

Note / Memo

**HaskoningDHV UK Ltd.
Transport & Planning**

To: Hampshire County Council and Havant Borough Council
From: Royal HaskoningDHV
Date: 27/08/2019
Copy:
Our reference: PB8382-RHD-ZZ-XX-NT-R-0001
Classification: Project related

Subject: Wellington Way, Waterloooville - Response to Highways Comments

1 Introduction

This Technical Note (TN) has been prepared by Royal HaskoningDHV(RHDHV) on behalf of CPI Wellington Way 2 Ltd. The TN has been prepared in association with a planning application for the construction of a new multi-storey car park at the Wellington Way car park, Wellington Way, Waterloooville, Hampshire, PO7 7ED (planning ref: APP/19/00513).

This TN provides a response to comments raised by Hampshire County Council (HCC) Highways Officers and Havant Borough Council (HBC) Traffic Team with regards to the Transport Assessment submitted in association with the proposed development.

The technical note is structured as follows:

Section 2: Outlines the comments received from HCC Highways Officers and provides a response to the comments.

Section 3: Outlines the comments received from HBC Transport Team and provides a response to the comments.

Section 4: Outlines the comments received from HBC Environmental Health Team and provides a response to the comments.

A series of appendices accompany the TN and can be found to the rear of this document.

2 Hampshire County Council (HCC) Highways Officers Comments

This section of the report outlines the HCC Highways Officers comments and provides a response to the comments.

HCC Highways Officer comment:

"The Transport Assessment uses data provided by CrashMap which is not accepted by the Highway Authority without accompanying police data. CrashMap obtains data from the Department for Transport which does not include a description of the recorded accident from the police. The applicant should update the PIA commentary by providing data from Hampshire Constabulary to establish if the increased trips associated with the proposals will result in the compromise of highway safety."

RHDHV response:

RHDHV has obtained collision data from Hampshire Constabulary for the most recently available five year period (January 2014 – December 2018). The personal injury collision (PIC) data indicates that a total of 20 collisions occurred, involving 17 slight, three serious and no fatal PICs. The study area and location of the recorded PICs are indicated on the plan provided in **Appendix A**.

A total of three PIC clusters have been identified within the study area. The PIC clusters are summarised in **Table 1**.

Table 1: PIC Clusters

Location	Slight	Serious	Fatal	Total
A3 Maurepas Way/Hambledon Road Roundabout	7	2	0	9
A3 Maurepas Way/Hambledon Road Junction	4	1	0	5
A3 Maurepas Way/B1250 Hulbert Road Roundabout	6	0	0	6
Total	17	3	0	20

A3 Maurepas Way/Hambledon Road Roundabout

A total of nine PICs were recorded at the A3 Maurepas Way/Hambledon Roundabout, with seven slight and two serious PICs. The PICs can be summarised as follows:

- Six out of nine PICs occurred during the hours of darkness.
- Two out of nine PICs occurred when it was raining.
- Five out of nine PICs occurred when the road conditions were wet.
- Four out of nine PICs involved a cyclist.
- Three out of nine PICs involved a motorcyclist.

Of the four PICs involving cyclists it was found that one collision involved a vehicle entering the roundabout from the A3 Maurepas Way South, two from the A3 Maurepas Way East and one from Houghton Avenue. One collision occurred in 2014, one in 2015 and two in 2017. No collisions involving cyclists were recorded in 2018. It can be concluded that there is no clear trend in the occurrence of PICs involving cyclists at the roundabout.

A total of four collisions involving cyclists were recorded at the A3 Maurepas Way/Hambledon Road Roundabout, with one recorded as serious and three recorded as slight collisions. All four collisions occurred when a car entered the roundabout and failed to see a cyclist who was travelling around the roundabout. One of the collisions occurred in 2014, one in 2015 and two in 2017. It can therefore be concluded that there is not a significant collision trend involving cyclists at the roundabout.

Two serious PICs were recorded at the roundabout. The first occurred in March 2014, during the hours of darkness when it was raining. The collision occurred between a car and a cyclist. The car entered the roundabout and collided with the cyclist who was travelling around the roundabout. The collision was considered to be caused by the driver of the car failing to look properly and failing to judge the path or speed of the cyclist.

The second serious PIC occurred in January 2018 and involved a motorcycle and a car. The collision occurred during the hours of darkness when the weather was fine and the road surface dry. The collision occurred when the motorcycle entered the roundabout from the A3 Maurepas Way with the intention of heading to the Hambledon Road arm, and the car pulled out of the Houghton Avenue arm in front of the motorcyclist. The collision was considered to be likely caused by the driver of the car failing to look properly and possibly by the driver misjudging the speed/path of the motorcyclist and being careless/reckless.

There are no clear trends in collisions at the A3 Maurepas Way/Hambledon Road Roundabout and as such it is not considered that the proposed development would have a material impact on the highway safety of the existing roundabout.

A3 Maurepas Way/Hambledon Road Junction

A total of four slight and one serious collision were recorded at the A3 Maurepas Way/Hambledon Road junction. The recorded PICs can be summarised as follows:

- Two out of five collisions occurred in the hours of darkness.
- All collisions occurred when the weather was fine and the road surface dry.
- Two out of five collisions involved a mobility scooter.
- One out of five collisions involved a pedestrian.

The serious collision occurred in September 2018 and involved a car and a mobility scooter. The car was travelling along the A3 Maurepas Way when it hit the mobility scooter at a signal-controlled pedestrian crossing. The collision caused the mobility scooter to tip over causing serious injury to the rider. The record indicates that the collision could possibly have been caused by either the driver of the car or the rider of the mobility scooter disobeying the traffic signals.

There is no clear trend in collisions at the A3 Maurepas Way/Hambledon Road junction and as such, it is not anticipated that the proposed development would have an impact on highway safety at the junction.

A3 Maurepas Way/B2150 Hulbert Road Roundabout

A total of six slight PICs were recorded at the A3 Maurepas Way/B2150 Hulbert Road Roundabout. The recorded PICs can be summarised as follows:

- Two out of six collisions occurred in the hours of darkness.
- All collisions occurred when the road surface was dry.

- One out of six collisions involved a motorcycle.
- Three out of six collisions involved a cyclist.

There is no clear trend in collisions at the A3 Maurepas Way/Hulbert Road Roundabout and as such, it is not anticipated that the proposed development would have an impact on highway safety at the junction.

HCC Highways Officer comment:

"The existing access is located on the north western point of the site with the egress at the south east. The proposals, as shown on drawing PB8382 SK04 Rev P02, alter the locations of the access and egress. The proposed access is located on the eastern side of the site with a short off slip section and the egress is located to the north west of the site.

The Transport Assessment states that altering the access and egress points improves the visibility for the egress which now can provide 2.4m by 25m unobstructed by parking bays which provides a betterment over the current egress arrangement. Hampshire County Council require visibility splays to be based on recorded speeds as per the latest HCC Technical Guidance Note 3. However, due to the alignment and potential improvements to pedestrian infrastructure the Highway Authority is satisfied that recorded speeds do not need to be provided. However, the applicant should show the maximum visibility splay that can be provided on an updated drawing for the Highway Authority to review."

RHDHV response:

The plan PB8382 SK04 Rev. P04 provided in **Appendix B** indicates the maximum visibility splay achievable at the proposed egress. A visibility splay of 2.4m by 37.6m is shown. Using the Manual for Streets 2 (MfS 2) methodology for calculating stopping site distances (SSD), a visibility splay of 2.4m by 37.6m corresponds to a vehicle speed of 27.3mph. Given the location of the development, the proximity of the egress to the junction between Wellington Way and the A3 Maurepas Way and the characteristics of Wellington Way, it is not anticipated that vehicles would be travelling in excess of 27.3mph. It can, therefore, be concluded that the maximum achievable visibility splay provides adequate visibility.

HCC Highways comment:

"It is noted that Havant Borough Council's Traffic Management Officer has raised concerns over potential queuing back onto Maurepas Way due to the relocated access. The Transport Assessment confirms that there will not be any barrier to prevent access into the car park and the potential for queuing is reduced. Additionally, Wellington Way allows two cars to pass and vehicles wishing to drive round Wellington Way will not join any queue. However, the applicant should confirm the maximum number of vehicles which could queue on Wellington Way, without overhanging or queuing onto Maurepas Way to overcome these concerns."

RHDHV response:

The plan PB8382 SK05 Rev. P01 provided in **Appendix C** shows the number of cars able to queue from the access to the car park along Wellington Way and the slip road. The plan indicates that a total of 11 cars could queue without blocking back onto the A3 Maurepas Way.

HCC Highways comment:

"Drawing 100 Rev B shows a change in surfacing from the pedestrian public entrance to the car park and Wellington shopping centre which is supported in principle by the Highway Authority, however further information should be provided regarding the surfacing and materials. The applicant should explore providing a modest change in gradient to reduce vehicle speeds and enhance pedestrian facilities. The same could be explored to the south of the car park to provide pedestrian facilities to the high street."

RHDHV response:

The proposed pedestrian crossing would be provided as a raised table pedestrian crossing with build outs to achieve adequate visibility. The pedestrian crossing would be provided with a coloured tarmac surface to provide a clear colour contrast to aid partially sighted pedestrians and to make drivers aware of crossing pedestrians.

The proposed pedestrian crossing provides a pedestrian connection to the existing footway along Wellington Way, facilitating pedestrian trips southbound towards the town centre. Furthermore, the crossing connects with the pedestrian route through the existing Wellington Shopping Centre, providing a secondary pedestrian route to the town centre. There is, therefore, no need to provide an additional pedestrian crossing facility to accommodate southbound pedestrian movements. Furthermore, there is no feasible location for providing a pedestrian crossing to the south of the development, due to the proposed location of the pedestrian access and existing highway arrangements.

The proposed pedestrian crossing offers a safer and improved pedestrian crossing arrangement when compared to the existing arrangement. The existing arrangement does not provide any formal pedestrian crossing infrastructure and does not provide a pedestrian route via dedicated pedestrian footways.

HCC Highways comment:

"Changes to the eastern side of the existing car park are proposed which may fall within public highway although it is not clear from the plans. The highway boundary should be imposed onto the drawings to establish the scale of works being proposed within the public highway."

RHDHV response:

Highway boundary data has been obtained from Hampshire County Council has been imposed on the proposed development layout. The highway boundary in the context of the proposed development is indicated on the plan **PB8382 SK06 Rev. P01** provided in **Appendix D**.

HCC Highways comment:

"The above proposed works will need to be subject to a Stage One Road Safety Audit and should be submitted to the Local Planning Authority to form part of this planning application."

RHDHV response:

A Stage One Road Safety Audit has been undertaken and is provided in **Appendix E** along with the designer's response.

HCC Highways comment:

"The Transport Assessment provides a commentary with regard to the split in how the parking spaces will be allocated and is set out in the table below. It should be noted that the Pay and Display bays include 8 allocated spaces for both blue badge holders and parent and child."

Allocation	Existing	Proposed	Net Increase
Pay and Display	98	151	+53
Residential Permits	0	84	+84
Business Permits	25	25	0

The above does not equate to the 263 proposed spaces and the Transport Assessment suggests in paragraph 5.2.2 that 179 car parking spaces will be available to the general public. The Transport Assessment also states in paragraph 4.2.2 that all additional spaces could be utilised for residential permit parking and 4.4.2 states that up to 137 parking permits would be made available to the nearby development. The applicant needs to clarify the exact amount of spaces which are being proposed for allocated use."

RHDHV response:

The proposed car park would provide a total of 263 car parking spaces, including eight disabled bays, eight parent and child parking bays and 25 business permit bays. The existing car park provides a total 98 public car parking spaces and as a minimum 98 car parking spaces would be retained for the use of the general public as pay and display parking, including eight disabled parking bays and eight parent and child parking bays. The remaining 140 parking bays (263 – 98 pay and display – 25 permit parking bays = 140) would be made available to residents of the nearby residential development in the form of resident permit bays.

It is not proposed that any of the parking bays would be allocated specifically for residents. Any resident with a parking permit would be able to park within a car parking bay. The reason for no allocation is to ensure that as many spaces as possible are available to the general public during the day when many of the residents would be out at work and would not be using the car park. This arrangement would ensure that the proposed car park operates as efficiently as possible and offers the greatest benefit to the local community.

It is anticipated, based on car ownership data for similar sized dwellings in the local area, that only 84 of the 140 residents parking permits would be taken up by the residents of the nearby development. Residents seeking a parking permit to park a car would be required to buy a parking permit. In the event that not all of the residents parking permits are sold, the parking bays not required by residents would be made available to the general public. As it is anticipated that only 84 resident permits would be taken up, there is the potential for the proposed car park to provide an additional 56 car parking spaces for the general public when compared to the existing parking provision.

The proposed car parking numbers are summarised in the table below.

Allocation	Existing	Proposed	Net
Pay and Display	98	98	0
Residential Permits	0	140	+140
Business Permits	25	25	0
Anticipated Residential Permit Uptake	0	84	-56
Potential Additional Pay and Display Parking	0	56	+56

HCC Highways comment:

"It is not clear from the Transport Assessment how the applicant will manage the allocation and enforce prohibited vehicular parking. It is also not known where the allocated spaces would be located within the car park which could result in residents parking in better located parking bays for quick trips or unloading items from their vehicles. In addition to this, the applicant should clarify if the residential parking bays be allocated to specific flats or will it be on a first come first serve basis."

RHDHV response:

Car park enforcement would be provided in line with the current car park operations. The car park would remain under the control of Havant Borough Council. The proposed public car park would operate on a pay and display/permit basis, with parking enforcement officers undertaking regular patrols to check tickets and permits and issue fixed penalty notices to any vehicles found to not have a valid permit or ticket.

It is not proposed that any of the parking bays would be allocated specifically for residents. Any resident with a parking permit would be able to park within a car parking bay. The reason for no allocation is to ensure that as many spaces as possible are available to the general public during the day when many of the residents would be out at work and would not be using the car park. This arrangement would ensure that the proposed car park operates as efficiently as possible and offers the greatest benefit to the local community.

Parking permits would be allocated on a first-come first-served basis by the Travel Plan Coordinator (TPC).

HCC Highways comment:

"It should be noted that the vehicular impact of the residential allocated parking bays would be captured through the adjacent application APP/18/000234. However, in the scenario that the residential development does not come to fruition and these proposals are developed for full pay and display allocation. The planning permission does not restrict the use and therefore the worst-case scenario should be assessed."

Using the figures set out within the Transport Assessment of 4.2 trips per parking space, this would equate to 576 trips or an additional 1,152 daily two way vehicular trips on the local highway network. The applicant has stated that the increase has a minimal percentage increase on Maurepas Way over a 24 hour period however does not comment on the impact on the likely peak hour demand and the impact this will have on local junctions."

RHDHV response:

It should be noted that the proposed development is a linked development associated with the residential proposals (APP/18/000234). The proposed multi-storey car park would not be implemented without the implementation of the residential proposals.

The car park accumulation survey was undertaken on Wednesday 1st May 2019 indicates that the existing car park generates a total of 10 two-way vehicular trips in the traditional AM peak hour (08:00-09:00) and 13 two-way vehicular trips in the PM peak hour (17:00-18:00). Allowing for the uplift in car parking spaces and assuming that all 263 parking spaces could be available for the general public, a total of 24 two-way vehicular trips in the AM peak hour and 32 two-way trips in the PM peak hour would be anticipated.

An Automatic Traffic Count (ATC) survey undertaken on the A3 Maurepas Way from Friday 26th April to Thursday 2nd May 2019 indicates that the average weekday two-way movements on the A3 Maurepas Way were 2,363 vehicles in the AM peak hour and 2,148 vehicles in the PM peak hour. Comparing the anticipated trip attraction to the existing peak hour two-way flows on the A3 Maurepas Way indicates an increase in traffic of 1.02% in the AM peak hour and 1.49% in the PM peak hour.

It can be concluded that the trip attraction in the peak hours would not be significant enough to cause a severe highways impact and, therefore, there would be no ground for refusal based on the impact on junctions in the vicinity of the site.

The results of the car park accumulation survey and ATC survey can be found in **Appendix F**.

Summary

This Technical Note has been prepared by Royal HaskoningDHV on behalf of CPI Wellington Way 2 Ltd. The TN has been prepared in association with a planning application for the construction of a new multi-storey car park at the Wellington Way car park, Wellington Way, Waterlooville, Hampshire, PO7 7ED (planning ref: APP/19/00513).

This TN sets out a response to comments raised by Hampshire County Council (HCC) Highways Officers with regards to the Transport Assessment submitted in association with the proposed development. The HCC Highways Officer comments were received on 21st June 2019. The response has provided the outstanding information required by HCC Highways Officers, which included:

- Updated PIA data from Hampshire Constabulary;
- Updated visibility splays;
- Highway boundary information to be provided on drawings;
- Improvements to pedestrian provision;
- Drawing showing limit of queuing vehicles;
- Stage One Road Safety Audit;
- Confirmation of parking allocation;
- Commentary of vehicular impact on local junctions.

The additional information presented within this Technical Note, along with the Transport Assessment submitted with the planning application, demonstrate that the proposed development would not result in a severe impact on the local highway network.

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and identifies that '*Development should only be prevented where the residual cumulative impacts of the development are severe*'. In accordance with the NPPF, it has been demonstrated that the travel demand of the proposed development does not represent a severe residual transport impact.

3 Havant Borough Council Transport Team Comments

This section provides a response to comments received from Havant Borough Council (HBC) Transport Team on Monday 17th June 2018.

HBC Comment:

"The entrance and exit to the car park, originally the entrance was relocated to the far side of the car park to alleviate possible queuing back on to the A3. With the proposed additional space being more than doubling in capacity and the potential to increase this in the future re-siting the entrance to this location would risk further the possibility of queuing back on to the A3. With the amount of traffic that could be left queuing out of the exit onto the A3 with no extra stacking space this would further increase the flow of traffic around the lower floor of the car park especially at peak times and weekends."

RHDHV response:

It is noted that if there were an existing problem with cars waiting to enter the car park then the current arrangement would exacerbate this, as any vehicles entering the car park would be blocked by those trying to enter, potentially causing gridlock.

The vehicular entrance and exit points are proposed to be reversed to improve safety for both pedestrians and vehicles. Visibility for drivers leaving through the current exit is substandard, on an acute angle. Also, pedestrians entering and leaving the car park have to cross both vehicular entry and exit flows, creating unnecessary risk.

It is proposed that the car park remain pay on foot, so there would be no entry barriers to impose a restriction. Our survey evidence and site visits does not suggest the car park is regularly fully utilised and so the potential for the car park not to have space to accommodate the anticipated demand is limited. Provision of additional spaces further reduces the potential for queuing onto the highway. It should also be noted that the entrance to the car park from Wellington Way includes a slip lane, so in the very unlikely scenario that queuing occurred at the entrance a further 11 cars could wait on Wellington Way and the slip without blocking the limited amount of other vehicles using Wellington Way.

HBC Comment:

"I can see no mention of a height restriction in the car park, at present vehicles up to 3.5 tons are able to park. so presently Transit vans could park. Would these still be able to fit? If not this could effect parking for market days and nearby local traders."

RHDHV response:

The ground floor height is 2.4m to the at the entrance and exit and 2.7m within the car park to allow for signage above the 2.4m clearance. Any vans with a greater height than 2.4m in height would be able to utilise other car parks including the Waterloo Central Car Park and Rockville Drive Car Park. Any displaced parking of cars as a consequence could be accommodated within the proposed Wellington Way car park, which would have increased capacity as a consequence of the development proposals.

HBC Comment:

"Disabled bay parking, this is required at a rate of 5% of the total amount of available car parking space, therefore there is insufficient amount of space designated. The disabled bay markings are also not currently correct as there should be a minimum bay width of 3.6 m with 1.2 m of this being hatched in yellow around the vehicle."

RHDHV Response:

There are currently three disabled spaces provided at the car park, equating to a provision of 3%. The proposals indicate eight spaces at ground floor. Note that disabled parking provision for the residential development would be provided under that building, so no provision is required for the anticipated 84 residential cars using the public car park. Provision of five extra disabled spaces for the 53 additional public spaces equates to a 9% provision.

HBC Comment:

"There appears to be no allocated space for the pay meters, and would be expecting there to be at least 2 parking meters on each floor plus a safe area around."

RHDHV response:

Parking meter space would be possible within / adjacent to the stair cores.

HBC Comment:

"Any child bays should be sited on the ground floor."

RHDHV response:

There is no policy requirement for child spaces, or design standard mandating their location at the ground floor. The structural design of the car parking results in the most efficient location for the child bays to be on the first floor, stacked above the ground floor disabled spaces. The spaces are therefore conveniently located adjacent to the lift core.

HBC Comment:

"There appears to be no mention of the current facilities for the electric vehicle charging point."

RHDHV response:

There are two existing electric charging points. As a minimum, these would be reprovided. It is noted that the car park would have passive provision for additional charging points, so the council could install further charging points at a later stage, if necessary.

HBC Comment:

"There appears to be no mention or allowance for motorcycle parking and we would expect to have a minimum allowance of 1 space per 25 vehicles."

RHDHV response:

There are currently two motorcycle spaces provided in the existing car park. Motorcycle parking for the residential development would be accommodated under that building. Two extra motorcycle spaces would be required to for the anticipated 53 extra public car parking spaces. These would be provided in the area immediately to the right-hand side of the entrance.

HBC Comment:

"Ideally with any new car park we would like to see pedestrian walkways marked around the perimeter of each floor."

RHDHV response:

It is noted that walkways are not provided in the current car park and are not a policy or design requirement. If it is considered essential then lining could be placed along the edge of the existing bays.

HBC Comment:

"Consideration needs to be taken with regard to car park space widths in those bays that have any support columns and the possibility of further increasing the width of that space."

RHDHV response:

The car bays are 2.5m wide in recognition of encroachment of the relatively slim columns, typically every 3 car bays/ 7.5m centres. These will not be located within the car bays but on the centreline of the grid set out by the car bays, so their width is shared between 2 spaces.

4 Havant Borough Council Environmental Health Officer

This section provides a response to comments received from Havant Borough Council (HBC) Environmental Health Officers.

HBC Comment:

"It is noted that the "left-in, left-out" (LILO) arrangement for access to A3 Maurepas Way is to be maintained. This is relevant as the highway impact has been calculated by adding the net travel demand by private motor car modes directly to the flows on the A3 Maurepas Way.

Under a LILO access arrangement, reciprocal journeys originating from the proposed car park (i.e. those for permit holders) will likely present as a 3-way (not 2-way out/return). The additional 'leg' is required to access the unrestricted side of the dual carriageway; for example outbound journeys to destinations to the North or East will perform a U-Turn at the A3 / Hambledon Rd. Jct'n and return via Maurepas Way for onward travel via the A3 or B2150 Hulbert Road. The reciprocal inbound from a destination to the North or East would not need to make a U-Turn, as travel would be on the south carriageway from which a left-turn could be made. Journeys to destinations to West or South would require the initial U-turn at the A3/B2150 Hulbert Road Junction on the return leg. Whilst it may be possible for a circular trips to avoid the need for a U-Turn manoeuvre, circular journeys are equally possible which would require a U-Turn on both outbound & inbound legs.

There is no particular reason to expect that reciprocal journeys for which the Wellington Way car park is the destination (not the origin) would be better placed to avoid duplicated/additional trips manifesting at one of these junctions and on the Maurepas Way carriageway.

In this way, application of the trip generation to the carriageway as 2-way trips may underestimate by as much as 1/3 the actual likely impact on Maurepas Way and at the two roundabouts Eastern & Western ends of Maurepas Way. Whether this is likely to be material in highway terms is a matter for the Highways Consultee."

RHDHV response:

It is noted that there is the potential for "3-way" trips on the A3 Maurepas Way, due to the left-in/left-out arrangement of Wellington Way. Allowing for all trips to the proposed development to be 3-way trips, would result in a total increase of 1,098 3-Way trips. This would result in a net increase in 2-way traffic on the A3 Maurepas Way of 3.47%. As such the proposed development would not have a material impact on the local highway network.

HBC Comment:

"Both the Planning Statement and the Transport Assessment refer to consideration of the proposals against existing and emerging policies. The Planning Statement refers specifically to policy IN3, but does not address IN3 j.(ii) Electric Vehicle Charging.

This policy is particularly relevant as Havant Borough Council has only recently installed a public charging point at the Wellington Way Car Park, which is presumably to be lost in connection with this development unless provision is made to relocate it. The proposals should consider the requirement for proportional provision of charging infrastructure under the emerging Local Plan 2036, given the intensification of use,

and the dual-purpose of the development as both 'destination parking to support town centre uses' and 'unallocated residential parking'.

RHDHV response:

Policy IN3 of the Emerging Local Plan states the following with regards to electric vehicle charging infrastructure:

"Development proposals will be permitted, provided that the site is designed so that:

- j. Electric Vehicle charging infrastructure is provided for:*
 - i. Each new residential unit with private off-street parking;*
 - ii. An appropriate number of spaces in shared parking at residential and commercial development where long-term parking for staff or residents is provided."*

It is proposed that as a minimum that the existing two electric vehicle charging spaces would be re-provided on-site. Additional passive provision of Electric Vehicle Charging (EVC) infrastructure would be provided at the car park, enabling additional EVC spaces to be created with minimal disruption and cost on a demand basis. Demand for electric vehicle parking amongst residents would be monitored, with residents indicating the need for an EVC bay upon applying for a parking permit.

It should be noted that the demand associated with the public car parking and the residential car parking would occur at different times of the day, public parking during the day and residential overnight. Therefore, any charging points would be suitable for dual-use, accommodating both residents and the general public.

Appendix A – Collision Study Area and Hampshire Constabulary Collision Data



 Collision Study Area

Title
Collision Study Area

Project
Wellington Way, Waterloooville

Client
CPI Wellington Way 2 Ltd

Date 03/07/2019	Scale N.T.S
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Figure
Figure 1

Checked by PM	Number 1
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Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Selected Polygon:AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR

140066248 24/02/2014 Time 0810 Vehicles 2 Casualties 1 Slight
E:468353 N:109530 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NW ALONG B2150 HULBERT ROAD AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT THE JUNCTION WAITING TO ENTER THE RBT ONCE CLEAR.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

140098527 20/03/2014 Time 1815 Vehicles 2 Casualties 1 Serious
E:467861 N: 109459 First Road: A 3 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING N ALONG A3 MAUREPAS WAY ENTERED RBT AND COLLIDED WITH VEH 1 (P/CYCLE) TRAVELLING W AROUND A3 MAUREPAS WAY RBT.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, DENMEAD, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 53 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

150003758 04/01/2015 Time 1200 Vehicles 2 Casualties 2 Slight
E:468351 N: 109530 First Road: B 2150 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Following too close	Vehicle 2	Possible
2nd: Sudden braking	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NW ALONG B2150 HULBERT ROAD STOPPED TO GIVE WAY AT THE ROUNDABOUT WITH A3 MAUREPAS WAY. VEH 2 (CAR) TRAVELLING BEHIND FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B2150 HULBERT ROAD AT THE JUNCTION WITH A3 MAUREPAS WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 30 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WELLINGTON WAY, WATERLOOVILLE
CHQ/SR/0719/182")

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

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

150022387 21/01/2015 Time 0745 Vehicles 2 Casualties 1 Slight
E:467898 N:109478 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG A3 MAUREPAS WAY ENTERED THE RBT AT B2150 HAMBLEDON ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 2 (P/CYCLE) TRAVELLING S ACROSS THE RBT, CAUSING THE RIDER TO FALL.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or t First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

150038025 02/02/2015 Time 1730 Vehicles 2 Casualties 1 Slight
E:468358 N:109557 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG A3 LONDON ROAD ENTERED RBT AND COLLIDED WITH VEH 2 (P/CYCLE) TRAVELLING SE AROUND RBT TOWARDS B2150 HULBERT ROAD.

Occurred on A3 LONDON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Changing lane to left
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

150046556 09/02/2015 Time 1600 Vehicles 2 Casualties 1 Slight
E:468346 N: 109533 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG B2150 HULBERT ROAD PULLED ONTO RBT COLLIDING WITH VEH 2 (M/CYCLE) TRAVELLING S ALONG A3 LONDON ROAD AND AROUND RBT. NEITHER VEH SAW EACH OTHER.

Occurred on A3 LONDON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

150139356 25/04/2015 Time 1700 Vehicles 2 Casualties 2 Slight
E:467847 N: 109507 First Road: A 3 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Nervous/Uncertain/Panic	Vehicle 1	
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING N AROUND A3 MAUREPAS WAY RBT IN LANE 1 MISSED THE INTENDED EXIT. ON CONTINUING AROUND RBT VEH 1 CUT ACROSS PATH OF VEH 2 (M/CYCLE) TRAVELLING IN LANE 2 INTENDING TO EXIT ONTO B2150. VEH 2 COLLIDED WITH DRIVERS DOOR OF VEH 1.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 22 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

160029791 20/01/2016 Time 1645 Vehicles 2 Casualties 1 Slight
E:468363 N: 109551 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: Footbridge or subway Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Not displaying lights at night or in poor visibility	Vehicle 2	Very Likely
2nd: Cyclist wearing dark clothing at night	Vehicle 2	Very Likely
3rd: Dazzling headlights	Vehicle 1	Possible
4th: Vehicle blind spot	Vehicle 1	Possible
5th: Failed to look properly	Vehicle 1	Possible
6th:		

VEH 1 (CAR) TRAVELLING SW ALONG A3 LONDON ROAD ENTERED THE RBT INTENDING TO TURN LEFT INTO B2150 HULBERT ROAD AND COLLIDED WITH THE NEAR SIDE OF VEH 2 (P/CYCLE) TRAVELLING ACROSS THE RBT INTO HULBERT ROAD FROM MAUREPAS WAY.

Occurred on A3 LONDON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead right bend
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

160260016 12/07/2016 Time 2300 Vehicles 1 Casualties 1 Slight
E:468108 N: 109470 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Impaired by alcohol	Casualty 1	
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING W ALONG A3 MAUREPAS WAY COLLIDED WITH CAS 1 (PEDESTRIAN) WHO WAS CROSSING FROM THE OFFSIDE.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing S bound
Driver's offside

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

160425541 11/11/2016 Time 0616 Vehicles 2 Casualties 1 Slight
E:468080 N:109463 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG HAMBLEDON ROAD WAS WAITING TO TURN LEFT INTO A3 MAUREPAS WAY. VEH 2 (CAR) WAS WAITING BEHIND WHEN THE DRIVER'S FOOT SLIPPED OFF THE BRAKE, CAUSING VEH 2 TO COLLIDE WITH THE REAR OF VEH 1.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

44170090838 10/03/2017 Time 1900 Vehicles 2 Casualties 1 Slight
E:467900 N:109478 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Not displaying lights at night or in poor visibility	Vehicle 1	Very Likely
2nd: Cyclist wearing dark clothing at night	Vehicle 1	Very Likely
3rd: Rain, sleet, snow, or fog	Vehicle 1	
4th:		
5th:		
6th:		

VEH 2 (CAR) TRAVELLING W ALONG A3 MAUREPAS WAY, ENTERS THE RBT ACROSS THE PATH OF VEH 1 (P/CYCLE) TRAVELLING S ALONG B2150 HAMBLEDON ROAD AROUND RBT AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Starting
Vehicle movement from E to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

44170207439 01/06/2017 Time 0715 Vehicles 2 Casualties 1 Slight
E:467839 N: 109497 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 2	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:		
4th:		
5th:		
6th:		

VEH 2 (CAR) TRAVELLING E ALONG HOUGHTON AVENUE FAILED TO GIVE WAY AND ENTERED A3 MAUREPAS WAY COLLIDING WITH VEH 1 (P/CYCLE) TRAVELLING N AROUND A3 MAUREPAS WAY RBT.
Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HOUGHTON AVENUE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Driver not contacted Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

44170362528 19/09/2017 Time 0810 Vehicles 2 Casualties 1 Slight
E:468331 N:109552 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING E ALONG A3 MAUREPAS WAY, ENTERS THE RBT ACROSS THE PATH OF VEH 1 (P/CYCLE) TRAVELLING NE AROUND THE RBT HAVING ENTERED FROM B2150 HULBERT ROAD INTENDING TO EXIT ONTO A3 LONDON ROAD AND COLLIDES, THE RIDER IS KNOCKED OFF
Occurred on A3 LONDON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Turning left
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

44170369558 23/09/2017 Time 1903 Vehicles 1 Casualties 1 Slight
E:467879 N: 109404 First Road: A 3 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Fine with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING S ALONG A3 MAUREPAS WAY AROUND LEFT HAND BEND WHEN VEH CLIPPED THE KERB CAUSING RIDER TO FALL OFF.

Occurred on A3 MAUREPAS WAY 50 METRES SOUTH OF B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead left bend
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative Left hand drive: No

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

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

44170376378 28/09/2017 Time 1410 Vehicles 2 Casualties 1 Slight
E:467906 N: 109478 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING W ALONG A3 MAUREPAS WAY STARTED TO MOVE ONTO RBT BUT STOPPED AGAIN HOWEVER FOLLOWING VEH 1 (VAN) FAILED TO REACT TO VEH 2 STOPPING AND COLLIDED WITH REAR OF VEH 2.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH A3 MAUREPAS WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3,5 tonnes mgw and under Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

44180009684 08/01/2018 Time 1745 Vehicles 2 Casualties 1 Serious
E:467838 N:109495 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING N ON A3 MAUREPAS WAY ENTERS THE RBT INTENDING TO GO ONTO HAMBLEDON ROAD WHEN VEH2 (CAR) PULLS OUT OF HOUGHTON AVENUE INFRONT OF VEH1. RIDER IS KNOCKED OFF AND SUSTAINS SERIOUS INJURY. VEH2 DOES NOT STOP.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HOUGHTON AVENUE, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

44180293453 03/08/2018 Time 0952 Vehicles 2 Casualties 1 Slight
E:468101 N: 109482 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING NE ALONG A3 MAUREPAS WAY COLLIDES WITH VEH1 (MOBILITY SCOOTER) CROSSING THE ROAD FROM N TO S ON CROSSING. VEH1 TIPS OVER.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Mobility Scooter Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 73 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

44180312158 17/08/2018 Time 1718 Vehicles 3 Casualties 2 Slight
E:468130 N:109477 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING W ALONG A3 MAUREPAS WAY FAILS TO SLOW FOR TRAFFIC AHEAD AND COLLIDES WITH THE REAR OF VEH2 (CAR) PUSHING IT INTO VEH3 (CAR) TRAVELLING W IN TRAFFIC AHEAD.

Occurred on A3 MAUREPAS WAY, 25 METERS E OF JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jet		No skidding, jack-knifing or overturning
Hit object in road	None	First impact	Back
		Off road:	None
Did not leave carr		Age of Driver	43
Not hit and run	Breath test	Negative	Female
		Left hand drive:	No

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

44180358014 22/09/2018 Time 0844 Vehicles 2 Casualties 1 Serious
E:468093 N: 109485 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd: Disobeyed automatic traffic signal	Vehicle 2	Possible
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING E ALONG A3 MAUREPAS WAY COLLIDES WITH VEH2 (MOBILITY SCOOTER) TRAVELLING S ACROSS A3 MAUREPAS WAY AT PEDESTRIAN CROSSING.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Mobility Scooter Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 82 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 82 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

44180410999 01/11/2018 Time 1652 Vehicles 2 Casualties 1 Slight
E:467886 N: 109510 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING AROUND THE ROUNDABOUT TOWARDS THE MAUREPASS WAY EXIT WHEN VEH2 (M/CYCLE) GOES TO CUT IN FRONT OF VEH1 FRM THE NEARSIDE. THE NEARSIDE OF VEH1 COLLIDES WITH THE OFFSIDE OF VEH2 CAUSING RIDER TO FALL.

Occurred on A3 MAUREPAS WAY, AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WELLINGTON WAY, WATERLOOVILLE CHQ/SR/0719/182")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	6	6
2-wheeled motor vehicles	0	1	4	5
Pedal cycles	0	1	6	7
Horses & other	0	1	1	2
Total	0	3	17	20

Casualties:

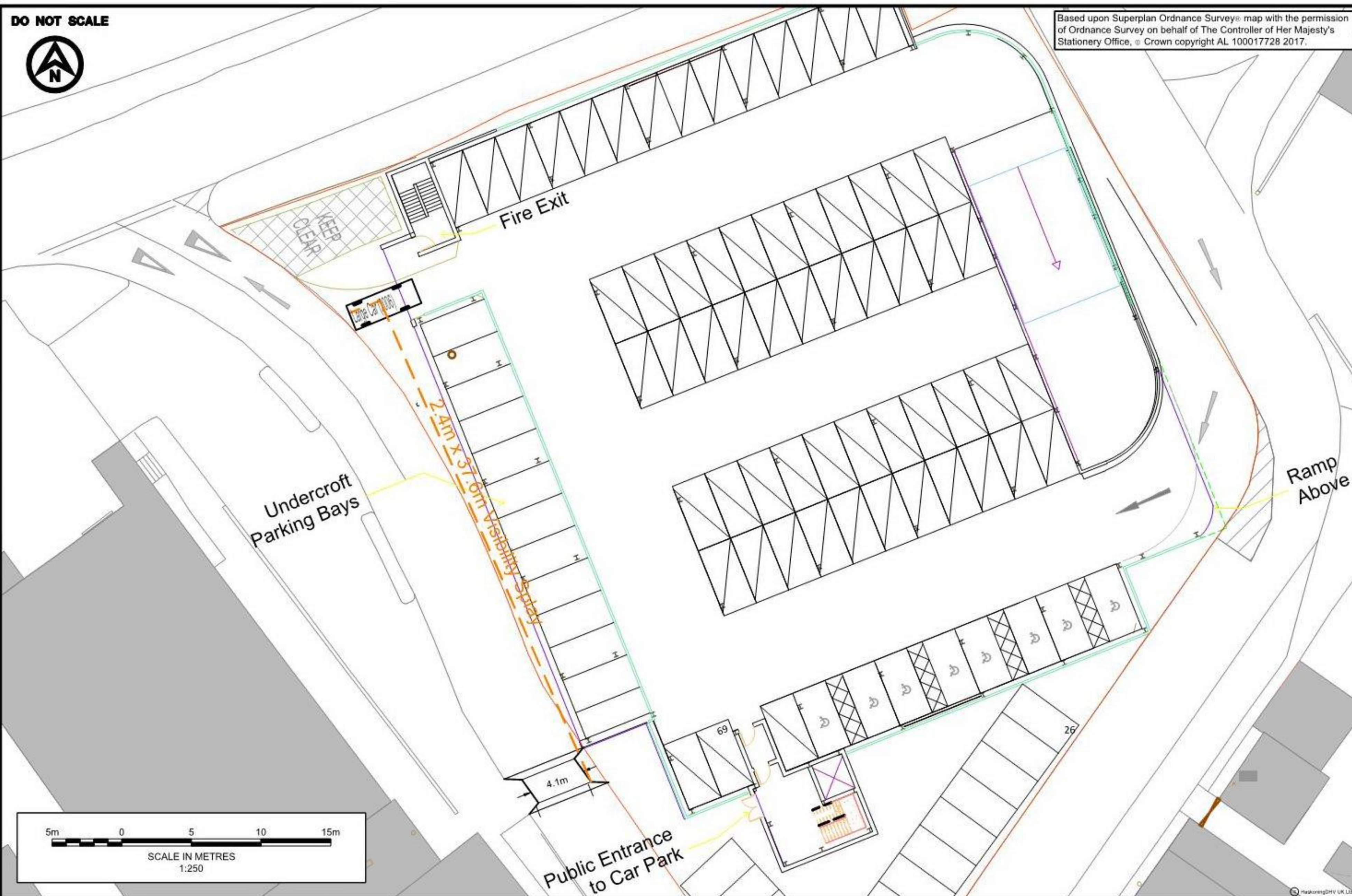
	Fatal	Serious	Slight	Total
Vehicle driver	0	1	6	7
Passenger	0	0	3	3
Motorcycle rider	0	1	4	5
Cyclist	0	1	6	7
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	3	20	23

Appendix B – Maximum Achievable Visibility Splay

DO NOT SCALE



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TITLE
**PROPOSED CAR PARK ACCESS
VISIBILITY SPLAY**

PROJECT
**WELLINGTON WAY,
WATERLOOVILLE**



2 Alderley Gardens,
Great College Street,
London, SE18 3PL,
Tel: +44 (0)20 7202 9700
www.royalhaskoningdhv.com

STATUS
S3
DRAWN
JW
DRG No.:
PB8382 SK04

DATE
07.08.19
CHECKED
PM

SCALE
1:250
PASSED
PM

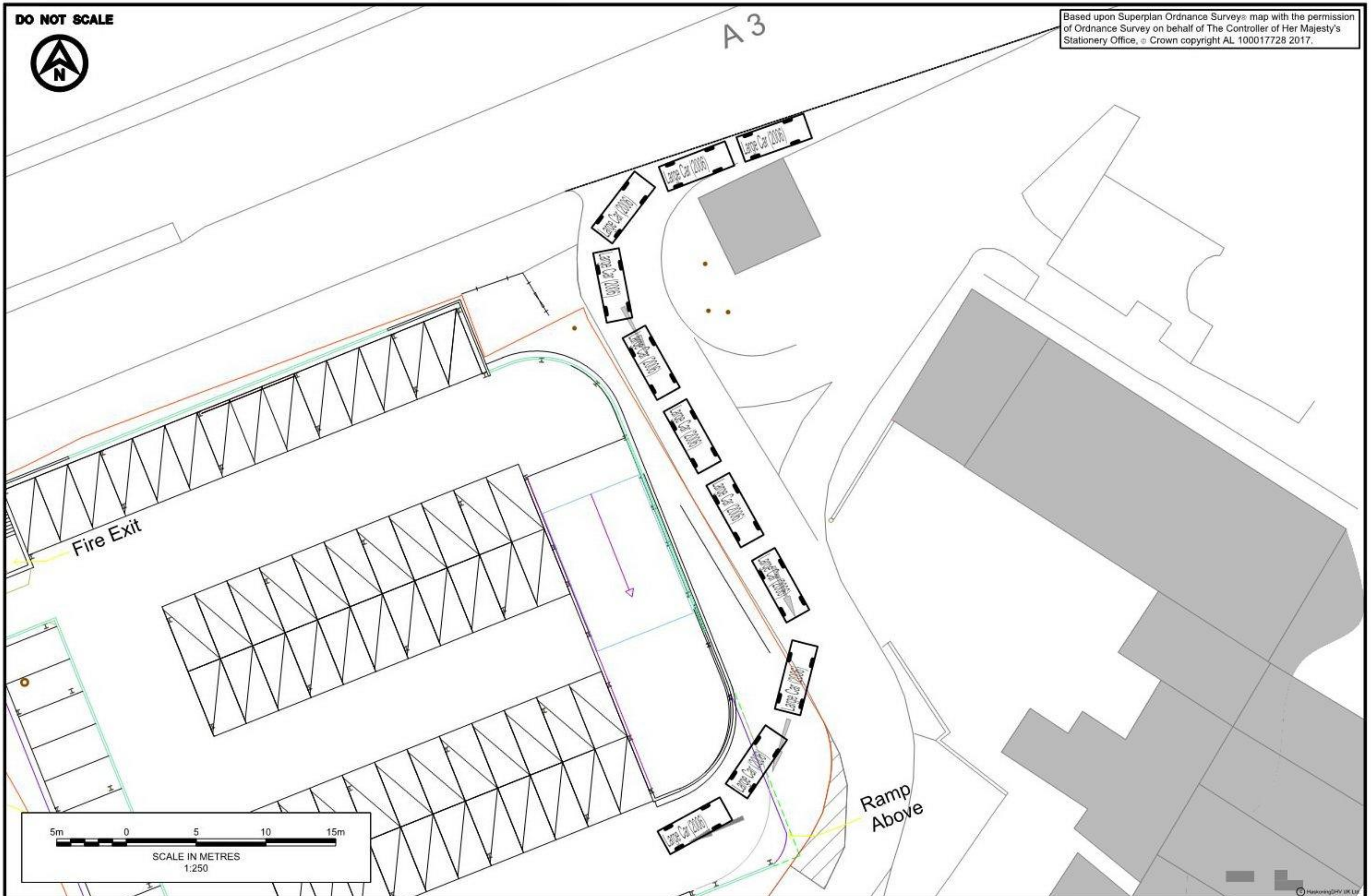
REV
P04

Appendix C – Entry Queue Capacity

DO NOT SCALE



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TITLE
VEHICLE QUEUE LENGTH ONTO
THE A3 MAUREPAS WAY

PROJECT
WELLINGTON WAY,
WATERLOOVILLE



2 Address Oaklands
Great College Street
London, SW1P 3BA
Tel: +44(0)20 7225 1115
www.royalhaskoningdhv.com

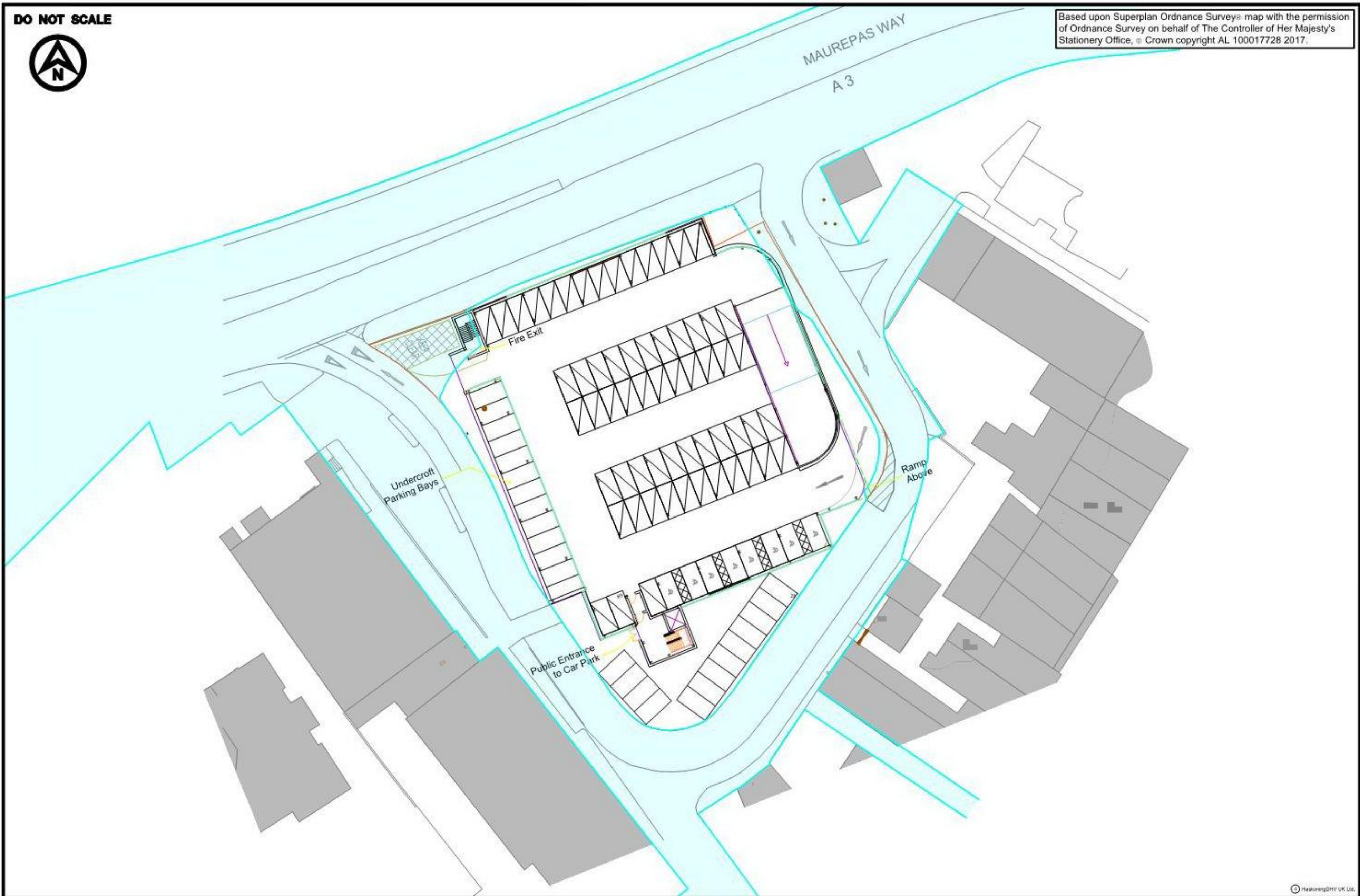
STATUS	S3	DATE	04.07.19	SCALE	1:250
DRAWN	JW	CHECKED	PM	PASSED	PM
DRG No:	PB8382 SK05				REV P01

Appendix D – Highway Boundary Extent

DO NOT SCALE



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TITLE
HIGHWAY BOUNDARY EXTENT

PROJECT
WELLINGTON WAY,
WATERLOOVILLE



2 Alder Gardens,
Great College Street,
London, SE10 2SA,
Tel: +44 (0)20 7223 1191
www.royalhaskoningdhv.com

STATUS	S3	DATE	04.07.19	SCALE	1:250
DRAWN	JW	CHECKED	PM	PASSED	PM
DRG No:	PB8382 SK06				REV P01

Appendix E – Stage 1 Road Safety Audit

Wellington Way, Waterloooville

Stage 1 Road Safety Audit

Client: Bright SPACE Architects

Reference: PB8382-RHD-ZZ-XX-RP-Z-001

Status: 0.1/Final

Date: 06 August 2019

HASKONINGDHV UK LTD.

Newater House
11 Newhall Street
Birmingham
B3 3NY
Transport UK
VAT registration number: 792428892

+44 121 7096520 **T**
info.birmingham@uk.rhdhv.com **E**
royalhaskoningdhv.com **W**

Document title: Wellington Way, Waterloooville

Document short title: Wellington Way - RSA1
Reference: PB8382-RHD-ZZ-XX-RP-Z-001
Status: 0.1/Final
Date: 06 August 2019
Project name: Wellington Way- Stage 1 Road Safety Audit
Project number: PB8382
Author(s): Sam Taylor

Drafted by: Sam Taylor

Checked by: Vicky Seaton

Date / initials: 06.08.2019 / VS

Approved by: Sam Taylor

Date / initials: 06.08.2019 / SKT

Classification

Project related



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Table of Figures

Figure 1 – Site Location Plan

Figure 2 – Problem Location Plan

Appendices

Appendix A – Documents Forming the Audit Brief

1 Introduction

- 1.1.1 Royal HaskoningDHV has been appointed by CPI Wellington Way 2 Ltd to undertake a Stage 1 Road Safety Audit. The Audit relates to highway works associated with the conversion of an existing 'at grade' car park to a multi-storey car park at Wellington Way, Waterloooville. The location of the highway works that are the subject of this Stage 1 Road Safety Audit is shown in **Figure 1** of this report.
- 1.1.2 The Audit Team for this Stage 1 Road Safety Audit was as follows:
- Audit Team Leader**
Sam Taylor, BEng (Hons), MSoRSA, MCIHT, CoC
Royal HaskoningDHV
- Audit Team Member**
Vicky Seaton, BSc (Hons), MSoRSA, MCIHT, CoC
Royal HaskoningDHV
- 1.1.3 The Road Safety Audit took place at the Peterborough office of Royal HaskoningDHV on Tuesday 6th August 2019, based on information provided by James Warbey of Royal HaskoningDHV. The Road Safety Audit comprised an examination of the documents listed in **Appendix A** of this report.
- 1.1.4 A site visit was undertaken by the Audit Team on Monday 5th August 2019 at midday. Weather conditions during the site visit were fine and surface conditions were dry.
- 1.1.5 The terms of reference for the Road Safety Audit are described in GG 119¹. The Road Safety Audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.1.6 The Audit is concerned with the proposed interaction between the car park access and egress and the existing public highway at Wellington Way. The design and internal layout of the car park do not form part of this Audit. The location of any problems raised within this report are shown on **Figure 2**.
- 1.1.7 No Personal Injury Collision data has been provided to the Audit Team for the local highway network relevant to the scheme. The Audit Team however, has undertaken a review of collision data for the local area as obtained from the CrashMap² website.
- 1.1.8 The collision data review, which focussed on the most recently available five-year period (2014 to 2018), did not identify any Personal Injury Collisions on the highway network relevant to the proposed scheme.
- 1.1.9 Notably, the CrashMap database only contains collisions up to September 2018. As such, further details relating to any collisions near the proposed scheme would require independent verification by the Client should the Local Highway Authority have any concerns relating to the collision history at this location.

¹ GG 119 Road Safety Audit (Formerly HD 19/ 15), Revision 1, January 2019

² www.crashmap.co.uk

- 1.1.10 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way imply that a formal design process has been undertaken.
- 1.1.11 There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered when responding to this report.

2 Matters Arising from this Stage 1 Road Safety Audit

2.1.1 It is understood that the design is currently only at a planning stage, and as such there are a number of items the Audit Team would wish to see but which are not expected to be available for Audit at this stage. As such, the Design Team should submit a full Stage 2 Road Safety Audit alongside the detailed design package issued to the Local Highway Authority for approval.

2.1.2 Items to be considered by the detailed design may include:

- Drainage;
- Landscaping;
- Public utilities;
- Paving and kerbing;
- Carriageway markings;
- Road signs; and
- Lighting.

B1 Local Alignment

B1.1 Visibility

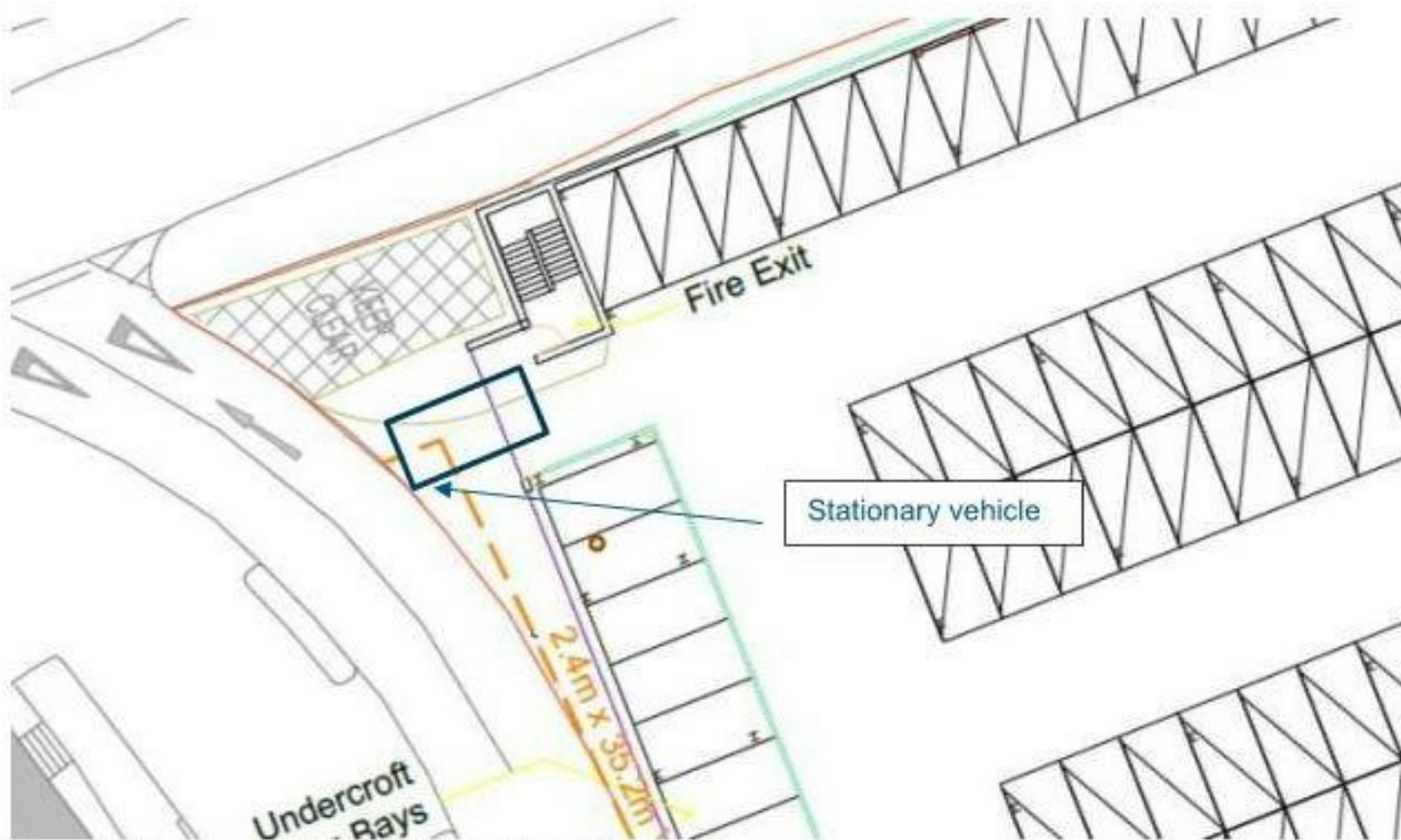
B1.1.1 Problem 1

Location: Car park egress.

Summary: Insufficient visibility for drivers exiting the car park could result in collisions with vehicles on Wellington Way.

Description: A visibility splay with an 'X' distance of 2.4m and a 'Y' distance of 35.2m is detailed on drawing PB8382 SK04 Revision P03 for the car park egress. To achieve the 'Y' distance as drawn, the front of the stationary vehicle would be required to overhang into the carriageway. In practice however, drivers exiting the car park would stop at the edge of the road as shown below. Drivers stopping at the edge of the road would consequently result in a reduced Y distance to that indicated on the aforementioned drawing.

Failure to provide a visibility splay commensurate to the design speed of the road could result in drivers pulling out of the car park access into the path of an oncoming vehicle, leading to side impact collisions.



Extract of drawing PB8382 SK04 Revision P03

RECOMMENDATION

It should be demonstrated that vehicles stopped at the edge of the road have sufficient visibility commensurate with the design speed of the road.

B1.2 New/ Existing Road Interface

B1.2.1 Problem 2

Location: Car park access.

Summary: Blocking back from the car park access could result in rear end shut type collisions.

Description: No details have been provided to the Audit Team with regards to how access to the car park may be controlled. The Audit Team are concerned that if access control measures (such as a raising arm barrier) are installed, vehicles waiting to access the car park could block back on to Wellington Way and potentially the A3. Blocking back from the car park access could result in rear end shunt type collisions.

RECOMMENDATION

Ensure that any access control measures do not lead to blocking back on to Wellington Way.

B2 General

B2.1 Departures from Standard

2.1.3 The Audit Team has not been made aware of any Departures from Standard at this Stage.

B3 Junctions

2.1.4 The Audit Team did not identify any junctions related safety issues at this stage.

B4 Walking, Cycling and Horse Riding

B4.1 Walking

B4.1.1 Problem 3

Location: Public entrance to car park.

Summary: Insufficient visibility for pedestrians crossing Wellington Way to access the car park could result in collisions with vehicles.

Description: The public entrance to the car park is shown within the south western corner of the proposed car park. Visibility for pedestrians intending to cross Wellington Way from the proposed car park to the existing shopping centre, would potentially be restricted by parked vehicles within the loading bays. Restricted intervisibility between pedestrians and drivers could result in pedestrians stepping out in to the path of an oncoming vehicle, leading to collisions.

RECOMMENDATION

Ensure that visibility is not restricted for pedestrians crossing Wellington Way from the car park. This could be achieved through narrowing the existing road to provide build outs or relocating the loading bays.

B5 Traffic Signs, Carriageway Markings and Lighting

2.1.5 The Audit Team was not provided with any details relating to traffic signs, carriageway markings and lighting provision.

2.1.6 Full details of proposed traffic signs (including any reflective bollards), carriageway markings and street lighting should be provided as part of a detailed design Stage 2 Road Safety Audit drawing package.

3 Audit Team Statement

3.1.1 We certify that this Road Safety Audit has been carried out in accordance with GG 119.

Audit Team Leader

Sam Taylor, BEng (Hons), MSoRSA, MCIHT, CoC
Associate Transport Planner
Royal HaskoningDHV
Rightwell House
Bretton
Peterborough
PE3 8DW

Signed:



Dated: 06.08.2019

Road Safety Audit Team Member

Vicky Seaton, BSc (Hons), MSoRSA, MCIHT
Principal Transport Planner
Royal HaskoningDHV
5th Floor Newater House
11 Newhall Street
Birmingham
B3 3NY

Signed:



Dated: 06.08.2019

Figures

Figure 1 – Site Location Plan

Figure 2 – Problem Location Plan

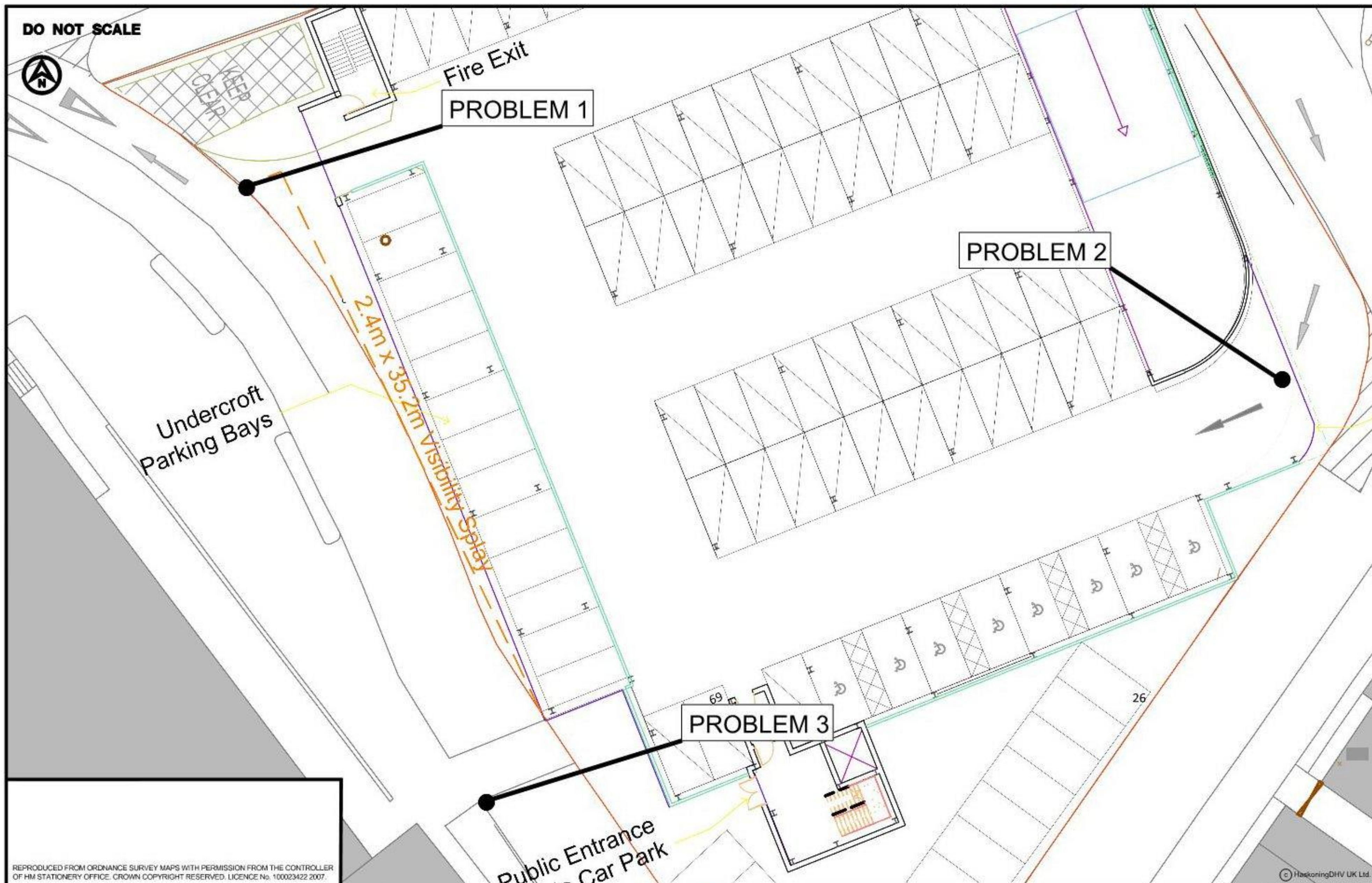
DO NOT SCALE



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TITLE	PROJECT		DRAWN	SKT	CHECKED	VS	APPROVED	VS	
SITE LOCATION PLAN	WELLINGTON WAY WATERLOOVILLE		DATE	06.08.2019	SCALE AT A1	NTS	REF.	-	
			DRAWING No.						REVISION
			FIGURE 1						



TITLE	PROJECT	 Royal HaskoningDHV <i>Enhancing Society Together</i>	DRAWN	SKT	CHECKED	VS	APPROVED	VS
PROBLEM LOCATION PLAN	WELLINGTON WAY, WATERLOOVILLE		DATE	06.08.2019	SCALE	NTS	REF.	-
			DRAWING No. FIGURE 2					

Appendix A

Documents Forming the Audit Brief

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER

PB8382 SK04
PB8382 SK06

DRAWING TITLE

Proposed car park access visibility splay
Highway boundary extent

DOCUMENTS

- ☐ Safety Audit Brief
- ☐ Site Location Plan
- ☐ Traffic signal details
- ☐ Departures from standard
- ☐ Previous Road Safety Audits
- ☐ Previous Designer Responses
- ☐ Collision data
- ☐ Collision plot
- ☐ Traffic flow / modelling data
- ☐ Pedestrian flow / modelling data
- ☐ Speed survey data
- ☐ Other documents

DETAILS (where appropriate)

PB8382 Wellington Way, WaterlooVille

Wellington Way, WaterlooVille, Stage 1 Road Safety Audit Designer's Response
(Reference document PB8382_RSA1_Wellington Way_RSA1_FINAL)

Problem (Summary)	Audit Recommendation	Designer's Response
Problem 1 – Car Park Egress Insufficient visibility for drivers entering the car park could result in collisions with vehicles on Wellington Way. A visibility splay with an 'X' distance of 2.4m and a 'Y' distance of 32.5m is detailed on drawing PB8382 SK04 Revision P03 for the car park egress. To achieve the 'Y' distance as drawn, the front of the stationary vehicle would be required to overhang into the carriageway. In practice, however, drivers exiting the car park would stop at the edge of the road as shown below. Drivers stopping at the edge of the road would consequently result in a reduced Y distance to that indicated on the aforementioned drawing. Failure to provide a visibility splay commensurate to the design speed of the road could result in drivers pulling out of the car park access into the path of an oncoming vehicle, leading to side impact collisions.	It should be demonstrated that vehicles stopped at the edge of the road have sufficient visibility commensurate with the design speed of the road.	Agreed – The visibility splay has been re-drawn to allow for a vehicle to stop further back. Buildouts have been proposed at the pedestrian crossing to address Problem 3 discussed below. This results in the kerb line extending further out, improving visibility at the egress. The maximum achievable visibility splay is 2.4m x 37.6m. An 'X' distance of 37.6m equates to speeds of 27.3mph along Wellington Way, using the Manual for Streets 2 methodology. It is not anticipated that vehicular speeds along Wellington Way would exceed 27.3mph and as such adequate visibility is provided. The visibility splay is shown on the drawing PB8382 SK04 Revisions P04 provided in Appendix 1.
Problem 2 – Car Park Access Blocking back from the car park access could result in rear end shunt type collisions. No details have been provided to the Audit Team with regards to how access to the car park may be controlled. The Audit Team are concerned that if access control measures (such as raising arm barrier), vehicles waiting to access the car park could block back onto Wellington Way and potentially the A3. Blocking back from the car park access could result in rear end shunt type collisions.	Ensure that access control measures do not lead to blocking back on to Wellington Way.	Agreed – Details of access controls have not been provided to the Audit Team. Access to the car park is to be unrestricted. Parking is to be controlled through the use of pay and display. As such, no queue is likely to form on the entry to the car park.
Problem 3 – Public entrance to car park Insufficient visibility for pedestrians crossing Wellington Way to access the car park could result in collisions with vehicles.	Ensure that visibility is not restricted for pedestrians crossing Wellington Way from the car park. This could be achieved through	Agreed – It is proposed that build outs would be provided at the crossing point to provide improved pedestrian intervisibility. The proposed

The public entrance to the car park is shown within the south western corner of the proposed car park. Visibility for pedestrians intending to cross Wellington Way from the proposed car park to the existing shopping centre, would potentially be restricted by parked vehicles within the loading bays. Restricted intervisibility between pedestrians and drivers could result in pedestrians stepping out into the path of an oncoming vehicle, leading to collisions.

narrowing the existing road to provide build outs or relocating the loading bays.

build outs are indicated on the plan **PB8382 SK07 Revision P01** provided in **Appendix 2**. The crossing would also be provided with a raised table to provide an at-grade crossing.

Signed:



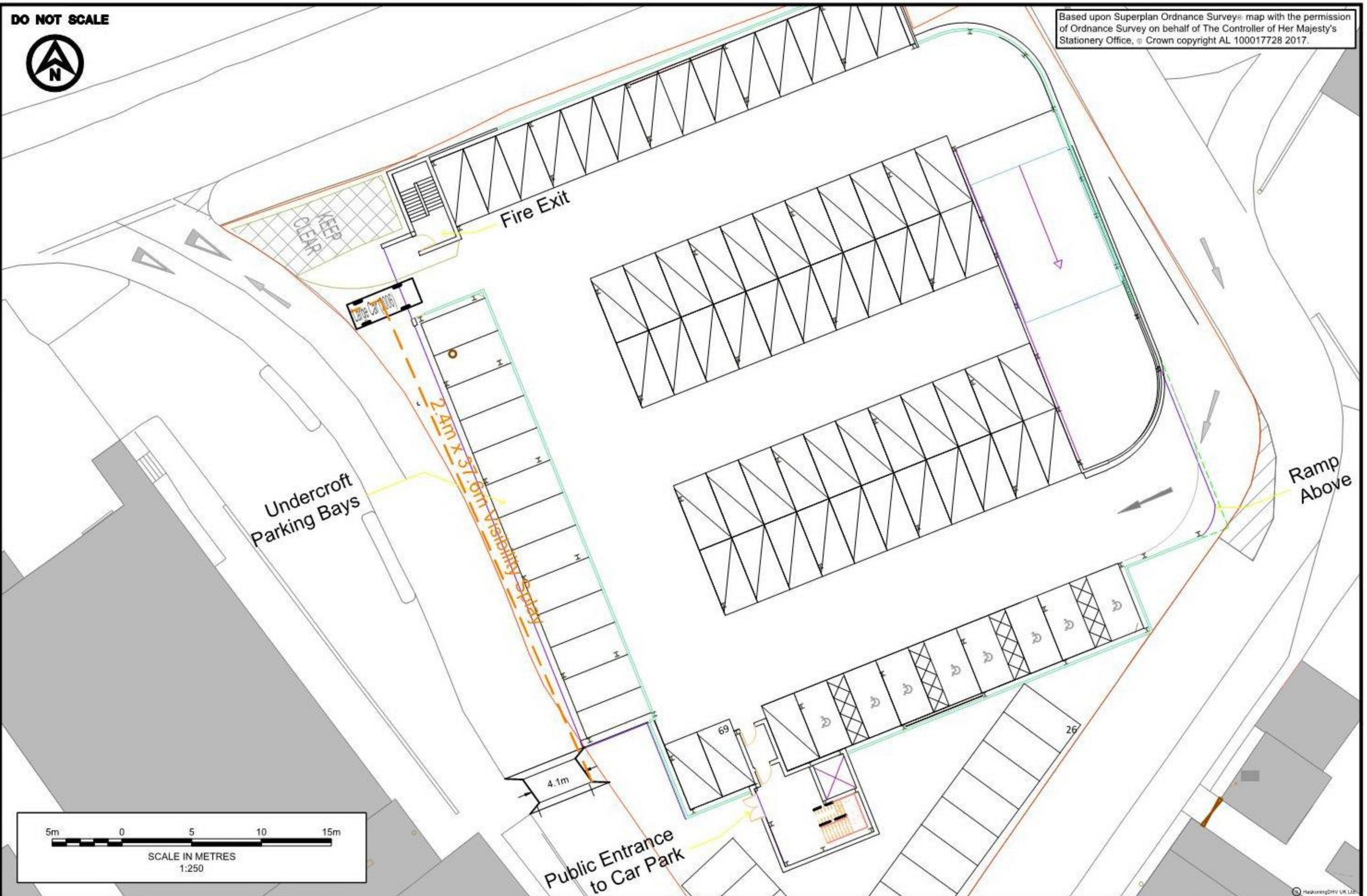
James Warbey

On behalf of **Royal HaskoningDHV**
2 Abbey Gardens,
Great College Street,
Westminster,
London
SW1P 3NL

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TITLE
**PROPOSED CAR PARK ACCESS
VISIBILITY SPLAY**

PROJECT
**WELLINGTON WAY,
WATERLOOVILLE**



STATUS	S3	DATE	07.08.19	SCALE	1:250
DRAWN	JW	CHECKED	PM	PASSED	PM
DRG No.	PB8382 SK04				REV P04

DO NOT SCALE



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Proposed pedestrian build out.

4.1m

Public Entrance
to Car Park

Proposed raised table crossing.

5m 0 5 10 15m

SCALE IN METRES
1:250

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TITLE

PROPOSED PEDESTRIAN
CROSSING ARRANGEMENT

PROJECT

WELLINGTON WAY,
WATERLOOVILLE



2 Alderley Gardens,
Great College Street,
London, SE18 3PA,
Tel: +44 (0)20 7206 1170
www.royalhaskoningdhv.com

STATUS

S3

DATE

07.08.19

SCALE

1:125

DRAWN

JW

CHECKED

PM

PASSED

PM

DRG No:

PB8382 SK07

REV

P01

Appendix F – Car Park Accumulation Survey Results

Wairarapa, Hangehanga
Car Park Accumulation Study

Site 1 of 1
Wellington Way P&O Car Park

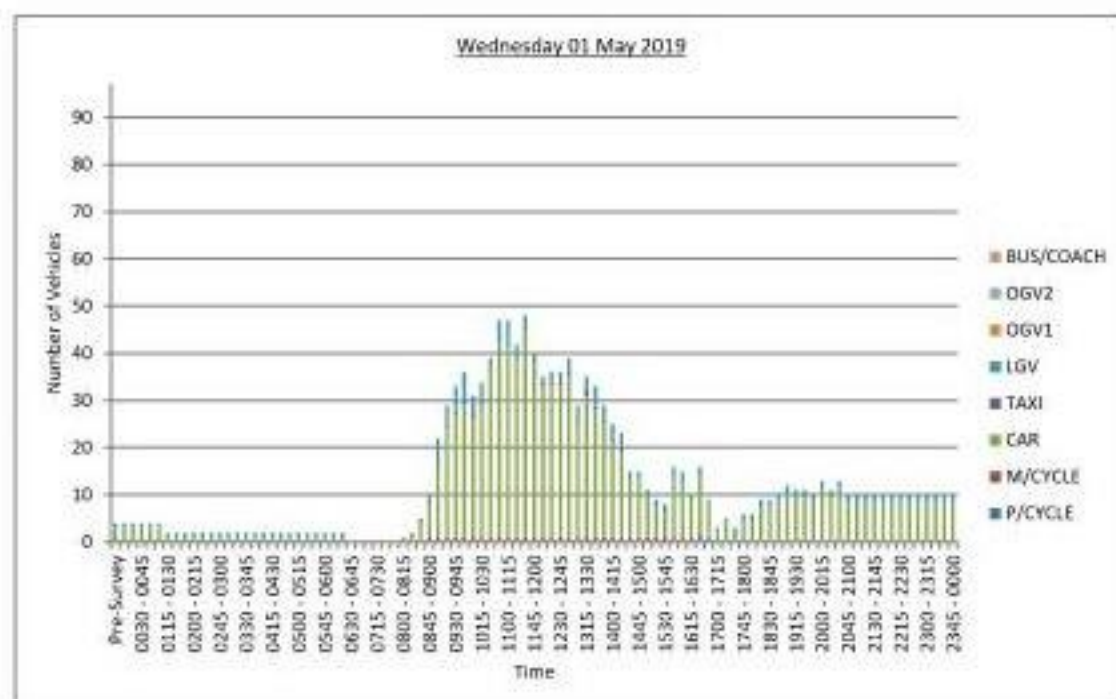
Gravel
Outlets 97
Disabled 0
Parent & Child 0
Total 97

Date
Wednesday 01 Mar 2017

Weather
Snow Intervals
Temp 14°C

8000 - 2400 (Wickster 24H Sensors)

TIME	PCYCLE	MCYCLE	CAR	TRUCK	LOV	MOB1	MOB2	REMAINING	TOTAL	PCUTOTAL	Capacity %	Arrivals	Departures
00:00-00:15	0	0	2	0	1	0	0	0	4	400	412	0	0
00:15-00:30	0	0	3	0	1	0	0	0	4	400	412	0	0
00:30-00:45	0	0	3	0	1	0	0	0	4	400	412	0	0
00:45-01:00	0	0	3	0	1	0	0	0	4	400	412	0	0
01:00-01:15	0	0	3	0	1	0	0	0	4	400	412	0	0
01:15-01:30	0	0	1	0	1	0	0	0	2	200	200	1	0
01:30-01:45	0	0	1	0	1	0	0	0	2	200	200	0	0
01:45-02:00	0	0	1	0	1	0	0	0	2	200	200	0	0
02:00-02:15	0	0	1	0	1	0	0	0	2	200	200	0	0
02:15-02:30	0	0	1	0	1	0	0	0	2	200	200	0	0
02:30-02:45	0	0	1	0	1	0	0	0	2	200	200	0	0
02:45-03:00	0	0	1	0	1	0	0	0	2	200	200	0	0
03:00-03:15	0	0	1	0	1	0	0	0	2	200	200	0	0
03:15-03:30	0	0	1	0	1	0	0	0	2	200	200	0	0
03:30-03:45	0	0	1	0	1	0	0	0	2	200	200	0	0
03:45-04:00	0	0	1	0	1	0	0	0	2	200	200	0	0
04:00-04:15	0	0	1	0	1	0	0	0	2	200	200	0	0
04:15-04:30	0	0	1	0	1	0	0	0	2	200	200	0	0
04:30-04:45	0	0	1	0	1	0	0	0	2	200	200	0	0
04:45-05:00	0	0	1	0	1	0	0	0	2	200	200	0	0
05:00-05:15	0	0	1	0	1	0	0	0	2	200	200	0	0
05:15-05:30	0	0	1	0	1	0	0	0	2	200	200	0	0
05:30-05:45	0	0	1	0	1	0	0	0	2	200	200	0	0
05:45-06:00	0	0	1	0	1	0	0	0	2	200	200	0	0
06:00-06:15	0	0	1	0	1	0	0	0	2	200	200	0	0
06:15-06:30	0	0	1	0	1	0	0	0	2	200	200	0	0
06:30-06:45	0	0	0	0	0	0	0	0	0	000	000	0	2
06:45-07:00	0	0	0	0	0	0	0	0	0	000	000	0	0
07:00-07:15	0	0	0	0	0	0	0	0	0	000	000	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	000	000	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	000	000	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	000	000	0	0
08:00-08:15	0	0	1	0	0	0	0	0	1	100	100	1	0
08:15-08:30	0	0	2	0	0	0	0	0	2	200	200	1	0
08:30-08:45	0	0	4	1	0	0	0	0	5	500	512	1	0
08:45-09:00	0	1	7	1	1	0	0	0	10	940	1071	1	0
09:00-09:15	0	1	15	1	2	0	0	0	19	1840	2088	12	0
09:15-09:30	0	1	23	1	4	0	0	0	29	2840	2960	7	0
09:30-09:45	0	1	29	1	5	0	0	0	35	3240	3487	4	0
09:45-10:00	0	1	38	1	6	0	0	0	45	4340	4571	3	0
10:00-10:15	0	1	52	1	8	0	0	0	61	5840	6196	0	5
10:15-10:30	0	1	29	1	4	0	0	0	34	3340	3585	1	0
10:30-10:45	0	1	35	0	3	0	0	0	39	3840	4071	1	0
10:45-11:00	0	1	41	0	3	0	0	0	45	4440	4671	1	0
11:00-11:15	0	1	46	0	6	0	0	0	52	5040	5271	0	0
11:15-11:30	0	1	57	0	4	0	0	0	62	6040	6270	0	2
11:30-11:45	0	1	64	1	7	0	0	0	73	6940	7170	0	0
11:45-12:00	0	1	53	1	1	0	0	0	56	5440	5670	0	0
12:00-12:15	0	1	32	1	1	0	0	0	35	3440	3600	0	5
12:15-12:30	0	1	52	1	2	0	0	0	56	5440	5711	1	0
12:30-12:45	0	1	53	1	3	0	0	0	58	5540	5711	0	0
12:45-13:00	0	1	54	1	3	0	0	0	59	5640	5821	3	0
13:00-13:15	0	1	24	1	3	0	0	0	29	2840	2980	0	30
13:15-13:30	0	1	30	1	2	0	0	0	33	3240	3400	0	0
13:30-13:45	0	1	27	1	4	0	0	0	32	3240	3437	0	2
13:45-14:00	0	1	24	1	3	0	0	0	29	2840	2980	0	4
14:00-14:15	0	1	26	1	3	0	0	0	30	2940	3077	0	4
14:15-14:30	0	1	18	1	3	0	0	0	23	2340	2571	0	2
14:30-14:45	0	1	12	0	2	0	0	0	15	1440	1546	0	0
14:45-15:00	0	1	12	0	2	0	0	0	15	1440	1546	0	0
15:00-15:15	0	1	8	0	2	0	0	0	11	1040	1174	0	4
15:15-15:30	0	1	8	0	2	0	0	0	8	840	970	0	1
15:30-15:45	0	1	5	0	2	0	0	0	8	740	870	0	1
15:45-16:00	0	1	12	0	3	0	0	0	16	1540	1637	0	0
16:00-16:15	0	1	13	0	3	0	0	0	16	1540	1636	0	1
16:15-16:30	0	1	7	0	3	0	0	0	10	940	1071	0	5
16:30-16:45	1	1	12	0	2	0	0	0	16	1440	1640	0	0
16:45-17:00	1	0	7	0	1	0	0	0	9	870	970	0	7
17:00-17:15	0	0	7	0	1	0	0	0	9	900	1000	0	0
17:15-17:30	0	0	4	0	1	0	0	0	5	500	517	1	0
17:30-17:45	0	0	1	0	2	0	0	0	3	300	300	0	2
17:45-18:00	0	0	4	0	3	0	0	0	8	600	619	1	0
18:00-18:15	0	0	4	0	3	0	0	0	8	600	619	0	0
18:15-18:30	0	0	7	0	2	0	0	0	9	900	970	1	0
18:30-18:45	0	0	7	0	2	0	0	0	9	900	970	0	0
18:45-19:00	0	0	8	0	3	0	0	0	10	1000	1071	1	0
19:00-19:15	0	0	10	0	2	0	0	0	12	1200	1372	1	0
19:15-19:30	0	0	9	0	2	0	0	0	11	1100	1274	0	1
19:30-19:45	0	0	3	0	2	0	0	0	11	1000	1174	0	0
19:45-20:00	0	0	8	0	2	0	0	0	10	1000	1071	0	1
20:00-20:15	0	0	11	0	2	0	0	0	13	1300	1440	1	0
20:15-20:30	0	0	9	0	2	0	0	0	11	1100	1274	0	2
20:30-20:45	0	0	11	0	2	0	0	0	14	1300	1440	2	0
20:45-21:00	0	0	8	0	2	0	0	0	10	1000	1071	0	3
21:00-21:15	0	0	8	0	2	0	0	0	10	1000	1071	0	0
21:15-21:30	0	0	8	0	2	0	0	0	10	1000	1071	0	0
21:30-21:45	0	0	8	0	2	0	0	0	10	1000	1071	0	0
21:45-22:00	0	0	8	0	2	0	0	0	10	1000	1071	0	0
22:00-22:15	0	0	8	0	2	0	0	0	10	1000	1071	0	0
22:15-22:30	0	0	8	0	2	0	0	0	10	1000	1071	0	0
22:30-22:45	0	0	8	0	2	0	0	0	10	1000	1071	0	0
22:45-23:00	0	0	8	0	2	0	0	0	10	1000	1071	0	0
23:00-23:15	0	0	8	0	2	0	0	0	10	1000	1071	0	0
23:15-23:30	0	0	8	0	2	0	0	0	10	1000	1071	0	0
23:30-23:45	0	0	8	0	2	0	0	0	10	1000	1071	0	0
23:45-00:00	0	0	8	0	2	0	0	0	10	1000	1071	0	0



Waterlooville, Hampshire

Report ID: 25419
Site Name: Sae 1 of 2
Description: A3 Murepas Way, 115m west of Hubert Road Roundabout
Direction: Westbound

Friday 26 April 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	
0000 - 0100	78	22	17	22	17	0	0	74	0	1	0	0	0	1	1	1	0	0	0	0	0	0	2	7	9	32	21	5	2	0	0	43.3	38	5.9	
0100 - 0200	37	11	7	8	11	0	3	30	1	2	0	0	0	0	1	0	0	0	0	0	0	0	1	3	5	15	9	2	1	1	0	0	43.1	38	6.8
0200 - 0300	27	7	7	4	9	0	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	10	8	2	0	0	0	42.6	37.5	6.1	
0300 - 0400	27	6	8	5	8	0	0	18	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	3	5	8	7	4	0	0	0	46.6	38.3	6	
0400 - 0500	37	7	4	3	23	1	0	32	0	1	1	0	0	0	0	2	0	0	0	0	0	0	1	0	5	16	9	6	0	0	0	40.1	34.2	5.2	
0500 - 0600	134	23	19	40	52	0	0	111	0	19	0	1	0	2	1	0	0	0	0	0	0	0	2	6	29	55	27	4	1	0	0	41.4	36.7	4.7	
0600 - 0700	348	56	69	83	140	1	6	308	0	28	2	0	0	2	1	0	0	0	0	0	0	1	0	9	27	97	126	69	11	4	2	1	41.8	36.6	6.1
0700 - 0800	960	176	231	247	306	3	5	820	7	97	6	5	3	8	2	3	0	1	4	6	14	45	155	382	269	70	14	1	0	0	0	38.3	33.2	5.7	
0800 - 0900	1350	312	339	326	353	1	5	1167	15	106	8	9	1	13	0	2	2	1	0	10	24	98	245	556	331	58	7	1	0	0	0	37.1	32.2	5.4	
0900 - 1000	1299	378	331	293	297	1	7	1137	19	85	11	8	1	22	3	4	1	0	15	30	67	196	352	495	173	26	5	2	0	0	0	35.2	29.5	6.4	
1000 - 1100	1108	280	268	267	293	0	2	982	13	75	6	8	1	11	1	8	0	1	2	14	50	124	384	394	119	18	3	0	0	0	0	34.4	29.4	5.5	
1100 - 1200	1079	278	249	275	277	0	6	948	13	87	5	3	1	9	4	3	0	0	3	23	32	143	359	388	111	17	2	1	0	0	0	34.4	29.2	5.6	
1200 - 1300	1160	287	288	285	300	1	8	1028	13	74	5	9	2	15	0	5	0	0	14	31	55	139	346	407	138	26	4	0	0	0	0	34.8	29.1	6.4	
1300 - 1400	1233	308	308	308	309	2	10	1092	17	71	9	8	4	12	1	4	2	1	6	29	48	135	414	426	153	17	4	1	0	0	0	34.9	29.3	5.9	
1400 - 1500	1230	307	303	306	314	1	7	1074	15	93	10	5	1	14	2	7	0	1	4	27	78	134	326	484	152	21	2	2	0	0	0	35	29.4	6	
1500 - 1600	1268	295	312	325	336	0	2	1134	9	98	4	6	1	9	1	4	0	0	7	19	60	85	376	513	174	27	7	0	0	0	0	35.3	30.1	5.8	
1600 - 1700	1304	323	344	323	314	1	10	1177	12	76	13	1	2	11	0	3	0	0	3	29	50	122	328	489	258	37	7	0	1	0	0	36	30.6	6.1	
1700 - 1800	1284	331	319	314	320	1	6	1186	11	60	6	2	0	9	0	1	1	1	4	18	64	91	271	523	255	50	7	1	0	0	0	36.5	31.1	6.1	
1800 - 1900	1048	292	291	268	247	0	6	1034	11	28	6	1	1	9	1	1	0	0	1	3	16	41	210	460	290	62	9	4	2	0	0	0	37.7	33	5.3
1900 - 2000	772	236	181	183	172	0	9	706	9	33	7	2	0	2	0	4	0	0	1	0	4	23	117	298	253	58	14	2	2	0	0	0	38.9	34	5.1
2000 - 2100	481	134	123	126	98	1	4	459	2	21	0	0	0	1	0	2	0	0	0	0	1	4	60	196	166	42	9	2	0	1	0	0	38.8	34.7	4.8
2100 - 2200	330	106	105	64	75	1	1	334	1	13	0	0	0	0	0	0	0	0	0	0	2	7	40	158	103	30	8	2	0	0	0	0	38.8	34.5	5
2200 - 2300	298	95	74	69	60	0	2	285	2	8	0	0	0	1	0	0	0	0	0	0	0	5	33	131	100	24	4	0	1	0	0	0	38.8	34.5	4.5
2300 - 0000	190	51	52	48	39	0	1	183	0	5	1	0	0	0	0	0	0	0	0	0	0	2	25	70	74	16	3	0	0	0	0	0	39.2	34.8	4.5
0700 - 1900	14353	3567	3583	3537	3666	11	74	12779	155	950	87	65	18	142	15	45	6	6	63	239	558	1295	3766	5515	2403	429	71	13	3	0	0	35.8	30.3	5.9	
0600 - 2200	16304	4099	4061	3995	4151	14	94	14577	167	1045	96	67	18	147	16	51	6	6	64	240	565	1336	4010	6264	3051	628	113	23	7	2	1	36.7	31.6	5.7	
0600 - 0000	16792	4245	4187	4110	4250	14	97	15045	169	1058	97	67	18	148	16	51	6	6	64	240	565	1343	4068	6465	3225	668	120	23	8	2	1	37.0	32.0	5.6	
0000 - 0000	17132	4321	4249	4192	4370	15	100	15336	170	1090	98	68	18	151	20	54	6	6	64	240	567	1348	4093	6544	3354	746	137	27	9	2	1	38.5	33.2	5.6	

Saturday 27 April 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARIX Scheme										Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph					
0000-0100	168	46	41	43	38	0	1	157	1	8	0	0	0	0	1	0	0	0	0	0	0	0	1	15	65	56	26	4	1	0	0	0	40.6	35.8	4.5	
0100-0200	76	28	18	15	15	0	0	72	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	9	27	24	6	5	1	0	0	0	41	34.9	6.3	
0200-0300	44	6	16	11	11	0	0	36	0	6	0	0	0	0	0	0	2	0	0	0	0	0	7	12	18	4	2	0	1	0	0	0	40.9	36.2	6.1	
0300-0400	42	7	9	15	11	0	0	38	0	2	0	0	0	0	1	0	1	0	0	0	0	0	1	13	17	9	2	0	0	0	0	0	41.3	36.6	4.7	
0400-0500	38	9	7	8	14	1	0	36	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	13	14	6	2	0	0	0	0	0	41.8	35.9	6	
0500-0600	83	7	14	22	40	0	0	74	0	6	0	0	0	0	1	0	2	0	0	0	0	0	3	5	26	32	13	1	2	1	0	0	0	41.2	36.3	5.8
0600-0700	142	31	31	32	48	0	0	127	0	13	0	0	0	0	1	0	1	0	0	0	0	0	2	17	38	48	25	11	1	0	0	0	0	43.1	36.7	5.8
0700-0800	315	48	72	81	114	0	3	289	0	27	2	1	1	1	1	0	0	0	0	0	0	0	8	44	113	106	31	9	4	0	0	0	0	39.9	35	5.4
0800-0900	639	132	142	175	190	1	0	575	5	45	3	2	0	7	0	0	0	0	1	0	0	7	11	96	292	186	38	6	2	1	0	0	0	38.3	33.7	4.7
0900-1000	964	222	212	243	287	0	6	878	12	52	3	5	0	7	0	0	1	0	0	1	2	7	45	216	455	201	33	3	1	0	0	0	0	36.6	32.1	4.6
1000-1100	1147	268	304	273	302	1	6	1054	15	45	1	3	0	19	1	2	0	0	5	7	37	80	374	459	162	21	1	0	1	0	0	0	35.2	30.4	5.3	
1100-1200	1253	297	337	320	299	2	3	1166	8	42	6	2	1	21	0	0	1	1	9	32	77	176	354	437	137	25	6	0	0	0	0	0	0	34.4	28.9	6.3
1200-1300	1279	322	330	324	303	0	5	1196	19	39	5	3	0	12	0	0	0	0	2	20	77	180	382	456	134	28	0	0	0	0	0	0	34.5	29.1	5.7	
1300-1400	1161	303	315	263	280	0	12	1088	3	33	1	5	0	14	0	4	1	0	4	8	41	139	340	438	162	23	3	3	0	0	0	0	35.3	30.1	5.6	
1400-1500	1153	266	276	302	309	2	1	1072	8	49	3	4	0	13	0	1	0	0	5	26	60	123	302	452	155	26	4	0	0	0	0	0	35.2	29.7	6.1	
1500-1600	1104	270	259	281	294	0	9	1022	20	57	1	3	0	9	1	1	1	0	5	14	41	104	295	442	171	25	6	1	0	0	0	0	35.6	30.4	5.8	
1600-1700	1002	267	270	228	237	1	7	938	15	32	2	1	0	5	1	0	0	0	4	12	24	56	236	424	199	41	6	0	0	0	0	0	36.7	31.6	5.7	
1700-1800	879	228	212	234	205	0	6	826	12	30	0	1	0	4	0	0	0	0	0	0	0	2	24	170	405	220	45	9	2	4	0	0	0	37.6	33.3	4.8
1800-1900	761	234	200	179	168	0	6	724	5	20	2	0	0	3	1	0	0	0	0	0	0	4	5	42	124	325	203	47	9	2	0	0	0	38.1	33.1	5.2
1900-2000	651	194	173	149	135	1	5	612	3	26	2	0	0	2	0	0	0	0	0	0	0	2	8	89	258	223	53	11	6	1	0	0	0	38.8	34.6	4.8
2000-2100	419	111	105	99	104	0	0	401	1	14	1	0	0	1	1	0	0	0	0	0	0	3	57	178	126	36	14	3	1	1	0	0	39.6	34.9	5.3	
2100-2200	331	83	71	66	61	0	3	314	0	12	1	1	0	0	0	0	0	0	0	0	1	7	58	114	114	29	8	0	0	0	0	0	38.7	34.4	4.9	
2200-2300	282	80	78	62	62	0	3	272	2	4	0	0	0	0	1	0	0	0	0	0	0	2	27	103	103	30	15	1	1	0	0	0	40.5	35.8	5.2	
2300-0000	215	52	73	43	47	0	1	206	1	3	1	0	0	3	0	0	0	0	0	0	0	2	3	21	68	89	26	3	2	1	0	0	0	40	35.7	5.1
0700-0800	11657	2837	2929	2985	2988	7	64	10819	122	451	29	30	2	115	4	8	4	2	35	125	378	988	2933	4696	2036	383	62	15	6	0	0	0	36.5	31.5	5.4	
0800-0900	13200	3256	3369	3386	3386	8	72	12273	126	516	33	31	2	119	5	9	4	2	35	125	381	1008	3154	5284	2547	526	106	25	8	1	0	0	37.4	32.4	5.4	
0900-1000	13697	3388	3460	3354	3495	8	76	12751	129	523	34	31	2	122	6	9	4	2	35	125	383	1013	3202	5455	2739	582	124	28	10	1	0	0	37.7	32.8	5.4	
0000-0000	14148	3491	3565	3468	3624	9	77	13164	130	548	34	31	2	125	7	15	4	2	35	126	384	1020	3241	5611	2900	646	140	32	12	1	0	0	38.5	33.6	5.4	

Sunday 28 April 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation			
			15-30	30-45	45-60						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph	
0000 - 0100	187	51	57	35	46	0	0	179	0	6	0	0	0	2	0	0	0	0	0	0	0	0	12	74	69	25	5	1	0	0	0	40.9	35.7	4.7	
0100 - 0200	105	50	31	30	14	0	1	99	0	5	0	0	0	0	0	0	0	0	0	0	0	1	8	29	43	19	2	2	0	1	0	41.7	36.8	5.4	
0200 - 0300	59	14	20	11	14	0	0	58	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	19	18	12	3	1	1	0	0	43.2	37.1	5.9	
0300 - 0400	41	7	8	10	16	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	22	5	0	0	0	1	0	0	40.2	36.9	5.3	
0400 - 0500	35	6	10	8	11	0	0	31	0	3	0	0	0	1	0	0	0	0	0	0	0	1	4	10	14	5	1	0	0	0	0	41.3	35.7	5.1	
0500 - 0600	47	6	11	11	19	0	0	43	0	3	0	0	0	0	1	0	0	0	0	0	0	0	2	19	20	6	0	0	0	0	0	39.9	36.1	3.6	
0600 - 0700	71	17	13	19	22	1	1	64	0	4	0	0	0	1	0	0	0	0	0	0	0	1	4	25	31	6	3	1	0	0	0	39.9	35.9	4.9	
0700 - 0800	160	35	32	39	54	2	3	148	2	5	0	0	0	0	0	0	0	0	0	0	0	2	16	58	50	26	6	0	0	0	0	40.8	35.5	5.2	
0800 - 0900	255	48	61	67	79	2	7	236	1	9	0	0	0	0	0	0	0	0	0	0	0	2	1	16	93	104	27	9	3	0	0	0	40.4	35.9	4.9
0900 - 1000	494	100	99	125	170	4	7	458	4	16	0	2	0	3	0	0	0	0	0	0	0	2	12	88	205	153	27	7	0	0	0	0	38.2	33.6	4.5
1000 - 1100	901	229	218	222	232	2	5	842	6	56	1	1	0	7	0	1	0	0	0	0	1	8	44	195	416	188	41	7	1	0	0	0	37.1	32.5	4.8
1100 - 1200	1005	255	246	236	268	0	5	945	10	20	4	4	0	14	1	2	0	0	4	2	22	53	259	481	157	25	2	0	0	0	0	35.7	31.4	4.8	
1200 - 1300	1154	295	286	289	284	1	7	1089	11	27	5	0	0	13	0	1	0	0	4	14	28	85	299	498	192	30	4	0	0	0	0	36	31	5.4	
1300 - 1400	1111	280	265	273	293	1	8	1034	13	33	8	2	0	6	1	3	0	2	1	5	23	73	281	487	200	37	2	2	0	0	0	36	31.4	5.1	
1400 - 1500	1051	255	297	258	261	0	0	998	11	22	5	3	1	11	0	0	0	0	5	7	19	55	224	467	222	42	7	3	0	0	0	36.6	32	5.4	
1500 - 1600	966	260	245	212	249	0	13	898	20	21	3	1	0	10	0	0	0	0	0	11	31	165	447	255	45	8	3	0	1	0	0	37.4	33.2	4.8	
1600 - 1700	726	194	209	166	157	1	5	687	5	21	0	1	1	3	0	1	0	1	0	0	3	11	99	318	244	47	3	1	0	0	0	38.1	34	4.3	
1700 - 1800	583	170	148	155	110	0	3	536	9	27	0	3	0	4	1	0	0	0	0	1	1	6	46	242	206	62	14	4	1	0	0	39.8	35.3	4.7	
1800 - 1900	515	161	132	102	120	1	6	480	1	20	1	0	0	4	0	2	0	0	0	2	3	6	52	175	201	66	5	4	0	1	0	40	35.3	5.2	
1900 - 2000	491	121	140	115	115	2	3	452	4	21	1	2	0	5	0	1	0	0	0	0	2	7	39	173	192	66	10	1	1	0	0	40.3	35.4	4.8	
2000 - 2100	539	98	95	69	77	1	3	512	2	20	0	0	0	1	0	0	0	0	0	0	3	42	116	123	47	8	0	0	0	0	40.4	35.3	4.7		
2100 - 2200	249	68	67	62	52	0	2	231	1	13	0	0	0	1	0	1	0	0	0	0	2	21	76	104	37	6	2	0	0	1	40.7	36.3	5		
2200 - 2300	169	56	41	39	35	0	4	156	0	5	1	0	1	0	1	0	0	0	0	0	1	21	59	59	18	8	2	0	0	1	41.2	36	6		
2300 - 0000	93	28	26	23	16	0	0	87	1	4	1	0	0	0	0	0	0	0	0	0	1	3	27	41	15	3	3	0	0	0	0	42.9	37.5	5.1	
0700 - 1900	8921	2282	2238	2124	2277	14	69	8351	95	257	27	17	2	75	3	10	0	3	14	32	124	379	1740	3887	2172	435	74	21	1	2	0	38.0	33.4	4.9	
0600 - 2200	10071	2586	2553	2389	2543	18	78	9410	100	315	28	19	2	83	3	12	0	3	14	32	126	392	1846	4277	2622	631	101	25	2	2	1	38.6	34.0	4.9	
0600 - 0000	10333	2670	2620	2451	2592	18	82	9653	101	324	30	19	3	83	4	13	0	3	14	32	126	394	1870	4363	2722	664	112	30	2	2	2	39.0	34.3	5.0	
0000 - 0000	10807	2784	2757	2554	2712	18	83	10104	101	342	30	19	3	86	5	13	0	3	14	32	126	397	1901	4527	2908	736	123	34	3	4	2	39.5	34.8	5.0	

Monday 29 April 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45	45-60						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph			
0000 - 0100	62	17	20	14	11	0	0	57	1	4	0	0	0	0	0	0	0	0	0	0	0	3	13	35	6	4	0	0	1	0	41.7	37.8	5.4	
0100 - 0200	24	5	8	7	4	0	0	23	0	0	0	0	0	1	0	0	0	0	0	0	0	4	5	8	4	0	0	1	1	0	44.1	37.1	8.8	
0200 - 0300	18	5	5	5	3	0	0	11	0	5	0	0	0	1	0	1	0	0	0	0	0	1	3	8	4	2	0	0	0	0	40.4	33.8	5.2	
0300 - 0400	12	0	2	2	8	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	39.1	34.9	3.4	
0400 - 0500	37	7	5	10	15	1	0	28	0	6	0	0	0	1	0	1	0	0	0	0	1	0	6	8	14	4	4	0	0	0	42.4	36	6.9	
0500 - 0600	140	18	31	31	60	0	0	123	1	12	1	0	0	1	0	2	0	0	0	0	0	1	8	40	59	26	5	1	0	0	41.4	36.8	4.6	
0600 - 0700	381	64	66	114	137	0	4	333	1	39	0	1	1	1	0	0	0	1	0	0	5	15	119	150	72	15	2	2	1	0	41.7	37	5.1	
0700 - 0800	931	170	211	251	289	4	9	800	13	88	2	3	1	9	0	1	0	1	0	3	12	35	94	311	352	104	16	4	0	0	39.7	34.7	5.5	
0800 - 0900	1304	305	331	314	354	1	4	1146	14	100	9	5	1	14	0	8	0	2	1	9	27	63	239	541	351	68	5	0	0	0	37.5	32.6	5.3	
0900 - 1000	1206	346	325	264	271	3	9	1040	20	97	7	2	2	11	3	1	1	1	11	20	25	102	337	482	203	22	3	1	0	0	35.7	30.5	5.8	
1000 - 1100	1007	235	240	277	255	3	5	864	11	89	7	5	4	11	1	5	1	1	1	3	29	112	311	383	149	17	1	1	0	0	35.3	30.3	5.1	
1100 - 1200	1037	248	273	264	252	0	3	929	8	78	9	2	0	8	0	0	0	0	0	6	28	89	349	421	127	16	1	0	0	0	34.7	30.2	4.8	
1200 - 1300	1020	246	266	259	249	1	3	903	10	82	2	3	0	11	2	3	0	0	1	11	32	101	307	405	147	14	2	0	0	0	35.2	30.2	5.2	
1300 - 1400	1139	274	290	299	276	0	5	1024	4	75	8	3	3	12	3	1	1	1	0	7	25	60	86	293	456	185	24	3	0	0	35.6	30.1	6.3	
1400 - 1500	1056	251	280	227	278	0	5	903	16	84	8	6	0	8	2	2	1	1	0	6	21	89	282	432	183	21	2	0	0	0	35.8	31	5	
1500 - 1600	1170	287	312	293	278	1	5	1031	11	89	5	4	2	15	2	5	0	0	1	14	38	94	303	506	183	25	6	0	0	0	35.6	30.7	5.4	
1600 - 1700	1298	285	302	334	377	0	7	1157	13	94	4	2	1	12	0	7	1	0	0	13	41	91	297	527	287	39	2	1	0	0	36.6	31.4	5.4	
1700 - 1800	1220	281	317	317	305	1	14	1104	18	98	8	2	1	11	0	3	0	0	2	7	36	73	201	331	311	45	10	3	1	0	37.2	32.2	5.6	
1800 - 1900	995	291	278	223	203	0	6	938	6	35	3	2	0	3	0	2	0	0	0	16	37	121	429	320	60	8	1	2	1	0	38	33.7	5.1	
1900 - 2000	707	219	166	152	170	0	6	651	5	32	2	2	0	7	1	1	0	0	0	1	12	99	260	251	61	10	2	2	0	0	39	34.7	4.7	
2000 - 2100	485	141	141	116	87	1	1	461	1	18	0	0	0	2	0	1	0	0	0	2	10	62	193	152	55	5	2	3	1	0	39.5	34.8	5.2	
2100 - 2200	323	95	81	76	71	0	0	308	1	13	0	1	0	0	0	0	0	0	0	0	1	37	125	120	27	10	3	0	0	0	39.8	35.4	4.7	
2200 - 2300	174	55	41	46	32	0	0	164	3	6	0	0	0	0	0	1	0	0	0	1	0	24	54	63	22	7	1	2	0	0	40.4	35.9	5.8	
2300 - 0000	122	46	31	26	19	0	1	111	0	8	0	0	0	0	2	0	0	0	0	0	0	15	34	51	15	3	2	0	2	0	40.4	36.5	6	
0700 - 1800	13363	3219	3425	3322	3197	14	75	11848	144	969	72	39	15	125	13	38	5	6	24	117	365	972	3134	5624	2788	455	99	11	3	1	0	36.4	31.5	5.4
0600 - 2200	15259	3738	3879	3780	3862	15	86	13661	152	1071	74	43	16	135	14	40	5	7	24	117	368	1000	3347	6130	3471	670	99	20	10	3	0	37.3	32.5	5.3
0600 - 0000	15555	3839	3951	3852	3913	15	87	13876	155	1085	74	43	16	135	16	41	5	7	24	117	369	1000	3386	6218	3585	707	109	23	12	5	0	37.7	32.9	5.3
0000 - 0000	15848	3891	4022	3921	4014	16	87	14129	157	1113	75	43	16	139	16	45	5	7	24	117	371	1002	3412	6296	3711	749	122	24	13	7	0	38.6	33.7	5.4

Tuesday 30 April 2015

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-60	Number Vehicle Classes ARX Scheme																Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation
			Cycles	Motor Cycles		Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
0000 - 0100	50	17	18	6	9	0	1	46	0	3	0	0	0	0	0	0	0	0	0	0	3	10	23	11	3	0	0	0	0	42.2	37.8	4.6			
0100 - 0200	27	9	8	4	6	0	0	22	1	4	0	0	0	0	0	0	0	0	0	0	2	10	9	5	0	1	0	0	0	43.1	36.9	5.4			
0200 - 0300	18	5	7	3	3	0	0	13	0	4	0	0	0	0	0	0	0	0	0	0	1	3	10	3	0	0	1	0	0	42.9	38.3	5.8			
0300 - 0400	23	3	2	3	15	0	0	19	0	3	0	0	0	0	0	0	0	0	0	0	9	8	4	1	1	0	0	0	43	37.6	5.6				
0400 - 0500	38	6	3	8	21	1	1	30	0	2	0	0	0	1	2	1	0	0	0	0	1	1	7	17	7	4	0	0	0	43.6	37.4	6.4			
0500 - 0600	186	22	18	58	88	2	0	158	0	21	0	0	0	2	2	1	0	0	0	0	1	1	10	63	69	32	7	3	0	41.9	36.7	5.1			
0600 - 0700	411	80	81	107	143	2	6	549	1	43	1	0	0	6	0	3	0	0	0	0	2	10	32	123	146	76	16	5	1	0	41.7	36.3	5.6		
0700 - 0800	903	163	214	222	304	2	6	777	15	79	12	1	1	6	2	2	0	0	0	1	9	32	121	353	290	79	17	1	0	39.1	34.1	5.2			
0800 - 0900	1227	275	314	336	502	1	4	1072	20	87	17	4	0	16	1	4	1	0	0	5	27	75	162	489	374	65	5	3	2	0	37.6	32.9	5.5		
0900 - 1000	1164	338	278	269	259	0	4	1024	12	92	9	6	0	14	2	1	0	0	1	12	29	88	307	496	194	35	1	1	0	36.1	30.9	5.3			
1000 - 1100	1051	257	270	227	277	0	7	920	5	82	1	3	0	6	3	4	0	0	12	17	49	122	301	374	133	18	4	1	0	35.1	29.5	6.2			
1100 - 1200	1067	291	248	264	264	0	7	939	11	82	3	4	1	12	3	4	0	1	1	9	32	93	332	426	146	24	2	1	1	0	35.3	30.4	5.3		
1200 - 1300	1018	246	249	255	268	2	10	899	18	86	9	6	0	13	2	3	0	0	1	7	35	109	298	418	131	21	6	2	0	35.2	30.3	5.5			
1300 - 1400	1071	263	283	277	248	0	5	936	9	95	8	6	1	7	2	2	0	0	10	22	44	83	298	421	177	21	1	0	0	35.6	30.1	6.2			
1400 - 1500	1100	275	275	269	283	4	6	951	14	91	6	8	0	13	0	4	1	0	8	12	64	100	323	414	151	22	6	0	0	35.3	29.8	6			
1500 - 1600	1343	277	321	325	320	2	6	1095	17	94	3	5	3	14	1	3	0	0	6	20	41	109	308	531	202	22	3	1	0	35.6	30.5	5.6			
1600 - 1700	1222	295	310	303	314	0	8	1090	15	88	4	3	1	11	0	2	0	0	2	22	50	109	254	489	245	47	3	1	0	36.5	31	6.1			
1700 - 1800	1262	321	317	293	331	2	7	1172	13	54	2	1	0	8	0	1	1	1	10	36	29	60	241	545	289	44	8	0	0	36.9	31.6	6.3			
1800 - 1900	1062	305	262	253	242	0	6	889	5	41	5	1	0	11	0	2	0	2	0	6	18	61	168	417	303	75	10	3	0	38.4	33.2	5.6			
1900 - 2000	761	226	194	200	141	0	13	698	6	33	2	1	0	7	0	1	0	0	0	2	11	93	290	266	76	13	9	1	0	39.5	34.9	5			
2000 - 2100	531	160	146	120	105	1	7	499	6	26	0	1	0	0	0	0	0	0	0	3	10	51	212	198	39	12	6	0	0	39.3	34.9	4.9			
2100 - 2200	364	101	95	89	79	1	1	349	0	10	1	0	0	2	0	0	0	0	0	2	2	37	133	146	30	7	4	3	0	39.4	35.4	5.2			
2200 - 2300	297	88	81	72	56	0	3	286	1	5	0	2	0	0	0	0	0	0	0	0	5	19	93	126	40	12	2	0	0	41	36.4	4.8			
2300 - 0000	151	58	36	31	26	0	1	140	0	7	2	0	0	0	0	1	0	0	0	0	0	2	10	42	61	29	5	1	1	0	41	36.6	4.9		
0700 - 1900	13370	3324	3541	3295	3412	13	76	11836	154	971	79	48	7	151	16	32	3	4	51	169	431	1041	3113	5373	2635	473	66	14	3	1	0	36.4	31.2	5.7	
0600 - 2200	15437	3891	3857	3809	3880	17	103	13722	167	1083	82	50	7	146	16	36	3	4	51	169	440	1074	3326	6131	3391	694	114	38	8	1	0	37.3	32.2	5.6	
0600 - 0000	15885	4037	3974	3912	3962	17	107	14148	168	1095	85	52	7	146	16	37	3	4	51	169	440	1081	3355	6266	3578	703	131	41	9	1	0	37.7	32.7	5.5	
0000 - 0000	16227	4099	4030	3994	4104	20	109	14436	169	1132	85	52	7	149	20	41	3	4	51	169	442	1083	3372	6368	3714	825	146	46	10	1	0	39.0	33.9	5.3	

Wednesday 01 May 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	84	36	23	13	12	0	0	76	0	6	0	0	0	0	1	1	0	0	0	0	0	13	19	34	13	4	1	0	0	0	41.5	36.3	5.3	
0100 - 0200	27	7	9	8	3	0	0	24	0	2	0	0	0	0	1	0	0	0	0	0	0	3	9	7	3	3	1	0	1	0	46.5	37.6	8	
0200 - 0300	16	3	2	6	5	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	5	9	2	0	0	0	0	0	0	39.5	36.3	3.1	
0300 - 0400	23	3	5	3	12	0	0	17	0	5	0	0	0	0	1	0	0	0	0	0	0	3	9	9	0	2	0	0	0	0	38.7	35.4	5.1	
0400 - 0500	44	3	6	9	26	0	0	35	0	6	1	0	0	1	0	1	0	0	0	0	0	5	20	10	7	2	0	0	0	0	40.8	35.2	4.9	
0500 - 0600	150	23	27	31	69	0	0	129	0	16	0	0	0	2	3	0	0	0	0	0	0	7	44	60	33	2	3	0	0	1	41.6	37.4	5.5	
0600 - 0700	419	68	76	106	169	3	3	563	3	30	4	2	5	1	1	4	0	0	0	0	1	2	7	22	119	170	79	12	6	1	0	41.4	36.6	5.4
0700 - 0800	981	170	239	246	326	5	8	869	7	74	5	2	2	9	0	7	1	1	1	1	6	11	47	138	329	341	90	12	4	1	1	39	33.9	5.9
0800 - 0900	1337	298	336	338	365	2	6	1194	18	82	5	6	3	13	2	6	0	0	5	19	43	82	288	547	293	51	8	1	0	0	37	31.5	5.9	
0900 - 1000	1144	345	283	256	280	1	4	991	18	89	12	6	0	16	4	2	0	1	5	17	49	98	313	441	194	23	3	0	1	0	35.7	30.4	5.8	
1000 - 1100	1103	295	262	258	288	0	9	968	15	88	5	5	1	8	0	2	1	1	1	7	39	136	333	418	152	14	3	0	0	0	35.1	29.8	5.2	
1100 - 1200	1021	262	242	248	269	1	5	890	10	75	13	7	2	13	2	4	1	0	3	13	43	112	352	386	93	16	2	0	0	0	34.2	29.4	5.4	
1200 - 1300	1053	253	275	248	277	1	6	915	11	82	8	9	1	15	0	2	2	1	1	12	17	121	325	415	143	17	2	0	0	0	35.1	30.2	5.1	
1300 - 1400	1052	279	274	258	241	0	6	903	12	92	3	7	0	20	1	8	0	0	0	6	25	87	323	425	157	26	2	0	1	0	35.6	30.7	5.1	
1400 - 1500	1133	280	299	256	298	2	14	991	8	87	6	4	6	12	0	1	0	2	8	23	48	109	312	433	177	18	2	1	0	0	35.5	29.9	6.1	
1500 - 1600	1227	300	299	327	301	1	2	1062	12	97	5	8	1	14	2	3	0	0	10	19	29	96	356	526	158	29	4	0	0	0	35.1	30.4	5.7	
1600 - 1700	1264	324	295	335	330	2	14	1128	22	88	14	4	0	9	1	0	1	1	6	13	43	114	315	558	198	32	5	0	0	0	35.5	30.6	5.6	
1700 - 1800	1293	327	336	314	316	1	11	1173	15	67	5	2	0	16	2	1	0	0	2	9	25	91	313	554	255	36	8	0	0	0	36.4	31.5	5.3	
1800 - 1900	1075	311	263	250	251	2	6	1013	12	29	1	3	1	7	0	1	0	0	4	23	22	59	186	427	296	43	9	6	0	0	37.4	32.2	6.2	
1900 - 2000	732	225	188	153	166	1	1	684	6	31	0	2	0	6	0	1	0	0	0	0	2	14	106	301	229	66	10	2	2	0	39.1	34.3	5	
2000 - 2100	492	153	123	122	94	1	4	458	5	20	0	1	1	1	1	0	0	0	0	1	1	8	54	188	181	40	15	3	0	1	39.4	35	5.1	
2100 - 2200	342	100	100	65	77	0	2	315	5	13	3	0	1	3	0	0	0	0	0	0	1	4	36	136	110	39	8	7	0	1	40.5	35.3	5.3	
2200 - 2300	234	63	66	53	52	0	3	221	0	8	0	0	0	2	0	0	0	0	0	1	0	2	29	84	83	26	8	2	1	0	40.6	35.6	5.3	
2300 - 0000	143	45	44	32	22	0	2	132	0	7	1	0	0	0	1	0	0	0	0	0	0	1	17	49	46	28	7	3	0	0	41.6	36.8	6.1	
0700 - 1800	13705	3444	3403	3334	3322	18	91	12108	160	950	80	63	17	152	14	37	6	7	46	167	394	1152	3354	5461	2457	395	60	12	3	1	1	36.0	30.9	5.6
0600 - 2200	15688	3990	3880	3780	4028	23	101	13928	179	1044	87	68	24	163	16	42	6	7	46	169	400	1185	3772	6205	3147	619	105	30	6	3	1	37.0	32.0	5.5
0600 - 0000	16065	4098	4000	3865	4102	23	106	14281	179	1059	88	68	24	165	17	42	6	7	46	170	400	1188	3818	6329	3274	673	120	35	7	3	2	37.5	32.5	5.5
0000 - 0000	16409	4173	4072	3935	4228	23	106	14575	179	1097	89	68	24	169	22	44	6	7	46	170	400	1188	3849	6435	3403	731	133	40	7	4	3	38.5	33.4	5.2

Thursday 02 May 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45	45-60					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph	
0000 - 0100	42	17	7	9	9	0	1	36	0	2	0	0	0	2	0	1	0	0	0	0	0	3	7	17	10	3	1	1	0	0	44.6	38.5	6.1	
0100 - 0200	17	4	4	1	8	0	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	1	7	4	0	1	0	1	2	1	62.5	41.3	12.9	
0200 - 0300	26	7	6	5	8	0	0	22	0	3	0	0	0	0	0	1	0	0	0	0	0	1	9	10	4	2	0	0	0	0	43.3	36.9	4.8	
0300 - 0400	21	1	2	8	10	0	0	16	0	5	0	0	0	0	0	0	0	0	0	0	0	2	8	9	2	0	0	0	0	0	38.9	35.3	4.2	
0400 - 0500	45	4	5	8	28	1	0	38	0	5	0	0	0	1	0	0	0	0	0	1	0	4	11	19	8	2	0	0	0	0	41	36.3	5.8	
0500 - 0600	170	25	19	56	70	0	0	151	0	16	0	0	0	0	1	2	0	0	0	0	0	15	41	86	26	1	1	0	0	0	40.4	36.4	4.2	
0600 - 0700	399	64	74	107	154	1	4	352	3	33	1	0	1	2	2	0	0	0	0	0	1	7	34	119	149	66	14	6	3	0	0	41.3	36.4	5.5
0700 - 0800	1021	190	232	260	339	3	5	889	16	92	5	4	1	10	2	1	1	1	3	9	28	45	117	332	371	99	16	1	0	0	0	39.2	33.8	6.1
0800 - 0900	1347	293	341	350	563	2	5	1194	18	87	14	4	1	19	0	2	0	1	0	8	16	80	249	548	380	61	5	0	0	0	0	37.5	32.6	5.1
0900 - 1000	1142	351	254	276	261	4	3	1005	15	84	9	3	1	10	2	6	0	0	3	5	31	90	320	497	171	23	2	0	0	0	35.6	30.8	5.2	
1000 - 1100	1035	250	271	261	253	0	3	910	4	85	7	5	0	10	1	6	0	0	3	8	33	98	335	395	145	16	2	0	0	0	35.2	30.1	5.3	
1100 - 1200	1064	275	266	254	269	2	5	917	13	90	7	3	1	18	3	5	0	0	4	9	37	110	314	427	144	17	1	1	0	0	35.1	30.1	5.4	
1200 - 1300	1037	272	251	249	265	3	0	917	12	84	2	5	2	6	3	2	0	1	0	10	29	111	329	405	140	11	2	0	0	0	35	30.1	5.1	
1300 - 1400	1124	285	279	268	312	0	5	985	11	99	5	4	2	8	2	2	1	0	2	11	47	106	310	467	148	26	4	1	2	0	35.2	30.3	5.6	
1400 - 1500	1066	268	261	268	269	1	2	926	7	97	10	4	2	12	2	2	0	1	1	11	33	91	310	405	182	30	2	1	0	0	35.9	30.6	5.5	
1500 - 1600	1208	273	309	323	303	0	2	1050	21	100	4	5	4	15	3	4	0	0	1	7	38	113	322	510	191	27	6	0	0	0	35.7	30.7	5.3	
1600 - 1700	1240	294	304	320	322	0	12	1100	9	90	8	4	4	11	0	2	0	0	2	10	27	93	319	502	242	37	5	2	0	0	1	36.2	31.3	5.4
1700 - 1800	1275	319	328	312	316	1	7	1157	14	63	9	4	2	16	0	1	0	1	0	16	42	90	283	484	317	58	4	1	0	0	0	37.4	31.8	5.8
1800 - 1900	1048	298	264	341	245	2	5	973	6	48	3	1	0	7	2	1	0	0	2	3	10	34	168	432	329	58	10	2	0	0	0	38	33.4	5
1900 - 2000	826	257	232	169	168	0	1	773	10	33	1	2	0	5	0	1	0	0	0	0	5	21	161	374	200	50	12	3	0	0	0	37.9	33.3	4.8
2000 - 2100	524	139	131	135	119	0	5	498	3	12	1	0	0	5	0	2	0	0	0	0	0	7	49	204	204	48	8	3	1	0	0	39.2	35	4.6
2100 - 2200	385	98	100	86	101	0	4	365	4	9	2	0	0	1	0	0	0	0	0	0	0	4	50	134	148	34	8	6	1	0	0	39.5	35.3	4.9
2200 - 2300	276	73	85	64	54	0	2	263	2	6	0	1	0	0	0	2	0	0	0	0	2	2	32	100	96	37	6	0	1	0	0	40.5	35.2	5.1
2300 - 0000	121	42	27	24	28	0	0	111	0	7	0	0	0	2	0	1	0	0	0	0	0	9	25	54	28	3	0	1	0	0	41.6	37.2	4.8	
0700 - 1900	13607	3348	3360	3382	3517	18	54	12034	150	1019	83	46	20	142	20	34	2	5	21	107	371	1061	3356	5397	2760	463	59	9	2	0	1	36.5	31.3	5.4
0600 - 2200	15741	3906	3897	3879	4059	19	68	14002	170	1106	88	48	21	153	22	37	2	5	21	107	377	1100	3650	6228	3461	661	101	27	7	0	1	37.1	32.2	5.3
0600 - 0000	16138	4021	4009	3967	4141	19	70	14376	172	1119	88	49	21	155	22	40	2	5	21	107	379	1103	3691	6353	3611	726	110	27	9	0	1	37.6	32.7	5.3
0000 - 0000	16419	4079	4052	4054	4274	20	71	14652	172	1154	88	49	21	158	23	44	2	5	21	108	379	1105	3717	6436	3756	776	119	29	11	2	2	39.4	33.9	5.5

Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45	45-60						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	96	29	26	20	20	0	0	89	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	8	28	38	16	4	1	0	0	0	41.5	36.6	5.1
0100 - 0200	45	13	12	10	9	0	1	40	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4	13	16	7	2	1	0	1	0	0	42.8	36.8	7
0200 - 0300	30	7	9	6	8	0	0	26	0	3	0	0	0	0	0	1	0	0	0	0	0	3	9	11	5	1	0	0	0	0	0	42	36.7	5.6	
0300 - 0400	27	4	5	7	11	0	0	23	0	3	0	0	0	0	0	0	0	0	0	0	0	2	9	11	4	1	0	0	0	0	0	40.8	36.6	5.1	
0400 - 0500	39	6	6	8	20	1	0	33	0	3	0	0	0	1	0	1	0	0	0	0	0	4	12	14	6	2	0	0	0	0	0	41.2	35.8	5.8	
0500 - 0600	130	18	20	36	57	0	0	113	0	13	0	0	0	1	1	1	0	0	0	0	1	8	39	54	23	3	2	0	0	0	0	41.2	36.7	4.9	
0600 - 0700	310	54	59	81	116	1	3	271	1	27	1	0	1	2	1	1	0	0	0	0	1	6	22	91	117	56	12	4	1	0	0	41.6	36.6	5.5	
0700 - 0800	753	136	176	192	249	3	6	652	9	66	5	2	1	6	1	2	0	1	1	4	11	31	98	268	254	71	13	2	0	0	0	39.2	34	5.7	
0800 - 0900	1063	238	266	272	287	1	4	941	13	74	8	4	1	12	0	3	0	1	1	7	21	59	188	438	288	53	6	1	0	0	0	37.5	32.6	5.4	
0900 - 1000	1059	300	255	247	258	2	6	935	14	74	7	5	1	12	2	2	0	0	5	12	30	82	276	438	184	27	3	1	0	0	0	36	30.8	5.6	
1000 - 1100	1047	259	262	255	271	1	5	934	10	71	4	4	1	10	1	4	0	0	3	8	35	102	319	406	150	21	3	0	0	0	0	35.3	30.2	5.4	
1100 - 1200	1075	272	266	266	273	1	5	962	10	68	6	4	1	14	2	3	0	0	3	13	39	111	331	424	131	20	2	0	0	0	0	34.8	29.9	5.5	
1200 - 1300	1103	274	278	273	278	1	6	988	15	68	5	5	1	12	1	2	0	0	3	15	39	121	325	429	146	21	3	0	0	0	0	35.1	30	5.6	
1300 - 1400	1127	282	288	278	280	0	7	1009	10	71	6	5	1	11	1	3	1	0	4	15	42	101	321	446	169	25	3	1	0	0	0	35.5	30.3	5.7	
1400 - 1500	1110	271	284	267	287	1	5	988	11	75	7	5	1	12	1	2	0	1	4	16	46	100	297	441	175	26	4	1	0	0	0	35.6	30.3	5.8	
1500 - 1600	1169	280	294	298	297	1	6	1045	16	77	4	5	2	12	1	3	0	0	4	13	57	90	304	495	191	29	6	1	0	0	0	35.8	30.8	5.6	
1600 - 1700	1154	283	291	287	293	1	9	1040	13	70	6	2	1	9	0	2	0	0	2	14	54	85	264	472	236	40	4	1	0	0	0	36.5	31.3	5.7	
1700 - 1800	1114	282	282	277	272	1	8	1022	13	51	4	2	0	10	0	1	0	0	3	12	28	62	215	469	265	49	9	2	1	0	0	37.2	32.1	5.8	
1800 - 1900	996	267	241	217	211	1	6	879	7	32	3	1	0	6	1	1	0	0	1	6	13	40	147	381	277	59	9	3	1	0	0	38.1	33.3	5.5	
1900 - 2000	706	211	182	169	152	1	5	654	6	30	2	2	0	5	0	1	0	0	0	3	14	101	280	231	61	11	4	1	0	0	0	39	34.4	4.9	
2000 - 2100	467	134	123	112	98	1	3	439	3	19	0	0	0	1	0	1	0	0	0	0	1	6	54	184	164	44	10	3	1	1	0	39.4	34.9	5	
2100 - 2200	535	95	88	73	81	0	2	317	2	12	1	0	0	1	0	0	0	0	0	0	1	4	40	125	121	32	8	3	1	0	0	39.5	35.2	5	
2200 - 2300	247	73	67	58	50	0	2	235	1	6	0	0	0	0	0	1	0	0	0	0	0	2	26	89	90	28	9	1	1	0	0	40.3	35.6	5.2	
2300 - 0000	148	46	41	32	28	0	1	139	0	6	1	0	0	1	0	0	0	0	0	0	0	1	14	44	59	22	4	2	0	0	0	40.8	36.3	5.2	
0700 - 1900	12710	3144	3183	3129	3254	14	73	11395	139	797	65	44	11	126	11	28	1	5	34	135	375	984	3085	5107	2466	441	65	13	2	0	0	36.4	31.3	5.6	
0600 - 2200	14528	3636	3635	3555	3701	17	86	13076	151	885	69	46	12	135	12	31	1	5	34	135	381	1014	3787	3099	634	106	27	6	1	0	0	37.3	32.3	5.5	
0600 - 0900	14925	3755	3745	3645	3779	17	89	13450	152	897	70	46	12	136	12	32	1	5	34	135	381	1017	3542	5920	3248	684	119	30	7	1	0	37.6	32.7	5.5	
0000 - 0000	15290	3832	3821	3732	3904	18	90	13774	152	926	70	46	12	139	13	35	1	5	34	135	381	1020	3371	6030	3592	745	132	34	7	2	0	38.6	33.7	5.5	

Report ID: 25479
Site Name: Site 1 of 2
Description: A3 Murepas Way, 115m west of Hubert Road Roundabout
Direction: Eastbound

Friday 26 April 2019

Time	Hourly Totals	00-15	15 Minute Bin Dumps			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes APX Scheme								Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
			15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <70mph
0000 - 0100	69	25	15	15	14	0	0	67	0	2	0	0	0	0	0	0	0	0	0	0	0	5	21	28	10	4	0	0	0	1	41.6	36.9	5.8	
0100 - 0200	30	7	7	8	8	0	0	26	0	2	0	0	0	1	0	1	0	0	0	0	0	2	9	12	4	3	0	0	0	0	44.2	36.6	5.6	
0200 - 0300	23	10	3	6	4	0	1	20	0	2	0	0	0	0	0	0	0	0	0	0	3	6	6	3	2	1	1	0	1	49.6	39	10.2		
0300 - 0400	25	5	5	9	6	0	0	20	0	5	0	0	0	0	0	0	0	0	0	0	3	5	12	3	2	0	0	0	0	42.5	36.8	5.1		
0400 - 0500	40	10	9	8	13	0	0	30	0	7	1	0	0	1	1	0	0	0	0	0	4	8	20	4	2	1	1	0	0	44.1	37.6	5.7		
0500 - 0600	170	15	31	52	72	0	3	145	0	21	0	0	0	0	0	1	0	0	0	0	6	36	81	33	11	0	2	0	0	43.1	38.1	4.8		
0600 - 0700	424	77	104	112	131	0	4	363	0	54	0	0	0	1	1	1	0	0	0	2	11	46	97	173	61	23	8	2	0	1	41.8	36.5	6.2	
0700 - 0800	889	165	191	255	278	1	7	788	5	77	2	3	0	4	1	0	0	1	55	72	47	73	142	257	186	45	9	3	0	0	37.4	28.6	9.7	
0800 - 0900	1060	277	282	264	237	0	6	903	11	107	8	9	1	9	4	1	1	0	103	117	100	152	241	233	97	14	2	0	1	0	33.9	24.6	9.3	
0900 - 1000	966	251	234	244	237	0	6	835	8	84	6	3	2	15	3	3	1	0	80	65	81	152	236	268	68	10	5	1	0	0	33.2	25.5	8.7	
1000 - 1100	983	258	254	253	218	0	3	843	23	73	9	6	2	20	0	2	0	2	28	21	44	153	339	293	85	16	2	2	0	0	34.4	28.1	6.7	
1100 - 1200	1010	298	262	257	243	1	7	886	13	76	6	7	1	7	1	5	0	0	101	91	101	180	265	202	56	13	1	0	0	0	32.5	24	8.8	
1200 - 1300	944	198	253	254	239	3	7	839	7	55	8	6	3	8	4	4	0	0	182	85	85	165	230	142	49	6	0	0	0	0	31.4	21.7	9.6	
1300 - 1400	913	216	212	228	257	3	7	815	3	59	7	6	4	5	1	5	0	0	216	141	130	143	177	73	25	6	1	1	0	0	29.3	18.9	9.3	
1400 - 1500	987	261	251	220	235	1	9	874	6	63	13	9	1	7	2	4	0	0	230	127	113	140	198	148	26	5	0	0	0	0	30.6	19.9	9.7	
1500 - 1600	955	285	270	212	188	3	8	844	6	60	9	8	3	11	1	2	0	0	178	109	113	160	218	128	38	10	1	0	0	0	31	21.1	9.5	
1600 - 1700	909	183	291	225	210	3	4	827	7	49	5	3	3	7	0	1	0	0	167	109	80	165	198	116	60	10	3	1	0	0	31.7	21.6	9.9	
1700 - 1800	833	175	223	212	223	2	7	753	7	43	9	6	1	1	0	3	1	0	264	101	106	152	126	58	18	6	1	1	0	0	28.2	17.5	9.5	
1800 - 1900	1022	260	267	243	252	4	8	942	10	37	6	2	0	10	0	3	0	0	34	23	26	89	228	347	222	44	7	1	1	0	0	37	30.5	7.6
1900 - 2000	799	220	215	191	173	0	6	747	8	25	0	2	0	8	2	1	0	0	0	0	1	14	130	291	263	75	22	2	0	1	0	39.3	34.6	5.1
2000 - 2100	538	164	139	115	130	0	3	514	1	16	0	0	0	3	1	0	0	0	0	0	0	2	47	211	214	45	13	5	1	0	0	39.1	35.4	4.7
2100 - 2200	356	110	104	83	59	0	0	338	1	14	0	0	0	3	0	0	0	0	0	0	0	1	38	134	125	39	13	3	1	2	0	40.2	35.7	5.4
2200 - 2300	272	82	76	65	49	0	0	261	1	10	0	0	0	0	0	0	0	0	0	0	0	2	28	107	103	23	8	1	0	0	0	39.5	35	4.6
2300 - 0000	183	50	49	45	39	0	0	178	0	2	0	0	0	2	0	1	0	0	0	0	0	1	21	69	62	24	3	2	1	0	0	40.3	35.3	5
0700 - 1900	11471	2797	2990	2847	2837	21	79	10149	106	783	86	68	21	102	17	33	3	3	1638	1061	1026	1724	2598	2265	990	185	32	10	2	0	0	32.6	23.5	9.0
0600 - 2200	13388	3368	3552	3348	3320	21	92	12111	116	892	86	70	21	117	21	35	3	3	1638	1061	1029	1752	2659	2998	1705	405	105	28	6	3	1	34.4	26.5	8.1
0600 - 0000	14043	3500	3677	3458	3408	21	92	12550	117	904	86	70	21	119	21	36	3	3	1638	1061	1029	1755	2908	3174	1870	452	114	31	7	3	1	35.0	27.5	7.7
0000 - 0000	14400	3572	3747	3556	3525	21	96	12858	117	943	87	70	21	121	22	38	3	3	1638	1061	1029	1756	2931	3259	2029	509	138	33	11	3	3	37.3	30.0	7.4

Saturday 27 April 2019

Time	Hourly Totals	00-15	15 Minute Bin Dumps		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph
0000-0100	145	39	45	28	33	0	1	135	0	8	0	0	0	0	1	0	0	0	0	0	3	15	56	48	18	3	2	0	0	0	40.3	35.3	5.1	
0100-0200	78	25	23	14	16	0	2	73	0	3	0	0	0	0	0	0	0	0	0	0	1	4	21	29	15	6	1	1	0	0	43.1	37.9	5.7	
0200-0300	52	11	15	10	16	0	0	45	0	6	0	0	0	1	0	0	0	0	0	0	5	11	26	7	2	0	1	0	0	40.5	37	5.4		
0300-0400	42	8	9	10	15	0	0	36	0	4	0	0	0	1	0	1	0	0	0	0	4	7	17	8	4	2	0	0	0	44.7	38.2	5.8		
0400-0500	38	8	11	6	13	0	0	35	0	1	1	0	0	0	0	1	0	0	0	0	1	2	9	14	7	4	0	0	0	44	37.3	6		
0500-0600	92	11	15	24	42	0	0	78	0	12	0	0	0	0	1	1	0	0	0	0	9	15	31	20	12	5	0	0	0	45.9	38.6	6.4		
0600-0700	144	34	36	24	50	0	0	124	0	15	1	0	0	5	0	1	0	0	0	0	1	5	21	70	36	4	5	0	1	1	43.1	38.7	5.7	
0700-0800	304	48	62	89	105	0	1	262	1	37	1	0	0	0	1	1	0	0	0	0	2	24	81	115	60	16	5	1	0	0	42.5	37.2	5.4	
0800-0900	618	112	155	156	195	0	4	550	5	50	3	1	1	3	0	1	0	0	0	0	16	89	243	189	66	10	2	2	0	1	39.4	34.5	5.4	
0900-1000	889	186	223	231	249	2	4	820	5	41	4	3	0	9	0	1	0	0	0	6	11	28	207	386	205	37	6	2	1	0	0	37	32.4	5.1
1000-1100	1018	280	255	259	224	1	2	931	14	45	7	1	1	13	0	3	0	0	85	64	76	154	281	241	97	19	1	0	0	0	34.2	25.7	8.8	
1100-1200	996	239	287	258	232	3	2	905	10	45	7	6	0	11	2	2	1	2	95	73	107	157	275	210	66	8	4	0	0	1	0	32.8	24.5	8.8
1200-1300	894	230	251	179	234	3	4	810	7	39	13	4	3	6	0	3	0	2	194	93	97	128	200	128	48	3	2	0	0	1	0	31.4	21	10
1300-1400	1025	270	268	229	258	1	3	946	20	33	2	0	0	12	0	7	0	1	67	72	72	193	327	204	73	15	2	0	0	0	32.8	25.4	8.1	
1400-1500	978	217	261	231	269	0	8	904	15	26	5	2	0	9	2	6	0	1	38	59	78	120	250	269	156	22	4	0	0	2	0	35.4	27.6	8.2
1500-1600	964	252	244	213	255	1	5	897	18	28	1	0	0	11	0	2	1	0	14	16	32	80	288	328	176	41	7	0	2	0	36.2	30.6	6.6	
1600-1700	992	262	251	240	239	0	10	919	9	34	4	4	1	6	1	2	0	2	32	29	31	86	208	367	187	38	12	2	0	0	0	37	30.3	7.6
1700-1800	871	209	251	211	200	0	10	807	7	33	4	3	0	5	0	2	0	0	10	19	13	37	173	330	214	58	10	4	3	0	0	38	32.4	6.7
1800-1900	838	229	214	218	177	0	4	789	5	23	2	0	0	15	0	0	0	0	0	0	2	13	121	326	289	64	15	6	2	0	0	38.8	34.6	4.9
1900-2000	617	165	197	138	117	1	6	590	1	11	0	1	0	4	2	1	0	0	0	1	0	9	57	233	228	72	12	5	0	0	0	39.9	35.4	4.9
2000-2100	453	100	147	112	94	0	3	436	2	12	0	0	0	0	0	0	0	0	0	0	2	49	156	172	56	11	4	3	0	0	40.2	35.7	5	
2100-2200	295	75	81	73	66	0	0	282	0	12	0	0	0	0	1	0	0	0	0	0	1	41	100	116	23	11	1	2	0	0	39.7	35.3	5.1	
2200-2300	246	73	60	57	56	0	1	234	1	7	1	1	0	0	1	0	0	0	0	0	0	1	24	101	69	30	10	6	2	2	1	41.3	36.2	6.8
2300-0000	202	65	48	48	41	0	0	199	0	2	0	0	0	0	1	0	0	0	0	0	0	1	24	80	61	19	8	5	2	0	2	41.1	36	6.5
0700-1800	10387	2534	2722	2494	2637	11	57	9540	116	434	53	24	6	100	6	30	2	8	535	431	519	1014	2423	3113	1795	431	89	21	13	4	1	36.3	29.7	7.1
0600-2200	11896	2908	3183	2841	2964	12	66	10972	119	484	54	25	6	107	9	32	2	8	535	432	519	1027	2575	3623	2381	618	127	36	16	5	2	37.4	31.3	6.6
0600-0000	12344	3046	3291	2946	3061	12	67	11405	120	495	55	26	6	108	10	32	2	8	535	432	519	1029	2625	3804	2511	667	145	47	20	7	5	37.8	31.9	6.6
0000-0000	12791	3148	3409	3038	3196	12	70	11807	120	527	56	26	6	110	12	35	2	8	535	432	520	1034	2662	3923	2676	742	176	57	22	7	5	39.1	33.2	6.4

Sunday 28 April 2019

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-60						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	151	53	47	44	27	0	0	149	0	1	0	0	0	1	0	0	0	0	0	0	0	17	48	54	25	5	1	1	0	0	41.1	36.2	5.2		
0100 - 0200	96	30	28	19	19	0	1	91	0	4	0	0	0	0	0	0	0	0	0	0	0	7	33	36	14	5	1	0	0	0	40.9	36.4	4.9		
0200 - 0300	36	13	11	6	6	0	0	32	0	3	0	0	0	1	0	0	0	0	0	0	0	2	13	12	6	3	0	0	0	0	42.4	36.9	4.9		
0300 - 0400	39	11	10	14	4	0	0	37	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12	15	6	4	0	0	0	0	44.3	36.9	5.4		
0400 - 0500	23	9	6	6	2	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5	6	8	1	0	1	0	0	44	38.5	6.7		
0500 - 0600	43	6	8	11	18	0	0	39	0	3	0	0	0	1	0	0	0	0	0	0	0	1	9	18	7	5	2	1	0	0	45.3	39.1	6.5		
0600 - 0700	95	17	17	26	35	0	0	82	0	12	0	0	0	0	1	0	0	0	0	0	0	1	2	24	41	16	9	2	0	0	0	43.8	38	5.4	
0700 - 0800	163	22	36	38	67	0	3	141	1	16	0	0	0	1	1	0	0	0	0	0	0	2	13	35	63	39	8	2	1	0	0	42.1	37.4	5.4	
0800 - 0900	279	49	62	68	100	0	8	255	2	12	0	1	0	1	0	0	0	0	0	0	0	3	21	71	122	44	16	2	0	0	0	41.8	36.8	5	
0900 - 1000	589	123	143	158	185	0	7	553	2	22	0	1	0	4	0	0	0	0	0	0	0	8	60	226	210	67	13	4	1	0	0	39.9	35.4	4.8	
1000 - 1100	834	192	198	211	233	1	4	774	5	32	4	2	0	9	1	1	0	1	0	1	0	2	3	31	208	335	203	47	3	0	1	0	37.3	32.7	5
1100 - 1200	943	214	225	270	234	0	5	877	9	33	3	2	1	11	0	1	0	1	6	20	23	66	191	398	199	31	8	0	0	1	0	36.6	31.4	6.2	
1200 - 1300	1039	251	253	272	263	0	3	961	15	27	4	8	3	15	1	2	0	0	61	30	56	86	278	354	161	28	3	2	0	0	35.7	28.9	8		
1300 - 1400	942	245	237	222	238	1	3	879	12	31	1	1	2	9	0	3	0	0	43	36	26	71	219	326	177	33	8	3	0	0	36.5	29.7	8.1		
1400 - 1500	907	230	237	221	219	0	6	845	8	25	1	3	1	17	0	1	0	0	7	6	4	40	179	379	217	57	11	4	2	1	0	37.9	32.9	5.9	
1500 - 1600	896	234	237	197	228	0	9	826	12	28	5	2	0	10	0	3	0	1	0	1	10	37	187	374	228	49	7	2	0	1	0	37.7	32.9	5.1	
1600 - 1700	799	241	183	190	185	0	11	750	6	22	0	5	0	4	0	1	0	0	0	1	8	25	135	326	243	46	13	1	0	1	0	38.1	33.6	5.1	
1700 - 1800	578	158	150	147	123	1	4	540	6	22	1	1	0	3	0	0	0	0	2	0	1	2	58	182	234	78	19	0	1	1	0	40.5	35.7	5.1	
1800 - 1900	530	130	149	121	130	0	3	493	4	23	1	0	0	5	1	0	0	0	0	0	1	7	39	210	203	48	13	5	4	0	0	39.5	35.5	5	
1900 - 2000	415	105	109	110	91	0	3	392	3	14	0	1	0	2	0	0	0	0	0	0	3	21	133	170	65	15	5	3	0	0	41.6	36.8	5		
2000 - 2100	346	114	89	84	59	0	0	327	0	15	1	0	0	1	1	1	0	0	0	0	2	2	29	106	145	49	12	1	0	0	0	40.6	36	4.7	
2100 - 2200	222	64	61	52	45	0	4	209	2	7	0	0	0	0	0	0	0	0	0	0	0	23	63	97	26	9	2	2	0	0	40.6	36.5	5.1		
2200 - 2300	165	52	48	35	30	1	0	151	0	12	0	0	1	0	0	0	0	1	0	0	1	3	7	59	59	27	5	3	0	0	0	41.1	36	5.8	
2300 - 0000	94	32	26	19	17	0	3	88	0	2	0	0	0	1	0	0	0	0	0	0	1	2	6	22	41	17	2	3	0	0	0	42.3	36.9	5.7	
0700 - 1900	8499	2089	2110	2095	2205	3	66	7894	82	293	20	26	7	89	4	32	0	3	119	96	112	378	1588	3216	2260	587	122	25	10	5	1	38.6	33.6	5.7	
0600 - 2200	9577	2389	2386	2367	2435	3	73	8904	87	341	21	27	7	92	6	33	0	3	119	96	114	384	1660	3542	2713	723	167	35	15	5	1	39.4	34.4	5.6	
0600 - 0000	9836	2473	2460	2421	2482	4	76	9343	87	355	21	27	8	93	6	33	0	3	120	96	116	389	1676	3623	2813	767	174	41	15	5	1	39.6	34.6	5.6	
0000 - 0000	10224	2575	2570	2521	2558	4	77	9513	87	369	21	27	8	96	6	33	0	3	120	96	116	389	1707	3743	2954	833	197	45	18	5	1	40.5	35.1	5.6	

Monday 29 April 2015

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation	
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph
0000 - 0100	45	17	8	12	8	0	0	41	0	3	0	0	0	0	0	1	0	0	0	0	0	1	3	14	16	7	3	1	0	0	0	42.4	36.8	5.7
0100 - 0200	22	5	9	4	4	1	0	20	0	1	0	0	0	0	0	0	0	0	0	1	0	3	5	7	3	3	0	0	0	0	44.5	36.2	8.1	
0200 - 0300	19	8	3	3	5	0	0	16	0	2	0	0	0	1	0	0	0	0	0	0	0	2	4	11	1	1	0	0	0	0	39.9	36.4	4.8	
0300 - 0400	25	3	4	6	10	0	1	18	0	2	0	0	0	1	1	0	0	0	0	0	0	4	4	8	5	2	0	0	0	0	42.8	36.8	6.2	
0400 - 0500	32	2	7	10	15	0	0	24	0	7	0	0	0	1	0	0	0	0	0	0	0	1	12	8	9	2	0	0	0	0	43.5	37.5	5	
0500 - 0600	172	19	27	48	78	0	3	147	0	21	0	0	0	1	0	0	0	0	0	0	0	5	38	81	37	9	0	2	0	0	41.9	38.2	4.6	
0600 - 0700	449	71	105	104	169	1	3	368	1	70	2	1	0	2	0	1	0	0	0	1	0	9	39	155	161	63	13	7	1	0	40.8	35.8	5.4	
0700 - 0800	928	174	208	236	310	2	5	798	9	102	4	1	0	5	0	2	0	0	16	23	54	65	219	252	237	61	14	5	2	0	38.4	31.5	7.8	
0800 - 0900	1045	255	279	251	280	1	5	913	5	96	5	6	1	10	1	2	0	0	104	135	88	142	214	235	103	19	3	0	1	1	0	34.3	24.5	9.6
0900 - 1000	927	232	224	235	236	1	2	806	6	92	6	2	0	8	1	3	0	0	59	56	53	101	229	289	115	22	2	1	0	0	35	27.4	8.5	
1000 - 1100	938	234	271	215	218	0	6	798	11	92	7	5	1	14	1	3	0	0	10	30	46	152	273	313	103	9	0	1	1	0	34.3	28.5	6.3	
1100 - 1200	945	238	230	229	248	3	3	808	6	82	11	8	2	12	3	5	1	1	110	82	69	159	276	174	62	9	4	0	0	0	32.3	24	8.9	
1200 - 1300	986	346	246	240	254	2	3	844	15	85	10	7	4	14	1	1	0	0	24	29	66	160	317	283	96	10	1	0	0	0	33.8	27.6	6.7	
1300 - 1400	961	224	241	250	246	0	8	831	9	73	7	5	3	17	5	3	0	0	1	9	14	85	298	366	152	30	2	2	0	1	35.9	30.8	5.4	
1400 - 1500	1020	254	256	240	270	0	2	893	12	81	8	8	0	10	2	4	0	0	20	8	19	117	343	330	154	28	1	0	0	0	35.6	29.7	6.1	
1500 - 1600	947	261	220	241	225	0	5	856	11	65	9	3	1	11	1	3	2	0	109	60	80	141	236	229	79	13	0	0	0	0	33.3	24.8	9.1	
1600 - 1700	951	203	198	217	333	1	8	859	1	64	6	4	5	2	0	1	0	0	234	108	151	139	168	106	38	6	1	0	0	0	30.5	19.4	9.6	
1700 - 1800	999	269	199	202	239	1	10	910	7	43	6	4	1	14	0	1	1	1	107	78	71	138	210	251	122	17	4	1	0	0	34.8	25.6	9.6	
1800 - 1900	937	248	249	251	209	2	4	861	6	49	2	1	1	9	0	1	0	1	4	6	19	39	203	367	229	36	12	2	0	0	37.2	32.3	5.6	
1900 - 2000	677	175	176	170	156	0	4	622	7	33	1	0	0	9	0	1	0	0	0	0	9	74	240	256	93	20	4	0	1	0	40.7	35.6	5	
2000 - 2100	477	158	121	108	90	0	5	445	2	17	0	1	0	6	1	0	0	0	0	0	2	45	181	174	62	7	4	0	1	1	40.1	35.6	5	
2100 - 2200	282	77	81	60	64	0	2	265	0	12	0	0	0	2	1	0	0	0	0	0	2	28	110	93	35	10	2	1	0	1	40.6	35.9	5.4	
2200 - 2300	200	78	47	39	36	0	4	189	0	4	0	0	0	1	1	1	0	0	0	0	1	3	18	72	65	28	7	2	1	2	1	41	36.1	6.6
2300 - 0000	92	26	26	21	19	0	0	87	0	4	0	0	0	0	0	1	0	0	0	0	2	4	24	34	19	9	0	0	0	0	43	37.2	5.4	
0700 - 1900	11584	2838	2821	2877	3048	13	61	10157	98	924	81	54	19	126	15	29	4	3	798	624	710	1408	2886	3215	1890	260	44	12	4	2	1	34.6	27.2	7.8
0600 - 2200	13469	3319	3304	3319	3527	14	75	11857	108	1056	84	56	19	145	17	31	4	3	798	625	710	1460	3172	3901	2154	513	94	29	6	4	3	36.1	29.3	7.1
0600 - 0000	13761	3423	3577	3379	3582	14	79	12133	108	1064	84	56	19	146	18	33	4	3	798	625	711	1465	3194	3997	2253	560	110	31	7	6	4	36.8	30.1	7.0
0000 - 0000	14074	3477	3435	3462	3700	15	83	12599	108	1100	84	56	19	150	19	34	4	3	798	626	711	1466	3212	4054	2364	622	130	52	9	6	4	38.2	31.8	6.7

Tuesday 30 April 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				
0000 - 0100	34	9	10	8	7	0	1	31	0	0	0	0	0	0	2	0	0	0	0	0	0	3	10	9	6	4	2	0	0	0	45.4	38.2	6.5	
0100 - 0200	25	6	6	8	5	0	0	21	0	4	0	0	0	0	0	0	0	0	0	0	0	2	6	9	4	3	0	1	0	0	46.2	38.5	6.7	
0200 - 0300	22	8	6	3	5	0	0	18	0	3	0	0	1	0	0	0	0	0	0	0	0	2	4	12	3	0	1	0	0	0	42.8	36.8	5.5	
0300 - 0400	16	3	4	5	4	0	0	12	0	2	0	0	0	0	2	0	0	0	0	0	0	1	5	6	2	1	1	0	0	0	45.9	37.6	6.4	
0400 - 0500	41	11	6	9	15	0	0	34	0	7	0	0	0	0	0	0	0	0	0	0	1	0	14	15	10	1	0	0	0	0	41.6	36.8	4.2	
0500 - 0600	194	22	37	55	80	0	2	162	0	27	0	0	0	0	2	1	0	0	0	0	0	2	7	47	85	38	10	3	2	0	0	42.2	37.8	5.3
0600 - 0700	530	168	124	139	159	1	5	444	0	72	2	2	1	1	1	1	0	0	0	0	0	9	35	159	210	83	22	5	4	2	0	41.8	36.7	5.7
0700 - 0800	1027	194	250	276	307	0	6	901	7	98	2	3	2	7	0	1	0	0	0	20	54	75	134	184	305	195	41	14	4	1	0	37	29.4	8.3
0800 - 0900	1100	301	265	270	264	1	4	964	8	95	8	3	6	7	1	3	0	2	129	187	138	113	187	256	100	9	1	0	0	0	33.7	22.9	9.8	
0900 - 1000	922	233	233	208	248	0	2	786	6	90	12	10	4	8	1	2	1	0	114	47	64	126	234	223	89	21	3	1	0	0	34.3	25.5	9.5	
1000 - 1100	954	220	225	249	260	2	4	814	23	75	7	8	3	11	1	4	1	1	20	24	34	118	305	317	116	16	3	0	0	1	0	34.8	28.8	6.6
1100 - 1200	994	263	239	237	255	0	4	856	7	87	6	6	0	19	4	4	0	1	30	36	60	128	326	301	101	8	3	1	0	0	34.5	27.8	7	
1200 - 1300	991	263	260	244	224	1	7	855	18	81	5	3	1	17	3	2	0	0	18	35	71	140	318	295	95	18	2	1	0	0	34.2	28	6.8	
1300 - 1400	998	259	258	230	251	0	8	876	10	67	7	6	0	19	1	3	1	0	19	28	54	173	299	297	109	15	2	2	0	0	34.4	28.1	6.7	
1400 - 1500	977	230	244	241	262	0	7	837	13	81	5	12	0	16	0	4	0	2	78	75	103	213	268	178	54	6	1	1	0	0	32	24.1	8.1	
1500 - 1600	942	212	240	242	239	4	6	820	8	68	6	9	1	16	2	2	0	0	122	78	95	154	263	181	45	4	0	0	0	0	32	23.2	8.9	
1600 - 1700	847	259	200	194	194	4	8	749	8	53	7	7	2	4	1	3	0	1	188	100	138	141	161	181	85	29	5	0	0	0	29.8	19.6	9.4	
1700 - 1800	790	297	154	231	198	11	4	710	6	31	12	9	2	4	0	1	0	0	305	144	98	102	93	57	8	2	1	0	0	0	25.9	15.2	8.7	
1800 - 1900	858	174	248	217	219	0	8	770	13	37	7	1	2	15	0	3	0	2	75	41	29	70	156	271	167	40	7	3	0	0	1	37.2	28.9	9.8
1900 - 2000	746	216	188	179	163	1	3	693	7	32	3	0	1	4	1	1	0	0	0	1	0	13	86	284	253	72	17	4	3	3	0	39.6	35.2	5.3
2000 - 2100	495	145	124	119	107	1	6	467	2	17	0	1	0	1	0	0	0	0	0	1	3	46	145	217	57	13	8	4	0	0	40.7	36.1	5.3	
2100 - 2200	531	97	92	78	64	0	7	311	3	8	0	0	0	2	0	0	0	0	0	0	1	30	121	118	44	11	2	1	2	0	40.8	35.8	5.5	
2200 - 2300	309	98	72	72	58	0	5	284	0	9	1	0	0	1	0	0	0	0	0	0	0	2	39	103	106	34	6	8	2	0	0	40.2	35.7	5.5
2300 - 0000	146	51	40	28	27	0	0	140	0	5	0	0	0	0	0	1	0	0	0	0	0	1	11	46	59	17	7	0	4	1	0	41.8	36.9	6.2
0700 - 1900	11400	2815	2825	2839	2921	25	68	9938	127	861	82	77	25	143	14	32	3	9	1116	849	959	1612	2794	2724	1108	185	37	13	1	1	1	33.5	25.1	8.3
0600 - 2200	13502	3381	3353	3354	3414	26	89	11853	139	990	87	80	25	151	16	34	3	9	1116	852	961	1638	2891	3443	1906	441	100	52	13	8	1	35.2	27.8	7.6
0600 - 0000	13948	3330	3465	3454	3499	26	94	12277	139	1004	88	80	25	152	16	35	3	9	1116	852	961	1641	3041	3592	2071	492	113	40	19	9	1	35.8	28.8	7.4
0000 - 0000	14290	3389	3334	3542	3615	26	97	12555	139	1047	88	80	26	152	22	36	3	9	1116	852	961	1644	3066	3678	2207	555	132	47	22	9	1	37.9	31.0	7.0

Wednesday 01 May 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph
0000 - 0100	66	27	18	11	10	0	0	64	0	1	0	0	0	0	0	1	0	0	0	0	2	5	20	21	11	5	1	1	0	0	43.2	37	6.3	
0100 - 0200	26	5	8	4	9	0	0	22	0	2	0	0	0	0	2	0	0	0	0	0	1	3	9	9	3	1	0	0	0	0	42.5	35.1	6	
0200 - 0300	18	5	9	3	1	0	0	13	0	2	0	0	0	1	0	1	0	0	0	0	1	1	7	9	0	0	0	0	0	0	37.8	34	3.9	
0300 - 0400	28	9	6	6	7	0	0	19	0	6	2	0	0	0	1	0	0	0	0	0	2	10	9	7	0	0	0	0	0	0	41.3	35.9	4.4	
0400 - 0500	41	10	12	8	11	0	0	31	0	7	0	0	0	2	1	0	0	0	0	0	3	14	14	8	2	0	0	0	0	0	42.1	36.6	4.8	
0500 - 0600	199	19	42	59	79	0	4	171	0	21	0	0	0	0	2	1	0	0	0	0	2	2	57	86	34	12	5	1	0	0	42.9	37.6	5.2	
0600 - 0700	499	88	121	136	154	0	2	425	3	68	0	0	0	1	0	0	0	0	0	0	3	29	126	251	68	17	4	0	1	0	40.7	36.8	4.6	
0700 - 0800	992	186	244	274	288	1	4	883	6	86	4	2	0	5	1	0	0	0	41	86	104	100	195	233	163	57	13	0	0	0	36.9	27.8	9.4	
0800 - 0900	1036	285	277	256	238	1	3	903	10	93	4	6	3	7	4	2	0	0	170	119	52	125	192	231	123	17	4	0	2	1	0	34.7	24	10.6
0900 - 1000	944	227	232	232	253	0	4	820	6	91	4	5	1	5	3	5	0	0	20	29	34	102	269	329	135	22	4	0	0	0	0	35.5	29.3	6.8
1000 - 1100	933	235	238	202	258	0	4	788	14	93	9	6	1	10	2	4	0	2	34	28	61	144	288	258	120	16	4	0	0	0	0	35	28.3	6.8
1100 - 1200	935	228	227	237	243	0	5	806	15	69	6	10	5	11	0	5	1	2	35	26	59	135	275	308	80	16	1	0	0	0	0	34.1	27.8	7.1
1200 - 1300	964	251	241	224	248	1	4	822	11	90	4	6	3	18	0	4	0	1	47	66	47	159	283	270	75	13	3	0	1	0	0	33.7	26.6	7.8
1300 - 1400	971	234	252	233	252	0	4	841	6	92	7	7	1	8	1	2	1	1	33	30	34	117	286	315	127	23	6	0	0	0	0	35.1	28.7	7.2
1400 - 1500	1012	247	258	261	246	0	3	895	10	74	6	4	2	12	1	4	0	1	52	46	83	162	273	301	82	9	4	0	0	0	0	33.7	26.7	7.7
1500 - 1600	968	228	209	237	234	0	8	845	7	78	6	8	1	13	1	1	0	0	102	84	84	142	272	179	83	18	3	1	0	0	0	33.4	24.5	9.2
1600 - 1700	814	173	212	206	223	4	6	735	12	34	12	5	5	1	0	0	0	0	269	129	108	125	114	33	6	0	0	0	0	0	26.2	15.7	8.5	
1700 - 1800	875	190	240	233	212	2	5	797	9	35	13	11	1	2	0	2	0	0	320	141	79	127	123	63	16	6	0	0	0	0	0	27.8	16.4	9.5
1800 - 1900	965	292	221	243	209	2	7	887	6	45	5	3	0	11	0	1	0	0	25	17	23	82	232	347	193	36	6	2	2	0	0	36.8	30.7	7.1
1900 - 2000	688	193	164	187	144	0	4	650	3	22	2	0	0	6	0	0	0	1	0	0	2	10	91	274	242	54	12	2	0	1	0	39	34.6	4.7
2000 - 2100	468	146	117	103	102	1	4	442	2	13	2	0	1	3	0	0	0	0	0	1	0	3	49	205	154	36	17	5	0	0	0	39.3	35	4.9
2100 - 2200	296	94	72	65	65	0	1	279	0	12	2	0	0	1	1	0	0	0	0	0	0	4	33	109	106	27	12	3	1	1	0	40	35.4	5.5
2200 - 2300	244	67	81	59	37	0	8	223	0	8	0	0	0	4	1	0	0	0	0	0	0	3	80	93	24	10	4	1	1	1	0	40.2	35.8	5.7
2300 - 0000	102	29	29	21	25	0	1	97	0	4	0	0	0	0	0	0	0	0	0	0	0	2	11	17	53	16	4	0	1	0	0	40.9	36.7	5.5
0700 - 1800	11409	2776	2911	2818	2904	11	57	10022	112	880	76	73	23	103	13	30	2	7	1158	801	768	1520	2802	2867	1205	233	48	3	5	1	0	33.6	25.5	8.1
0600 - 2200	13360	3297	3385	3309	3369	12	68	11818	120	995	82	73	24	114	14	30	2	8	1158	802	770	1540	3004	3579	1956	418	106	17	6	4	0	35.1	28.0	7.3
0600 - 0000	13706	3393	3495	3389	3429	12	77	12138	120	1007	82	73	24	118	15	30	2	8	1158	802	770	1545	3045	3676	2098	458	120	21	8	5	0	35.7	28.9	7.1
0000 - 0000	14084	3468	3590	3480	3546	12	81	12458	120	1046	84	73	25	120	22	33	2	8	1158	802	770	1551	3061	3793	2246	521	140	27	10	5	0	37.2	30.7	6.6

Thursday 02 May 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation	
			15-30	30-45	45-60						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph			MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph					
0000 - 0100	40	14	8	8	10	0	2	35	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	3	6	17	12	1	0	0	0	0	43.5	37.1	5.4
0100 - 0200	31	11	7	7	6	0	2	22	0	5	0	0	0	1	0	1	0	0	0	0	0	0	1	3	12	11	1	2	0	1	0	45.1	40.4	7	
0200 - 0300	15	6	4	1	4	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	6	3	1	0	0	0	0	42	37.4	4.7		
0300 - 0400	25	6	4	12	3	0	0	18	0	3	2	0	0	1	0	1	0	0	0	0	0	0	1	4	14	2	3	1	0	0	0	46.8	38.2	5.2	
0400 - 0500	38	10	6	13	9	0	0	33	0	4	0	0	0	0	1	0	0	0	0	0	0	2	13	14	6	2	1	0	0	0	42.8	37	5.4		
0500 - 0600	184	20	37	62	65	0	2	157	0	21	2	0	0	1	0	1	0	0	0	0	0	2	6	36	80	49	10	1	0	0	0	42.2	37.9	4.6	
0600 - 0700	483	91	113	135	144	1	4	410	0	59	2	2	0	2	1	2	0	0	0	0	1	0	4	27	152	195	79	18	5	2	0	0	41.7	36.7	5.3
0700 - 0800	975	201	226	259	289	1	5	852	10	86	4	5	1	6	3	2	0	0	29	38	49	84	196	268	251	47	12	1	0	0	0	37.6	30.2	8.1	
0800 - 0900	1029	272	251	266	240	0	8	911	7	84	2	5	2	6	1	3	0	0	150	141	105	136	187	208	84	15	4	1	0	0	0	33.6	23	10	
0900 - 1000	944	240	251	230	223	0	4	812	14	87	9	2	2	11	0	3	0	0	64	40	46	142	265	257	98	25	7	0	0	0	0	34.7	27.2	8.4	
1000 - 1100	990	258	237	236	259	1	3	851	13	74	12	8	1	18	2	7	0	0	11	23	39	144	362	281	103	22	3	2	0	0	0	34.5	28.7	6.2	
1100 - 1200	960	245	246	249	222	1	1	841	20	67	9	3	1	13	2	1	0	1	34	23	33	111	340	301	75	20	1	1	0	1	0	33.9	28.3	6.8	
1200 - 1300	944	207	240	255	222	2	1	816	7	90	8	2	2	11	2	3	0	0	73	40	88	135	276	265	76	10	1	0	0	0	0	33.1	25.1	8.6	
1300 - 1400	938	220	267	224	223	1	2	816	12	80	3	6	0	11	4	3	0	0	34	35	51	144	311	275	71	16	1	1	0	1	0	33.6	27.4	7.2	
1400 - 1500	980	231	249	245	255	3	3	849	15	79	5	5	1	14	2	3	0	1	36	56	93	156	253	264	103	17	1	1	0	0	0	34.5	26.8	7.9	
1500 - 1600	924	212	216	228	268	2	5	806	7	69	9	4	2	10	1	6	1	2	132	106	60	139	226	164	59	11	6	0	0	1	0	32.8	23.4	9.8	
1600 - 1700	839	248	189	195	207	4	6	741	5	58	8	2	3	6	3	2	0	1	209	73	90	148	158	104	48	7	2	0	0	0	0	31.1	20.4	10.2	
1700 - 1800	907	196	191	254	266	2	6	828	13	35	6	3	3	9	2	0	0	0	183	64	97	157	168	164	77	12	4	1	0	0	0	33.5	22.5	10.5	
1800 - 1900	852	204	222	216	210	1	7	774	16	54	6	6	1	5	1	1	0	0	103	60	46	56	146	127	163	45	7	0	0	1	0	37.1	27.3	10.7	
1900 - 2000	760	210	209	177	164	2	1	710	1	28	0	3	0	12	0	2	0	1	5	4	6	23	117	348	193	48	10	4	2	0	0	0	38.4	33.4	5.7
2000 - 2100	537	167	139	121	110	0	3	500	5	21	2	1	0	4	1	0	0	0	0	0	1	6	65	218	177	61	6	2	1	0	0	0	39.4	34.9	4.7
2100 - 2200	365	169	109	91	56	0	5	344	1	8	4	0	0	2	1	0	0	0	0	0	0	5	43	127	123	47	10	8	2	0	0	0	40.7	35.7	5.6
2200 - 2300	259	85	83	44	47	0	3	247	0	7	0	0	0	2	0	0	0	0	0	0	0	0	26	94	91	34	11	1	1	0	1	41.4	36.1	5.3	
2300 - 0000	97	34	29	19	15	0	0	92	0	5	0	0	0	1	1	0	0	0	0	0	0	1	8	28	39	12	8	0	0	0	1	42.3	37	5.8	
0700 - 1900	11282	2732	2805	2861	2884	18	51	9897	139	843	81	51	19	120	23	34	1	5	1058	739	797	1532	2908	2756	1188	243	49	8	0	4	0	34.2	25.9	8.7	
0600 - 2200	15427	3309	3575	3385	3358	21	64	11861	146	999	89	57	19	140	26	38	1	6	1063	744	804	1570	3160	3601	1076	478	95	27	7	4	0	35.6	28.2	7.9	
0600 - 0000	15785	3428	3487	3448	3420	21	67	12200	146	969	89	57	19	143	27	38	1	6	1063	744	804	1571	3194	3723	2006	524	112	28	8	4	2	36.3	28.1	7.6	
0000 - 0000	14116	3495	3553	3351	3317	21	73	12477	146	1006	93	57	19	146	29	42	1	6	1063	744	804	1574	3207	3790	2149	607	130	33	8	5	2	36.2	31.3	7.0	

Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-60	Number Vehicle Classes ARX Scheme														Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <70mph	
0000 - 0100	79	23	22	18	16	0	1	75	0	2	0	0	0	0	1	0	0	0	0	0	0	1	7	25	28	13	4	1	0	0	0	0	42.1	36.4	5.6
0100 - 0200	44	13	13	9	10	0	1	39	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12	16	8	3	1	0	0	0	0	0	43	37.2	6
0200 - 0300	26	9	7	5	6	0	0	22	0	3	0	0	0	0	0	0	0	0	0	0	0	2	7	12	3	1	0	0	0	0	0	0	41.3	36.9	5.9
0300 - 0400	28	6	6	9	7	0	0	25	0	3	1	0	0	0	1	0	0	0	0	0	0	2	7	12	5	2	1	0	0	0	0	0	42.6	37.2	5.5
0400 - 0500	36	9	8	9	11	0	0	30	0	5	0	0	0	1	0	0	0	0	0	0	0	2	11	13	7	2	0	0	0	0	0	0	42.7	37.2	5.3
0500 - 0600	151	16	28	44	62	0	2	128	0	18	0	0	0	0	1	1	0	0	0	0	1	5	34	66	31	10	2	1	0	0	0	0	42.9	38	5.1
0600 - 0700	375	69	89	97	120	0	3	317	1	50	1	1	0	1	1	1	0	0	0	0	5	26	105	157	58	15	5	1	1	0	0	0	41.6	36.7	5.5
0700 - 0800	754	141	174	204	225	1	4	661	6	72	2	2	0	4	1	1	0	0	23	39	44	66	139	207	170	50	12	3	1	0	0	0	38.1	30.2	8.8
0800 - 0900	881	222	224	216	219	0	5	771	7	76	4	4	2	6	2	2	0	0	94	100	69	98	162	208	117	26	6	1	1	0	0	0	35.5	25.5	10.2
0900 - 1000	883	213	220	217	223	0	4	776	7	72	6	4	1	9	1	2	0	0	48	35	41	94	214	283	131	29	6	1	0	0	0	0	35.9	28.6	8.4
1000 - 1100	950	240	240	232	239	1	4	828	15	69	8	5	1	14	1	3	0	1	24	27	47	128	294	291	118	21	2	1	0	0	0	0	35	28.6	7
1100 - 1200	969	242	245	242	240	1	4	854	11	66	7	6	1	12	2	3	0	1	59	50	65	134	281	271	91	15	3	0	0	0	0	0	34.2	26.8	8.2
1200 - 1300	966	235	252	258	241	2	4	830	11	67	7	5	3	13	2	3	0	0	86	60	70	139	272	239	86	13	2	0	0	0	0	0	33.7	25.7	8.7
1300 - 1400	964	238	248	231	246	1	5	858	10	62	5	4	1	11	2	4	0	0	59	50	54	132	274	265	105	20	3	1	0	0	0	0	34.6	27.1	8.3
1400 - 1500	980	239	251	237	254	1	5	871	11	61	6	6	1	12	1	4	0	1	66	54	70	135	252	267	110	21	3	1	0	0	0	0	34.7	26.8	8.6
1500 - 1600	942	241	244	224	234	1	7	839	10	57	6	5	1	12	1	3	1	0	94	65	68	122	239	229	101	21	3	0	0	0	0	0	34.5	25.8	9.4
1600 - 1700	879	224	218	210	227	2	8	797	7	45	6	4	3	4	1	1	0	1	161	78	87	118	163	162	87	16	4	1	0	0	0	0	34.2	25	10.6
1700 - 1800	836	201	201	226	209	3	7	764	8	35	7	5	1	5	0	1	0	0	170	78	66	99	136	155	98	26	6	1	1	0	0	0	35.2	23.2	11.3
1800 - 1900	857	220	224	213	201	1	6	788	9	35	4	2	1	10	0	1	0	0	34	21	21	51	161	302	209	44	10	3	1	0	0	0	37.6	31.1	8.1
1900 - 2000	672	183	180	165	144	1	4	629	4	24	1	1	0	6	1	1	0	0	1	1	1	12	82	259	226	68	15	4	1	1	0	0	39.5	34.9	5.2
2000 - 2100	473	142	125	109	97	0	3	447	2	16	1	0	0	3	1	0	0	0	0	0	1	3	47	174	179	52	11	4	1	0	0	0	39.9	35.5	4.9
2100 - 2200	307	89	86	72	60	0	3	290	1	10	1	0	0	1	0	0	0	0	0	0	2	34	109	111	34	11	3	1	1	0	0	40.4	35.7	5.4	
2200 - 2300	241	76	67	53	45	0	3	227	0	8	0	0	0	1	0	0	0	0	0	0	0	2	25	88	83	29	8	4	1	1	0	0	40.7	35.8	5.7
2300 - 0000	131	41	35	29	26	0	1	126	0	3	0	0	0	0	1	0	0	0	0	0	0	1	12	41	50	18	6	1	1	0	0	0	41.6	36.4	5.8
0700 - 1800	10861	2696	2741	2690	2778	14	63	9657	112	717	68	52	16	112	14	28	1	4	918	657	698	1316	2587	2878	1423	302	60	13	4	0	0	0	35.3	26.9	9.0
0600 - 2200	12688	3139	3221	3133	3199	15	76	11340	120	817	72	54	16	123	18	30	1	4	919	658	700	1326	2776	3526	2096	514	112	29	8	3	0	0	36.5	29.1	8.0
0600 - 0000	13060	3256	3323	3215	3270	15	80	11693	120	828	72	54	16	125	18	30	1	4	919	658	700	1341	2813	3655	2229	561	126	34	10	4	0	0	37.1	29.9	7.8
0000 - 0000	13424	3332	3407	3369	3362	15	84	12010	120	862	73	54	16	126	21	31	1	4	919	658	700	1343	2834	3753	2376	628	148	39	11	4	0	0	38.4	31.7	7.2