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Property and Construction Consultants

LANDHOLD CAPITAL

Land West of Hamble Lane, Transport Statement

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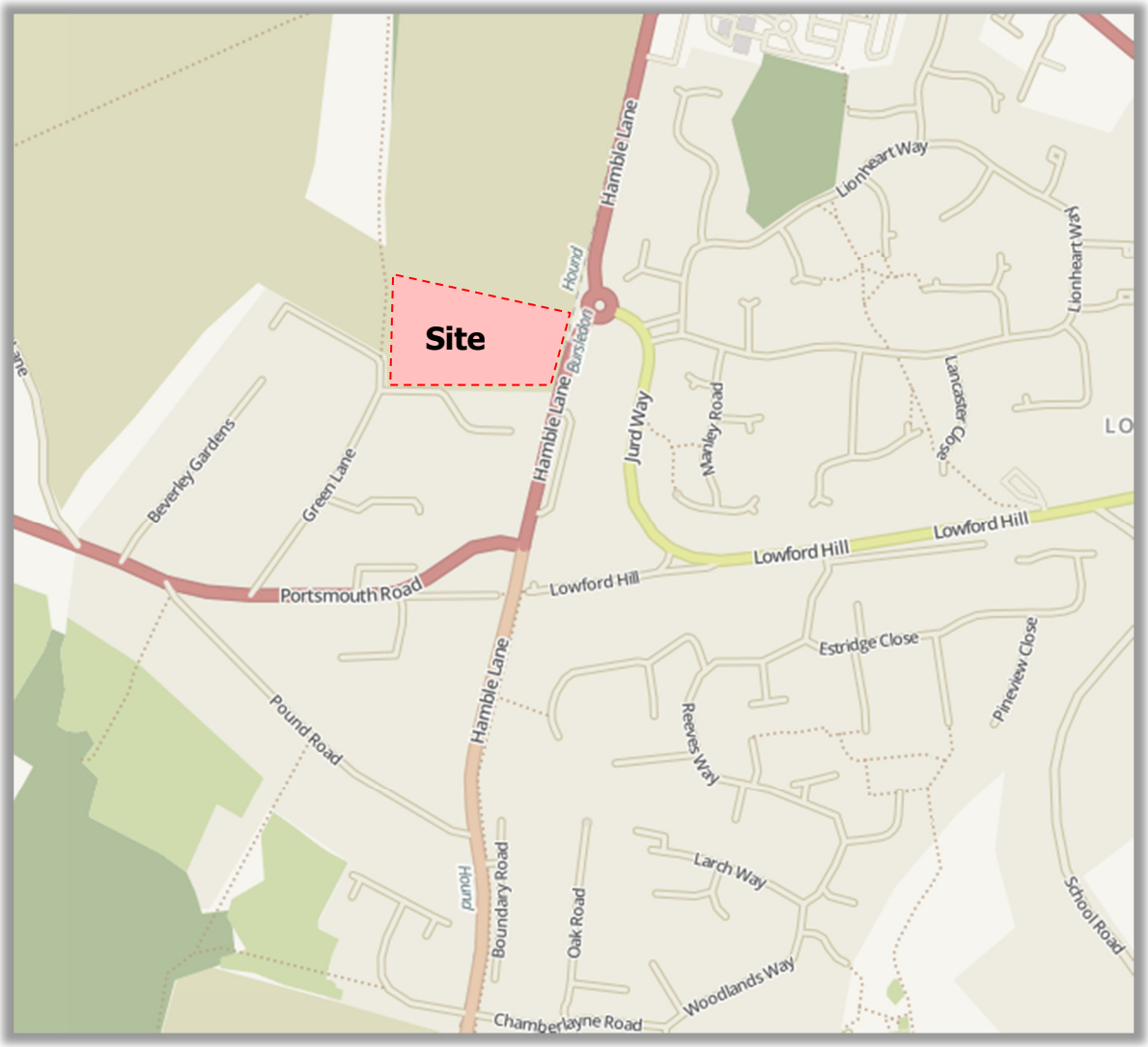
Section 1 – Introduction

1.1 Overview

1.1.1. Ridge and Partners LLP has been commissioned by Landhold Capital to produce a Transport Statement in support of a planning application for a residential development comprising up to 45 units off of Cranbury Gardens in Bursledon, Hampshire. The site location is shown in **Figure 1** below.



Source: OpenStreetMap © Contributors

Figure 1: Site Location

1.1.2. The site is located to the north-west of Bursledon village, west of Hamble Lane, and will be accessed via Cranbury Gardens to the south.

1.2 Proposed Development

1.2.1. The proposed development will comprise up to 45 units, 35% of which will be affordable.

1.2.2. A site layout plan, as supplied by Thrive Architects, is included as **Appendix A**.

1.3 Scope and Layout of Report

1.3.1. The production of this document has been based on the requirements of the National Planning Policy Framework (NPPF) published by the Department for Communities and Local Government in March 2012. It has also been influenced by Hampshire County Council's Transport Assessment Guidance in respect of the threshold for requiring a Transport Assessment, which suggests that a development of less than 50 units only requires a Transport Statement.

1.3.2. This Transport Statement includes a forecast of the likely trip generation associated with the site and assesses the impact of the proposal in relation to the existing highway network.

1.3.3. The report is laid out as follows:

- Section 2 summarises the sites existing conditions;
- Section 3 outlines the national and local planning policy;
- Section 4 reports on the proposed development;
- Section 5 provides the developments traffic impact; and
- Section 6 summarises and concludes the report

Section 2 – Existing Conditions

2.1 Overview

2.1.1. The site is located to the north-west of Bursledon village approximately 1.55km from the River Hamble, east of Bursledon. It is bounded by agricultural land to the north, B3397 Hamble Lane to the east, Cranbury Gardens / residential properties to the south and Green Lane to the west.

2.1.2. The site is located within the borough of Eastleigh. Close to the city of Southampton, Bursledon has a railway station, a marina and dockyards. Nearby villages include Swanwick, Hamble-le-Rice, Netley and Sarisbury Green.

2.2 Highway Network

2.2.1. Cranbury Gardens and Green Lane are two way single carriageways, Cranbury Gardens has an east-west alignment, and Green Lane has a roughly north-south alignment. To the north, Green Lane provides access to a stretch of residential properties, and to the south, Green Lane links to A3025 Portsmouth Road.

2.2.2. Both Cranbury Gardens and Green Lane are subject to a 30mph speed limit, along with A3025 Portsmouth Road. Street lighting and footways are provided on Cranbury Gardens, linking the site to B3397 Hamble Lane as shown in **Photo 1** and **2**. There is no pedestrian footway provided on Green Lane, however street lighting is provided.

Photo 1: Cranbury Gardens Road looking north

Photo 2: Cranbury Gardens Link to B3397 Hamble Lane

2.2.3. Windhover Roundabout, north of B3397 Hamble Lane provides connections to major strategic routes such as M27 Junction 8 the A27 east and west bound, and A3024 Bursledon Road.

2.3 Local Facilities

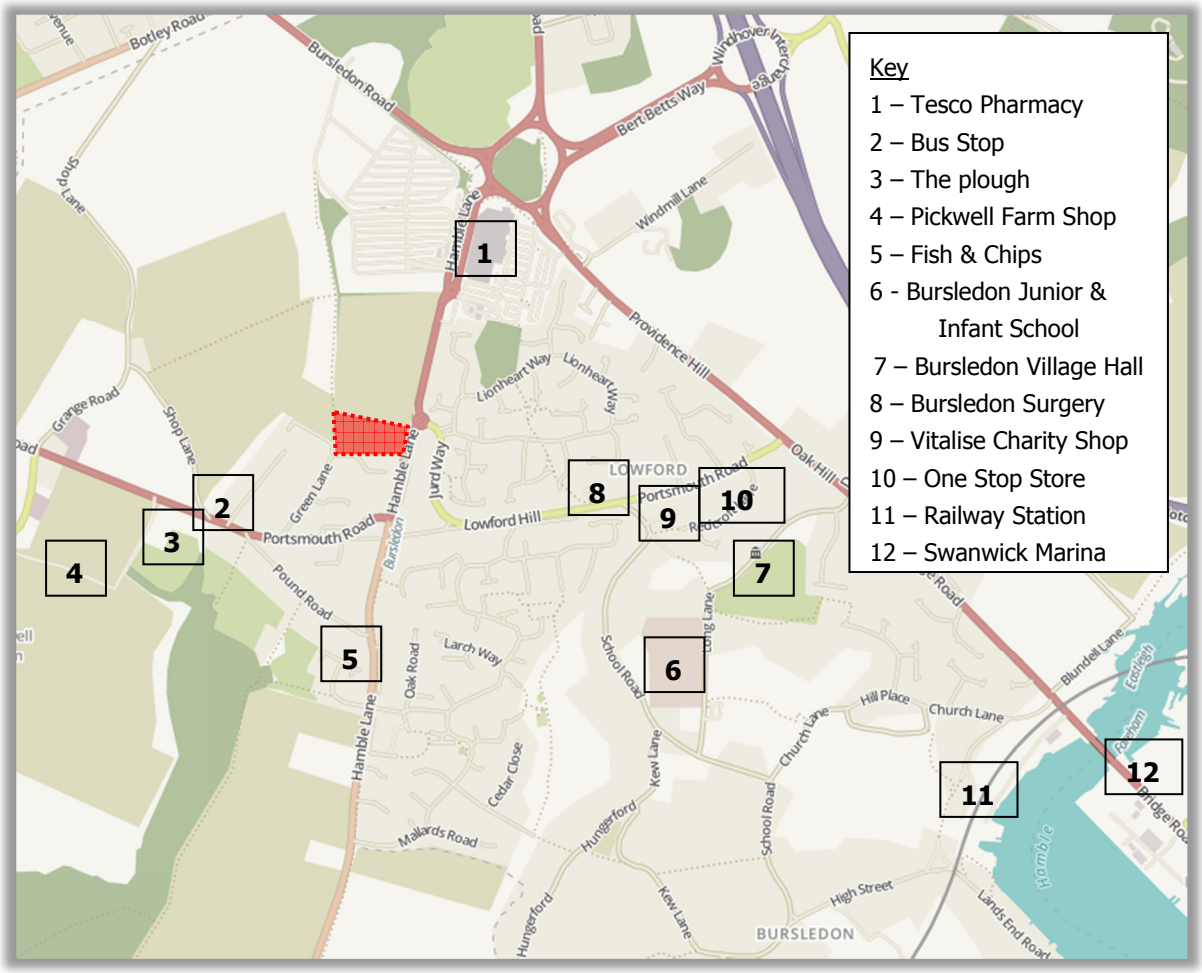
2.3.1. The proposed site has an abundance of amenities within close proximity and offers a greater range of local facilities compared to other rural villages with settlement boundaries, such as a Tesco superstore, Sports Clubs and Educational facilities. **Table 1** overleaf summarises the travel distance to these key facilities and **Figure 2** illustrates their location in relation to the proposed site.

Table 1: Distance to Local Facilities

Facilities	Approx. Travel Distance (m)	Meet 1km Target Walk [1]	Meet 4km Target Cycle [2]
Retail			
Pickwell Farm shop	622	√	√
Vitalise Charity Shop	609	√	√
One Stop Store	750	√	√
Leisure			
Swanwick Marina	2030	X	√
Food & Drink			
Fish & Chips	301	√	√
The Plough	367	√	√
Community			
Bursledon Village Hall	955	√	√
Education			
Bursledon Junior School	933	√	√
Bursledon Infant School	933	√	√
Health			
Bursledon Surgery	585	√	√
Tesco Pharmacy	553	√	√
Transport			
Bus Stop	292	√	√
Railway Station	1620	X	√

[1]Guidlines for Providing Journeys on Foot, IHT 2000

[2]LTN 1/04 Policy, Planning and Design for Walking and Cycling



Source: © OpenStreetMap Contributors

Figure 2: Local Facilities

2.3.3. It can be seen that many of these local facilities are within walking distance and/or cycling distance (as set out in Table 1), so can be accessed by sustainable modes. The most local bus stops to the site are shown in **Photo 3** overleaf.

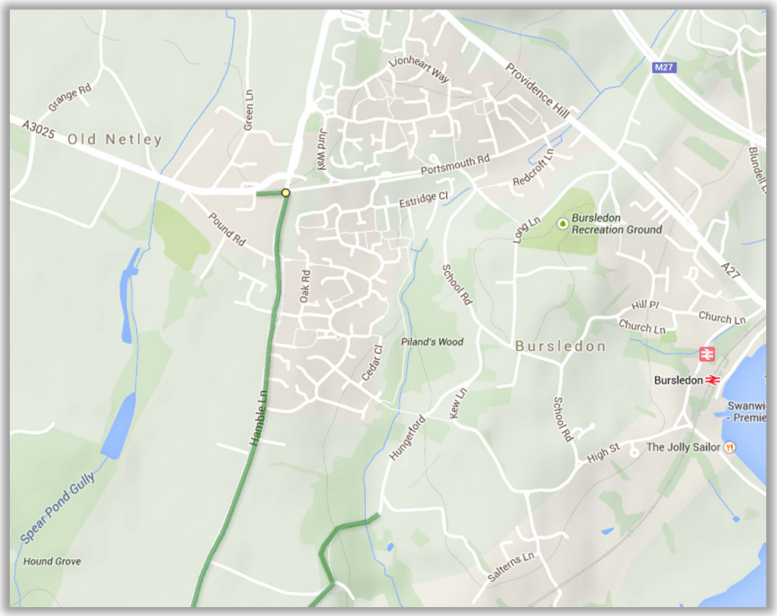
Photo 3: A3025 Portsmouth Road

2.3.4. The access to the village centre by foot is approximately 835m east of the proposed site. The route via Cranbury Gardens, A3025 Hamble Lane, Lowford Hill and Portsmouth Road is well served by footways and street lighting.

2.3.5. The proposed site is also within walking distance to Tesco Superstore, approximately 786m northeast. Again, the site is well served by footways and street lighting.

2.4 Pedestrian/Cycle Network

2.4.1. A3025 Portsmouth Road forms the beginning of a National Cycle Network, the route then follows B3397 Hamble Lane south, towards Hamble-le-Rice (See **Figure 3** overleaf). Eastleigh Borough Council (EBC) are currently implementing an improved cycle route to the north of the site from Bursledon Road to Province Hill, providing future potential for improved cycle network to the area.



Source: www.sustrans.org.uk

Figure 3: Bursledon Cycle Network

2.4.2. The local area accommodates cycle friendly routes and facilities. For example there are dedicated cycle crossings such as a Toucan crossing on B3397 Hamble Lane, shown in **Photos 4** and **5**.

2.4.3. The Toucan crossing incorporates pedestrian phasing with call buttons to assist the safe movement of pedestrians across the roads close to the site.

Photo 4: Toucan Crossing (B3397 Hamble Lane)

2.4.4. There are also dedicated cycle lanes around Bursledon which provide safe and convenient journeys to and from popular destinations, such as Tesco superstore and Bursledon Village Hall. A cycle lane is shown below in **Photo 5**.

Photo 5: Cycle Lane (B3397 Hamble Road)

2.5 Public Transport

2.5.1. Bus stops with shelters and timetables located approximately 325m southwest of the site, provide A3025 Portsmouth Road with links to Netley, Portsmouth, Southampton, Gosport and Fareham. First buses supply x4 and x5 services which provide hourly departures. Lucketts Travel runs the 543 service which serves Netley Schools. Xelabus also serves the A3025 Portsmouth Road bus shelters, linking the proposed site to Tesco, Busledon-Bitterne. See bus times overleaf in **Table 2**. Full breakdowns of bus timetables are included as **Appendix B**.

Table 2: A3025 Portsmouth Road Bus Times

Service	Route	Weekday Frequency (vph)	First Bus	Last Bus
A3025 Portsmouth Road				
X4 (NB)	Portsmouth – Fareham - Southampton	Hourly	06:37	20:04
X4 (SB)	Southampton – Fareham - Portsmouth	Hourly	07:40	20:18
X5 (NB)	Gosport – Fareham – Warsash - Southampton	Hourly	06:08	19:28
X5 (SB)	Southampton – Warsash – Fareham - Gosport	Hourly	06:53	20:48
543 (NB)	Pilands Estate – Netley Schools	1 a day	08:20	08:20
543 (SB)	Netley Schools - Pilands Estate	1 a day	15:45	15:45
X22 (NB)	Tesco – Bursledon-Bitterne	1 a day	12:13	12:13
X22 (SB)	Bursledon-Bitterne - Tesco	1 a day	10:45	10:45

2.5.2. There are also bus stops present on B3397 Hamble Lane. Served by bus numbers; 15, 405, 406, 542 and the X4. The same bus companies use this stop as well as the Brijan Tours. See **Table 3** overleaf.

Table 3: B3397 Hamble Lane Bus Times

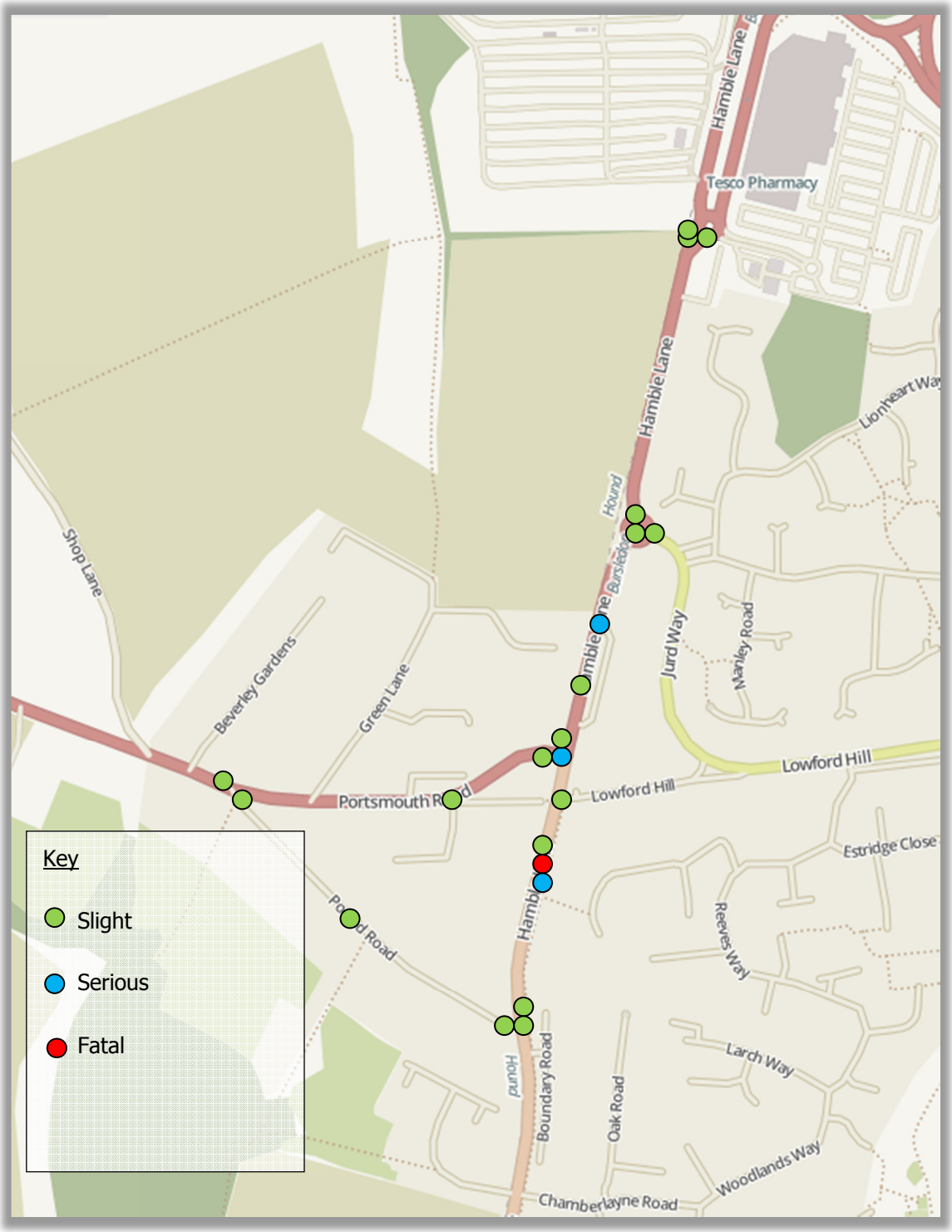
Service	Route	Weekday Frequency (vph)	First Bus	Last Bus
B3379 Hamble Lane				
X4 (NB)	Southampton – Fareham - Portsmouth	Hourly	07:42	20:19
X4 (SB)	Portsmouth – Fareham - Southampton	Hourly	06:35	20:02
15 (NB)	Hamble - Hound - Netley - Windhover Tesco - Hedge End Superstores	5 a day	09:18	17:18
15 (SB)	Hedge End Superstores - Windhover Tesco - Netley - Hound - Hamble	5 a day	08:36	16:36
542 (NB)	Hamble Community Sports College - Sarisbury - Park gate	2 a day	14:43	15:03
542 (SB)	Park Gate - Sarisbury - Hamble Community Sports College	1 a day	08:06	08:06
405 (NB)	Hamble - Netley - Bursledon - Mansbridge - Barton Peverill College	1 a day	07:22	07:22
405 (SB)	Barton Peverill College - Mansbridge - Bursledon - Netley - Hamble	1 a day	16:33	16:33
406 (NB)	Eastleigh - BPC - Bitterne - Netley - Hamble	1 a day	14:38	14:38
406 (SB)	Hamble - Netley - Bitterne - BPC - Eastleigh	1 a day	08:56	08:56

2.5.3. The proposed site is approximately 1620m from Bursledon Railway Station which is located on the West Coastway Line with hourly services to Portsmouth & Southsea and Southampton Central.

2.5.4. The journey from Bursledon to Southampton Central takes approximately 37 minutes, the journey to Portsmouth & Southsea is approximately 25 minutes. Both train journeys run directly to their destinations.

2.6 Road Safety

2.6.1. Personal Injury Collision (PIC) data has been obtained from the Hampshire County Council for the most recent five year period (01/01/2010 - 31/12/2014), the locations are shown in **Figure 4**. The full PIC report and plot, as received from Hampshire County Council, is included as **Appendix C**.



Source: © OpenStreetMap Contributors

Figure 4: PIC Locations

2.6.2. Within the study area, a total of 22 collisions have occurred over the 5 year period, with one resulting in a fatality, three causing serious injury and the remaining 18 in slight injury.

2.6.3. Three collisions resulting in slight injuries occurred on the most northern roundabout shown in Figure 4. Two involved rear-end shunts between stationary vehicles travelling north waiting to enter the roundabout from A3025 Hamble Lane. The third involved a vehicle entering the roundabout from the Tesco service road and failing to see a pedestrian crossing the road on the offside and collided.

2.6.4. The roundabout linking Hamble Lane with Jurd Way has experienced three collisions resulting in slight injuries. The first involved a vehicle approaching the roundabout from Jurd Way and colliding with the stationary vehicle in front, as a result the stationary vehicle was pushed onto the roundabout causing a vehicle travelling south on the roundabout to collide. The second was a result of a motor cycle travelling north along A3025 Hamble Lane, exiting the roundabout and losing control on a wet road. The third collision involved a motor cycle travelling south along A3025 Hamble Lane around the roundabout; the motor cycle was forced to take evasive action due to another vehicle, causing it to lose control on a slippery road surface.

2.6.5. Two collisions occurred north of the junction between A3025 Hamble Lane and A3025 Portsmouth Road, one resulting in a serious injury and the other, a slight injury. The serious injury was due to two palettes falling off of a lorry and colliding with a pedestrian travelling north along the western pavement of A3025 Hamble Lane. The slight injury was a rear-end shunt due to a vehicle travelling north along A3025 Hamble Lane and failing to brake in slow traffic.

2.6.6. There have been three collisions at the junction of A3025 Hamble Lane / A3025 Portsmouth Road, one collision resulted in a serious injury and the remaining two in slight injuries. The serious injury was the result of a vehicle travelling south on A3025 Hamble Lane and turning right onto A3025 Portsmouth Road, the driver of the vehicle failed to see a motor cycle travelling north along B3397 Hamble Lane and collided. One of the two slight injuries was a result of the same manoeuvre. The remaining slight injury was due to a vehicle turning right out of A3025 Portsmouth Road across the path of a vehicle travelling north along B3397 Hamble Lane, resulting in a collision.

2.6.7. Four collisions are recorded on B3397 Hamble Lane, in between the junctions of A3025 Portsmouth Road and Pound Road, one resulting in a fatal injury, another in a serious injury and the remaining two in slight injuries. The fatal injury involved pedestrians crossing east through the queueing northbound traffic on B3397 Hamble Lane, a three year old child walks slightly ahead and fails to see a motor cycle travelling north overtaking traffic and collides. The serious injury was due to a vehicle reversing out of a private drive in to the path of a vehicle travelling south along B3397 Hamble Lane, the driver fails to brake in time and collides with the reversing vehicle. One of the two slight injuries involved a vehicle travelling north along B3397 Hamble Lane and failing to stop at a red light for crossing pedestrians, resulting in a collision. The second involved a vehicle travelling north along B3397 Hamble Lane, the driver observes a relative on the nearside footpath, attempts a U-turn at speed and skids into a residential wall.

2.6.8. Three collisions occurred at the junction of B3397 Hamble Lane and Pound Road, all resulting in slight injuries. The three collisions were all caused by manoeuvres being carried out on the junction. The first involved a vehicle failing to give way whilst turning right on to B3397 Hamble Lane, colliding with a vehicle travelling north along B3397 Hamble Lane. The second involved a vehicle travelling north and signalling to turn left to Pound Road but continued straight on, a vehicle on Pound Road pulled out causing the signalling vehicle to collide with its offside. The third involved a vehicle travelling south, braking to turn right on to Pound Road causing the vehicle behind to collide with its rear.

2.6.9. There has been one collision on Pound Road resulting in a slight injury. This was due to a vehicle parked half on and half off of the nearside pavement, the driver then pulled away and failed to see a vehicle travelling northwest behind, forcing that vehicle in to the middle of the road, and to collide with a pedestrian stood by their car to the offside.

2.6.10. Two collisions are recorded at the junction of A3025 Portsmouth Road and Pound Road, both collisions resulting in slight injuries. Both involved manoeuvres in to Pound Road. One involved a rear-end shunt in to a car waiting to turn in to Pound Road. The second involved another vehicle travelling east along A3025 Portsmouth Road, turns right in to Pound Road and fails to give way to a vehicle travelling in the opposite direction and collides.

2.6.11. One collision resulting in a slight injury occurred on A3025 Portsmouth Road. The injury involved a vehicle travelling east along A3025 Portsmouth Road, losing control on the left-hand bend causing the vehicle to travel towards Manor Close where is collided with a Road.

2.7 Traffic Data

2.7.1. In order to assess the traffic impact of the proposed development, traffic volume and speed on Green Lane has been measured over a weeks period (March 16th – 22nd 2015) using an Automatic Traffic Counter (ATC). The full results of the ATC surveys are included as **Appendix D**. **Table 4** below shows a summary of the traffic volume.

Table 4: ATC Summary – Traffic Volume (5 Day Average)

Direction	Green Lane Traffic Volume		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily 12hr (07:00-19:00)
Northbound	10	14	129
Southbound	16	12	143
Total	26	26	272
Direction	Portsmouth Road Traffic Volumes		
Eastbound	427	409	4305
Westbound	384	541	5135
Total	811	950	9440

2.7.2. The results indicate that the average traffic flow on Green Lane, in the AM peak is 10 vehicles northbound and 16 vehicles southbound. In the PM peak, there is an average of 14 vehicles northbound and 12 vehicles southbound. The 5 day daily traffic flow (07:00-19:00) is 129 vehicles northbound and 143 southbound. The additional traffic generated from the proposed site could be mistaken within the daily fluctuations of traffic flow on Portsmouth Road.

2.7.3. The ATC recorded vehicle speeds of both Green Lane and Portsmouth Road, these are summarised below in **Table 5**:

Table 5: ATC Summary – Traffic Speed (5 day Average)

Direction	Green Lane Traffic Speed	
	85th Percentile	Mean
Northbound	23	18
Southbound	23	18
Portsmouth Road Traffic Speed		
Eastbound	37	31
Westbound	36	31

2.7.4. The results indicate a good compliance with the posted speed limit of 30 mph on Green Lane; the speed limits are very encouraging with both northbound and southbound averages falling well below the posted speed limit.

2.7.5. The results of the Portsmouth Road speed surveys indicate that the 85th percentile of both eastbound, and westbound traffic exceeds the 30mph speed limit existing at the Green Lane Portsmouth Road junction. To comply with Manual for Streets visibility requirements for 37mph, the visibility splay will need to extend to 59m. This visibility splay can be found in **Appendix E**.

2.7.6. After an agreement with the local highway authority it has been agreed that a box junction will be introduced on the Green Lane / Portsmouth Road junction. However this will be carried out under a separate TRO order and not part of the planning application. This box junction can also be identified in Appendix G.

2.7.7. The location of ATC tubes can be seen below in **Figure 5**.

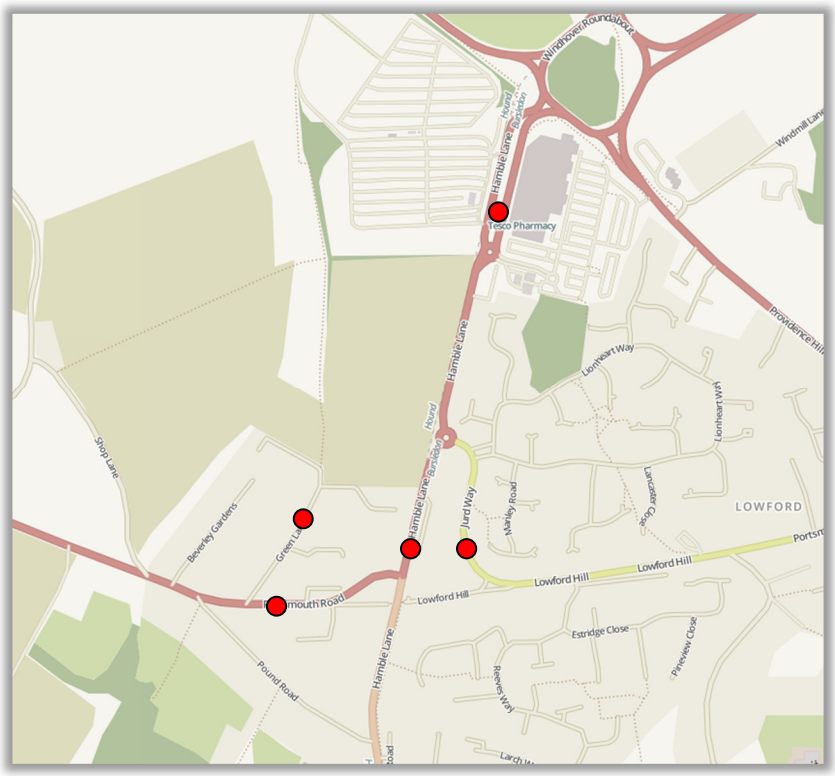


Figure 5: ATC Locations

Section 3 – Planning Policy

3.1 National Planning Policy Framework

3.1.1. The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in March 2012 to replace National Planning Policy Guidance Notes and Planning Policy Statements.

3.1.2. The document states the need to promote sustainable transport with the requirement that local planning authorities should support a pattern of development which facilitates the use of sustainable modes of transport. However it is also recognised that opportunities for using sustainable modes vary in different locations.

3.1.3. The document explains that developments that generate significant movements should be located where the need to travel will be minimised and the use of sustainable modes will be maximised. The proposed development will not generate a significant number of movements. The site can be considered to be sustainable, with very good links to local bus services, good pedestrian links, and a number of facilities and amenities located within walking and cycling distance of the site.

3.1.4. Also indicated is that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

3.1.5. Lastly the NPPF writes that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.

3.2 Local Policy – Eastleigh

3.2.1. Transport and Accessibility are seen as key policy areas in Eastleigh and both are a major concern of local residents. The Eastleigh Borough Local Plan (2001 – 2011) Chapter 6: Transport and Accessibility explains how the Council, in partnership with Hampshire County Council, will work towards achieving the following objectives:

- To reduce the need to travel, especially by car;
- To reduce the number of accidents on our roads, particularly those involving vulnerable road users;

- To encourage further provision and use of public transport, including the improvement of existing services and facilities;
- To ensure the location of new development is in places which are or can become widely accessible by means of transport other than the car;
- To improve provision for cycling and walking;
- To give priority to provision to the needs of pedestrians, cyclists and public transport users;
- To meet the targets of the Road Traffic Reduction Act 1997; and
- To encourage where appropriate the transfer of freight from road to rail.

3.2.2. It is also made clear the importance of all new development should be compatible with the aims and objectives of the Borough of Eastleigh Transport Strategy and should not compromise the obligations placed upon the highway authority by the RTRA 1997. Development should also meet the relevant criteria on sustainable development and the management of travel demand as set out in PPG 13 and policies T1-T7 of the Structure Plan (Review).

3.2.3. Policy 100.T indicates that development which accords with other relevant policies of this Plan will be permitted provided it meets all the following criteria:

- It is, or could be well served by public transport, cycling and walking;
- It includes measures that minimize its impact on the existing transport network;
- That where a large number of journeys are likely to be generated, the development is located to minimize travel demand and provide a choice of transport mode; and
- That where appropriate a Transport Assessment in accordance with the thresholds set out in Table B of the Hampshire Parking Strategy and Standards is included with the proposals.

3.2.4. Policy 90.T In accordance with Policy T.23 of the Hampshire County Structure Plan 1996-2011 (Review), permission will be granted for additional roadside facilities serving the Strategic Road Network provided that all the following criteria are met;

- There is a demonstrated need;
- The proposal does not adversely affect the landscape character, or areas of nature conservation interest;
- The proposal, together with any improvements that the developer proposes to make to the highway network, must be acceptable to the appropriate highway authority; and
- This Council is satisfied that the proposals are acceptable in planning and highway terms and that the need for facilities does

Section 4 – Proposed Development

4.1 Residential Mix

4.1.1. The proposed development will comprises of up to 45 units, 35% of which will be affordable and 65% will be private.

4.2 Proposed Site Access

4.2.1. The site will be accessed via Cranbury Gardens, by means of a simple priority junction. Internal footways will link up the existing footways on Cranbury Gardens, new footways will also be introduced on to Green Lane which will enhance pedestrian safety. Proposed footways on Green Lane will measure 1.8m in width and link up to the existing footway to the south of Green Lane. The proposed footway design is included as **Appendix F**. The access arrangements are also shown in Appendix E.

4.2.2. Green Lane provides access to Cranbury Garden, and has a relatively straight vertical alignment that runs parallel to Hamble Lane, Green Lane is subject to a 30mph speed limit. The visibility from the site access of Green Lane on to A3025 Portsmouth Road is of a high standard in both directions as shown in **Photos 6** & **7**.

Photo 6: Green Lane/Portsmouth Road Junction Looking East

Photo 7: Green Lane/Portsmouth Road Junction Looking West

4.2.3. Access to the site for vehicles and pedestrians is of a high standard. Proposed footways and a box junction will prevent any potential safety issues that could be linked with the new development

4.2.4. A tracking exercise has been undertaken on Green Lane and site access on Cranbury Gardens. A worst case scenario has been shown by including parked cars on Green Lane this will prove that a large refuse vehicle can manoeuvre around these vehicles. See **Appendix G** for the tracking drawings.

4.3 Parking Provision

4.3.1. Eastleigh Borough Council Residential Parking Standards 2009 (as shown in **Table 6**) has also been referred to in the course of the designing.

Table 6: Eastleigh Borough Council Residential Parking Standards 2009

Property Size	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/ 'on-plot' allocation
1 bed	1	1.25	2
2/3 bed	1.5	1.75	2
4+ bed	2	2.25	3

4.4 Cycle Parking

4.4.1. Cycle Parking will be provided in either garages, or in sheds located in back gardens.

Section 5 – Traffic Impact

5.1 Traffic Generation

5.1.1. A TRICS analysis has been undertaken to determine the potential level of trip generation associated with the residential development. In order to provide a worst case scenario, a survey listing residential/houses privately owned was chosen. Privately owned houses tend to create a slightly higher trip rate compared to affordable properties. **Table 7** below summarises the trip rates obtained and resulting number of trips.

Table 7: TRICS Trip Generation, 45 Residential / Houses Privately Owned

Hour Beginning	Trip Rate (Per Dwelling)		Trips		Total Trips
	IN	OUT	IN	OUT	
07:00-08:00	0.075	0.269	3	12	16
08:00-09:00	0.153	0.39	7	17	24
09:00-10:00	0.15	0.183	7	8	15
10:00-11:00	0.138	0.17	6	8	14
11:00-12:00	0.168	0.161	8	7	15
12:00-13:00	0.181	0.165	8	7	16
13:00-14:00	0.164	0.155	7	7	14
14:00-15:00	0.172	0.188	8	8	16
15:00-16:00	0.279	0.204	13	9	22
16:00-17:00	0.289	0.18	13	8	21
17:00-18:00	0.339	0.202	15	9	24
18:00-19:00	0.246	0.187	11	8	20
Total			**106**	**110**	**216**

5.1.2. The results of the TRICS analysis shows that the proposed development would generate 24 trips in the AM peak (08:000 – 09:00), 24 trips in the PM peak (17:00 – 18:00), and 216 trips over a 12 hour period (07:00 – 19:00).

5.1.3. The full TRICS output is included as **Appendix H**.

5.2 Trip Distribution

5.2.1. Overleaf, are the traffic flows generated from TRICS analysis. The AM peak PM peak and 12 hour flows have been applied to the existing flow ratio from turning counts and ATC data. Note that results are rounded up to the nearest whole number.

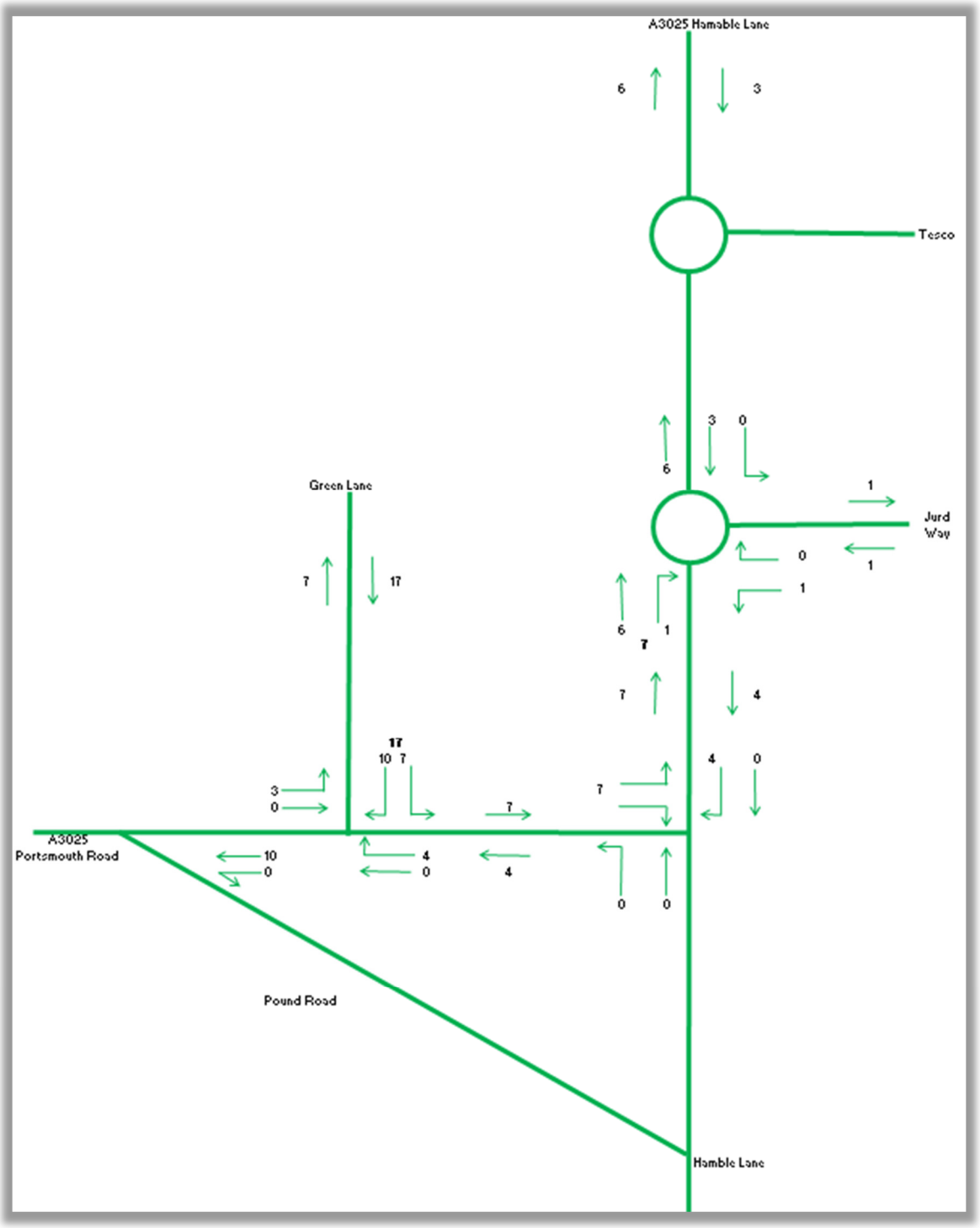


Figure 6: AM Peak flows (08:00-09:00) generated by TRICS data

5.2.2. The AM peak shown in **Figure 6** above identifies that the majority of AM traffic heads west on A3025 Portsmouth Road when turning out of Green Lane. Therefore there is less pressure on Hamble Lane as only 7 vehicles use Hamble Lane to head north towards either Jurd Way or Windhover Roundabout.

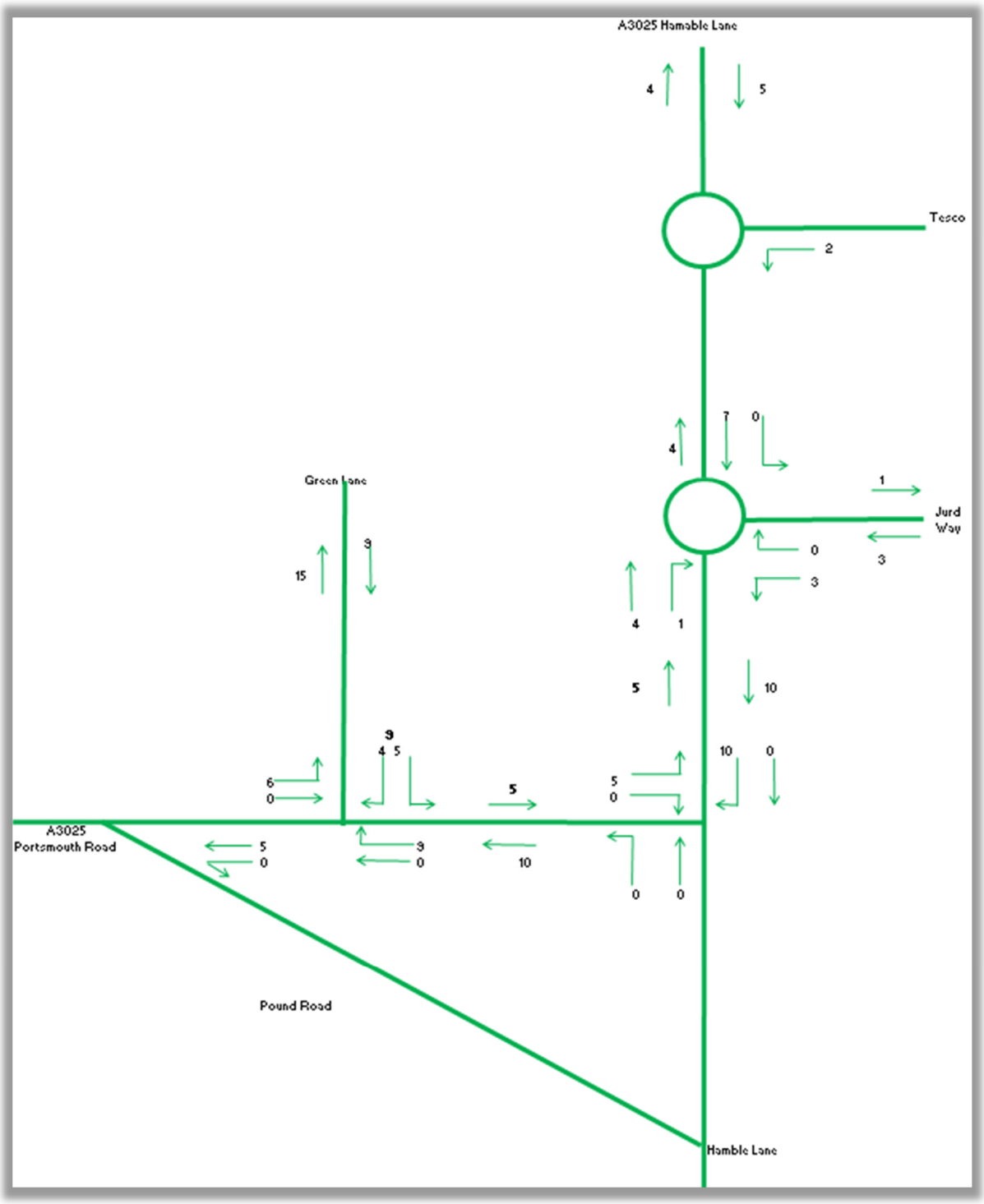


Figure 7: PM Peak flows (17:00-18:00) generated by TRICS data

5.2.3. The PM peak shown in **Figure 7** above also experiences 24 trips on Green Lane, 5 come from A3025 Hamble Lane, followed by another 2 heading south from the Tesco junction, those 7 are then joined by 3 more from Jurd way. The combined total turning onto A3025 Portsmouth Road is 10.

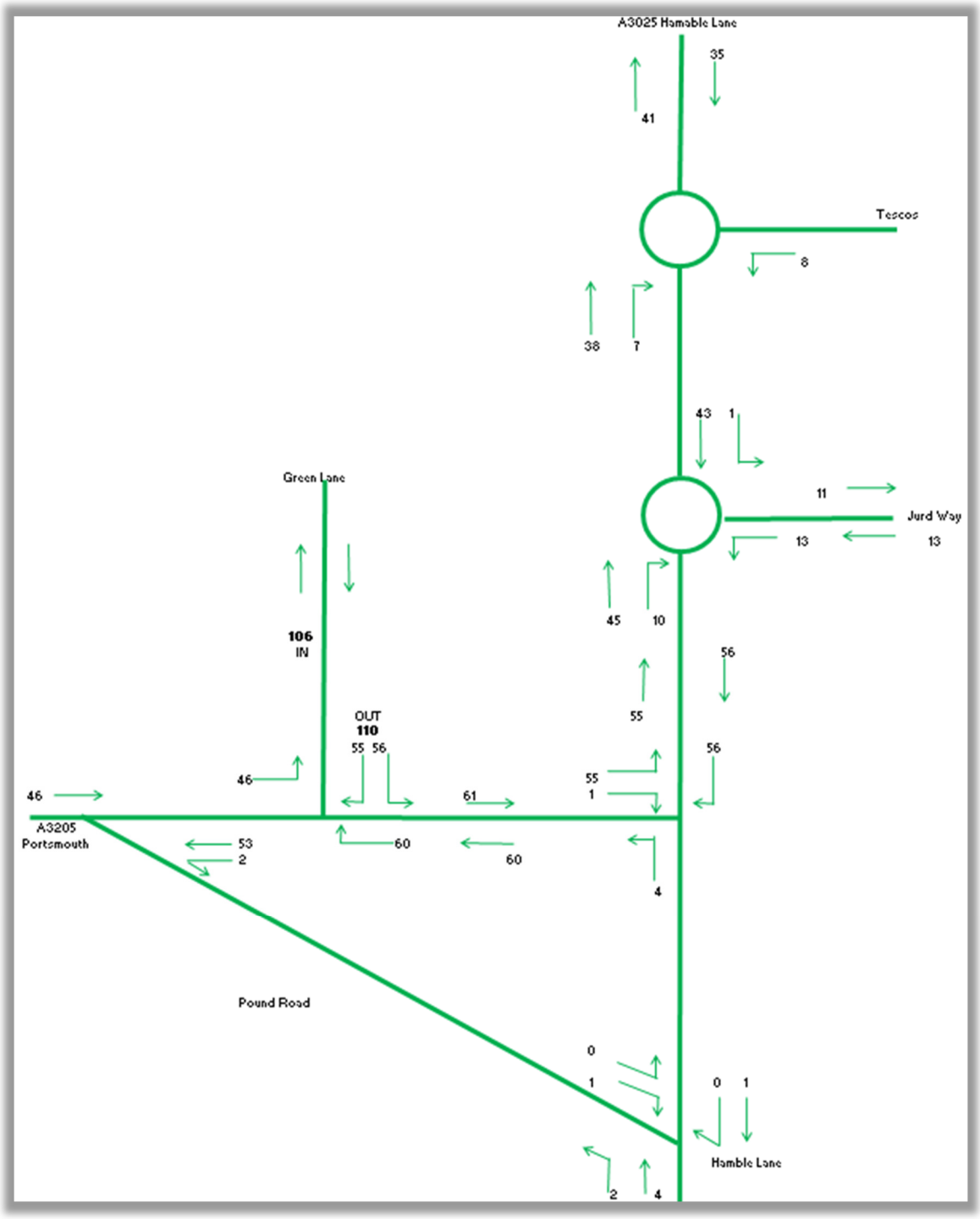


Figure 8: 12 hour flows (07:00-19:00) generated by TRICS data

5.2.4. The 12 hour flow shown in **Figure 8** above generates a total of 216 vehicular movements on Green Lane (shown in Table 8). There is almost an even split of vehicles turning right and left out of Green Lane. However, more vehicles come back into the site via Hamble Lane. Overall there is very little traffic impact from a potential 45 unit development.

5.3 Traffic Impact on the Highway

5.3.1. Using the traffic flow data from the ATC, the input of the weekday traffic generated by the proposed development has been determined. The results are shown in **Table 8** below:

Table 8: Proposed Development Impact on Green Lane

Weekdays (Mon-Fri)	Base Flow	Generated Trips	Total Trips	Impact
AM 08:00 – 09:00	26	24	50	48%
PM 17:00 – 18:00	26	24	50	48%
12 hour 07:00 – 19:00	272	216	488	44%

5.3.2. The results indicate that the traffic generated by the proposed development would create a 48% increase in traffic on Green Lane in the AM peak, and a 48% increase in traffic in the PM peak.

5.3.3. Considering the relatively low peak traffic flows throughout a week, the impact will not equate to a significant number. As previously mentioned the TRICS analysis that was undertaken was a worst case scenario, meaning the impact percentage will be expected to be less for the actual proposed development.

5.3.4. If the increase of vehicular movement on Hamble Lane was taken into consideration it would fall well within the daily variation in traffic flow and will not have a material impact on the operation of the local road network.

5.4 Pedestrian Impact

5.4.1. It is considered that the majority of pedestrian movements to and from the proposed site will use Cranbury Gardens and the existing pedestrian link to Hamble Lane. This will provide the most direct pedestrian link to local facilities such as Tesco's etc.

Section 6 – Summary and Conclusion

6.1 Summary

6.1.1. Ridge and Partners LLP has been commissioned by Landhold Capital to prepare a Transport Statement in support of an outline planning application for a proposed residential development of up to 45 units on the site off Green Lane / Cranbury Gardens, Bursledon, Hampshire.

6.1.2. A review of the PIC data has been undertaken of the 16 collisions reported during the 5 year study period between 01/01/2010 - 31/12/2014. The collisions are all down to the pedestrian and driver behaviour rather than any issues with the highway network itself.

6.1.3. The proposed development is in accordance with both national and local policies, being located in a site with very good public transport and pedestrian facilities, within walking distance of a number of local services and facilities.

6.1.4. A TRICS analysis has been undertaken and has shown that the proposed development is likely to generate a 48% increase in traffic on Green Lane in the AM peak, and a 48% increase in traffic in the PM peak. Considering the relatively low peak traffic flows throughout a week, the impact will not equate to a significant number. As previously mentioned the TRICS analysis that was undertaken was a worst case scenario, meaning the impact percentage will be expected to drop for the actual proposed development. It is considered that Green Lane has more than sufficient road capacity to accommodate the development traffic and currently only experiences very low traffic volumes as seen from the ATC AM, PM and 12 hour flow results.

6.1.5. The provision of a footway on Green Lane will further enhance pedestrian access to local facilities and provide for a safer environment for car drivers and pedestrian alike.

6.2 Conclusion

6.2.1. The NPPF states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'. In this report the 12 hour trips generated by the proposed development has a 44% impact on the local road network. However, as previously stated the current traffic generation is so little that the impact is not significant to cause concern.

6.2.2. It is therefore concluded that there are no highways or transport reasons why the planning application for this development proposal should not be supported.

Appendix A – Site Layout

A3

Approved Outline Development 150 Units

Tree with bat roosting potential

Residential development Approximately 45 units

Link to adjacent development

Large Public Open Space and informal Play Area

Vehicular Entrance

Pond

HAMBLE LANE (A3026)

WHEELERS MEADOW

GREEN LANE

Public Open Space

Enhanced 3m wide cycle/footway

Pedestrian link to Hamble Lane

CRANBURY GARDENS

Pedestrian access from Green Lane

Vehicular access (To be closed when access road to north of site is constructed)

1½ Storey Units backing onto Cranbury Gardens

Possible location of Attenuation Basin

HAMBLE LANE (A3026)

MANOR CRESCENT

JURD WAY

GREEN LANE

NOTES

Permission is granted to scale from this drawing for the purpose of Local Authority Planning Approval only. In all other circumstances DO NOT scale from this drawing, please contact this office for any additional information required.

Contractors, Sub Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect.

Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

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REV	DESCRIPTION	DATE	AUTHOR	CHK'D
A	Addition of northern approved outline development	01/04/15	SWD	MP
B	Updated layout	23/06/15	SWD	MP
C	Updated layout	09/07/15	SWD	MD
D	Updated layout	28/10/15	SWD	MD
E	Updated layout	30/10/15	SWD	MD
F	Minor adjustments	02/11/15	SWD	MD

KEY

Site Boundary

thrive. architects

Romsey Office
Building 300, The Grange, Romsey Road, Michelmersh, SO51 0AE
t: 01794 367703 f: 01794 367276 www.thrivearchitects.co.uk

PROJECT

Hamble Lane

Bursledon

For: Landhold Capital

DRAWING

Illustrative Masterplan - 01

SCALE	DATE	AUTHOR	CHK'D
1:1000 @ A3	20/03/15	MD/ba	MD

JOB NO.	DRAWING NO.	REV
LAND150214	IMP-01	F

Appendix B – Bus Timetables

traveline
public transport info

traveline.info/se

0871 20 022 33
calls from landlines cost 10p per minute

Bus departures from this stop
Lowford
o/s The Plough

543 Pilands Estate - Netley Schools — Lucketts Travel

here — 2 Netley, Hound Post Office — 5 Netley, Netley Station — 8 Netley, Post Office — 10 Netley, Schools Only

X4 Portsmouth - Fareham - Southampton — First in Hampshire

here — 4 Sholing, Botley Road — 11 Woolston, Bridge Link Road — 20 Southampton City Centre, WestQuay

X5 Gosport - Fareham - Warsash - Southampton — First in Hampshire

here — 3 Sholing, Botley Road — 10 Woolston, Bridge Link Road — 17 Southampton City Centre, WestQuay — 28 Bedford Place, St Annes Convent School

X22 Tesco, Bursledon - Bitterne — Xelabus

here — 2 Sholing, Ashley Crescent — 7 Sholing, Community Centre — 13 Thornhill, Orpen Road — 17 Thornhill, Tatwin Crescent — 26 Harefield, The Exford Arms — 31 Harefield, Hatley Road — 34 Midanbury, Cornwall Road — 38 Bitterne, Bitterne Leisure Centre

The numbers circled indicate approximate timings in minutes from Lowford, The Plough

Mondays to Fridays — Bus times as at 14th April 2015

Time	Service	Note	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service
0608	X5		*0742*	X5	1	*0917*	X5	*1107*	X4	*1237*	X4	*1422*	X5	*1608*	X4	*1753*	X5
0637	X4		*0757*	X4		*0932*	X4	*1122*	X5	*1252*	X5	*1437*	X4	*1623*	X5	*1813*	X4
0653	X5		*0816*	X5		*0944*	X5	*1137*	X4	*1307*	X4	*1452*	X5	*1643*	X4	*1828*	X5
0705	X4		*0820*	543		*1007*	X4	*1152*	X5	*1322*	X5	*1507*	X4	*1653*	X5	*1857*	X5
0716	X5		*0832*	X4		*1023*	X5	*1207*	X4	*1337*	X4	*1522*	X5	*1713*	X4	*1928*	X5
0727	X4		*0843*	X5		*1037*	X4	*1213*	X22	*1352*	X5	*1537*	X4	*1723*	X5	*2004*	X4
0742	X5		*0859*	X4		*1052*	X5	*1222*	X5	*1407*	X4	*1552*	X5	*1743*	X4		

Saturdays — Bus times as at 18th April 2015

Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service
0719	X4	*0922*	X5	*1052*	X5	*1222*	X5	*1352*	X5	*1522*	X5	*1652*	X5	*1822*	X5
0759	X4	*0934*	X4	*1107*	X4	*1237*	X4	*1407*	X4	*1537*	X4	*1707*	X4	*1851*	X5
0815	X5	*0952*	X5	*1122*	X5	*1252*	X5	*1422*	X5	*1552*	X5	*1722*	X5	*1916*	X5
0835	X4	*1005*	X4	*1137*	X4	*1307*	X4	*1437*	X4	*1607*	X4	*1737*	X4	*1954*	X4
0848	X5	*1018*	X5	*1152*	X5	*1322*	X5	*1452*	X5	*1622*	X5	*1752*	X5		
0904	X4	*1037*	X4	*1207*	X4	*1337*	X4	*1507*	X4	*1637*	X4	*1807*	X4		

Sundays — Bus times as at 19th April 2015

Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service	Time	Service
0846	X5	*1012*	X4	*1140*	X5	*1310*	X4	*1440*	X5	*1610*	X4	*1740*	X5
0916	X4	*1044*	X5	*1210*	X4	*1340*	X5	*1510*	X4	*1640*	X5	*1810*	X4
0946	X5	*1109*	X4	*1240*	X5	*1410*	X4	*1540*	X5	*1710*	X4	*1840*	X5

Notes: **1** - terminates at Bedford Place, St Annes Convent School
Times shown in italics are approximate times

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Normal mobile internet charges apply.
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calls from landlines cost 10p per minute

Bus departures from this stop
Lowford
opp The Plough

543 Netley Schools - Pilands Estate — Lucketts Travel

here — 2 Lowford, Priors Hill Lane — 4 Lowford, Chamberlayne Road

X4 Southampton - Fareham - Portsmouth — First in Hampshire

here — 4 Lowford, Dodwell Lane — 12 Park Gate, Park Gate — 15 Locks Heath, Locks Heath Centre — 20 Titchfield Common, Abshot Road — 26 Titchfield, Coach Hill — 39 Fareham, Bus Station — 54 Portchester, Precinct — 59 Paulsgrove, Racecourse Lane — 77 Portsea, The Hard Interchange (Stop G) — 92 Southsea, Clarence Pier

X5 Southampton - Warsash - Fareham - Gosport — First in Hampshire

here — 6 Lowford, Dodwell Lane — 17 Warsash, Warsash Village — 25 Locks Heath, Locks Heath Centre — 34 Titchfield, Titchfield Bypass — 44 Fareham, Bus Station — 54 Fareham, Fareham College — 63 Stubbington, Stubbington Village — 72 Lee-on-the-Solent, High Street Post Office — 77 Lee-on-the-Solent, Community Centre — 89 Alverstoke, Stokes Bay Sailing Club — 101 Gosport, Bus Station

X22 Bitterne - Tesco, Bursledon — Xelabus

here — 2 Lowford, Windhover Tesco

The numbers circled indicate approximate timings in minutes from Lowford, The Plough

Mondays to Fridays — Bus times as at 14th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0653	X5		*0855*	X5		*1040*	X4		*1210*	X4		*1355*	X5		*1544*	X4		*1704*	X5		*1853*	X4	1
0723	X5		*0910*	X4		*1045*	X22		*1225*	X5		*1410*	X4		1545	543		*1719*	X4		*1908*	X5	
0740	X4		*0925*	X5		*1055*	X5		*1240*	X4		*1425*	X5		*1608*	X5		*1734*	X5		*1928*	X4	1
0755	X5		*0940*	X4		*1110*	X4		*1255*	X5		*1440*	X4		*1608*	X5		*1749*	X4		*1948*	X5	
0810	X4		*0955*	X5		*1125*	X5		*1310*	X4		*1455*	X5		*1619*	X4		*1804*	X5		*2018*	X4	1
0825	X5		*1010*	X4		*1140*	X4		*1325*	X5		*1510*	X4		*1634*	X5		*1819*	X4		*2048*	X5	2
0840	X4		*1025*	X5		*1155*	X5		*1340*	X4		*1528*	X5		*1649*	X4		*1834*	X5				

Saturdays — Bus times as at 18th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0803	X5		*1010*	X4		*1140*	X4		*1310*	X4		*1440*	X4		*1610*	X4		*1740*	X4		*1908*	X4	1
0843	X4		*1025*	X5		*1155*	X5		*1325*	X5		*1455*	X5		*1625*	X5		*1755*	X5		*1948*	X5	
0858	X5		*1040*	X4		*1210*	X4		*1340*	X4		*1510*	X4		*1640*	X4		*1810*	X4	1	*2018*	X4	1
0925	X5		*1055*	X5		*1225*	X5		*1355*	X5		*1525*	X5		*1655*	X5		*1825*	X5		*2048*	X5	2
0940	X4		*1110*	X4		*1240*	X4		*1410*	X4		*1540*	X4		*1710*	X4		*1840*	X4	1			
0955	X5		*1125*	X5		*1255*	X5		*1425*	X5		*1555*	X5		*1725*	X5		*1855*	X5				

Sundays — Bus times as at 19th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0933	X4	3	*1105*	X5		*1235*	X4	3	*1405*	X5		*1535*	X4	3	*1705*	X5		*1835*	X4	1
1005	X5		*1135*	X4	3	*1305*	X5		*1435*	X4	3	*1605*	X5		*1735*	X4	3	*1903*	X5	2
1035	X4	3	*1205*	X5		*1335*	X4	3	*1505*	X5		*1635*	X4	3	*1805*	X5		*1933*	X4	1

Notes: **1** - terminates at Fareham, Bus Station **2** - terminates at Fareham, Bus Station **3** - terminates at Southsea, Clarence Pier
Times shown in italics are approximate times

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Code for this stop: hamdgjwg

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0871 20 022 33
calls from landlines cost 10p per minute

Bus departures from this stop
Lowford
Lowford Hill (N-bound)

15 Hamble - Hound - Netley - Windhover Tesco - Hedge End Superstores — Brijan Tours

here — Lowford, Windhover Tesco (0) — Hedge End, Mapleton Road (11) — Hedge End Town Ctr, The Barlevcorn Inn (15) — Wildern, Hedge End Superstores (20)

405 Hamble - Netley - Bursledon - Mansbridge - Barton Peverill College — Xelabus

here — Lowford, Windhover Tesco (1) — Lowford, Post Office (3) — Lowford, Kingsfield (4) — Hedge End Town Ctr, Hedge End Centre (12) — Hedge End, Goodlands Vale (14) — Eastleigh, Barton Peveril College (37)

406 Eastleigh - BPC - Bitterne - Netley - Hamble — Xelabus

here — Lowford, Windhover Tesco (1)

542 Hamble Community Sports College - Sarisbury - Park gate — Lucketts Travel

here — Lowford, Post Office (1) — Sarisbury, Sarisbury Green (11) — Park Gate, Brook Lane (16)

X4 Southampton - Fareham - Portsmouth — First in Hampshire

here — Lowford, Dodwell Lane (3) — Park Gate, Park Gate (11) — Locks Heath, Locks Heath Centre (14) — Titchfield Common, Abshot Road (19) — Titchfield, Coach Hill (25) — Fareham, Bus Station (38) — Portchester, Precinct (53) — Paulsgrove, Racecourse Lane (58) — Portsea, The Hard Interchange (Stop G) (76) — Southsea, Clarence Pier (90)

The numbers circled indicate approximate timings in minutes from Lowford, Lowford Hill

Mondays to Fridays — Bus times as at 14th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0722	405		*0918*	15		*1118*	15		*1318*	15		*1443*	542		*1621*	X4		*1821*	X4	
0742	X4		*0942*	X4		*1142*	X4		*1342*	X4		*1503*	542		*1651*	X4		*1854*	X4	1
0812	X4		*1012*	X4		*1212*	X4		*1412*	X4		*1512*	X4		*1718*	15	2	*1929*	X4	1
0842	X4		*1042*	X4		*1242*	X4		*1438*	406		*1518*	15		*1721*	X4		*2019*	X4	1
0912	X4		*1112*	X4		*1312*	X4		*1442*	X4		*1546*	X4		*1751*	X4				

Saturdays — Bus times as at 18th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0844	X4		*1042*	X4		*1212*	X4		*1342*	X4		*1512*	X4		*1642*	X4		*1812*	X4	1	*2019*	X4	1
0942	X4		*1112*	X4		*1242*	X4		*1412*	X4		*1542*	X4		*1712*	X4		*1842*	X4	1			
1012	X4		*1142*	X4		*1312*	X4		*1442*	X4		*1612*	X4		*1742*	X4		*1909*	X4	1			

Sundays — Bus times as at 19th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0935	X4	3	*1137*	X4	3	*1337*	X4	3	*1537*	X4	3	*1737*	X4	3	*1934*	X4	1
1037	X4	3	*1237*	X4	3	*1437*	X4	3	*1637*	X4	3	*1837*	X4	1			

Notes: **1** - terminates at Fareham, Bus Station **2** - terminates at Lowford, Windhover Tesco **3** - terminates at Southsea, Clarence Pier
Times shown in italics are approximate times

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calls from landlines cost 10p per minute

Bus departures from this stop
Lowford
Lowford Hill (N-bound)

X5 Southampton - Warsash - Fareham - Gosport

First in Hampshire *020

here
4 Lowford, Dodwell Lane
15 Warsash, Warsash Village
23 Locks Heath, Locks Heath Centre
32 Titchfield, Titchfield Bypass
42 Fareham, Bus Station
52 Fareham, Fareham College
61 Stubbington, Stubbington Village
70 Lee-on-the-Solent, High Street Post Office
75 Lee-on-the-Solent, Community Centre
87 Alverstoke, Stokes Bay Sailing Club
99 Gosport, Bus Station

X21 Weston OAP Homes - Tesco Bursledon

Xelabus *050

here
1 Lowford, Windhover Tesco

X56 Hamble - Eastleigh

Xelabus *050

here
1 Lowford, Windhover Tesco
3 Lowford, Post Office
10 Hedge End, Freegrounds Road
13 Hedge End Town Ctr, The Barleycorn Inn
18 Wildern, Hedge End Superstores
24 West End, Post Office & Shops
31 Mansbridge, Octavia Road
35 North Stoneham, Southampton Parkway Station
42 Eastleigh, Bus Station

The numbers circled indicate approximate timings in minutes from Lowford, Lowford Hill

Mondays to Fridays

Bus times as at 14th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0654	X5		*0857*	X5		*0957*	X5		*1137*	X56		*1327*	X5		*1457*	X5		*1636*	X5		*1836*	X5	
0725	X5		*0927*	X5		*1027*	X5		*1157*	X5		*1337*	X56		*1530*	X5		*1706*	X5		*1909*	X5	
0757	X5		*0937*	X56		*1057*	X5		*1227*	X5		*1357*	X5		*1610*	X5		*1736*	X5		*1949*	X5	
0827	X5		*0953*	X21		*1127*	X5		*1257*	X5		*1427*	X5		*1610*	X5		*1806*	X5		*2049*	X5	1

Saturdays

Bus times as at 18th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0804	X5		*0957*	X5		*1127*	X5		*1257*	X5		*1427*	X5		*1557*	X5		*1727*	X5		*1856*	X5	
0859	X5		*1027*	X5		*1157*	X5		*1327*	X5		*1457*	X5		*1627*	X5		*1757*	X5		*1949*	X5	
0927	X5		*1057*	X5		*1227*	X5		*1357*	X5		*1527*	X5		*1657*	X5		*1827*	X5		*2049*	X5	1

Sundays

Bus times as at 19th April 2015

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
1007	X5		*1207*	X5		*1407*	X5		*1607*	X5		*1807*	X5	
1107	X5		*1307*	X5		*1507*	X5		*1707*	X5		*1904*	X5	1

Notes: **1** - terminates at Fareham, Bus Station
Times shown in italics are approximate times

BY SMS
Bus times by text message

Get the times of the next four buses from this stop on your phone
Scan the QR code or send the stop code below to:
84268
Return texts cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.
Code for this stop: hamdgmwm

NextBuses
Bus times by mobile browser

Appendix C – PIC Report

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Selected Polygon:ES BURSLEDON CHASE

100270951 09/06/2010 Time 1300 Vehicles 2 Casualties 1 Slight
E:447567 N: 109869 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present 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:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG CUNNINGHAM GARDENS PASSING DRIVEWAY OF NUMBER 31 WHEN VEH 2 (CAR) REVERSES OUT OF DRIVEWAY INTO VEH 1.
Occurred on CUNNINGHAM GARDENS AT JUNCTION WITH NUMBER 31, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 46 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Reversing
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 Entering main road First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

100294340 14/07/2010 Time 0830 Vehicles 2 Casualties 1 Slight
E:447631 N: 109948 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG POUND LANE, FAILED TO GIVE WAY AND TURNED RIGHT ONTO B3397 HAMBLE LANE ACROSS PATH OF VEH 2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE, CAUSING COLLISION.
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND LANE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
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 r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Not requested
Left hand drive:

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

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

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

100449891 23/10/2010 Time 1319 Vehicles 3 Casualties 3 Slight
E:447639 N: 109900 First Road: B 3397 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 Wet/Damp
Daylight:street lights present 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:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE, FAILS TO OBSERVE VEH 2 (CAR) INFRONT STATIONARY BEHIND VEH 3 (CAR) WAITING TO TURN RIGHT INTO BOUNDARY ROAD AND COLLIDES INTO V EH 2 SHUNTING IT FORWARD INTO VEH 3.
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH BOUNDARY ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
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:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle: 3
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 44 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Casualty Reference: 2 Vehicle: 2 Age: 8 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Back seat

Casualty Reference: 3 Vehicle: 2 Age: 16 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Front seat

Vehicle Reference 3 Car Waiting to turn 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 r First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

100466135 03/11/2010 Time 0700 Vehicles 1 Casualties 1 Slight
E: 447664 N: 110153 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

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:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG HAMBLE LANE APPROACHES CROSSING WITH RED LIGHT FOR TRAFFIC. CAS 1 (PEDESTRIAN) TRAVELLING E ACROSS HAMBLE LANE AS VEH 1 FAILS TO STOP FOR RED LIGHT AND STRIKES CAS 1.

Occurred on B3397 HAMBLE LANE 40 METRES SOUTH OF JUNCTION WITH A3025 PORTSMOUTH ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 Female
Hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

On Ped Crossing E bound

Driver's nearside

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

100511117 04/12/2010 Time 1740 Vehicles 2 Casualties 2 Serious
E: 447648 N: 110066 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING W REVERSING OUT OF PRIVATE DRIVE ONTO BURSLEDON ROAD TURNING LEFT IN ORDER TO HEAD S. VEH 2 (CAR) TRAVELLING FAILS TO STOP IN TIME AND COLLIDES INTO VEH 1.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH PRIVATE DRIVE TO DELFAN HOUSE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Reversing
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 Cleared junction or waiting/parke First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 68 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 79 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 2 Vehicle: 2 Age: 79 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

100524006 14/12/2010 Time 0920 Vehicles 1 Casualties 1 Slight
E:447651 N: 110095 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG B3397 HAMBLE LANE, OBSERVES WIFE ON NEARSIDE FOOT PATH, ATTEMPTS A U-TURN AT SPEED, SKIDS, LEAVES CARRIAGEWAY TO OFFSIDE AND COLLIDES WITH A RESIDENTIAL STONE WALL OF GLEN ROSA..
Occurred on B3397 HAMBLE LANE OUTSIDE GLENROSA, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car U-turn
Vehicle movement from SW to SW 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: Oth perm objects
O/S Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

110074392 19/02/2011 Time 1925 Vehicles 2 Casualties 1 Serious
E: 447673 N: 110198 First Road: A 3025 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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	Very Likely
3rd:	Nervous/Uncertain/Panic	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG A3025 HAMBLE LANE TURNED RIGHT INTO A3025 PORTSMOUTH ROAD FAILING TO SEE VEH 2 (M/CYCLE) TRAVELLING N ALONG A3025 HAMBLE LANE, CAUSING VEH 2 TO COLLIDE WITH VEH 1

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH A3025 PORTSMOUTH ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

110289581 11/07/2011 Time 1200 Vehicles 1 Casualties 1 Serious
E: 447698 N: 110310 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: 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:	Overloaded or poorly loaded vehicle or trailer	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) WALKING N ALONG WESTERN PAVEMENT OF B3397 HAMBLE LANE WHEN TWO PALLETTES FELL OFF VEH 1 (LORRY) TRAVELING N WHICH COLLIDED INTO CAS 1.
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH MANOR CRESCENT, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from S to N Articulated Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

On footpath / verge N bound

Movement U/K

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

110306341 21/07/2011 Time 1850 Vehicles 2 Casualties 2 Slight
E:447360 N: 110160 First Road: A 3025 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present 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:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:	Failed to look properly	Vehicle 2	Possible

VEH 1 (CAR) TRAVELLING E ALONG A3025 PORTSMOUTH ROAD, TURNS RIGHT INTO POUND ROAD FAILING TO GIVE WAY TO VEH 2 (CAR) TRAVELLING IN OPPOSITE DIRECTION AND COLLIDES.
Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W 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 r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive:

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

Casualty Reference: 2 Vehicle: 1 Age: 38 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Back seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
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:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

110426730 07/10/2011 Time 1900 Vehicles 2 Casualties 1 Slight
E:447632 N: 109941 First Road: B 3397 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:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE SIGNALLING TO TURN LEFT BUT CONTINUED STRAIGHT ON. VEH 2 (CAR) ASSUMING VEH 1 WAS TURNING LEFT, PULLED OUT OF POUND ROAD CAUSING VEH 1 TO COLLIDE INTO OFFSIDE OF VEH 2.
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Female
Not hit and run Breath test Negative
Left hand drive:

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

Vehicle Reference 2 Car Turning 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 Entering main road First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

110524092 14/12/2011 Time 1030 Vehicles 2 Casualties 1 Slight
E:447466 N: 110046 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) PARKED HALF ON AND HALF OFF NEARSIDE PAVEMENT OF POUND ROAD PULLS AWAY FAILING TO SEE VEH 1 (CAR) TRAVELLING NW BEHIND, FORCING VEH 1 TO MIDDLE OF ROAD COLLIDING WITH CAS 1 (PEDESTRIAN) STANDING BY PARKED VEHICLE TO OFFSIDE.
Occurred on POUND ROAD OUTSIDE NUMBER 10, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Overtaking stat vehicle O/S
Vehicle movement from SE to NW 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 19 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

In carr not crossing Standing still

In carr not crossing

Vehicle Reference 2 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact 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:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

120005685 22/12/2011 Time 1219 Vehicles 1 Casualties 1 Slight
E: 447810 N: 110689 First Road: A 3025 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG THE SERVICE ROAD FROM TESCO SUPERSTORE IN HEAVY TRAFFIC, PULLS ONTO HAMBLE LANE RBT UPON SEEING A GAP IN THE TRAFFIC FAILING TO SEE CAS 1 (PEDESTRIAN) CROSSING FROM THE OFFSIDE AND COLLIDES.
Occurred on A3025 BURSLEDON ROAD AT JUNCTION WITH TESCO SERVICE ROAD, BURSLEDON, 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 72 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
In carr elsewhere S bound
Driver's offside

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

120085422 01/03/2012 Time 1858 Vehicles 1 Casualties 1 Fatal
E:447650 N: 110082 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

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:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Stationary or parked vehicle	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:			
6th:			

CAS 1 (PEDESTRIAN) WITH OTHER PEDESTRIANS CROSS B3397 HAMBLE LANE BETWEEN N/BOUND QUEUING TRAFFIC, CAS 1 SLIGHTLY AHEAD DOES NOT SEE VEH 1 (M/CYCLE) TRAVELLING N OVERTAKING TRAFFIC AND COLLIDES CAUSING CAS 1 TO BE DRAGGED UNDER VEH 1.
Occurred on B3397 HAMBLE LANE OUTSIDE DONOVAN COTTAGES, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Overtaking stat vehicle O/S
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 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 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 3 Female Pedestrian Severity: Fatal
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere E bound

Driver's nearside masked

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

120393612 08/10/2012 Time 0950 Vehicles 2 Casualties 1 Slight
E:447355 N: 110165 First Road: A 3025 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 Wet/Damp
Daylight 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:	Slippery road (due to weather)	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG A3025 PORTSMOUTH ROAD WAS WAITING TO TURN RIGHT INTO POUND ROAD. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

120395940 10/10/2012 Time 0139 Vehicles 1 Casualties 1 Slight
E:447572 N: 110159 First Road: A 3025 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:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG A3025 PORTSMOUTH ROAD LOST CONTROL ON A LEFT-HAND BEND, LEFT THE CARRIAGEWAY AHEAD AT THE JUNCTION WITH MANOR CLOSE AND COLLIDED WITH A ROAD SIGN.
Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH MANOR CLOSE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
Straight ahead at Jun Age of Driver 31 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

130072803 25/02/2013 Time 2334 Vehicles 2 Casualties 2 Slight
E:447794 N: 110690 First Road: A 3025 Road Type 1
Speed limit: 40 Junction Detail: Mini 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: 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:	Fatigue	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG A3025 HAMBLE LANE STOPS ON APPROACH TO MINI RBT FOR TESCO. FOLLOWING VEH 2 (CAR) COLLIDES WITH REAR OF STATIC VEH 1.
Occurred on A3025 HAMBLE LANE AT JUNCTION WITH TESCO STORES LTD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back 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 Not requested
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 21 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

130278029 26/07/2013 Time 1723 Vehicles 3 Casualties 1 Slight
E: 447753 N: 110402 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3025
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 3	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 3 (CAR) TRAVELLING W ALONG JURD WAY COLLIDED WITH REAR OF VEH 1 (CAR) WAITING AT RBT IN FRONT CAUSING VEH 1 TO BE PUSHED ONTO RBT AND COLLIDE WITH VEH 2 (CAR) TRAVELLING S ALONG A3025 HAMBLE LANE AROUND RBT.
Occurred on JURD WAY AT JUNCTION WITH A3025 HAMBLE LANE, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Stopping
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Vehicle Reference 3 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 78 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

130283031 30/07/2013 Time 1054 Vehicles 1 Casualties 1 Slight
E:447733 N: 110424 First Road: A 3025 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight 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:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A3025 HAMBLE LANE EXITS RBT, SKIDS ON WET ROAD CAUSING VEH 1 TO FALL ONTO OFFSIDE.
Occurred on A3025 HAMBLE LANE AT JUNCTION WITH JURD WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

130293073 06/08/2013 Time 1028 Vehicles 2 Casualties 1 Slight
E:447636 N: 109940 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE BRAKED TO TURN RIGHT INTO POUND ROAD.
VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from N 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 26 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 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 N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

130346124 11/09/2013 Time 1845 Vehicles 3 Casualties 1 Slight
E: 447689 N: 110256 First Road: B 3397 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control Other authorised pe Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 3 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE FAILS TO BRAKE IN TIME AND COLLIDES WITH THE REAR OF THE VEH 2 (CAR) SLOWING, SHUNTING VEH 2 INTO THE REAR VEH 1 (CAR) SLOWING IN SLOW MOVING TRAFFIC.
Occurred on B3397 HAMBLE LANE OUTSIDE OF NUMBER 2 ROSELAND COTTAGES, BUSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from N to Parked 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 39 Female
Not hit and run Breath test Negative
Left hand drive: No

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

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

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

Vehicle Reference 3 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

140273793 30/07/2014 Time 1910 Vehicles 2 Casualties 1 Slight
E:447793 N: 110697 First Road: B 3397 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE STOPPED AT THE RBT AT THE TESCO ENTRANCE. VEH 2 (CAR) FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 1/
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH TESCO ENTRANCE, BURSLEDON, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 41 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 S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

140349042 26/09/2014 Time 2020 Vehicles 2 Casualties 1 Slight
E:447674 N: 110197 First Road: A 3025 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3397
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: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING E ALONG A3025 PORTSMOUTH ROAD, TURNS RIGHT ONTO B3397 HAMBLE LANE ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING NE ALONG B3397 HAMBLE LANE AND COLLIDES.
Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH B3397 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 51 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

140362063 07/10/2014 Time 0751 Vehicles 1 Casualties 1 Slight
E:447785 N: 110388 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery inspection cover or road marking	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG JURD WAY AROUND A RIGHT HAND BEND, BRAKES HARD AS RIDER FELT SPEED WAS A LITTLE TOO FAST TO NEGOIATE A BEND, SKID ON A METAL DRAINCOVER IN THE CARRIAGEWAY AND RIDER FALLS OFF.
Occurred on JURD WAY AT JUNCTION WITH LIONHEART WAY, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead right bend
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

140382686 23/10/2014 Time 2016 Vehicles 1 Casualties 1 Slight
E:447744 N: 110407 First Road: A 3024 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
4th:	Slippery road (due to weather)	Vehicle 1	Possible
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG A3024 HAMBLE LANE AROUND RBT IS FORCED TO TAKE EVASIVE ACTION DUE TO ANOTHER VEH CAUSING VEH 1 TO LOSE CONTROL ON SLIPPERY ROAD SURFACE. NO DETAILS KNOWN OF OTHER VEH.
Occurred on A3024 HAMBLE LANE AT JUNCTION WITH JURD WAY, NETLEY, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

140434078 04/12/2014 Time 2050 Vehicles 2 Casualties 1 Slight
E:447673 N: 110197 First Road: A 3025 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 3024
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3024 HAMBLE LANE, FAILS TO GIVE WAY AND TURNS RIGHT INTO A3025 PORTSMOUTH ROAD ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING NE A3024 HAMBLE LANE AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH A3024 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NE 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 r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

100208949 22/05/2010 Time 1730 Vehicles 2 Casualties 1 Slight
E:447249 N: 110235 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: 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:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Road layout (eg bend, hill etc.)	Vehicle 2	Very Likely
4th:	Travelling too fast for conditions	Vehicle 2	Very Likely
5th:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
6th:	Loss of control	Vehicle 2	Very Likely

VEH 2 (M/CYCLE) TRAVELLING N ALONG SHOP LANE AROUND RIGHT HAND BEND TOOK EVASIVE ACTION TO AVOID COLLISION WITH VEH 1 (VAN) TRAVELLING IN OPPOSITE DIRECTION AROUND LEFT HAND BEND. VEH 2 LOST CONTROL AND COLLIDED WITH REAR VEH 1.
Occurred on SHOP LANE 56 METRES NORTH OF A3025 PORTSMOUTH ROAD, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead left bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motorcycle 50cc and under Going ahead right bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates **01/01/2010** **and** **31/12/2014** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("ES BURSLEDON CHASE")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	17	19
2-wheeled motor vehicles	1	1	5	7
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	1	3	22	26

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	14	15
Passenger	0	0	5	5
Motorcycle rider	0	1	5	6
Cyclist	0	0	0	0
Pedestrian	1	1	3	5
Other	0	0	0	0
Total	1	3	27	31

Appendix D – ATC Report

Mon 16	March	2015	Northbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0500	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8	8	8	0	0	–
0600	2	3	0	0	2	0	0	0	0	0	0	0	0	0	0	19.6	23.4	27.2	0	0	–
0700	3	6	0	0	3	0	0	0	0	0	0	0	0	0	0	13.5	17.8	20.5	0	0	–
0800	9	15	0	0	7	0	2	0	0	0	0	0	0	0	0	13.3	18.4	25.2	0	0	–
0900	12	27	0	0	12	0	0	0	0	0	0	0	0	0	0	13.8	19.8	26.3	0	0	23.3
1000	7	34	0	0	7	0	0	0	0	0	0	0	0	0	0	10.4	19.3	23.8	0	0	–
1100	11	45	1	0	8	0	2	0	0	0	0	0	0	0	0	6.7	16	24.3	0	0	22.6
1200	13	58	0	0	11	0	2	0	0	0	0	0	0	0	0	11.8	17.5	24.2	0	0	21.9
1300	6	64	0	0	6	0	0	0	0	0	0	0	0	0	0	16.8	19.8	23.4	0	0	–
1400	12	76	0	0	10	0	2	0	0	0	0	0	0	0	0	9.7	18.8	25.7	0	0	24.2
1500	16	92	0	0	14	0	2	0	0	0	0	0	0	0	0	13.2	19.2	28.7	0	0	25.9
1600	15	107	0	0	14	0	1	0	0	0	0	0	0	0	0	8.2	17.3	25	0	0	21.9
1700	16	123	0	0	16	0	0	0	0	0	0	0	0	0	0	6.3	18.1	33.5	1	6.3	23.5
1800	16	139	0	0	15	0	1	0	0	0	0	0	0	0	0	10.5	18.8	30	1	6.3	24.6
1900	9	148	0	0	9	0	0	0	0	0	0	0	0	0	0	14.2	19.8	26.5	0	0	–
2000	7	155	0	0	6	0	0	1	0	0	0	0	0	0	0	8.8	18.1	24.1	0	0	–
2100	3	158	0	0	3	0	0	0	0	0	0	0	0	0	0	15.9	19.9	22.3	0	0	–
2200	3	161	0	0	3	0	0	0	0	0	0	0	0	0	0	10.3	12.9	14.5	0	0	–
2300	2	163	0	0	2	0	0	0	0	0	0	0	0	0	0	13.1	15.7	18.4	0	0	–
07-19	136	163	1	0	123	0	12	0	0	0	0	0	0	0	0	6.3	18.3	33.5	2	1.5	23.5
06-22	157	163	1	0	143	0	12	1	0	0	0	0	0	0	0	6.3	18.5	33.5	2	1.3	23.3
06-00	162	163	1	0	148	0	12	1	0	0	0	0	0	0	0	6.3	18.4	33.5	2	1.2	23.3
00-00	**163**	**163**	**1**	**0**	**149**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.3**	**18.3**	**33.5**	**2**	**1.2**	**23.3**

Tue 17	March	2015	Northbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0100	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0300	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0500	1	164	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	11.7	11.7	0	0	–
0600	2	166	0	0	2	0	0	0	0	0	0	0	0	0	0	15.6	18.2	20.8	0	0	–
0700	2	168	0	0	2	0	0	0	0	0	0	0	0	0	0	16.8	17.9	19	0	0	–
0800	9	177	0	0	8	0	1	0	0	0	0	0	0	0	0	12.6	19.5	26.1	0	0	–
0900	10	187	0	0	10	0	0	0	0	0	0	0	0	0	0	11.5	18.7	29.4	0	0	–
1000	10	197	0	0	9	0	1	0	0	0	0	0	0	0	0	7.8	17.1	23.3	0	0	–
1100	17	214	0	0	16	0	1	0	0	0	0	0	0	0	0	8.3	18.1	25	0	0	22.4
1200	6	220	0	0	4	0	2	0	0	0	0	0	0	0	0	16.3	19	22.3	0	0	–
1300	15	235	0	0	13	0	2	0	0	0	0	0	0	0	0	5.7	16.1	22.9	0	0	19.9
1400	7	242	0	0	7	0	0	0	0	0	0	0	0	0	0	10.5	14.7	18.7	0	0	–
1500	16	258	0	0	15	0	1	0	0	0	0	0	0	0	0	6.5	16.4	22.9	0	0	20.1
1600	12	270	1	0	10	0	1	0	0	0	0	0	0	0	0	7.6	15.6	26.6	0	0	17.9
1700	20	290	0	0	18	0	2	0	0	0	0	0	0	0	0	7.5	16.8	22.9	0	0	21.3
1800	13	303	0	0	12	0	1	0	0	0	0	0	0	0	0	10.8	18	25.9	0	0	22.8
1900	16	319	1	0	14	0	1	0	0	0	0	0	0	0	0	12.4	19.2	26.8	0	0	25.5
2000	6	325	0	0	6	0	0	0	0	0	0	0	0	0	0	12.9	16.3	23.4	0	0	–
2100	4	329	0	0	4	0	0	0	0	0	0	0	0	0	0	13.1	17.7	20.8	0	0	–
2200	4	333	0	0	4	0	0	0	0	0	0	0	0	0	0	6.7	16.3	25.1	0	0	–
2300	1	334	0	0	1	0	0	0	0	0	0	0	0	0	0	14.6	14.6	14.6	0	0	–
07-19	137	334	1	0	124	0	12	0	0	0	0	0	0	0	0	5.7	17.2	29.4	0	0	21.5
06-22	165	334	2	0	150	0	13	0	0	0	0	0	0	0	0	5.7	17.4	29.4	0	0	21.7
06-00	170	334	2	0	155	0	13	0	0	0	0	0	0	0	0	5.7	17.3	29.4	0	0	21.7
00-00	**171**	**334**	**2**	**0**	**156**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.7**	**17.3**	**29.4**	**0**	**0**	**21.7**

Wed 18	March	2015	Northbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	335	0	0	1	0	0	0	0	0	0	0	0	0	0	7.2	7.2	7.2	0	0	–
0100	0	335	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	0	335	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0300	0	335	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	0	335	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0500	1	336	0	0	1	0	0	0	0	0	0	0	0	0	0	20.3	20.3	20.3	0	0	–
0600	1	337	0	0	1	0	0	0	0	0	0	0	0	0	0	19	19	19	0	0	–
0700	3	340	0	0	3	0	0	0	0	0	0	0	0	0	0	18.6	22.1	27.3	0	0	–
0800	6	346	0	0	6	0	0	0	0	0	0	0	0	0	0	15	17.8	20.8	0	0	–
0900	13	359	0	0	13	0	0	0	0	0	0	0	0	0	0	16.6	20.8	27	0	0	22.1
1000	11	370	0	0	10	0	1	0	0	0	0	0	0	0	0	9.1	18.5	25.2	0	0	20.6
1100	6	376	0	0	6	0	0	0	0	0	0	0	0	0	0	12.7	17.2	21.4	0	0	–
1200	15	391	0	0	13	0	2	0	0	0	0	0	0	0	0	6.9	18.3	27.5	0	0	23.5
1300	14	405	0	0	13	0	1	0	0	0	0	0	0	0	0	8.7	20.2	31.6	1	7.1	23.9
1400	12	417	0	0	11	0	1	0	0	0	0	0	0	0	0	7.2	18.8	26.7	0	0	24.6
1500	16	433	0	0	16	0	0	0	0	0	0	0	0	0	0	8.4	16.7	22	0	0	19.9
1600	12	445	1	0	11	0	0	0	0	0	0	0	0	0	0	7.8	18	28.2	0	0	21.7
1700	17	462	0	0	17	0	0	0	0	0	0	0	0	0	0	7.8	17.4	24.7	0	0	19.5
1800	14	476	0	0	14	0	0	0	0	0	0	0	0	0	0	10.3	19.3	30.7	1	7.1	26.6
1900	13	489	0	0	12	0	1	0	0	0	0	0	0	0	0	10.4	16.8	26.7	0	0	21.5
2000	3	492	0	0	3	0	0	0	0	0	0	0	0	0	0	11.6	18.1	22.8	0	0	–
2100	3	495	0	0	3	0	0	0	0	0	0	0	0	0	0	14.7	19.5	23.6	0	0	–
2200	5	500	0	0	5	0	0	0	0	0	0	0	0	0	0	9.1	16.4	19.5	0	0	–
2300	1	501	0	0	1	0	0	0	0	0	0	0	0	0	0	25.5	25.5	25.5	0	0	–
07-19	139	501	1	0	133	0	5	0	0	0	0	0	0	0	0	6.9	18.6	31.6	2	1.4	22.8
06-22	159	501	1	0	152	0	6	0	0	0	0	0	0	0	0	6.9	18.4	31.6	2	1.3	22.8
06-00	165	501	1	0	158	0	6	0	0	0	0	0	0	0	0	6.9	18.4	31.6	2	1.2	22.8
00-00	**167**	**501**	**1**	**0**	**160**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**18.4**	**31.6**	**2**	**1.2**	**22.8**

Thu 19	March	2015	Northbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	502	0	0	1	0	0	0	0	0	0	0	0	0	0	20	20	20	0	0	–
0100	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0300	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0500	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0600	2	504	0	0	1	0	1	0	0	0	0	0	0	0	0	20.4	22.1	23.9	0	0	–
0700	3	507	0	0	3	0	0	0	0	0	0	0	0	0	0	13.3	18.9	24.9	0	0	–
0800	6	513	0	0	6	0	0	0	0	0	0	0	0	0	0	10.3	18.3	22.3	0	0	–
0900	8	521	0	0	7	0	1	0	0	0	0	0	0	0	0	10.9	17.2	22.9	0	0	–
1000	13	534	0	0	12	0	1	0	0	0	0	0	0	0	0	7.3	17.8	27.4	0	0	20.6
1100	10	544	0	0	10	0	0	0	0	0	0	0	0	0	0	10.7	17.6	23.8	0	0	–
1200	11	555	0	0	8	0	3	0	0	0	0	0	0	0	0	8.7	18.1	29.3	0	0	22.4
1300	7	562	0	0	6	0	1	0	0	0	0	0	0	0	0	8.3	15.7	27.1	0	0	–
1400	13	575	0	0	11	0	2	0	0	0	0	0	0	0	0	7.6	19.9	26.9	0	0	24.6
1500	10	585	0	0	9	0	1	0	0	0	0	0	0	0	0	12.1	19.7	27.2	0	0	–
1600	4	589	0	0	4	0	0	0	0	0	0	0	0	0	0	8	15.6	27.3	0	0	–
1700	6	595	0	0	6	0	0	0	0	0	0	0	0	0	0	11.7	16.2	24.7	0	0	–
1800	11	606	0	0	9	0	2	0	0	0	0	0	0	0	0	11.5	22.3	41.7	1	9.1	26.8
1900	9	615	0	0	9	0	0	0	0	0	0	0	0	0	0	10.4	17.9	29.3	0	0	–
2000	3	618	0	0	3	0	0	0	0	0	0	0	0	0	0	18.5	20.8	23.7	0	0	–
2100	5	623	0	0	5	0	0	0	0	0	0	0	0	0	0	17.2	20.4	23.3	0	0	–
2200	2	625	0	0	2	0	0	0	0	0	0	0	0	0	0	19.9	20.4	20.8	0	0	–
2300	1	626	0	0	1	0	0	0	0	0	0	0	0	0	0	26.9	26.9	26.9	0	0	–
07-19	102	626	0	0	91	0	11	0	0	0	0	0	0	0	0	7.3	18.4	41.7	1	1	23.7
06-22	121	626	0	0	109	0	12	0	0	0	0	0	0	0	0	7.3	18.6	41.7	1	0.8	23.7
06-00	124	626	0	0	112	0	12	0	0	0	0	0	0	0	0	7.3	18.7	41.7	1	0.8	23.7
00-00	**125**	**626**	**0**	**0**	**113**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7.3**	**18.7**	**41.7**	**1**	**0.8**	**23.7**

Fri 20 Time	March Total	2015 RunTot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	626	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	626	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	626	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	626	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	628	0	0	2	0	0	0	0	0	0	0	0	0	0	16.2	18.7	21.2	0	0	-
0500	1	629	0	0	1	0	0	0	0	0	0	0	0	0	0	28.8	28.8	28.8	0	0	-
0600	7	636	0	0	6	0	1	0	0	0	0	0	0	0	0	6.7	17.2	26.2	0	0	-
0700	10	646	0	0	10	0	0	0	0	0	0	0	0	0	0	10.9	16.2	25.7	0	0	-
0800	18	664	1	0	16	0	1	0	0	0	0	0	0	0	0	13.7	18.9	27.3	0	0	22.1
0900	12	676	0	0	12	0	0	0	0	0	0	0	0	0	0	10.4	20	26.4	0	0	23.5
1000	13	689	0	0	12	1	0	0	0	0	0	0	0	0	0	11.9	17.9	28.3	0	0	21.5
1100	9	698	0	0	8	0	1	0	0	0	0	0	0	0	0	14.5	20.8	26.3	0	0	-
1200	13	711	0	0	12	0	1	0	0	0	0	0	0	0	0	8.7	18.9	26	0	0	24.2
1300	9	720	0	0	8	0	1	0	0	0	0	0	0	0	0	12.7	17.7	28	0	0	-
1400	11	731	0	0	11	0	0	0	0	0	0	0	0	0	0	9.8	16.2	22.5	0	0	20.1
1500	13	744	0	0	12	1	0	0	0	0	0	0	0	0	0	6.8	15.8	25	0	0	22.8
1600	5	749	0	0	5	0	0	0	0	0	0	0	0	0	0	7.3	13.5	20.2	0	0	-
1700	13	762	0	0	13	0	0	0	0	0	0	0	0	0	0	12.3	18.1	23.8	0	0	21.7
1800	6	768	1	0	5	0	0	0	0	0	0	0	0	0	0	6.5	14.5	24.4	0	0	-
1900	9	777	0	0	8	0	1	0	0	0	0	0	0	0	0	13.1	19.6	25.2	0	0	-
2000	8	785	0	0	8	0	0	0	0	0	0	0	0	0	0	12.6	19.4	21.6	0	0	-
2100	3	788	0	0	3	0	0	0	0	0	0	0	0	0	0	17.8	20.6	24.3	0	0	-
2200	2	790	0	0	1	0	1	0	0	0	0	0	0	0	0	15.5	21.7	27.9	0	0	-
2300	2	792	0	0	2	0	0	0	0	0	0	0	0	0	0	14.9	16.6	18.3	0	0	-
07-19	132	792	2	0	124	2	4	0	0	0	0	0	0	0	0	6.5	17.7	28.3	0	0	23
06-22	159	792	2	0	149	2	6	0	0	0	0	0	0	0	0	6.5	18	28.3	0	0	23
06-00	163	792	2	0	152	2	7	0	0	0	0	0	0	0	0	6.5	18	28.3	0	0	23.3
00-00	**166**	**792**	**2**	**0**	**155**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.5**	**18.1**	**28.8**	**0**	**0**	**23.3**

Sat 21 Time	March Total	2015 RunTot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	792	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	792	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	792	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	792	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	792	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	793	0	0	1	0	0	0	0	0	0	0	0	0	0	10	10	10	0	0	-
0600	0	793	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	3	796	0	0	3	0	0	0	0	0	0	0	0	0	0	10.6	16.4	23.6	0	0	-
0800	12	808	2	0	10	0	0	0	0	0	0	0	0	0	0	7.8	16.6	39.5	1	8.3	20.1
0900	16	824	0	0	16	0	0	0	0	0	0	0	0	0	0	7	16.5	25	0	0	23.9
1000	16	840	0	0	16	0	0	0	0	0	0	0	0	0	0	12.5	17.7	26	0	0	19.2
1100	12	852	0	0	11	0	1	0	0	0	0	0	0	0	0	11.9	20.2	25.9	0	0	24.4
1200	12	864	0	0	12	0	0	0	0	0	0	0	0	0	0	9.2	17.8	22.5	0	0	21.3
1300	8	872	0	0	8	0	0	0	0	0	0	0	0	0	0	11.2	19.5	28.6	0	0	-
1400	9	881	0	0	9	0	0	0	0	0	0	0	0	0	0	11.5	15.1	20.6	0	0	-
1500	10	891	0	2	7	0	1	0	0	0	0	0	0	0	0	11.7	17.7	24	0	0	-
1600	10	901	0	0	9	0	1	0	0	0	0	0	0	0	0	9.2	19.6	28.3	0	0	-
1700	10	911	0	0	10	0	0	0	0	0	0	0	0	0	0	12.7	18.5	21.5	0	0	-
1800	3	914	0	0	3	0	0	0	0	0	0	0	0	0	0	7.8	13.5	17.7	0	0	-
1900	6	920	0	0	6	0	0	0	0	0	0	0	0	0	0	6.2	11.5	14.7	0	0	-
2000	3	923	0	0	3	0	0	0	0	0	0	0	0	0	0	15.9	19.3	23.4	0	0	-
2100	2	925	0	0	2	0	0	0	0	0	0	0	0	0	0	13.8	14	14.2	0	0	-
2200	4	929	0	0	4	0	0	0	0	0	0	0	0	0	0	10.4	14.2	18.3	0	0	-
2300	1	930	0	0	1	0	0	0	0	0	0	0	0	0	0	17.9	17.9	17.9	0	0	-
07-19	121	930	2	2	114	0	3	0	0	0	0	0	0	0	0	7	17.7	39.5	1	0.8	22.6
06-22	132	930	2	2	125	0	3	0	0	0	0	0	0	0	0	6.2	17.4	39.5	1	0.8	22.4
06-00	137	930	2	2	130	0	3	0	0	0	0	0	0	0	0	6.2	17.3	39.5	1	0.7	21.7
00-00	**138**	**930**	**2**	**2**	**131**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.2**	**17.3**	**39.5**	**1**	**0.7**	**21.7**

Sun 22 Time	March Total	2015 RunTot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	930	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	930	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	930	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	2	932	0	0	2	0	0	0	0	0	0	0	0	0	0	8.7	18.8	28.8	0	0	-
0400	1	933	0	0	0	0	1	0	0	0	0	0	0	0	0	14.6	14.6	14.6	0	0	-
0500	0	933	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	933	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	6	939	0	1	5	0	0	0	0	0	0	0	0	0	0	12.4	21.3	27.1	0	0	-
0800	6	945	0	0	6	0	0	0	0	0	0	0	0	0	0	7.1	19	26.6	0	0	-
0900	6	951	0	0	6	0	0	0	0	0	0	0	0	0	0	15.4	18.2	22.5	0	0	-
1000	13	964	0	0	13	0	0	0	0	0	0	0	0	0	0	8.3	20	25	0	0	24.4
1100	8	972	1	0	7	0	0	0	0	0	0	0	0	0	0	10.3	18.8	25.3	0	0	-
1200	16	988	0	0	15	0	0	0	1	0	0	0	0	0	0	8.9	18.1	27.7	0	0	24.6
1300	9	997	0	0	9	0	0	0	0	0	0	0	0	0	0	11.6	18.7	27.1	0	0	-
1400	6	1003	0	1	5	0	0	0	0	0	0	0	0	0	0	12.3	18.7	25.7	0	0	-
1500	12	1015	0	0	9	3	0	0	0	0	0	0	0	0	0	9.2	19.6	28.3	0	0	24.4
1600	4	1019	0	0	4	0	0	0	0	0	0	0	0	0	0	16	20.6	24.9	0	0	-
1700	4	1023	0	0	4	0	0	0	0	0	0	0	0	0	0	13.5	17.1	19.7	0	0	-
1800	1	1024	0	0	1	0	0	0	0	0	0	0	0	0	0	19.7	19.7	19.7	0	0	-
1900	6	1030	1	0	5	0	0	0	0	0	0	0	0	0	0	7.9	21.3	28.4	0	0	-
2000	7	1037	0	0	6	0	1	0	0	0	0	0	0	0	0	12.9	17.5	24.5	0	0	-
2100	2	1039	0	0	2	0	0	0	0	0	0	0	0	0	0	8.3	12.6	16.8	0	0	-
2200	5	1044	0	0	5	0	0	0	0	0	0	0	0	0	0	13.8	16.4	19.1	0	0	-
2300	0	1044	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	91	1044	1	2	84	3	0	0	1	0	0	0	0	0	0	7.1	19.1	28.3	0	0	24.6
06-22	106	1044	2	2	97	3	1	0	1	0	0	0	0	0	0	7.1	19	28.4	0	0	24.8
06-00	111	1044	2	2	102	3	1	0	1	0	0	0	0	0	0	7.1	18.9	28.4	0	0	24.6
00-00	**114**	**1044**	**2**	**2**	**104**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7.1**	**18.8**	**28.8**	**0**	**0**	**24.8**

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Summary	Total	RunTot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
--	**1044**	**1044**	**10**	**4**	**968**	**5**	**55**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5.7**	**18.1**	**41.7**	**6**	**0.6**	**23.3**

Mon 16 Time	March Total	2015 RunTot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	3	3	0	0	3	0	0	0	0	0	0	0	0	0	0	15.3	20.5	24.8	0	0	-
0600	5	8	0	0	4	0	1	0	0	0	0	0	0	0	0	12.7	15.7	19.8	0	0	-
0700	19	27	0	0	18	0	1	0	0	0	0	0	0	0	0	8.3	17.9	27.1	0	0	22.6
0800	19	46	0	0	17	0	2	0	0	0	0	0	0	0	0	6.3	18.9	32.4	1	5.3	23.9
0900	12	58	0	0	11	0	0	0	1	0	0	0	0	0	0	8.5	19.1	26.2	0	0	23.7
1000	12	70	1	0	11	0	0	0	0	0	0	0	0	0	0	9	18.4	23.6	0	0	21.9
1100	14	84	0	0	13	0	1	0	0	0	0	0	0	0	0	10.1	17.8	24.8	0	0	21
1200	13	97	0	0	12	0	1	0	0	0	0	0	0	0	0	13.9	19.5	27	0	0	23.9
1300	3	100	0	0	3	0	0	0	0	0	0	0	0	0	0	14.7	21.9	26.5	0	0	-
1400	14	114	0	0	12	0	2	0	0	0	0	0	0	0	0	10.6	19.4	27.5	0	0	22.8
1500	6	120	0	0	4	0	2	0	0	0	0	0	0	0	0	14.2	20.4	24.3	0	0	-
1600	10	130	1	0	9	0	0	0	0	0	0	0	0	0	0	6.7	14.6	20.6	0	0	-
1700	10	140	0	0	10	0	0	0	0	0	0	0	0	0	0	7.8	15.4	22.3	0	0	-
1800	8	148	0	0	8	0	0	0	0	0	0	0	0	0	0	11.1	19.4	27.5	0	0	-
1900	9	157	0	0	9	0	0	0	0	0	0	0	0	0	0	9	14.2	19.9	0	0	-
2000	5	162	0	0	5	0	0	0	0	0	0	0	0	0	0	16.4	19.5	22.9	0	0	-
2100	1	163	0	0	1	0	0	0	0	0	0	0	0	0	0	9.4	9.4	9.4	0	0	-
2200	1	164	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	13.4	13.4	0	0	-
2300	1	165	0	0	1	0	0	0	0	0	0	0	0	0	0	15.4	15.4	15.4	0	0	-
07-19	140	165	2	0	128	0	9	0	1	0	0	0	0	0	0	6.3	18.3	32.4	1	0.7	23.7
06-22	160	165	2	0	147	0	10	0	1	0	0	0	0	0	0	6.3	18	32.4	1	0.6	22.8
06-00	162	165	2	0	149	0	10	0	1	0	0	0	0	0	0	6.3	17.9	32.4	1	0.6	22.8
00-00	**165**	**165**	**2**	**0**	**152**	**0**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6.3**	**18**	**32.4**	**1**	**0.6**	**22.8**

Tue 17	March	2015	Southbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0100	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0300	0	165	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	1	166	0	0	1	0	0	0	0	0	0	0	0	0	0	14.8	14.8	14.8	0	0	–
0500	4	170	0	0	4	0	0	0	0	0	0	0	0	0	0	9.4	16.7	25.5	0	0	–
0600	6	176	0	0	6	0	0	0	0	0	0	0	0	0	0	6.3	15.8	22.7	0	0	–
0700	15	191	0	0	14	0	1	0	0	0	0	0	0	0	0	10.3	17.6	26.5	0	0	21
0800	18	209	1	0	16	0	1	0	0	0	0	0	0	0	0	7.2	20.6	45.8	1	5.6	23
0900	16	225	0	0	15	0	1	0	0	0	0	0	0	0	0	7.4	17.7	33.9	1	6.3	26.2
1000	15	240	0	0	15	0	0	0	0	0	0	0	0	0	0	11.3	19.2	26.1	0	0	24.2
1100	10	250	1	0	8	0	1	0	0	0	0	0	0	0	0	7.2	18.5	29	0	0	–
1200	13	263	0	0	9	0	3	1	0	0	0	0	0	0	0	12	18.7	26.8	0	0	23.9
1300	8	271	0	0	7	0	1	0	0	0	0	0	0	0	0	11.3	18	26.9	0	0	–
1400	11	282	0	0	11	0	0	0	0	0	0	0	0	0	0	7.1	14.7	25.8	0	0	18.8
1500	8	290	0	0	6	0	2	0	0	0	0	0	0	0	0	7.4	15.1	21.9	0	0	–
1600	10	300	0	0	9	0	1	0	0	0	0	0	0	0	0	9.6	14.8	20.8	0	0	–
1700	8	308	0	0	6	0	2	0	0	0	0	0	0	0	0	8.1	18.7	25.9	0	0	–
1800	6	314	0	0	6	0	0	0	0	0	0	0	0	0	0	11.3	15.2	21.8	0	0	–
1900	9	323	0	0	9	0	0	0	0	0	0	0	0	0	0	14.9	20.4	29.6	0	0	–
2000	9	332	0	0	8	0	1	0	0	0	0	0	0	0	0	10.3	18.4	30	1	11.1	–
2100	1	333	0	0	1	0	0	0	0	0	0	0	0	0	0	10.6	10.6	10.6	0	0	–
2200	3	336	0	0	3	0	0	0	0	0	0	0	0	0	0	13.8	18.4	21.4	0	0	–
2300	0	336	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
07-19	138	336	2	0	122	0	13	1	0	0	0	0	0	0	0	7.1	17.8	45.8	2	1.4	23.7
06-22	163	336	2	0	146	0	14	1	0	0	0	0	0	0	0	6.3	17.8	45.8	3	1.8	23.5
06-00	166	336	2	0	149	0	14	1	0	0	0	0	0	0	0	6.3	17.8	45.8	3	1.8	23.3
00-00	**171**	**336**	**2**	**0**	**154**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.3**	**17.8**	**45.8**	**3**	**1.8**	**23.3**

Wed 18	March	2015	Southbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	337	0	0	1	0	0	0	0	0	0	0	0	0	0	14.9	14.9	14.9	0	0	–
0100	0	337	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	0	337	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0300	0	337	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	1	338	0	0	1	0	0	0	0	0	0	0	0	0	0	18.9	18.9	18.9	0	0	–
0500	3	341	0	0	3	0	0	0	0	0	0	0	0	0	0	14.7	17.7	21.3	0	0	–
0600	8	349	0	0	7	0	1	0	0	0	0	0	0	0	0	14.1	19.6	31	1	12.5	–
0700	14	363	0	0	12	0	2	0	0	0	0	0	0	0	0	9.9	17	25.9	0	0	19.5
0800	15	378	1	0	14	0	0	0	0	0	0	0	0	0	0	9.7	18.5	25.7	0	0	22.4
0900	15	393	1	0	13	0	1	0	0	0	0	0	0	0	0	6.6	17.5	27.8	0	0	23.5
1000	17	410	0	0	16	0	1	0	0	0	0	0	0	0	0	11.9	20.6	28.8	0	0	24.8
1100	6	416	0	0	5	0	1	0	0	0	0	0	0	0	0	11.6	19	24.6	0	0	–
1200	9	425	0	0	9	0	0	0	0	0	0	0	0	0	0	9.3	21	30.2	1	11.1	–
1300	16	441	0	0	16	0	0	0	0	0	0	0	0	0	0	5.4	19.8	27.6	0	0	23.9
1400	11	452	0	0	11	0	0	0	0	0	0	0	0	0	0	11.7	20.5	31.2	1	9.1	23.7
1500	7	459	0	0	7	0	0	0	0	0	0	0	0	0	0	16.8	20.7	24.4	0	0	–
1600	10	469	0	0	10	0	0	0	0	0	0	0	0	0	0	10.8	19.1	26.4	0	0	–
1700	4	473	0	0	4	0	0	0	0	0	0	0	0	0	0	12.2	15	17.4	0	0	–
1800	10	483	0	0	9	0	1	0	0	0	0	0	0	0	0	12.7	19.1	28.8	0	0	–
1900	9	492	0	0	9	0	0	0	0	0	0	0	0	0	0	9.5	16.7	21.8	0	0	–
2000	3	495	0	0	3	0	0	0	0	0	0	0	0	0	0	19.9	22.5	25.8	0	0	–
2100	2	497	0	0	2	0	0	0	0	0	0	0	0	0	0	9.5	17.3	25.1	0	0	–
2200	4	501	0	0	4	0	0	0	0	0	0	0	0	0	0	15	16.1	17.6	0	0	–
2300	1	502	0	0	1	0	0	0	0	0	0	0	0	0	0	21.2	21.2	21.2	0	0	–
07-19	134	502	2	0	126	0	6	0	0	0	0	0	0	0	0	5.4	19.1	31.2	2	1.5	24.2
06-22	156	502	2	0	147	0	7	0	0	0	0	0	0	0	0	5.4	19	31.2	3	1.9	24.2
06-00	161	502	2	0	152	0	7	0	0	0	0	0	0	0	0	5.4	19	31.2	3	1.9	24.2
00-00	**166**	**502**	**2**	**0**	**157**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.4**	**18.9**	**31.2**	**3**	**1.8**	**24.2**

Thu 19	March	2015	Southbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0100	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0300	0	502	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	1	503	0	0	1	0	0	0	0	0	0	0	0	0	0	15.6	15.6	15.6	0	0	–
0500	3	506	0	0	3	0	0	0	0	0	0	0	0	0	0	16.3	24.5	29.5	0	0	–
0600	8	514	0	0	7	0	1	0	0	0	0	0	0	0	0	14.9	19.1	24.7	0	0	–
0700	13	527	0	0	13	0	0	0	0	0	0	0	0	0	0	10.7	18.7	29.1	0	0	24.2
0800	19	546	0	0	19	0	0	0	0	0	0	0	0	0	0	7.9	17.9	24.9	0	0	22.6
0900	14	560	1	0	12	0	1	0	0	0	0	0	0	0	0	9.1	16.7	23.8	0	0	22.4
1000	17	577	0	0	17	0	0	0	0	0	0	0	0	0	0	9	17.8	23.6	0	0	20.8
1100	13	590	0	0	13	0	0	0	0	0	0	0	0	0	0	11.5	17.7	21	0	0	20.6
1200	12	602	0	0	9	0	3	0	0	0	0	0	0	0	0	5.8	14.7	22.2	0	0	21.7
1300	10	612	0	0	10	0	0	0	0	0	0	0	0	0	0	6.8	17.8	26.5	0	0	–
1400	13	625	1	0	11	0	1	0	0	0	0	0	0	0	0	5.3	14.6	22	0	0	19.9
1500	13	638	1	0	12	0	0	0	0	0	0	0	0	0	0	7.3	17.2	23.9	0	0	20.8
1600	6	644	0	0	5	0	1	0	0	0	0	0	0	0	0	12.7	17.2	22.8	0	0	–
1700	18	662	0	0	18	0	0	0	0	0	0	0	0	0	0	8.6	18.4	26.2	0	0	22.4
1800	16	678	0	0	15	0	1	0	0	0	0	0	0	0	0	8.2	19	28.2	0	0	24.6
1900	13	691	0	0	13	0	0	0	0	0	0	0	0	0	0	11.9	19.8	28.5	0	0	26.8
2000	5	696	0	0	5	0	0	0	0	0	0	0	0	0	0	11.2	16.8	22	0	0	–
2100	7	703	0	0	7	0	0	0	0	0	0	0	0	0	0	12.4	18.6	22.8	0	0	–
2200	5	708	0	0	5	0	0	0	0	0	0	0	0	0	0	16.4	20.4	23.8	0	0	–
2300	3	711	0	0	3	0	0	0	0	0	0	0	0	0	0	15.1	17.6	20.5	0	0	–
07-19	164	711	3	0	154	0	7	0	0	0	0	0	0	0	0	5.3	17.4	29.1	0	0	22.4
06-22	197	711	3	0	186	0	8	0	0	0	0	0	0	0	0	5.3	17.7	29.1	0	0	22.4
06-00	205	711	3	0	194	0	8	0	0	0	0	0	0	0	0	5.3	17.7	29.1	0	0	22.4
00-00	**209**	**711**	**3**	**0**	**198**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.3**	**17.8**	**29.5**	**0**	**0**	**22.6**

Fri 20	March	2015	Southbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	711	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0100	0	711	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0200	1	712	0	0	1	0	0	0	0	0	0	0	0	0	0	16.2	16.2	16.2	0	0	–
0300	0	712	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0400	0	712	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0500	0	712	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0600	0	712	0	0	0	0	0	0	0	0	0	0	0	0	0	–	–	–	0	0	–
0700	10	722	0	0	9	0	1	0	0	0	0	0	0	0	0	8.9	19	26.6	0	0	–
0800	9	731	0	0	8	0	1	0	0	0	0	0	0	0	0	13.4	19.6	26	0	0	–
0900	7	738	0	0	7	0	0	0	0	0	0	0	0	0	0	12.8	20.9	24.3	0	0	–
1000	11	749	0	0	9	0	2	0	0	0	0	0	0	0	0	7.9	16.9	24.6	0	0	20.8
1100	11	760	0	0	10	0	1	0	0	0	0	0	0	0	0	7.5	19.5	31.2	1	9.1	23.7
1200	8	768	0	0	7	0	1	0	0	0	0	0	0	0	0	13.8	19.1	24.6	0	0	–
1300	10	778	0	0	9	1	0	0	0	0	0	0	0	0	0	9.7	19	30.7	1	10	–
1400	18	796	1	0	16	0	1	0	0	0	0	0	0	0	0	7.7	18.9	26.6	0	0	24.2
1500	12	808	0	0	12	0	0	0	0	0	0	0	0	0	0	6.5	15.5	22.7	0	0	19.7
1600	10	818	0	0	9	0	1	0	0	0	0	0	0	0	0	14.2	18.6	24.3	0	0	–
1700	19	837	1	0	18	0	0	0	0	0	0	0	0	0	0	7.1	15.7	26.9	0	0	19.2
1800	13	850	0	0	13	0	0	0	0	0	0	0	0	0	0	11.4	20	33.7	1	7.7	21.9
1900	11	861	0	0	11	0	0	0	0	0	0	0	0	0	0	13.8	19.3	26.4	0	0	22.8
2000	5	866	1	0	3	0	1	0	0	0	0	0	0	0	0	6.9	14.6	20.4	0	0	–
2100	2	868	0	0	2	0	0	0	0	0	0	0	0	0	0	13.5	15.5	17.4	0	0	–
2200	2	870	0	0	1	0	1	0	0	0	0	0	0	0	0	16.5	21	25.4	0	0	–
2300	7	877	0	0	7	0	0	0	0	0	0	0	0	0	0	6.3	16.9	26.2	0	0	–
07-19	138	877	2	0	127	1	8	0	0	0	0	0	0	0	0	6.5	18.3	33.7	3	2.2	23.3
06-22	156	877	3	0	143	1	9	0	0	0	0	0	0	0	0	6.5	18.2	33.7	3	1.9	23
06-00	165	877	3	0	151	1	10	0	0	0	0	0	0	0	0	6.3	18.2	33.7	3	1.8	23.3
00-00	**166**	**877**	**3**	**0**	**152**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.3**	**18.2**	**33.7**	**3**	**1.8**	**23.3**

Sat 21 Time	March Total	2015 RunTot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	878	0	0	1	0	0	0	0	0	0	0	0	0	0	16.9	16.9	16.9	0	0	-
0100	0	878	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	878	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	878	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	878	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	879	0	0	1	0	0	0	0	0	0	0	0	0	0	11.7	11.7	11.7	0	0	-
0600	1	880	0	0	1	0	0	0	0	0	0	0	0	0	0	25.1	25.1	25.1	0	0	-
0700	0	880	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	4	884	1	0	3	0	0	0	0	0	0	0	0	0	0	8.9	15.8	19.4	0	0	-
0900	10	894	0	0	9	0	0	1	0	0	0	0	0	0	0	8.5	17.4	25	0	0	-
1000	11	905	0	0	10	0	1	0	0	0	0	0	0	0	0	12.1	18.2	23.9	0	0	21.3
1100	14	919	0	0	14	0	0	0	0	0	0	0	0	0	0	9.3	16.9	22.9	0	0	19.5
1200	10	929	0	0	10	0	0	0	0	0	0	0	0	0	0	12.8	19	25.7	0	0	-
1300	13	942	0	0	13	0	0	0	0	0	0	0	0	0	0	8.8	17.7	24.9	0	0	22.8
1400	10	952	0	0	9	0	1	0	0	0	0	0	0	0	0	8.4	17.2	24.7	0	0	-
1500	11	963	0	0	10	0	1	0	0	0	0	0	0	0	0	12.6	18	23.4	0	0	21.3
1600	9	972	0	0	9	0	0	0	0	0	0	0	0	0	0	10.6	16.8	24.1	0	0	-
1700	9	981	0	0	9	0	0	0	0	0	0	0	0	0	0	12.4	15.7	21	0	0	-
1800	11	992	0	0	11	0	0	0	0	0	0	0	0	0	0	10	17.3	22.2	0	0	19.7
1900	6	998	0	0	6	0	0	0	0	0	0	0	0	0	0	5	14.8	20.8	0	0	-
2000	2	1000	0	0	2	0	0	0	0	0	0	0	0	0	0	16.7	18.7	20.6	0	0	-
2100	2	1002	0	0	2	0	0	0	0	0	0	0	0	0	0	14.1	15.4	16.8	0	0	-
2200	5	1007	0	0	5	0	0	0	0	0	0	0	0	0	0	15.9	18.4	22	0	0	-
2300	3	1010	0	0	3	0	0	0	0	0	0	0	0	0	0	8	16.3	21.7	0	0	-
07-19	112	1010	1	0	107	0	3	1	0	0	0	0	0	0	0	8.4	17.4	25.7	0	0	21.7
06-22	123	1010	1	0	118	0	3	1	0	0	0	0	0	0	0	5	17.3	25.7	0	0	21.7
06-00	131	1010	1	0	126	0	3	1	0	0	0	0	0	0	0	5	17.3	25.7	0	0	21.7
00-00	**133**	**1010**	**1**	**0**	**128**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**17.3**	**25.7**	**0**	**0**	**21.7**

Sun 22 Time	March Total	2015 RunTot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	1011	0	0	1	0	0	0	0	0	0	0	0	0	0	20	20	20	0	0	-
0100	1	1012	0	0	1	0	0	0	0	0	0	0	0	0	0	16.6	16.6	16.6	0	0	-
0200	2	1014	0	0	2	0	0	0	0	0	0	0	0	0	0	11.9	21.3	30.7	1	50	-
0300	1	1015	0	0	1	0	0	0	0	0	0	0	0	0	0	7.2	7.2	7.2	0	0	-
0400	0	1015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	1015	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	4	1019	0	1	2	0	1	0	0	0	0	0	0	0	0	20	21.9	26.7	0	0	-
0800	3	1022	0	0	2	0	1	0	0	0	0	0	0	0	0	12.8	14.5	15.5	0	0	-
0900	7	1029	0	0	7	0	0	0	0	0	0	0	0	0	0	9.1	20	26.6	0	0	-
1000	4	1033	0	0	4	0	0	0	0	0	0	0	0	0	0	16.4	22	25.5	0	0	-
1100	13	1046	1	0	12	0	0	0	0	0	0	0	0	0	0	6.6	18.7	28.4	0	0	25.7
1200	16	1062	0	0	16	0	0	0	0	0	0	0	0	0	0	12.6	18.9	26.8	0	0	26.4
1300	15	1077	0	1	13	1	0	0	0	0	0	0	0	0	0	9.6	17.2	25.9	0	0	20.1
1400	7	1084	0	0	6	1	0	0	0	0	0	0	0	0	0	13.7	19.3	24	0	0	-
1500	12	1096	0	0	10	2	0	0	0	0	0	0	0	0	0	12.4	19.3	30	1	8.3	21.5
1600	9	1105	0	0	9	0	0	0	0	0	0	0	0	0	0	12.9	20	27.9	0	0	-
1700	3	1108	0	0	3	0	0	0	0	0	0	0	0	0	0	6.4	13.6	21.2	0	0	-
1800	2	1110	0	0	2	0	0	0	0	0	0	0	0	0	0	17.1	20.1	23	0	0	-
1900	5	1115	0	0	5	0	0	0	0	0	0	0	0	0	0	14.1	19.9	29.7	0	0	-
2000	7	1122	0	0	7	0	0	0	0	0	0	0	0	0	0	11.3	15.7	24	0	0	-
2100	3	1125	0	0	2	0	0	1	0	0	0	0	0	0	0	6.7	12.4	17.1	0	0	-
2200	5	1130	0	0	5	0	0	0	0	0	0	0	0	0	0	14.6	18.9	21.4	0	0	-
2300	1	1131	0	0	1	0	0	0	0	0	0	0	0	0	0	18.4	18.4	18.4	0	0	-
07-19	95	1131	1	2	86	4	2	0	0	0	0	0	0	0	0	6.4	18.8	30	1	1.1	25.1
06-22	110	1131	1	2	100	4	2	1	0	0	0	0	0	0	0	6.4	18.5	30	1	0.9	23.9
06-00	116	1131	1	2	106	4	2	1	0	0	0	0	0	0	0	6.4	18.5	30	1	0.9	23.9
00-00	**121**	**1131**	**1**	**2**	**111**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.4**	**18.5**	**30.7**	**2**	**1.7**	**23.9**

Summary	Total	RunTot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
--	1131	1131	14	2	1052	5	54	3	1	0	0	0	0	0	0	5	18.1	45.8	12	1.1	23

Mon 16	March	2015	Eastbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	12	12	0	1	11	0	0	0	0	0	0	0	0	0	0	14.8	37.5	57.5	9	75	42.1
100	3	15	0	0	2	0	1	0	0	0	0	0	0	0	0	35.1	39.9	46.1	3	100	-
200	5	20	0	0	4	0	1	0	0	0	0	0	0	0	0	29.7	35.4	40.3	4	80	-
300	7	27	0	0	7	0	0	0	0	0	0	0	0	0	0	31	35.5	44.1	7	100	-
400	24	51	0	1	21	0	2	0	0	0	0	0	0	0	0	16.8	37.6	48.9	22	91.7	44.7
500	96	147	2	3	78	1	12	0	0	0	0	0	0	0	0	10.3	37.2	59	88	91.7	44.5
600	291	438	6	3	245	2	31	1	1	0	2	0	0	0	0	8.8	33.2	46.7	234	80.4	38.5
700	328	766	3	4	290	2	24	0	3	0	0	2	0	0	0	5	20.6	43.8	64	19.5	31.5
800	434	1200	7	4	386	2	27	0	2	0	0	3	2	1	0	6.7	30.3	52.5	254	58.5	36
900	344	1544	3	5	314	2	18	1	0	0	0	0	1	0	0	12.1	32.3	47.2	249	72.4	36.7
1000	278	1822	1	3	246	2	23	1	1	0	0	0	1	0	0	5.4	31.7	50.3	192	69.1	36
1100	308	2130	1	2	277	1	22	1	2	0	0	1	1	0	0	9	32.3	43.6	225	73.1	36.5
1200	330	2460	1	0	301	1	19	4	1	0	0	2	1	0	0	10.7	30.8	43.7	208	63	35.1
1300	318	2778	1	4	281	2	23	4	2	0	0	1	0	0	0	9.6	31.2	42.1	192	60.4	35.8
1400	313	3091	1	0	287	0	19	1	3	0	0	0	1	0	1	14	31.8	45.7	226	72.2	36
1500	369	3460	2	0	333	2	19	5	5	0	0	1	1	0	1	10.6	31	45.9	230	62.3	35.6
1600	406	3866	4	7	363	1	26	0	3	0	0	0	2	0	0	11.8	31.1	45.3	270	66.5	35.3
1700	413	4279	9	4	376	2	17	0	3	0	0	0	2	0	0	9.8	30.2	47.4	240	58.1	35.1
1800	311	4590	8	7	287	1	8	0	0	0	0	0	0	0	0	13.5	30.6	47.5	179	57.6	35.3
1900	256	4846	0	0	248	3	4	0	0	0	0	0	1	0	0	7.3	33	47	196	76.6	37.8
2000	177	5023	0	0	170	2	5	0	0	0	0	0	0	0	0	15.9	33.5	51.2	132	74.6	38.7
2100	128	5151	0	2	123	0	3	0	0	0	0	0	0	0	0	5.8	35.2	47.6	115	89.8	40.7
2200	78	5229	0	2	76	0	0	0	0	0	0	0	0	0	0	17.4	35.1	52.6	69	88.5	40.3
2300	37	5266	0	0	34	0	3	0	0	0	0	0	0	0	0	28.8	37.8	54.6	35	94.6	43.6
07-19	4152	5266	41	40	3741	18	245	17	25	0	0	10	12	1	2	5	30.3	52.5	2529	60.9	35.6
06-22	5004	5266	47	45	4527	25	288	18	26	0	2	10	13	1	2	5	30.8	52.5	3206	64.1	36.2
06-00	5119	5266	47	47	4637	25	291	18	26	0	2	10	13	1	2	5	31	54.6	3310	64.7	36.5
00-00	**5266**	**5266**	**49**	**52**	**4760**	**26**	**307**	**18**	**26**	**0**	**2**	**10**	**13**	**1**	**2**	**5**	**31.1**	**59**	**3443**	**65.4**	**36.5**

Tue 17	March	2015	Eastbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	12	5278	1	0	10	0	0	0	0	0	0	1	0	0	0	11.9	30.7	42.2	8	66.7	35.8
100	5	5283	0	0	3	1	1	0	0	0	0	0	0	0	0	30.5	41.9	53.8	5	100	-
200	4	5287	0	1	2	0	1	0	0	0	0	0	0	0	0	31.9	40.1	45.8	4	100	-
300	9	5296	0	0	8	0	1	0	0	0	0	0	0	0	0	33.2	38.3	54.4	9	100	-
400	26	5322	0	0	25	0	1	0	0	0	0	0	0	0	0	16.2	37.6	52.1	23	88.5	45.4
500	95	5417	2	3	79	0	11	0	0	0	0	0	0	0	0	10.9	36.1	56.9	84	88.4	42.3
600	305	5722	7	2	257	1	34	0	1	0	1	2	0	0	0	10	33.8	62.3	237	77.7	39.8
700	263	5985	4	2	230	1	21	0	4	0	1	0	0	0	0	5.2	15.9	38.3	18	6.8	24.8
800	405	6390	7	4	365	2	21	2	2	0	0	0	1	0	1	5.4	26.9	44.3	164	40.5	33.8
900	351	6741	5	5	306	1	27	2	4	0	0	0	1	0	0	6.5	30.8	45.4	239	68.1	36.5
1000	328	7069	2	1	289	3	24	4	3	0	0	2	0	0	0	5.4	30.1	46.1	186	56.7	35.6
1100	349	7418	1	0	321	4	22	0	1	0	0	0	0	0	0	12.1	31.8	47.8	239	68.5	35.8
1200	321	7739	0	4	285	1	21	2	4	0	1	1	2	0	0	9	31.7	45	216	67.3	36.7
1300	364	8103	1	1	330	3	26	0	2	0	0	0	1	0	0	12.7	31.6	45	241	66.2	35.8
1400	362	8465	0	6	317	3	24	5	4	0	0	1	2	0	0	11.1	32.6	53.1	268	74	37.4
1500	362	8827	2	8	318	1	26	3	2	0	1	0	1	0	0	11.2	32.1	47.1	260	71.8	36.5
1600	368	9195	5	11	331	4	15	2	0	0	0	0	0	0	0	10.3	30.4	49	217	59	35.8
1700	427	9622	12	5	388	3	16	0	1	0	2	0	0	0	0	7.6	30	47	252	59	35.3
1800	357	9979	10	5	330	2	9	0	1	0	0	0	0	0	0	13.7	30.7	50	216	60.5	35.8
1900	247	10226	1	3	231	0	12	0	0	0	0	0	0	0	0	15	33	56.6	198	80.2	37.1
2000	171	10397	1	3	161	0	5	1	0	0	0	0	0	0	0	14.5	33.3	50.2	133	77.8	38.5
2100	160	10557	0	3	153	0	4	0	0	0	0	0	0	0	0	23.2	34.2	52.9	133	83.1	39.1
2200	78	10635	0	1	74	1	2	0	0	0	0	0	0	0	0	13.8	35.6	56.9	67	85.9	41.2
2300	37	10672	0	0	34	0	3	0	0	0	0	0	0	0	0	28	35.8	50.8	29	78.4	39.8
07-19	4257	10672	49	52	3810	28	252	20	28	0	5	4	7	1	1	5.2	29.8	53.1	2516	59.1	35.8
06-22	5140	10672	58	63	4612	29	307	21	29	0	6	6	7	1	1	5.2	30.5	62.3	3217	62.6	36.5
06-00	5255	10672	58	64	4720	30	312	21	29	0	6	6	7	1	1	5.2	30.6	62.3	3313	63	36.5
00-00	**5406**	**10672**	**61**	**68**	**4847**	**31**	**327**	**21**	**29**	**0**	**6**	**7**	**7**	**1**	**1**	**5.2**	**30.7**	**62.3**	**3446**	**63.7**	**36.7**

Wed 18	March	2015	Eastbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	17	10689	1	0	16	0	0	0	0	0	0	0	0	0	0	11.4	34.3	46.9	14	82.4	37.6
100	4	10693	0	0	3	0	1	0	0	0	0	0	0	0	0	32	39.2	45.9	4	100	-
200	7	10700	0	0	7	0	0	0	0	0	0	0	0	0	0	31.1	39.9	47.8	7	100	-
300	10	10710	0	0	10	0	0	0	0	0	0	0	0	0	0	33.6	41.6	48.5	10	100	-
400	23	10733	0	0	23	0	0	0	0	0	0	0	0	0	0	16.9	38.9	50.3	21	91.3	42.9
500	97	10830	3	1	81	0	10	1	0	0	0	1	0	0	0	11.6	36.3	57.4	85	87.6	42.3
600	313	11143	4	5	262	0	38	0	3	0	0	1	0	0	0	10.2	35	56.8	262	83.7	40.3
700	214	11357	3	2	193	2	11	0	3	0	0	0	0	0	0	5.1	13.4	41.8	15	7	23.3
800	426	11783	11	4	380	2	21	2	4	0	0	1	1	0	0	7	28.7	51.7	221	51.9	35.6
900	341	12124	4	5	308	2	15	5	1	0	0	0	1	0	0	9.8	31.2	47.3	225	66	36.5
1000	354	12478	1	0	311	2	30	1	5	0	0	1	3	0	0	12.6	31.5	46.5	251	70.9	35.8
1100	328	12806	2	4	285	4	24	4	3	1	0	0	1	0	0	8.7	32	54.6	225	68.6	37.1
1200	377	13183	1	3	344	2	21	3	2	0	0	0	1	0	0	14.7	31.9	49.1	269	71.4	35.8
1300	357	13540	2	3	322	3	20	1	2	0	0	0	4	0	0	11.4	31.9	72.2	241	67.5	36.7
1400	350	13890	0	5	319	1	19	0	4	0	1	1	0	0	0	9	32.1	51.5	241	68.9	36.9
1500	366	14256	2	2	325	1	27	2	3	0	1	0	2	1	0	13.1	32.2	42.8	272	74.3	36.2
1600	419	14675	4	3	369	5	33	1	1	0	0	1	2	0	0	11.3	31.9	47.1	295	70.4	36.5
1700	410	15085	10	8	368	3	18	0	0	0	1	1	1	0	0	12	30.3	46.3	236	57.6	35.6
1800	353	15438	6	2	325	3	16	1	0	0	0	0	0	0	0	12.7	31.4	52.9	234	66.3	36.5
1900	244	15682	1	2	222	2	15	0	0	1	1	0	0	0	0	14.5	32.4	49.1	179	73.4	36.9
2000	175	15857	0	0	171	0	4	0	0	0	0	0	0	0	0	16.7	34.2	53.4	153	87.4	38.3
2100	153	16010	0	3	146	0	4	0	0	0	0	0	0	0	0	17.6	33.6	52.5	122	79.7	38.3
2200	102	16112	0	1	98	0	3	0	0	0	0	0	0	0	0	14.8	35.2	54.7	85	83.3	40.7
2300	65	16177	0	2	58	0	5	0	0	0	0	0	0	0	0	18.5	36.8	50.4	61	93.8	42.1
07-19	4295	16177	46	41	3849	30	255	20	28	1	3	5	16	1	0	5.1	30.4	72.2	2725	63.4	36.2
06-22	5180	16177	51	51	4650	32	316	20	31	2	4	6	16	1	0	5.1	31	72.2	3441	66.4	36.7
06-00	5347	16177	51	54	4806	32	324	20	31	2	4	6	16	1	0	5.1	31.2	72.2	3587	67.1	36.9
00-00	**5505**	**16177**	**55**	**55**	**4946**	**32**	**335**	**21**	**31**	**2**	**4**	**7**	**16**	**1**	**0**	**5.1**	**31.3**	**72.2**	**3728**	**67.7**	**37.1**

Thu 19	March	2015	Eastbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	11	16188	2	0	8	0	1	0	0	0	0	0	0	0	0	6.9	30.5	44.7	8	72.7	39.1
100	9	16197	1	0	7	0	1	0	0	0	0	0	0	0	0	14.2	31.7	42.9	7	77.8	-
200	8	16205	0	0	7	0	1	0	0	0	0	0	0	0	0	27	34.5	43.1	6	75	-
300	9	16214	0	0	6	0	3	0	0	0	0	0	0	0	0	33.2	39.3	42.2	9	100	-
400	24	16238	0	0	24	0	0	0	0	0	0	0	0	0	0	17.3	36.1	52.9	21	87.5	42.9
500	91	16329	1	1	76	0	11	1	0	0	0	1	0	0	0	16	35.8	49.9	80	87.9	40.5
600	301	16630	2	4	248	1	42	3	0	1	0	0	0	0	0	10.8	34.1	57.5	247	82.1	39.4
700	332	16962	6	10	281	3	23	4	4	0	1	0	0	0	0	5.4	20.4	43.8	59	17.8	30.4
800	422	17384	4	3	378	2	27	0	3	1	2	1	1	0	0	5.8	28.2	46.1	225	53.3	35.3
900	366	17750	4	5	321	2	28	2	0	0	2	0	2	0	0	10.5	30.8	42.4	212	57.9	35.8
1000	322	18072	0	0	288	2	27	2	2	0	0	0	1	0	0	11	32	47.8	234	72.7	35.8
1100	342	18414	1	2	299	3	32	2	1	0	1	0	0	0	1	6.9	31.1	46	221	64.6	35.1
1200	351	18765	2	2	310	4	24	6	1	0	0	1	1	0	0	5.6	29.5	50.4	182	51.9	34.9
1300	326	19091	0	1	287	1	26	1	5	0	2	1	1	0	1	9.7	32.2	44	230	70.6	36.9
1400	355	19446	1	0	319	3	27	0	2	0	0	0	3	0	0	12.9	31	41.4	219	61.7	35.8
1500	333	19779	1	4	298	2	20	0	3	2	0	1	2	0	0	7	29.5	46.9	174	52.3	34.9
1600	375	20154	7	3	338	4	19	1	1	0	0	0	2	0	0	9.4	31.2	48.7	243	64.8	36.5
1700	388	20542	9	7	358	1	12	0	0	1	0	0	0	0	0	7.1	29.5	46.7	206	53.1	36
1800	341	20883	8	5	309	1	16	0	0	1	1	0	0	0	0	13.2	31.2	63.4	211	61.9	36.2
1900	259	21142	1	1	241	0	16	0	0	0	0	0	0	0	0	11.4	32.3	51	185	71.4	37.8
2000	161	21303	1	0	156	1	3	0	0	0	0	0	0	0	0	15.5	33.6	48.8	131	81.4	38.7
2100	153	21456	0	4	142	0	7	0	0	0	0	0	0	0	0	15.9	34.1	45.8	121	79.1	38.5
2200	86	21542	0	2	81	0	3	0	0	0	0	0	0	0	0	22	34.7	48	75	87.2	38.3
2300	44	21586	0	1	42	0	1	0	0	0	0	0	0	0	0	16.9	35.4	57.7	39	88.6	39.4
07-19	4253	21586	43	42	3786	28	281	18	22	5	9	4	13	0	2	5.4	29.7	63.4	2416	56.8	35.6
06-22	5127	21586	47	51	4573	30	349	21	22	6	9	4	13	0	2	5.4	30.4	63.4	3100	60.5	36.2
06-00	5257	21586	47	54	4696	30	353	21	22	6	9	4	13	0	2	5.4	30.5	63.4	3214	61.1	36.5
00-00	**5409**	**21586**	**51**	**55**	**4824**	**30**	**370**	**22**	**22**	**6**	**9**	**5**	**13**	**0**	**2**	**5.4**	**30.6**	**63.4**	**3345**	**61.8**	**36.5**

Fri 20	March	2015	Eastbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	18	21604	1	0	14	0	3	0	0	0	0	0	0	0	0	10.1	34.8	47.7	14	77.8	40.7
100	10	21614	0	1	9	0	0	0	0	0	0	0	0	0	0	28.7	36.2	46.3	9	90	-
200	5	21619	0	0	4	0	1	0	0	0	0	0	0	0	0	30.8	39.4	43.4	5	100	-
300	13	21632	0	0	10	0	3	0	0	0	0	0	0	0	0	27.3	33.7	41.3	10	76.9	38.9
400	29	21661	0	1	25	0	3	0	0	0	0	0	0	0	0	17.8	37.9	56.2	27	93.1	44.5
500	97	21758	0	1	80	0	14	1	0	0	0	1	0	0	0	14.6	37.5	57.9	86	88.7	43.6
600	260	22018	5	4	218	0	29	2	0	0	0	1	0	0	1	9.4	35	54.3	222	85.4	40.3
700	466	22484	7	5	404	1	39	0	9	0	1	0	0	0	0	9.3	30.3	47.7	282	60.5	36
800	450	22934	7	5	401	1	25	1	4	0	3	1	1	1	0	6	29.4	45.8	241	53.6	34.9
900	349	23283	1	4	305	0	29	4	2	0	1	1	2	0	0	10.5	31.1	46	231	66.2	35.6
1000	333	23616	0	2	293	2	28	1	3	0	1	1	1	0	1	13.5	31.8	48.6	216	64.9	36.2
1100	374	23990	1	3	335	1	18	6	4	0	2	1	3	0	0	15.5	30.9	44.7	219	58.6	35.6
1200	354	24344	1	1	325	3	22	0	1	0	0	1	0	0	0	12.9	31.9	47.4	238	67.2	36
1300	376	24720	1	1	326	4	37	3	0	0	1	1	2	0	0	10.3	31.3	53.2	245	65.2	36.2
1400	363	25083	3	5	331	3	17	0	3	0	0	0	0	0	1	13.8	31.8	46.7	243	66.9	36.2
1500	342	25425	2	8	310	1	19	1	1	0	0	0	0	0	0	5.2	25	59.1	130	38	34.4
1600	391	25816	2	6	358	4	18	1	1	1	0	0	0	0	0	5	28.7	54.2	230	58.8	36.2
1700	407	26223	11	1	379	2	12	1	0	0	0	0	1	0	0	11.2	30.7	57.8	258	63.4	36.2
1800	363	26586	4	4	344	1	10	0	0	0	0	0	0	0	0	12.7	32	58.9	258	71.1	36.9
1900	315	26901	1	6	300	1	6	0	1	0	0	0	0	0	0	13	32.5	50.8	239	75.9	36.7
2000	179	27080	1	4	171	0	3	0	0	0	0	0	0	0	0	10.7	34	50.5	152	84.9	39.4
2100	148	27228	0	4	139	1	4	0	0	0	0	0	0	0	0	9.4	34.2	55.2	120	81.1	39.1
2200	102	27330	0	2	97	0	3	0	0	0	0	0	0	0	0	17.9	35.3	49.7	90	88.2	40.3
2300	72	27402	0	1	69	0	2	0	0	0	0	0	0	0	0	17.8	35.6	52.9	65	90.3	39.6
07-19	4568	27402	40	45	4111	23	274	18	28	1	9	6	10	1	2	5	30.4	59.1	2791	61.1	36
06-22	5470	27402	47	63	4939	25	316	20	29	1	9	7	10	1	3	5	31	59.1	3524	64.4	36.7
06-00	5644	27402	47	66	5105	25	321	20	29	1	9	7	10	1	3	5	31.1	59.1	3679	65.2	36.7
00-00	**5816**	**27402**	**48**	**69**	**5247**	**25**	**345**	**21**	**29**	**1**	**9**	**8**	**10**	**1**	**3**	**5**	**31.3**	**59.1**	**3830**	**65.9**	**36.9**

Sat 21	March	2015	Eastbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	39	27441	0	0	38	0	1	0	0	0	0	0	0	0	0	27.3	35.5	49.7	34	87.2	40.5
0100	27	27468	0	0	24	0	3	0	0	0	0	0	0	0	0	20.5	36.8	48.8	21	77.8	43.4
0200	24	27492	0	2	19	0	3	0	0	0	0	0	0	0	0	24.9	38.8	61.1	21	87.5	42.3
0300	27	27519	0	0	27	0	0	0	0	0	0	0	0	0	0	25.9	38	48.4	24	88.9	43.4
0400	21	27540	0	0	18	0	3	0	0	0	0	0	0	0	0	21.2	37.7	48.7	18	85.7	44.3
0500	39	27579	0	2	33	0	3	0	0	0	0	1	0	0	0	11.6	35.5	53.3	31	79.5	42.3
0600	81	27660	0	1	74	0	5	0	1	0	0	0	0	0	0	28.1	38.2	50.7	78	96.3	43.2
0700	174	27834	0	2	155	0	16	0	0	1	0	0	0	0	0	14.6	37.5	60.7	160	92	43.4
0800	308	28142	3	2	281	4	17	0	0	0	0	0	1	0	0	8.5	34.2	56.9	264	85.7	39.8
0900	351	28493	0	1	332	1	15	1	0	0	0	0	1	0	0	15.8	32.5	47	253	72.1	37.1
1000	432	28925	0	1	410	3	13	0	1	1	0	0	3	0	0	5.2	30.6	43.3	260	60.2	35.8
1100	425	29350	2	0	407	3	9	1	2	1	0	0	0	0	0	12.3	31	47.3	256	60.2	35.8
1200	421	29771	3	8	386	5	15	0	2	0	0	1	1	0	0	7.7	30.3	45	253	60.1	35.1
1300	391	30162	0	4	364	5	14	2	0	1	1	0	0	0	0	14.3	31.9	49.1	270	69.1	36
1400	383	30545	1	1	366	2	9	0	2	0	1	1	0	0	0	12.7	31.5	47.7	247	64.5	35.6
1500	383	30928	1	2	358	5	12	1	3	0	1	0	0	0	0	8.6	32.1	47.3	269	70.2	36.9
1600	385	31313	1	2	367	4	11	0	0	0	0	0	0	0	0	13.6	31.5	45.8	247	64.2	36.2
1700	548	31861	0	2	535	2	8	0	1	0	0	0	0	0	0	12.5	31.6	46.8	357	65.1	35.6
1800	357	32218	1	2	343	3	7	0	1	0	0	0	0	0	0	12.5	32.3	53.6	252	70.6	36.7
1900	245	32463	1	3	236	2	3	0	0	0	0	0	0	0	0	11.5	32.6	51.4	186	75.9	38.7
2000	139	32602	0	0	134	1	4	0	0	0	0	0	0	0	0	17	35.2	48.8	121	87.1	40
2100	114	32716	0	0	108	1	4	1	0	0	0	0	0	0	0	13.7	34.4	50.3	97	85.1	39.4
2200	110	32826	0	1	106	0	3	0	0	0	0	0	0	0	0	13.3	34.8	60.9	93	84.5	40
2300	77	32903	0	0	76	0	1	0	0	0	0	0	0	0	0	17.5	35.3	49.1	64	83.1	40.9
07-19	4558	32903	12	27	4304	37	146	5	12	4	3	2	6	0	0	5.2	31.9	60.7	3088	67.7	36.7
06-22	5137	32903	13	31	4856	41	162	6	13	4	3	2	6	0	0	5.2	32.2	60.7	3570	69.5	37.1
06-00	5324	32903	13	32	5038	41	166	6	13	4	3	2	6	0	0	5.2	32.3	60.9	3727	70	37.1
00-00	**5501**	**32903**	**13**	**36**	**5197**	**41**	**179**	**6**	**13**	**4**	**3**	**3**	**6**	**0**	**0**	**5.2**	**32.4**	**61.1**	**3876**	**70.5**	**37.4**

Sun 22	March	2015	Eastbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	44	32947	0	1	41	0	2	0	0	0	0	0	0	0	0	16.8	36	48.7	37	84.1	42.7
0100	32	32979	0	0	31	0	1	0	0	0	0	0	0	0	0	18.9	34.8	44.1	25	78.1	40
0200	25	33004	0	0	23	0	1	0	0	0	1	0	0	0	0	19.3	37.6	49	24	96	42.3
0300	19	33023	0	1	17	0	1	0	0	0	0	0	0	0	0	9.3	38.9	62.3	17	89.5	48.1
0400	21	33044	0	0	20	0	1	0	0	0	0	0	0	0	0	28.1	38.8	49.9	19	90.5	44.3
0500	41	33085	0	1	37	0	3	0	0	0	0	0	0	0	0	26.4	37.3	56.7	35	85.4	43.8
0600	91	33176	0	1	86	0	4	0	0	0	0	0	0	0	0	14.8	36.3	62	77	84.6	42.7
0700	135	33311	1	2	124	0	8	0	0	0	0	0	0	0	0	12.9	34.7	56	112	83	41.2
0800	199	33510	1	1	188	0	9	0	0	0	0	0	0	0	0	10.7	35.5	57.1	174	87.4	40.5
0900	308	33818	3	3	289	1	12	0	0	0	0	0	0	0	0	9.8	33.3	57.1	243	78.9	38.5
1000	379	34197	1	1	361	6	9	1	0	0	0	0	0	0	0	11.8	32.9	50.9	294	77.6	37.6
1100	428	34625	0	5	407	2	13	0	1	0	0	0	0	0	0	11.8	32.6	47.2	320	74.8	36.9
1200	424	35049	3	3	402	4	10	1	1	0	0	0	0	0	0	11.7	32	50.7	303	71.5	37.1
1300	432	35481	0	5	414	3	8	0	1	0	0	0	1	0	0	10.9	32.4	52	334	77.3	36.5
1400	400	35881	0	3	386	1	10	0	0	0	0	0	0	0	0	13.4	32.5	53.3	293	73.3	37.1
1500	338	36219	2	1	321	3	8	0	3	0	0	0	0	0	0	6.1	30.5	60.4	230	68	37.4
1600	275	36494	0	7	257	3	6	1	1	0	0	0	0	0	0	16.9	33.8	52.5	236	85.8	37.8
1700	264	36758	1	6	247	5	5	0	0	0	0	0	0	0	0	13.1	33.4	50.5	202	76.5	38
1800	202	36960	0	3	194	1	4	0	0	0	0	0	0	0	0	15.2	33.9	50.7	168	83.2	38.3
1900	137	37097	0	0	131	1	5	0	0	0	0	0	0	0	0	15.3	35	52	124	90.5	40
2000	94	37191	0	0	90	0	4	0	0	0	0	0	0	0	0	15.4	34.5	58.3	81	86.2	39.6
2100	83	37274	1	1	79	0	2	0	0	0	0	0	0	0	0	15	35.2	50.6	71	85.5	40.5
2200	53	37327	0	1	51	0	1	0	0	0	0	0	0	0	0	15.3	35.1	50.5	43	81.1	39.6
2300	34	37361	0	0	34	0	0	0	0	0	0	0	0	0	0	27.9	37.8	56.8	31	91.2	43.6
07-19	3784	37361	12	40	3590	29	102	3	7	0	0	0	1	0	0	6.1	32.8	60.4	2909	76.9	37.8
06-22	4189	37361	13	42	3976	30	117	3	7	0	0	0	1	0	0	6.1	33.1	62	3262	77.9	38
06-00	4276	37361	13	43	4061	30	118	3	7	0	0	0	1	0	0	6.1	33.1	62	3336	78	38.3
00-00	**4458**	**37361**	**13**	**46**	**4230**	**30**	**127**	**3**	**7**	**0**	**1**	**0**	**1**	**0**	**0**	**6.1**	**33.3**	**62.3**	**3493**	**78.4**	**38.5**

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Summary			Eastbound																		
	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
--	37361	37361	290	381	34051	215	1990	112	157	13	34	40	66	4	8	5	31.5	72.2	25161	67.3	37.1

Mon 16	March	2015	Westbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	22	22	0	0	21	0	1	0	0	0	0	0	0	0	0	29.2	35.4	42.2	20	90.9	38.9
100	5	27	0	0	5	0	0	0	0	0	0	0	0	0	0	23.6	32.9	42.7	3	60	-
200	7	34	0	0	7	0	0	0	0	0	0	0	0	0	0	30.5	39.9	63.3	7	100	-
300	5	39	0	1	4	0	0	0	0	0	0	0	0	0	0	31.7	36.7	45.9	5	100	-
400	14	53	1	0	12	0	1	0	0	0	0	0	0	0	0	14.4	34.7	43.1	12	85.7	41.2
500	37	90	2	2	31	0	2	0	0	0	0	0	0	0	0	16.2	35.1	47.9	33	89.2	40
600	190	280	4	3	168	0	15	0	0	0	0	0	0	0	0	10	32.5	45.4	130	68.4	37.6
700	270	550	5	6	243	4	8	0	2	0	0	1	1	0	0	7.1	30.5	48.4	157	58.1	35.3
800	387	937	3	6	348	0	23	2	4	0	0	1	0	0	0	13.2	31.7	55.7	250	64.6	35.8
900	353	1290	2	4	320	2	23	1	1	0	0	0	0	0	0	12.1	31.9	60.5	240	68	36.5
1000	361	1651	0	1	335	0	21	2	1	0	0	1	0	0	0	7.5	30.4	46.7	213	59	34
1100	359	2010	0	0	332	2	23	0	2	0	0	0	0	0	0	7.9	30.2	43.7	201	56	34.7
1200	429	2439	1	2	379	2	31	4	4	0	1	4	1	0	0	6.4	29.4	43.1	204	47.6	33.3
1300	381	2820	1	0	356	1	17	3	1	0	0	1	1	0	0	9.9	30.9	49.3	238	62.5	35.3
1400	426	3246	0	4	378	3	29	2	5	0	0	1	4	0	0	12.8	30.6	45.6	249	58.5	34.4
1500	449	3695	3	1	399	2	37	0	6	0	0	0	1	0	0	9.5	30.3	57.4	237	52.8	34.7
1600	486	4181	4	7	438	3	30	1	2	0	0	0	1	0	0	11.8	30.8	50.7	292	60.1	35.1
1700	525	4706	6	3	488	4	21	0	0	0	1	2	0	0	0	9.8	30.1	44.4	298	56.8	35.1
1800	487	5193	2	5	461	1	17	0	0	0	0	1	0	0	0	8.3	29.2	41.3	221	45.4	33.6
1900	344	5537	4	0	325	1	13	0	0	0	0	1	0	0	0	6.4	30.9	52.5	226	65.7	35.3
2000	233	5770	0	2	227	0	4	0	0	0	0	0	0	0	0	18.9	33	54.1	184	79	37.1
2100	126	5896	1	0	122	1	2	0	0	0	0	0	0	0	0	13	33.2	45.9	93	73.8	37.6
2200	119	6015	1	1	113	0	4	0	0	0	0	0	0	0	0	15.1	32.9	47.4	85	71.4	38.3
2300	56	6071	0	0	50	0	5	0	0	0	0	0	1	0	0	17.8	33.3	51.4	40	71.4	39.1
07-19	4913	6071	27	39	4477	24	280	15	28	0	2	12	9	0	0	6.4	30.4	60.5	2800	57	34.9
06-22	5806	6071	36	44	5319	26	314	15	28	0	2	13	9	0	0	6.4	30.7	60.5	3433	59.1	35.3
06-00	5981	6071	37	45	5482	26	323	15	28	0	2	13	10	0	0	6.4	30.8	60.5	3558	59.5	35.3
00-00	**6071**	**6071**	**40**	**48**	**5562**	**26**	**327**	**15**	**28**	**0**	**2**	**13**	**10**	**0**	**0**	**6.4**	**30.8**	**63.3**	**3638**	**59.9**	**35.3**

Tue 17	March	2015	Westbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	19	6090	0	0	17	0	2	0	0	0	0	0	0	0	0	28.5	35.5	47.2	17	89.5	39.8
100	10	6100	1	1	8	0	0	0	0	0	0	0	0	0	0	15	33	44.9	8	80	-
200	5	6105	0	0	4	0	1	0	0	0	0	0	0	0	0	37.1	38.1	39.1	5	100	-
300	6	6111	1	0	4	0	1	0	0	0	0	0	0	0	0	20	35.5	47.2	5	83.3	-
400	21	6132	0	2	18	0	1	0	0	0	0	0	0	0	0	29.4	38.1	48.4	20	95.2	43.6
500	42	6174	2	0	37	0	2	0	0	0	0	1	0	0	0	9.1	33.5	44	34	81	39.1
600	186	6360	2	2	167	0	12	0	1	1	0	1	0	0	0	12.4	33.8	47.7	156	83.9	38.5
700	259	6619	2	6	239	4	4	0	1	1	1	0	1	0	0	6.9	29	41.8	134	51.7	34
800	389	7008	4	4	346	1	27	0	3	0	1	2	1	0	0	12	30.6	43.9	226	58.1	35.3
900	367	7375	2	3	337	0	20	2	2	0	0	1	0	0	0	12.2	31	44.1	227	61.9	35.3
1000	350	7725	0	1	318	1	25	1	3	0	0	1	0	0	0	5.4	30.4	43.1	190	54.3	34.7
1100	407	8132	1	1	359	2	36	1	1	0	2	2	2	0	0	8.7	30.5	45.5	249	61.2	34.4
1200	393	8525	1	7	346	5	26	3	3	0	0	2	0	0	0	9	29.6	43.8	199	50.6	34.4
1300	434	8959	2	1	397	3	21	4	4	0	0	1	0	1	0	13	30	49	227	52.3	34
1400	479	9438	2	7	439	3	22	1	4	0	0	0	1	0	0	7.7	30.4	45.7	305	63.7	34.7
1500	425	9863	0	4	383	2	30	2	3	0	0	0	1	0	0	10.6	31	50.2	275	64.7	35.8
1600	518	10381	4	10	464	3	37	0	0	0	0	0	0	0	0	7.1	30.2	44.9	317	61.2	36
1700	561	10942	7	6	513	3	26	0	5	0	0	0	1	0	0	5.3	28.2	46.2	263	46.9	34.4
1800	477	11419	4	4	451	1	17	0	0	0	0	0	0	0	0	11.3	30.1	44.8	247	51.8	34.9
1900	361	11780	1	0	341	3	16	0	0	0	0	0	0	0	0	11.2	31.4	50.4	236	65.4	35.8
2000	207	11987	1	2	195	1	8	0	0	0	0	0	0	0	0	13.9	32.3	49.7	142	68.6	37.4
2100	172	12159	2	1	164	0	5	0	0	0	0	0	0	0	0	8.2	32.2	60.7	120	69.8	38
2200	142	12301	0	2	138	0	2	0	0	0	0	0	0	0	0	13.7	33	59.8	108	76.1	38
2300	61	12362	0	1	57	0	3	0	0	0	0	0	0	0	0	25.6	35.1	55.2	51	83.6	40.7
07-19	5059	12362	29	54	4592	28	291	14	29	1	4	9	7	1	0	5.3	30.1	50.2	2859	56.5	34.9
06-22	5985	12362	35	59	5459	32	332	14	30	2	4	10	7	1	0	5.3	30.4	60.7	3513	58.7	35.3
06-00	6188	12362	35	62	5654	32	337	14	30	2	4	10	7	1	0	5.3	30.5	60.7	3672	59.3	35.6
00-00	**6291**	**12362**	**39**	**65**	**5742**	**32**	**344**	**14**	**30**	**2**	**4**	**11**	**7**	**1**	**0**	**5.3**	**30.6**	**60.7**	**3761**	**59.8**	**35.6**

Wed 18	March	2015	Westbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	16	12378	0	0	16	0	0	0	0	0	0	0	0	0	0	29.3	35.9	42.5	14	87.5	40
100	14	12392	1	0	13	0	0	0	0	0	0	0	0	0	0	15.6	36.6	47.8	12	85.7	41.8
200	14	12406	0	0	14	0	0	0	0	0	0	0	0	0	0	29.4	37	43.3	12	85.7	40.9
300	5	12411	0	1	4	0	0	0	0	0	0	0	0	0	0	33.5	36.7	41.7	5	100	-
400	11	12422	0	1	9	0	1	0	0	0	0	0	0	0	0	26.3	34.9	46.2	9	81.8	40
500	46	12468	1	2	38	0	4	0	0	0	0	1	0	0	0	16.8	34.7	46.1	40	87	39.1
600	188	12656	4	2	165	2	13	0	1	0	0	0	1	0	0	12.8	34.1	44.8	161	85.6	38.3
700	245	12901	6	6	219	0	9	2	0	1	0	1	1	0	0	5.8	28.4	41.8	109	44.5	34.2
800	400	13301	4	6	345	3	30	3	3	2	1	3	0	0	0	10.5	31.3	51.7	255	63.8	35.6
900	375	13676	2	3	333	3	25	3	5	0	0	0	1	0	0	10.7	30.7	43.2	230	61.3	35.1
1000	442	14118	1	0	403	2	26	5	3	0	1	1	0	0	0	9.1	31.1	56.1	294	66.5	35.3
1100	417	14535	1	7	369	2	25	3	5	0	2	3	0	0	0	9.7	31.2	50.6	264	63.3	35.1
1200	421	14956	2	3	385	2	22	4	1	0	0	1	1	0	0	7.5	30.3	57.4	258	61.3	34.9
1300	411	15367	0	3	360	6	37	2	2	0	0	1	0	0	0	11.6	30.8	48.1	243	59.1	35.1
1400	424	15791	1	3	379	2	30	2	3	0	0	3	1	0	0	9	30.9	45.3	251	59.2	35.1
1500	448	16239	2	2	403	0	31	0	8	1	0	0	1	0	0	11.7	31.2	47.2	303	67.6	35.6
1600	489	16728	12	10	431	2	31	2	1	0	0	0	0	0	0	9.4	31.4	48.8	335	68.5	36.7
1700	520	17248	6	8	470	3	31	1	1	0	0	0	0	0	0	10.6	31.1	50.7	331	63.7	36.2
1800	478	17726	2	4	450	0	20	0	2	0	0	0	0	0	0	11.8	29.9	44.6	252	52.7	34.9
1900	354	18080	0	3	340	2	9	0	0	0	0	0	0	0	0	12.8	31.3	49.9	229	64.7	36.2
2000	279	18359	0	6	262	0	11	0	0	0	0	0	0	0	0	13.4	31.9	50.3	194	69.5	36.5
2100	178	18537	1	1	169	0	6	0	0	1	0	0	0	0	0	14.2	32.9	48.2	127	71.3	38
2200	115	18652	1	0	111	0	3	0	0	0	0	0	0	0	0	15.2	33.4	50.4	90	78.3	38.5
2300	69	18721	0	1	65	0	3	0	0	0	0	0	0	0	0	16.2	35.9	55.6	60	87	41.2
07-19	5070	18721	39	55	4547	25	317	27	34	4	4	13	5	0	0	5.8	30.8	57.4	3125	61.6	35.3
06-22	6069	18721	44	67	5483	29	356	27	35	5	4	13	6	0	0	5.8	31	57.4	3836	63.2	35.8
06-00	6253	18721	45	68	5659	29	362	27	35	5	4	13	6	0	0	5.8	31.1	57.4	3986	63.7	36
00-00	**6359**	**18721**	**47**	**72**	**5753**	**29**	**367**	**27**	**35**	**5**	**4**	**14**	**6**	**0**	**0**	**5.8**	**31.2**	**57.4**	**4078**	**64.1**	**36**

Thu 19	March	2015	Westbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	22	18743	0	0	22	0	0	0	0	0	0	0	0	0	0	17.2	34.5	49.3	19	86.4	40.5
100	12	18755	1	1	10	0	0	0	0	0	0	0	0	0	0	16.5	33.6	53.2	8	66.7	43.8
200	5	18760	0	0	5	0	0	0	0	0	0	0	0	0	0	30.3	40.1	44.1	5	100	-
300	9	18769	1	0	7	0	1	0	0	0	0	0	0	0	0	19.1	33.7	42.9	7	77.8	-
400	14	18783	0	0	12	0	1	0	1	0	0	0	0	0	0	28.2	35.1	43.4	12	85.7	38.3
500	28	18811	0	0	25	0	2	0	0	0	0	1	0	0	0	22.3	34.9	45	24	85.7	38.9
600	185	18996	5	4	160	0	13	0	2	0	0	1	0	0	0	13.5	33.7	51.1	151	81.6	37.6
700	295	19291	6	2	263	1	15	1	3	0	1	2	1	0	0	6.7	29.8	47.4	155	52.5	35.6
800	354	19645	9	6	307	1	25	2	2	0	0	2	0	0	0	10.8	30.4	42.8	208	58.8	34.7
900	415	20060	1	3	373	0	31	3	2	0	0	1	1	0	0	8.7	30.3	41.9	255	61.4	34.7
1000	377	20437	0	1	331	5	34	1	1	0	0	2	2	0	0	11.1	30.3	43	203	53.8	34.4
1100	421	20858	1	3	371	6	29	5	2	2	0	2	0	0	0	9.5	29.9	43.5	222	52.7	33.8
1200	370	21228	0	3	334	1	26	2	4	0	0	0	0	0	0	6.2	30.3	44	223	60.3	34.7
1300	421	21649	2	2	385	1	24	2	1	0	2	1	1	0	0	10.2	29.9	43.5	225	53.4	34.4
1400	458	22107	3	4	418	2	26	0	5	0	0	0	0	0	0	11.8	29.8	47.5	220	48	34
1500	423	22530	2	3	382	5	28	1	1	0	0	1	0	0	0	12.5	30.5	44	238	56.3	35.1
1600	475	23005	5	5	424	3	29	2	3	1	1	1	1	0	0	11.8	31.4	48.3	313	65.9	35.8
1700	530	23535	5	5	494	2	24	0	0	0	0	0	0	0	0	11.4	30.9	47.3	321	60.6	35.3
1800	442	23977	5	2	411	1	22	1	0	0	0	0	0	0	0	9	30.7	47.2	267	60.4	35.6
1900	360	24337	1	2	338	2	15	0	0	0	1	1	0	0	0	14.6	31.3	45.3	240	66.7	35.6
2000	228	24565	0	3	220	0	5	0	0	0	0	0	0	0	0	11.5	31.8	46.9	157	68.9	36.2
2100	186	24751	1	0	180	0	5	0	0	0	0	0	0	0	0	14.4	32.8	52.8	141	75.8	37.1
2200	120	24871	1	1	115	0	3	0	0	0	0	0	0	0	0	13.7	31.5	55.9	82	68.3	35.8
2300	55	24926	0	0	55	0	0	0	0	0	0	0	0	0	0	18.8	34.2	59.5	44	80	38.3
07-19	4981	24926	39	39	4493	28	313	20	24	3	4	12	6	0	0	6.2	30.4	48.3	2850	57.2	34.9
06-22	5940	24926	46	48	5391	30	351	20	26	3	5	14	6	0	0	6.2	30.7	52.8	3539	59.6	35.3
06-00	6115	24926	47	49	5561	30	354	20	26	3	5	14	6	0	0	6.2	30.7	59.5	3665	59.9	35.3
00-00	**6205**	**24926**	**49**	**50**	**5642**	**30**	**358**	**20**	**27**	**3**	**5**	**15**	**6**	**0**	**0**	**6.2**	**30.8**	**59.5**	**3740**	**60.3**	**35.6**

Fri 20	March	2015	Westbound																		
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0	38	24964	0	0	38	0	0	0	0	0	0	0	0	0	0	28.3	38.1	54.9	35	92.1	44.1
100	14	24978	1	1	12	0	0	0	0	0	0	0	0	0	0	16.2	37.2	50.3	13	92.9	45.4
200	8	24986	0	0	8	0	0	0	0	0	0	0	0	0	0	22.8	35.5	45.6	6	75	-
300	11	24997	0	0	10	0	1	0	0	0	0	0	0	0	0	26.9	35.9	45.2	9	81.8	38.9
400	17	25014	0	1	15	0	1	0	0	0	0	0	0	0	0	26	34.1	40.1	15	88.2	37.6
500	37	25051	1	1	30	0	4	0	0	0	0	1	0	0	0	16.7	36.1	50.3	32	86.5	41.4
600	170	25221	4	3	146	1	13	1	0	0	1	0	1	0	0	13.5	33.6	47.3	136	80	38
700	360	25581	7	6	320	1	18	1	1	1	2	2	1	0	0	11.9	31.2	50.4	223	61.9	36.2
800	388	25969	3	4	344	0	25	2	7	0	0	0	2	1	0	11.8	31	48	241	62.1	36
900	374	26343	2	3	333	1	26	3	5	0	0	1	0	0	0	13.1	30.7	48.4	225	60.2	34.9
1000	375	26718	0	3	329	2	29	1	2	0	2	4	2	1	0	17.6	30.6	48.6	223	59.5	34.7
1100	438	27156	1	0	400	1	28	4	3	0	0	1	0	0	0	10.7	29.8	43.3	222	50.7	34
1200	463	27619	0	4	427	5	20	5	1	0	0	0	1	0	0	16	30.7	47.4	258	55.7	34.4
1300	474	28093	1	4	427	3	30	2	2	2	2	0	1	0	0	5.3	30.6	77.2	275	58	34.7
1400	476	28569	2	6	431	1	31	1	3	0	0	1	0	0	0	10.4	30.7	53.5	267	56.1	35.3
1500	437	29006	8	7	400	2	17	0	2	0	0	1	0	0	0	8.1	29.7	44.5	234	53.5	34.9
1600	460	29466	4	5	419	2	23	2	4	0	0	1	0	0	0	8.4	31.9	45.2	312	67.8	36.7
1700	571	30037	4	3	534	1	24	1	3	0	0	0	1	0	0	6.3	29.8	49.5	320	56	35.1
1800	491	30528	2	4	467	4	14	0	0	0	0	0	0	0	0	13.7	30.3	58.9	278	56.6	34.9
1900	396	30924	0	2	376	2	15	1	0	0	0	0	0	0	0	12.1	31.6	46.7	279	70.5	35.6
2000	283	31207	1	7	270	0	5	0	0	0	0	0	0	0	0	14.7	32.2	56.7	195	68.9	37.1
2100	173	31380	1	1	170	0	1	0	0	0	0	0	0	0	0	10.4	32.2	58	128	74	37.6
2200	155	31535	0	2	149	0	4	0	0	0	0	0	0	0	0	16.3	32.4	50	112	72.3	36.2
2300	93	31628	2	1	85	0	5	0	0	0	0	0	0	0	0	10.1	32.1	54.2	69	74.2	36.5
07-19	5307	31628	34	49	4831	23	285	22	33	3	6	11	8	2	0	5.3	30.6	77.2	3078	58	35.1
06-22	6329	31628	40	62	5793	26	319	24	33	3	7	11	9	2	0	5.3	30.8	77.2	3816	60.3	35.6
06-00	6577	31628	42	65	6027	26	328	24	33	3	7	11	9	2	0	5.3	30.9	77.2	3997	60.8	35.6
00-00	**6702**	**31628**	**44**	**68**	**6140**	**26**	**334**	**24**	**33**	**3**	**7**	**12**	**9**	**2**	**0**	**5.3**	**31**	**77.2**	**4107**	**61.3**	**35.8**

Sat 21	March	2015	Westbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	55	31683	0	0	52	0	3	0	0	0	0	0	0	0	0	18.5	36	49.4	45	81.8	41.4
0100	40	31723	1	2	32	1	4	0	0	0	0	0	0	0	0	15.8	36.9	52.5	37	92.5	42.1
0200	31	31754	0	1	27	0	3	0	0	0	0	0	0	0	0	21.1	37.7	47.9	27	87.1	43.4
0300	14	31768	0	0	14	0	0	0	0	0	0	0	0	0	0	28.9	39.2	46.6	13	92.9	45.6
0400	17	31785	1	0	16	0	0	0	0	0	0	0	0	0	0	13.3	35.9	48	14	82.4	43.2
0500	20	31805	0	0	18	0	1	0	0	0	0	1	0	0	0	7.2	33.1	51.8	14	70	38.5
0600	59	31864	0	0	57	0	2	0	0	0	0	0	0	0	0	25.5	36	59.7	53	89.8	40.3
0700	108	31972	0	3	91	1	11	0	1	0	0	1	0	0	0	25.5	34.5	44.8	94	87	38.5
0800	250	32222	2	1	230	3	12	0	0	0	1	1	0	0	0	14	33	47.4	200	80	37.1
0900	419	32641	2	2	391	7	15	0	1	0	1	0	0	0	0	15.1	31	44.4	255	60.9	36
1000	513	33154	1	3	488	2	16	0	2	1	0	0	0	0	0	7.4	30.2	43.3	275	53.6	34.9
1100	521	33675	2	2	491	6	19	1	0	0	0	0	0	0	0	7.8	30.2	48.4	268	51.4	34.2
1200	547	34222	1	6	514	5	16	1	3	0	0	1	0	0	0	10	30.5	46.8	301	55	34.7
1300	657	34879	1	4	636	2	13	0	1	0	0	0	0	0	0	11.6	30.5	53.1	371	56.5	34.2
1400	572	35451	1	3	540	2	24	1	1	0	0	0	0	0	0	6.8	30.2	49.1	319	55.8	34.7
1500	453	35904	1	3	428	3	15	1	2	0	0	0	0	0	0	9.2	30.3	44.7	255	56.3	35.1
1600	438	36342	0	4	425	0	9	0	0	0	0	0	0	0	0	14.2	31.5	54.8	288	65.8	35.1
1700	453	36795	1	7	430	1	13	0	1	0	0	0	0	0	0	14	30.9	43.1	278	61.4	35.1
1800	375	37170	0	2	362	1	10	0	0	0	0	0	0	0	0	13.1	30.8	48.6	227	60.5	34.7
1900	290	37460	1	1	279	1	8	0	0	0	0	0	0	0	0	11.5	31.5	48.8	180	62.1	36.5
2000	172	37632	0	2	168	0	1	1	0	0	0	0	0	0	0	18.7	32.7	54.7	116	67.4	37.6
2100	139	37771	0	1	136	0	2	0	0	0	0	0	0	0	0	18.8	32.5	49.8	100	71.9	37.1
2200	126	37897	0	2	120	0	3	0	1	0	0	0	0	0	0	14.7	33.3	55.4	93	73.8	37.8
2300	85	37982	1	0	81	0	2	0	1	0	0	0	0	0	0	13.1	33.5	48	66	77.6	38.5
07-19	5306	37982	12	40	5026	33	173	4	12	1	2	3	0	0	0	6.8	30.8	54.8	3131	59	35.1
06-22	5966	37982	13	44	5666	34	186	5	12	1	2	3	0	0	0	6.8	31	59.7	3580	60	35.3
06-00	6177	37982	14	46	5867	34	191	5	14	1	2	3	0	0	0	6.8	31	59.7	3739	60.5	35.6
00-00	**6354**	**37982**	**16**	**49**	**6026**	**35**	**202**	**5**	**14**	**1**	**2**	**4**	**0**	**0**	**0**	**6.8**	**31.2**	**59.7**	**3889**	**61.2**	**35.8**

Sun 22	March	2015	Westbound																	
Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	62	38044	0	0	62	0	0	0	0	0	0	0	0	0	0	18.3	34.2	50.6	47	75.8	39.6
0100	38	38082	0	0	35	0	3	0	0	0	0	0	0	0	0	20.9	35.9	53.1	31	81.6	40
0200	25	38107	0	0	25	0	0	0	0	0	0	0	0	0	0	27.2	36.2	48.9	19	76	42.1
0300	18	38125	0	0	18	0	0	0	0	0	0	0	0	0	0	29.2	38.6	48.5	17	94.4	40
0400	15	38140	0	1	14	0	0	0	0	0	0	0	0	0	0	28	37.6	51.9	14	93.3	44.1
0500	17	38157	0	0	17	0	0	0	0	0	0	0	0	0	0	26.5	36.4	51.5	14	82.4	39.6
0600	30	38187	1	0	28	0	1	0	0	0	0	0	0	0	0	22.3	31.5	41.7	18	60	36.9
0700	62	38249	1	2	56	0	2	0	1	0	0	0	0	0	0	18.9	34.1	58.6	46	74.2	40
0800	117	38366	0	1	110	2	4	0	0	0	0	0	0	0	0	12.1	34.7	52.2	99	84.6	39.6
0900	233	38599	3	2	219	0	8	0	1	0	0	0	0	0	0	10	33.6	48.1	196	84.1	37.8
1000	415	39014	0	3	398	2	12	0	0	0	0	0	0	0	0	10.5	31.5	47.8	268	64.6	36.2
1100	544	39558	1	5	522	4	10	2	0	0	0	0	0	0	0	7.4	31.2	50.2	351	64.5	35.1
1200	533	40091	0	5	515	2	10	1	0	0	0	0	0	0	0	6	30.6	47.9	311	58.3	35.1
1300	513	40604	0	9	491	4	8	0	1	0	0	0	0	0	0	15.1	31.1	54.9	331	64.5	35.1
1400	459	41063	2	7	432	0	15	1	2	0	0	0	0	0	0	16.2	31.7	52.4	306	66.7	36
1500	450	41513	1	6	427	6	9	0	1	0	0	0	0	0	0	6.3	30.9	49	280	62.2	35.6
1600	393	41906	3	9	367	1	12	1	0	0	0	0	0	0	0	12.9	31.8	58.2	268	68.2	36
1700	333	42239	1	4	320	0	6	0	1	1	0	0	0	0	0	13.5	31.7	58.2	228	68.5	35.8
1800	292	42531	0	5	275	2	10	0	0	0	0	0	0	0	0	7	31.4	64.9	194	66.4	35.6
1900	190	42721	0	1	182	2	4	0	0	0	0	0	1	0	0	16.1	32.7	50.1	142	74.7	36.7
2000	134	42855	0	0	128	1	5	0	0	0	0	0	0	0	0	13.7	31.6	48.1	95	70.9	37.1
2100	118	42973	1	0	115	0	2	0	0	0	0	0	0	0	0	11.4	33.3	53.6	94	79.7	38.7
2200	84	43057	0	1	81	0	2	0	0	0	0	0	0	0	0	18.2	32.7	49.7	61	72.6	37.4
2300	42	43099	0	0	42	0	0	0	0	0	0	0	0	0	0	17.6	33.5	57.4	33	78.6	37.6
07-19	4344	43099	12	58	4132	23	106	5	7	1	0	0	0	0	0	6	31.5	64.9	2878	66.3	36
06-22	4816	43099	14	59	4585	26	118	5	7	1	0	0	1	0	0	6	31.6	64.9	3227	67	36.2
06-00	4942	43099	14	60	4708	26	120	5	7	1	0	0	1	0	0	6	31.7	64.9	3321	67.2	36.2
00-00	**5117**	**43099**	**14**	**61**	**4879**	**26**	**123**	**5**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**6**	**31.8**	**64.9**	**3463**	**67.7**	**36.5**

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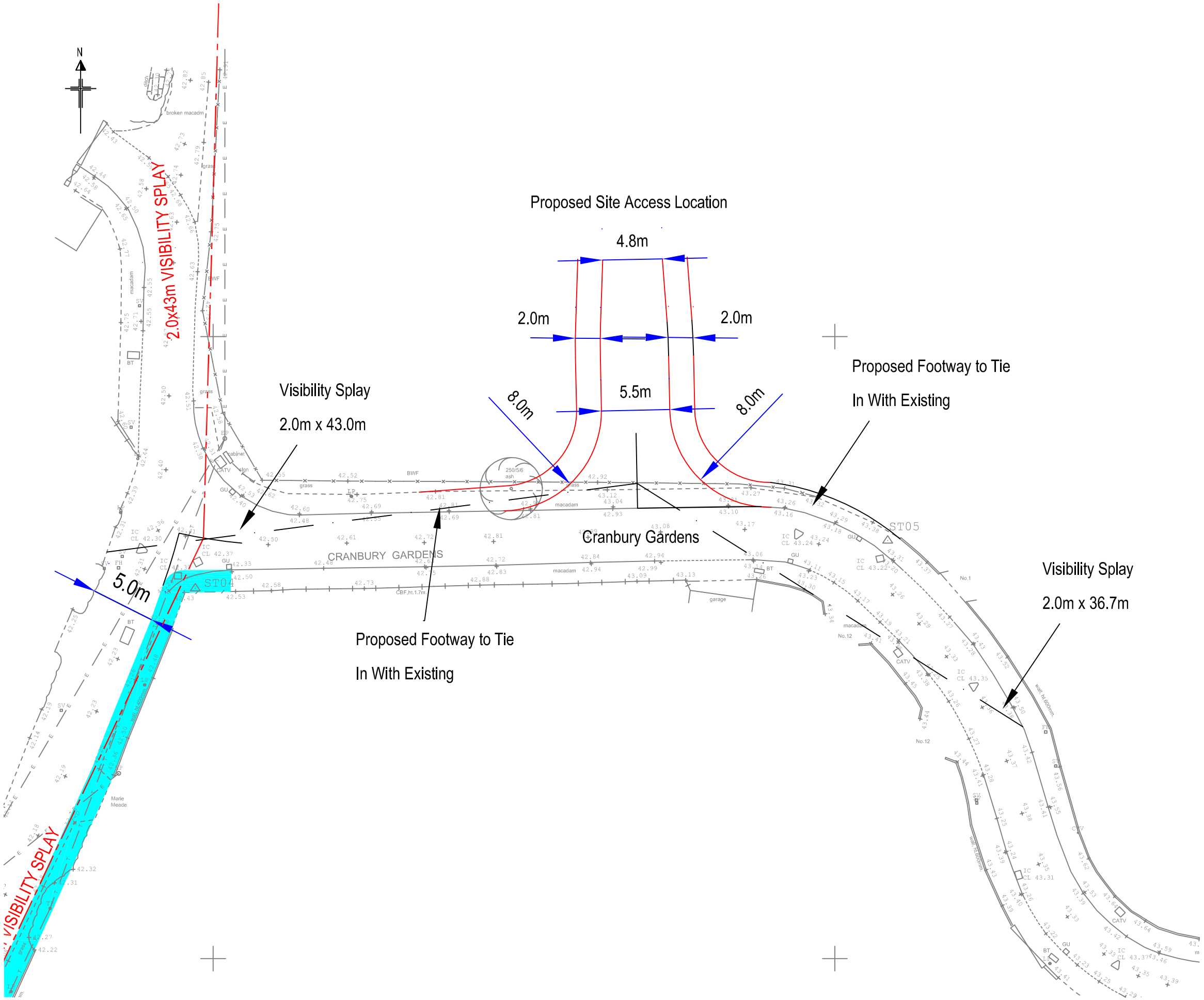
Summary			Westbound																	
	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
--	43099	43099	249	413	39744	204	2055	110	174	15	24	69	39	3	0	5.3	31	77.2	26676	61.9	35.8

Appendix E – Visibility Splay



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DRAWING NOTES:

Visibility splay length of 2.0m x 43.0m is based on a speed limit of 30mph. The bend on Cranbury Gardens to the east of the proposed access will reduce speeds down to circa 20mph and from the junction with Green Lane to again circa 20mph. Manual for Streets requires a visibility splay for 20mph of 23.0m.

Therefore the visibility splays indicated below exceed that required for the actual speeds likely to be achieved along Cranbury Gardens

REV	REVISION	DATE	BY	CHKD
-	PRELIMINARY ISSUE	16.07.15	JK	MR

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PARTNERSHIP HOUSE
MOORSIDE ROAD
WINCHESTER
HAMPSHIRE SO23 7RX

TEL: 01962 834400
FAX: 01962 834411
WWW.RIDGE.CO.UK

CLIENT: LANDHOLD CAPITAL

CONTRACTOR CLIENT:

PROJECT: GREEN LANE BURSLEDON

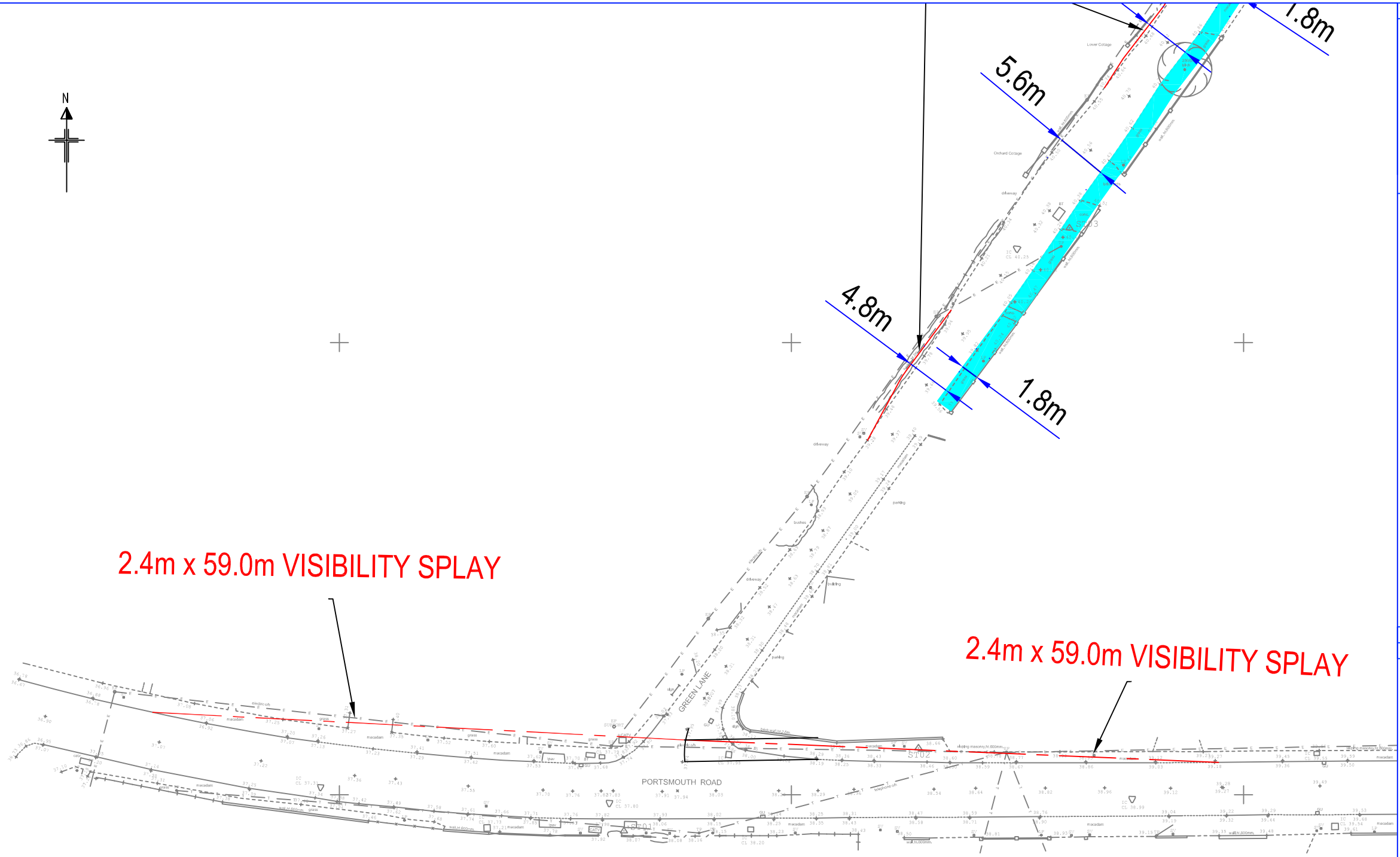
TITLE: PROPOSED SITE ACCESS VISBILITY SPLAY ONTO CRANBURY GARDENS

DRAWN BY:	CL	SCALE:	NTS @ A3
CHECKED BY:	PW	DATE:	02.11.15

STATUS: PRELIMINARY

DRAWING NO: -

JOB NO:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
150441	RDG	XX	ST	PL	C	0056	-



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DRAWING NOTES:

REV	REVISION	DATE	BY	CHKD
-	PRELIMINARY ISSUE	16.07.15	JK	MR

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CLIENT: LANDHOLD CAPITAL

CONTRACTOR CLIENT:

PROJECT: GREEN LANE BURSLEDON

TITLE: PROPOSED FOOTWAY & VISIBILITY LAYOUT

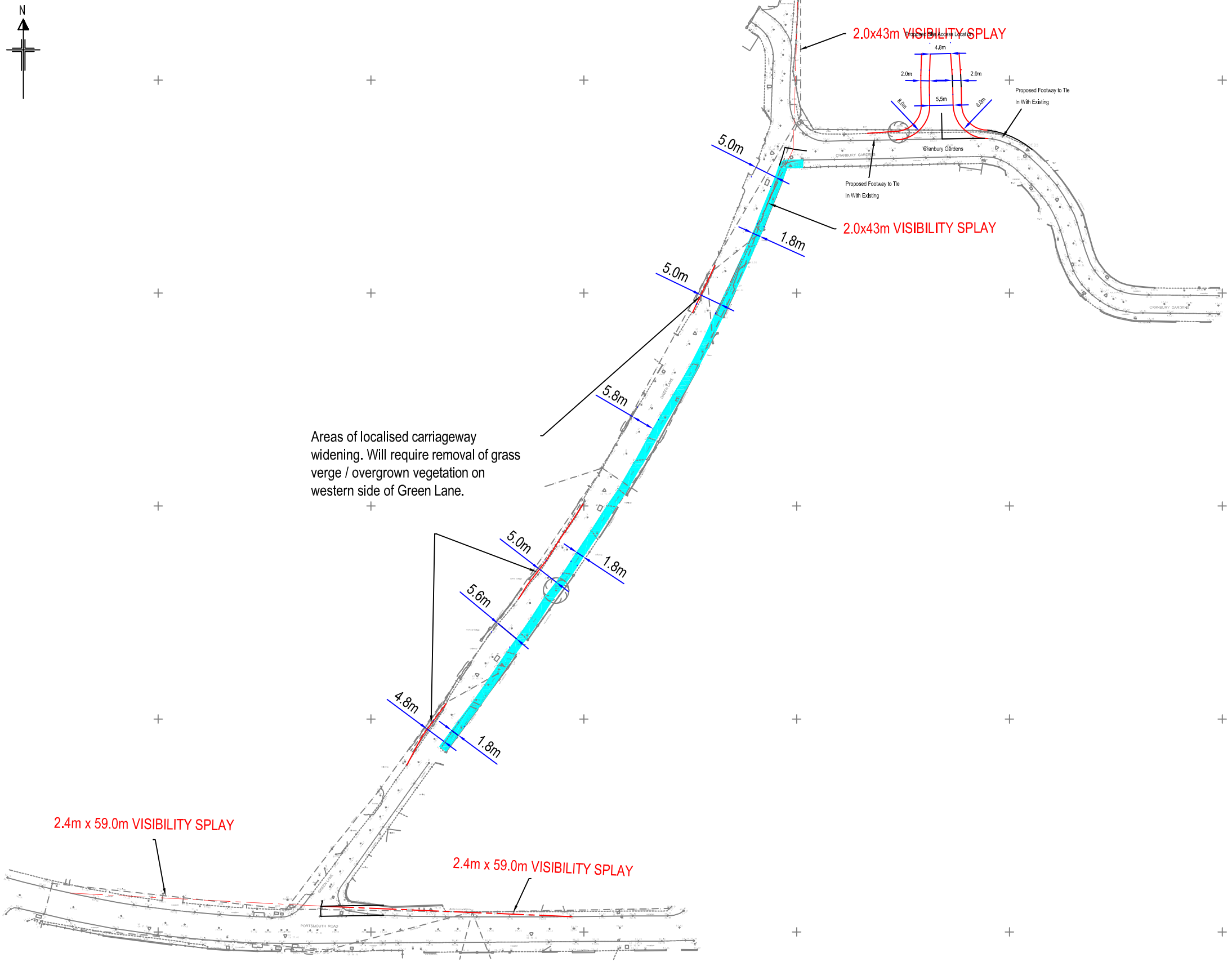
DRAWN BY:	JK	SCALE:	1:500 @ A3
CHECKED BY:	PW	DATE:	27.10.15

STATUS: PRELIMINARY

DRAWING NO: -

JOB NO:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
150441	RDG	XX	ST	PL	C	0051	-

Appendix F – Footway Design



Areas of localised carriageway widening. Will require removal of grass verge / overgrown vegetation on western side of Green Lane.

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REV	REVISION	DATE	BY	CHKD
-	PRELIMINARY ISSUE	16.07.15	JK	MR

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CLIENT: LANDHOLD CAPITAL

CONTRACTOR CLIENT:

PROJECT: GREEN LANE BURSLEDON

TITLE: PROPOSED FOOTWAY & VISIBILITY LAYOUT

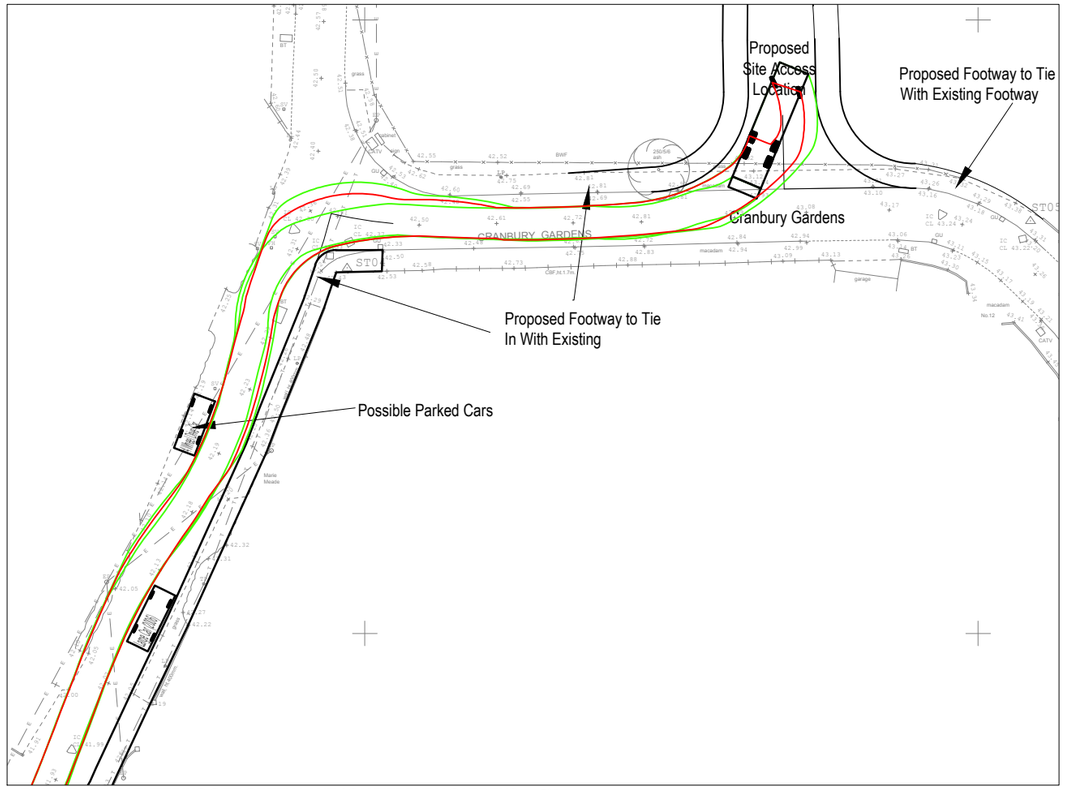
DRAWN BY:	JK	SCALE:	1:1000 @ A3
CHECKED BY:	PW	DATE:	27.10.15

STATUS: PRELIMINARY

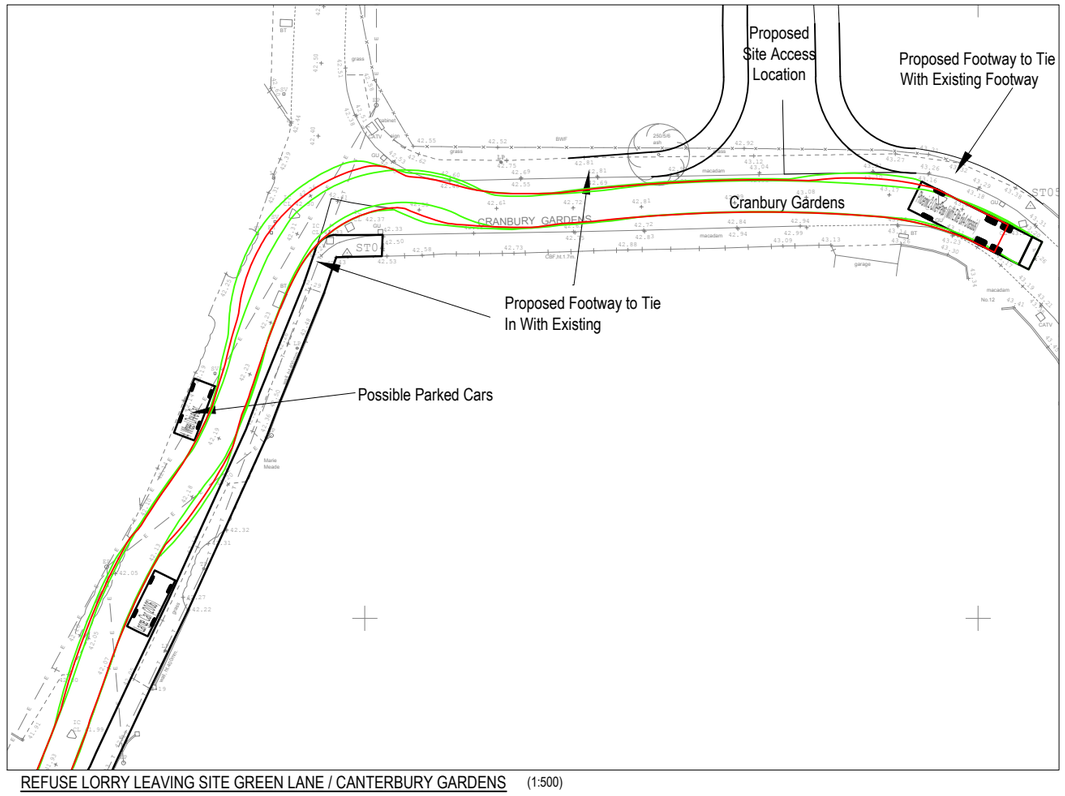
DRAWING NO: -

JOB NO:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
150441	RDG	XX	ST	PL	C	0051	-

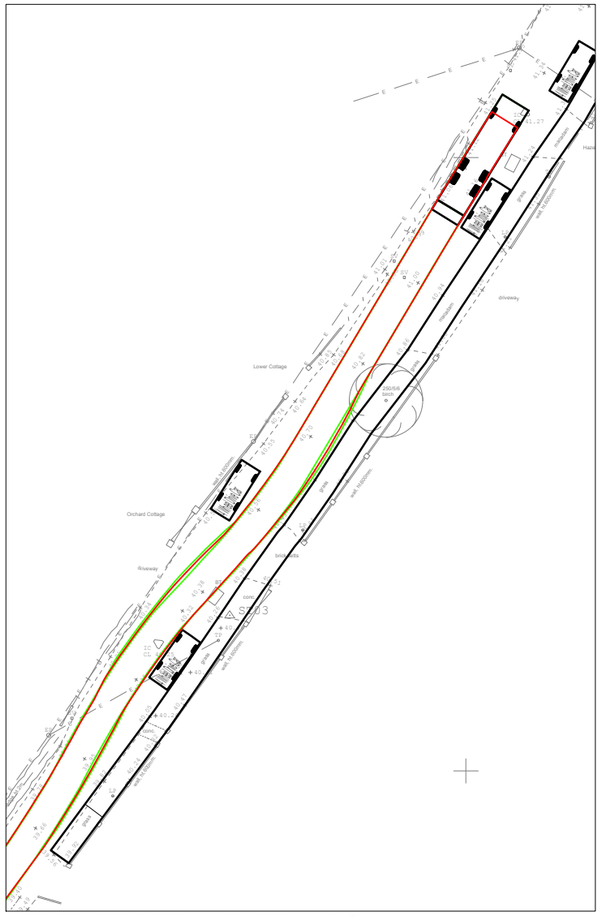
Appendix G – Tracking



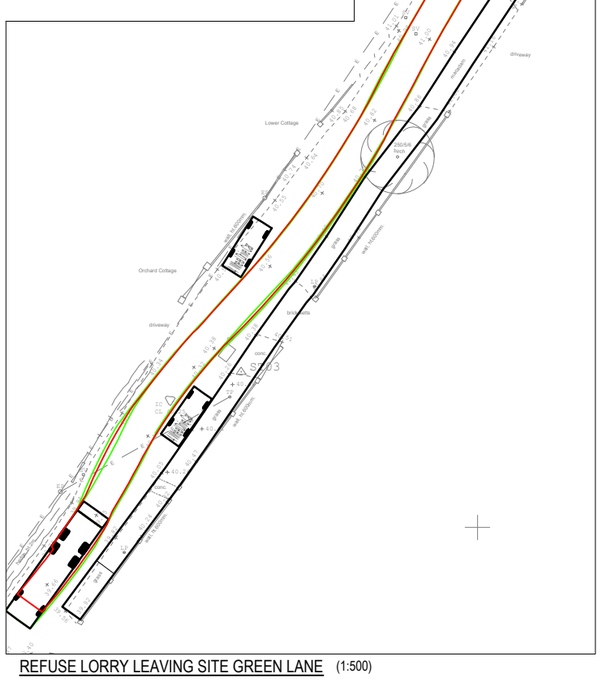
REFUSE LORRY ENTERING SITE GREEN LANE / CANTERBURY GARDENS (1:500)



REFUSE LORRY LEAVING SITE GREEN LANE / CANTERBURY GARDENS (1:500)



REFUSE LORRY ENTERING SITE GREEN LANE (1:500)



REFUSE LORRY LEAVING SITE GREEN LANE (1:500)

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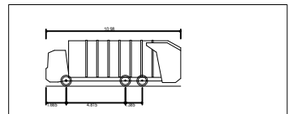

Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	10.980m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.000m

N

REV	REVISION	DATE	BY	CHKD
-	PRELIMINARY ISSUE	02.11.15	MJS	MR

ORIGINATOR:

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CLIENT: LANDHOLD CAPITAL

CONTRACTOR CLIENT:

PROJECT: GREEN LANE BURSLEDON

TITLE: PROPOSED REFUSE VEHICLE ACCESS & EGRESS

DRAWN BY:	MJS	SCALE:	1:500 @ A3
CHECKED BY:	PW	DATE:	02.11.15

STATUS: PRELIMINARY

DRAWING NO: -

JOB NO:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
150441	RDG	XX	ST	PL	C	0055	-

Appendix H - TRICS Report

TRICS 7.2.1
Trip Rate P Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

2	SOUTH EAST		
	ES	EAST SUSS	1 days
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUS	1 days
3	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	2 days
4	EAST ANGLIA		
	CA	CAMBRIDG	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
5	EAST MIDLANDS		
	LN	LINCOLNSH	3 days
6	WEST MIDLANDS		
	SH	SHROPSHI	4 days
	ST	STAFFORD	2 days
	WK	WARWICKS	2 days
	WM	WEST MIDI	1 days
7	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EA	2 days
	NY	NORTH YO	7 days
	SY	SOUTH YO	1 days
8	NORTH WEST		
	CH	CHESHIRE	4 days
	GM	GREATER M	1 days
	LC	LANCASHI	1 days
	MS	MERSEYSI	1 days
9	NORTH		
	CB	CUMBRIA	2 days
	TW	TYNE & WE	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter: Number of dwellings
Actual Ran 6 to 432 (units:)
Range Sele 6 to 100 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/07 to 11/12/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Monday 9 days
Tuesday 14 days
Wednesday 6 days
Thursday 8 days
Friday 8 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual cou 45 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Centi 0
Edge of To 4
Suburban A 20
Edge of To 21
Neighbourh 0
Free Standi 0
Not Known 0
This data d Edge of Tc Suburban , Neighbourhoo Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 0
Residential 37
Retail Zone 0
Built-Up Zo 0
Village 0
Out of Tow 0
High Street 0
No Sub Cat 8
This data d Industrial , Developme Residential Zo Retail Zone Built-Up Z Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	43 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
1,001 to 5 8 days
5,001 to 1 12 days
10,001 to 16 days
15,001 to 2 9 days
20,001 to 2 5 days
25,001 to 5 5 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 2 5 days
25,001 to 4 days
50,001 to 2 days
75,001 to 10 days
100,001 to 7 days
125,001 to 7 days
250,001 to 9 days
500,001 or 1 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 14 days
1.1 to 1.5 30 days
1.6 to 2.0 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 2 days
No 43 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 CA-03-A-04 DETACHED CAMBRIDGESHIRE
THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 9
Survey date TUESDAY 18/10/2011 Survey Typ MANUAL
2 CB-03-A-03 SEMI DETA CUMBRIA
HAWKSHEAD AVENUE
WORKINGTON
Edge of Town
Residential Zone
Total Number of dwelli 40
Survey date THURSDAY 20/11/2008 Survey Typ MANUAL
3 CB-03-A-04 SEMI DETA CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwelli 82
Survey date FRIDAY 24/04/2009 Survey Typ MANUAL
4 CH-03-A-02 HOUSES/FL CHESHIRE
SYDNEY ROAD
CREWE
Edge of Town
Residential Zone
Total Number of dwelli 174
Survey date TUESDAY 14/10/2008 Survey Typ MANUAL
5 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwelli 17
Survey date TUESDAY 14/10/2008 Survey Typ MANUAL
6 CH-03-A-06 SEMI-DET., CHESHIRE
CREWE ROAD
CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwelli 129
Survey date TUESDAY 14/10/2008 Survey Typ MANUAL
7 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 11
Survey date TUESDAY 22/05/2012 Survey Typ MANUAL

8 CW-03-A-0: SEMI D./DE CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 73
Survey date TUESDAY 18/09/2007 Survey Typ MANUAL
9 DC-03-A-01 DETACHED DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 51
Survey date WEDNESDA 16/07/2008 Survey Typ MANUAL
10 DC-03-A-0{ BUNGALOV DORSET
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwelli 28
Survey date MONDAY 24/03/2014 Survey Typ MANUAL
11 ES-03-A-02 PRIVATE H EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwelli 37
Survey date FRIDAY 18/11/2011 Survey Typ MANUAL
12 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwelli 237
Survey date TUESDAY 13/05/2008 Survey Typ MANUAL
13 GM-03-A-1(DETACHED GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwelli 29
Survey date WEDNESDA 12/10/2011 Survey Typ MANUAL
14 LC-03-A-30 SEMI-DETA LANCASHIRE
WATSON ROAD

BLACKPOOL
Edge of Town Centre
Residential Zone
Total Number of dwelli 24
Survey date FRIDAY 14/06/2013 Survey Typ MANUAL
15 LN-03-A-01 MIXED HOL LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwelli 150
Survey date TUESDAY 15/05/2007 Survey Typ MANUAL
16 LN-03-A-02 MIXED HOL LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 186
Survey date MONDAY 14/05/2007 Survey Typ MANUAL
17 LN-03-A-03 SEMI DETA LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 22
Survey date TUESDAY 18/09/2012 Survey Typ MANUAL
18 MS-03-A-0: DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 15
Survey date FRIDAY 21/06/2013 Survey Typ MANUAL
19 NE-03-A-02 SEMI DETA NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwelli 432
Survey date MONDAY 12/05/2014 Survey Typ MANUAL

20 NE-03-A-03 PRIVATE H NORTH EAST LINCOLNSHIRE
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwelli 180
Survey date TUESDAY 20/05/2014 Survey Typ MANUAL
21 NF-03-A-01 SEMI DET. NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 27
Survey date TUESDAY 16/10/2012 Survey Typ MANUAL
22 NF-03-A-02 HOUSES & NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 98
Survey date MONDAY 22/10/2012 Survey Typ MANUAL
23 NY-03-A-03 PRIVATE H NORTH YORKSHIRE
NEW ROW

BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Total Number of dwelli 14
Survey date MONDAY 15/09/2008 Survey Typ MANUAL
24 NY-03-A-06 BUNGALOW NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 115
Survey date FRIDAY 14/10/2011 Survey Typ MANUAL
25 NY-03-A-07 DETACHED NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwelli 23
Survey date TUESDAY 18/10/2011 Survey Typ MANUAL
26 NY-03-A-08 TERRACED NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 21
Survey date MONDAY 16/09/2013 Survey Typ MANUAL
27 NY-03-A-09 MIXED HOU NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 52
Survey date MONDAY 16/09/2013 Survey Typ MANUAL
28 NY-03-A-10 HOUSES AN NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwelli 71
Survey date TUESDAY 17/09/2013 Survey Typ MANUAL
29 NY-03-A-11 PRIVATE H NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwelli 23
Survey date WEDNESDA 18/09/2013 Survey Typ MANUAL
30 SC-03-A-04 DETACHED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwelli 71
Survey date THURSDAY 23/01/2014 Survey Typ MANUAL

31 SF-03-A-01 SEMI DETA SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 77
Survey date WEDNESDA 23/05/2007 Survey Typ MANUAL
32 SF-03-A-02 SEMI DET./ SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwelli 230
Survey date THURSDAY 24/05/2007 Survey Typ MANUAL
33 SF-03-A-04 DETACHED SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 7
Survey date TUESDAY 23/10/2012 Survey Typ MANUAL
34 SH-03-A-03 DETATCHE SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwelli 10
Survey date FRIDAY 26/06/2009 Survey Typ MANUAL
35 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwelli 108
Survey date THURSDAY 11/06/2009 Survey Typ MANUAL
36 SH-03-A-05 SEMI-DETA SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwelli 54
Survey date THURSDAY 24/10/2013 Survey Typ MANUAL
37 SH-03-A-06 BUNGALOW SHROPSHIRE
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwelli 16
Survey date THURSDAY 22/05/2014 Survey Typ MANUAL
38 ST-03-A-05 TERRACED STAFFORDSHIRE 73.37778
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 14
Survey date WEDNESDA 26/11/2008 Survey Typ MANUAL
39 ST-03-A-06 SEMI-DET. STAFFORDSHIRE
STANFORD ROAD
BLAKENHALL
WOLVERHAMPTON
Edge of Town Centre
No Sub Category
Total Number of dwelli 17
Survey date FRIDAY 09/05/2014 Survey Typ MANUAL
40 SY-03-A-01 SEMI DETA SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 54
Survey date WEDNESDA 18/09/2013 Survey Typ MANUAL
41 TW-03-A-01 SEMI-DETA TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 16
Survey date MONDAY 07/10/2013 Survey Typ MANUAL
42 WK-03-A-01 TERRACED, WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwelli 6
Survey date FRIDAY 21/10/2011 Survey Typ MANUAL

43 WK-03-A-0: BUNGALOV WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwelli 17
Survey date THURSDAY 17/10/2013 Survey Typ MANUAL
44 WM-03-A-0 MIXED HOU WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwelli 84
Survey date MONDAY 24/09/2007 Survey Typ MANUAL
45 WS-03-A-0 MIXED HOU WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwelli 151
Survey date THURSDAY 11/12/2014 Survey Typ MANUAL

This sectio it displays the selecte the day of the and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:0	45	73	0.075	45	73	0.269	45	73	0.344
08:00-09:0	45	73	0.153	45	73	0.39	45	73	0.543
09:00-10:0	45	73	0.15	45	73	0.183	45	73	0.333
10:00-11:0	45	73	0.138	45	73	0.17	45	73	0.308
11:00-12:0	45	73	0.168	45	73	0.161	45	73	0.329
12:00-13:0	45	73	0.181	45	73	0.165	45	73	0.346
13:00-14:0	45	73	0.164	45	73	0.155	45	73	0.319
14:00-15:0	45	73	0.172	45	73	0.188	45	73	0.36
15:00-16:0	45	73	0.279	45	73	0.204	45	73	0.483
16:00-17:0	45	73	0.289	45	73	0.18	45	73	0.469
17:00-18:0	45	73	0.339	45	73	0.202	45	73	0.541
18:00-19:0	45	73	0.246	45	73	0.187	45	73	0.433
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.354			2.454			4.808

Parameter summary

Trip rate pa 6 - 432 (units:)
Survey dat 01/01/07 - 11/12/14
Number of 45
Number of 0
Number of 0
Surveys ma 2
This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.