

## **APPENDIX M.**    Option 4 – PADR and Responses

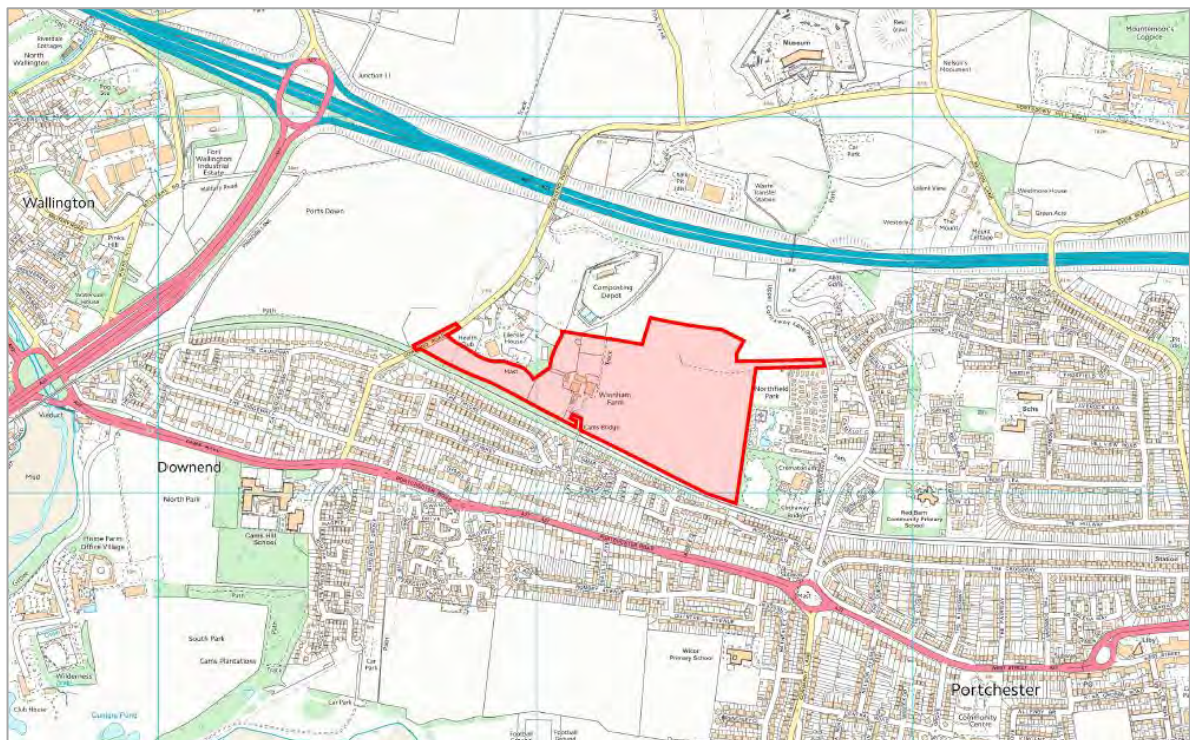
## Technical Note

Project No: ITB12212  
Project Title: Downend Road, Portchester  
Title: Pre-Application Design Review Submission  
Ref: TW/RS/ITB12212-051  
Date: 6 February 2020

### SECTION 1 Introduction

- 1.1 i-Transport has been appointed by Miller Homes to provide highways and transport advice for a development for up to 350 dwellings to the east of Downend Road. This site is identified as a draft allocation in the emerging Fareham Local Plan.
- 1.2 The site is located to the west of Portchester District Centre. It is bordered by the M27 to the north, Downend Road to the west, Upper Cornaway Lane (a Public Right of Way) to the east and the Portsmouth – Southampton railway line and The Thicket to the south. The location of the site is shown on **Figure 1**, with an extract shown at **Image 1.1** below.

**Image 1.1: Site Location**



## 1.3 Brief Planning Background

1.3.1 A previous planning application was submitted in January 2018 which considered the potential impacts of up to 350 dwellings. As part of the application it was proposed to provide pedestrian provision across Downend Road Railway Bridge. Three options were presented to HCC:

- 1 **Option 1 – Virtual Footway** - This includes a demarcated surface to highlight the presence of pedestrians whilst retaining existing two-way traffic width.
- 2 **Option 2 – Footway Improvement** - This includes narrowing of the carriageway to 4.8m width to enable a 1.2m footway to be delivered.
- 3 **Option 3 – Priority Shuttle Working** - This includes the provision of a priority working arrangement with priority given to northbound vehicles.

1.3.2 HCC considered each of these options and considered that Options 2 and 3 were both acceptable options. HCC agreed that the delivery of either Option 2 or Option 3 would provide safe operation of the bridge, taking account of the agreed impacts created by this development. In addition to the proposed bridge options. The proposed site access was also considered as acceptable.

1.3.3 The planning application was refused (against officer recommendation) and was dismissed at appeal in November 2019 for the unacceptable operation of Downend Road Railway Bridge. Option 2 was dismissed due to the inadequate provision for pedestrians via Downend Road whilst Option 3 was dismissed because of vehicle queuing and driver delay which would arise as a result of the proposed development.

1.3.4 In the appeal decision, the Inspector implied that discounting Option 4 was premature and may provide some benefit. Therefore, as part of a resubmission of the planning application it is proposed to provide an alternative option (Option 4) for Downend Road Railway Bridge.

1.3.5 In line with Hampshire County Council's (HCC) Section 278 Procedures, this Pre-Application Design Review has been submitted to establish the acceptability of the revised access works 'in principle'. A full S278 design check would follow after the grant of planning consent.

1.3.6 HCC identifies the level of information required to support a Pre-Application Design Review in its 'Section 278 Technical Submission Requirements' document (July 2016). This identifies the following information as a guide to what is likely to be needed and is presented in the following sections:

- General Arrangement Drawing;

- Road Safety Audit;
- Speed Data;
- Traffic Data; and
- Traffic Accident Figures.

## SECTION 2      Baseline Data

### 2.1      Introduction

2.2      To inform the design of Option 4, baseline traffic data has been collected to determine the existing traffic speeds and flows and to consider the safety record.

### 2.3      Traffic Flows

2.3.1      Automatic Traffic Counts (ATC) were undertaken between Tuesday 26 November 2019 and Monday 2 December 2019 on Downend Road both north and south of the railway bridge. The location of the survey is shown indicatively on **Image 2.1** below and the traffic data is included within **Appendix A**.

**Image 2.1: ATC Locations**



2.3.2      The traffic data obtained from the week long ATC is summarised in **Table 2.1** which demonstrates the 5 day average, two way traffic flows. During the morning peak hour there are approximately 576 two way movements whilst in the evening peak hour there are approximately 484 two-way movements.

**Table 2.1: Observed Traffic Data (5 Day Average)**

Road	Direction	Morning Peak Hour (08:00-09:00)	Evening Peak Hour (17:00-18:00)
Downend Road*	Northbound	329	253
	Southbound	247	231
	Two-Way	576	484

Source: Traffic Surveys

\*Note: Traffic flows taken from northern ATC

## 2.4 Traffic Speeds

- 2.4.1 In addition to the number of vehicle movements in the morning and evening peak hours, vehicle speeds were also obtained along Downend Road. As well as the November 2019 surveys, previous surveys were also undertaken in September 2019 and November 2016 to the north of the bridge. A speed survey to the south of the bridge was also undertaken in November 2016. The highest recorded 85<sup>th</sup> percentile weekday dry weather speeds are presented in **Tables 2.2** and **2.3**.

**Table 2.2: Observed 85<sup>th</sup> Percentile Speeds (North of the Bridge)**

Direction	85 <sup>th</sup> Percentile (mph)
<b>November 2016</b>	
Northbound	41.02
Southbound	37.48
<b>September 2019 (Radar Survey)</b>	
Northbound	38.0 - 39.2
Southbound	36.0 - 37.0
<b>November 2019</b>	
Northbound	44.3
Southbound	44.5

Source: Traffic Surveys

Note: Speeds have not been adjusted for wet weather

**Table 2.3: Observed 85<sup>th</sup> Percentile Speeds (South of the Bridge)**

Direction	85 <sup>th</sup> Percentile (mph)
Northbound	31.6
Southbound	30.5

Source: Traffic Surveys

Note: Speeds have not been adjusted for wet weather



2.4.2 Based on the observed 85<sup>th</sup> percentile speeds and HCC's Technical Guidance Note (TG3), a southbound SSD of 120m from the northern approach and northbound SSD of 90m from the southern approach to the bridge are provided.

## 2.5 Relevant Design Guidance

2.5.1 HCC's TG3 Note states that DMRB criteria is applied to all new and existing approaches to traffic signal controlled junctions, therefore DMRB standards have been applied to both bridge approaches.

## 2.6 Local Accident Record

2.6.1 Personal Injury Accident (PIA) Data was obtained from Hampshire Constabulary for the most recently available ten-year period between 01/04/2009 to 21/03/2019. The area comprised Downend Road from the junction of The Thicket to the south and the junction of Ellerslie Hotel to the north. The location of the accidents is shown below on **Image 2.2** below and the full accident report can be found in **Appendix B**.

**Image 2.2: PIA Locations**



2.6.2 In total there were nine accidents which occurred during the last 10 years. In total there were five serious accidents and four slight accidents recorded within the study area. A summary of the accidents is provided in **Table 2.4**.

**Table 2.4: Accident Summary**

Accident Number	Date	Severity	Description
1	09/08/2009	Serious	Veh 1 (M/C) heading north along Downend Road and approaching bend was confronted by Veh 2 heading in opposite direction, which was partially across centreline. Veh 1 tried to avoid and lost control leaving carriageway.
2	11/05/2012	Serious	Veh 2 travelling NW out of gym turned right onto Downend Road and pulled out in front of Veh 1 travelling SW causing collision. Veh 1 lost control and left the road.
3	07/02/2013	Slight	Veh 1 exiting gym car park turning right in NE direction onto Downend Road fails to judge speed of Veh 2 travelling SW and collides.
4	28/10/2013	Slight	Veh 1 travelling NW out of gym turns right onto Downend Road into path of Veh 2 travelling SW. Veh 2 braked suddenly causing following Veh 3 (M/C) to collide with rear of Veh 2.
5	12/10/2014	Serious	Veh 1 (M/C) travelling north east along Downend Road around right hand bend when vehicle lost control.
6	18/09/2015	Slight	Veh 1 travelling NW out of gym turns right onto Downend Road and collides with Veh 2 travelling SW.
7	04/05/2016	Serious	Veh 1 travelling SW along Downend Road veered into wrong side of road when travelling over the bridge and collided with oncoming vehicle.
8	22/08/2016	Slight	Veh 1 (Cyclist) travelling SW along Downend Road lost control.
9	11/07/2018	Serious	Veh 1 travelling SW along Downend Road when driver loses control of veh and possibly striking verge. Veh 1 slides and rotates clockwise and then collides with tree

Source: Hampshire Constabulary

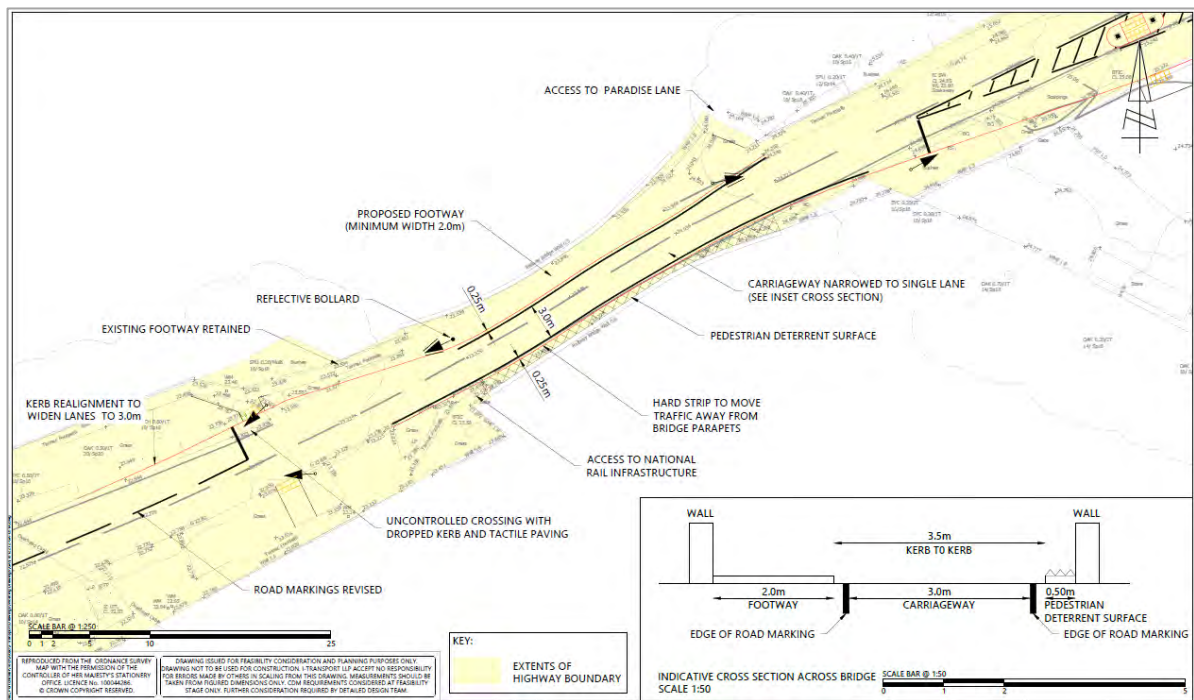
- 2.6.3** An assessment of accident data over the last 10 year period records no accidents occurring at the bridge that involve any vulnerable road user (pedestrian, cyclist, motor cyclist) in that ten year period. Whilst there is a history of accidents at the Ellerslie Hotel junction, no accident has occurred there for four years which does not suggest there is a prevailing accident issue in this location
- 2.6.4** The overall number and cause of accidents does not suggest a specific issue at any particular location (e.g. there is not a pattern that suggests a problem with the road layout).



## SECTION 3 General Arrangement and Work Overview

- 3.1 The existing bridge currently allows for two-way traffic movements across a carriageway varying between 3.85m and 4.72m wide, which is denoted by edge of carriageway marking and a centre line. There is currently no formal footway provision across the bridge, with only a virtual footway connecting the existing provision on either side of Downend Road. This margin varies in width between 0.99m and 1.44m.
- 3.2 The proposed arrangement is to provide a traffic signal controlled scheme as shown on **Drawing ITB12212-GA-051A** and is shown below on **Image 3.1**.

**Image 3.1: Option 4 – Traffic Signal Shuttle Working Scheme**



- 3.3 The scheme would operate as a shuttle working which would be operated by a traffic signal control. This option would provide a 2.0m wide footway along the northern side of the bridge with a carriageway width of 3.5m. This road width would allow all vehicles to travel safely in a single direction, including HGV's, which is demonstrated on **Drawing ITB12212-GA-052A**.

### 3.4 Design Considerations

- 3.4.1 As a result of the deferral of the planning committee in January 2019 for the previous application, Option 4 was presented to HCC in early 2019. HCC identified a number of design considerations which

would need to be addressed during any future design and these are summarised below in **Table 3.1** along with a designer's response.

**Table 3.1: Design Considerations**

HCC Comment	Design Response
Design Speed for the westbound / southbound approach to be confirmed by speed survey	Three sets of speed surveys have been undertaken have been carried out on approach to the bridge. The 85%ile speeds on this approach were 37.5mph, 37.0mph and 44.5mph. These speeds support the use of a 120m SSD in line with the existing 40mph speed limit.
120m SSD is required on the westbound approach to the nearside signal head	This has been achieved and is shown on <b>Drawing ITB12212-GA-049B.</b>
120m SSD required to the projected queue (50m back from stop line)	This has been achieved and is shown on <b>Drawing ITB12212-GA-049B.</b>
90m SSD is required on the eastbound approach to the nearside signal head	This has been achieved and is shown on <b>Drawing ITB12212-GA-049B.</b>
900m SSD required to the projected queue (50m back from stop line)	This has been achieved and is shown on <b>Drawing ITB12212-GA-049B.</b>
Southern Stop line to be widened to 3.0m	This has been achieved and is shown on <b>Drawing ITB12212-GA-051A.</b>
Northern Stop line to be widened to ensure exit lane width of 3.0m	This has been achieved and is shown on <b>Drawing ITB12212-GA-051A.</b>
Hatched area should be provided as footway	This has been achieved and is shown on <b>Drawing ITB12212-GA-051A.</b>
Uncontrolled pedestrian crossing on northern side of bridge could be integrated into junction.	This was confirmed with HCC during the previous meeting that this was not required, and the refuge crossing as part of the site access will be retained.
Speed Survey Data required to confirm design speed	This data has been obtained and is presented in Section 2.4.
Stage 1 Road Safety Audit required	The Stage 1 RSA has been commissioned and the results are present in Section 3.6.

**3.4.2** Since the decision of the appeal a meeting was held with HCC in November 2019 to discuss Option 4 as the current proposed improvement for Downend Road Railway Bridge. HCC agreed that the modelling was acceptable (as set out in Section 3.5) and is suitable in design terms subject to a design check.

## 3.5 Junction Modelling

3.5.1 An assessment using LinSig has been carried out to consider the future performance of Option 4. When Option 4 was first introduced, although HCC stated that the additional delay was unnecessary, the modelling which was undertaken as part of the proposal was agreed. The results for the morning (0700 – 1000) and evening (1600 – 1900) periods have been summarised below in **Table 3.2** and the full assessment outputs can be found in **Appendix C**.

**Table 3.2: Option 4 – LinSig Results – 2026 with Development – Morning Period**

Approach	Time Period	Degree of Saturation	Mean Max Queue (pcu)	Average Delay per PCU (s/pcu)
Downend Road - South	0700 - 0800	68.4%	6.1	21.7
	0800 – 0900	68.2%	3.1	21.6
	0900 – 1000	53.2%	3.1	19.2
Downend Road – North	0700 - 0800	71.1%	5.6	29.1
	0800 – 0900	71.3%	5.7	29.2
	0900 – 1000	50.8%	2.8	20.5

Source: LinSig

**Table 3.3: Option 4 – LinSig Results – 2026 with Development – Evening Period**

Approach	Time Period	Degree of Saturation	Mean Max Queue (pcu)	Average Delay per PCU (s/pcu)
Downend Road - South	1600 – 1700	63.7%	4.4	22.6
	1700 – 1800	66.3%	5.0	22.2
	1800 – 1900	54.6%	3.0	20.8
Downend Road – North	1600 – 1700	64.7%	4.8	23.1
	1700 – 1800	63.4%	4.4	24.1
	1800 – 1900	51.1%	3.0	19.2

Source: LinSig

3.5.2 The results demonstrate that the shuttle working priority working will work comfortably within capacity during the future year of 2026. The queuing would be limited during the day and in the morning peak hour the highest vehicle delay will be some 29 seconds on the northern side of the railway bridge, whilst in the evening peak the highest delay will be some 24 seconds.

## 3.6 Road Safety Audit

3.6.1 To consider the safety of the proposed junction arrangement, a Stage 1 Road Safety Audit (compliant with GG119) has been completed. This is presented in **Appendix D**. The Audit raised five safety concerns which have been addressed in the final scheme and the Designer's Response (which has been accepted by the Auditor) and is summarised below in **Table 3.4**.

**Table 3.4: Stage 1 RSA – Designers Response**

Problem Number	Description of Problem	Designers Response
A.1.1	"The proposals slacken the centreline radius of the bend for westbound vehicles, however, vehicles could follow the racing line, travelling across the eastern taper of the right turn lane or opposing lane. A vehicle encroaching the opposing lane could give rise to head-on collisions or sideswipe type incidents. It is recommended that a splitter island with an appropriate keep left bollard is provided."	A splitter island was not deemed necessary within the previous Stage 1 Road Safety Audit or during the preliminary design check process, however adequate space is available within the hatched markings to accommodate a splitter island and therefore a splitter island can be provided. This amendment is shown on Drawing ITB12212-GA-014C.
A.2.1	"The uncontrolled crossing point allows for a good level of visibility to and from a pedestrian crossing, however, approaching vehicles may not become aware of the presence of the physical island. Vehicles could therefore clip the kerbs associated with the refuge which may give rise to loss of control type incidents. It is recommended that the appropriate keep left bollards are provided on the island to ensure the features are clearly visible."	Keep left bollards will be provided on the proposed refuge island. Details will be determined during the detail design stage however Drawing ITB12212-GA-014C has been updated to show this change.
A.2.2	"The proposed widening of Downend Road in order to allow for the provision of the right turn lane will result in a number of gullies being situated within the running carriageway. Road gullies within the wheel path of vehicles particularly those with two-wheels, increase the likelihood of the driver / rider losing control. It is recommended that road gullies are adjusted accordingly."	The presence of road gullies within the carriageway, will be assessed during the detail design stage and relocated if appropriate. A drainage strategy will be prepared and additional gullies provided if necessary, to ensure that surface water drains sufficiently.

Problem Number	Description of Problem	Designers Response
A.2.3	"Westbound vehicles travelling through the right turn lane may have limited forward visibility to the signal heads and become distracted by the presence of vehicles within the right turn lane, particularly during the hours of darkness when headlights are illuminated. A driver not becoming aware of the traffic signals at an appropriate distance could overshoot the stop line into the path of opposing vehicles. It is recommended that westbound drivers are made aware of the traffic signal control at a safe distance."	Forward visibility to the signal head, accords with the stopping sight distance associated with vehicles travelling at the 85th percentile speed observed. The extension of the 30mph limit and provision of the proposed right turn lane should assist in reducing vehicle speeds, nonetheless, a "Traffic Signals Ahead" warning sign can will be provided. Discussions will be held with the County Highway Authority during the detail design stage.
A.2.4	"Set of two primary signal heads are provided just past the stop line associated with northbound traffic, however, the driver of a vehicle waiting at the stop line may not have clear visibility of the signals. Limited visibility to the signals could result in a delay in commencing for the first vehicle at the stop line which could give rise to rear end shunts where queued start to move in anticipation when the signals change. It is recommended that a secondary signal is provided where clearly visible."	This is agreed subject to confirmation from HCC signals team and will be confirmed during detailed design stage. This amendment has been shown on Drawing ITB12212-GA-051A.

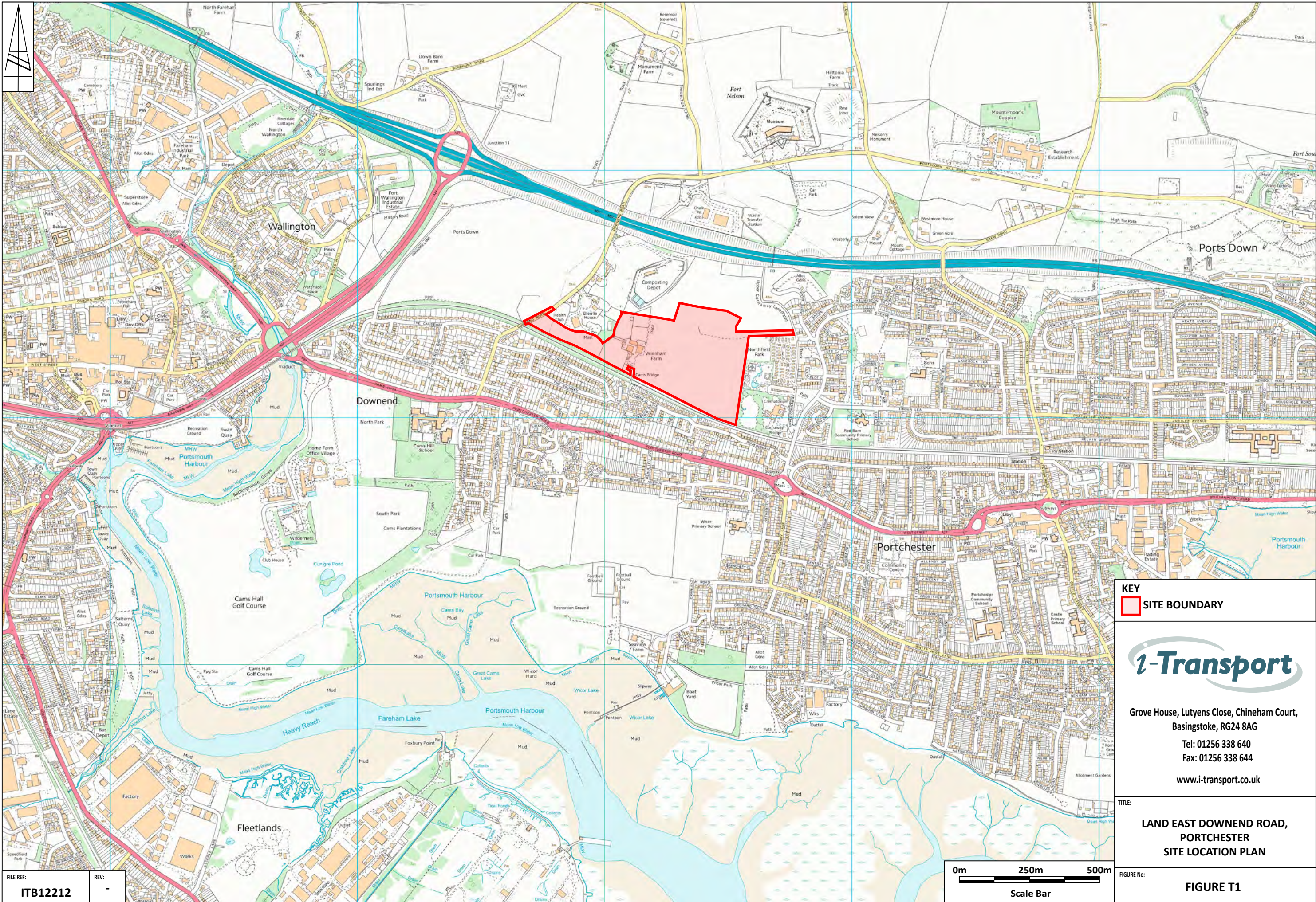
## 3.7 Summary

- 3.7.1 The proposed traffic signal shuttle working scheme has been designed to comply with the relevant design guidance with identified design speed applied. The work is shown to meet standards, operate adequately and the recommendations of an independent Road Safety Audit are acceptable and have been incorporated.



## FIGURES





FILE REF:	REV:
ITB12212	-

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KEY  
SITE BOUNDARY



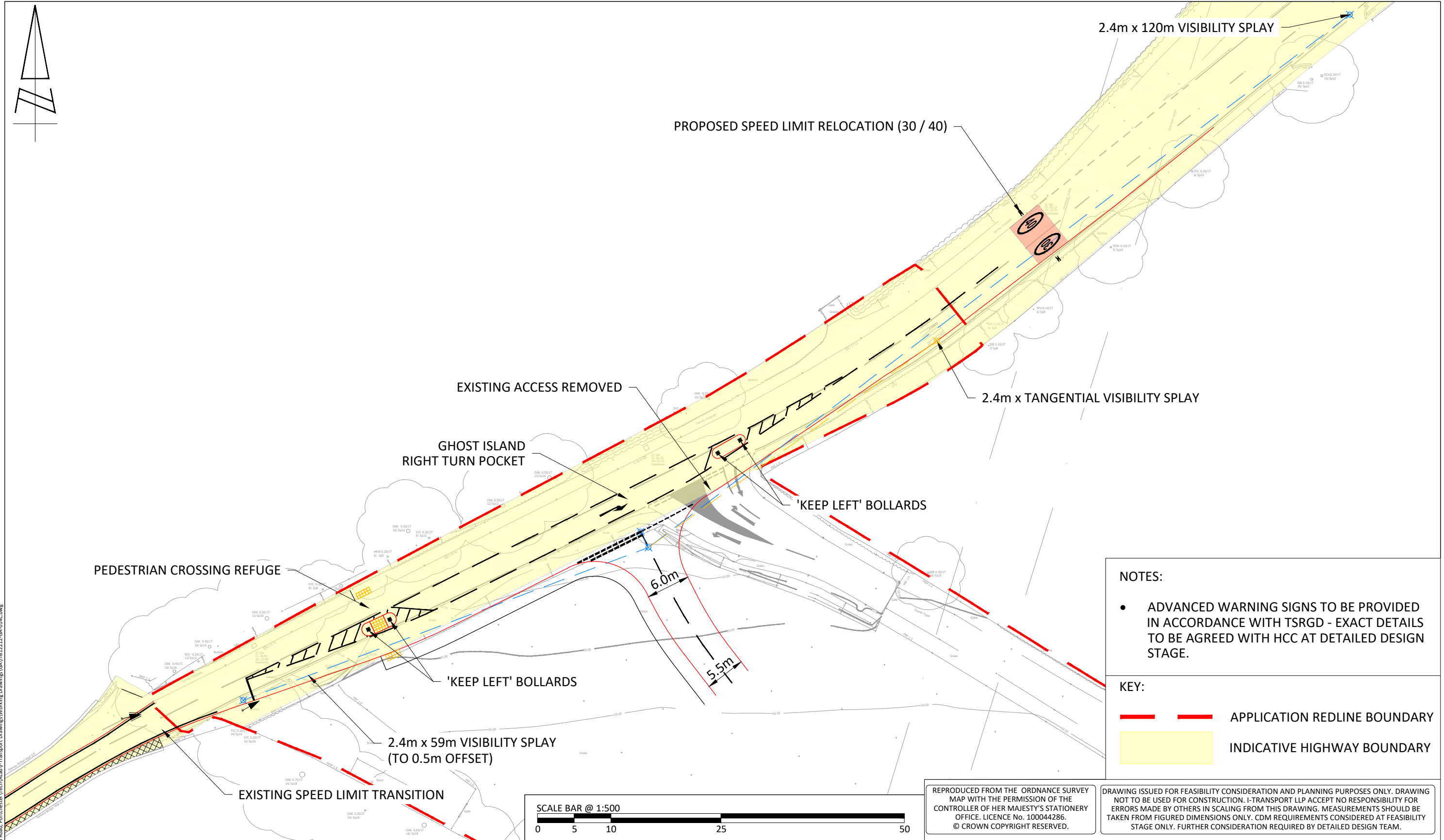
Grove House, Lutyens Close, Chineham Court,  
Basingstoke, RG24 8AG  
Tel: 01256 338 640  
Fax: 01256 338 644  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE:  
LAND EAST DOWNEND ROAD,  
PORTCHESTER  
SITE LOCATION PLAN

FIGURE No:  
FIGURE T1



## **DRAWINGS**



NOTES:

- ADVANCED WARNING SIGNS TO BE PROVIDED IN ACCORDANCE WITH TSRGD - EXACT DETAILS TO BE AGREED WITH HCC AT DETAILED DESIGN STAGE.

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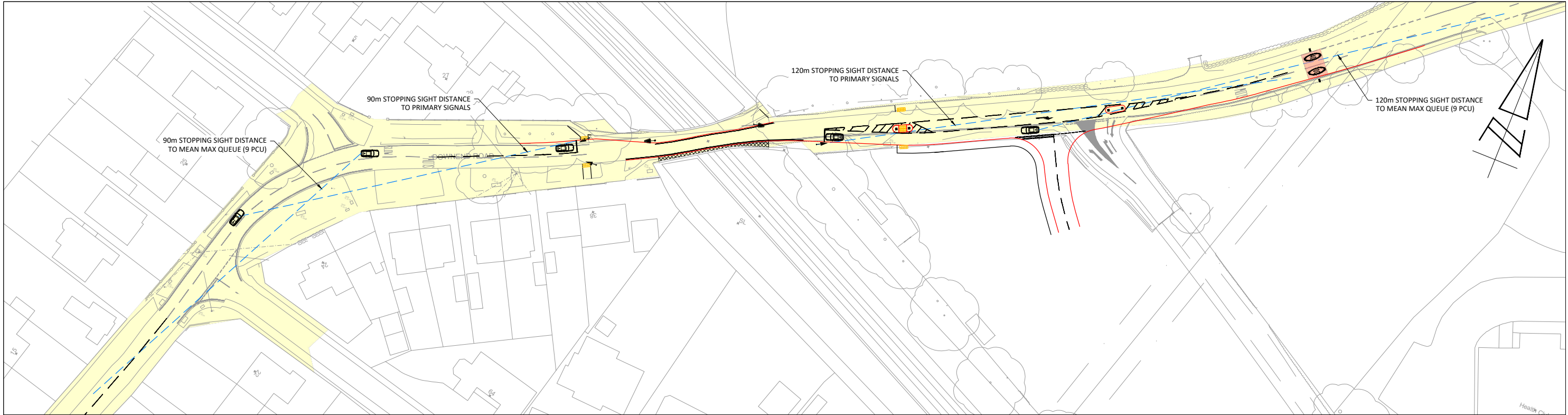
APPLICATION REDLINE BOUNDARY

INDICATIVE HIGHWAY BOUNDARY

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Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG  www.i-transport.co.uk				REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT:  DOWNEND ROAD, PORCHESTER		CLIENT:  MILLER HOMES	DRAWING No:  ITB12212-GA-014		
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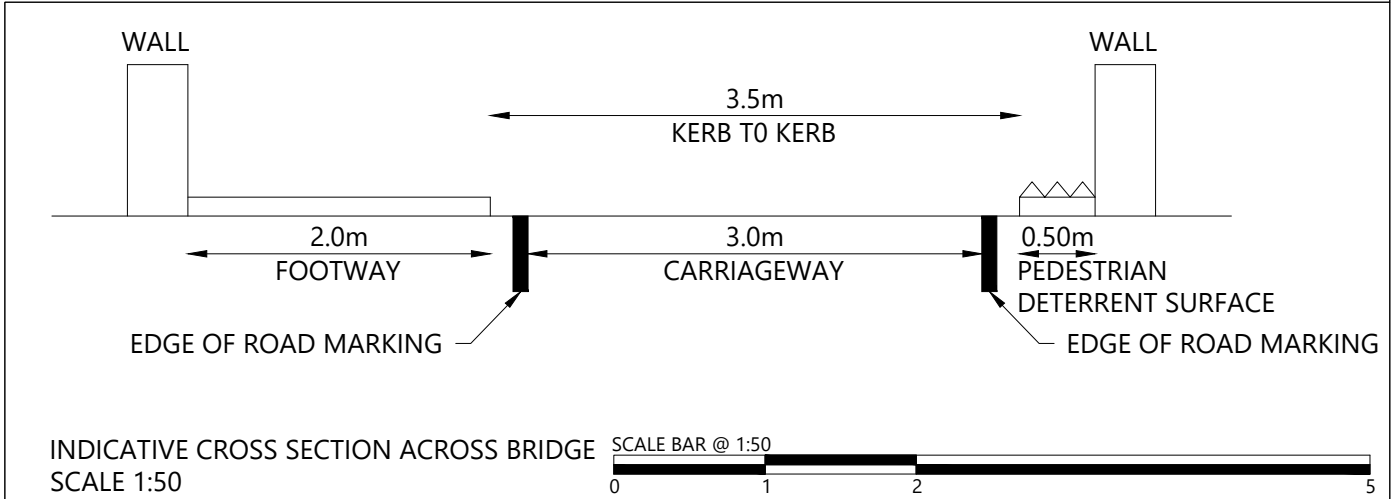
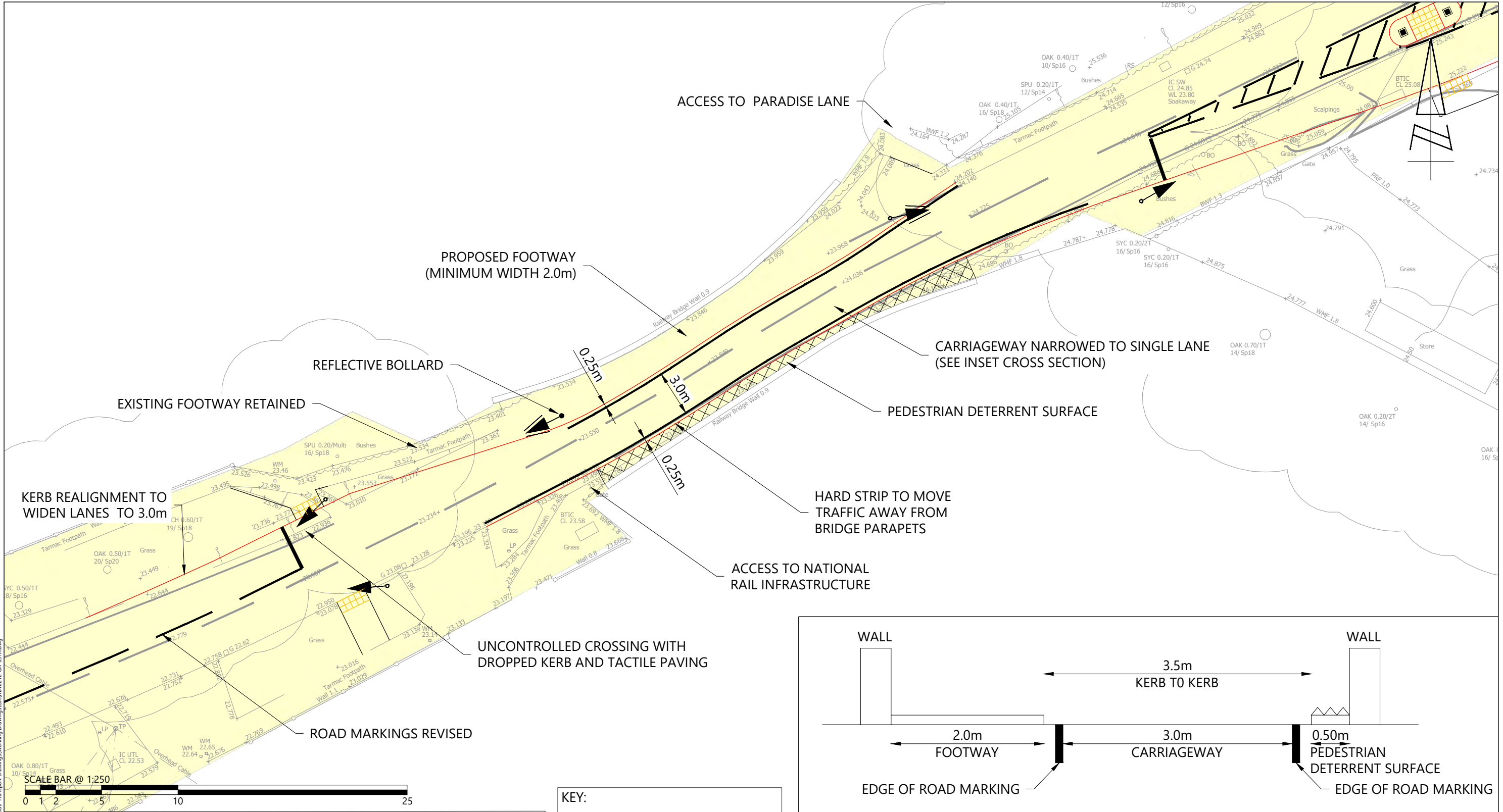
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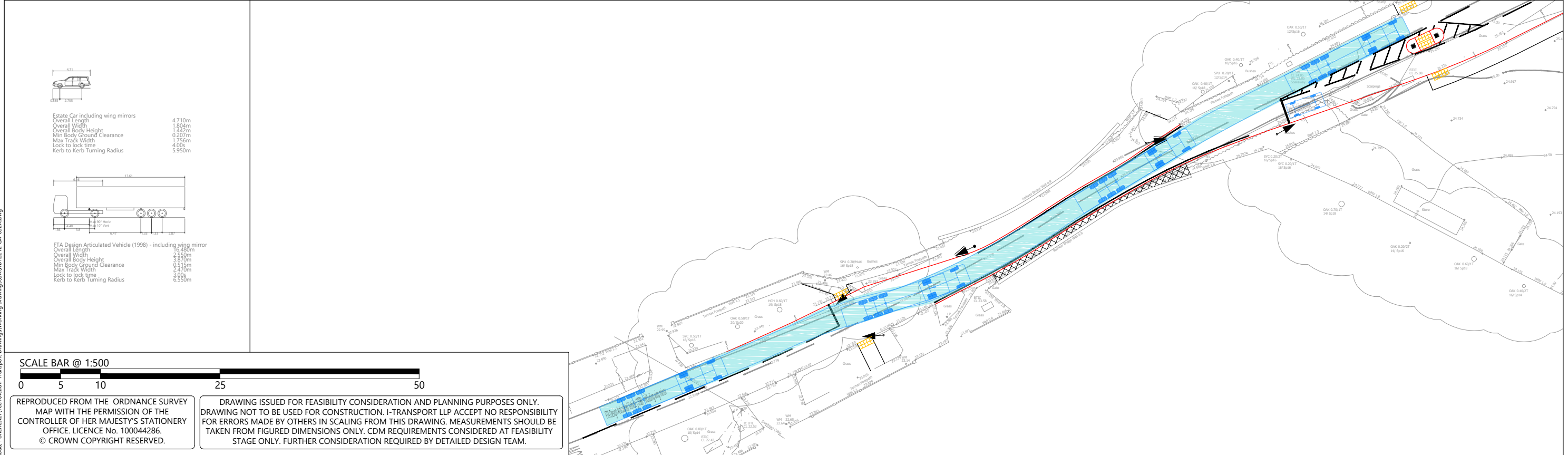
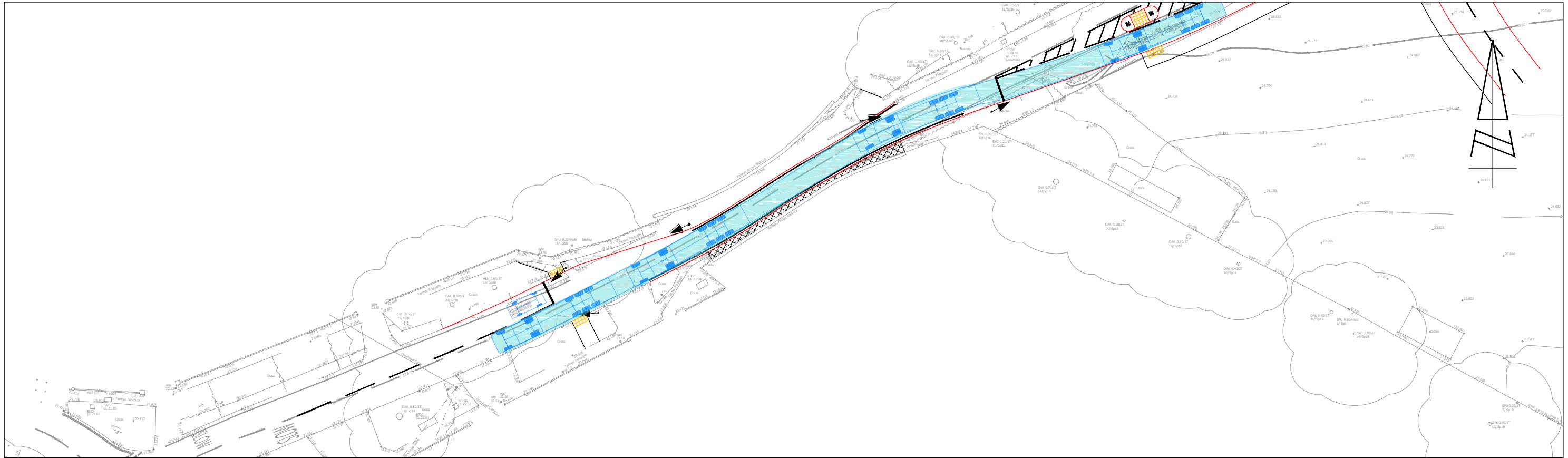
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KEY:

EXTENTS OF HIGHWAY BOUNDARY

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				STATUS: FOR INFORMATION				PROJECT: DOWNEND ROAD, PORTCHESTER		CLIENT: MILLER HOMES		REV: A	



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	STATUS: FOR INFORMATION								DRAWING No: ITB12212-GA-052		

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## **APPENDIX A. ATC DATA**

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11
Site No: 00008556		Site Reference: 00008556								
Downend Rd Portchester										
Vehicle Count Report			Week Begin: 26-Nov-19				Channel: Southbound			
Time	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day	
Begin	26/11/2019	27/11/2019	28/11/2019	29/11/2019	30/11/2019	01/12/2019	02/12/2019	Av	Av	
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6:00	88	91	92	76	27	18	82	86	68	
7:00	269	352	278	259	61	32	264	284	216	
8:00	248	295	252	210	106	56	228	247	199	
9:00	210	238	180	166	117	119	180	195	173	
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12:00	167	208	195	222	185	198	172	193	192	
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14:00	243	231	260	228	174	192	207	234	219	
15:00	296	323	297	263	179	171	294	295	260	
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17:00	239	236	244	212	86	101	222	231	191	
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19:00	174	155	168	101	77	78	138	147	127	
20:00	138	144	119	101	68	91	121	125	112	
21:00	75	89	79	47	34	53	79	74	65	
22:00	53	60	45	57	39	31	50	53	48	
23:00	21	24	34	35	31	12	22	27	26	
12H,7-19	2817	2986	2884	2689	1703	1609	2733	2822	2489	
16H,6-22	3292	3465	3342	3014	1909	1849	3153	3253	2861	
18H,6-24	3366	3549	3421	3106	1979	1892	3225	3333	2934	
24H,0-24	3428	3624	3495	3170	2048	1943	3279	3399	2998	
Am	7:00	7:00	7:00	7:00	11:00	11:00	7:00	-	-	
Peak	269	352	278	259	189	173	264	284	255	
Pm	16:00	16:00	16:00	16:00	12:00	12:00	16:00	-	-	
Peak	403	348	384	286	185	198	339	352	306	
Created at 15:42:40 on 3 Dec 2019										

Site No: 00008556										Site Reference: 00008556									
Downend Rd Portchester																			
Vehicle Count Report					Week Begin: 26-Nov-19										Channel: Northbound				
Time		Tue		Wed		Thu		Fri		Sat		Sun		Mon		5-Day		7-Day	
Begin		26/11/2019		27/11/2019		28/11/2019		29/11/2019		30/11/2019		01/12/2019		02/12/2019		Av		Av	
0:00		5		2		3		5		11		18		4		4		7	
1:00		0		5		6		1		3		4		0		2		3	
2:00		1		3		1		1		2		3		2		2		2	
3:00		4		3		2		5		2		4		5		4		4	
4:00		10		9		11		13		4		2		5		10		8	
5:00		59		60		50		40		14		13		50		52		41	
6:00		225		213		211		175		46		28		197		204		156	
7:00		421		461		455		390		63		45		438		433		325	
8:00		344		343		369		277		97		56		311		329		257	
9:00		220		190		227		173		144		88		187		199		176	
10:00		141		151		151		172		145		126		151		153		148	
11:00		134		139		138		160		154		138		134		141		142	
12:00		158		158		161		157		124		140		154		158		150	
13:00		168		160		176		170		135		123		132		161		152	
14:00		204		161		149		158		129		142		161		167		158	
15:00		145		160		182		195		98		123		177		172		154	
16:00		204		215		216		189		91		79		206		206		171	
17:00		267		292		317		150		73		75		239		253		202	
18:00		163		198		183		99		57		68		133		155		129	
19:00		74		100		88		80		54		61		90		86		78	
20:00		43		53		63		42		31		32		66		53		47	
21:00		38		35		41		48		31		29		30		38		36	
22:00		29		30		17		31		23		10		25		26		24	
23:00		7		10		10		20		22		8		9		11		12	
12H,7-19		2569		2628		2724		2290		1310		1203		2423		2527		2164	
16H,6-22		2949		3029		3127		2635		1472		1353		2806		2909		2482	
18H,6-24		2985		3069		3154		2686		1517		1371		2840		2947		2517	
24H,0-24		3064		3151		3227		2751		1553		1415		2906		3020		2581	
Am		7:00		7:00		7:00		7:00		11:00		11:00		7:00		-		-	
Peak		421		461		455		390		154		138		438		433		351	
Pm		17:00		17:00		17:00		15:00		13:00		14:00		17:00		-		-	
Peak		267		292		317		195		135		142		239		262		227	
Created at 15:42:40 on 3 Dec 2019																			



Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19
Site No: 00008556			Site Reference: 00008556															
Downend Rd Portchester																		
Speed Report-Limit 40 Mph			Tue 26-Nov-19				Channel: Southbound											
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13	
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66	
0:00	11	53.1	40.3	13.3	0	0	2	0	0	1	3	1	1	2	1	0	0	
1:00	4	-	31.0	8.7	0	0	1	0	0	2	1	0	0	0	0	0	0	
2:00	4	-	39.8	18.9	0	1	0	0	0	0	0	2	0	0	1	0	0	
3:00	2	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0	
4:00	10	48.5	37.0	15.1	0	1	2	0	0	0	2	2	2	0	1	0	0	
5:00	31	48.0	37.4	12.5	0	3	4	0	0	2	5	9	7	1	0	0	0	
6:00	88	44.1	35.7	10.2	0	7	8	1	1	12	33	20	4	2	0	0	0	
7:00	269	43.6	36.7	7.5	0	7	14	0	7	79	88	65	7	2	0	0	0	
8:00	248	45.1	39.4	7.0	0	6	5	0	6	27	97	85	18	4	0	0	0	
9:00	210	44.8	38.0	8.8	0	10	11	0	2	25	83	62	12	4	0	1	0	
10:00	165	43.5	35.9	9.3	0	12	12	0	1	29	68	36	5	2	0	0	0	
11:00	190	43.9	37.4	8.1	0	8	10	0	0	31	84	48	5	4	0	0	0	
12:00	167	44.8	38.1	8.1	0	7	5	1	3	26	69	40	13	3	0	0	0	
13:00	192	44.9	39.3	7.7	0	7	6	1	1	9	80	75	11	1	1	0	0	
14:00	243	44.1	37.5	7.9	0	10	8	1	6	44	98	63	9	3	1	0	0	
15:00	296	44.3	37.3	8.2	0	6	15	21	1	38	113	87	11	4	0	0	0	
16:00	403	43.3	37.5	6.2	0	3	10	7	16	93	167	98	8	1	0	0	0	
17:00	239	42.4	36.3	7.4	0	9	4	1	20	62	96	38	7	0	1	1	0	
18:00	195	44.4	36.4	9.3	0	9	19	1	4	27	75	45	14	1	0	0	0	
19:00	174	43.9	34.2	10.8	0	18	19	0	8	28	55	34	10	1	0	1	0	
20:00	138	45.0	35.4	11.5	0	13	19	0	2	11	40	40	8	5	0	0	0	
21:00	75	45.6	36.5	11.8	0	7	10	0	0	2	22	24	7	3	0	0	0	
22:00	53	49.1	41.3	10.0	0	1	3	0	1	4	15	15	9	3	0	1	1	
23:00	21	49.4	41.6	10.0	0	1	1	0	0	1	4	7	5	2	0	0	0	
12H,7-19	2817	44.2	37.5	7.9	0	94	119	33	67	490	1118	742	120	29	3	2	0	
16H,6-22	3292	44.3	37.1	8.5	0	139	175	34	78	543	1268	860	149	40	3	3	0	
18H,6-24	3366	44.4	37.2	8.5	0	141	179	34	79	548	1287	882	163	45	3	4	1	
24H,0-24	3428	44.4	37.3	8.6	0	146	188	34	79	553	1298	898	173	48	6	4	1	
Am	7:00	-	3:00	2:00	-	10:00	7:00	6:00	7:00	7:00	8:00	8:00	8:00	11:00	4:00	9:00	-	
Peak	269	-	43.5	18.9	-	12	14	1	7	79	97	85	18	4	1	1	-	
Pm	16:00	23:00	23:00	21:00	-	19:00	20:00	15:00	17:00	16:00	16:00	16:00	18:00	20:00	17:00	22:00	22:00	
Peak	403	49.4	41.6	11.8	-	18	19	21	20	93	167	98	14	5	1	1	1	
Created at 11:09:41 on 9 Dec 2019																		
Site No: 00008556			Site Reference: 00008556															
Downend Rd Portchester																		
Speed Report-Limit 40 Mph			Wed 27-Nov-19				Channel: Southbound											
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13	
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66	
0:00	7	-	37.1	18.0	0	1	1	0	0	0	3	1	0	0	0	0	1	
1:00	6	-	41.8	4.3	0	0	0	0	0	0	3	2	1	0	0	0	0	
2:00	9	-	35.7	15.1	0	2	0	0	1	1	1	2	0	2	0	0	0	
3:00	12	49.5	41.0	8.2	0	0	0	0	0	4	3	3	0	1	1	0	0	
4:00	10	46.0	39.0	11.0	0	1	0	0	0	2	2	3	1	1	0	0	0	
5:00	31	49.9	35.4	14.9	0	6	4	0	0	0	7	5	5	4	0	0	0	
6:00	91	45.4	37.5	10.1	1	4	8	0	0	13	26	28	8	3	0	0	0	
7:00	352	44.7	37.1	9.1	3	11	19	13	12	51	112	104	21	5	1	0	0	
8:00	295	43.5	26.9	15.0	82	27	18	12	11	28	47	51	15	3	0	1	0	
9:00	238	45.0	37.8	8.8	0	10	10	1	10	37	92	52	16	8	2	0	0	
10:00	164	44.4	35.9	10.4	0	17	11	0	1	24	55	46	8	1	0	1	0	
11:00	182	44.3	37.3	8.8	0	10	9	0	1	31	76	41	10	2	2	0	0	
12:00	208	43.9	36.3	8.3	0	7	10	2	19	45	68	44	10	2	1	0	0	
13:00	187	43.8	37.6	7.6	0	6	7	0	2	41	76	47	4	3	1	0	0	
14:00	231	44.0	38.0	7.1	0	7	7	0	4	37	106	58	11	1	0	0	0	
15:00	323	44.4	38.0	7.5	0	8	11	2	9	64	115	95	13	5	1	0	0	
16:00	348	43.7	36.9	7.6	0	8	17	2	16	79	133	74	17	1	1	0	0	
17:00	236	42.2	34.6	8.2	0	10	13	9	23	63	72	41	4	1	0	0	0	
18:00	222	43.3	36.3	8.3	1	9	11	0	5	64	78	43	8	2	0	1	0	
19:00	155	41.6	32.1	10.3	0	9	33	0	9	38	40	20	3	2	1	0	0	
20:00	144	45.0	35.5	11.0	0	12	18	1	3	12	48	35	13	1	1	0	0	
21:00	89	45.2	35.1	11.3	0	9	11	0	0	12	29	17	9	2	0	0	0	

22:00	60	48.1	37.9	11.1	0	4	5	1	0	8	16	14	6	6	0	0	0
23:00	24	47.5	40.2	9.7	0	0	2	0	0	5	5	7	3	0	2	0	0
12H,7-19	2986	44.1	36.0	9.7	86	130	143	41	113	564	1030	696	137	34	9	3	0
16H,6-22	3465	44.2	35.8	9.8	87	164	213	42	125	639	1173	796	170	42	11	3	0
18H,6-24	3549	44.2	35.8	9.9	87	168	220	43	125	652	1194	817	179	48	13	3	0
24H,0-24	3624	44.3	35.9	10.0	87	178	225	43	126	659	1213	833	186	56	14	3	1
Am	7:00	-	1:00	0:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	9:00	11:00	10:00	0:00
Peak	352	-	41.8	18.0	82	27	19	13	12	51	112	104	21	8	2	1	1
Pm	16:00	22:00	23:00	21:00	18:00	20:00	19:00	17:00	17:00	16:00	16:00	15:00	16:00	22:00	23:00	18:00	-
Peak	348	48.1	40.2	11.3	1	12	33	9	23	79	133	95	17	6	2	1	-
Created at 11:09:41 on 9 Dec 2019																	
Site No: 00008556									Site Reference: 00008556								
Downend Rd Portchester																	
Speed Report-Limit 40 Mph				Thu 28-Nov-19				Channel: Southbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	14	48.0	39.2	11.5	0	1	1	0	0	1	4	4	1	2	0	0	0
1:00	6	-	41.8	4.3	0	0	0	0	0	0	3	2	1	0	0	0	0
2:00	8	-	36.0	14.7	0	1	1	0	0	2	1	1	0	2	0	0	0
3:00	6	-	45.2	7.6	0	0	0	0	0	0	2	2	1	0	1	0	0
4:00	12	48.1	41.8	5.9	0	0	0	0	0	2	4	2	4	0	0	0	0
5:00	28	51.4	40.6	11.9	0	2	2	0	0	1	6	9	3	4	1	0	0
6:00	92	44.8	36.4	10.5	0	5	10	2	3	7	33	23	5	3	1	0	0
7:00	278	44.9	38.4	8.0	0	5	17	1	6	31	120	72	19	6	0	1	0
8:00	252	45.2	40.1	6.4	0	3	6	2	0	18	106	93	20	3	1	0	0
9:00	180	44.7	38.1	8.1	0	3	10	1	9	23	70	50	8	4	2	0	0
10:00	193	43.8	35.4	9.9	1	10	16	11	3	33	69	37	7	5	0	1	0
11:00	199	43.7	36.3	8.9	0	12	12	1	2	41	75	48	6	1	1	0	0
12:00	195	44.2	37.2	8.6	2	7	9	1	4	33	80	46	10	2	1	0	0
13:00	200	44.0	37.7	8.0	0	9	5	2	6	25	93	49	7	3	1	0	0
14:00	260	44.5	37.8	8.2	0	8	9	6	12	36	97	75	11	3	2	1	0
15:00	297	45.5	39.9	7.2	0	4	7	0	11	34	106	99	23	11	2	0	0
16:00	384	43.8	37.5	6.7	0	4	6	4	36	86	140	89	13	4	2	0	0
17:00	244	40.9	34.5	7.8	0	14	9	1	26	76	83	29	6	0	0	0	0
18:00	202	44.4	36.0	10.0	0	15	13	3	4	43	65	41	11	5	1	1	0
19:00	168	42.2	33.4	10.6	0	12	25	0	13	36	51	23	3	2	1	1	1
20:00	119	45.4	35.6	11.4	0	11	15	0	0	17	32	29	12	2	1	0	0
21:00	79	47.5	35.0	13.0	0	5	20	1	0	4	12	21	12	4	0	0	0
22:00	45	46.9	41.1	8.9	0	0	3	0	0	7	8	19	4	1	3	0	0
23:00	34	48.4	40.6	9.6	0	2	1	0	0	2	10	11	5	3	0	0	0
12H,7-19	2884	44.4	37.5	8.2	3	94	119	33	119	479	1104	728	141	47	13	4	0
16H,6-22	3342	44.5	37.2	8.7	3	127	189	36	135	543	1232	824	173	58	16	5	1
18H,6-24	3421	44.6	37.3	8.8	3	129	193	36	135	552	1250	854	182	62	19	5	1
24H,0-24	3495	44.7	37.3	8.8	3	133	197	36	135	558	1270	874	192	70	21	5	1
Am	7:00	-	3:00	2:00	10:00	11:00	7:00	10:00	9:00	11:00	7:00	8:00	8:00	7:00	9:00	10:00	-
Peak	278	-	45.2	14.7	1	12	17	11	9	41	120	93	20	6	2	1	-
Pm	16:00	23:00	22:00	21:00	12:00	18:00	19:00	14:00	16:00	16:00	16:00	15:00	15:00	15:00	22:00	19:00	19:00
Peak	384	48.4	41.1	13.0	2	15	25	6	36	86	140	99	23	11	3	1	1
Created at 11:09:41 on 9 Dec 2019																	
Site No: 00008556									Site Reference: 00008556								
Downend Rd Portchester																	
Speed Report-Limit 40 Mph				Fri 29-Nov-19				Channel: Southbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	11	44.6	42.6	9.3	0	0	0	0	0	1	5	4	0	0	0	0	1
1:00	5	-	42.5	2.6	0	0	0	0	0	0	1	4	0	0	0	0	0
2:00	1	-	13.5	-	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00	6	-	36.0	12.2	0	1	0	0	0	1	2	1	1	0	0	0	0
4:00	10	43.5	38.0	8.1	0	0	1	0	0	1	5	2	1	0	0	0	0
5:00	31	51.7	39.6	12.8	0	2	4	0	0	2	4	9	4	6	0	0	0

6:00	76	44.9	37.0	9.4	0	3	6	2	2	9	29	17	6	2	0	0	0
7:00	259	44.3	37.9	7.5	0	7	10	0	10	42	101	76	8	5	0	0	0
8:00	210	45.4	39.2	7.9	0	4	10	0	3	33	64	72	18	5	1	0	0
9:00	166	44.0	37.3	8.7	0	6	11	0	6	18	79	34	8	3	0	0	1
10:00	191	43.9	37.5	8.2	0	10	8	0	2	23	88	53	4	3	0	0	0
11:00	205	44.4	37.2	9.1	0	11	15	0	4	18	84	61	9	3	0	0	0
12:00	222	45.8	39.6	8.1	0	4	9	1	5	28	72	72	20	8	3	0	0
13:00	278	45.3	39.1	8.2	0	10	13	0	1	21	105	99	25	4	0	0	0
14:00	228	45.1	39.2	7.7	0	5	11	3	1	20	79	90	17	2	0	0	0
15:00	263	44.6	37.8	7.9	0	7	11	3	11	45	87	81	15	3	0	0	0
16:00	286	44.3	38.2	6.9	0	5	9	2	4	57	115	77	16	0	1	0	0
17:00	212	43.8	36.6	8.0	1	4	14	2	8	47	75	51	9	1	0	0	0
18:00	169	44.0	36.5	8.6	0	9	9	0	3	42	54	43	7	2	0	0	0
19:00	101	43.9	36.3	9.0	0	4	9	0	1	24	35	21	4	3	0	0	0
20:00	101	45.8	37.8	12.2	0	14	4	0	1	3	30	35	5	6	2	1	0
21:00	47	46.5	38.5	10.5	0	4	1	0	0	9	13	12	5	2	0	1	0
22:00	57	44.9	35.5	11.7	0	6	6	0	1	9	15	14	2	3	1	0	0
23:00	35	48.8	40.9	9.6	0	2	0	0	0	4	12	9	4	3	0	1	0
12H,7-19	2689	44.7	38.1	8.1	1	82	130	11	58	394	1003	809	156	39	5	0	1
16H,6-22	3014	44.8	38.0	8.3	1	107	150	13	62	439	1110	894	176	52	7	2	1
18H,6-24	3106	44.8	38.0	8.4	1	115	156	13	63	452	1137	917	182	58	8	3	1
24H,0-24	3170	44.9	38.0	8.5	1	119	161	13	63	457	1154	937	188	64	8	3	2
Am	7:00	-	0:00	-	-	11:00	11:00	6:00	7:00	7:00	7:00	7:00	8:00	5:00	8:00	-	9:00
Peak	259	-	42.6	-	-	11	15	2	10	42	101	76	18	6	1	-	1
Pm	16:00	23:00	23:00	20:00	17:00	20:00	17:00	15:00	15:00	16:00	16:00	13:00	13:00	12:00	12:00	23:00	-
Peak	286	48.8	40.9	12.2	1	14	14	3	11	57	115	99	25	8	3	1	-
Created at 11:09:41 on 9 Dec 2019																	
Site No: 00008556      Site Reference: 00008556																	
Downend Rd Portchester																	
Speed Report-Limit 40 Mph      Sat 30-Nov-19      Channel: Southbound																	
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	18	50.0	44.3	8.4	0	0	0	0	0	1	5	9	0	1	1	0	1
1:00	12	45.3	42.7	3.8	0	0	0	0	0	1	1	9	1	0	0	0	0
2:00	14	57.0	44.6	9.7	0	0	0	0	0	2	5	2	2	0	2	1	0
3:00	3	-	50.2	7.6	0	0	0	0	0	0	0	1	1	0	1	0	0
4:00	7	-	37.8	16.2	0	1	1	0	0	0	1	2	1	0	1	0	0
5:00	15	52.3	43.5	12.6	0	1	1	0	0	0	1	5	4	1	2	0	0
6:00	27	49.1	42.9	8.9	0	0	2	0	0	0	5	13	4	1	2	0	0
7:00	61	45.5	38.2	10.9	0	4	6	0	1	3	13	27	4	2	1	0	0
8:00	106	45.4	38.5	8.9	0	1	11	1	2	6	39	34	8	4	0	0	0
9:00	117	44.9	37.9	9.4	0	4	11	1	2	7	40	44	5	2	1	0	0
10:00	182	44.9	35.7	10.5	0	13	21	1	4	23	60	41	17	2	0	0	0
11:00	189	45.5	37.8	9.6	0	5	21	0	2	22	64	51	18	4	2	0	0
12:00	185	45.0	39.0	8.0	0	3	10	2	3	19	68	64	11	3	1	1	0
13:00	176	45.8	40.2	8.1	1	3	6	4	1	12	47	79	17	5	1	0	0
14:00	174	46.7	40.1	8.6	0	5	6	0	7	7	69	51	17	8	4	0	0
15:00	179	45.8	40.9	6.0	0	1	3	0	0	19	63	68	20	5	0	0	0
16:00	132	44.4	38.0	7.8	0	4	5	0	6	20	49	41	4	3	0	0	0
17:00	86	45.3	38.2	9.3	0	4	5	0	2	11	29	25	7	2	1	0	0
18:00	116	45.2	37.7	9.3	0	1	15	1	2	11	37	37	10	1	1	0	0
19:00	77	45.4	37.8	9.8	0	4	6	1	1	7	24	25	7	2	0	0	0
20:00	68	45.8	39.4	8.3	0	2	2	1	0	9	27	17	5	5	0	0	0
21:00	34	47.2	39.2	9.1	0	1	2	0	1	4	10	9	6	1	0	0	0
22:00	39	50.7	40.9	10.0	0	3	0	0	0	4	9	14	3	6	0	0	0
23:00	31	49.9	42.2	9.7	0	1	0	0	1	2	12	6	5	2	1	0	1
12H,7-19	1703	45.4	38.6	8.9	1	48	120	10	32	160	578	562	138	41	12	1	0
16H,6-22	1909	45.5	38.7	8.9	1	55	132	12	34	180	644	626	160	50	14	1	0
18H,6-24	1979	45.6	38.8	9.0	1	59	132	12	35	186	665	646	168	58	15	1	1
24H,0-24	2048	45.7	38.9	9.0	1	61	134	12	35	190	678	674	177	60	22	2	2
Am	11:00	-	3:00	4:00	-	10:00	11:00	10:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	2:00	0:00
Peak	189	-	50.2	16.2	-	13	21	1	4	23	64	51	18	4	2	1	1
Pm	12:00	22:00	23:00	22:00	13:00	14:00	18:00	13:00	14:00	16:00	14:00	13:00	15:00	14:00	14:00	12:00	23:00

Peak	185	50.7	42.2	10.0	1	5	15	4	7	20	69	79	20	8	4	1	1
Created at 11:09:41 on 9 Dec 2019																	
Site No: 00008556Site Reference: 00008556																	
Downend Rd Portchester																	
Speed Report-Limit 40 Mph				Sun 01-Dec-19				Channel: Southbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	9	-	46.8	8.7	0	0	0	0	0	0	2	4	1	0	1	1	0
1:00	11	50.6	40.8	11.3	0	1	0	0	0	1	4	1	2	2	0	0	0
2:00	10	46.0	41.0	6.5	0	0	0	0	0	2	4	2	1	1	0	0	0
3:00	7	-	40.6	4.1	0	0	0	0	0	0	5	1	1	0	0	0	0
4:00	7	-	40.6	10.0	0	0	1	0	0	0	0	5	1	0	0	0	0
5:00	7	-	44.2	13.1	0	0	1	0	0	0	1	1	2	1	1	0	0
6:00	18	45.5	38.2	10.1	0	1	1	0	1	2	5	5	2	1	0	0	0
7:00	32	49.6	43.7	9.6	0	1	1	0	0	0	6	13	8	1	1	0	1
8:00	56	44.3	35.7	10.4	0	3	7	1	1	8	16	17	2	0	1	0	0
9:00	119	45.3	39.0	8.8	0	3	7	0	3	16	31	47	9	1	1	0	1
10:00	146	45.4	38.6	9.7	0	6	13	0	2	10	39	61	9	5	1	0	0
11:00	173	44.6	38.5	7.8	0	4	10	0	1	19	71	58	7	2	1	0	0
12:00	198	45.0	38.8	8.5	0	6	11	0	1	23	74	66	10	5	1	0	1
13:00	167	45.9	39.9	8.8	0	4	8	1	1	17	54	58	14	7	1	1	1
14:00	192	45.1	38.7	7.8	0	3	8	4	5	28	62	64	14	3	1	0	0
15:00	171	44.7	38.7	6.9	0	2	5	0	3	36	67	43	12	1	2	0	0
16:00	174	44.8	38.2	8.4	0	6	5	1	6	31	63	47	12	1	0	0	2
17:00	101	46.7	39.6	9.7	0	3	8	0	1	8	29	35	10	5	1	1	0
18:00	80	43.6	35.7	10.1	0	8	6	0	0	8	34	22	1	1	0	0	0
19:00	78	44.8	37.9	8.4	0	0	9	0	3	6	26	29	5	0	0	0	0
20:00	91	45.2	35.8	11.3	0	6	14	0	1	7	33	19	8	1	2	0	0
21:00	53	45.7	37.3	12.0	0	3	9	0	0	2	10	22	5	1	0	1	0
22:00	31	50.8	37.5	13.3	0	1	7	0	0	3	4	8	3	4	1	0	0
23:00	12	49.4	43.1	6.7	0	0	0	0	0	2	3	2	4	1	0	0	0
12H,7-1916H,6-2218H,6-2424H,0-24																	
	1609	45.2	38.7	8.7	0	49	89	7	24	204	546	531	108	32	11	2	6
	1849	45.2	38.5	8.9	0	59	122	7	29	221	620	606	128	35	13	3	6
	1892	45.3	38.5	9.0	0	60	129	7	29	226	627	616	135	40	14	3	6
	1943	45.4	38.6	9.0	0	61	131	7	29	229	643	630	143	44	16	4	6
Am	11:00	-	0:00	5:00	-	10:00	10:00	8:00	9:00	11:00	11:00	10:00	10:00	10:00	11:00	0:00	9:00
Peak	173	-	46.8	13.1	-	6	13	1	3	19	71	61	9	5	1	1	1
Pm																	
	12:00	22:00	23:00	22:00	-	18:00	20:00	14:00	16:00	15:00	12:00	12:00	14:00	13:00	20:00	21:00	16:00
Peak	198	50.8	43.1	13.3	-	8	14	4	6	36	74	66	14	7	2	1	2
Created at 11:09:41 on 9 Dec 2019																	
Site No: 00008556Site Reference: 00008556																	
Downend Rd Portchester																	
Speed Report-Limit 40 Mph				Mon 02-Dec-19				Channel: Southbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	8	-	45.4	15.4	0	1	0	0	0	0	1	2	1	1	1	1	0
1:00	5	-	46.5	6.9	0	0	0	0	0	0	0	4	0	0	1	0	0
2:00	4	-	42.3	4.9	0	0	0	0	0	0	2	1	1	0	0	0	0
3:00	4	-	34.8	24.6	0	2	0	0	0	0	0	0	0	1	1	0	0
4:00	9	-	35.2	13.0	0	2	0	0	0	1	2	3	1	0	0	0	0
5:00	24	50.9	38.7	13.6	0	3	2	0	0	2	4	4	5	4	0	0	0
6:00	82	44.1	35.0	10.3	0	5	10	0	4	18	19	21	3	1	1	0	0
7:00	264	42.9	37.0	7.0	0	4	11	1	17	52	119	52	4	2	2	0	0
8:00	228	44.8	38.9	7.4	0	5	9	0	4	23	99	71	12	4	1	0	0
9:00	180	44.9	37.3	9.4	0	9	13	4	3	17	64	55	13	2	0	0	0
10:00	201	43.9	36.1	9.2	0	12	14	0	8	35	76	44	9	2	1	0	0
11:00	202	44.1	36.6	9.2	0	14	11	2	0	31	83	49	10	1	1	0	0
12:00	172	44.4	38.8	6.6	0	4	4	0	0	24	83	45	11	1	0	0	0
13:00	204	44.8	38.7	7.7	0	5	11	0	2	22	74	78	11	1	0	0	0
14:00	207	45.0	38.1	8.3	0	5	4	9	12	22	91	41	18	2	1	1	1
15:00	294	43.9	37.8	6.8	0	3	11	7	7	48	132	72	14	0	0	0	0
16:00	339	43.0	36.4	7.1	0	6	13	4	31	78	129	68	9	1	0	0	0
17:00	222	43.2	36.0	7.5	0	4	10	7	14	65	69	44	7	2	0	0	0
18:00	220	42.1	32.8	10.0	0	22	26	2	16	46	66	37	5	0	0	0	0

19:00	138	44.5	35.1	10.8	0	8	23	0	1	21	40	34	9	0	2	0	0
20:00	121	44.2	35.0	10.7	0	11	13	0	1	24	40	21	7	3	1	0	0
21:00	79	45.0	33.3	12.5	0	10	15	0	1	8	19	17	6	3	0	0	0
22:00	50	48.5	39.1	10.9	0	3	4	0	0	4	15	12	8	3	1	0	0
23:00	22	52.8	39.9	13.7	0	3	1	0	0	1	5	4	2	6	0	0	0
12H,7-19	2733	44.0	37.0	8.1	0	93	137	36	114	463	1085	656	123	18	6	1	1
16H,6-22	3153	44.1	36.7	8.6	0	127	198	36	121	534	1203	749	148	25	10	1	1
18H,6-24	3225	44.2	36.8	8.7	0	133	203	36	121	539	1223	765	158	34	11	1	1
24H,0-24	3279	44.3	36.8	8.8	0	141	205	36	121	542	1232	779	166	40	14	2	1
Am	7:00	-	1:00	3:00	-	11:00	10:00	9:00	7:00	7:00	7:00	8:00	9:00	8:00	7:00	0:00	-
Peak	264	-	46.5	24.6	-	14	14	4	17	52	119	71	13	4	2	1	-
Pm	16:00	23:00	23:00	23:00	-	18:00	18:00	14:00	16:00	16:00	15:00	13:00	14:00	23:00	19:00	14:00	14:00
Peak	339	52.8	39.9	13.7	-	22	26	9	31	78	132	78	18	6	2	1	1
Created at 11:09:41 on 9 Dec 2019																	
Site No: 00008556																	



3:00	3	-	35.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0	0
4:00	9	-	27.4	16.8	0	5	0	0	0	0	1	1	2	0	0	0	0
5:00	60	45.4	30.8	14.2	1	13	11	2	1	1	10	13	6	2	0	0	0
6:00	213	47.5	39.1	11.2	4	12	9	4	7	14	41	83	22	11	3	3	0
7:00	461	46.3	40.0	8.6	5	8	17	10	7	18	152	171	55	14	3	1	0
8:00	343	45.1	36.3	10.1	5	19	17	14	19	52	83	100	30	4	0	0	0
9:00	190	45.1	36.2	10.7	2	12	14	11	2	17	64	48	14	5	1	0	0
10:00	151	44.1	36.3	9.6	2	8	10	2	5	18	59	38	7	2	0	0	0
11:00	139	45.9	36.9	10.9	4	10	6	1	1	19	47	30	17	3	1	0	0
12:00	158	44.5	37.6	8.1	0	5	6	3	5	30	56	41	8	4	0	0	0
13:00	160	43.6	34.4	11.4	12	11	5	1	3	30	57	32	8	0	0	1	0
14:00	161	45.0	37.3	9.9	2	9	10	1	3	15	61	44	12	3	1	0	0
15:00	160	46.3	38.9	9.8	0	11	7	0	4	15	32	65	23	3	0	0	0
16:00	215	46.0	38.3	9.9	3	9	7	5	14	21	54	69	26	3	4	0	0
17:00	292	47.0	37.8	11.0	4	19	16	8	8	28	67	90	38	12	1	1	0
18:00	198	46.6	36.6	11.8	3	21	8	3	11	16	55	48	24	4	5	0	0
19:00	100	46.2	33.5	13.6	4	12	15	3	2	2	24	22	11	5	0	0	0
20:00	53	45.6	37.0	13.2	1	7	4	0	0	1	11	21	6	1	0	0	1
21:00	35	52.3	42.5	11.1	0	2	1	0	0	3	7	9	6	5	1	1	0
22:00	30	49.8	40.7	12.5	0	2	2	0	0	3	6	9	4	1	1	2	0
23:00	10	51.0	44.5	12.3	0	1	0	0	0	0	1	2	4	1	1	0	0
12H,7-19	2628	45.6	37.5	10.2	42	142	123	59	82	279	787	776	262	57	16	3	0
16H,6-22	3029	45.8	37.5	10.5	51	175	152	66	91	299	870	911	307	79	20	7	1
18H,6-24	3069	45.8	37.6	10.5	51	178	154	66	91	302	877	922	315	81	22	9	1
24H,0-24	3151	45.8	37.4	10.7	52	198	165	68	92	305	892	939	324	84	22	9	1
Am	7:00	-	0:00	4:00	8:00	8:00	8:00	8:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	6:00	-
Peak	461	-	46.0	16.8	5	19	17	14	19	52	152	171	55	14	3	3	-
Pm	17:00	21:00	23:00	19:00	13:00	18:00	17:00	17:00	16:00	13:00	17:00	17:00	17:00	17:00	18:00	22:00	20:00
Peak	292	52.3	44.5	13.6	12	21	16	8	14	30	67	90	38	12	5	2	1
Created at 11:09:41 on 9 Dec 2019																	
Site No: 00008556																	

Peak	455	-	43.5	-	5	14	21	7	14	45	139	160	50	10	5	4	-
Pm	17:00	23:00	23:00	19:00	16:00	19:00	18:00	17:00	16:00	17:00	17:00	17:00	17:00	17:00	13:00	20:00	18:00
Peak	317	53.5	47.0	13.9	7	16	17	10	13	29	86	105	34	15	4	2	1
Created at 11:09:42 on 9 Dec 2019																	
Site No: 00008556 Site Reference: 00008556																	
Downend Rd Portchester																	
Speed Report-Limit 40 Mph			Fri 29-Nov-19					Channel: Northbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	5	-	45.5	3.1	0	0	0	0	0	0	0	3	2	0	0	0	0
1:00	1	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0
2:00	1	-	13.5	-	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00	5	-	23.5	11.8	0	2	1	0	0	1	1	0	0	0	0	0	0
4:00	13	43.6	29.3	17.9	1	3	3	0	0	0	2	3	0	0	0	0	1
5:00	40	47.5	33.3	15.7	1	12	1	1	0	0	6	11	5	2	1	0	0
6:00	175	48.5	40.0	10.3	1	8	9	2	5	10	37	59	35	6	2	1	0
7:00	390	46.4	40.0	8.6	4	9	9	10	8	28	108	151	48	14	1	0	0
8:00	277	45.6	38.7	9.3	4	7	14	5	10	21	78	105	28	2	2	1	0
9:00	173	45.3	35.9	11.6	4	18	11	4	2	13	45	57	18	1	0	0	0
10:00	172	45.8	38.2	10.3	4	9	6	4	1	17	49	58	18	5	1	0	0
11:00	160	46.9	38.6	10.5	0	12	7	2	3	16	41	51	19	6	3	0	0
12:00	157	47.7	39.6	9.8	3	5	5	2	8	5	47	50	24	7	0	1	0
13:00	170	46.4	38.0	11.0	2	10	14	1	3	10	48	54	23	3	1	0	1
14:00	158	47.0	40.3	8.8	2	6	1	2	4	8	47	60	20	7	1	0	0
15:00	195	47.5	39.3	10.3	2	12	7	1	6	11	51	67	27	9	2	0	0
16:00	189	48.2	39.7	10.5	1	12	8	1	2	13	49	61	30	9	1	1	1
17:00	150	47.7	39.2	10.3	1	7	9	3	2	13	32	53	21	8	1	0	0
18:00	99	48.6	37.4	12.3	2	7	9	2	2	7	25	22	15	6	2	0	0
19:00	80	45.6	37.4	11.9	1	8	7	0	0	1	21	32	6	3	1	0	0
20:00	42	48.4	35.9	13.5	0	7	2	4	0	2	5	10	11	1	0	0	0
21:00	48	48.7	40.5	10.1	0	2	3	0	1	3	10	16	10	2	1	0	0
22:00	31	50.8	43.3	11.1	0	2	0	0	1	2	4	9	8	3	1	0	1
23:00	20	47.3	39.3	12.4	1	1	0	0	1	3	3	7	2	1	0	1	0
12H,7-19 2290 46.8 38.9 10.1 29 114 100 37 51 162 620 789 291 77 15 3 2																	
16H,6-22 2635 47.0 38.9 10.3 31 139 121 43 57 178 693 906 353 89 19 4 2																	
18H,6-24 2686 47.1 38.9 10.3 32 142 121 43 59 183 700 922 363 93 20 5 3																	
24H,0-24 2751 47.1 38.8 10.5 34 160 126 45 59 184 709 939 370 95 21 5 4																	
Am	7:00	-	0:00	-	10:00	9:00	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	11:00	8:00	4:00
Peak	390	-	45.5	-	4	18	14	10	10	28	108	151	48	14	3	1	1
Pm	15:00	22:00	22:00	20:00	12:00	16:00	13:00	20:00	12:00	17:00	15:00	15:00	16:00	16:00	18:00	23:00	22:00
Peak	195	50.8	43.3	13.5	3	12	14	4	8	13	51	67	30	9	2	1	1
Created at 11:09:42 on 9 Dec 2019																	
Site No: 00008556 Site Reference: 00008556																	
Downend Rd Portchester																	
Speed Report-Limit 40 Mph			Sat 30-Nov-19					Channel: Northbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	11	50.3	43.0	13.0	0	1	0	0	1	0	0	5	2	1	0	1	0
1:00	3	-	33.5	17.4	0	1	0	0	0	0	0	2	0	0	0	0	0
2:00	2	-	28.5	21.2	0	1	0	0	0	0	0	1	0	0	0	0	0
3:00	2	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
4:00	4	-	44.8	22.5	0	1	0	0	0	0	0	1	0	0	1	1	0
5:00	14	46.7	37.1	13.3	0	3	0	0	0	0	3	5	3	0	0	0	0
6:00	46	48.6	36.8	13.7	1	7	3	0	1	1	8	14	7	4	0	0	0
7:00	63	50.7	41.3	12.7	1	4	5	1	0	0	5	22	16	7	1	1	0
8:00	97	48.5	36.7	13.3	2	11	7	3	3	4	22	23	14	5	2	1	0
9:00	144	45.9	35.3	13.0	4	16	13	2	2	18	31	37	16	1	1	1	2
10:00	145	46.5	38.6	10.5	1	9	7	1	4	12	41	46	18	3	2	0	1
11:00	154	47.3	38.7	11.0	4	10	3	3	2	14	39	50	21	6	1	0	1
12:00	124	48.3	41.4	8.9	1	2	5	0	1	7	32	49	17	7	2	0	1
13:00	135	48.6	40.0	10.0	2	3	7	2	4	11	31	39	29	6	0	1	0
14:00	129	47.9	41.3	8.8	0	1	6	0	3	11	36	46	16	4	4	0	2
15:00	98	48.9	40.7	9.9	1	5	1	4	0	4	21	38	15	9	0	0	0

16:00	91	48.0	39.2	11.1	4	3	4	1	1	4	23	32	12	7	0	0	0
17:00	73	50.3	38.6	13.4	1	9	3	1	0	5	16	18	10	7	2	0	1
18:00	57	50.4	42.4	9.8	0	1	2	0	0	7	15	15	9	4	2	1	1
19:00	54	49.1	41.7	10.8	1	4	1	0	0	0	5	25	15	3	0	0	0
20:00	31	52.4	44.8	12.2	1	1	0	0	1	0	4	9	9	3	1	0	2
21:00	31	46.7	39.1	10.2	0	2	2	0	1	0	8	12	6	0	0	0	0
22:00	23	49.4	39.8	11.8	0	3	0	0	0	1	6	7	3	3	0	0	0
23:00	22	53.8	45.8	8.7	0	0	0	0	0	2	5	6	3	4	1	0	1
12H,7-19	1310	48.4	39.3	11.1	21	74	63	18	20	97	312	415	193	66	17	5	9
16H,6-22	1472	48.6	39.4	11.3	24	88	69	18	23	98	337	475	230	76	18	5	11
18H,6-24	1517	48.7	39.5	11.2	24	91	69	18	23	101	348	488	236	83	19	5	12
24H,0-24	1553	48.7	39.5	11.3	24	98	69	18	24	101	351	504	241	84	20	7	12
Am	11:00	-	4:00	4:00	11:00	9:00	9:00	11:00	10:00	9:00	10:00	11:00	11:00	7:00	10:00	9:00	9:00
Peak	154	-	44.8	22.5	4	16	13	3	4	18	41	50	21	7	2	1	2
Pm	13:00	23:00	23:00	17:00	16:00	17:00	13:00	15:00	13:00	14:00	14:00	12:00	13:00	15:00	14:00	18:00	20:00
Peak	135	53.8	45.8	13.4	4	9	7	4	4	11	36	49	29	9	4	1	2
Created at 11:09:42 on 9 Dec 2019																	
Site No: 00008556Site Reference: 00008556																	
Downend Rd Portchester																	
Speed Report-Limit 40 Mph			Sun 01-Dec-19				Channel: Northbound										
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66
0:00	18	49.0	41.3	10.6	1	0	0	0	1	0	6	5	3	1	1	0	0
1:00	4	-	42.3	22.5	0	1	0	0	0	0	0	2	0	0	0	0	1
2:00	3	-	51.8	3.1	0	0	0	0	0	0	0	0	1	2	0	0	0
3:00	4	-	48.5	7.1	0	0	0	0	0	0	0	2	1	0	1	0	0
4:00	2	-	38.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00	13	52.4	38.1	18.2	0	3	1	0	0	1	1	1	3	2	0	0	1
6:00	28	49.3	38.5	14.4	0	5	1	0	0	2	3	9	5	1	1	1	0
7:00	45	48.3	38.3	13.2	1	5	3	0	0	3	5	17	8	2	0	1	0
8:00	56	48.8	36.2	14.0	0	8	7	1	0	4	9	12	11	2	1	1	0
9:00	88	46.5	37.1	11.5	0	8	9	1	0	6	21	28	12	3	0	0	0
10:00	126	48.5	39.2	11.4	2	8	8	1	1	10	21	44	23	7	0	1	0
11:00	138	46.5	38.6	10.5	0	11	6	3	2	9	32	52	18	4	1	0	0
12:00	140	48.4	40.5	9.6	2	3	7	1	2	10	31	48	30	3	3	0	0
13:00	123	48.4	40.9	9.8	0	7	3	0	3	6	29	45	23	3	3	0	1
14:00	142	47.8	39.7	9.0	0	7	4	0	2	18	42	38	25	6	0	0	0
15:00	123	45.9	40.9	7.9	0	4	2	1	0	6	42	50	13	2	2	1	0
16:00	79	47.9	39.5	10.5	0	4	5	2	1	4	19	27	12	3	2	0	0
17:00	75	47.8	37.0	12.3	0	9	5	2	0	7	18	18	12	3	0	1	0
18:00	68	49.6	38.9	14.2	0	10	6	0	0	0	5	27	13	4	1	1	1
19:00	61	48.2	35.6	14.1	1	11	5	0	1	1	12	16	10	3	1	0	0
20:00	32	45.6	38.5	10.9	0	2	3	0	1	1	6	15	2	2	0	0	0
21:00	29	51.4	43.3	13.4	0	2	2	0	0	0	3	10	7	2	1	0	2
22:00	10	49.3	45.0	9.8	0	0	0	0	0	1	3	2	3	0	0	0	1
23:00	8	-	44.1	15.5	0	1	0	0	0	0	1	3	1	1	0	0	1
12H,7-19	1203	48.1	39.2	10.8	5	84	65	12	11	83	274	406	200	42	13	6	2
16H,6-22	1353	48.2	39.1	11.2	6	104	76	12	13	87	298	456	224	50	16	7	4
18H,6-24	1371	48.2	39.2	11.2	6	105	76	12	13	88	302	461	228	51	16	7	6
24H,0-24	1415	48.4	39.3	11.3	7	109	77	12	14	89	311	471	236	56	18	7	8
Am	11:00	-	2:00	1:00	10:00	11:00	9:00	11:00	11:00	10:00	11:00	11:00	10:00	10:00	11:00	10:00	5:00
Peak	138	-	51.8	22.5	2	11	9	3	2	10	32	52	23	7	1	1	1
Pm	14:00	-	22:00	23:00	12:00	19:00	12:00	17:00	13:00	14:00	15:00	15:00	12:00	14:00	13:00	18:00	21:00
Peak	142	-	45.0	15.5	2	11	7	2	3	18	42	50	30	6	3	1	2
Created at 11:09:42 on 9 Dec 2019																	
Site No: 00008556Site Reference: 00008556																	
Downend Rd Portchester																	
Speed Report-Limit 40 Mph			Mon 02-Dec-19				Channel: Northbound										
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	=>66

0:00	4	-	39.8	20.6	0	1	0	0	0	0	1	1	0	0	0	1	0
1:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	2	-	33.5	28.3	0	1	0	0	0	0	0	0	0	1	0	0	0
3:00	5	-	29.5	14.8	0	2	0	0	0	0	2	1	0	0	0	0	0
4:00	5	-	18.5	6.3	0	2	2	0	1	0	0	0	0	0	0	0	0
5:00	50	46.0	34.3	14.4	0	12	4	0	1	0	10	15	3	5	0	0	0
6:00	197	48.7	40.0	11.4	1	14	12	4	1	4	29	82	37	8	3	2	0
7:00	438	45.8	41.0	6.5	0	8	6	5	0	20	143	199	50	7	0	0	0
8:00	311	47.6	40.8	9.5	2	15	8	3	4	5	73	138	51	5	5	1	1
9:00	187	45.4	36.1	11.6	3	20	11	4	2	22	45	58	17	4	0	1	0
10:00	151	45.7	36.3	11.7	1	18	9	5	2	9	39	48	16	4	0	0	0
11:00	134	45.9	38.5	10.8	1	9	10	0	2	7	28	57	15	4	1	0	0
12:00	154	47.3	40.5	8.5	0	8	0	1	4	11	44	56	24	4	2	0	0
13:00	132	46.7	40.3	10.1	2	7	2	1	1	9	32	56	13	5	2	1	1
14:00	161	45.3	39.2	8.1	1	4	5	1	3	16	63	51	10	6	1	0	0
15:00	177	45.8	38.5	10.0	2	9	7	3	7	13	50	61	18	6	0	1	0
16:00	206	45.9	38.4	10.5	5	12	7	2	6	12	54	78	25	4	0	1	0
17:00	239	46.3	37.2	11.7	3	22	16	4	6	18	50	82	26	10	2	0	0
18:00	133	46.4	35.1	12.5	4	14	11	4	5	11	29	33	18	4	0	0	0
19:00	90	47.5	35.3	13.5	2	15	6	0	1	7	20	21	13	4	1	0	0
20:00	66	48.5	35.2	14.3	2	10	7	1	0	5	9	15	13	3	1	0	0
21:00	30	56.0	40.7	16.4	0	5	1	1	0	0	2	13	3	0	2	0	3
22:00	25	48.2	40.7	12.1	0	3	0	0	0	1	5	10	4	0	1	1	0
23:00	9	-	46.3	11.3	0	0	0	0	0	1	3	1	2	0	1	0	1
12H,7-19	2423	46.0	38.9	10.0	24	146	92	33	42	153	650	917	283	63	13	5	2
16H,6-22	2806	46.5	38.8	10.5	29	190	118	39	44	169	710	1048	349	78	20	7	5
18H,6-24	2840	46.6	38.8	10.5	29	193	118	39	44	171	718	1059	355	78	22	8	6
24H,0-24	2906	46.6	38.7	10.7	29	211	124	39	46	171	731	1076	358	84	22	9	6
Am	7:00	-	-	-	9:00	9:00	6:00	10:00	8:00	9:00	7:00	7:00	8:00	6:00	8:00	6:00	8:00
Peak	438	-	-	-	3	20	12	5	4	22	143	199	51	8	5	2	1
Pm	17:00	-	23:00	21:00	16:00	17:00	17:00	18:00	15:00	17:00	14:00	17:00	17:00	17:00	21:00	22:00	21:00
Peak	239	-	46.3	16.4	5	22	16	4	7	18	63	82	26	10	2	1	3
Created at 11:09:42 on 9 Dec 2019																	

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19
Site No: 00008557			Site Reference: 00008557															
Downend Rd Portchester																		
Speed Report-Limit 30 Mph			Tue 26-Nov-19				Channel: Southbound											
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13	
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
0:00	11	32.4	29.4	3.3	0	0	0	0	0	1	7	3	0	0	0	0	0	
1:00	4	-	26.0	3.2	0	0	0	0	0	2	2	0	0	0	0	0	0	
2:00	4	-	31.0	3.2	0	0	0	0	0	0	2	2	0	0	0	0	0	
3:00	2	-	36.0	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0	
4:00	10	35.0	31.5	4.4	0	0	0	0	0	1	3	5	1	0	0	0	0	
5:00	31	34.0	30.0	3.8	0	0	0	0	0	4	14	13	0	0	0	0	0	
6:00	87	30.6	26.9	4.6	0	0	1	1	2	27	46	9	1	0	0	0	0	
7:00	249	30.6	26.4	4.6	0	0	1	5	11	96	106	29	1	0	0	0	0	
8:00	237	30.3	26.4	4.2	0	0	0	3	17	76	121	20	0	0	0	0	0	
9:00	212	30.7	26.7	4.3	0	0	0	0	13	77	96	25	0	1	0	0	0	
10:00	157	29.8	25.3	4.5	0	0	1	3	14	68	62	9	0	0	0	0	0	
11:00	187	30.0	26.1	3.9	0	0	1	0	8	83	83	12	0	0	0	0	0	
12:00	158	30.3	25.9	4.7	0	0	0	4	13	62	63	15	1	0	0	0	0	
13:00	188	30.6	27.0	4.1	0	0	1	0	6	63	98	19	1	0	0	0	0	
14:00	230	30.5	25.7	5.1	0	1	1	6	18	93	84	25	2	0	0	0	0	
15:00	281	30.3	25.8	5.2	0	0	6	7	19	97	126	25	1	0	0	0	0	
16:00	358	28.2	19.5	8.4	0	22	61	33	53	104	69	16	0	0	0	0	0	
17:00	179	27.4	15.3	9.5	0	30	56	16	16	25	32	3	1	0	0	0	0	
18:00	187	30.7	26.8	4.2	0	0	0	0	10	67	87	21	2	0	0	0	0	
19:00	173	30.5	26.7	4.3	0	0	0	2	8	62	82	17	2	0	0	0	0	
20:00	135	31.6	27.7	4.5	0	0	0	1	4	38	69	18	5	0	0	0	0	
21:00	74	31.6	27.9	4.0	0	0	0	0	1	21	39	12	1	0	0	0	0	
22:00	53	33.0	28.9	4.6	0	0	0	0	1	10	30	9	2	1	0	0	0	
23:00	22	32.2	27.8	4.9	0	0	0	0	3	2	12	5	0	0	0	0	0	
12H,7-19	2623	30.2	24.5	6.6	0	53	128	77	198	911	1027	219	9	1	0	0	0	
16H,6-22	3092	30.3	25.0	6.4	0	53	129	81	213	1059	1263	275	18	1	0	0	0	
18H,6-24	3167	30.4	25.0	6.4	0	53	129	81	217	1071	1305	289	20	2	0	0	0	
24H,0-24	3229	30.4	25.1	6.4	0	53	129	81	217	1079	1333	313	22	2	0	0	0	
Am	7:00	-	3:00	7:00	-	-	11:00	7:00	8:00	7:00	8:00	7:00	7:00	9:00	-	-	-	
Peak	249	-	36.0	4.6	-	-	1	5	17	96	121	29	1	1	-	-	-	
Pm	16:00	22:00	22:00	17:00	-	17:00	16:00	16:00	16:00	16:00	15:00	15:00	20:00	22:00	-	-	-	
Peak	358	33.0	28.9	9.5	-	30	61	33	53	104	126	25	5	1	-	-	-	
Created at 11:10:24 on 9 Dec 2019																		
Site No: 00008557			Site Reference: 00008557															
Downend Rd Portchester																		
Speed Report-Limit 30 Mph			Wed 27-Nov-19				Channel: Southbound											
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13	
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
0:00	7	-	27.1	6.4	0	0	0	0	1	2	3	0	1	0	0	0	0	
1:00	6	-	28.5	1.6	0	0	0	0	0	0	6	0	0	0	0	0	0	
2:00	9	-	25.7	3.9	0	0	0	0	0	6	2	1	0	0	0	0	0	
3:00	12	35.3	29.8	5.4	0	0	0	0	1	0	8	1	2	0	0	0	0	
4:00	9	-	29.6	4.4	0	0	0	0	0	2	3	4	0	0	0	0	0	
5:00	30	33.2	28.8	4.6	0	0	0	0	3	1	17	9	0	0	0	0	0	
6:00	87	33.1	28.6	4.3	0	0	0	1	2	15	46	22	1	0	0	0	0	
7:00	271	30.2	21.4	9.5	0	20	41	27	8	49	102	24	0	0	0	0	0	
8:00	225	25.1	13.1	9.1	0	57	72	19	23	24	25	5	0	0	0	0	0	
9:00	234	30.2	26.0	4.4	0	0	1	4	15	89	106	19	0	0	0	0	0	
10:00	164	30.6	26.1	5.2	0	0	2	3	16	51	73	17	2	0	0	0	0	
11:00	184	30.3	26.3	5.1	0	0	4	4	7	56	98	12	3	0	0	0	0	
12:00	204	30.1	26.1	4.0	0	0	0	3	8	86	93	14	0	0	0	0	0	
13:00	129	30.1	26.1	4.2	0	0	0	0	8	59	51	9	2	0	0	0	0	
14:00	222	30.3	26.4	4.3	0	0	2	3	6	84	109	17	1	0	0	0	0	
15:00	318	30.5	26.9	4.0	0	0	0	3	13	98	175	28	1	0	0	0	0	
16:00	335	29.7	24.3	5.7	0	3	10	14	31	147	108	22	0	0	0	0	0	
17:00	226	27.9	22.2	5.2	0	0	5	15	70	83	50	2	1	0	0	0	0	
18:00	201	28.4	22.6	6.4	0	5	10	12	25	94	50	4	1	0	0	0	0	
19:00	158	29.5	24.7	4.6	0	0	0	2	27	72	47	9	1	0	0	0	0	
20:00	141	30.9	27.3	4.2	0	0	0	1	6	39	75	19	1	0	0	0	0	
21:00	88	31.8	27.7	4.3	0	0	0	0	3	26	43	14	2	0	0	0	0	

22:00	59	32.0	28.0	4.5	0	0	0	0	1	18	29	8	3	0	0	0	0
23:00	24	30.9	26.6	5.1	0	0	0	0	4	5	11	4	0	0	0	0	0
12H,7-19	2713	29.9	23.9	7.0	0	85	147	107	230	920	1040	173	11	0	0	0	0
16H,6-22	3187	30.1	24.3	6.8	0	85	147	111	268	1072	1251	237	16	0	0	0	0
18H,6-24	3270	30.1	24.4	6.8	0	85	147	111	273	1095	1291	249	19	0	0	0	0
24H,0-24	3343	30.2	24.5	6.8	0	85	147	111	278	1106	1330	264	22	0	0	0	0
Am	7:00	-	3:00	7:00	-	8:00	8:00	7:00	8:00	9:00	9:00	7:00	11:00	-	-	-	-
Peak	271	-	29.8	9.5	-	57	72	27	23	89	106	24	3	-	-	-	-
Pm	16:00	22:00	22:00	18:00	-	18:00	18:00	17:00	17:00	16:00	15:00	15:00	22:00	-	-	-	-
Peak	335	32.0	28.0	6.4	-	5	10	15	70	147	175	28	3	-	-	-	-
Created at 11:10:24 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 MphThu 28-Nov-19Channel: Southbound																	
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	14	33.4	29.9	3.4	0	0	0	0	0	1	8	5	0	0	0	0	0
1:00	5	-	28.5	3.7	0	0	0	0	0	1	3	1	0	0	0	0	0
2:00	8	-	26.6	5.5	0	0	0	0	1	3	2	2	0	0	0	0	0
3:00	6	-	29.3	4.0	0	0	0	0	0	1	3	2	0	0	0	0	0
4:00	11	30.6	29.0	3.0	0	0	0	0	0	1	8	2	0	0	0	0	0
5:00	28	33.8	29.6	4.4	0	0	0	0	1	2	17	6	2	0	0	0	0
6:00	88	32.5	27.8	5.0	0	0	0	1	5	21	43	14	4	0	0	0	0
7:00	259	30.9	27.3	4.6	0	0	1	1	9	82	129	27	10	0	0	0	0
8:00	238	30.5	26.5	5.0	0	0	3	8	10	67	126	21	3	0	0	0	0
9:00	178	30.9	27.2	4.3	0	0	0	0	14	43	96	24	1	0	0	0	0
10:00	191	30.7	26.7	4.4	0	0	0	1	9	75	82	20	4	0	0	0	0
11:00	190	31.2	27.2	4.6	0	0	1	3	6	57	93	28	2	0	0	0	0
12:00	189	30.6	26.4	4.6	0	0	1	0	20	57	90	20	1	0	0	0	0
13:00	195	30.9	26.8	4.4	0	0	0	2	9	70	86	27	1	0	0	0	0
14:00	250	30.9	27.1	4.6	0	0	1	2	16	63	134	32	1	1	0	0	0
15:00	293	30.8	25.9	6.1	0	3	8	7	25	77	133	38	1	1	0	0	0
16:00	323	29.5	21.7	8.5	0	27	27	16	33	104	95	21	0	0	0	0	0
17:00	177	15.0	9.2	5.5	0	57	65	35	14	6	0	0	0	0	0	0	0
18:00	196	29.7	24.2	6.3	0	1	13	4	15	87	62	12	2	0	0	0	0
19:00	161	31.1	27.2	4.7	0	0	0	1	8	54	73	21	3	1	0	0	0
20:00	115	30.9	27.5	4.9	0	0	0	1	7	29	61	11	5	1	0	0	0
21:00	78	34.4	29.4	4.8	0	0	0	0	3	12	36	22	5	0	0	0	0
22:00	45	32.3	27.8	4.6	0	0	0	0	1	15	20	7	2	0	0	0	0
23:00	33	33.8	28.3	5.0	0	0	0	0	1	11	10	10	1	0	0	0	0
12H,7-19	2679	30.5	24.8	7.2	0	88	120	79	180	788	1126	270	26	2	0	0	0
16H,6-22	3121	30.7	25.2	7.0	0	88	120	82	203	904	1339	338	43	4	0	0	0
18H,6-24	3199	30.7	25.3	6.9	0	88	120	82	205	930	1369	355	46	4	0	0	0
24H,0-24	3271	30.8	25.4	6.9	0	88	120	82	207	939	1410	373	48	4	0	0	0
Am	7:00	-	0:00	2:00	-	-	8:00	8:00	9:00	7:00	7:00	11:00	7:00	-	-	-	-
Peak	259	-	29.9	5.5	-	-	3	8	14	82	129	28	10	-	-	-	-
Pm	16:00	21:00	21:00	16:00	-	17:00	17:00	17:00	16:00	16:00	14:00	15:00	21:00	20:00	-	-	-
Peak	323	34.4	29.4	8.5	-	57	65	35	33	104	134	38	5	1	-	-	-
Created at 11:10:24 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 MphFri 29-Nov-19Channel: Southbound																	
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	11	30.6	29.0	3.0	0	0	0	0	0	1	8	2	0	0	0	0	0
1:00	5	-	29.5	4.4	0	0	0	0	0	1	2	2	0	0	0	0	0
2:00	1	-	23.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0
3:00	6	-	29.3	4.0	0	0	0	0	0	1	3	2	0	0	0	0	0
4:00	10	33.5	29.5	4.2	0	0	0	0	0	2	4	4	0	0	0	0	0
5:00	30	34.3	30.0	4.2	0	0	0	0	0	5	12	12	1	0	0	0	0



6:00	72	32.1	27.8	4.9	0	0	1	0	3	16	38	12	2	0	0	0	0
7:00	241	30.8	27.7	3.9	0	0	0	1	6	58	145	28	3	0	0	0	0
8:00	209	30.8	25.9	5.6	0	1	2	9	17	62	89	29	0	0	0	0	0
9:00	161	30.7	27.1	4.5	0	0	0	1	13	39	89	16	3	0	0	0	0
10:00	192	30.1	25.9	4.5	0	0	1	4	12	74	87	14	0	0	0	0	0
11:00	201	30.9	26.7	4.9	0	0	2	3	12	59	97	27	1	0	0	0	0
12:00	220	32.5	28.0	4.2	0	0	0	2	2	61	107	47	1	0	0	0	0
13:00	262	31.2	27.4	4.3	0	0	0	0	17	69	135	39	2	0	0	0	0
14:00	222	32.3	27.5	4.7	0	0	0	6	5	63	103	43	2	0	0	0	0
15:00	246	30.2	25.7	4.7	0	0	0	3	31	90	101	20	0	1	0	0	0
16:00	279	30.0	25.6	4.5	0	0	1	6	23	112	119	18	0	0	0	0	0
17:00	208	30.1	26.0	4.4	0	0	0	2	19	77	95	12	3	0	0	0	0
18:00	165	30.5	26.4	4.1	0	0	0	0	11	66	70	18	0	0	0	0	0
19:00	100	30.5	26.5	4.1	0	0	0	0	6	40	43	11	0	0	0	0	0
20:00	100	30.8	27.7	4.2	0	0	0	0	4	26	55	14	0	1	0	0	0
21:00	46	32.0	27.3	4.6	0	0	0	0	2	17	18	8	1	0	0	0	0
22:00	58	30.8	26.9	4.7	0	0	0	0	6	16	28	7	1	0	0	0	0
23:00	35	30.8	28.4	3.8	0	0	0	0	1	5	24	4	1	0	0	0	0
12H,7-19	2606	30.7	26.7	4.6	0	1	6	37	168	830	1237	311	15	1	0	0	0
16H,6-22	2924	30.8	26.7	4.6	0	1	7	37	183	929	1391	356	18	2	0	0	0
18H,6-24	3017	30.8	26.7	4.6	0	1	7	37	190	950	1443	367	20	2	0	0	0
24H,0-24	3080	30.8	26.8	4.6	0	1	7	37	190	961	1472	389	21	2	0	0	0
Am	7:00	-	5:00	-	-	8:00	11:00	8:00	8:00	10:00	7:00	8:00	9:00	-	-	-	-
Peak	241	-	30.0	-	-	1	2	9	17	74	145	29	3	-	-	-	-
Pm	16:00	12:00	23:00	14:00	-	-	16:00	16:00	15:00	16:00	13:00	12:00	17:00	20:00	-	-	-
Peak	279	32.5	28.4	4.7	-	-	1	6	31	112	135	47	3	1	-	-	-
Created at 11:10:24 on 9 Dec 2019																	
Site No: 00008557      Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 Mph      Sat 30-Nov-19      Channel: Southbound																	
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	18	30.4	26.8	4.4	0	0	0	0	2	4	10	2	0	0	0	0	0
1:00	12	33.8	28.5	5.8	0	0	0	0	1	3	4	3	1	0	0	0	0
2:00	13	31.9	28.5	4.3	0	0	0	0	1	1	8	3	0	0	0	0	0
3:00	3	-	28.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0	0
4:00	7	-	25.6	4.2	0	0	0	0	1	2	4	0	0	0	0	0	0
5:00	15	34.3	30.5	4.0	0	0	0	0	0	2	5	8	0	0	0	0	0
6:00	28	33.7	28.3	5.9	0	0	1	0	0	7	11	8	1	0	0	0	0
7:00	63	31.5	28.0	3.9	0	0	0	0	3	11	38	11	0	0	0	0	0
8:00	103	33.0	28.3	4.6	0	0	0	2	3	20	51	27	0	0	0	0	0
9:00	117	30.6	26.8	4.5	0	0	0	3	4	37	60	11	2	0	0	0	0
10:00	178	31.5	27.1	5.1	0	0	3	3	8	44	90	29	1	0	0	0	0
11:00	187	30.9	27.4	4.2	0	0	0	3	3	54	101	24	2	0	0	0	0
12:00	172	30.8	27.5	3.9	0	0	0	1	4	49	95	22	1	0	0	0	0
13:00	175	31.1	27.0	4.8	0	0	0	3	11	51	83	24	3	0	0	0	0
14:00	168	30.9	27.2	4.3	0	0	0	2	7	48	87	23	1	0	0	0	0
15:00	176	30.8	27.3	4.2	0	0	1	0	7	48	96	23	1	0	0	0	0
16:00	133	30.1	25.9	4.0	0	0	0	1	8	59	55	10	0	0	0	0	0
17:00	88	30.9	26.9	4.6	0	0	0	0	9	24	42	12	1	0	0	0	0
18:00	111	30.8	27.1	4.3	0	0	0	0	5	38	53	13	2	0	0	0	0
19:00	78	30.6	27.3	3.7	0	0	0	0	2	23	44	9	0	0	0	0	0
20:00	68	32.3	27.9	5.2	0	0	1	1	0	18	35	9	4	0	0	0	0
21:00	35	33.1	28.6	4.2	0	0	0	0	1	7	17	10	0	0	0	0	0
22:00	39	32.0	27.2	4.8	0	0	0	0	4	10	17	8	0	0	0	0	0
23:00	30	31.0	27.2	5.1	0	0	0	0	2	11	12	3	2	0	0	0	0
12H,7-19	1671	31.0	27.2	4.4	0	0	4	18	72	483	851	229	14	0	0	0	0
16H,6-22	1880	31.0	27.3	4.4	0	0	6	19	75	538	958	265	19	0	0	0	0
18H,6-24	1949	31.1	27.3	4.5	0	0	6	19	81	559	987	276	21	0	0	0	0
24H,0-24	2017	31.2	27.3	4.5	0	0	6	19	86	572	1019	293	22	0	0	0	0
Am	11:00	-	5:00	6:00	-	-	10:00	11:00	10:00	11:00	11:00	10:00	11:00	-	-	-	-
Peak	187	-	30.5	5.9	-	-	3	3	8	54	101	29	2	-	-	-	-
Pm	15:00	21:00	21:00	20:00	-	-	20:00	13:00	13:00	16:00	15:00	13:00	20:00	-	-	-	-

Peak	176	33.1	28.6	5.2	-	-	1	3	11	59	96	24	4	-	-	-	-
Created at 11:10:24 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 Mph				Sun 01-Dec-19				Channel: Southbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	9	-	30.7	5.8	0	0	0	0	0	2	3	2	2	0	0	0	0
1:00	12	32.2	28.5	4.0	0	0	0	0	0	3	6	3	0	0	0	0	0
2:00	10	30.2	27.5	3.5	0	0	0	0	0	3	6	1	0	0	0	0	0
3:00	7	-	28.5	5.9	0	0	0	0	0	3	2	1	1	0	0	0	0
4:00	7	-	31.4	5.0	0	0	0	0	0	1	2	3	1	0	0	0	0
5:00	7	-	31.4	3.1	0	0	0	0	0	0	3	4	0	0	0	0	0
6:00	18	32.0	27.1	5.0	0	0	0	0	2	5	7	4	0	0	0	0	0
7:00	32	33.9	29.9	4.3	0	0	0	0	0	4	17	10	0	1	0	0	0
8:00	55	34.2	29.5	5.0	0	0	1	0	0	7	28	16	3	0	0	0	0
9:00	114	30.9	27.1	4.9	0	0	0	2	9	27	60	12	4	0	0	0	0
10:00	145	32.9	28.1	4.5	0	0	0	1	5	36	69	31	3	0	0	0	0
11:00	165	30.6	27.0	4.1	0	0	0	0	9	52	85	17	2	0	0	0	0
12:00	192	32.0	28.0	3.9	0	0	0	0	3	52	101	35	1	0	0	0	0
13:00	162	30.9	26.8	4.7	0	0	0	4	8	52	75	22	1	0	0	0	0
14:00	187	30.8	26.8	4.4	0	0	0	0	16	55	92	23	1	0	0	0	0
15:00	164	30.0	26.2	4.5	0	0	3	0	7	62	83	7	2	0	0	0	0
16:00	171	29.5	25.1	4.3	0	0	0	3	18	81	61	7	1	0	0	0	0
17:00	103	30.4	27.0	4.0	0	0	0	0	5	32	57	7	2	0	0	0	0
18:00	77	30.4	26.2	5.2	0	0	0	3	5	27	34	6	1	1	0	0	0
19:00	78	30.7	27.2	4.1	0	0	0	0	5	20	43	10	0	0	0	0	0
20:00	89	32.2	28.2	3.8	0	0	0	0	0	24	47	17	1	0	0	0	0
21:00	54	32.2	28.2	4.0	0	0	0	0	0	15	28	10	1	0	0	0	0
22:00	30	31.0	27.3	4.5	0	0	0	0	1	11	13	4	1	0	0	0	0
23:00	12	32.2	28.5	4.5	0	0	0	0	1	1	7	3	0	0	0	0	0
12H,7-1916H,6-2218H,6-2424H,0-24																	
12H,7-19	1567	30.9	27.0	4.5	0	0	4	13	85	487	762	193	21	2	0	0	0
16H,6-22	1806	30.9	27.1	4.5	0	0	4	13	92	551	887	234	23	2	0	0	0
18H,6-24	1848	30.9	27.1	4.5	0	0	4	13	94	563	907	241	24	2	0	0	0
24H,0-24	1900	31.0	27.2	4.5	0	0	4	13	94	575	929	255	28	2	0	0	0
Am	11:00	-	4:00	3:00	-	-	8:00	9:00	11:00	11:00	11:00	10:00	9:00	7:00	-	-	-
Peak	165	-	31.4	5.9	-	-	1	2	9	52	85	31	4	1	-	-	-
Pm	12:00	20:00	23:00	18:00	-	-	15:00	13:00	16:00	16:00	12:00	12:00	17:00	18:00	-	-	-
Peak	192	32.2	28.5	5.2	-	-	3	4	18	81	101	35	2	1	-	-	-
Created at 11:10:25 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 Mph				Mon 02-Dec-19				Channel: Southbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	8	-	31.6	6.6	0	0	0	0	0	1	4	1	1	1	0	0	0
1:00	5	-	32.5	4.4	0	0	0	0	0	0	2	2	1	0	0	0	0
2:00	4	-	29.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0	0
3:00	5	-	25.5	9.8	0	0	1	0	0	0	3	1	0	0	0	0	0
4:00	9	-	27.4	5.6	0	0	0	0	1	3	2	3	0	0	0	0	0
5:00	24	33.8	29.8	4.0	0	0	0	0	0	3	13	7	1	0	0	0	0
6:00	77	30.9	26.9	4.8	0	0	0	1	5	24	36	10	0	1	0	0	0
7:00	250	30.2	26.0	4.6	0	1	1	4	17	91	117	18	1	0	0	0	0
8:00	221	30.5	26.8	4.3	0	0	0	3	14	63	118	23	0	0	0	0	0
9:00	179	30.5	26.6	4.5	0	0	1	1	14	53	92	17	1	0	0	0	0
10:00	197	30.2	26.5	4.0	0	0	0	0	10	79	92	13	3	0	0	0	0
11:00	198	30.9	26.5	5.3	0	0	2	8	12	52	96	26	2	0	0	0	0
12:00	169	30.7	27.0	4.4	0	0	0	2	9	51	86	19	2	0	0	0	0
13:00	200	30.9	27.0	4.5	0	0	1	4	4	65	97	29	0	0	0	0	0
14:00	206	30.6	26.3	4.9	0	0	0	6	17	67	92	21	3	0	0	0	0
15:00	283	30.4	26.2	4.3	0	0	0	1	25	106	122	28	1	0	0	0	0
16:00	320	29.3	24.5	4.6	0	0	2	10	41	144	112	11	0	0	0	0	0
17:00	204	29.3	24.7	4.3	0	0	0	3	28	98	66	9	0	0	0	0	0
18:00	220	29.9	25.7	3.9	0	0	0	0	16	106	82	16	0	0	0	0	0

19:00	139	30.5	26.4	4.3	0	0	0	1	8	55	59	15	1	0	0	0	0
20:00	118	32.0	26.8	4.8	0	0	0	0	8	48	40	19	3	0	0	0	0
21:00	79	30.9	27.5	3.8	0	0	0	0	1	26	40	12	0	0	0	0	0
22:00	50	32.1	27.5	4.5	0	0	0	0	2	17	21	9	1	0	0	0	0
23:00	22	33.2	28.7	4.7	0	0	0	0	1	4	11	5	1	0	0	0	0
12H,7-19	2647	30.3	26.1	4.5	0	1	7	42	207	975	1172	230	13	0	0	0	0
16H,6-22	3060	30.4	26.2	4.5	0	1	7	44	229	1128	1347	286	17	1	0	0	0
18H,6-24	3132	30.5	26.2	4.6	0	1	7	44	232	1149	1379	300	19	1	0	0	0
24H,0-24	3187	30.5	26.3	4.6	0	1	8	44	233	1156	1406	315	22	2	0	0	0
Am	7:00	-	1:00	3:00	-	7:00	11:00	11:00	7:00	7:00	8:00	11:00	10:00	6:00	-	-	-
Peak	250	-	32.5	9.8	-	1	2	8	17	91	118	26	3	1	-	-	-
Pm	16:00	23:00	23:00	14:00	-	-	16:00	16:00	16:00	16:00	15:00	13:00	20:00	-	-	-	-
Peak	320	33.2	28.7	4.9	-	-	2	10	41	144	122	29	3	-	-	-	-
Created at 11:10:25 on 9 Dec 2019																	
Site No: 00008557																	

3:00	3	-	30.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0	0
4:00	9	-	31.3	3.0	0	0	0	0	0	0	4	5	0	0	0	0	0
5:00	60	34.3	30.3	3.6	0	0	0	0	0	5	29	25	1	0	0	0	0
6:00	212	34.2	29.8	4.4	0	0	1	1	3	19	111	70	6	1	0	0	0
7:00	493	30.5	26.2	5.0	0	0	1	13	58	123	250	43	4	1	0	0	0
8:00	388	29.1	24.0	4.9	0	0	3	17	71	161	123	12	1	0	0	0	0
9:00	200	31.1	26.4	5.2	0	0	0	6	22	54	87	30	1	0	0	0	0
10:00	154	30.7	26.6	5.0	0	0	0	5	15	33	82	17	2	0	0	0	0
11:00	150	31.7	27.1	5.3	0	0	1	2	16	29	76	23	2	1	0	0	0
12:00	172	30.9	25.5	6.2	0	0	6	7	17	52	64	24	2	0	0	0	0
13:00	182	30.0	24.2	6.3	0	0	1	29	21	36	83	12	0	0	0	0	0
14:00	166	30.7	26.9	4.6	0	0	1	1	13	42	89	18	2	0	0	0	0
15:00	169	30.6	25.8	5.7	0	0	3	7	20	38	82	17	2	0	0	0	0
16:00	225	30.2	25.2	5.3	0	0	1	9	36	65	95	18	1	0	0	0	0
17:00	313	30.3	25.6	5.0	0	0	0	6	55	88	135	26	3	0	0	0	0
18:00	201	29.2	23.8	5.2	0	0	4	8	37	81	64	7	0	0	0	0	0
19:00	105	30.9	26.9	5.1	0	0	0	2	6	36	45	11	5	0	0	0	0
20:00	56	34.0	29.3	5.5	0	0	0	1	2	7	28	15	2	0	1	0	0
21:00	36	34.1	29.9	4.1	0	0	0	0	1	3	18	13	1	0	0	0	0
22:00	30	32.7	28.2	5.9	0	0	0	1	3	2	17	6	0	1	0	0	0
23:00	10	36.0	32.5	4.8	0	0	0	0	0	1	2	5	2	0	0	0	0
12H,7-19	2813	30.4	25.5	5.4	0	0	21	110	381	802	1230	247	20	2	0	0	0
16H,6-22	3222	30.7	25.9	5.4	0	0	22	114	393	867	1432	356	34	3	1	0	0
18H,6-24	3262	30.7	26.0	5.4	0	0	22	115	396	870	1451	367	36	4	1	0	0
24H,0-24	3344	30.8	26.1	5.4	0	0	22	115	396	876	1489	403	38	4	1	0	0
Am	7:00	-	2:00	1:00	-	-	8:00	8:00	8:00	8:00	7:00	6:00	6:00	11:00	-	-	-
Peak	493	-	33.5	5.8	-	-	3	17	71	161	250	70	6	1	-	-	-
Pm	17:00	23:00	23:00	13:00	-	-	12:00	13:00	17:00	17:00	17:00	17:00	19:00	22:00	20:00	-	-
Peak	313	36.0	32.5	6.3	-	-	6	29	55	88	135	26	5	1	1	-	-
Created at 11:10:25 on 9 Dec 2019																	
Site No: 00008557                      Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 Mph				Thu 28-Nov-19				Channel: Northbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	3	-	28.5	1.7	0	0	0	0	0	0	3	0	0	0	0	0	0
1:00	6	-	31.8	4.3	0	0	0	0	0	0	3	2	1	0	0	0	0
2:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
3:00	2	-	31.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
4:00	11	35.6	30.8	5.4	0	0	0	0	0	2	4	3	2	0	0	0	0
5:00	54	35.0	30.3	5.5	0	0	1	0	3	1	23	22	4	0	0	0	0
6:00	216	33.8	29.1	5.0	0	0	4	2	4	17	125	56	8	0	0	0	0
7:00	482	30.8	26.5	5.3	0	0	7	9	47	114	240	61	4	0	0	0	0
8:00	376	31.0	26.9	5.0	0	0	0	5	50	67	197	53	4	0	0	0	0
9:00	232	31.1	27.5	4.8	0	0	0	6	17	36	137	32	4	0	0	0	0
10:00	162	32.0	26.3	6.0	0	0	2	4	25	35	66	26	3	1	0	0	0
11:00	143	33.1	27.4	5.7	0	0	1	6	11	26	62	36	1	0	0	0	0
12:00	171	33.1	27.9	5.4	0	0	1	3	13	30	82	38	3	1	0	0	0
13:00	184	33.0	27.5	5.6	0	0	0	7	20	23	90	40	4	0	0	0	0
14:00	154	30.7	26.1	5.2	0	0	0	5	20	39	71	17	2	0	0	0	0
15:00	190	30.9	26.1	5.6	0	0	1	9	16	60	76	25	2	1	0	0	0
16:00	232	30.0	24.1	5.7	0	0	2	17	46	72	74	21	0	0	0	0	0
17:00	330	27.8	23.1	4.6	0	0	2	18	65	171	65	9	0	0	0	0	0
18:00	185	31.4	26.7	5.2	0	0	0	4	19	51	81	25	5	0	0	0	0
19:00	94	33.5	29.3	3.9	0	0	0	0	3	8	55	27	1	0	0	0	0
20:00	65	34.1	29.0	5.4	0	0	0	2	2	9	30	19	2	1	0	0	0
21:00	43	32.8	28.2	4.2	0	0	0	0	1	12	19	11	0	0	0	0	0
22:00	19	30.2	27.7	3.3	0	0	0	0	1	2	15	1	0	0	0	0	0
23:00	10	34.8	30.0	5.9	0	0	0	0	1	1	3	4	1	0	0	0	0
12H,7-19	2841	31.0	26.2	5.5	0	0	16	93	349	724	1241	383	32	3	0	0	0
16H,6-22	3259	31.5	26.6	5.5	0	0	20	97	359	770	1470	496	43	4	0	0	0
18H,6-24	3288	31.6	26.6	5.5	0	0	20	97	361	773	1488	501	44	4	0	0	0
24H,0-24	3365	31.7	26.7	5.5	0	0	21	97	364	776	1523	529	51	4	0	0	0
Am	7:00	-	1:00	-	-	-	7:00	7:00	8:00	7:00	7:00	7:00	6:00	10:00	-	-	-

Peak	482	-	31.8	-	-	-	7	9	50	114	240	61	8	1	-	-	-
Pm	17:00	23:00	23:00	23:00	-	-	17:00	17:00	17:00	17:00	13:00	13:00	18:00	20:00	-	-	-
Peak	330	34.8	30.0	5.9	-	-	2	18	65	171	90	40	5	1	-	-	-
Created at 11:10:25 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 MphFri 29-Nov-19Channel: Northbound																	
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	5	-	28.5	3.7	0	0	0	0	0	1	3	1	0	0	0	0	0
1:00	1	-	18.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0
2:00	1	-	18.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0
3:00	5	-	27.5	2.6	0	0	0	0	0	1	4	0	0	0	0	0	0
4:00	13	34.9	32.3	4.4	0	0	0	0	0	1	3	7	2	0	0	0	0
5:00	41	35.3	31.9	4.0	0	0	0	0	0	1	16	20	3	1	0	0	0
6:00	181	34.1	29.7	4.4	0	0	1	0	8	8	96	65	3	0	0	0	0
7:00	398	32.1	27.2	5.2	0	0	4	10	26	82	200	72	4	0	0	0	0
8:00	288	31.8	26.6	5.4	0	0	1	8	37	61	129	51	1	0	0	0	0
9:00	183	32.0	27.5	5.1	0	0	2	2	12	38	95	31	2	1	0	0	0
10:00	173	31.7	27.1	5.4	0	0	1	5	17	31	89	26	4	0	0	0	0
11:00	161	32.3	27.4	5.2	0	0	1	4	12	31	80	31	2	0	0	0	0
12:00	174	33.6	27.8	5.8	0	0	0	8	12	30	78	37	9	0	0	0	0
13:00	173	33.2	27.6	5.7	0	1	1	4	14	29	78	44	2	0	0	0	0
14:00	164	31.9	27.3	5.2	0	0	1	4	13	31	85	27	3	0	0	0	0
15:00	201	31.1	26.4	5.2	0	0	0	3	31	46	90	28	3	0	0	0	0
16:00	197	30.7	26.2	5.3	0	0	2	2	24	57	87	21	3	1	0	0	0
17:00	165	32.3	26.6	5.7	0	0	1	3	26	36	66	29	4	0	0	0	0
18:00	98	31.3	28.0	3.9	0	0	0	0	4	18	60	15	1	0	0	0	0
19:00	87	31.5	27.6	4.6	0	0	1	0	4	20	47	14	1	0	0	0	0
20:00	43	33.5	27.9	5.3	0	0	0	0	3	13	16	8	3	0	0	0	0
21:00	49	34.5	29.1	6.4	0	0	1	1	4	3	19	19	1	1	0	0	0
22:00	31	34.4	29.3	5.2	0	0	0	0	2	5	12	10	2	0	0	0	0
23:00	20	30.3	27.5	5.2	0	0	0	0	1	6	11	1	0	1	0	0	0
12H,7-19	2375	32.2	27.1	5.3	0	1	14	53	228	490	1137	412	38	2	0	0	0
16H,6-22	2735	32.5	27.3	5.3	0	1	17	54	247	534	1315	518	46	3	0	0	0
18H,6-24	2786	32.5	27.3	5.3	0	1	17	54	250	545	1338	529	48	4	0	0	0
24H,0-24	2852	32.7	27.4	5.3	0	1	17	54	252	549	1364	557	53	5	0	0	0
Am	7:00	-	4:00	-	-	-	7:00	7:00	8:00	7:00	7:00	7:00	10:00	9:00	-	-	-
Peak	398	-	32.3	-	-	-	4	10	37	82	200	72	4	1	-	-	-
Pm	15:00	21:00	22:00	21:00	-	13:00	16:00	12:00	15:00	16:00	15:00	13:00	12:00	23:00	-	-	-
Peak	201	34.5	29.3	6.4	-	1	2	8	31	57	90	44	9	1	-	-	-
Created at 11:10:25 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 MphSat 30-Nov-19Channel: Northbound																	
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	11	34.6	30.3	4.8	0	0	0	0	0	2	4	4	1	0	0	0	0
1:00	3	-	30.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0	0
2:00	2	-	26.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0	0
3:00	2	-	28.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0	0
4:00	4	-	32.3	4.9	0	0	0	0	0	0	2	1	1	0	0	0	0
5:00	14	34.1	30.6	3.5	0	0	0	0	0	1	6	7	0	0	0	0	0
6:00	46	34.6	30.2	5.8	0	0	0	0	2	6	17	19	1	0	0	1	0
7:00	67	34.4	29.8	4.7	0	0	0	1	2	6	29	27	2	0	0	0	0
8:00	96	33.2	28.4	4.8	0	0	0	0	7	15	50	21	2	1	0	0	0
9:00	147	32.5	27.4	5.3	0	0	0	5	15	19	77	29	2	0	0	0	0
10:00	147	33.6	27.8	5.7	0	0	1	2	19	20	62	40	3	0	0	0	0
11:00	158	33.2	27.0	6.4	0	0	3	8	15	25	68	34	5	0	0	0	0
12:00	129	34.1	28.4	5.8	0	0	1	2	9	22	57	29	8	1	0	0	0
13:00	138	32.6	28.2	4.5	0	0	0	1	6	25	76	28	1	1	0	0	0
14:00	130	32.9	26.7	6.3	0	0	2	4	19	22	54	24	5	0	0	0	0
15:00	104	32.9	27.3	6.1	0	1	2	2	8	17	49	24	1	0	0	0	0

16:00	92	32.1	27.4	4.9	0	0	0	2	6	21	45	17	1	0	0	0	0
17:00	75	33.3	28.9	4.5	0	0	0	1	3	7	44	18	2	0	0	0	0
18:00	60	32.9	28.2	4.9	0	0	0	0	6	8	32	12	2	0	0	0	0
19:00	54	34.0	29.0	5.0	0	0	0	0	4	7	26	14	3	0	0	0	0
20:00	32	35.3	30.8	8.5	0	0	1	1	0	1	16	9	2	0	1	0	1
21:00	34	33.8	29.1	5.1	0	0	0	1	1	3	19	8	2	0	0	0	0
22:00	23	33.6	29.8	4.0	0	0	0	0	0	2	15	4	2	0	0	0	0
23:00	22	35.1	29.6	7.0	0	0	0	2	1	1	6	10	2	0	0	0	0
12H,7-19	1343	33.3	27.8	5.5	0	1	9	28	115	207	643	303	34	3	0	0	0
16H,6-22	1509	33.5	28.0	5.6	0	1	10	30	122	224	721	353	42	3	1	1	1
18H,6-24	1554	33.5	28.1	5.6	0	1	10	32	123	227	742	367	46	3	1	1	1
24H,0-24	1590	33.6	28.1	5.6	0	1	10	32	123	231	759	380	48	3	1	1	1
Am	11:00	-	4:00	11:00	-	-	11:00	11:00	10:00	11:00	9:00	10:00	11:00	8:00	-	6:00	-
Peak	158	-	32.3	6.4	-	-	3	8	19	25	77	40	5	1	-	1	-
Pm	13:00	20:00	20:00	20:00	-	15:00	15:00	14:00	14:00	13:00	13:00	12:00	12:00	13:00	20:00	-	20:00
Peak	138	35.3	30.8	8.5	-	1	2	4	19	25	76	29	8	1	1	-	1
Created at 11:10:25 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 Mph			Sun 01-Dec-19					Channel: Northbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
0:00	17	32.2	28.2	4.7	0	0	0	0	2	1	10	4	0	0	0	0	0
1:00	5	-	29.5	2.6	0	0	0	0	0	0	4	1	0	0	0	0	0
2:00	3	-	31.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0	0
3:00	4	-	32.3	4.9	0	0	0	0	0	0	2	1	1	0	0	0	0
4:00	2	-	33.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
5:00	13	33.8	31.2	6.1	0	0	0	0	1	0	6	4	1	1	0	0	0
6:00	28	34.3	29.8	5.2	0	0	0	1	1	2	10	14	0	0	0	0	0
7:00	45	35.8	30.1	6.7	0	0	1	1	2	2	20	12	6	1	0	0	0
8:00	58	33.2	27.6	6.6	0	0	2	3	1	9	28	13	1	1	0	0	0
9:00	93	32.3	27.3	5.4	0	0	1	1	12	12	48	18	1	0	0	0	0
10:00	126	32.8	28.2	4.7	0	0	0	1	12	11	72	29	1	0	0	0	0
11:00	137	33.6	28.3	5.3	0	0	0	3	12	16	66	37	3	0	0	0	0
12:00	142	33.5	28.3	5.5	0	0	2	0	13	16	71	36	3	1	0	0	0
13:00	124	33.8	28.5	5.1	0	0	0	2	7	21	57	32	5	0	0	0	0
14:00	150	32.9	28.0	4.9	0	0	0	3	10	23	79	32	3	0	0	0	0
15:00	125	32.8	28.1	5.1	0	0	0	4	8	14	71	25	3	0	0	0	0
16:00	91	31.9	25.9	6.1	0	0	2	4	10	26	32	16	1	0	0	0	0
17:00	75	32.6	27.9	4.5	0	0	0	0	4	19	35	16	1	0	0	0	0
18:00	67	33.6	29.0	4.9	0	0	0	1	3	7	36	18	1	1	0	0	0
19:00	64	33.8	29.1	4.6	0	0	0	0	4	6	35	16	3	0	0	0	0
20:00	33	33.9	27.7	6.2	0	0	0	1	5	5	9	13	0	0	0	0	0
21:00	29	35.2	31.3	5.8	0	0	0	0	1	2	12	11	0	3	0	0	0
22:00	10	36.0	30.5	5.0	0	0	0	0	0	1	6	1	2	0	0	0	0
23:00	8	-	34.8	6.5	0	0	0	0	0	0	3	2	1	2	0	0	0
12H,7-19	1233	33.3	28.0	5.4	0	0	8	23	94	176	615	284	29	4	0	0	0
16H,6-22	1387	33.5	28.2	5.4	0	0	8	25	105	191	681	338	32	7	0	0	0
18H,6-24	1405	33.5	28.2	5.4	0	0	8	25	105	192	690	341	35	9	0	0	0
24H,0-24	1449	33.6	28.3	5.4	0	0	8	25	108	193	713	355	37	10	0	0	0
Am	11:00	-	4:00	7:00	-	-	8:00	11:00	11:00	11:00	10:00	11:00	7:00	8:00	-	-	-
Peak	137	-	33.5	6.7	-	-	2	3	12	16	72	37	6	1	-	-	-
Pm	14:00	-	23:00	23:00	-	-	16:00	16:00	12:00	16:00	14:00	12:00	13:00	21:00	-	-	-
Peak	150	-	34.8	6.5	-	-	2	4	13	26	79	36	5	3	-	-	-
Created at 11:10:25 on 9 Dec 2019																	
Site No: 00008557Site Reference: 00008557																	
Downend Rd Portchester																	
Speed Report-Limit 30 Mph			Mon 02-Dec-19					Channel: Northbound									
Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56



0:00	4	-	32.3	2.8	0	0	0	0	0	0	1	3	0	0	0	0	0
1:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	2	-	31.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0	0
3:00	6	-	26.0	6.3	0	0	0	1	0	0	5	0	0	0	0	0	0
4:00	5	-	29.5	5.6	0	0	0	0	0	1	3	0	1	0	0	0	0
5:00	52	35.0	30.6	4.9	0	0	0	1	1	3	21	22	4	0	0	0	0
6:00	201	33.2	28.9	4.5	0	0	2	2	6	12	127	49	3	0	0	0	0
7:00	461	30.8	27.0	4.7	0	0	1	8	45	84	262	60	1	0	0	0	0
8:00	321	31.6	26.5	5.9	0	0	7	10	37	57	155	52	3	0	0	0	0
9:00	199	30.7	26.3	5.4	0	0	1	9	23	37	104	24	1	0	0	0	0
10:00	155	32.1	27.1	5.6	0	0	1	6	16	21	81	28	2	0	0	0	0
11:00	141	32.5	27.5	5.2	0	0	1	4	11	20	74	31	0	0	0	0	0
12:00	156	32.0	27.4	5.1	0	0	0	4	13	29	81	26	3	0	0	0	0
13:00	140	33.5	28.5	5.1	0	0	0	2	12	14	74	33	5	0	0	0	0
14:00	163	31.8	26.5	5.2	0	0	0	3	22	43	65	30	0	0	0	0	0
15:00	186	30.5	24.9	5.8	0	0	1	11	35	49	69	20	1	0	0	0	0
16:00	219	30.9	25.6	5.7	0	0	0	9	42	50	86	29	3	0	0	0	0
17:00	249	30.7	26.3	5.4	0	0	3	3	33	62	117	25	6	0	0	0	0
18:00	138	31.8	26.7	5.1	0	0	0	4	13	38	58	25	0	0	0	0	0
19:00	93	30.6	27.0	4.3	0	0	1	0	4	25	53	10	0	0	0	0	0
20:00	68	33.4	28.8	4.5	0	0	0	1	1	12	34	19	1	0	0	0	0
21:00	31	35.0	31.1	5.0	0	0	0	0	0	3	14	11	1	2	0	0	0
22:00	24	33.8	30.0	3.7	0	0	0	0	0	2	14	7	1	0	0	0	0
23:00	9	-	30.2	5.7	0	0	0	0	0	1	6	1	0	1	0	0	0
12H,7-19	2528	31.4	26.6	5.4	0	0	15	73	302	504	1226	383	25	0	0	0	0
16H,6-22	2921	31.7	26.9	5.3	0	0	18	76	313	556	1454	472	30	2	0	0	0
18H,6-24	2954	31.7	26.9	5.3	0	0	18	76	313	559	1474	480	31	3	0	0	0
24H,0-24	3023	31.9	27.0	5.4	0	0	18	78	314	563	1505	506	36	3	0	0	0
Am	7:00	-	-	-	-	-	8:00	8:00	7:00	7:00	7:00	7:00	5:00	-	-	-	-
Peak	461	-	-	-	-	-	7	10	45	84	262	60	4	-	-	-	-
Pm	17:00	-	21:00	15:00	-	-	17:00	15:00	16:00	17:00	17:00	13:00	17:00	21:00	-	-	-
Peak	249	-	31.1	5.8	-	-	3	11	42	62	117	33	6	2	-	-	-
Created at 11:10:25 on 9 Dec 2019																	

## ATC Locations

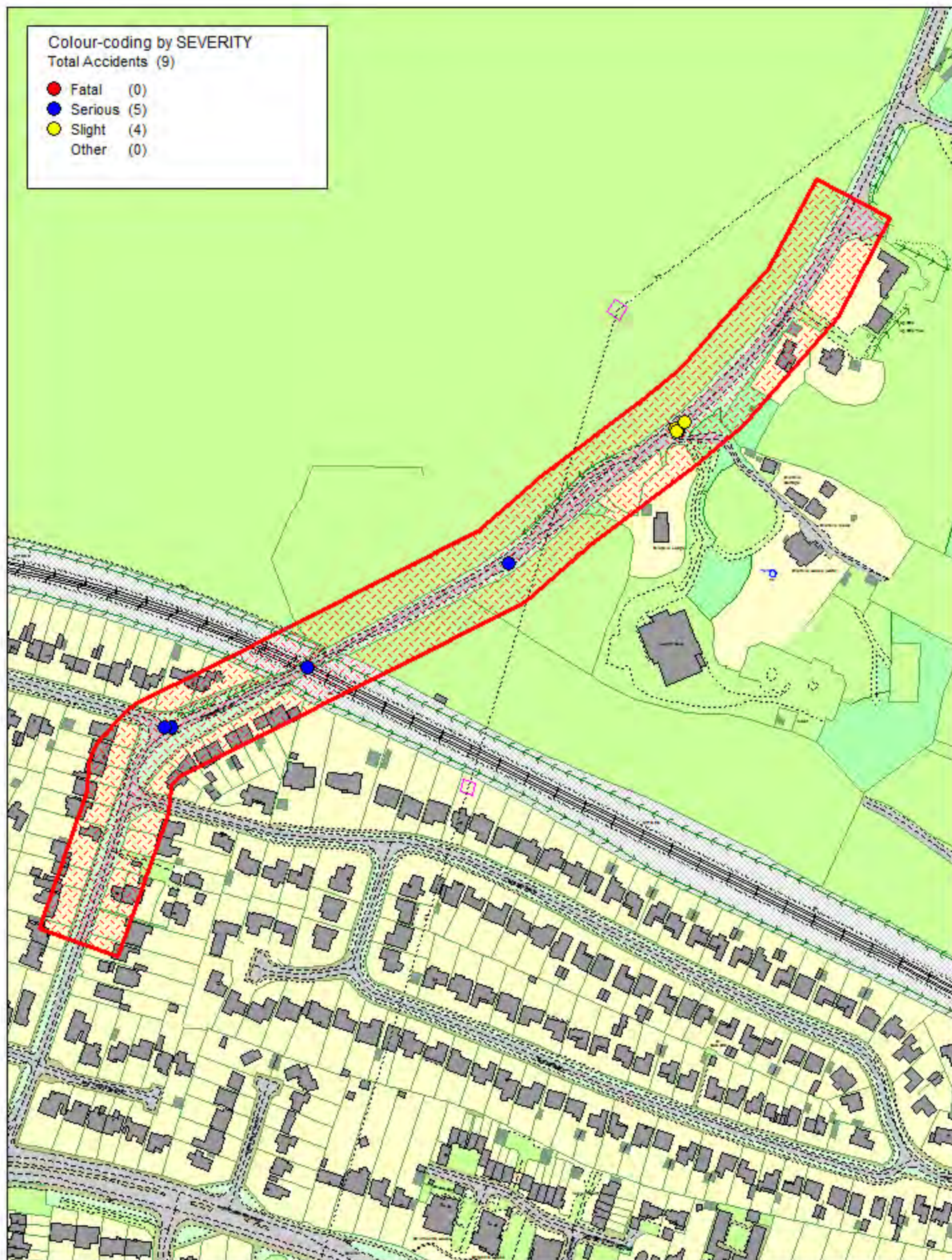


## **APPENDIX B.** PIA REPORT



Colour-coding by SEVERITY  
Total Accidents (9)

- Fatal (0)
- Serious (5)
- Slight (4)
- Other (0)



Selected map area

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Licence No. 01021C 2019

SCALE	1 : 3000
DATE	08/08/2019
DRAWING No.	
DRAWN BY	

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

Selected Polygon:CS PORTCHESTER

090346359 09/08/2009 Time 0650 Vehicles 2 Casualties 1 Serious  
E:459585 N: 106337 First Road: U Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight: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 2	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 2	Very Likely
4th:	Illegal turn or direction of travel	Vehicle 2	Very Likely
5th:			
6th:			

VEH 1 (MOTORBIKE), HEADING NORTH ALONG DOWNEND ROAD AND APPROACHING A RIGHT-HAND BEND, WAS CONFRONTED BY VEH 2 (CAR), HEADING IN THE OPPOSITE DIRECTION, PARTIALLY ACROSS THE CENTRELINE. VEH 1 TOOK AVOIDING ACTION AND LOST CONTROL, LEAVING THE CARRIA  
Occurred on DOWNEND ROAD AT THE JUNCTION WITH THE CAUSEWAY, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead right bend  
Vehicle movement from S to NE No tow / articulation Leaving the main road  
On main carriageway Skidded  
Location at impact Jct Approach First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Nearside Age of Driver 45 Male  
Not hit and run Breath test Not applicable  
Left hand drive:  
Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead left bend  
Vehicle movement from NE to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact 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  
Non-stop, not hit Breath test Driver not contacted  
Left hand drive:

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

120181332 11/05/2012 Time 2003 Vehicles 2 Casualties 2 Serious  
E:459886 N: 106515 First Road: U Road Type Single carriageway  
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NW OUT OF HEALTH CLUB AND TURNING RIGHT ONTO DOWNEND ROAD  
PULLED OUT IN FRONT OF VEH 1 (CAR) TRAVELLING SW ALONG DOWNEND ROAD CAUSING COLLISION.  
VEH 1 LOST CONTROL AND LEFT ROAD TO NEARSIDE BEFORE OVERTURNING.

Occurred on DOWNEND ROAD AT JUNCTION WITH HEALTH CLUB, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway Overturned  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: Tree  
Nearside Age of Driver 22 Female  
Not hit and run Breath test Negative  
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 19 Female Passenger Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Turning right  
Vehicle movement from SE to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 18 Female  
Not hit and run Breath test Negative  
Left hand drive: No



Accidents between dates 01/04/2009 and 31/03/2019 (120) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

**Notes:**

130048690 07/02/2013 Time 0915 Vehicles 2 Casualties 1 Slight  
E:459887 N: 106514 First Road: U Road Type Single carriageway  
Speed limit: 40 Junction Detail: Pri Drive Stop sign Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

**Causation**

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

VEH 1 (CAR) EXITING GYM CAR PARK TURNING RIGHT IN NE DIRECTION ONTO DOWNEND ROAD, FAILS TO JUDGE SPEED OF VEH 2 (CAR) TRAVELLING SW ALONG DOWNEND ROAD AND COLLIDES.

Occurred on DOWNEND ROAD AT JUNCTION WITH ELLERSLIE HOUSE, PORTCHESTER, HAMPSHIRE

Vehicle Reference 1 Car Turning right  
Vehicle movement from SE to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 19 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Front seat**

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from 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:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 30 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

**Notes:**

130408471 28/10/2013 Time 1504 Vehicles 3 Casualties 1 Slight  
E:459885 N: 106515 First Road: U Road Type Single carriageway  
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Daylight Fine with high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

**Causation**

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

VEH 1 (CAR) TRAVELLING NW OUT OF HEATH CLUB TURNS RIGHT ONTO DOWNEND ROAD INTO PATH OF  
VEH 2 (CAR) TRAVELLING SW ALONG DOWNEND ROAD. VEH 2 BRAKED SUDDENLY CAUSING  
FOLLOWING VEH 3 (M/CYCLE) TO COLLIDE WITH THE REAR OF VEH 2.

Occurred on DOWNEND ROAD AT JUNCTION WITH HEALTH CLUB, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Turning right  
Vehicle movement from SE to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 41 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 61 Female  
Not hit and run Breath test Negative  
Left hand drive: No

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

Vehicle Reference 3 Motor Cycle over 50 cc and up to 125cc Going ahead other  
Vehicle movement from NE to SW 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:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 29 Male  
Not hit and run Breath test Negative  
Left hand drive: No  
Casualty Reference: 1 Vehicle: 3 Age: 29 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

140368616 12/10/2014 Time 1330 Vehicles 1 Casualties 1 Serious  
E:459581 N: 106337 First Road: U Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Exceeding speed limit	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG DOWNEND ROAD AROUND RIGHT HAND BEND WHEN VEH  
LOSES CONTROL AND RIDER FALLS OFF.

Occurred on DOWNEND ROAD AT JUNCTION WITH THE CAUSEWAY, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead right bend  
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 Nearside Hit vehicle:  
Hit object in road Kerb Off road: None  
Did not leave carr Age of Driver 17 Male  
Not hit and run Breath test Negative  
Left hand drive: No  
Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

**Notes:**

150323979 18/09/2015 Time 1210 Vehicles 2 Casualties 2 Slight  
E:459886 N: 106514 First Road: U Road Type Single carriageway  
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

**Causation**

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

VEH 1 (CAR) TRAVELLING NW OUT OF 247 FITNESS GYM TURNS RIGHT ONTO DOWNEND ROAD AND COLLIDES WITH VEH 2 (CAR) TRAVELLING SW ALONG DOWNEND ROAD.

Occurred on DOWNEND ROAD AT JUNCTION WITH 247 FITNESS GYM, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Turning right  
Vehicle movement from SE to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 63 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 32 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 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:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 47 Male  
Not hit and run Breath test Not requested  
Left hand drive: No



Accidents between dates 01/04/2009 and 31/03/2019 (120) months

**Selection:**

**Notes:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

160167632 04/05/2016 Time 1610 Vehicles 2 Casualties 3 Serious  
E:459666 N: 106373 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 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:	Distraction in vehicle	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG DOWNEND ROAD VEERED ONTO THE WRONG SIDE OF THE ROAD  
WHEN TRAVELLING OVER THE RAILWAY BRIDGE AND COLLIDED WITH ONCOMING VEH 2 (CAR).

Occurred on DOWNEND ROAD 28 METRES NORTHEAST OF NUMBER 38, PORTCHESTER, 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 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 27 Male  
Not hit and run Breath test Negative  
Left hand drive: No  
  
Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from SW to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 69 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 69 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 2 Age: 61 Female Passenger Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

**Selection:**

**Notes:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

160315575 22/08/2016 Time 1743 Vehicles 1 Casualties 1 Slight  
E:459891 N: 106519 First Road: U Road Type Single carriageway  
Speed limit: 40 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

**Causation**

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

VEH 1 (P/CYCLE) TRAVELLING SW ALONG DOWNEND ROAD LOST CONTROL CAUSING THE RIDER TO FALL.

Occurred on DOWNEND ROAD OUTSIDE ELLERSLIE HOTEL, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Nearside Age of Driver 37 Male  
Not hit and run Breath test Not applicable Left hand drive: No  
Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/04/2009 and 31/03/2019 (120) months

**Selection:**

**Notes:**

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("CS  
PORTCHESTER")

44180260281 11/07/2018 Time 0510 Vehicles 1 Casualties 2 Serious  
E:459786 N: 106435 First Road: U Road Type Single carriageway  
Speed limit: 40 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lighting unknown 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	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	Very Likely
4th:	Impaired by alcohol	Vehicle 1	Very Likely
5th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
6th:			

VEH1 (CAR) TRAVELLING SW ALONG DOWNEND ROAD WHEN DRIVER LOSES CONTROL OF THE VEH,  
POSSIBLY BY STRIKING THE NEARSIDEVERGE. VEH1 SLIDES AND ROATES CLOCKWISE AND COLLIDES  
WITH A TREE.

Occurred on DOWNEND ROAD, 230 METERS NW OF JUNCTION WITH THE CAUSEWAY, FAREHAM,  
HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from NE 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 Nearside Hit vehicle:  
Hit object in road None Off road: Tree  
O/S & rebounded Age of Driver 20 Female  
Not hit and run Breath test Positive  
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 22 Male Passenger Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist  
Front seat



**Accidents between dates**      **01/04/2009 and 31/03/2019**    (120) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents  
 within selected Polygons -HC - RPU Statistics Request ("CS  
 PORTCHESTER")

**Notes:**

**Accidents involving:**

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	2	5
2-wheeled motor vehicles	0	2	1	3
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>9</b>

**Casualties:**

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	5	5
Passenger	0	3	2	5
Motorcycle rider	0	2	1	3
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>14</b>

10 Year Analysis 01/04/2009 - 31/03/2019

Accident Number	Date	Easting	Northing	Severity	Description
1	09/08/2009	459585	106337	Serious	Veh 1 (M/C) heading north along Downend Road and approaching bend was confronted by Veh 2 heading in opposite direction, which was partially across centreline. Veh 1 tried to avoid and lost control leaving carriageway.
2	11/05/2012	459886	106515	Serious	Veh 2 travelling NW out of gym turned right onto Downend Road and pulled out in front of Veh 1 travelling SW causing collision. Veh 1 lost control and left the road.
3	07/02/2013	459887	106514	Slight	Veh 1 exiting gym car park turning right in NE direction onto Downend Road fails to judge speed of Veh 2 travelling SW and collides.
4	28/10/2013	459885	106515	Slight	Veh 1 travelling NW out of gym turns right onto Downend Road into path of Veh 2 travelling SW. Veh 2 braked suddenly causing following Veh 3 (M/C) to collide with rear of Veh 2.
5	12/10/2014	459581	106337	Serious	Veh 1 (M/C) travelling north east along Downend Road around right hand bend when vehicle lost control.
6	18/09/2015	459886	106514	Slight	Veh 1 travelling NW out of gym turns right onto Downend Road and collides with Veh 2 travelling SW.
7	04/05/2016	459666	106373	Serious	Veh 1 travelling SW along Downend Road veered into wrong side of road when travelling over the bridge and collided with oncoming vehicle.
8	22/08/2016	459891	106519	Slight	Veh 1 (Cyclist) travelling SW along Downend Road lost control
9	11/07/2018	459786	106435	Serious	Veh 1 travelling SW along Downend Road when driver loses control of veh and possibly striking verge. Veh 1 slides and rotates clockwise and then collides with tree



## **APPENDIX C. LINSIG RESULTS**

Basic Results Summary

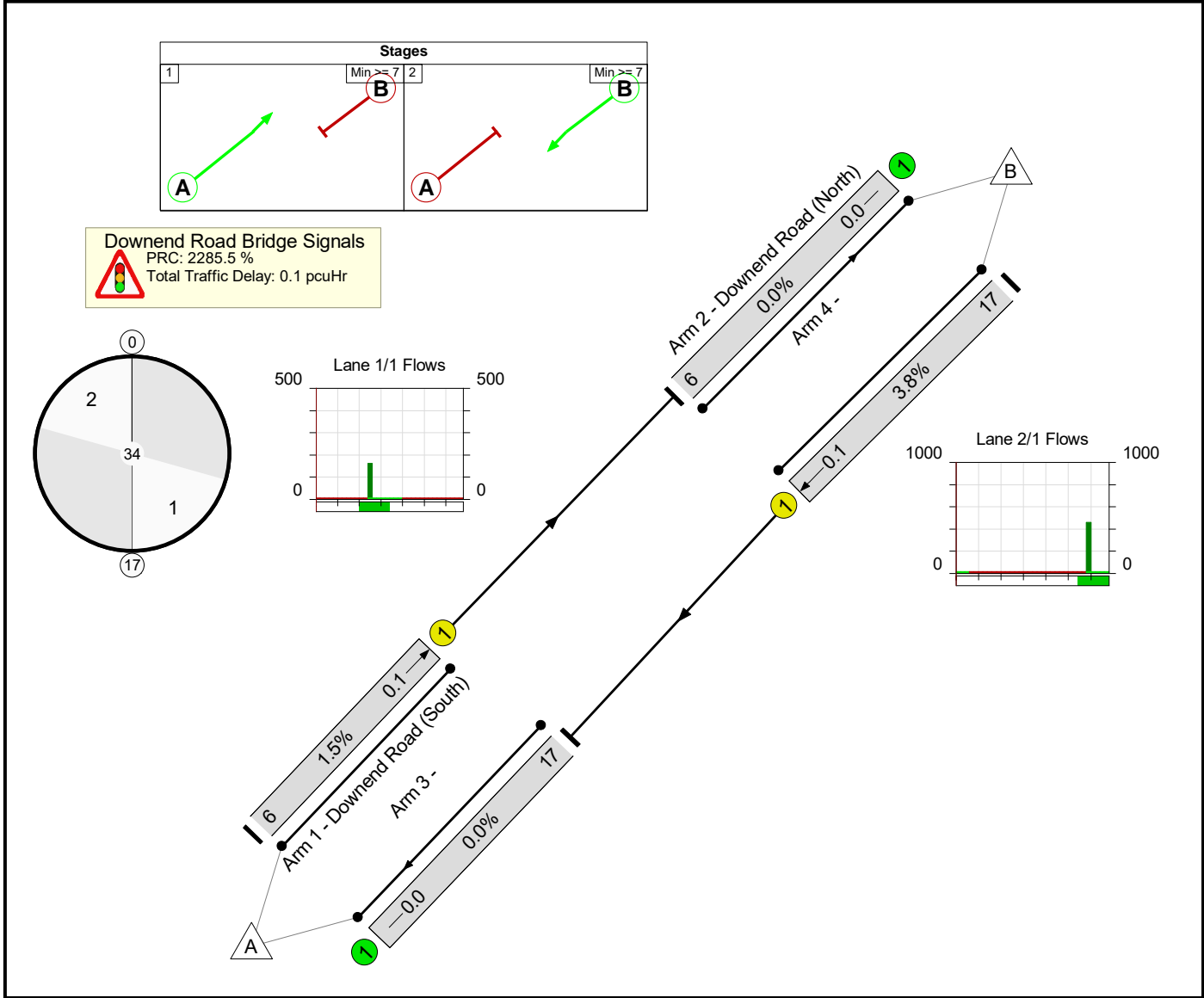
Basic Results Summary

User and Project Details

Project:	ITB12212
Title:	Downend Road Bridge
Location:	
Additional detail:	
File name:	Downend Bridge without peds 24hr.lsg3x
Author:	MJC
Company:	
Address:	

Scenario 1: '1' (FG1: '2026 with Dev AM 00-01', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



## Network Results

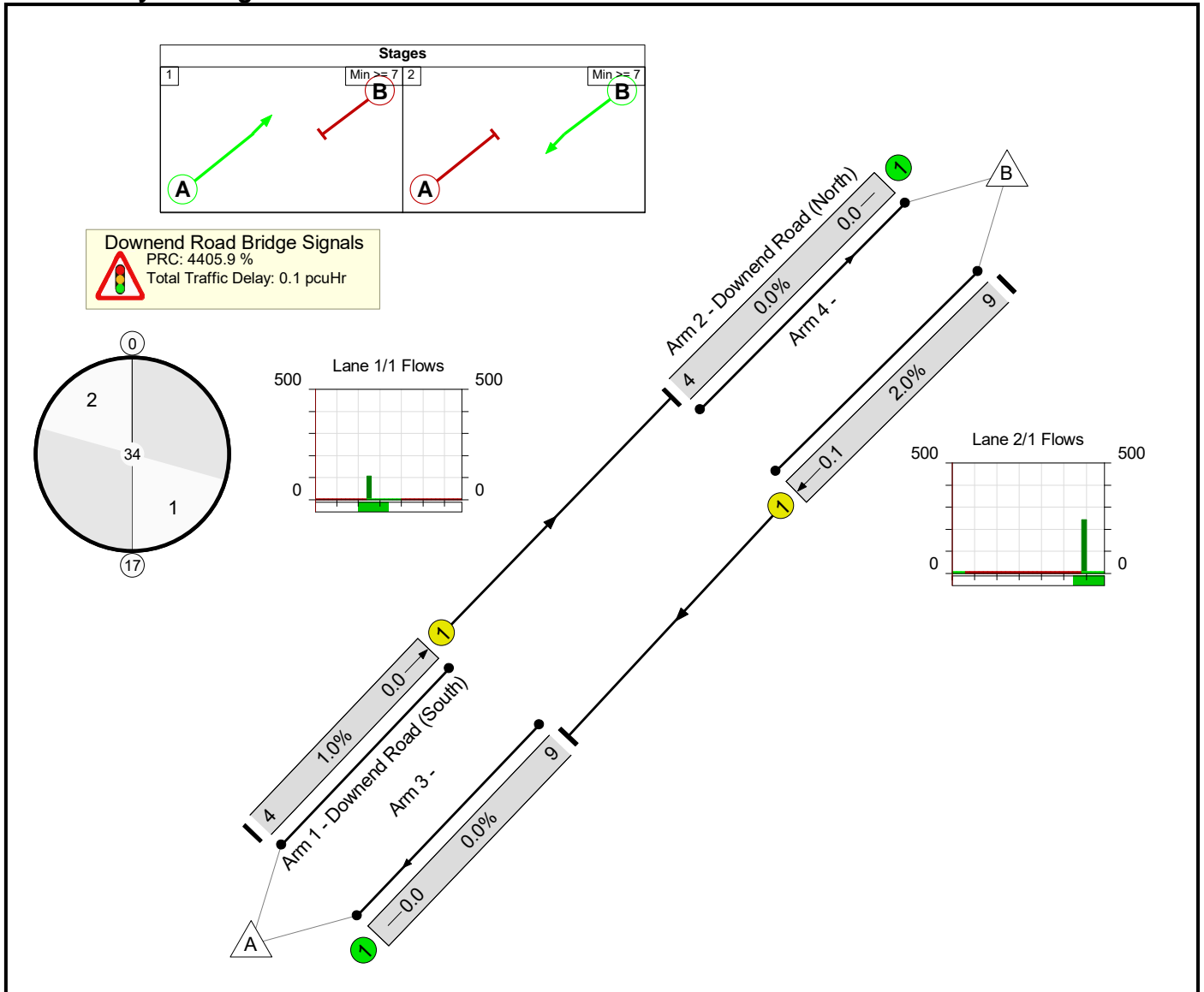
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	3.8%	0	0	0	0.1	-	-	
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	3.8%	0	0	0	0.1	-	-	
1/1	Downend Road (South) Ahead	U	A		1	7	-	6	1705	401	1.5%	-	-	-	0.0	14.9	0.1	
2/1	Downend Road (North) Ahead	U	B		1	7	-	17	1915	451	3.8%	-	-	-	0.1	14.5	0.1	
C1			PRC for Signalled Lanes (%):		2285.5		PRC Over All Lanes (%):		2285.5		Total Delay for Signalled Lanes (pcuHr):		0.09		Cycle Time (s):		34	
											Total Delay Over All Lanes(pcuHr):		0.09					



## Basic Results Summary

**Scenario 2: '2'** (FG2: '2026 with Dev AM 01-02', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



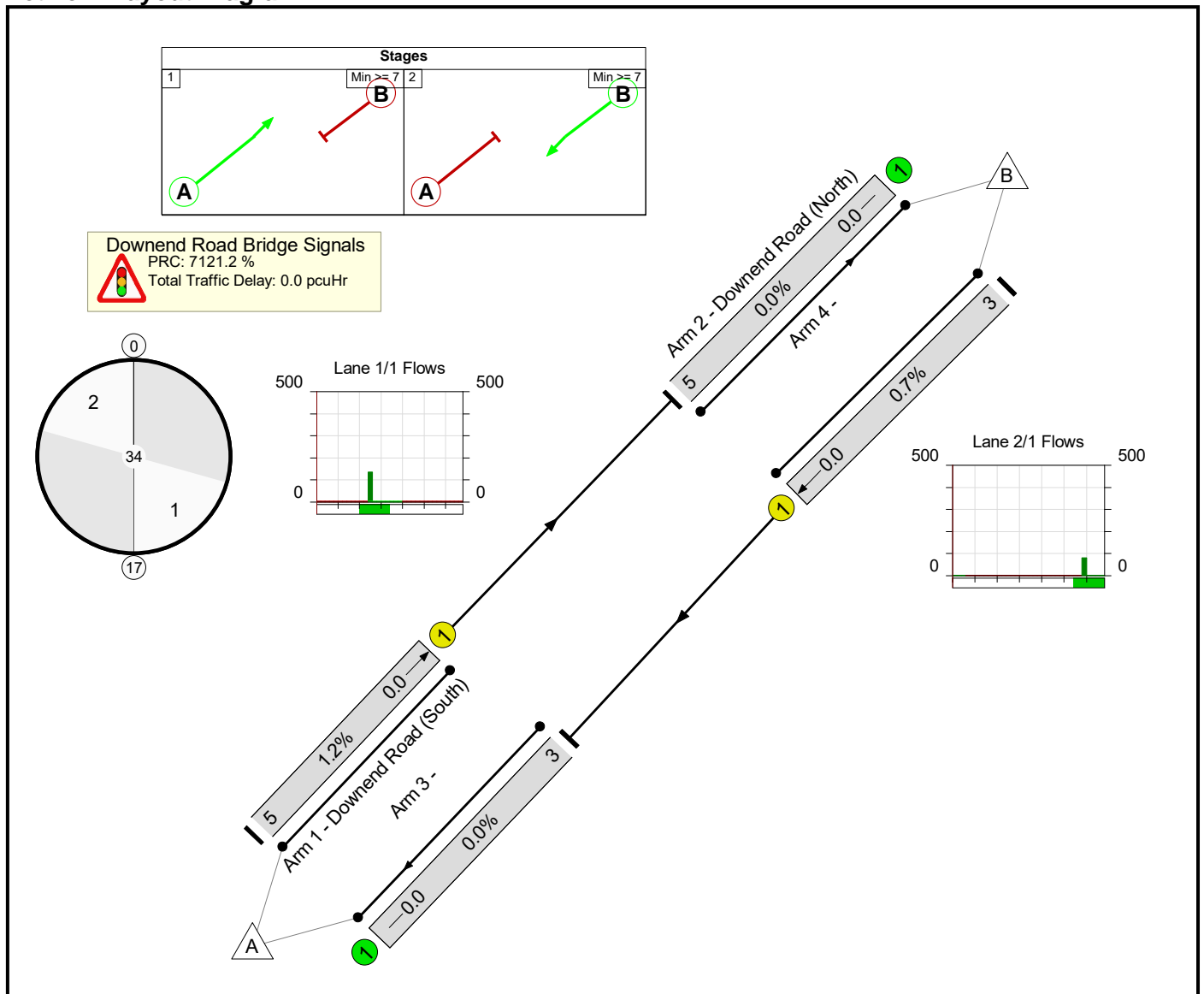
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	2.0%	0	0	0	0.1	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	2.0%	0	0	0	0.1	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	4	1705	401	1.0%	-	-	-	0.0	14.9	0.0
2/1	Downend Road (North) Ahead	U	B		1	7	-	9	1915	451	2.0%	-	-	-	0.0	14.4	0.1
C1                  PRC for Signalled Lanes (%): 4405.9                  Total Delay for Signalled Lanes (pcuHr): 0.05                  Cycle Time (s): 34 PRC Over All Lanes (%): 4405.9                  Total Delay Over All Lanes(pcuHr): 0.05																	

# Basic Results Summary

**Scenario 3: '3'** (FG3: '2026 with Dev AM 02-03', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



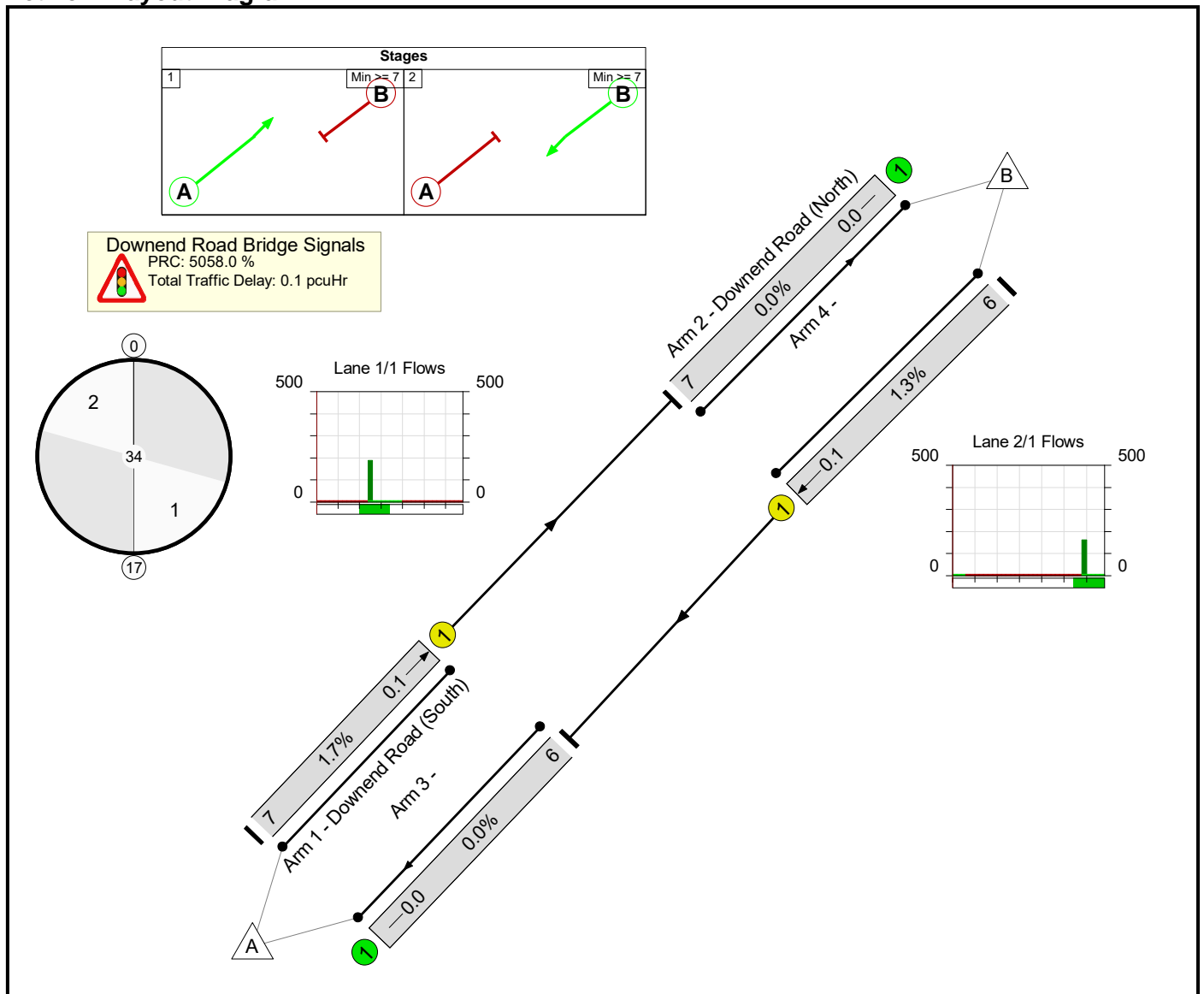
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	1.2%	0	0	0	0.0	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	1.2%	0	0	0	0.0	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	5	1705	401	1.2%	-	-	-	0.0	14.9	0.0
2/1	Downend Road (North) Ahead	U	B		1	7	-	3	1915	451	0.7%	-	-	-	0.0	14.3	0.0
C1																	
PRC for Signalled Lanes (%):							7121.2		Total Delay for Signalled Lanes (pcuHr):				0.03		Cycle Time (s): 34		
PRC Over All Lanes (%):							7121.2		Total Delay Over All Lanes(pcuHr):				0.03				

# Basic Results Summary

**Scenario 4: '4'** (FG4: '2026 with Dev AM 03-04', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram





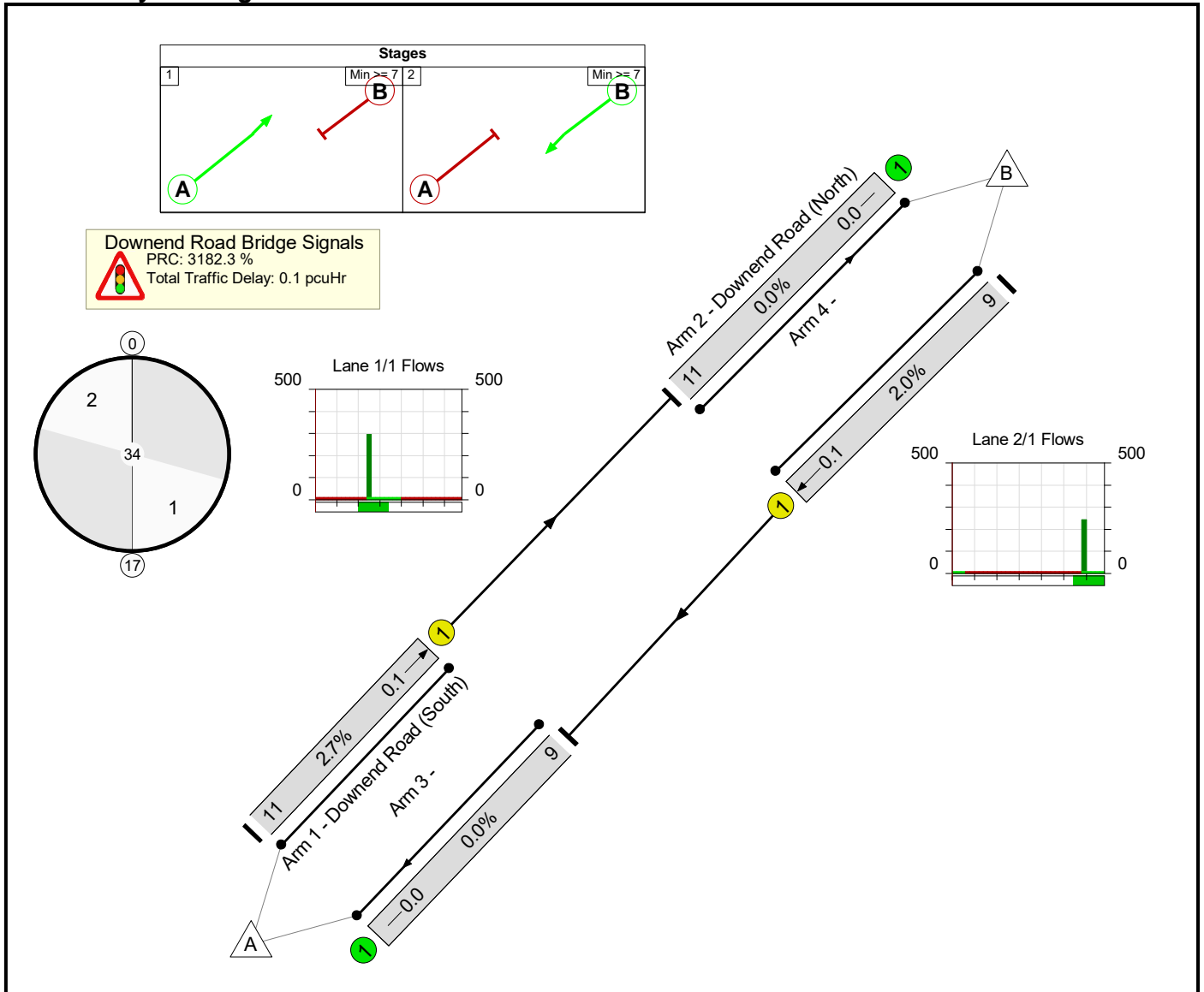
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	1.7%	0	0	0	0.1	-	-	
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	1.7%	0	0	0	0.1	-	-	
1/1	Downend Road (South) Ahead	U	A		1	7	-	7	1705	401	1.7%	-	-	-	0.0	14.9	0.1	
2/1	Downend Road (North) Ahead	U	B		1	7	-	6	1915	451	1.3%	-	-	-	0.0	14.4	0.1	
C1			PRC for Signalled Lanes (%):		5058.0		PRC Over All Lanes (%):		5058.0		Total Delay for Signalled Lanes (pcuHr):		0.05		Cycle Time (s):		34	
											Total Delay Over All Lanes(pcuHr):		0.05					

# Basic Results Summary

**Scenario 5: '5'** (FG5: '2026 with Dev AM 04-05', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



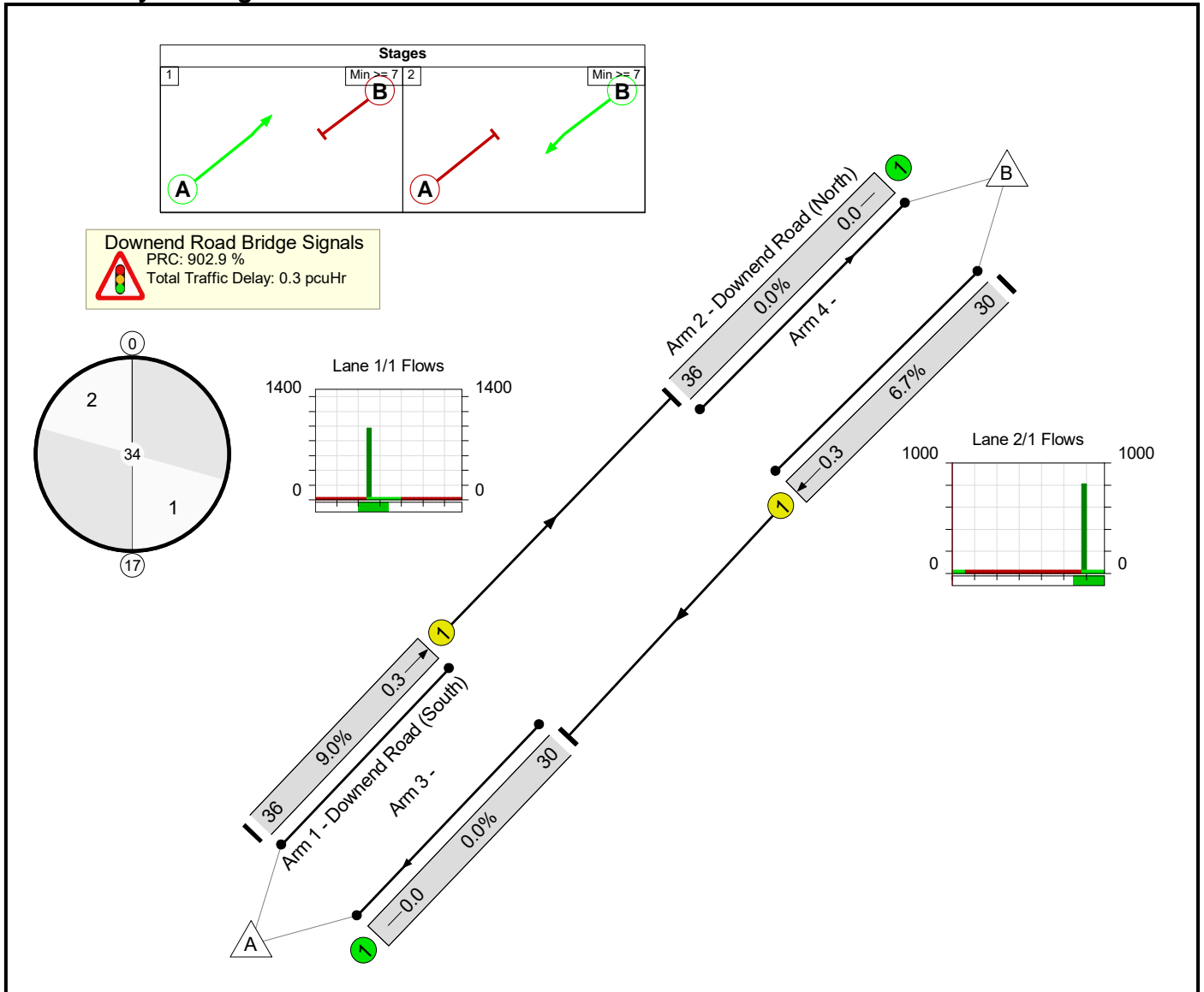
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	2.7%	0	0	0	0.1	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	2.7%	0	0	0	0.1	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	11	1705	401	2.7%	-	-	-	0.0	14.9	0.1
2/1	Downend Road (North) Ahead	U	B		1	7	-	9	1915	451	2.0%	-	-	-	0.0	14.4	0.1
C1																	
PRC for Signalled Lanes (%):							3182.3		Total Delay for Signalled Lanes (pcuHr):				0.08		Cycle Time (s): 34		
PRC Over All Lanes (%):							3182.3		Total Delay Over All Lanes(pcuHr):				0.08				

# Basic Results Summary

**Scenario 6: '6'** (FG6: '2026 with Dev AM 05-06', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

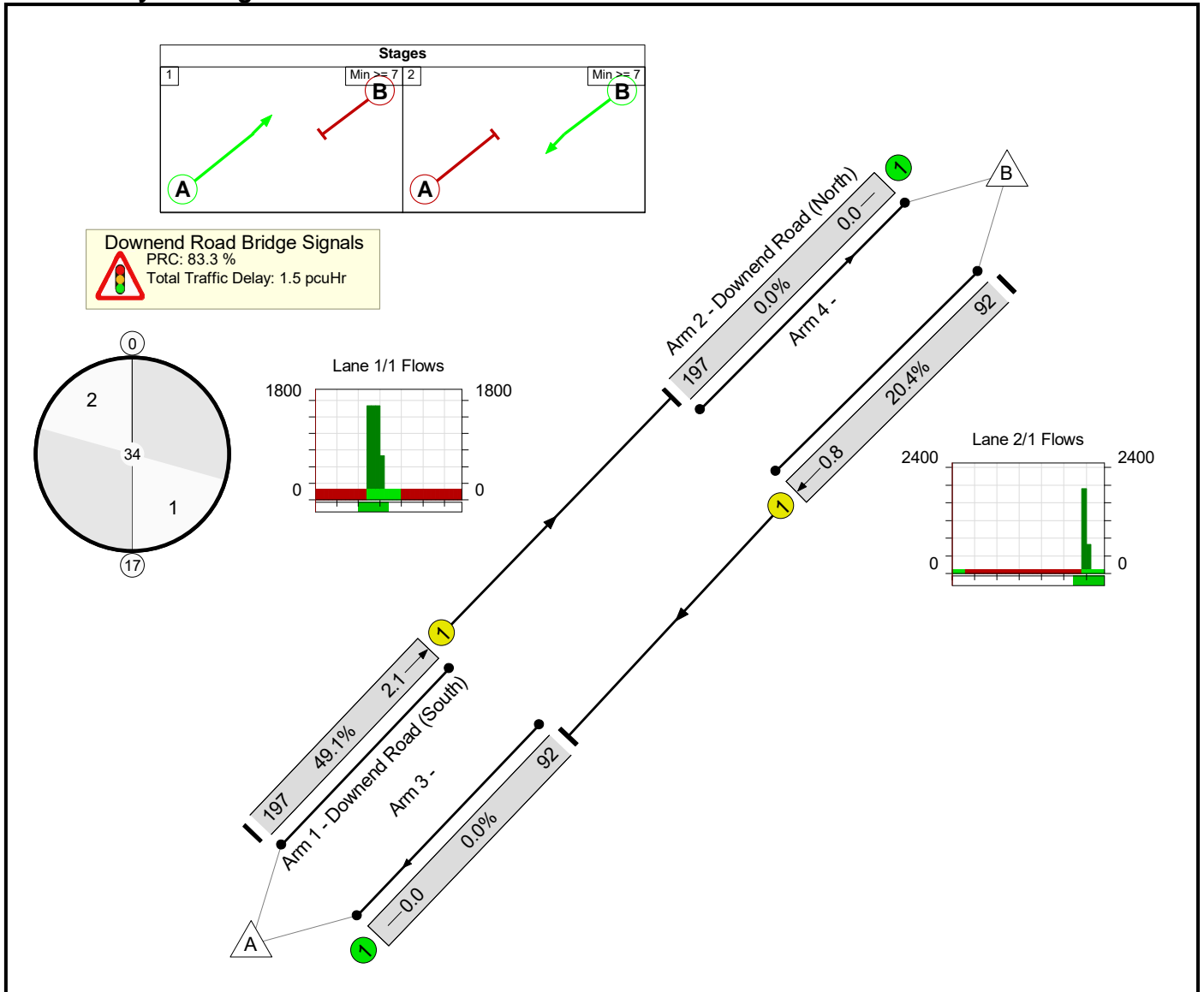
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	9.0%	0	0	0	0.3	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	9.0%	0	0	0	0.3	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	36	1705	401	9.0%	-	-	-	0.2	15.3	0.3
2/1	Downend Road (North) Ahead	U	B		1	7	-	30	1915	451	6.7%	-	-	-	0.1	14.6	0.3
<div>C1</div> <div>PRC for Signalled Lanes (%): 902.9 PRC Over All Lanes (%): 902.9</div> <div>Total Delay for Signalled Lanes (pcuHr): 0.27 Total Delay Over All Lanes(pcuHr): 0.27</div> <div>Cycle Time (s): 34</div>																	



# Basic Results Summary

**Scenario 7: '7'** (FG7: '2026 with Dev AM 06-07', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



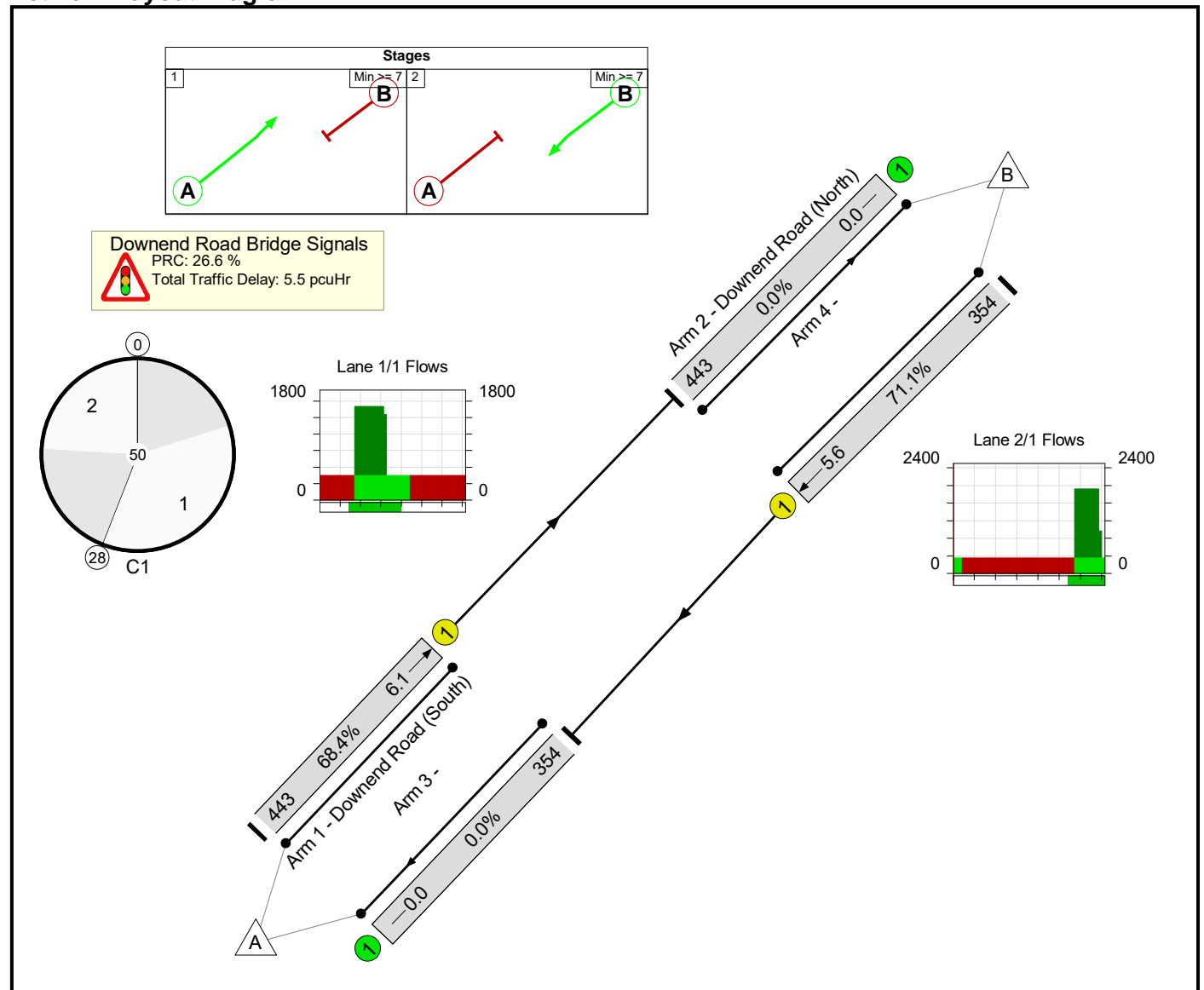
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	49.1%	0	0	0	1.5	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	49.1%	0	0	0	1.5	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	197	1705	401	49.1%	-	-	-	1.1	20.0	2.1
2/1	Downend Road (North) Ahead	U	B		1	7	-	92	1915	451	20.4%	-	-	-	0.4	15.5	0.8
C1																	
PRC for Signalled Lanes (%):							83.3		Total Delay for Signalled Lanes (pcuHr):				1.49		Cycle Time (s): 34		
PRC Over All Lanes (%):							83.3		Total Delay Over All Lanes(pcuHr):				1.49				

# Basic Results Summary

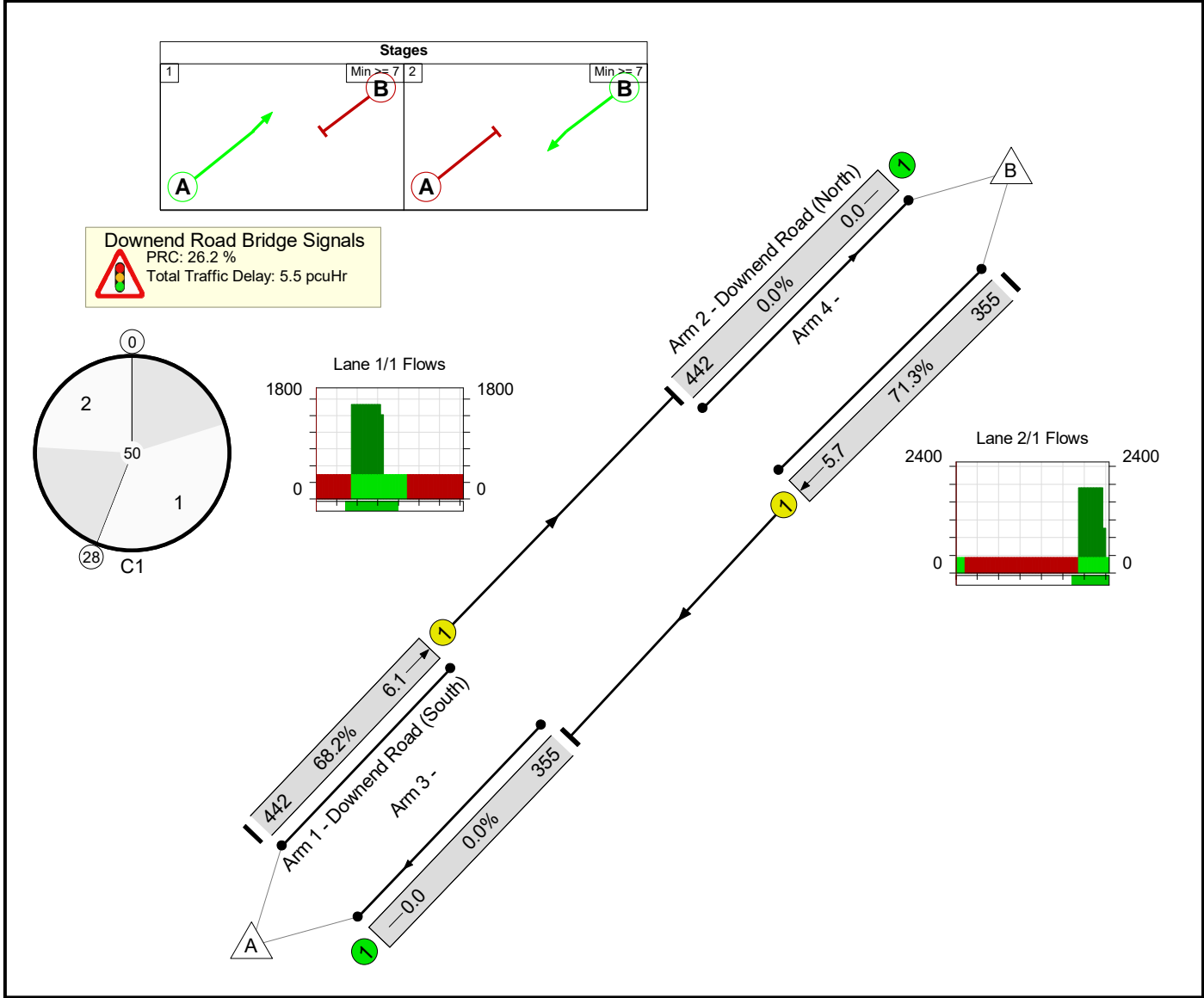
**Scenario 8: '8'** (FG8: '2026 with Dev AM 07-08', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	71.1%	0	0	0	5.5	-	-	
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	71.1%	0	0	0	5.5	-	-	
1/1	Downend Road (South) Ahead	U	A		1	18	-	443	1705	648	68.4%	-	-	-	2.7	21.7	6.1	
2/1	Downend Road (North) Ahead	U	B		1	12	-	354	1915	498	71.1%	-	-	-	2.9	29.1	5.6	
C1																		
PRC for Signalled Lanes (%):							26.6	Total Delay for Signalled Lanes (pcuHr):					5.53	Cycle Time (s): 50				
PRC Over All Lanes (%):							26.6	Total Delay Over All Lanes(pcuHr):					5.53					

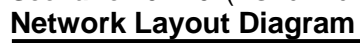




## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	71.3%	0	0	0	5.5	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	71.3%	0	0	0	5.5	-	-
1/1	Downend Road (South) Ahead	U	A		1	18	-	442	1705	648	68.2%	-	-	-	2.7	21.6	6.1
2/1	Downend Road (North) Ahead	U	B		1	12	-	355	1915	498	71.3%	-	-	-	2.9	29.2	5.7
<div>C1<div>PRC for Signalled Lanes (%): PRC Over All Lanes (%):</div>26.2 26.2<div>Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):</div>5.54 5.54Cycle Time (s): 50</div>																	

### Network Layout Diagram



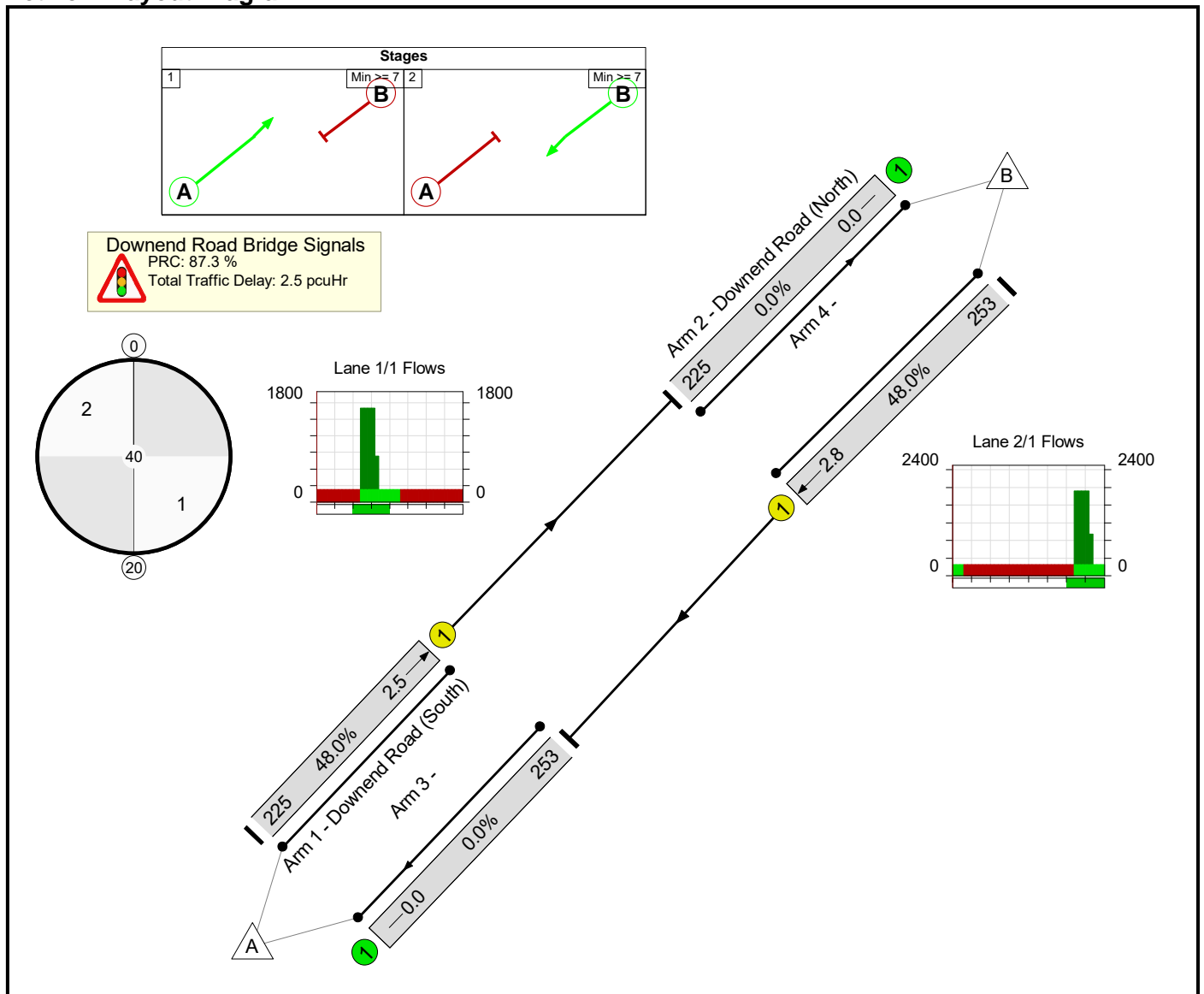
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	53.2%	0	0	0	2.8	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	53.2%	0	0	0	2.8	-	-
1/1	Downend Road (South) Ahead	U	A		1	11	-	272	1705	511	53.2%	-	-	-	1.4	19.2	3.1
2/1	Downend Road (North) Ahead	U	B		1	9	-	243	1915	479	50.8%	-	-	-	1.4	20.5	2.8
C1                  PRC for Signalled Lanes (%):    69.2                  Total Delay for Signalled Lanes (pcuHr):    2.83                  Cycle Time (s):    40 PRC Over All Lanes (%):    69.2                  Total Delay Over All Lanes(pcuHr):    2.83																	

# Basic Results Summary

**Scenario 11: '11'** (FG11: '2026 with Dev AM 10-11', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



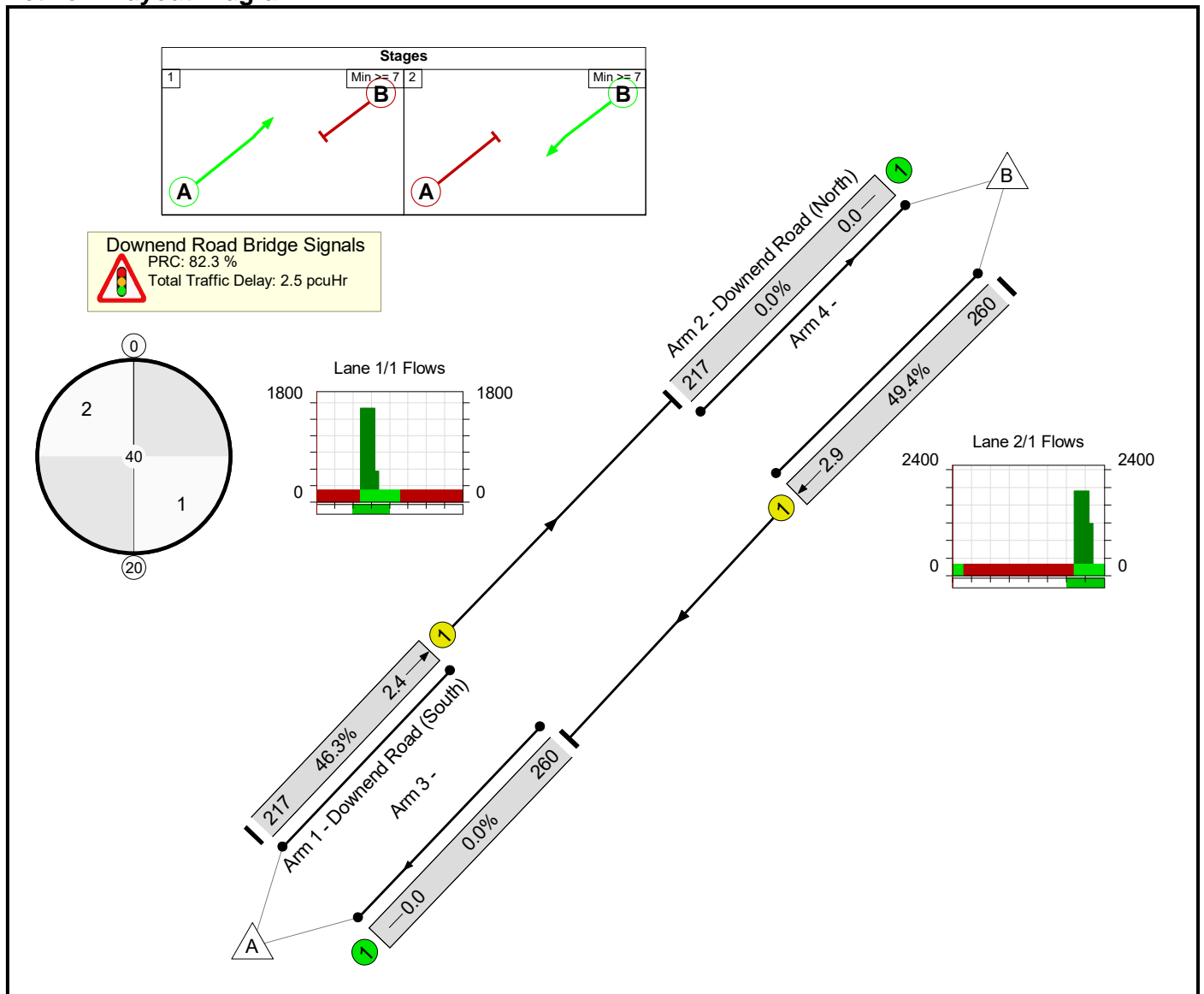
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	48.0%	0	0	0	2.5	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	48.0%	0	0	0	2.5	-	-
1/1	Downend Road (South) Ahead	U	A		1	10	-	225	1705	469	48.0%	-	-	-	1.2	19.5	2.5
2/1	Downend Road (North) Ahead	U	B		1	10	-	253	1915	527	48.0%	-	-	-	1.3	18.7	2.8
C1																	
PRC for Signalled Lanes (%):							87.3	Total Delay for Signalled Lanes (pcuHr):					2.53	Cycle Time (s): 40			
PRC Over All Lanes (%):							87.3	Total Delay Over All Lanes(pcuHr):					2.53				

# Basic Results Summary

**Scenario 12: '12'** (FG12: '2026 with Dev AM 11-12', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram





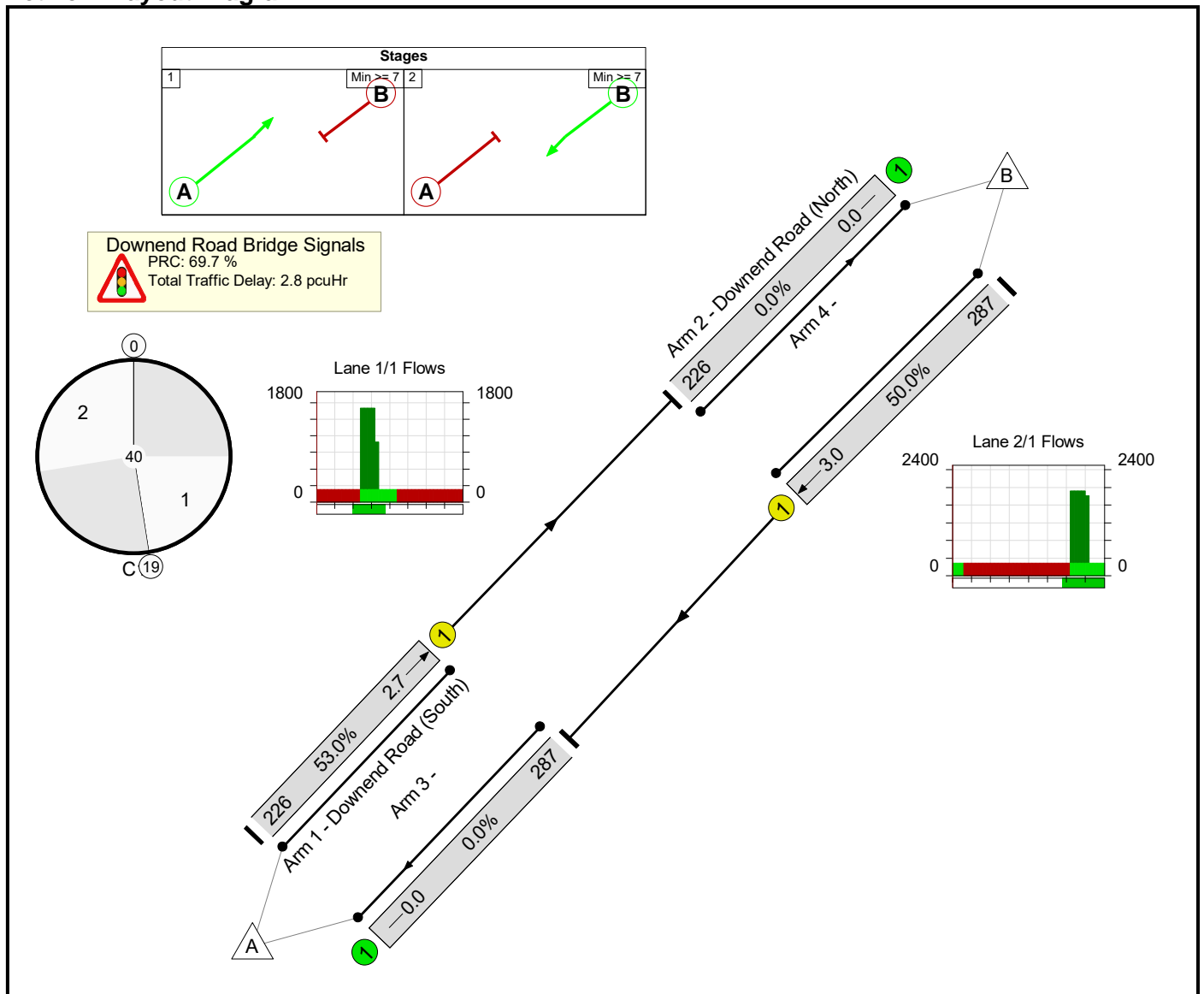
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	49.4%	0	0	0	2.5	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	49.4%	0	0	0	2.5	-	-
1/1	Downend Road (South) Ahead	U	A		1	10	-	217	1705	469	46.3%	-	-	-	1.2	19.2	2.4
2/1	Downend Road (North) Ahead	U	B		1	10	-	260	1915	527	49.4%	-	-	-	1.4	18.9	2.9
C1																	
PRC for Signalled Lanes (%):							82.3		Total Delay for Signalled Lanes (pcuHr):				2.52		Cycle Time (s): 40		
PRC Over All Lanes (%):							82.3		Total Delay Over All Lanes(pcuHr):				2.52				

# Basic Results Summary

**Scenario 13: '13'** (FG13: '2026 with Dev PM 12-13', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



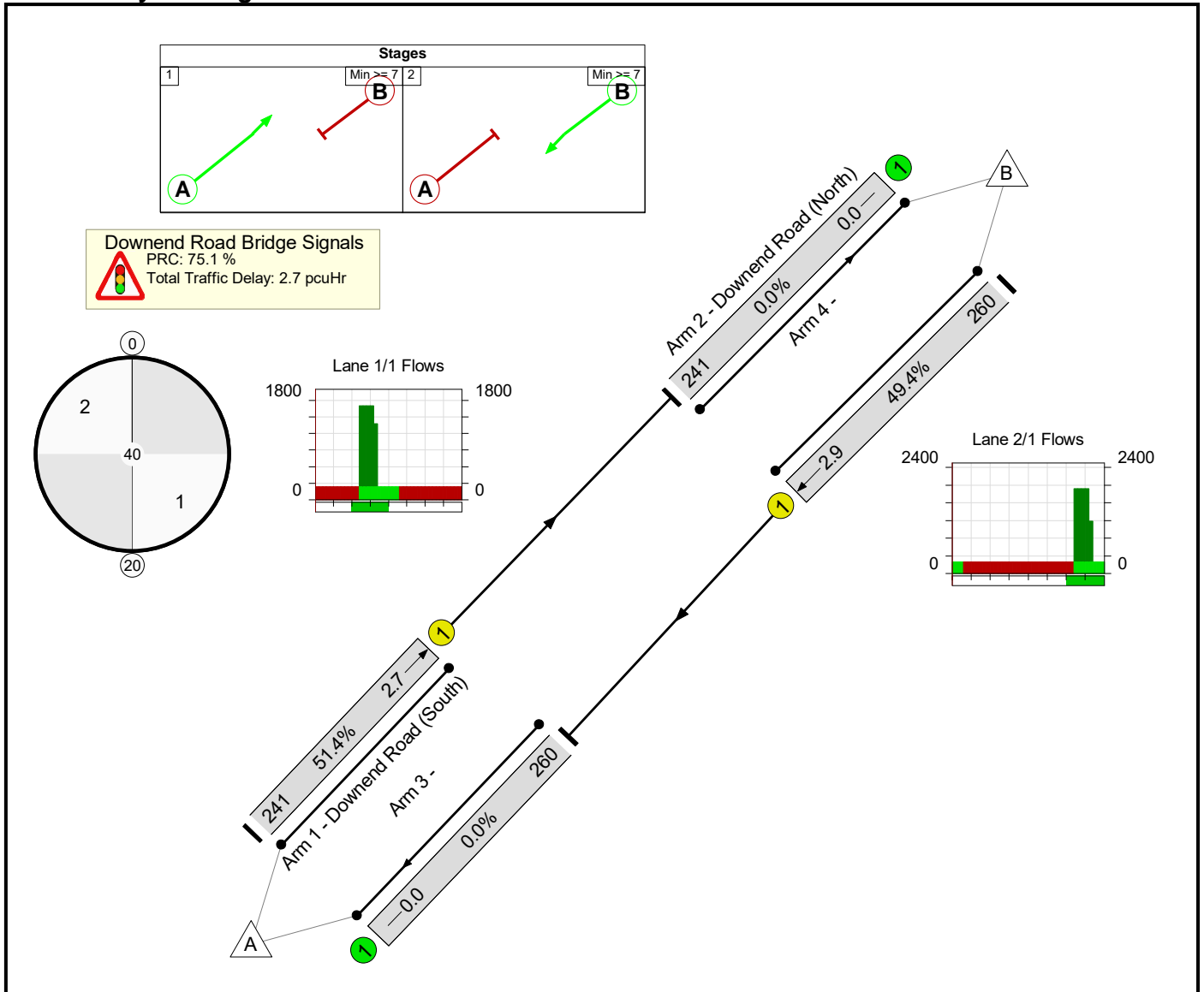
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	53.0%	0	0	0	2.8	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	53.0%	0	0	0	2.8	-	-
1/1	Downend Road (South) Ahead	U	A		1	9	-	226	1705	426	53.0%	-	-	-	1.4	21.9	2.7
2/1	Downend Road (North) Ahead	U	B		1	11	-	287	1915	574	50.0%	-	-	-	1.4	17.8	3.0
C1																	
PRC for Signalled Lanes (%):							69.7		Total Delay for Signalled Lanes (pcuHr):				2.79		Cycle Time (s): 40		
PRC Over All Lanes (%):							69.7		Total Delay Over All Lanes(pcuHr):				2.79				

# Basic Results Summary

**Scenario 14: '14'** (FG14: '2026 with Dev PM 13-14', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



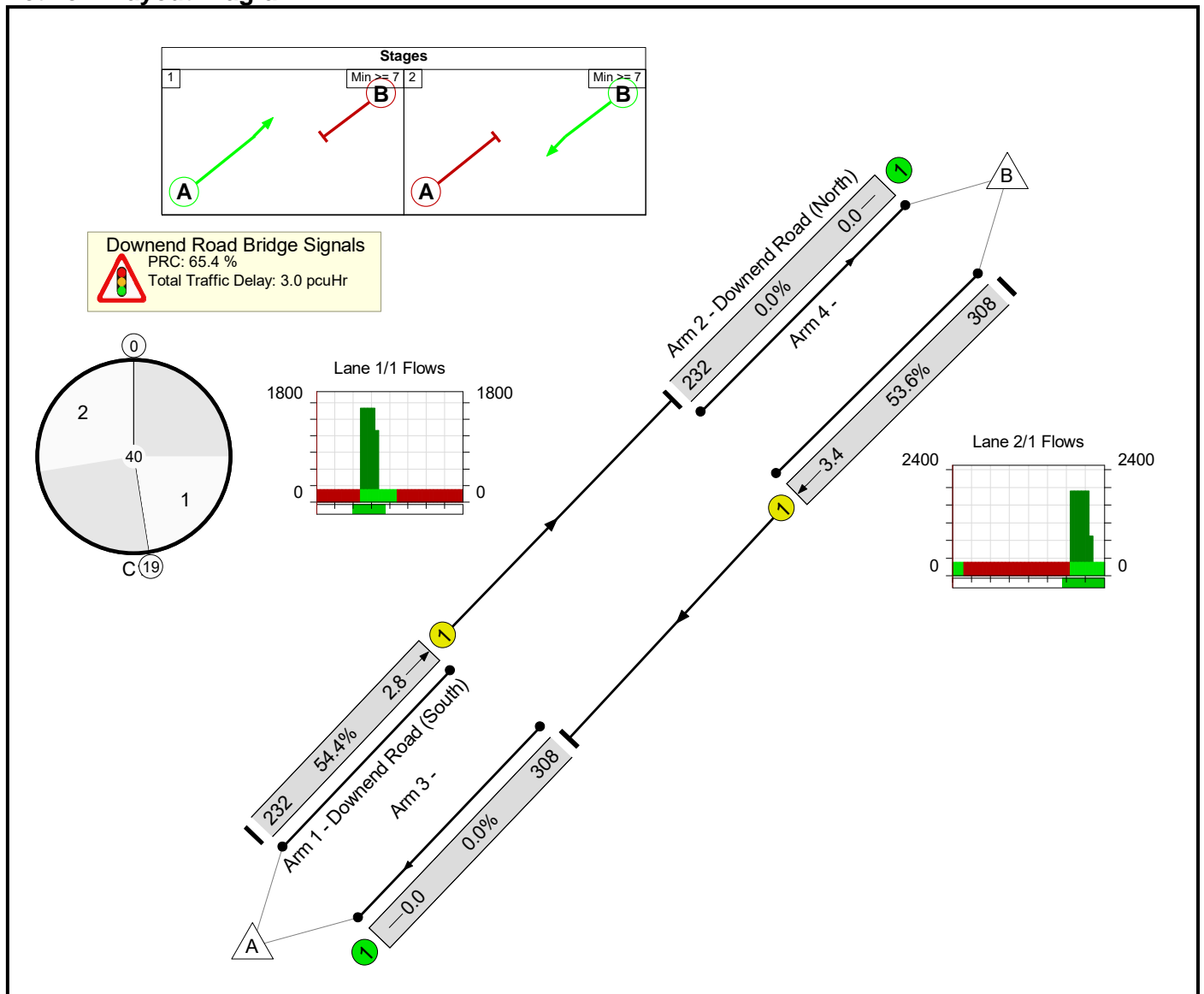
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	51.4%	0	0	0	2.7	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	51.4%	0	0	0	2.7	-	-
1/1	Downend Road (South) Ahead	U	A		1	10	-	241	1705	469	51.4%	-	-	-	1.3	20.1	2.7
2/1	Downend Road (North) Ahead	U	B		1	10	-	260	1915	527	49.4%	-	-	-	1.4	18.9	2.9
C1                  PRC for Signalled Lanes (%):    75.1                  Total Delay for Signalled Lanes (pcuHr):    2.71                  Cycle Time (s):    40 PRC Over All Lanes (%):    75.1                  Total Delay Over All Lanes(pcuHr):    2.71																	

# Basic Results Summary

**Scenario 15: '15'** (FG15: '2026 with Dev PM 14-15', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

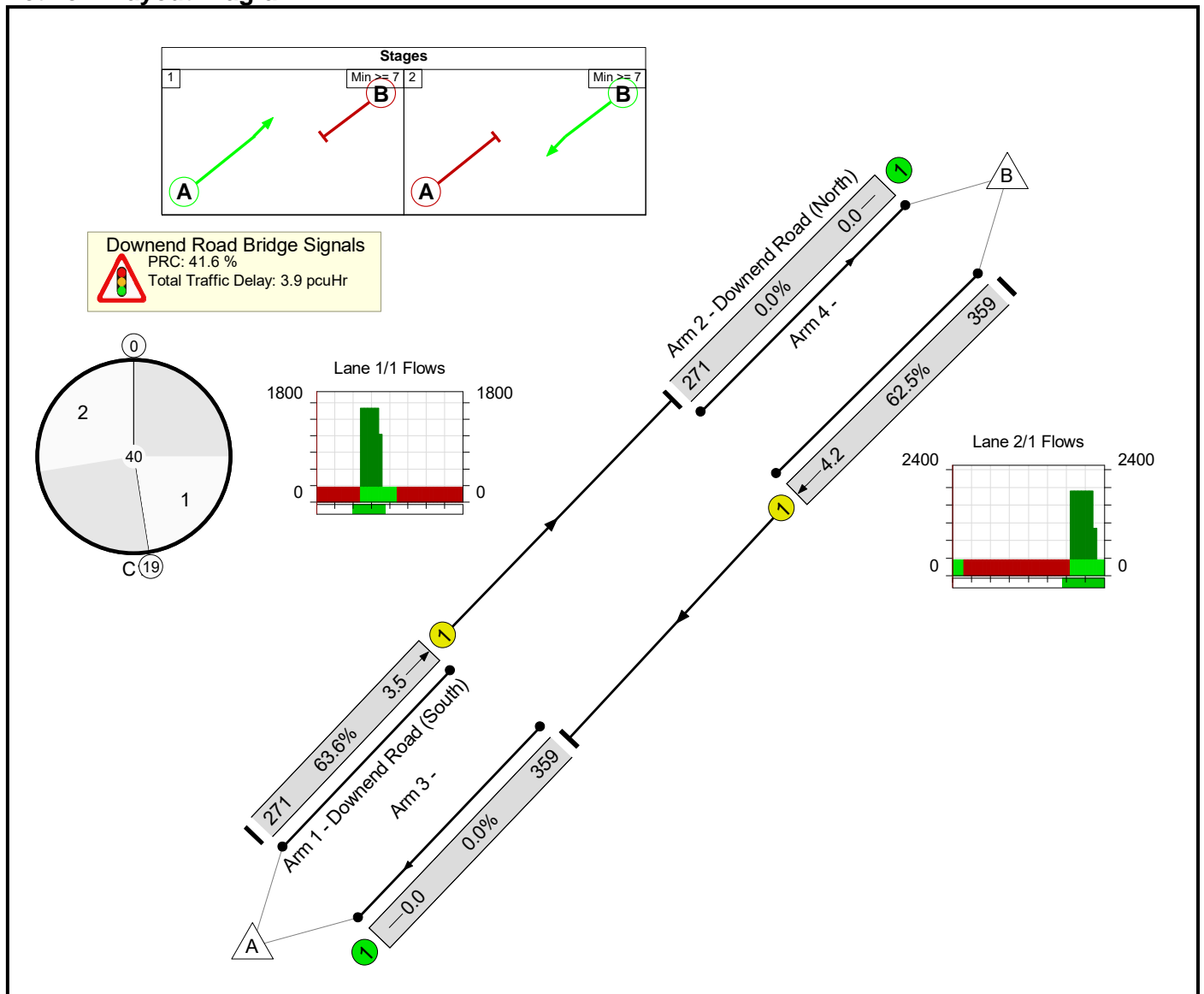
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	54.4%	0	0	0	3.0	-	-	
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	54.4%	0	0	0	3.0	-	-	
1/1	Downend Road (South) Ahead	U	A		1	9	-	232	1705	426	54.4%	-	-	-	1.4	22.2	2.8	
2/1	Downend Road (North) Ahead	U	B		1	11	-	308	1915	574	53.6%	-	-	-	1.6	18.4	3.4	
C1			PRC for Signalled Lanes (%):		65.4		PRC Over All Lanes (%):		65.4		Total Delay for Signalled Lanes (pcuHr):		3.01		Cycle Time (s):		40	
											Total Delay Over All Lanes(pcuHr):		3.01					



# Basic Results Summary

**Scenario 16: '16'** (FG16: '2026 with Dev PM 15-16', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	63.6%	0	0	0	3.9	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	63.6%	0	0	0	3.9	-	-
1/1	Downend Road (South) Ahead	U	A		1	9	-	271	1705	426	63.6%	-	-	-	1.9	24.9	3.5
2/1	Downend Road (North) Ahead	U	B		1	11	-	359	1915	574	62.5%	-	-	-	2.0	20.4	4.2
C1																	
PRC for Signalled Lanes (%):							41.6		Total Delay for Signalled Lanes (pcuHr):				3.90		Cycle Time (s): 40		
PRC Over All Lanes (%):							41.6		Total Delay Over All Lanes(pcuHr):				3.90				

### Network Layout Diagram



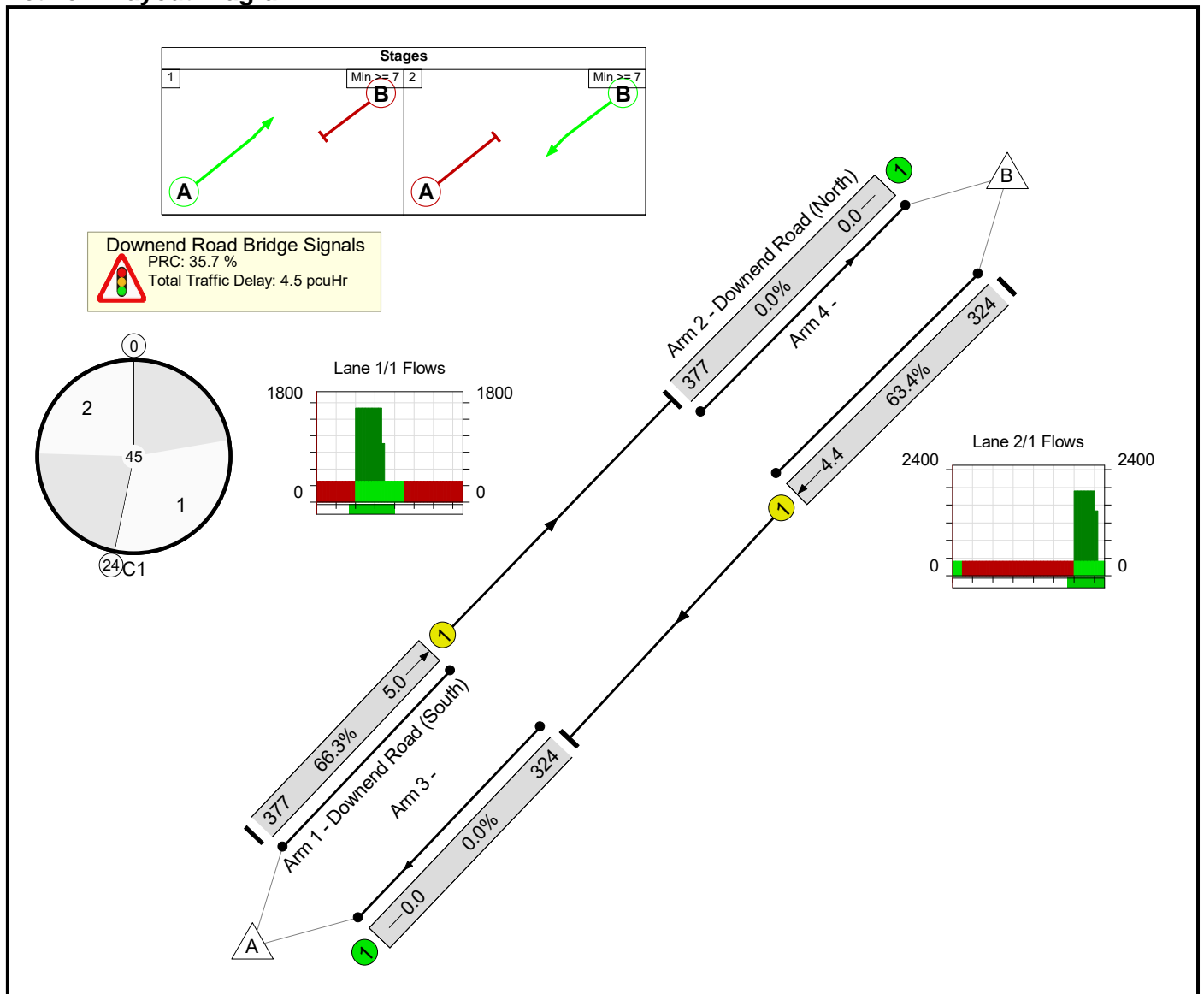
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	64.7%	0	0	0	4.4	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	64.7%	0	0	0	4.4	-	-
1/1	Downend Road (South) Ahead	U	A		1	13	-	338	1705	530	63.7%	-	-	-	2.1	22.6	4.4
2/1	Downend Road (North) Ahead	U	B		1	12	-	358	1915	553	64.7%	-	-	-	2.3	23.1	4.8
C1                  PRC for Signalled Lanes (%):    39.1                  Total Delay for Signalled Lanes (pcuHr):    4.42                  Cycle Time (s):    45 PRC Over All Lanes (%):    39.1                  Total Delay Over All Lanes(pcuHr):    4.42																	

# Basic Results Summary

**Scenario 18: '18'** (FG18: '2026 with Dev PM 17-18', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



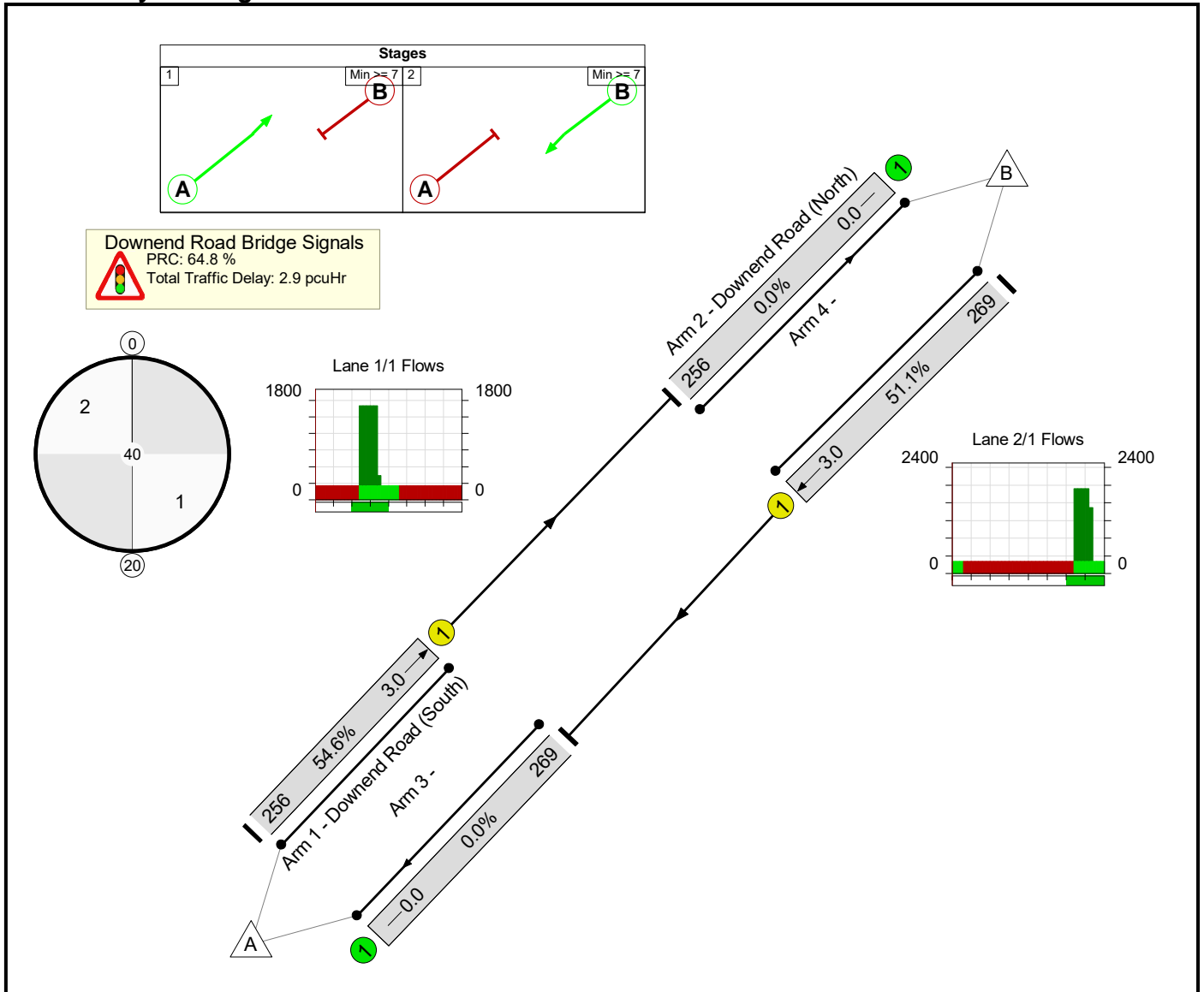
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	66.3%	0	0	0	4.5	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	66.3%	0	0	0	4.5	-	-
1/1	Downend Road (South) Ahead	U	A		1	14	-	377	1705	568	66.3%	-	-	-	2.3	22.2	5.0
2/1	Downend Road (North) Ahead	U	B		1	11	-	324	1915	511	63.4%	-	-	-	2.2	24.1	4.4
C1                  PRC for Signalled Lanes (%):    35.7                  Total Delay for Signalled Lanes (pcuHr):    4.49                  Cycle Time (s):    45 PRC Over All Lanes (%):    35.7                  Total Delay Over All Lanes(pcuHr):    4.49																	

# Basic Results Summary

**Scenario 19: '19'** (FG19: '2026 with Dev PM 18-19', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram





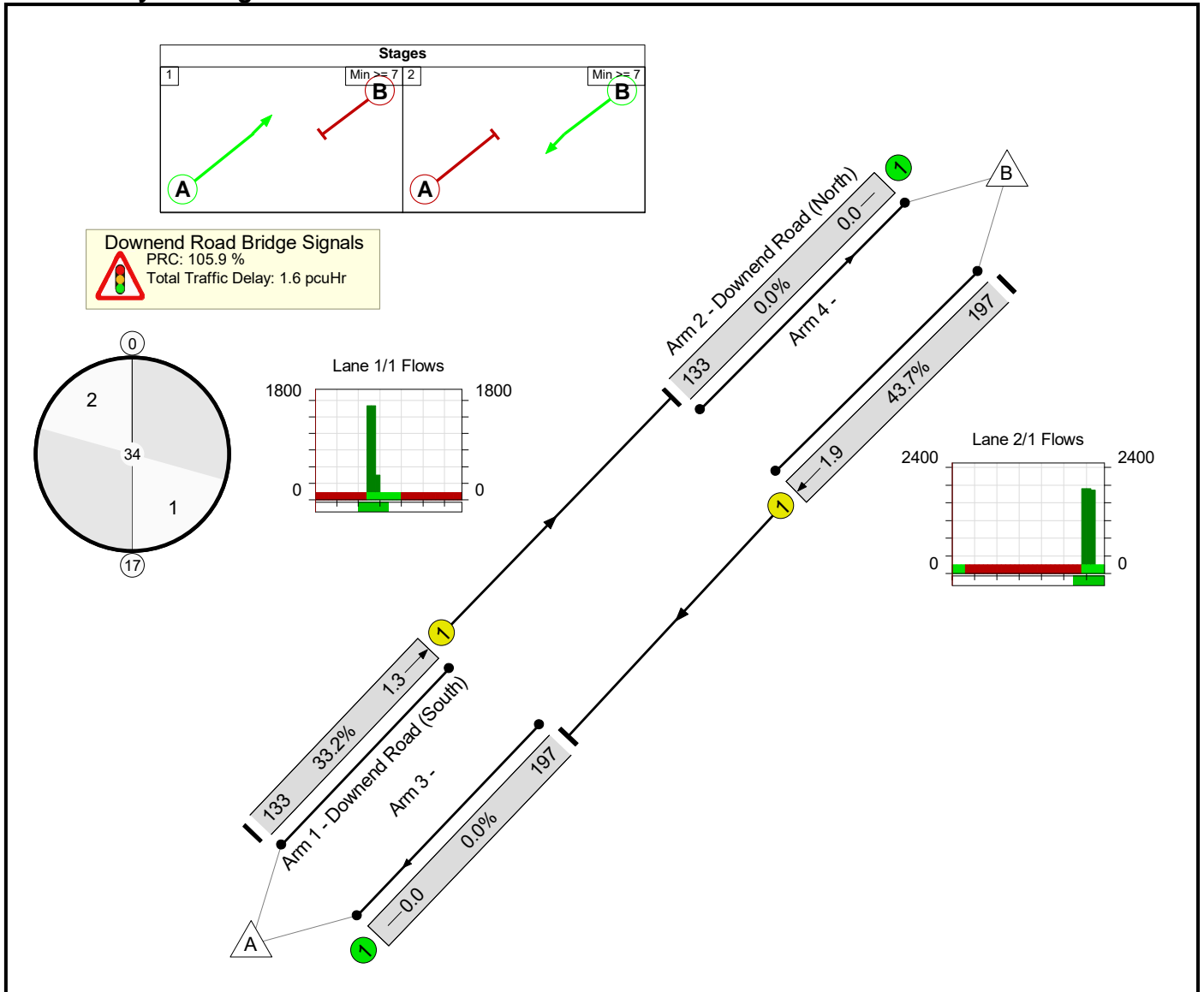
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	54.6%	0	0	0	2.9	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	54.6%	0	0	0	2.9	-	-
1/1	Downend Road (South) Ahead	U	A		1	10	-	256	1705	469	54.6%	-	-	-	1.5	20.8	3.0
2/1	Downend Road (North) Ahead	U	B		1	10	-	269	1915	527	51.1%	-	-	-	1.4	19.2	3.0
C1																	
PRC for Signalled Lanes (%):							64.8		Total Delay for Signalled Lanes (pcuHr):				2.91		Cycle Time (s): 40		
PRC Over All Lanes (%):							64.8		Total Delay Over All Lanes(pcuHr):				2.91				

# Basic Results Summary

**Scenario 20: '20'** (FG20: '2026 with Dev PM 19-20', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



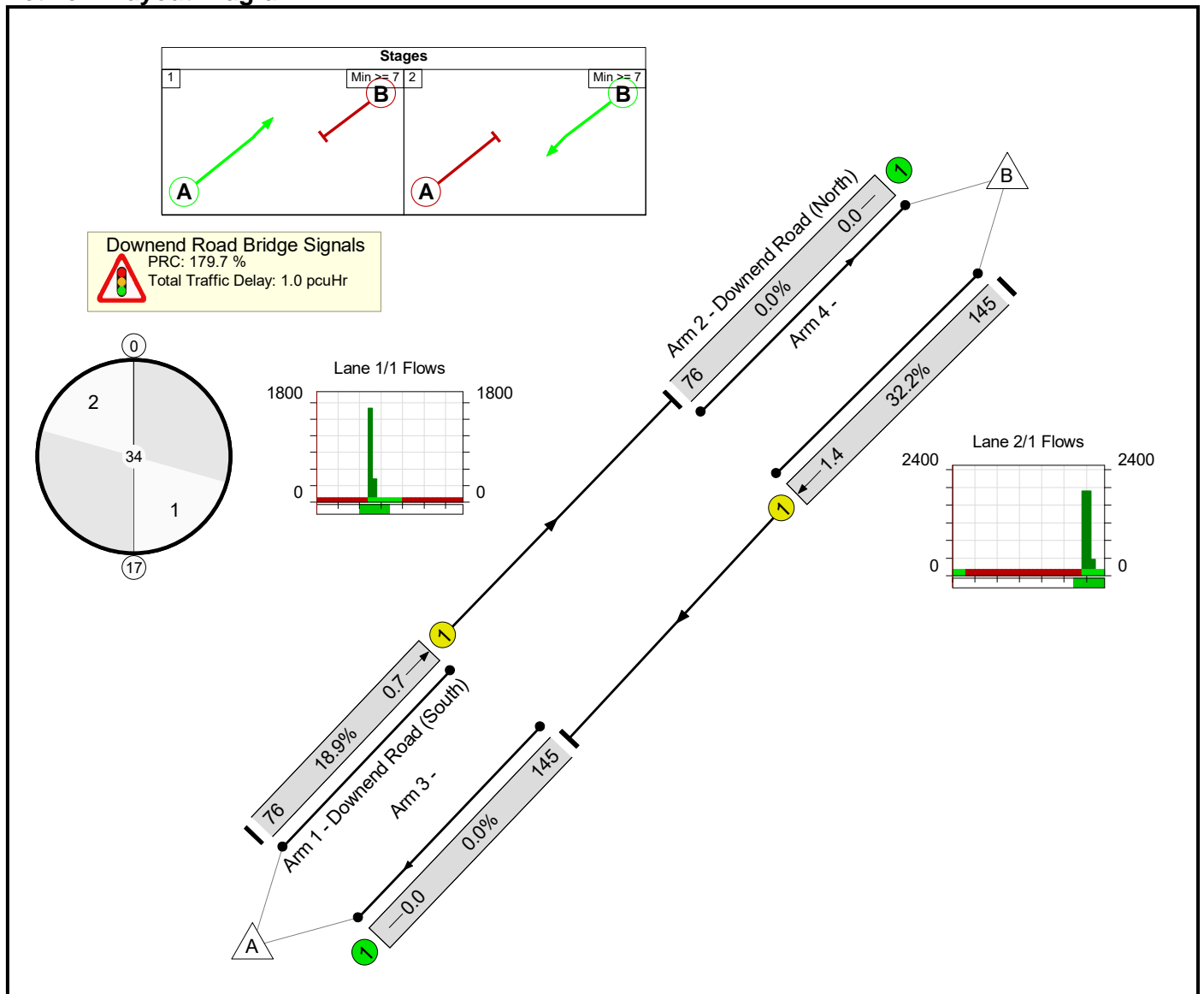
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	43.7%	0	0	0	1.6	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	43.7%	0	0	0	1.6	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	133	1705	401	33.2%	-	-	-	0.6	17.5	1.3
2/1	Downend Road (North) Ahead	U	B		1	7	-	197	1915	451	43.7%	-	-	-	1.0	18.2	1.9
C1                  PRC for Signalled Lanes (%): 105.9                  Total Delay for Signalled Lanes (pcuHr): 1.64                  Cycle Time (s): 34 PRC Over All Lanes (%): 105.9                  Total Delay Over All Lanes(pcuHr): 1.64																	

# Basic Results Summary

**Scenario 21: '21'** (FG21: '2026 with Dev PM 20-21', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



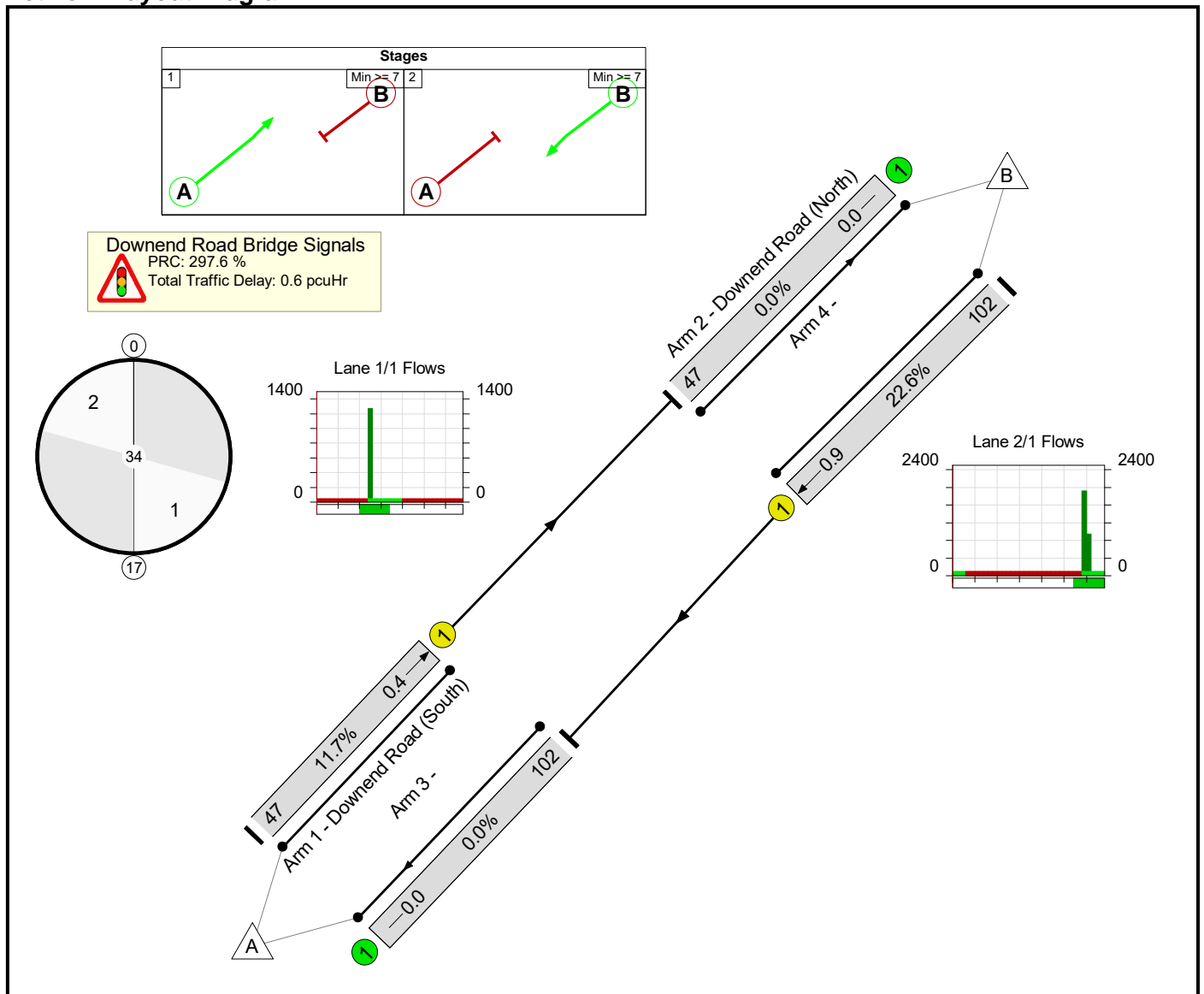
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	32.2%	0	0	0	1.0	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	32.2%	0	0	0	1.0	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	76	1705	401	18.9%	-	-	-	0.3	16.0	0.7
2/1	Downend Road (North) Ahead	U	B		1	7	-	145	1915	451	32.2%	-	-	-	0.7	16.7	1.4
C1																	
PRC for Signalled Lanes (%):							179.7		Total Delay for Signalled Lanes (pcuHr):				1.01		Cycle Time (s): 34		
PRC Over All Lanes (%):							179.7		Total Delay Over All Lanes(pcuHr):				1.01				

# Basic Results Summary

**Scenario 22: '22'** (FG22: '2026 with Dev PM 21-22', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

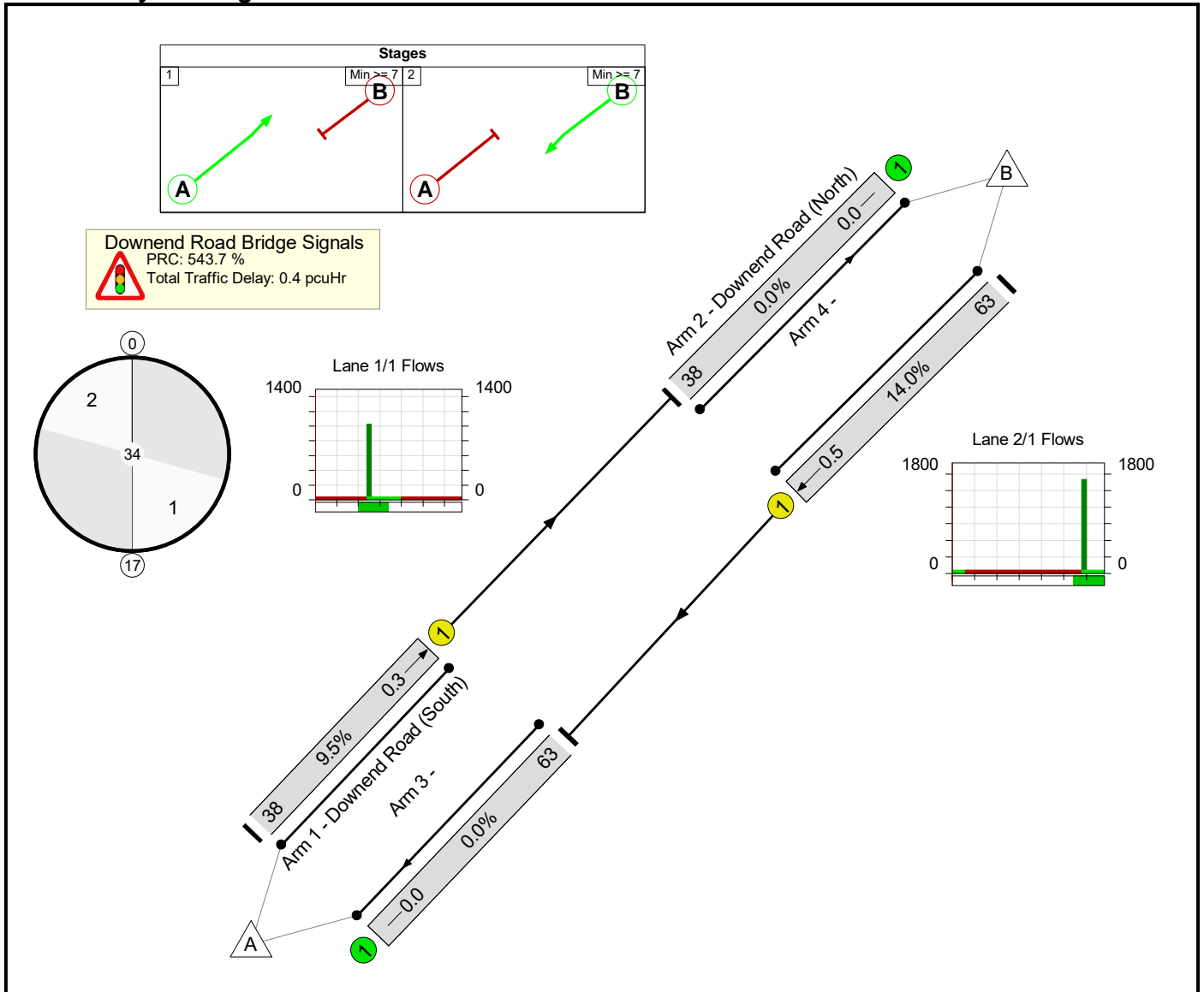
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	22.6%	0	0	0	0.6	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	22.6%	0	0	0	0.6	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	47	1705	401	11.7%	-	-	-	0.2	15.4	0.4
2/1	Downend Road (North) Ahead	U	B		1	7	-	102	1915	451	22.6%	-	-	-	0.4	15.7	0.9
C1                  PRC for Signalled Lanes (%): 297.6                  Total Delay for Signalled Lanes (pcuHr): 0.65                  Cycle Time (s): 34 PRC Over All Lanes (%): 297.6                  Total Delay Over All Lanes(pcuHr): 0.65																	



# Basic Results Summary

**Scenario 23: '23'** (FG23: '2026 with Dev PM 22-23', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



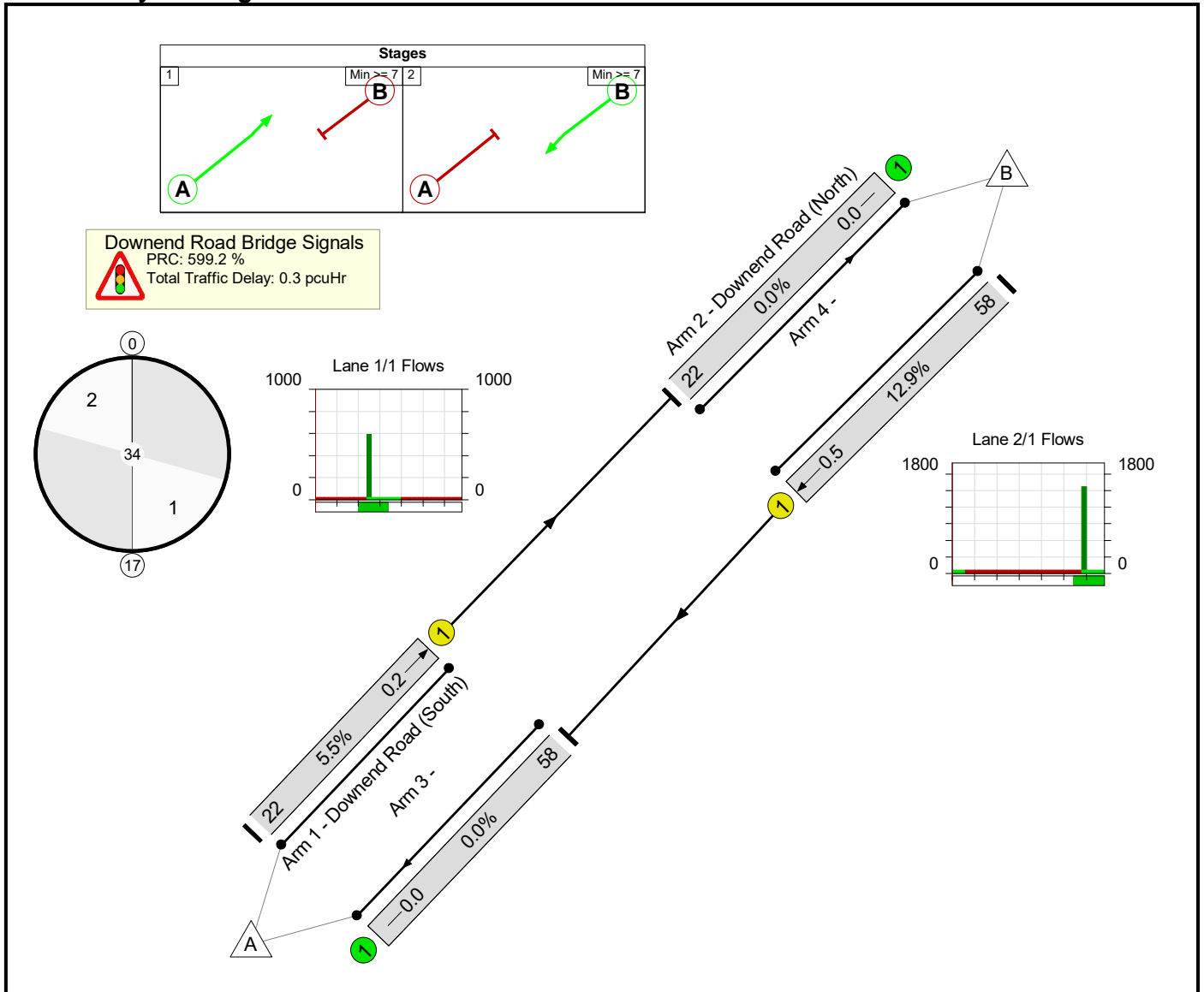
## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	14.0%	0	0	0	0.4	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	14.0%	0	0	0	0.4	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	38	1705	401	9.5%	-	-	-	0.2	15.3	0.3
2/1	Downend Road (North) Ahead	U	B		1	7	-	63	1915	451	14.0%	-	-	-	0.3	15.0	0.5
C1																	
PRC for Signalled Lanes (%):							543.7		Total Delay for Signalled Lanes (pcuHr):				0.42		Cycle Time (s): 34		
PRC Over All Lanes (%):							543.7		Total Delay Over All Lanes(pcuHr):				0.42				

# Basic Results Summary

**Scenario 24: '24'** (FG24: '2026 with Dev PM 23-00', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Downend Road Bridge	-	-	-		-	-	-	-	-	-	12.9%	0	0	0	0.3	-	-
Downend Road Bridge Signals	-	-	-		-	-	-	-	-	-	12.9%	0	0	0	0.3	-	-
1/1	Downend Road (South) Ahead	U	A		1	7	-	22	1705	401	5.5%	-	-	-	0.1	15.1	0.2
2/1	Downend Road (North) Ahead	U	B		1	7	-	58	1915	451	12.9%	-	-	-	0.2	14.9	0.5
C1																	
PRC for Signalled Lanes (%):							599.2	Total Delay for Signalled Lanes (pcuHr):					0.33	Cycle Time (s): 34			
PRC Over All Lanes (%):							599.2	Total Delay Over All Lanes(pcuHr):					0.33				

## **APPENDIX D. STAGE 1 ROAD SAFETY AUDIT**

# Road Safety Audit Report

## Incorporating

## Stage 1 Completion of Preliminary Design;

Design Organisation Response to items raised; and  
Auditor's View on the Design Organisation Response.



## Proposed Siganlised Shuttle Working along and Development Access off Downend Road, Portchester

**Client:**

Miller Homes

**Client reference:**

ITB12212-047

Fenley  
2 Blaenant  
Emmer Green  
READING  
RG4 8PH

E: [office@fenley.co.uk](mailto:office@fenley.co.uk)  
[www.fenley.co.uk](http://www.fenley.co.uk)

**Report Status**      4

<b>Job no</b>	RSA-19-072	<b>Issue no</b>	4	<b>Date</b>	February 2020
<b>Prepared by</b>	JJF	<b>Verified by</b>	AJB	<b>Approved by</b>	JJF
<b>Filename and Path</b>	Fenley/Road Safety Audits/RSA-19/RSA-19-118-4				

## 1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	February 2020
Document reference and revision:	RSA-19-118-4
Prepared by:	Fenley Road Safety
Design Organisation:	i-Transport
Project Sponsor:	Miller Homes
Overseeing Organisation:	Hampshire County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			28 <sup>th</sup> January 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	AJB	JJF	29 <sup>th</sup> January 2020
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			29 <sup>th</sup> January 2020
3	Design Organisation Response incorporated	Rachel Stout on behalf of i-Transport			5 <sup>th</sup> February 2020
4	Auditor's View of Design Organisation Response	JJF			6 <sup>th</sup> February 2019

### Contents:

<b>1.0</b>	<b>Project Details</b>	<b>1</b>
<b>2.0</b>	<b>Introduction</b>	<b>2</b>
<b>3.0</b>	<b>Items Raised in any previous Road Safety Audits</b>	<b>3</b>
<b>4.0</b>	<b>Items Raised at this Stage 1 Road Safety Audit</b>	<b>4</b>
	A.1 Local Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Road Signs, Carriageway Markings and Lighting	
<b>5.0</b>	<b>Audit Team Statement</b>	<b>9</b>

### Appendices:

Stage 1	A1 Documents and Drawings provided for this Road Safety Audit	
	A2 Item Location Plan	
	A3 Drawings associated with the Design Organisation Response	

## 2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed access off and highway works along Downend Road in Portchester. The proposals include the provision of a priority access that benefits from a ghost island right turn lane which incorporates an uncontrolled pedestrian crossing with a refuge island as well as changing the two-way Downend Road bridge crossing the railway to accommodate a 2.0 metre footway and a 3.5 metre carriageway to allow for signal controlled shuttle working. The proposed works are to be undertaken to facilitate a development of 350 dwellings on land to the east.
- 2.2 The Audit Team have not been made aware of any Departures from Standard associated with the proposals, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during January 2020 in accordance with the Road Safety Audit Brief provided, on the 14<sup>th</sup> January 2020 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Miller Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 as well as the Hampshire County Council Technical Guidance Note TG18 and have been approved to undertake Road safety Audits within Hampshire. The Audit Team consists of the following members:

### **Audit Team Leader**

**Jamie Fenning** BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency  
Road Safety / Highway Engineer

### **Audit Team Member**

**Angharad Bradley** BEng(Hons), MCIHT, MSoRSA, HE RSA Certificate of Competency  
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the afternoon of Thursday 25<sup>th</sup> May 2017 between 12pm and 12:45pm. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current traffic conditions. The weather during the site visit was sunny with no winds, the road surface was dry and visibility was good. A number of pedestrians and cyclists were observed during the site visit. Vehicular traffic to include motorcycles, cars and light goods vehicles were also observed, the traffic flow was light and free flowing with equal flows in either direction. Vehicular speeds were not recorded by the Audit Team.



- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated adjacent to the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

***Design Organisation Response***

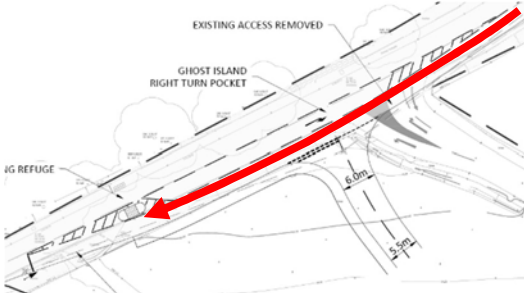

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:  
Name: Rachel Stout  
Position / Organisation: Senior Consultant, i-Transport LLP
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.
- 2.10 Upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on the item raised. The "Auditor's View on the Design Organisation Response" is included within a row beneath each item, for clarity.

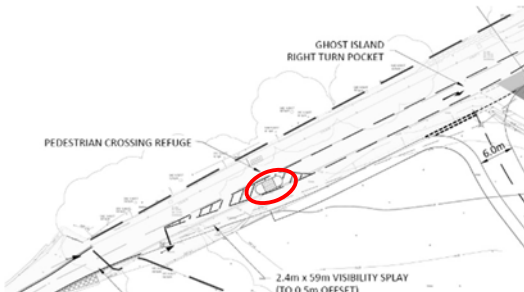

**3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS**

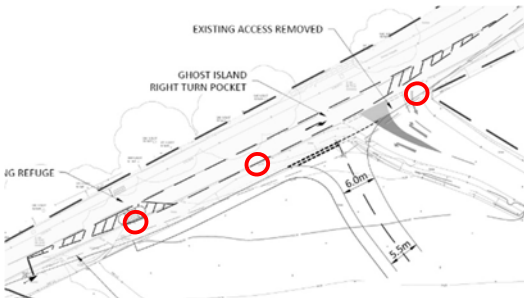

- 3.1 Fenley Road Safety Limited Undertook a Stage 1 Road Safety Audit associated with proposed highway works that are proposed along Downend Road bridge across the railway track, ref: RSA-17-038 in June 2017. That Audit raised a number of road safety concerns, some of which were addressed at the time or through the provision of a topographical survey.

- 3.2 Prior to Fenley Road Safety Limited undertaking the Stage 1 Road Safety Audit detailed above, a Stage 1 Road Safety Audit of the proposed access and associated right turn lane, was undertaken by GM Traffic Consultants in December 2016. That Stage 1 Road Safety Audit did not raise any road safety concerns.

#### 4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

<b>A.1</b>	<b>LOCAL ALIGNMENT</b>
<b>A.1.1</b>	<b>PROBLEM</b>
<b>Location:</b>	Northern taper of proposed right turn lane
<b>Summary:</b>	Westbound vehicles could follow the desire line and encroach the proposed right turn lane
<b>Acc Type:</b>	Head-on, sideswipe
<p>To the north of the proposed works, Downend Road is rural in nature and accommodates a slack bend. The existing alignment of the road creates a racing line for westbound drivers to cross into the opposing lane and the path of opposing vehicles. The proposals slacken the centreline radius of the bend for westbound vehicles, however, vehicles could follow the racing line, travelling across the eastern taper of the right turn lane or opposing lane. A vehicle encroaching the opposing lane could give rise to head-on collisions or sideswipe type incidents.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that a splitter island with an appropriate keep left bollard is provided.	
<b>Location Plan:</b>  	
<b>DESIGN ORGANISATION RESPONSE</b> provided by i-Transport on the 3 <sup>rd</sup> February 2020 following formal issue of this Stage 1 Road Safety Audit on the 29 <sup>th</sup> January 2020	
<p>A splitter island was not deemed necessary within the previous Stage 1 Road Safety Audit or during the preliminary design check process, however adequate space is available within the hatched markings to accommodate a splitter island and therefore a splitter island can be provided. This amendment is shown on Drawing ITB12212-GA-014 Rev C.</p>	
<b>AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE</b> dated 6 <sup>th</sup> February 2020	
<p>Confirmation that a splitter island can be provided, addresses the road safety concern raised at this stage.</p>	

<b>A.2</b>	<b>GENERAL</b>
<b>A.2.1</b>	<b>PROBLEM</b>
<b>Location:</b>	Proposed right turn lane
<b>Summary:</b>	Drivers may not become aware of the proposed refuge island
<b>Acc Type:</b>	Loss of control, vehicle pedestrian collision
<p>A footway is present on the western side of Downend Road which extends to the restricted width section across the railway track, where pedestrians are required to walk within the carriageway. The proposed access off the eastern side of Downend Road, accommodates a footway along the southern side only which links to a refuge island that is accommodated within the southern taper of the proposed right turn lane. The uncontrolled crossing point allows for a good level of visibility to and from a pedestrian crossing, however, approaching vehicles may not become aware of the presence of the physical island. Vehicles could therefore clip the kerbs associated with the refuge which may give rise to loss of control type incidents.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that the appropriate keep left bollards are provided on the island to ensure the features are clearly visible.	
<b>Location Plan:</b>  	
<b>DESIGN ORGANISATION RESPONSE</b> provided by i-Transport on the 3 <sup>rd</sup> February 2020 following formal issue of this Stage 1 Road Safety Audit on the 29 <sup>th</sup> January 2020	
Keep left bollards will be provided on the proposed refuge island. Details will be determined during the detail design stage however Drawing ITB12212-GA-014 Rev C has been updated to show this change.	
<b>AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE</b> dated 6 <sup>th</sup> February 2020	
Confirmation that keep left bollards are to be provided, addresses the road safety concern raised at this stage.	

<b>A.2.2</b>	<b>PROBLEM</b>
<b>Location:</b>	Proposed right turn lane
<b>Summary:</b>	The widening of Downend Road results in a road gully being situated within the path of vehicles
<b>Acc Type:</b>	Loss of control
<p>In proximity of the works, Downend Road is cambered and therefore surface water drains to the channels either side which accommodate road gullies. The Audit Team undertook the site visit associated with this Stage 1 Road Safety Audit, during dry conditions and are therefore unaware if the existing surface water network is adequate, however, the proposed widening of Downend Road in order to allow for the provision of the right turn lane will result in a number of gullies being situated within the running carriageway. Road gullies within the wheel path of vehicles particularly those with two-wheels, increase the likelihood of the driver / rider losing control.</p>	
<b>RECOMMENDATION:</b>	
It is recommended that road gullies are adjusted accordingly.	
<b>Location Plan:</b>	
 	
<b>DESIGN ORGANISATION RESPONSE</b> provided by i-Transport on the 3 <sup>rd</sup> February 2020 following formal issue of this Stage 1 Road Safety Audit on the 29 <sup>th</sup> January 2020	
<p>The presence of road gullies within the carriageway, will be assessed during the detail design stage and relocated if appropriate. A drainage strategy will be prepared and additional gullies provided if necessary, to ensure that surface water drains sufficiently.</p>	
<b>AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE</b> dated 6 <sup>th</sup> February 2020	
<p>Confirmation that an adequate surface water drainage system is to be provided, addresses the road safety concern raised at this stage.</p>	
<b>A.2.3</b>	<b>PROBLEM</b>
<b>Location:</b>	Proposed right turn lane
<b>Summary:</b>	Drivers may not become aware of the traffic signal control at a safe distance
<b>Acc Type:</b>	Junction overshoot
<p>At present, east and westbound vehicles continue along the restricted width section of Downend Road which crosses the railway track unimpeded due to the two-way nature of the carriageway. The proposals introduce traffic signal controlled shuttle working along the section of carriageway in order to allow for the introduction of a footway that has a minimum width of 2.0 metres. However,</p>	

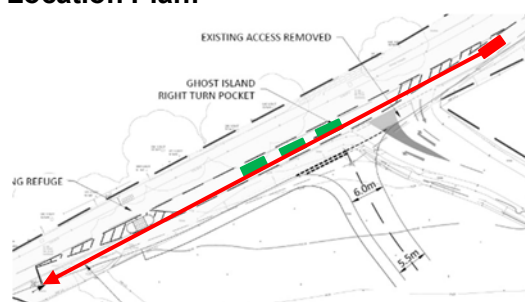


westbound vehicles travelling through the right turn lane may have limited forward visibility to the signal heads, and become distracted by the presence of vehicles within the right turn lane, particularly during the hours of darkness when headlights are illuminated. A driver not becoming aware of the traffic signals at an appropriate distance could overshoot the stop line into the path of opposing vehicles.

#### RECOMMENDATION:

It is recommended that westbound drivers are made aware of the traffic signal control at a safe distance

#### Location Plan:



#### DESIGN ORGANISATION RESPONSE provided by i-Transport on the 3<sup>rd</sup> February 2020 following formal issue of this Stage 1 Road Safety Audit on the 29<sup>th</sup> January 2020

Forward visibility to the signal head, accords with the stopping sight distance associated with vehicles travelling at the 85<sup>th</sup> percentile speed observed. The extension of the 30mph limit and provision of the proposed right turn lane should assist in reducing vehicle speeds, nonetheless, a "Traffic Signals Ahead" warning sign can be provided. Discussions will be held with the County Highway Authority during the detail design stage.

#### AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6<sup>th</sup> February 2020

Confirmation that a 'Traffic Signals Ahead' warning sign is to be provided, addresses the road safety concern raised at this stage.

#### A.3 JUNCTIONS

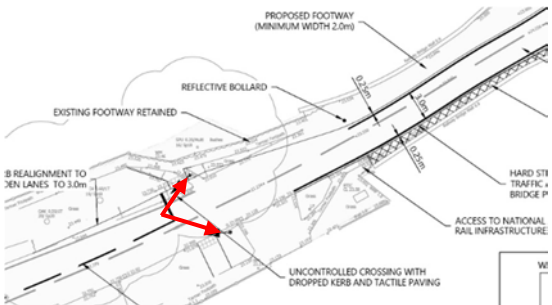

##### A.3.1 PROBLEM

**Location:** Proposed right turn lane

**Summary:** A vehicle waiting at the stop line may not have clear visibility of the traffic signals

**Acc Type:** Rear end shunt

The Downend Road bridge crossing is currently two-way. The proposals introduce signal controlled shuttle working across the Downend Road bridge in order to provide a 2.0 metre footway along the western side. A set of two primary signal heads are provided just past the stop line associated with northbound traffic, however, the driver of a vehicle waiting at the stop line may not have clear visibility of the signals. Limited visibility to the signals could result in a delay in the first vehicle moving off from the stop line which could give rise to rear end shunts where queued vehicles start to move in anticipation when the signals change.

<b>RECOMMENDATION:</b>	
It is recommended that a secondary signal is provided where clearly visible from the stop line	
<b>Location Plan:</b>	
 	
<b>DESIGN ORGANISATION RESPONSE</b> provided by i-Transport on the 3 <sup>rd</sup> February 2020 following formal issue of this Stage 1 Road Safety Audit on the 29 <sup>th</sup> January 2020	
This is agreed subject to confirmation from HCC signals team and will be confirmed during detailed design stage. This amendment has been shown on Drawing ITB12212-GA-051 Rev A.	
<b>AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE</b> dated 6 <sup>th</sup> February 2020	
Confirmation that a secondary signal head is to be provided as illustrated on the revised scheme drawing, addresses the road safety concern raised at this stage.	
<b>A.4</b>	<b>WALKING, CYCLING AND HORSE RIDING</b>
	No Road Safety Concerns regarding WALKING, CYCLING AND HORSE RIDING have been raised at this stage
<b>A.5</b>	<b>ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING</b>
	No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

## 5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

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

### Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 6<sup>th</sup> February 2020

### Audit Team Member

Name: **Angharad Bradley** *BEng (Hons), MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 30<sup>th</sup> January 2020

## Appendix A1

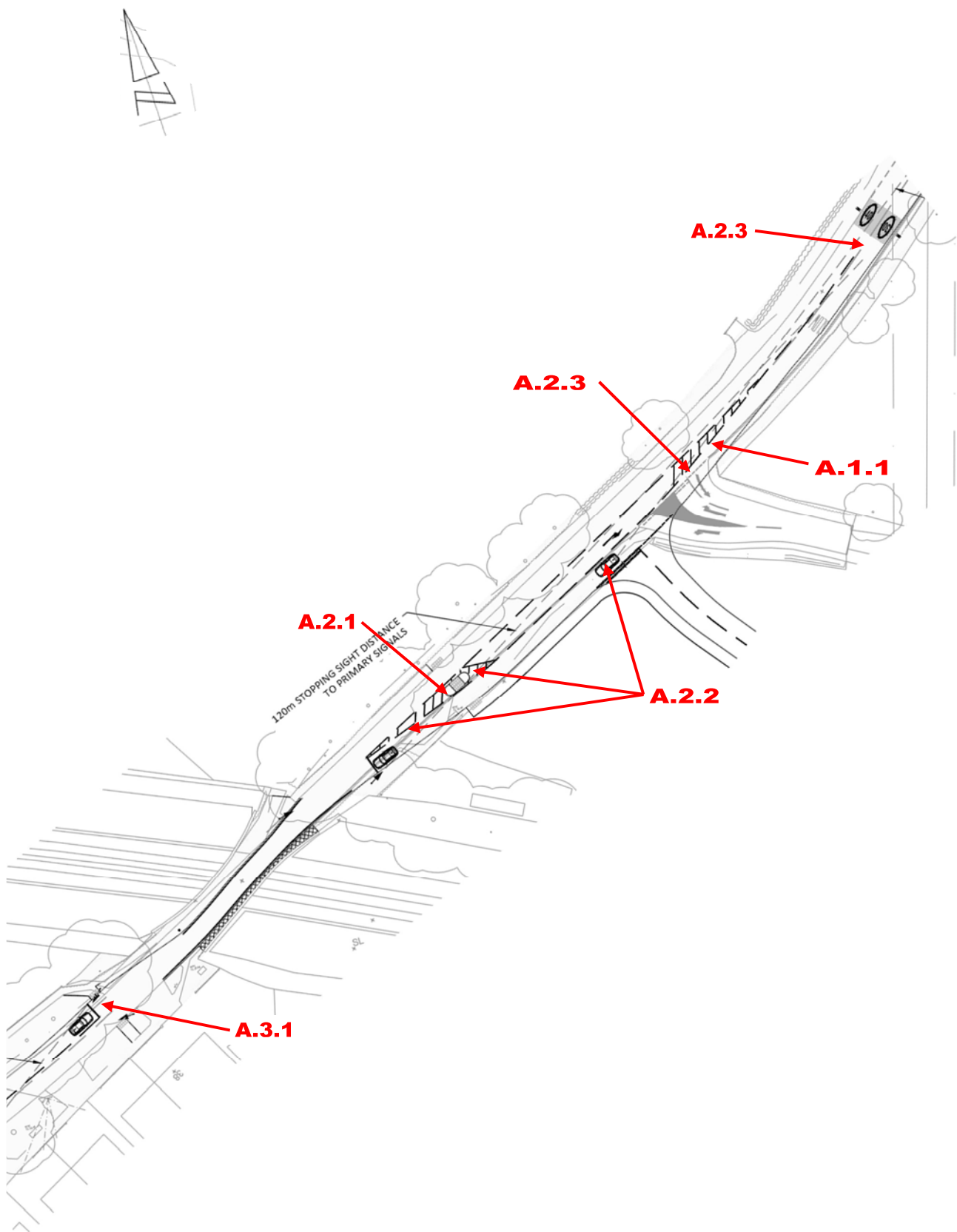
### Documents and Drawings provided for this Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB12212-052	-	RSA Brief (Option 4) - FULL
	10 Year Summary	-	Summary of Personal Injury Traffic Data
	BACSSR0819195	-	Personal Injury Traffic Data Report
	BACSSR0819195	-	Personal Injury Traffic Data Map
	ITB12212-003TN	-	Pedestrian and Cycle Audit
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB12212-GA-014	B	Site Access - Ghost Island
	ITB12212-GA-051	-	Proposed Signal Arrangement with Footway Alternative Arrangement Sheet 1 of 2
	ITB12212-GA-049	A	Downend Rd Bridge – Proposed Signal Arrangement With Footway – Intervisibility Plan Sheet 2 of 3



## **Appendix A2**

### **Item Location Plan**



## **Appendix A3**

### **Drawings associated with the Design Organisation Response**

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB12212-GA-014	C	Proposed site access arrangement
	ITB12212-GA-051	A	Option 4 – Proposed Signal Arrangement





fenley