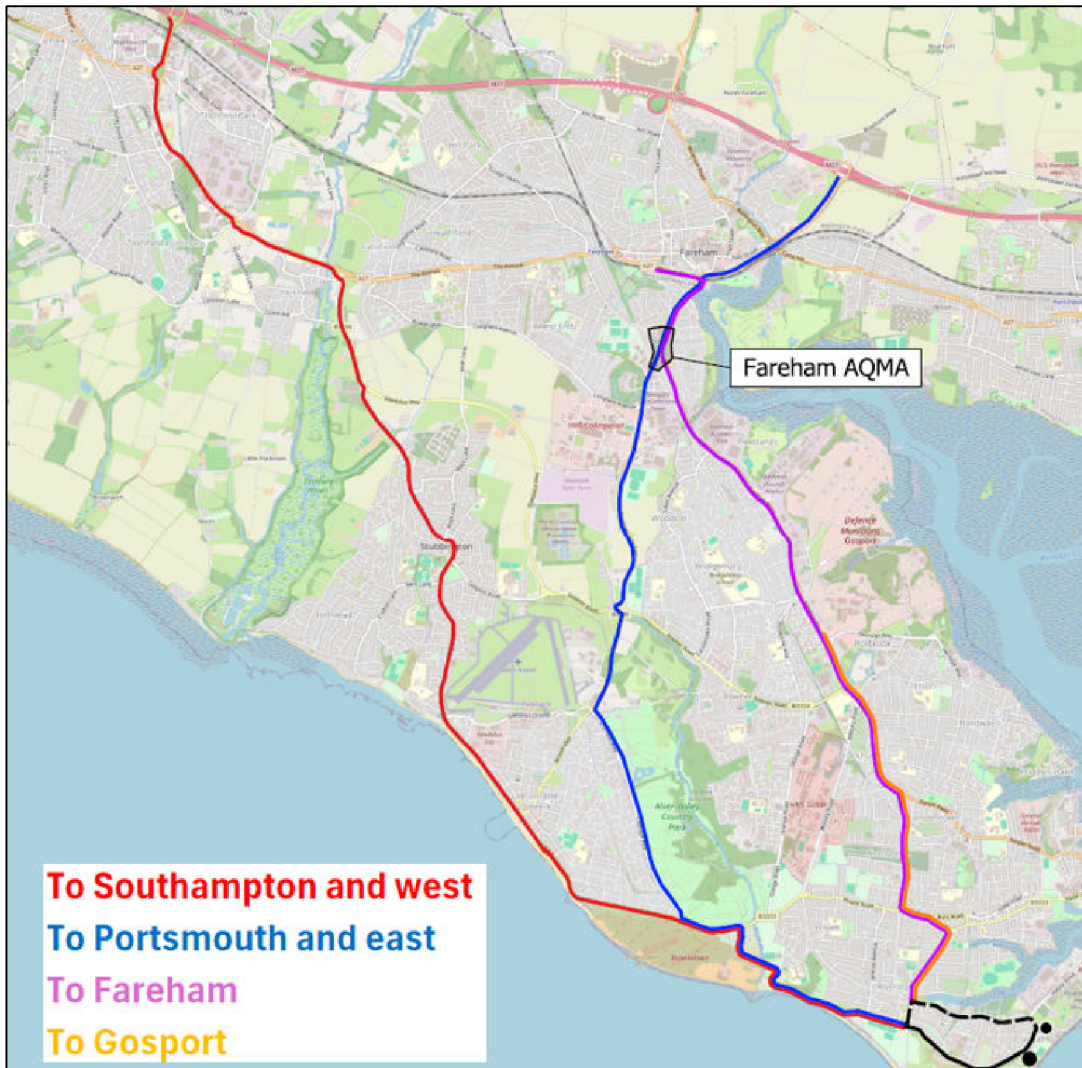


Figure 7-1: Site traffic route assignment

7.1.5 The daily two-way traffic flows per route are shown in Table 7-1 below.

Table 7-1: Total two-way daily trips by route

Route	Light vehicles	Heavy vehicles
To Southampton and the west	137	16
To Portsmouth and the east	97	16
To Fareham	58	0
To Gosport	403	0
To Gosport ferry terminal	0	48
Total	694	80

8 Summary and Conclusions

8.1 Summary

- 8.1.1 This Transport Assessment has been prepared on behalf of Home Office to provide transportation evidence for the Haslar IRC site. This Transport Assessment and accompanying Travel Plan have been prepared to support the outline planning application for the expansion of the Haslar IRC (all matters reserved except for access).
- 8.1.2 The site was previously in operation as a youth offenders' facility, which became a removals centre in 1989 and an IRC in February 2002. The site was in operation until 2015.
- 8.1.3 Redevelopment includes refurbishment of a portion of the site for 130 residents (referred to as 'Haslar IRC Refurbishment') followed by an expansion of the IRC to accommodate an additional 470 residents (referred to as Haslar IRC Expansion) giving a total site capacity of 600 residents.
- 8.1.4 The Haslar IRC Expansion proposals have been the subject of a pre-application response from Gosport Council (Application No. P.103/026/25) dated 17th November 2025 and Hampshire County Council dated 18th March 2026 which have been considered as part of this assessment.
- 8.1.5 The development proposals are set out below in summary
- The site aligns with national, Hampshire County Council and Gosport Borough Council policy
 - There are currently buildings on the eastern portion of the site, with the proposed development being an expansion of the western portion of site.
 - The current primary access to the IRC site will be retained from Dolphin Way for servicing and deliveries. The main staff car park will be provided by an expanded and managed Haslar Sea Wall Car park which is served via the existing access onto Military Road/Fort Road. As is current additional parking will be provided on Dolphin Way which is a privately owned road under the control of the IRC. The current access onto Fort Road will be maintained for emergency blue light access only.
 - Due to the shift pattern demands and the requirement to provide a safer environment for the staff, the parking provision has been designed to support the higher demand for car parking spaces during this time and prevent any requirement for off-site over spill onto the public highway.
 - The proposed car parking for the site will be between [REDACTED], with [REDACTED] subject to layout provided on Dolphin Way and up to [REDACTED] car spaces in the new Haslar Sea Wall Car Park, including the following requirements to meet policy:
 - [REDACTED] blue badge bays ([REDACTED] standard, [REDACTED] EV);
 - [REDACTED] active EV charging bays
 - [REDACTED] passive EV charging bays; and
 - [REDACTED] motorbike spaces.
 - The car park would also accommodate 20 parking spaces for the public.



- The scheme on Dolphin Way does not alter the right of way which utilises this link to access the Sea Wall. The new extended car park would result in the slight re-alignment of the right of way and provision of a new path by switching the route from the northern to southern pathway.
- To minimise any risk of offsite parking the scheme includes for a provisional Traffic Regulation Order for Fort Road, to remove parking at the junction with Dolphin Way and protect the proposed emergency access.
- A trip generation, distribution and assignment exercise has been undertaken that identifies that the site would generate approximately no vehicle trips in the AM peak period and four two-way in the PM peak period. A sensitivity test scenario has shifted 94 staff departure trips 30-minutes to coincide with the AM peak hour.
- The sensitivity test scenario junction capacity assessment has been undertaken for two junctions: Dolphin Way / Fort Road and the Haslar Sea Wall car park access (Military Road / Fort Road). These assessments have been undertaken for 2023 baseline, 2030 Do Minimum, and 2030 Do Something scenarios. In all scenarios all junctions operated well within capacity.

8.2 Conclusions

- 8.2.1 As a result of the above, it is considered that the proposed development would therefore not have a severe impact upon the operation of the local highway network. Based on the findings within this TA and in the context of the guidelines within paragraphs 115 & 116 of the NPPF, it is considered that there are no transport-related reasons why the development should not be permitted.



Appendix A Traffic Surveys



Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 1

Date of Survey: 21.02.2023
 Junction Name: Fort Road / Military Road / The Redan
 Junction Type: Staggered Crossroads

Arm A: Fort Road (NE)
 Arm B: Military Road (SE)

Arm C: Fort Road (SW)
 Arm D: The Redan (NW)

Time	A to A								A to D								A to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
07:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	1	0	0	0	1	13
08:30	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	14	1	1	0	0	0	0	16
08:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
09:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	10	3	0	0	0	1	0	14
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	1	9
09:30	0	1	1	0	0	0	0	2	1	1	0	0	0	0	0	2	13	2	0	0	0	0	1	16
09:45	0	1	1	0	0	0	0	2	1	1	0	0	0	0	0	2	5	2	0	0	0	0	0	7
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	3	1	0	0	0	0	25
16:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	17	4	0	0	0	0	1	22
16:30	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	3	26	3	0	0	0	0	0	29
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	15
17:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	18	4	0	0	0	2	2	26
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	28
17:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	19	2	0	0	0	0	0	21
17:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	13	2	0	0	0	1	0	16
18:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	19	0	0	0	0	0	0	19
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	1	1	16
18:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
18:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	7	1	0	0	0	1	0	9
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	31	1	0	0	0	1	0	33
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	33	3	0	0	0	0	0	36
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	29	7	1	0	0	0	1	38
07:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	31	7	2	0	0	0	1	41
08:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	31	9	2	0	0	0	1	43
08:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	36	10	2	0	0	1	1	50
08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	35	8	1	0	0	1	1	46
08:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	34	9	0	0	0	1	2	46
09:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	34	9	0	0	0	1	2	46
16:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	74	15	1	0	0	0	1	91
16:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	71	16	0	0	0	2	3	92
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	79	14	0	0	0	2	3	98
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	72	13	0	0	0	2	3	90
17:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	75	10	0	0	0	3	3	91
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	76	6	0	0	0	1	1	84
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	65	4	0	0	0	2	1	72
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	55	2	0	0	0	2	1	60
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	49	1	0	0	0	2	1	53

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 1

Date of Survey: 21.02.2023
 Junction Name: Fort Road / Military Road / The Redan
 Junction Type: Staggered Crossroads

Arm A: Fort Road (NE)
 Arm B: Military Road (SE)

Arm C: Fort Road (SW)
 Arm D: The Redan (NW)

Time	A to B								B to B								B to A							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	3	0	0	0	0	0	0	3								0	0	0	0	0	0	0	0	0
07:15	3	0	0	0	0	0	1	4								0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	1	2								0	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	1	4								0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	1	2								0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1								0	0	1	0	0	0	0	0	1
08:45	3	0	1	0	0	0	0	4								0	1	1	0	0	0	0	0	2
09:00	2	0	0	0	0	0	1	3								0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	1	1								0	3	1	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	0								0	2	0	0	0	0	0	1	3
09:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0								0	1	1	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1								0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	1	1
16:45	1	0	0	0	0	0	0	1								0	3	0	0	0	0	0	1	4
17:00	2	0	1	0	0	0	0	3								0	3	0	0	0	0	0	1	4
17:15	1	0	0	0	0	0	0	1								0	3	0	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	1								0	1	0	1	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1								0	2	0	0	0	0	0	0	2
18:30	0	1	0	0	0	0	0	1								0	2	0	0	0	0	0	1	3
18:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Total								Total								Total							
07:00	10	0	0	0	0	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	8	0	0	0	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	6	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	6	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00	6	0	1	0	0	0	1	8	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
08:15	7	0	1	0	0	0	2	10	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
08:30	6	0	1	0	0	0	2	9	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8
08:45	5	0	1	0	0	0	2	8	0	0	0	0	0	0	0	0	7	2	0	0	0	0	1	10
09:00	2	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	1	0	0	0	0	2	9
16:15	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	8	0	0	0	0	0	3	11
16:30	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	9	0	0	0	0	0	3	12
16:45	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	10	0	1	0	0	0	2	13
17:00	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	7	0	1	0	0	0	1	9
17:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
17:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
17:45	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
18:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 1

Date of Survey: 21.02.2023
 Junction Name: Fort Road / Military Road / The Redan
 Junction Type: Staggered Crossroads

Arm A: Fort Road (NE)
 Arm B: Military Road (SE)

Arm C: Fort Road (SW)
 Arm D: The Redan (NW)

Time	B to D								B to C								C to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1								0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1								0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2								0
09:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5								0
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3								0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
16:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3								0
16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3								0
16:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3								0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3								0
17:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4								0
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3								0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1								0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
	Total								Total								Total							
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 1

Date of Survey: 21.02.2023
 Junction Name: Fort Road / Military Road / The Redan
 Junction Type: Staggered Crossroads

Arm A: Fort Road (NE)
 Arm B: Military Road (SE)

Arm C: Fort Road (SW)
 Arm D: The Redan (NW)

Time	C to B							Total	C to A							Total	C to D							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	1	1	0	0	0	0	0	2	4	1	1	0	0	1	1	8	0	0	0	0	0	0	0	
07:15	8	0	0	0	0	0	0	8	10	5	0	0	0	1	1	17	0	0	0	0	0	0	0	
07:30	6	1	0	0	0	0	0	7	12	2	0	0	0	0	1	15	1	0	0	0	0	0	1	
07:45	4	3	0	0	0	0	0	7	28	8	0	0	0	1	2	39	2	0	0	0	0	0	2	
08:00	5	0	0	0	0	0	0	5	19	3	0	0	0	1	1	24	1	0	0	0	0	0	1	
08:15	4	1	0	0	0	0	0	5	20	5	0	0	0	0	2	27	1	0	0	0	0	0	1	
08:30	8	0	0	0	0	0	0	8	29	3	0	0	0	0	0	32	3	0	0	0	0	0	3	
08:45	5	0	0	0	0	0	0	5	31	7	0	0	0	0	0	38	1	0	0	0	0	0	1	
09:00	1	1	0	0	0	0	0	2	30	5	0	0	0	0	0	35	2	0	0	0	0	0	2	
09:15	3	1	0	0	0	0	0	4	18	3	0	0	0	0	0	21	1	0	0	0	0	0	1	
09:30	1	0	0	0	0	0	1	2	28	1	0	0	0	1	1	31	1	1	0	0	0	0	2	
09:45	2	0	0	0	0	0	0	2	16	7	0	0	0	0	0	23	1	2	0	0	0	0	3	
16:00	1	1	0	0	0	0	0	2	14	2	0	0	0	0	0	16	4	0	0	0	0	0	4	
16:15	2	0	0	0	0	0	0	2	20	0	0	0	0	0	0	20	3	2	0	0	0	0	5	
16:30	0	0	0	0	0	0	0	0	25	3	0	0	0	1	1	30	3	0	0	0	0	0	3	
16:45	1	0	0	0	0	0	0	1	20	4	0	0	0	0	0	24	1	1	0	0	0	0	2	
17:00	1	1	0	0	0	0	0	2	26	4	0	0	0	0	1	31	0	0	0	0	0	0	0	
17:15	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15	2	1	0	0	0	0	3	
17:30	1	1	0	0	0	0	0	2	18	1	0	0	0	0	0	19	1	0	0	0	0	0	1	
17:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	3	0	0	0	0	0	3	
18:00	1	0	0	0	0	0	0	1	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	
18:15	2	0	0	0	0	0	0	2	12	0	0	0	0	0	1	13	2	1	0	0	0	0	3	
18:30	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13	5	0	0	0	0	0	5	
18:45	0	0	0	0	0	0	0	0	7	2	0	0	0	0	5	14	1	0	0	0	0	0	1	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	19	5	0	0	0	0	0	24	54	16	1	0	0	3	5	79	3	0	0	0	0	0	3	
07:15	23	4	0	0	0	0	0	27	69	18	0	0	0	3	5	95	4	0	0	0	0	0	4	
07:30	19	5	0	0	0	0	0	24	79	18	0	0	0	2	6	105	5	0	0	0	0	0	5	
07:45	21	4	0	0	0	0	0	25	96	19	0	0	0	2	5	122	7	0	0	0	0	0	7	
08:00	22	1	0	0	0	0	0	23	99	18	0	0	0	1	3	121	6	0	0	0	0	0	6	
08:15	18	2	0	0	0	0	0	20	110	20	0	0	0	0	2	132	7	0	0	0	0	0	7	
08:30	17	2	0	0	0	0	0	19	108	18	0	0	0	0	0	126	7	0	0	0	0	0	7	
08:45	10	2	0	0	0	0	1	13	107	16	0	0	0	1	1	125	5	1	0	0	0	0	6	
09:00	7	2	0	0	0	0	1	10	92	16	0	0	0	1	1	110	5	3	0	0	0	0	8	
16:00	4	1	0	0	0	0	0	5	79	9	0	0	0	1	1	90	11	3	0	0	0	0	14	
16:15	4	1	0	0	0	0	0	5	91	11	0	0	0	1	2	105	7	3	0	0	0	0	10	
16:30	4	1	0	0	0	0	0	5	85	12	0	0	0	1	2	100	6	2	0	0	0	0	8	
16:45	5	2	0	0	0	0	0	7	78	10	0	0	0	0	1	89	4	2	0	0	0	0	6	
17:00	4	2	0	0	0	0	0	6	69	8	0	0	0	0	1	78	6	1	0	0	0	0	7	
17:15	4	1	0	0	0	0	0	5	62	5	0	0	0	0	0	67	6	1	0	0	0	0	7	
17:30	4	1	0	0	0	0	0	5	60	4	0	0	0	0	1	65	6	1	0	0	0	0	7	
17:45	4	0	0	0	0	0	0	4	54	4	0	0	0	0	1	59	10	1	0	0	0	0	11	
18:00	4	0	0	0	0	0	0	4	50	4	0	0	0	0	6	60	8	1	0	0	0	0	9	

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 1

Date of Survey: 21.02.2023
 Junction Name: Fort Road / Military Road / The Redan
 Junction Type: Staggered Crossroads

Arm A: Fort Road (NE)
 Arm B: Military Road (SE)

Arm C: Fort Road (SW)
 Arm D: The Redan (NW)

Time	D to D								D to C								D to B										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
09:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0			
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0			
09:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0			
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	1	2			
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0			
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour								Total
07:00	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	0	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0			
08:00	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	8	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	1	11	0	0	0	0	0	0	0			
16:00	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0			
16:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0			
16:45	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	1	0	0	0	0	0	1	2			
17:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	1	0	0	0	0	0	1	2			
17:45	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	1	0	0	0	0	0	1	2			
18:00	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	7	1	0	0	0	0	0	1	2			

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Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 1

Date of Survey: 21.02.2023
 Junction Name: Fort Road / Military Road / The Redan
 Junction Type: Staggered Crossroads

Arm A: Fort Road (NE)
 Arm B: Military Road (SE)

Arm C: Fort Road (SW)
 Arm D: The Redan (NW)

D to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	0	2
09:45	1	1	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1
16:45	2	2	0	0	0	0	0	4
17:00	1	0	0	0	0	0	0	1
17:15	2	1	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
Start Time	Rolling Hour							Total
07:00	4	0	0	0	0	0	0	4
07:15	4	0	0	0	0	0	0	4
07:30	4	0	0	0	0	0	0	4
07:45	4	0	0	0	0	0	0	4
08:00	5	0	0	0	0	0	0	5
08:15	6	0	0	0	0	0	0	6
08:30	6	0	0	0	0	0	0	6
08:45	6	0	0	0	0	0	0	6
09:00	5	1	0	0	0	0	0	6
16:00	3	2	0	0	0	0	0	5
16:15	4	2	0	0	0	0	0	6
16:30	6	3	0	0	0	0	0	9
16:45	5	3	0	0	0	0	0	8
17:00	3	1	0	0	0	0	0	4
17:15	3	1	0	0	0	0	0	4
17:30	1	0	0	0	0	0	1	2
17:45	1	0	0	0	0	0	1	2
18:00	2	0	0	0	0	0	1	3

Intelligent Data Collection Limited



Client: Hydrock
Project Number: ID06973
Junction Number: Site 1
Date of Survey: 21.02.2023
Junction Name: Fort Road / Military Road / The Redan
Junction Type: Staggered Crossroads

Time	Arm A Approach								Arm A Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	6	0	0	0	0	1	0	7	4	1	1	0	0	1	1	8		
07:15	14	0	0	0	0	0	1	15	11	5	0	0	0	1	1	18		
07:30	13	1	0	0	0	0	1	15	14	2	0	0	0	0	1	17		
07:45	9	0	0	0	0	0	1	10	29	8	0	0	0	1	2	40		
08:00	6	2	0	0	0	0	0	8	19	3	0	0	0	1	1	24		
08:15	8	4	1	0	0	0	2	15	21	5	0	0	0	0	2	28		
08:30	18	1	1	0	0	0	0	20	31	4	0	0	0	0	0	35		
08:45	9	2	1	0	0	0	0	12	34	8	0	0	0	0	0	42		
09:00	13	3	0	0	0	1	1	18	32	5	0	0	0	0	0	37		
09:15	6	2	0	0	0	0	2	10	22	4	0	0	0	0	0	26		
09:30	14	3	0	0	0	0	1	18	32	1	0	0	0	1	2	36		
09:45	6	3	0	0	0	0	0	9	17	8	0	0	0	0	0	25		
16:00	21	3	1	0	0	0	0	25	15	3	0	0	0	0	0	18		
16:15	20	4	0	0	0	0	1	25	22	0	0	0	0	0	0	22		
16:30	29	3	0	0	0	0	0	32	26	3	0	0	0	1	2	32		
16:45	11	5	0	0	0	0	0	16	25	6	0	0	0	0	1	32		
17:00	22	4	1	0	0	2	2	31	30	4	0	0	0	0	2	36		
17:15	26	2	0	0	0	0	1	29	19	2	0	0	0	0	0	21		
17:30	21	2	0	0	0	0	0	23	19	1	1	0	0	0	0	21		
17:45	15	2	0	0	0	1	0	18	11	2	0	0	0	0	0	13		
18:00	20	0	0	0	0	0	0	20	20	1	0	0	0	0	0	21		
18:15	14	1	0	0	0	1	1	17	14	0	0	0	0	0	2	16		
18:30	10	1	0	0	0	0	0	11	14	1	0	0	0	0	1	16		
18:45	8	1	0	0	0	1	0	10	8	2	0	0	0	0	5	15		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	42	1	0	0	0	1	3	47	58	16	1	0	0	3	5	83		
07:15	42	3	0	0	0	0	3	48	73	18	0	0	0	3	5	99		
07:30	36	7	1	0	0	0	4	48	83	18	0	0	0	2	6	109		
07:45	41	7	2	0	0	0	3	53	100	20	0	0	0	2	5	127		
08:00	41	9	3	0	0	0	2	55	105	20	0	0	0	1	3	129		
08:15	48	10	3	0	0	1	3	65	118	22	0	0	0	0	2	142		
08:30	46	8	2	0	0	1	3	60	119	21	0	0	0	0	0	140		
08:45	42	10	1	0	0	1	4	58	120	18	0	0	0	1	2	141		
09:00	39	11	0	0	0	1	4	55	103	18	0	0	0	1	2	124		
16:00	81	15	1	0	0	0	1	98	88	12	0	0	0	1	3	104		
16:15	82	16	1	0	0	2	3	104	103	13	0	0	0	1	5	122		
16:30	88	14	1	0	0	2	3	108	100	15	0	0	0	1	5	121		
16:45	80	13	1	0	0	2	3	99	93	13	1	0	0	0	3	110		
17:00	84	10	1	0	0	3	3	101	79	9	1	0	0	0	2	91		
17:15	82	6	0	0	0	1	1	90	69	6	1	0	0	0	0	76		
17:30	70	5	0	0	0	2	1	78	64	4	1	0	0	0	2	71		
17:45	59	4	0	0	0	2	1	66	59	4	0	0	0	0	3	66		
18:00	52	3	0	0	0	2	1	58	56	4	0	0	0	0	8	68		

Intelligent Data Collection Limited



Client: Hydrock **Date of Survey:** 21.02.2023
Project Number: ID06973 **Junction Name:** Fort Road / Military Road / The Redan
Junction Number: Site 1 **Junction Type:** Staggered Crossroads

Time	Arm B Approach								Arm B Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5		
07:15	0	1	0	0	0	0	0	1	11	0	0	0	0	0	1	12		
07:30	0	0	0	0	0	0	1	1	7	1	0	0	0	0	1	9		
07:45	0	0	0	0	0	0	0	0	7	3	0	0	0	0	1	11		
08:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6		
08:15	1	0	0	0	0	0	0	1	5	1	0	0	0	0	1	7		
08:30	1	1	0	0	0	0	0	2	9	0	0	0	0	0	0	9		
08:45	1	1	0	0	0	0	0	2	8	0	1	0	0	0	0	9		
09:00	3	0	0	0	0	0	0	3	3	1	0	0	0	0	1	5		
09:15	7	2	0	0	0	0	0	9	3	1	0	0	0	0	1	5		
09:30	4	0	0	0	0	0	2	6	1	0	0	0	0	0	1	2		
09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2		
16:00	3	2	0	0	0	0	0	5	1	1	0	0	0	0	0	2		
16:15	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3		
16:30	2	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0		
16:45	3	0	0	0	0	0	1	4	2	0	0	0	0	0	0	2		
17:00	5	0	0	0	0	0	2	7	3	1	1	0	0	0	0	5		
17:15	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3		
17:30	2	0	1	0	0	0	0	3	2	1	0	0	0	0	0	3		
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
18:00	2	0	0	0	0	0	1	3	2	0	0	0	0	0	1	3		
18:15	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3		
18:30	2	0	0	0	0	0	1	3	1	1	0	0	0	0	0	2		
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	1	1	0	0	0	0	1	3	29	5	0	0	0	0	3	37		
07:15	0	1	0	0	0	0	1	2	31	4	0	0	0	0	3	38		
07:30	1	0	0	0	0	0	1	2	25	5	0	0	0	0	3	33		
07:45	2	1	0	0	0	0	0	3	27	4	0	0	0	0	2	33		
08:00	3	2	0	0	0	0	0	5	28	1	1	0	0	0	1	31		
08:15	6	2	0	0	0	0	0	8	25	2	1	0	0	0	2	30		
08:30	12	4	0	0	0	0	0	16	23	2	1	0	0	0	2	28		
08:45	15	3	0	0	0	0	2	20	15	2	1	0	0	0	3	21		
09:00	14	2	0	0	0	0	2	18	9	2	0	0	0	0	3	14		
16:00	13	3	0	0	0	0	2	18	6	1	0	0	0	0	0	7		
16:15	15	1	0	0	0	0	4	20	8	1	1	0	0	0	0	10		
16:30	17	1	0	0	0	0	4	22	8	1	1	0	0	0	0	10		
16:45	17	0	1	0	0	0	3	21	10	2	1	0	0	0	0	13		
17:00	15	0	1	0	0	0	2	18	8	2	1	0	0	0	0	11		
17:15	12	0	1	0	0	0	1	14	7	1	0	0	0	0	1	9		
17:30	8	0	1	0	0	0	1	10	6	2	0	0	0	0	1	9		
17:45	8	0	0	0	0	0	2	10	5	2	0	0	0	0	1	8		
18:00	8	0	0	0	0	0	2	10	5	2	0	0	0	0	1	8		

Intelligent Data Collection Limited



Client: Hydrock **Date of Survey:** 21.02.2023
Project Number: ID06973 **Junction Name:** Fort Road / Military Road / The Redan
Junction Number: Site 1 **Junction Type:** Staggered Crossroads

Time	Arm C Approach								Arm C Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	5	2	1	0	0	1	1	10	6	1	0	0	0	1	0	8		
07:15	18	5	0	0	0	1	1	25	12	1	0	0	0	0	0	13		
07:30	19	3	0	0	0	0	1	23	14	1	0	0	0	0	1	16		
07:45	34	11	0	0	0	1	2	48	5	0	0	0	0	0	0	5		
08:00	25	3	0	0	0	1	1	30	6	3	0	0	0	0	0	9		
08:15	25	6	0	0	0	0	2	33	10	4	1	0	0	0	1	16		
08:30	40	3	0	0	0	0	0	43	15	1	1	0	0	0	0	17		
08:45	37	7	0	0	0	0	0	44	6	2	0	0	0	0	0	8		
09:00	33	6	0	0	0	0	0	39	13	3	0	0	0	1	0	17		
09:15	22	4	0	0	0	0	0	26	11	4	0	0	0	0	2	17		
09:30	30	2	0	0	0	1	2	35	18	2	0	0	0	0	2	22		
09:45	19	9	0	0	0	0	0	28	8	3	0	0	0	0	0	11		
16:00	19	3	0	0	0	0	0	22	26	4	1	0	0	0	0	31		
16:15	25	2	0	0	0	0	0	27	22	4	0	0	0	0	1	27		
16:30	28	3	0	0	0	1	1	33	28	4	0	0	0	0	0	32		
16:45	22	5	0	0	0	0	0	27	11	6	0	0	0	0	0	17		
17:00	27	5	0	0	0	0	1	33	20	4	0	0	0	2	3	29		
17:15	18	2	0	0	0	0	0	20	30	2	0	0	0	0	1	33		
17:30	20	2	0	0	0	0	0	22	20	2	0	0	0	0	0	22		
17:45	14	2	0	0	0	0	0	16	15	2	0	0	0	1	0	18		
18:00	20	1	0	0	0	0	0	21	23	0	0	0	0	0	1	24		
18:15	16	1	0	0	0	0	1	18	16	0	0	0	0	1	1	18		
18:30	18	1	0	0	0	0	0	19	12	0	0	0	0	0	0	12		
18:45	8	2	0	0	0	0	5	15	8	2	0	0	0	1	0	11		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	76	21	1	0	0	3	5	106	37	3	0	0	0	1	1	42		
07:15	96	22	0	0	0	3	5	126	37	5	0	0	0	0	1	43		
07:30	103	23	0	0	0	2	6	134	35	8	1	0	0	0	2	46		
07:45	124	23	0	0	0	2	5	154	36	8	2	0	0	0	1	47		
08:00	127	19	0	0	0	1	3	150	37	10	2	0	0	0	1	50		
08:15	135	22	0	0	0	0	2	159	44	10	2	0	0	1	1	58		
08:30	132	20	0	0	0	0	0	152	45	10	1	0	0	1	2	59		
08:45	122	19	0	0	0	1	2	144	48	11	0	0	0	1	4	64		
09:00	104	21	0	0	0	1	2	128	50	12	0	0	0	1	4	67		
16:00	94	13	0	0	0	1	1	109	87	18	1	0	0	0	1	107		
16:15	102	15	0	0	0	1	2	120	81	18	0	0	0	2	4	105		
16:30	95	15	0	0	0	1	2	113	89	16	0	0	0	2	4	111		
16:45	87	14	0	0	0	0	1	102	81	14	0	0	0	2	4	101		
17:00	79	11	0	0	0	0	1	91	85	10	0	0	0	3	4	102		
17:15	72	7	0	0	0	0	0	79	88	6	0	0	0	1	2	97		
17:30	70	6	0	0	0	0	1	77	74	4	0	0	0	2	2	82		
17:45	68	5	0	0	0	0	1	74	66	2	0	0	0	2	2	72		
18:00	62	5	0	0	0	0	6	73	59	2	0	0	0	2	2	65		

Intelligent Data Collection Limited



Client: Hydrock **Date of Survey:** 21.02.2023
Project Number: ID06973 **Junction Name:** Fort Road / Military Road / The Redan
Junction Number: Site 1 **Junction Type:** Staggered Crossroads

Time	Arm D Approach								Arm D Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
07:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1		
07:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3		
08:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
08:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1		
08:30	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6		
08:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2		
09:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3		
09:15	2	1	0	0	0	0	1	4	1	0	0	0	0	0	0	1		
09:30	5	0	0	0	0	0	0	5	2	2	0	0	0	0	0	4		
09:45	4	2	0	0	0	0	0	6	2	3	0	0	0	0	0	5		
16:00	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4		
16:15	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7		
16:30	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6		
16:45	3	3	0	0	0	0	0	6	1	1	0	0	0	0	0	2		
17:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
17:15	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	3		
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2		
17:45	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5		
18:00	4	0	0	0	0	0	1	5	1	0	0	0	0	0	0	1		
18:15	1	0	0	0	0	0	1	2	2	1	0	0	0	0	0	3		
18:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6		
18:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	9	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4		
07:15	8	1	0	0	0	0	0	9	5	0	0	0	0	0	0	5		
07:30	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6		
07:45	7	1	0	0	0	0	0	8	11	0	0	0	0	0	0	11		
08:00	9	1	0	0	0	0	0	10	10	0	0	0	0	0	0	10		
08:15	10	0	0	0	0	0	0	10	12	0	0	0	0	0	0	12		
08:30	9	1	0	0	0	0	1	11	12	0	0	0	0	0	0	12		
08:45	12	1	0	0	0	0	1	14	8	2	0	0	0	0	0	10		
09:00	13	3	0	0	0	0	1	17	8	5	0	0	0	0	0	13		
16:00	9	3	0	0	0	0	0	12	16	3	0	0	0	0	0	19		
16:15	7	3	0	0	0	0	0	10	14	3	0	0	0	0	0	17		
16:30	8	4	0	0	0	0	0	12	11	2	0	0	0	0	0	13		
16:45	7	4	0	0	0	0	0	11	7	2	0	0	0	0	0	9		
17:00	5	1	0	0	0	0	0	6	11	1	0	0	0	0	0	12		
17:15	8	1	0	0	0	0	1	10	10	1	0	0	0	0	0	11		
17:30	6	0	0	0	0	0	2	8	10	1	0	0	0	0	0	11		
17:45	9	0	0	0	0	0	2	11	14	1	0	0	0	0	0	15		
18:00	9	1	0	0	0	0	2	12	11	1	0	0	0	0	0	12		

Intelligent Data Collection Limited



Client: Hydrock
Project Number: ID06973
Junction Number: Site 1
Date of Survey: 21.02.2023
Junction Name: Fort Road / Military Road / The Redan
Junction Type: Staggered Crossroads

Total Junction Flow								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	14	3	1	0	0	2	1	21
07:15	34	6	0	0	0	1	2	43
07:30	36	4	0	0	0	0	3	43
07:45	44	11	0	0	0	1	3	59
08:00	32	6	0	0	0	1	1	40
08:15	37	10	1	0	0	0	4	52
08:30	61	5	1	0	0	0	0	67
08:45	50	10	1	0	0	0	0	61
09:00	51	9	0	0	0	1	1	62
09:15	37	9	0	0	0	0	3	49
09:30	53	5	0	0	0	1	5	64
09:45	29	14	0	0	0	0	0	43
16:00	46	8	1	0	0	0	0	55
16:15	52	6	0	0	0	0	1	59
16:30	60	7	0	0	0	1	2	70
16:45	39	13	0	0	0	0	1	53
17:00	55	9	1	0	0	2	5	72
17:15	54	5	0	0	0	0	1	60
17:30	43	4	1	0	0	0	0	48
17:45	31	4	0	0	0	1	0	36
18:00	46	1	0	0	0	0	2	49
18:15	34	2	0	0	0	1	3	40
18:30	33	2	0	0	0	0	1	36
18:45	18	4	0	0	0	1	5	28
Start Time	Rolling Hour							Total
07:00	128	24	1	0	0	4	9	166
07:15	146	27	0	0	0	3	9	185
07:30	149	31	1	0	0	2	11	194
07:45	174	32	2	0	0	2	8	218
08:00	180	31	3	0	0	1	5	220
08:15	199	34	3	0	0	1	5	242
08:30	199	33	2	0	0	1	4	239
08:45	191	33	1	0	0	2	9	236
09:00	170	37	0	0	0	2	9	218
16:00	197	34	1	0	0	1	4	237
16:15	206	35	1	0	0	3	9	254
16:30	208	34	1	0	0	3	9	255
16:45	191	31	2	0	0	2	7	233
17:00	183	22	2	0	0	3	6	216
17:15	174	14	1	0	0	1	3	193
17:30	154	11	1	0	0	2	5	173
17:45	144	9	0	0	0	2	6	161
18:00	131	9	0	0	0	2	11	153

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 2

Date of Survey: 21.02.2023
 Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
 Junction Type: Staggered Crossroads

Arm A: Dolphin Way (E)
 Arm B: Fort Road (S)

Arm C: Friary Close (W)
 Arm D: Clayhall Road (N)

Time	A to A								A to D								A to C										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0			
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
16:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour								Total
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0			
16:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 2

Date of Survey: 21.02.2023
 Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
 Junction Type: Staggered Crossroads

Arm A: Dolphin Way (E)
 Arm B: Fort Road (S)

Arm C: Friary Close (W)
 Arm D: Clayhall Road (N)

Time	A to B								B to B								B to A							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0								0	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
08:30	2	1	1	0	0	0	0	4								0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0								0	1	1	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	1								0	0	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1								0	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1								0	0	1	0	0	0	0	0	1
16:15	1	1	0	0	0	0	0	2								0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0								0	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0								0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1								0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0								0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Rolling Hour								Rolling Hour								Rolling Hour							
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
07:45	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
08:00	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
08:15	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	
08:30	3	2	1	0	0	0	0	6	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	
08:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	
09:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
16:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
16:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 2

Date of Survey: 21.02.2023
 Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
 Junction Type: Staggered Crossroads

Arm A: Dolphin Way (E)
 Arm B: Fort Road (S)

Arm C: Friary Close (W)
 Arm D: Clayhall Road (N)

Time	B to D								B to C								C to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	4	1	1	0	0	1	1	8	0	0	0	0	0	0	0	0								0
07:15	11	5	0	0	0	1	2	19	0	0	0	0	0	0	0	0								0
07:30	14	2	0	0	0	0	1	17	0	0	0	0	0	0	0	0								0
07:45	27	7	0	0	0	1	2	37	0	0	0	0	0	0	0	0								0
08:00	18	3	0	0	0	1	1	23	0	0	0	0	0	0	0	0								0
08:15	21	5	0	0	0	0	2	28	0	0	0	0	0	0	0	0								0
08:30	32	4	0	0	0	0	1	37	0	0	0	0	0	0	0	0								0
08:45	34	7	0	0	0	0	0	41	0	0	0	0	0	0	0	0								0
09:00	32	4	0	0	0	0	0	36	0	0	0	0	0	0	0	0								0
09:15	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0								0
09:30	32	1	0	0	0	0	2	35	0	0	0	0	0	0	0	0								0
09:45	16	7	0	0	0	1	0	24	1	0	0	0	0	0	0	1								0
16:00	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0								0
16:15	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0								0
16:30	23	3	0	0	0	1	2	29	0	0	0	0	0	0	0	0								0
16:45	19	4	0	0	0	0	1	24	2	1	0	0	0	0	0	3								0
17:00	34	4	0	0	0	0	2	40	0	0	0	0	0	0	0	0								0
17:15	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0								0
17:30	17	1	1	0	0	0	0	19	0	0	0	0	0	0	0	0								0
17:45	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0								0
18:00	17	1	0	0	0	0	1	19	0	0	0	0	0	0	0	0								0
18:15	18	0	0	0	0	0	1	19	0	0	0	0	0	0	0	0								0
18:30	12	1	0	0	0	0	1	14	1	0	0	0	0	0	0	1								0
18:45	8	2	0	0	0	0	5	15	0	0	0	0	0	0	0	0								0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	56	15	1	0	0	3	6	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	70	17	0	0	0	3	6	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	80	17	0	0	0	2	6	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	98	19	0	0	0	2	6	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	105	19	0	0	0	1	4	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	119	20	0	0	0	0	3	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	122	18	0	0	0	0	1	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	122	15	0	0	0	0	2	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	104	15	0	0	0	1	2	122	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	80	9	0	0	0	1	3	93	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	98	11	0	0	0	1	5	115	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:30	92	13	0	0	0	1	5	111	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	86	11	1	0	0	0	3	101	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:00	81	9	1	0	0	0	2	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	64	6	1	0	0	0	1	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	66	4	1	0	0	0	2	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	61	4	0	0	0	0	3	68	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	55	4	0	0	0	0	8	67	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 2

Date of Survey: 21.02.2023
 Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
 Junction Type: Staggered Crossroads

Arm A: Dolphin Way (E)
 Arm B: Fort Road (S)

Arm C: Friary Close (W)
 Arm D: Clayhall Road (N)

Time	C to B								C to A								C to D							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Rolling Hour								Rolling Hour								Rolling Hour							
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 2

Date of Survey: 21.02.2023
 Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
 Junction Type: Staggered Crossroads

Arm A: Dolphin Way (E)
 Arm B: Fort Road (S)

Arm C: Friary Close (W)
 Arm D: Clayhall Road (N)

Time	D to D								D to C								D to B							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	14
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	1	14
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	10
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	2	15
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	1	1	15
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	2	8
09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	12	2	0	0	0	0	1	15
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	1	0	0	0	0	24
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	18	2	0	0	0	0	2	22
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	3	0	0	0	0	1	32
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	12	5	0	0	0	0	0	17
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	24	4	1	0	0	2	3	34	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	1	26
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	0	25
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	1	0	18	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	0	19	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	1	16
18:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	10	2	0	0	0	0	0	0	12
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	1	0	10	
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	0	0	3	45
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	3	1	0	0	0	3	46
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	6	1	0	0	0	4	47
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	7	1	0	0	0	3	51
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	8	2	0	0	0	2	52
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	8	1	0	0	1	3	59
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	6	1	0	0	1	3	52
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	37	6	1	0	0	1	4	49
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	34	8	0	0	0	1	4	47
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	78	13	1	0	0	0	3	95
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	82	14	1	0	0	2	6	105
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	87	14	1	0	0	2	5	109
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	82	13	1	0	0	2	4	102
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	85	10	1	0	0	3	4	103
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	6	0	0	0	2	1	88
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	5	0	0	0	2	1	78
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	57	5	0	0	0	2	1	65
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	50	4	0	0	0	2	1	57

Intelligent Data Collection Limited



Client: Hydrock
 Project Number: ID06973
 Junction Number: Site 2

Date of Survey: 21.02.2023
 Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
 Junction Type: Staggered Crossroads

Arm A: Dolphin Way (E)
 Arm B: Fort Road (S)

Arm C: Friary Close (W)
 Arm D: Clayhall Road (N)

D to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	1	3
09:15	1	0	0	0	0	0	0	1
09:30	3	0	0	0	0	0	1	4
09:45	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total
07:00	1	0	0	0	0	0	1	2
07:15	0	1	0	0	0	0	1	2
07:30	0	2	0	0	0	0	0	2
07:45	0	2	0	0	0	0	0	2
08:00	0	2	0	0	0	0	0	2
08:15	2	1	0	0	0	0	1	4
08:30	3	0	0	0	0	0	1	4
08:45	6	0	0	0	0	0	2	8
09:00	6	0	0	0	0	0	2	8
16:00	2	0	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0

Intelligent Data Collection Limited



Client: Hydrock
Project Number: ID06973
Junction Number: Site 2
Date of Survey: 21.02.2023
Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
Junction Type: Staggered Crossroads

Time	Arm A Approach								Arm A Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		
08:15	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1		
08:30	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2		
09:00	1	1	0	0	0	0	0	2	2	1	0	0	0	0	1	4		
09:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2		
09:30	1	0	0	0	0	0	1	2	3	0	0	0	0	0	1	4		
09:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
16:00	1	2	0	0	0	0	0	3	1	1	0	0	0	0	0	2		
16:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3		
07:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3		
07:30	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	3		
07:45	2	2	1	0	0	0	0	5	0	3	0	0	0	0	0	3		
08:00	2	2	1	0	0	0	0	5	1	3	0	0	0	0	0	4		
08:15	3	3	1	0	0	0	0	7	3	3	0	0	0	0	1	7		
08:30	4	2	1	0	0	0	0	7	4	3	0	0	0	0	1	8		
08:45	3	1	0	0	0	0	1	5	7	3	0	0	0	0	2	12		
09:00	4	1	0	0	0	0	1	6	6	2	0	0	0	0	2	10		
16:00	4	3	0	0	0	0	0	7	3	1	0	0	0	0	0	4		
16:15	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2		
16:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
16:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
17:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
17:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
17:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
18:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited



Client: Hydrock **Date of Survey:** 21.02.2023
Project Number: ID06973 **Junction Name:** Dolphin Way / Fort Road / Friary Close / Clayhall Road
Junction Number: Site 2 **Junction Type:** Stagged Crossroads

Time	Arm B Approach								Arm B Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	4	1	1	0	0	1	1	8	8	0	0	0	0	0	0	8		
07:15	11	5	0	0	0	1	2	19	13	0	0	0	0	0	1	14		
07:30	14	2	0	0	0	0	1	17	12	1	0	0	0	0	1	14		
07:45	27	8	0	0	0	1	2	38	9	0	0	0	0	0	1	10		
08:00	18	3	0	0	0	1	1	23	5	2	1	0	0	0	0	8		
08:15	21	5	0	0	0	0	2	28	10	4	0	0	0	0	2	16		
08:30	32	4	0	0	0	0	1	37	18	3	1	0	0	0	0	22		
08:45	35	8	0	0	0	0	0	43	9	1	1	0	0	0	0	11		
09:00	32	5	0	0	0	0	0	37	11	3	0	0	0	1	1	16		
09:15	24	4	0	0	0	0	0	28	6	1	0	0	0	0	2	9		
09:30	32	1	0	0	0	0	2	35	13	2	0	0	0	0	1	16		
09:45	17	7	0	0	0	1	0	25	6	3	0	0	0	0	0	9		
16:00	16	3	0	0	0	0	0	19	21	3	1	0	0	0	0	25		
16:15	22	0	0	0	0	0	0	22	20	3	0	0	0	0	2	25		
16:30	23	3	0	0	0	1	2	29	29	3	0	0	0	0	1	33		
16:45	22	5	0	0	0	0	1	28	12	5	0	0	0	0	0	17		
17:00	34	4	0	0	0	0	2	40	24	4	1	0	0	2	3	34		
17:15	16	2	0	0	0	0	0	18	24	2	0	0	0	0	1	27		
17:30	18	1	1	0	0	0	0	20	23	2	0	0	0	0	0	25		
17:45	14	2	0	0	0	0	0	16	15	2	0	0	0	1	0	18		
18:00	17	1	0	0	0	0	1	19	19	0	0	0	0	1	0	20		
18:15	18	0	0	0	0	0	1	19	14	1	0	0	0	0	1	16		
18:30	13	1	0	0	0	0	1	15	11	2	0	0	0	0	0	13		
18:45	8	2	0	0	0	0	5	15	9	1	0	0	0	1	0	11		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	56	16	1	0	0	3	6	82	42	1	0	0	0	0	3	46		
07:15	70	18	0	0	0	3	6	97	39	3	1	0	0	0	3	46		
07:30	80	18	0	0	0	2	6	106	36	7	1	0	0	0	4	48		
07:45	98	20	0	0	0	2	6	126	42	9	2	0	0	0	3	56		
08:00	106	20	0	0	0	1	4	131	42	10	3	0	0	0	2	57		
08:15	120	22	0	0	0	0	3	145	48	11	2	0	0	1	3	65		
08:30	123	21	0	0	0	0	1	145	44	8	2	0	0	1	3	58		
08:45	123	18	0	0	0	0	2	143	39	7	1	0	0	1	4	52		
09:00	105	17	0	0	0	1	2	125	36	9	0	0	0	1	4	50		
16:00	83	11	0	0	0	1	3	98	82	14	1	0	0	0	3	100		
16:15	101	12	0	0	0	1	5	119	85	15	1	0	0	2	6	109		
16:30	95	14	0	0	0	1	5	115	89	14	1	0	0	2	5	111		
16:45	90	12	1	0	0	0	3	106	83	13	1	0	0	2	4	103		
17:00	82	9	1	0	0	0	2	94	86	10	1	0	0	3	4	104		
17:15	65	6	1	0	0	0	1	73	81	6	0	0	0	2	1	90		
17:30	67	4	1	0	0	0	2	74	71	5	0	0	0	2	1	79		
17:45	62	4	0	0	0	0	3	69	59	5	0	0	0	2	1	67		
18:00	56	4	0	0	0	0	8	68	53	4	0	0	0	2	1	60		

Intelligent Data Collection Limited



Client: Hydrock **Date of Survey:** 21.02.2023
Project Number: ID06973 **Junction Name:** Dolphin Way / Fort Road / Friary Close / Clayhall Road
Junction Number: Site 2 **Junction Type:** Staggered Crossroads

Time	Arm C Approach								Arm C Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	4		
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
17:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2		
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
08:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
09:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
16:00	1	0	0	0	0	0	0	1	3	1	0	0	0	0	1	5		
16:15	1	0	0	0	0	0	0	1	4	1	0	0	0	0	1	6		
16:30	1	1	0	0	0	0	0	2	3	1	0	0	0	0	1	5		
16:45	1	1	0	0	0	0	0	2	3	1	0	0	0	0	1	5		
17:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1		
17:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
17:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2		
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		

Intelligent Data Collection Limited



Client: Hydrock **Date of Survey:** 21.02.2023
Project Number: ID06973 **Junction Name:** Dolphin Way / Fort Road / Friary Close / Clayhall Road
Junction Number: Site 2 **Junction Type:** Staggered Crossroads

Time	Arm D Approach								Arm D Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00	8	0	0	0	0	0	0	8	5	1	1	0	0	1	1	9		
07:15	13	0	0	0	0	0	2	15	12	5	0	0	0	1	2	20		
07:30	12	1	0	0	0	0	1	14	14	2	0	0	0	0	1	17		
07:45	9	0	0	0	0	0	1	10	27	7	0	0	0	1	2	37		
08:00	5	3	1	0	0	0	0	9	18	3	0	0	0	1	1	23		
08:15	10	4	0	0	0	0	2	16	21	5	0	0	0	0	2	28		
08:30	16	2	0	0	0	0	0	18	32	4	0	0	0	0	1	37		
08:45	9	1	1	0	0	0	0	11	34	7	0	0	0	0	0	41		
09:00	13	2	0	0	0	1	2	18	34	4	0	0	0	0	0	38		
09:15	6	1	0	0	0	0	2	9	24	3	0	0	0	0	0	27		
09:30	16	2	0	0	0	0	2	20	33	1	0	0	0	0	3	37		
09:45	6	3	0	0	0	0	0	9	17	7	0	0	0	1	0	25		
16:00	21	3	1	0	0	0	0	25	16	4	0	0	0	0	0	20		
16:15	20	2	0	0	0	0	2	24	22	0	0	0	0	0	0	22		
16:30	28	3	0	0	0	0	1	32	23	3	0	0	0	1	2	29		
16:45	12	5	0	0	0	0	1	18	20	4	0	0	0	0	1	25		
17:00	25	4	1	0	0	2	3	35	34	4	0	0	0	0	2	40		
17:15	23	2	0	0	0	0	1	26	16	3	0	0	0	0	0	19		
17:30	23	2	0	0	0	0	0	25	17	1	1	0	0	0	0	19		
17:45	15	2	0	0	0	1	0	18	15	2	0	0	0	0	0	17		
18:00	18	0	0	0	0	1	0	19	18	1	0	0	0	0	1	20		
18:15	14	1	0	0	0	0	1	16	18	0	0	0	0	0	1	19		
18:30	11	2	0	0	0	0	0	13	12	1	0	0	0	0	1	14		
18:45	8	1	0	0	0	1	0	10	8	2	0	0	0	0	5	15		
Start Time	Rolling Hour								Total	Rolling Hour								Total
07:00	42	1	0	0	0	0	4	47	58	15	1	0	0	3	6	83		
07:15	39	4	1	0	0	0	4	48	71	17	0	0	0	3	6	97		
07:30	36	8	1	0	0	0	4	49	80	17	0	0	0	2	6	105		
07:45	40	9	1	0	0	0	3	53	98	19	0	0	0	2	6	125		
08:00	40	10	2	0	0	0	2	54	105	19	0	0	0	1	4	129		
08:15	48	9	1	0	0	1	4	63	121	20	0	0	0	0	3	144		
08:30	44	6	1	0	0	1	4	56	124	18	0	0	0	0	1	143		
08:45	44	6	1	0	0	1	6	58	125	15	0	0	0	0	3	143		
09:00	41	8	0	0	0	1	6	56	108	15	0	0	0	1	3	127		
16:00	81	13	1	0	0	0	4	99	81	11	0	0	0	1	3	96		
16:15	85	14	1	0	0	2	7	109	99	11	0	0	0	1	5	116		
16:30	88	14	1	0	0	2	6	111	93	14	0	0	0	1	5	113		
16:45	83	13	1	0	0	2	5	104	87	12	1	0	0	0	3	103		
17:00	86	10	1	0	0	3	4	104	82	10	1	0	0	0	2	95		
17:15	79	6	0	0	0	2	1	88	66	7	1	0	0	0	1	75		
17:30	70	5	0	0	0	2	1	78	68	4	1	0	0	0	2	75		
17:45	58	5	0	0	0	2	1	66	63	4	0	0	0	0	3	70		
18:00	51	4	0	0	0	2	1	58	56	4	0	0	0	0	8	68		

Intelligent Data Collection Limited



Client: Hydrock
Project Number: ID06973
Junction Number: Site 2
Date of Survey: 21.02.2023
Junction Name: Dolphin Way / Fort Road / Friary Close / Clayhall Road
Junction Type: Staggered Crossroads

Total Junction Flow								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	14	1	1	0	0	1	1	18
07:15	25	5	0	0	0	1	4	35
07:30	26	3	0	0	0	0	2	31
07:45	36	8	0	0	0	1	3	48
08:00	23	6	1	0	0	1	1	32
08:15	31	10	0	0	0	0	4	45
08:30	50	7	1	0	0	0	1	59
08:45	44	9	1	0	0	0	0	54
09:00	47	8	0	0	0	1	2	58
09:15	31	5	0	0	0	0	2	38
09:30	50	3	0	0	0	0	5	58
09:45	24	10	0	0	0	1	0	35
16:00	38	8	1	0	0	0	0	47
16:15	44	3	0	0	0	0	2	49
16:30	52	6	0	0	0	1	3	62
16:45	35	10	0	0	0	0	2	47
17:00	59	8	1	0	0	2	5	75
17:15	40	5	0	0	0	0	1	46
17:30	41	3	1	0	0	0	0	45
17:45	30	4	0	0	0	1	0	35
18:00	37	1	0	0	0	1	1	40
18:15	32	1	0	0	0	0	2	35
18:30	25	3	0	0	0	0	1	29
18:45	17	3	0	0	0	1	5	26
Start Time	Rolling Hour							Total
07:00	101	17	1	0	0	3	10	132
07:15	110	22	1	0	0	3	10	146
07:30	116	27	1	0	0	2	10	156
07:45	140	31	2	0	0	2	9	184
08:00	148	32	3	0	0	1	6	190
08:15	172	34	2	0	0	1	7	216
08:30	172	29	2	0	0	1	5	209
08:45	172	25	1	0	0	1	9	208
09:00	152	26	0	0	0	2	9	189
16:00	169	27	1	0	0	1	7	205
16:15	190	27	1	0	0	3	12	233
16:30	186	29	1	0	0	3	11	230
16:45	175	26	2	0	0	2	8	213
17:00	170	20	2	0	0	3	6	201
17:15	148	13	1	0	0	2	2	166
17:30	140	9	1	0	0	2	3	155
17:45	124	9	0	0	0	2	4	139
18:00	111	8	0	0	0	2	9	130

Appendix B Vehicle Tracking



FORWARD VISIBILITY

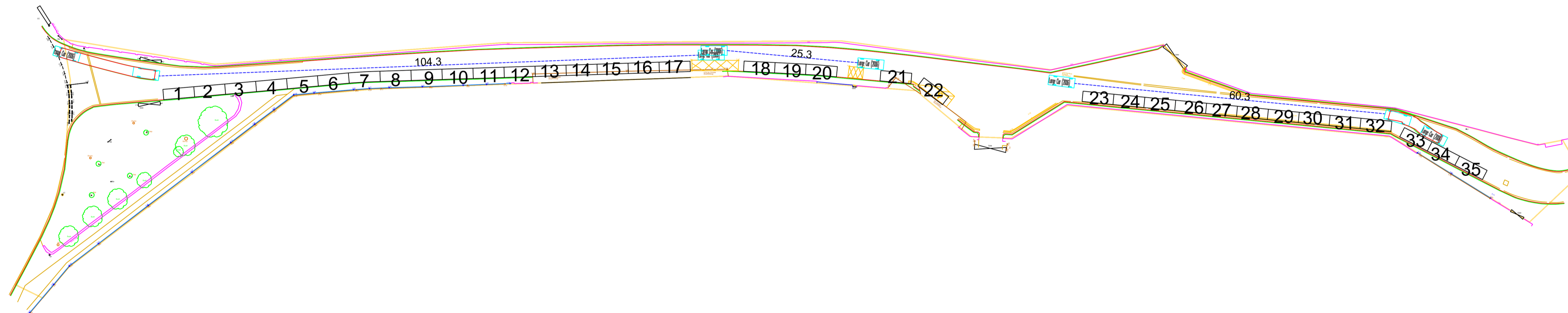


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	Large Car (2006) Overall Length 4.67m Overall Width 1.92m Overall Body Height 1.52m Min Body Ground Clearance 0.310m Max Track Width 1.831m Lock to lock time 4.30s Kerb to Kerb Turning Radius 5.900m
--	---



Data Security Classification

Official			
P01 - FIRST ISSUE	JD	PB	PB
Issued/Revision	By	Appd	YYYY.MM.DD
	JD	JD	PB 2026.03.31
	Dwn.	Dsgn.	Chkd. YYYY.MM.DD

Issue Status

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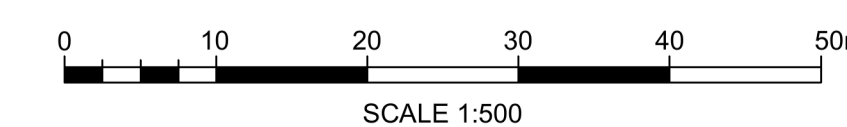
HASLAR IRC

Phase 2 Expansion

Title
 PARKING OPTION 1
 INTERVISIBILITY

Project No. 332613196 **A1 Scale** 1:500

Revision A **Drawing No.** 22613196-STA-XX-XX-DR-TP-0204



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Path: C:\Users\james\OneDrive\Documents\332613196\332613196-STA-XX-XX-DR-TP-0204.dwg
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 Plot Date: 2024/03/31 10:00:00
 Plot Scale: 1:500
 Plot Orientation: Landscape
 Plot Size: A1
 Plot Title: PARKING OPTION 1 INTERVISIBILITY
 Plot Author: james

FORWARD VISIBILITY



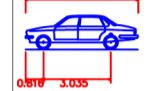
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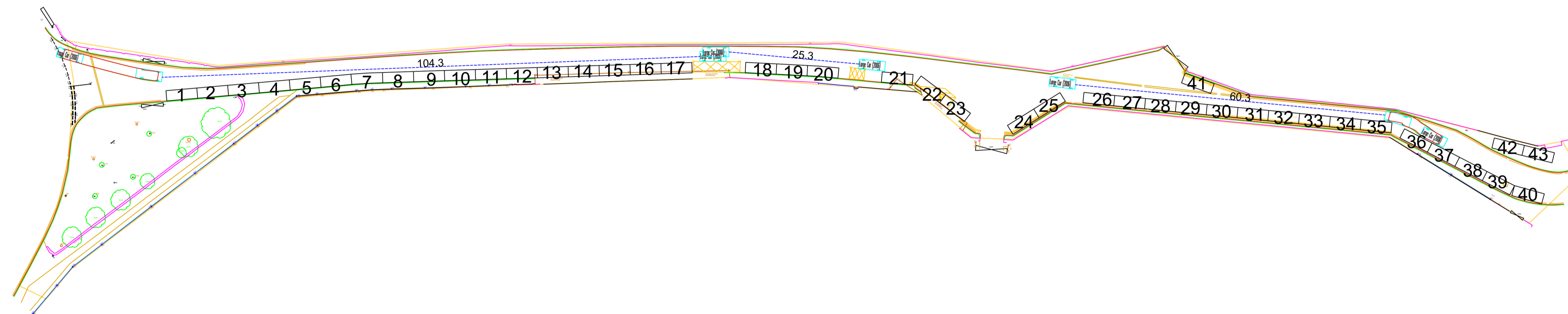
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Large Car (2006)	5.075m
Overall Length	5.075m
Overall Width	1.922m
Min. Ground Clearance	0.310m
Max. Track Width	1.831m
Lock to Lock Time	4.50s
Kerb to Kerb Turning Radius	5.900m



Data Security Clearance
 Official

PO1	FIRST ISSUE	JD	PB	PB
Issued/Revision		By	Appd	YYYY.MM.DD
		JD	JD	PB
		Dwn.	Dsgn.	Chkd.
				2026.03.31
				YYYY.MM.DD

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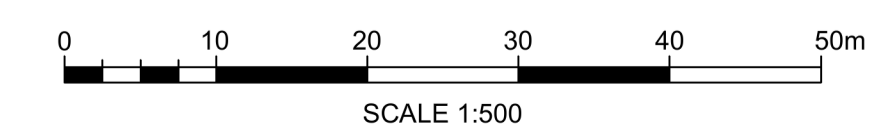
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PHASE 2 EXPANSION

Title
 PARKING OPTION 2
 INTERVISIBILITY

Project No.
 332613196 **A1 Scale**
1:500

Revision **Drawing No.**
332613196-STA-XX-XX-DR-TP-0206



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 Pathwork 31.03.2025 10:20:33.1 2:36:58 PM By: D:\dave_j...
 Pathwork 31.03.2025 10:20:33.1 2:36:58 PM By: D:\dave_j...

Appendix C Trip Distribution



From Western Car Park

Turn left onto Fort Road
Anglesey Road

From Dolphin Way

Turn right onto Clayhall Road
Anglesey Road

To Southampton and west

Stokes Bay Road
Browdown Road
Privett Road
Portsmouth Road
Marine Parade West
Stubbington Lane
Gosport Road
Titchfield Road
Routhampton Road
M27 J9

To Portsmouth and east

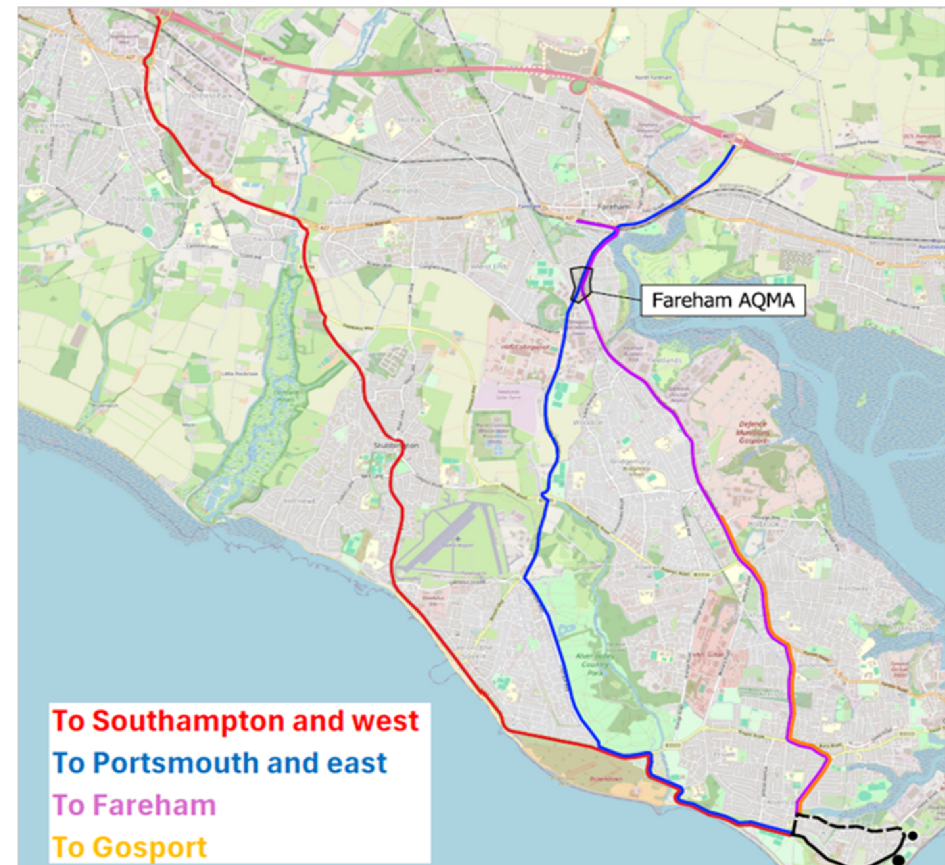
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Browdown Road
Privett Road
Cherque Way
Broom Way
Newgate Lane East
Newgate Lane
Gosport Road
Eastern Way
M27 J11

To Fareham

Anglessey Road
Foster Road
Bury Road
Anns Hill Road
Brockhurst Road
Fareham Road
Gosport Road
Western Way

To Gosport

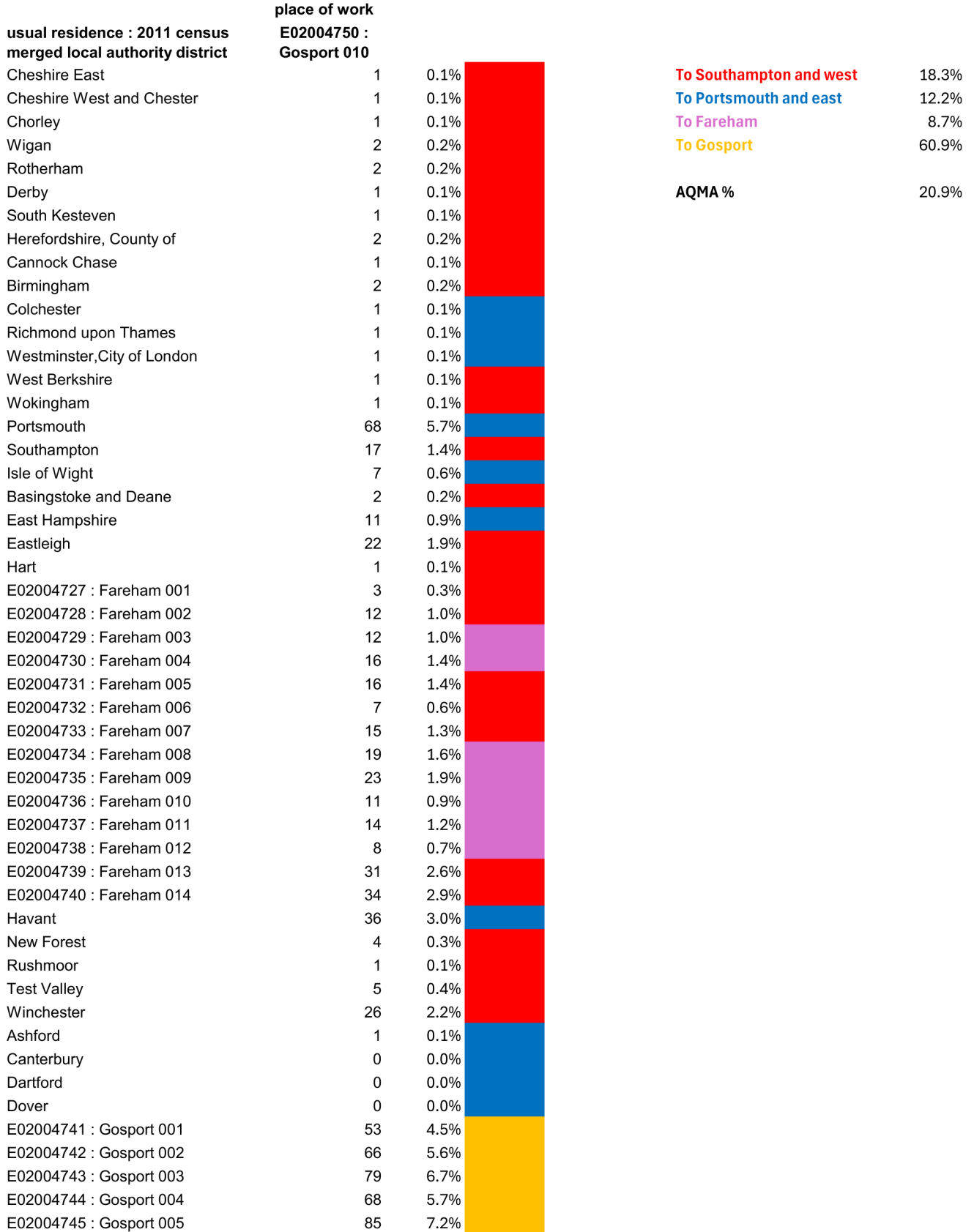
Anglessey Road
Foster Road
Bury Road
Anns Hill Road
Brockhurst Road



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

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van



E02004746 : Gosport 006	76	6.4%	
E02004747 : Gosport 007	52	4.4%	
E02004748 : Gosport 008	71	6.0%	
E02004749 : Gosport 009	78	6.6%	
E02004750 : Gosport 010	92	7.8%	
Cherwell	1	0.1%	
South Oxfordshire	3	0.3%	
Guildford	1	0.1%	
Runnymede	1	0.1%	
Adur	2	0.2%	
Arun	3	0.3%	
Chichester	11	0.9%	
	1,183		

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

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

usual residence : 2011 super output area - middle layer	place of work	
	E02004750 :	Gosport 010
E02004741 : Gosport 001		53
E02004742 : Gosport 002		66
E02004743 : Gosport 003		79
E02004744 : Gosport 004		68
E02004745 : Gosport 005		85
E02004746 : Gosport 006		76
E02004747 : Gosport 007		52
E02004748 : Gosport 008		71
E02004749 : Gosport 009		78
E02004750 : Gosport 010		92

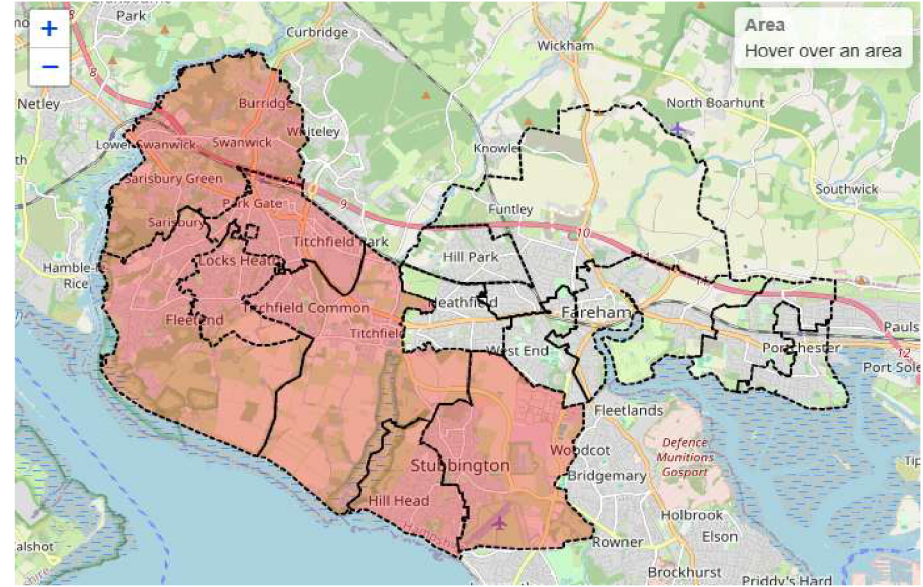
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

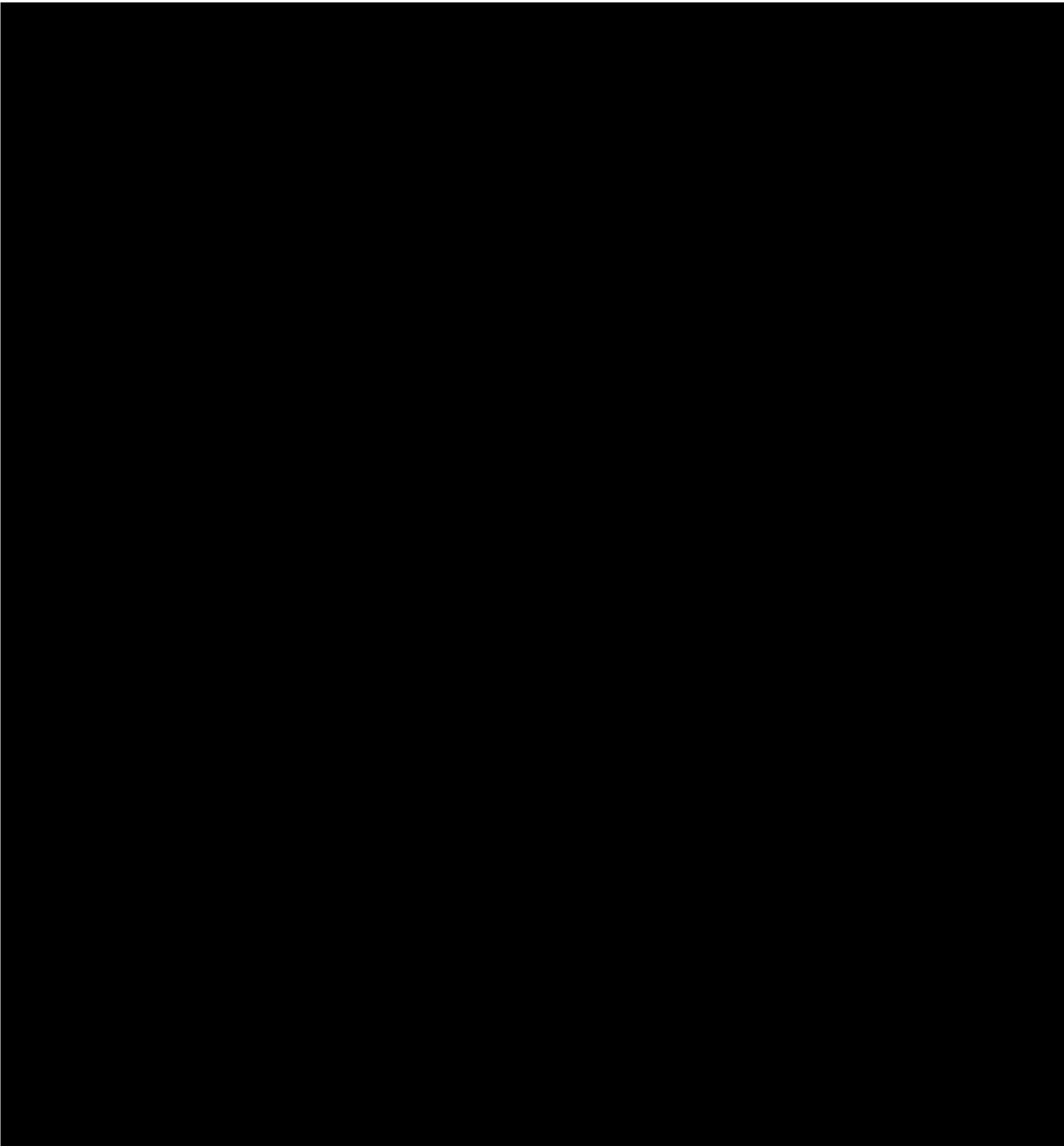
usual residence : 2011 super output area - middle layer	place of work	
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E02004727 : Fareham 001		3
E02004728 : Fareham 002		12
E02004729 : Fareham 003		12
E02004730 : Fareham 004		16
E02004731 : Fareham 005		16
E02004732 : Fareham 006		7
E02004733 : Fareham 007		15
E02004734 : Fareham 008		19
E02004735 : Fareham 009		23
E02004736 : Fareham 010		11
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E02004739 : Fareham 013		31
E02004740 : Fareham 014		34

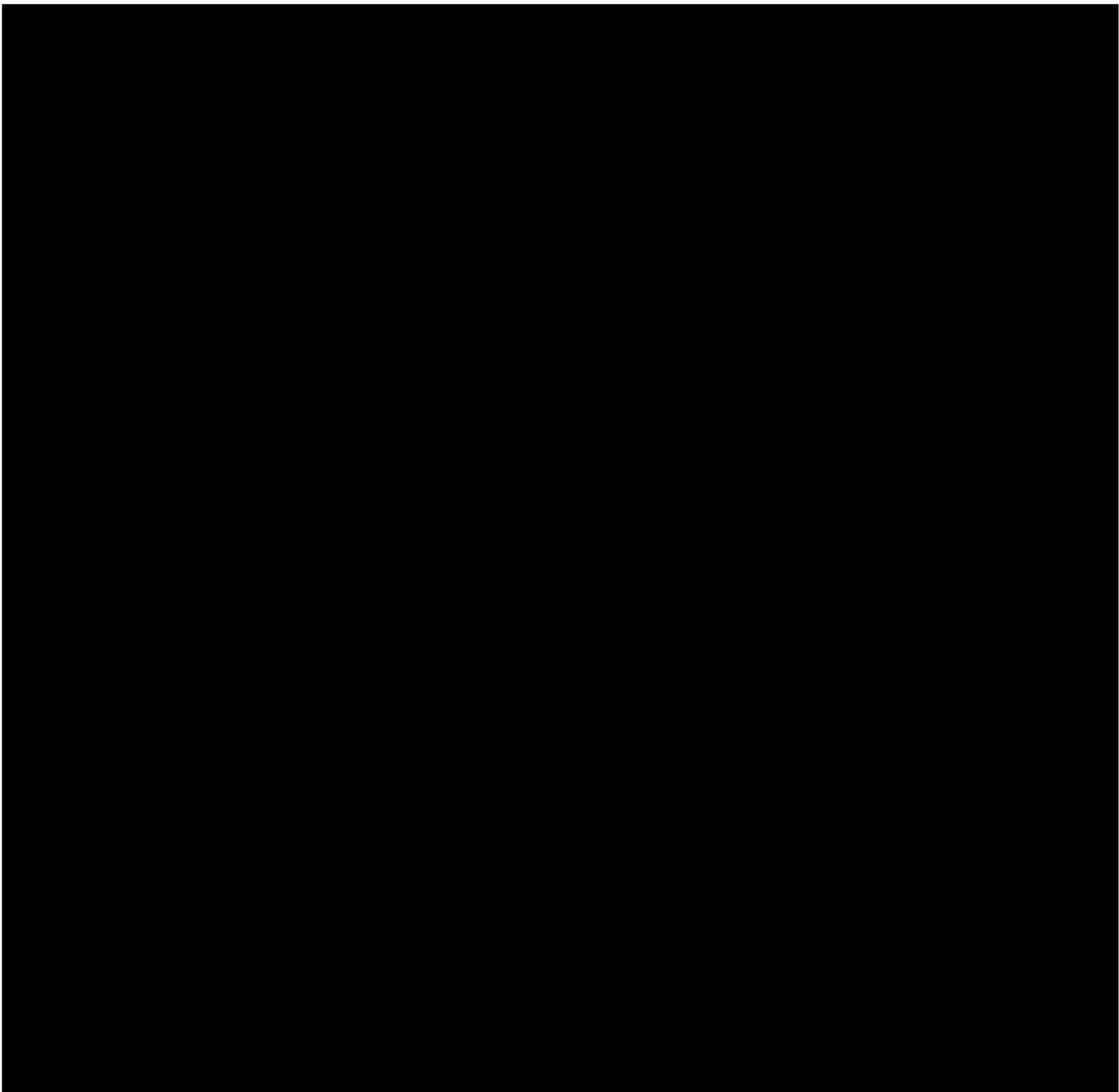


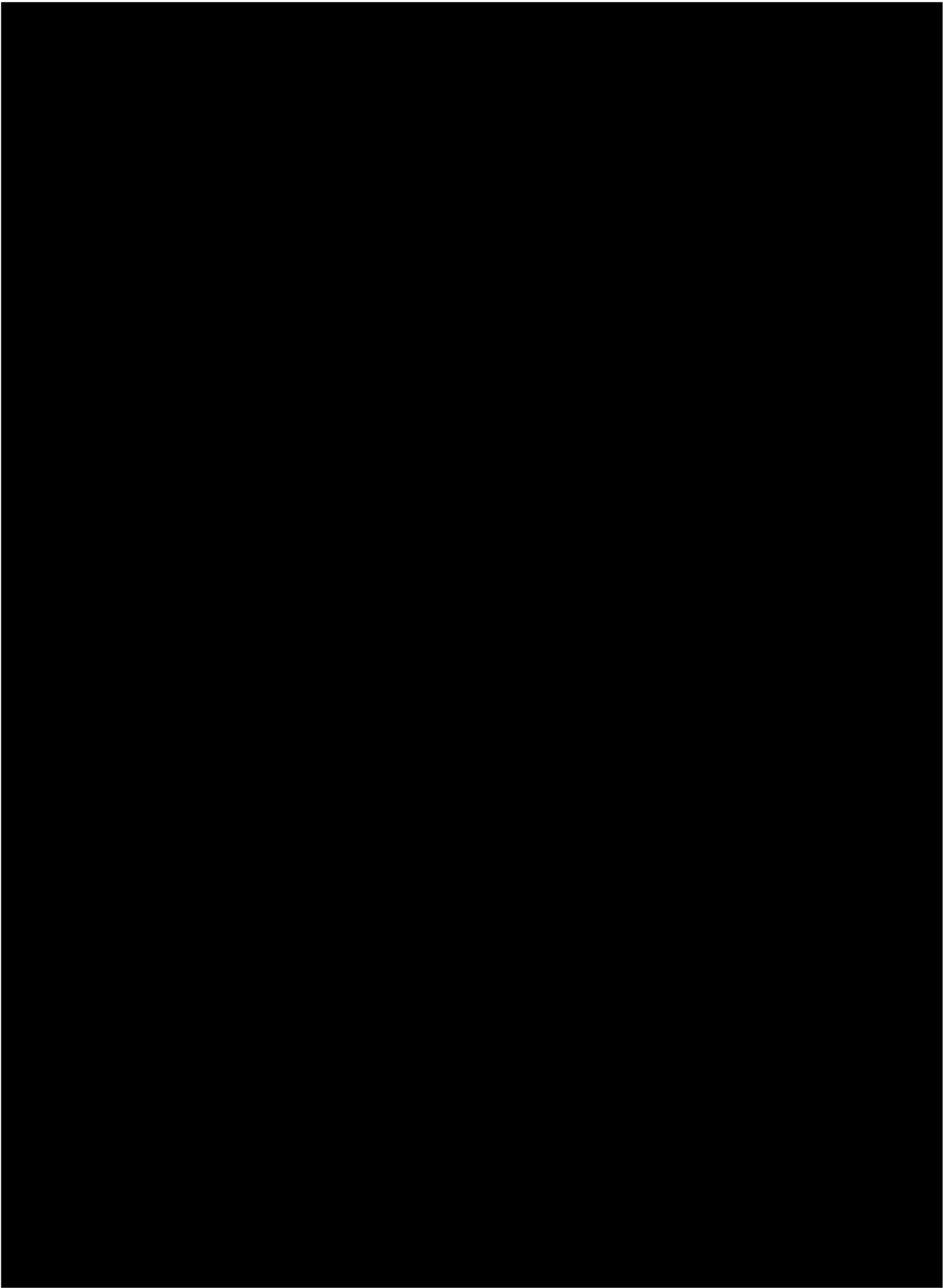
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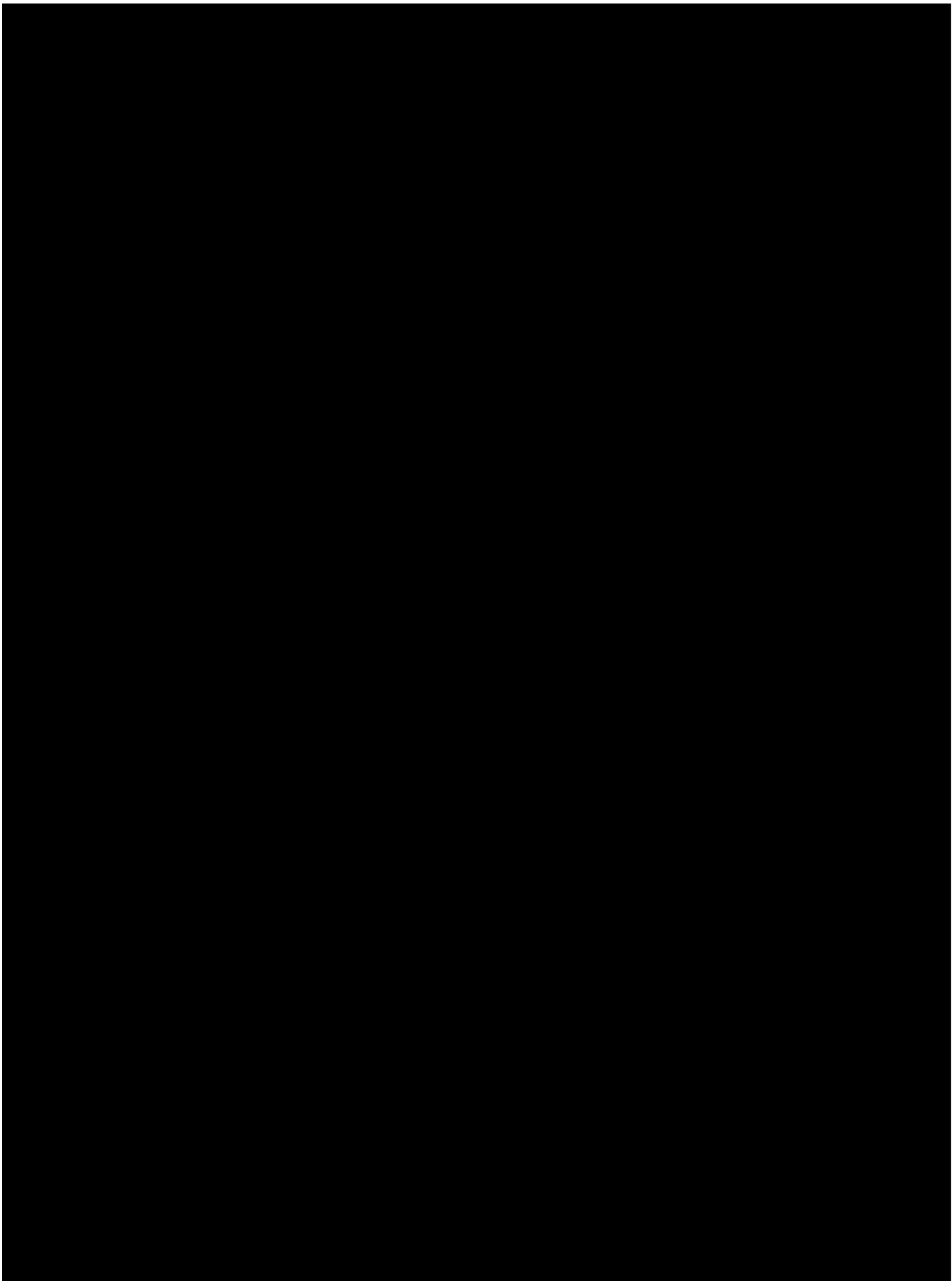
Appendix D Dolphin Way junction flows and modelling

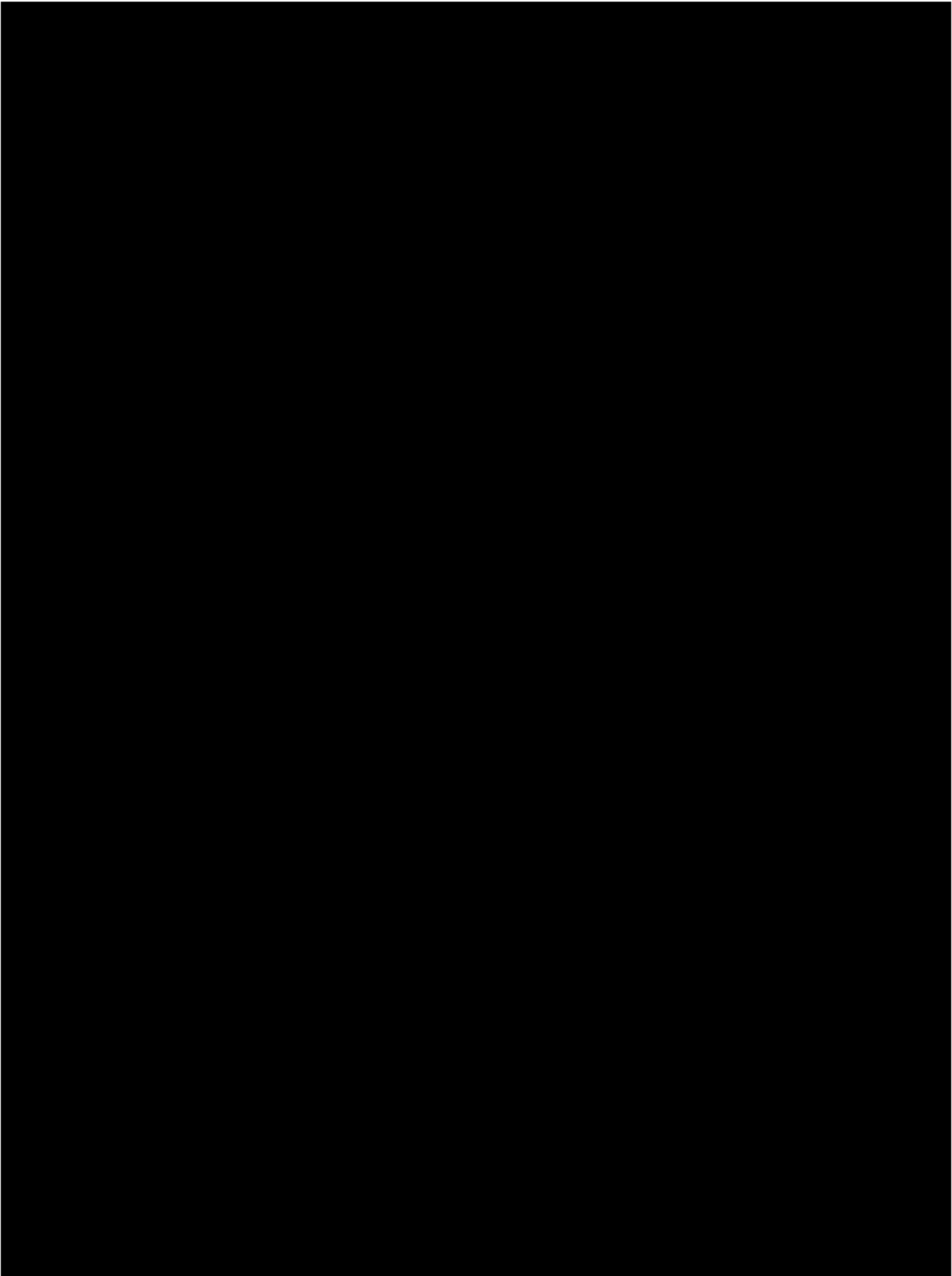


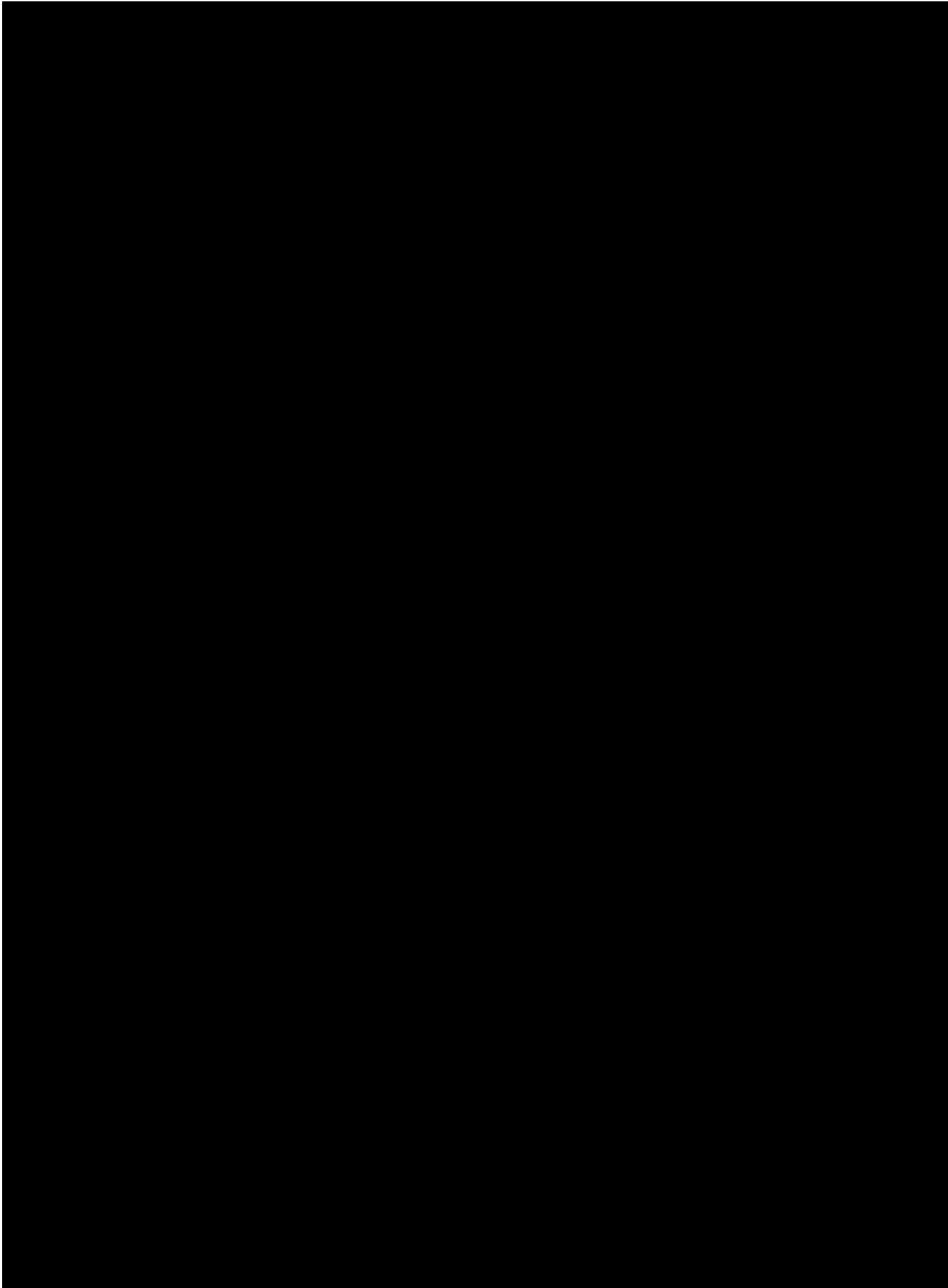


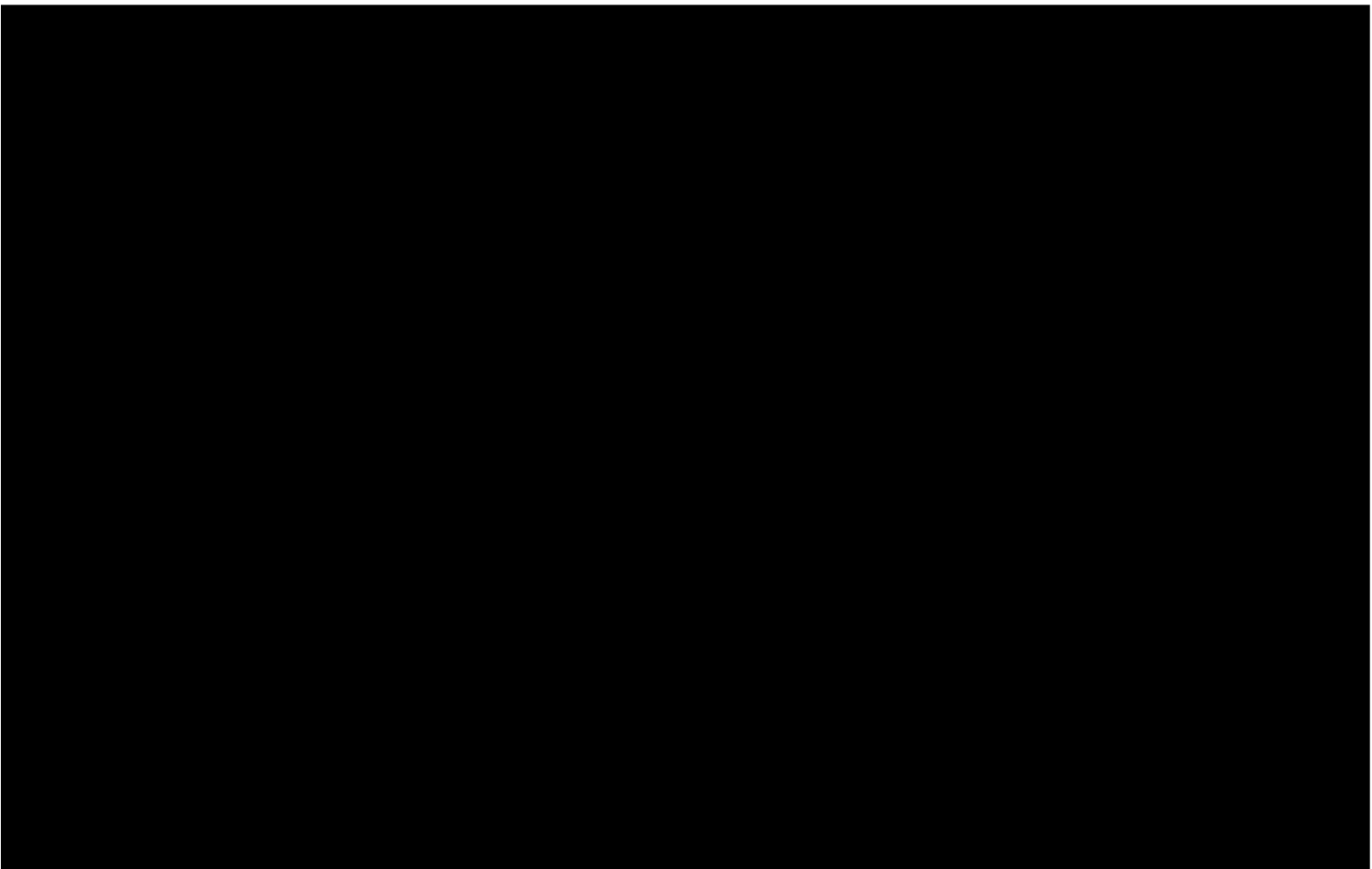


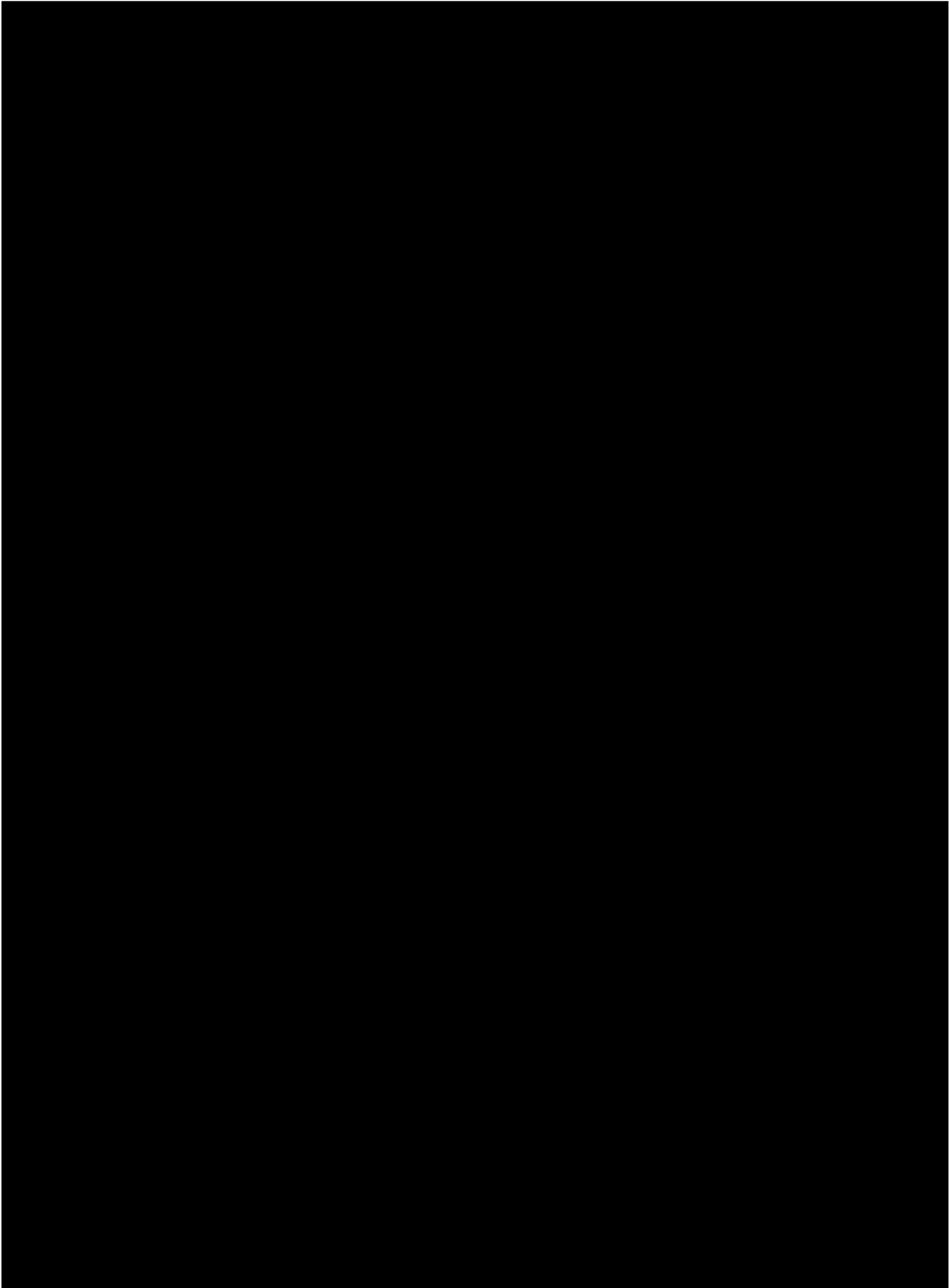




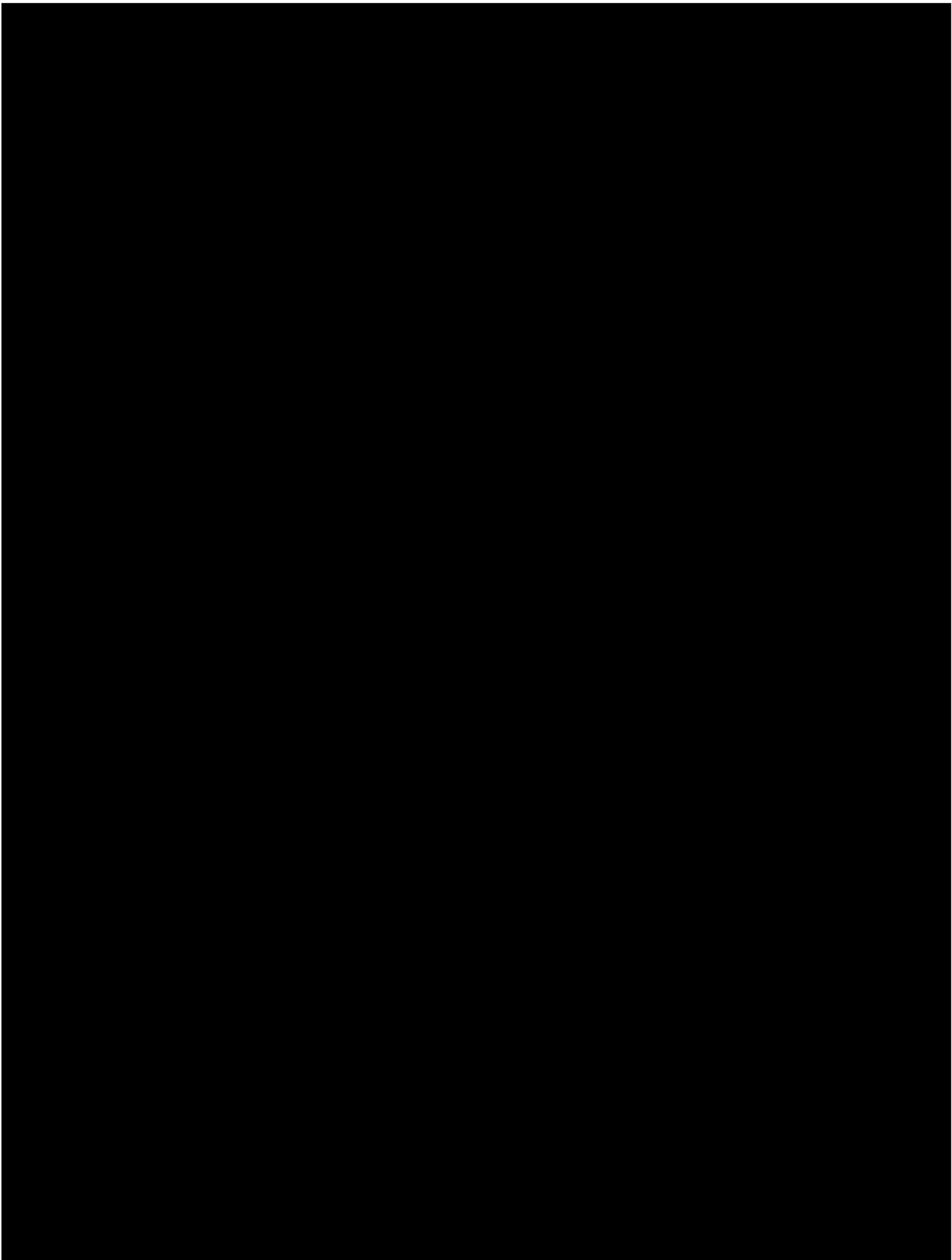


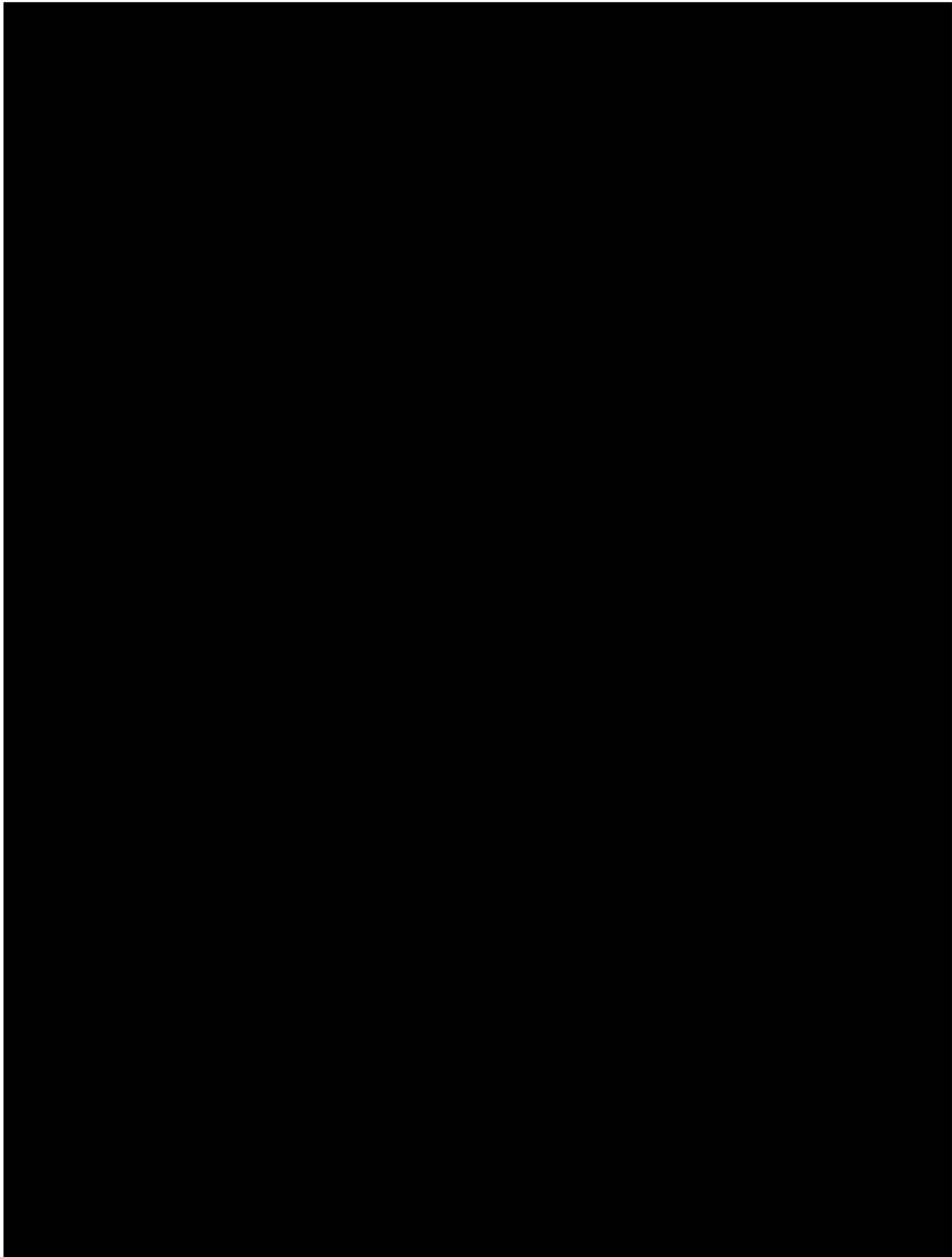




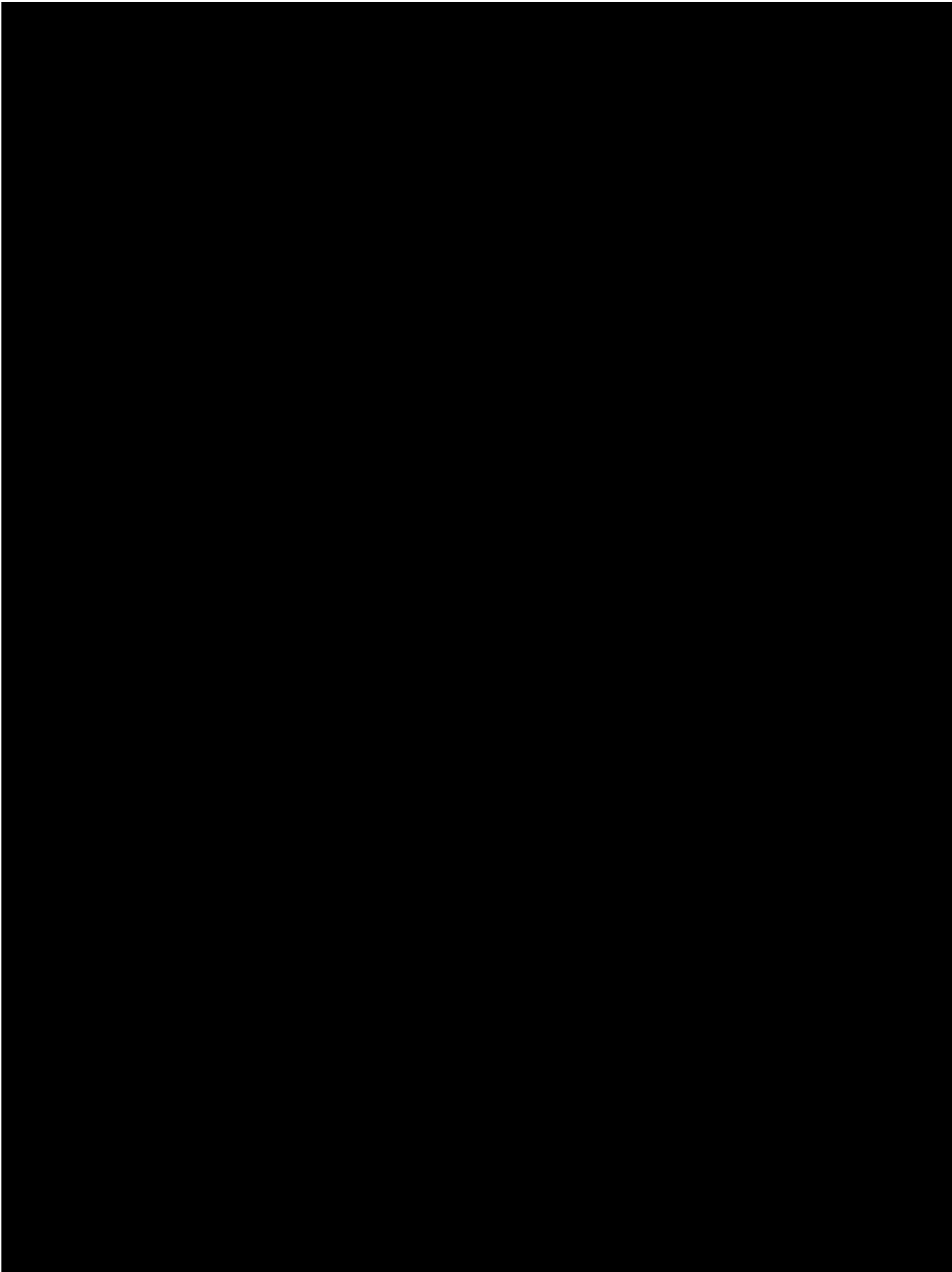


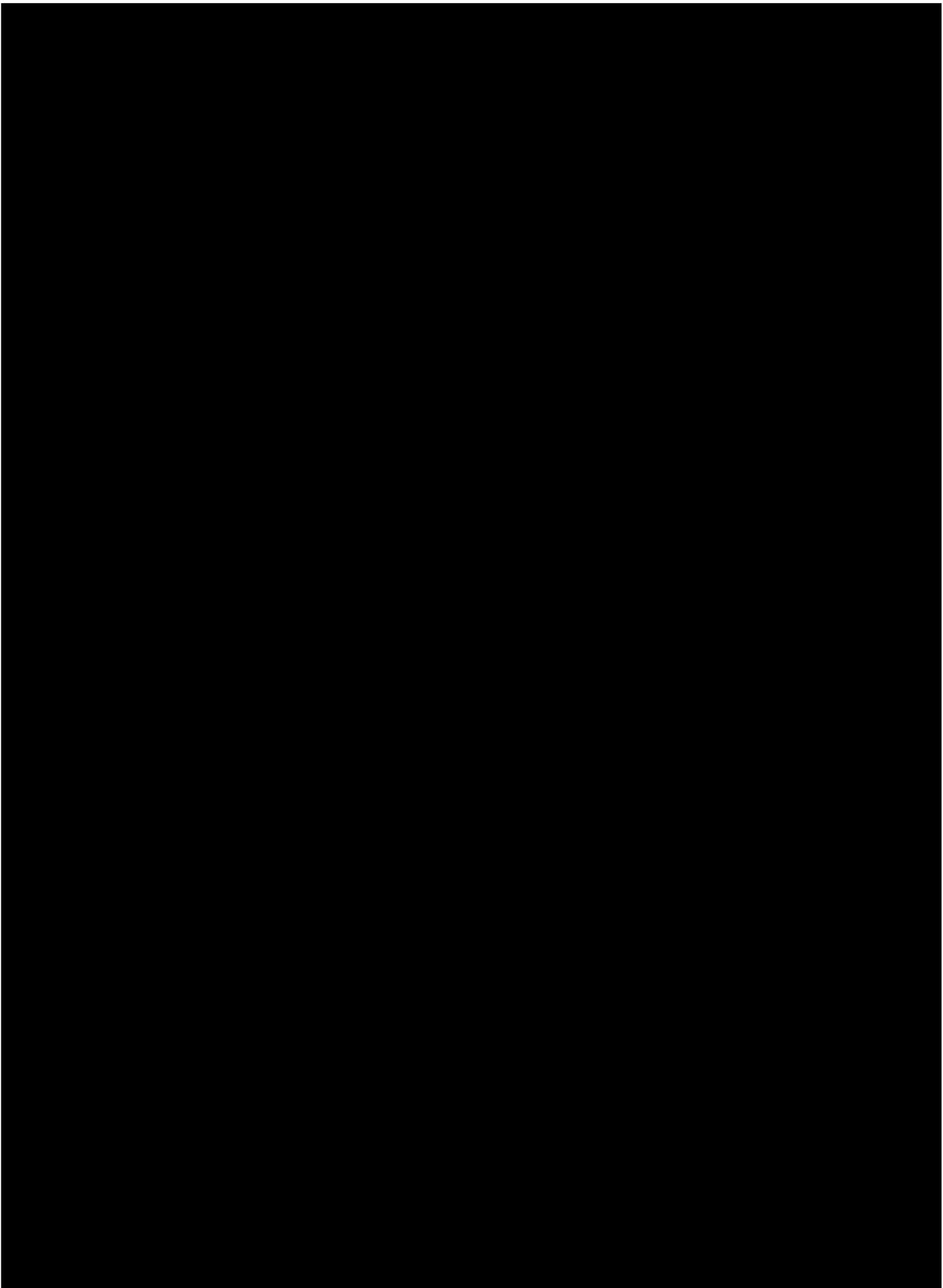


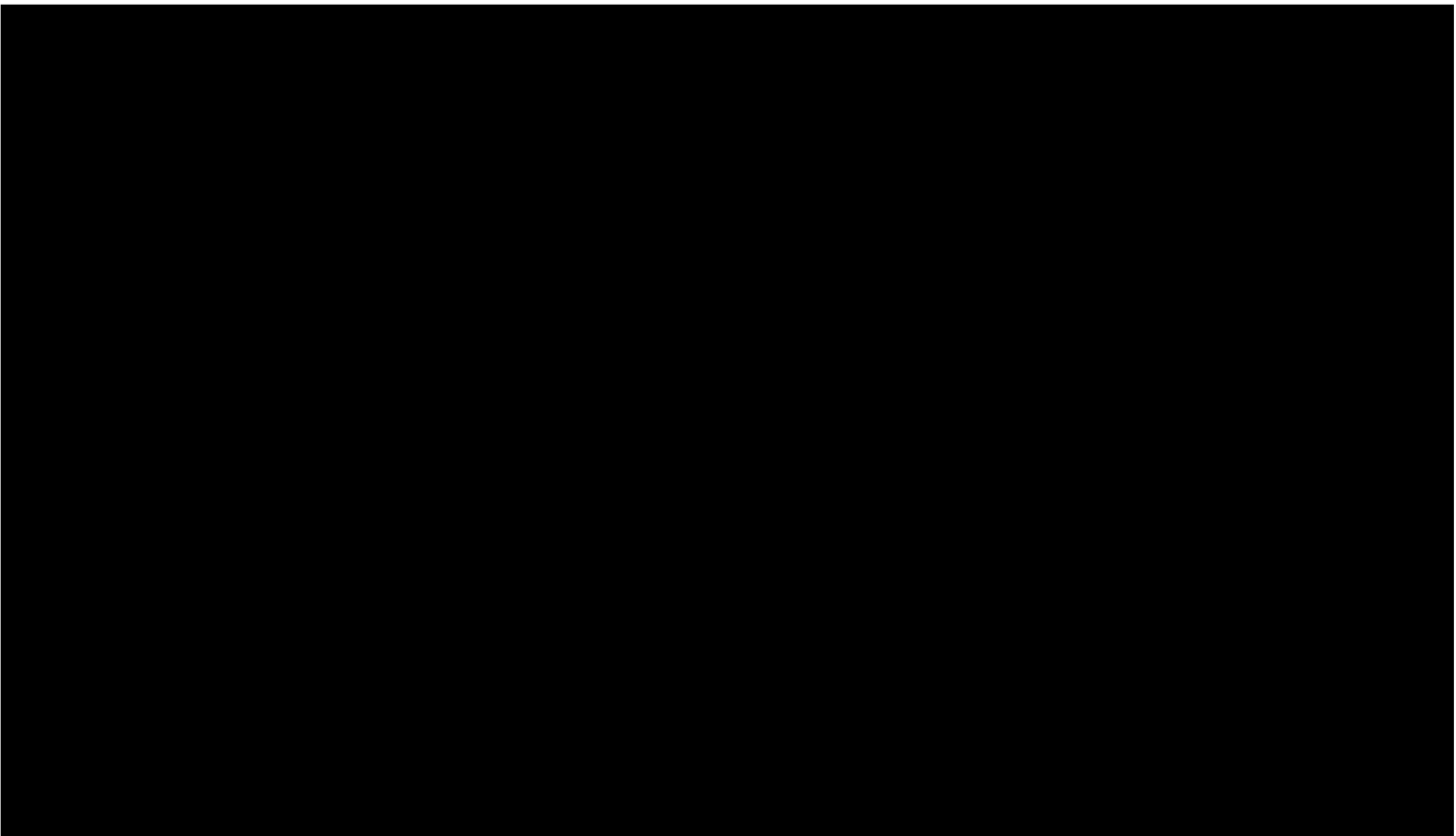


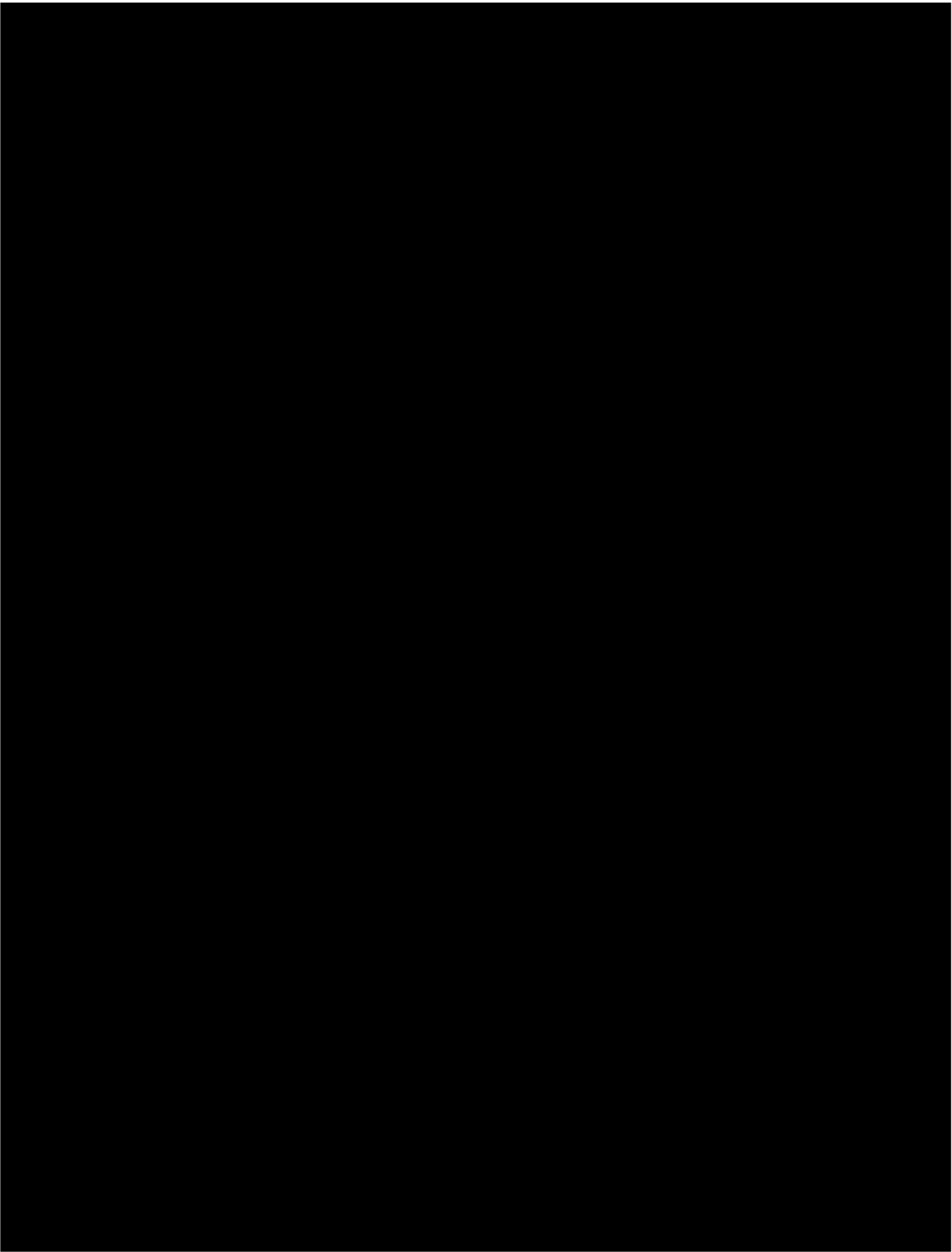


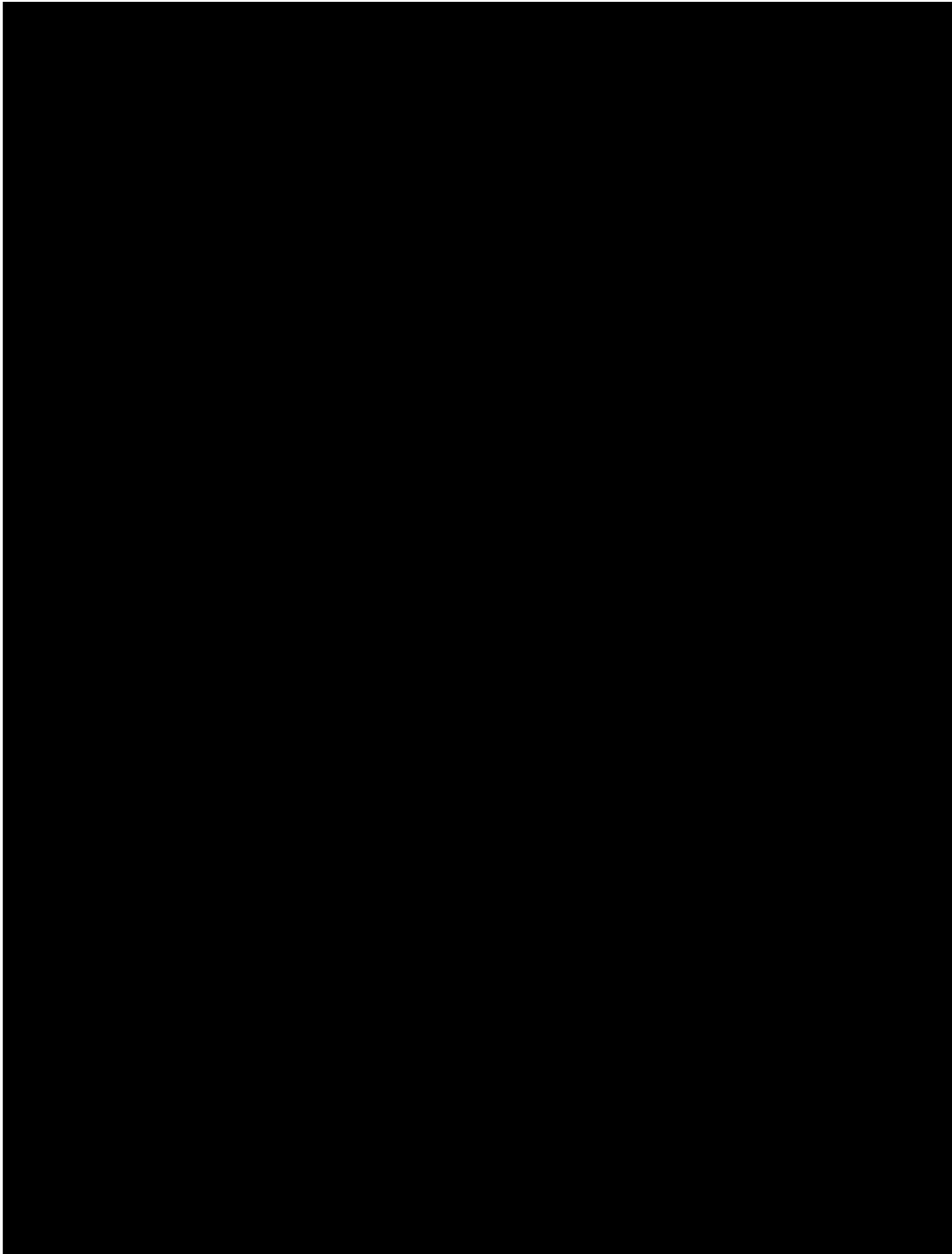














Appendix E Military Road junction flows and modelling



