Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Fri 05-Nov-21 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	84	54.7	48.7	6.9	0	0	0	0	0	1	3	30	25	16	5	0	4
01:00	43	57.3	49.5	7.7	0	0	0	0	0	0	4	10	16	5	4	2	2
02:00	27	60.1	50.2	9.8	0	0	0	0	0	2	2	4	10	2	3	1	3
03:00	23	57.8	49.4	8.5	0	0	0	0	1	0	0	7	8	2	3	1	1
04:00	29	52.9	46.8	7.4	0	0	0	0	0	1	4	10	8	3	2	0	1
05:00	78	52.3	46.5	5.9	0	0	0	0	0	1	8	33	21	11	3	0	1
06:00	209	50.8	46.1	5.5	0	0	0	0	0	2	23	94	60	18	11	0	1
07:00	735	47.9	42.7	5.2	0	0	0	0	8	43	203	326	119	31	3	1	1
08:00	998	45.9	41.8	4.6	0	0	0	0	4	73	337	446	117	17	4	0	0
09:00	1005	46	42.3	4.6	0	0	0	0	0	61	308	489	116	25	4	2	0
10:00	1116	45.3	40.5	5.1	0	0	0	2	25	132	469	372	91	20	3	2	0
11:00	1305	44.4	39.5	4.8	0	0	0	0	20	261	575	367	66	14	2	0	0
12:00	1466	44.9	40.1	4.8	0	0	0	3	32	183	664	469	99	15	0	0	1
13:00	1532	44.6	39.7	4.6	0	0	0	0	16	271	684	457	92	9	3	0	0
14:00	1657	43.3	37.9	5.2	0	0	0	14	123	383	735	338	51	11	2	0	0
15:00	1677	40.1	34.8	6.3	18	23	15	32	190	662	596	121	14	4	1	0	1
16:00	1755	40.2	36.3	4	0	0	0	3	118	670	832	127	4	1	0	0	0
17:00	1758	36	31.8	4.8	0	0	13	187	484	814	232	26	2	0	0	0	0
18:00	1138	44.6	39.4	5.3	0	0	0	11	27	223	458	341	59	15	2	2	0
19:00	769	45.8	41.8	4.9	0	0	0	0	1	51	286	329	81	15	2	1	3
20:00	671	46.6	42	5.1	0	0	0	0	4	47	247	262	83	22	5	1	0
21:00	432	49.2	44	5.2	0	0	0	0	0	15	96	202	83	28	6	2	0
22:00	410	49.5	44.3	5.3	0	0	0	0	0	13	83	189	90	28	3	3	1
23:00	250	50.4	45.3	6	0	0	0	0	0	2	46	115	56	18	7	3	3
12H,7-19	16142	44.2	38.3	5.9	18	23	28	252	1047	3776	6093	3879	830	162	24	7	3
16H,6-22	18223	44.7	38.8	6	18	23	28	252	1052	3891	6745	4766	1137	245	48	11	7
18H,6-24	18883	44.8	39	6.1	18	23	28	252	1052	3906	6874	5070	1283	291	58	17	11
24H,0-24	19167	45	39.1	6.2	18	23	28	252	1053	3911	6895	5164	1371	330	78	21	23
Am	11:00	02:00	02:00	02:00	-	-	-	10:00	10:00	11:00	11:00	09:00	07:00	07:00	06:00	10:00	00:00
Peak	1305	60.1	50.2	9.8	-	-	-	2	25	261	575	489	119	31	11	2	4
Pm	17:00	23:00	23:00	15:00	15:00	15:00	15:00	17:00	17:00	17:00	16:00	12:00	12:00	22:00	23:00	23:00	23:00
Peak	1758	50.4	45.3	6.3	18	23	15	187	484	814	832	469	99	28	7	3	3

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Sat 06-Nov-21 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	135	53.2	46.8	6.3	0	0	0	0	0	2	14	57	32	21	5	3	1
01:00	66	54.5	47.4	8.4	0	0	0	0	0	2	12	19	17	8	2	2	4
02:00	44	56.8	48.6	7.3	0	0	0	0	0	0	2	20	9	5	6	0	2
03:00	28	55.6	49	6.9	0	0	0	0	0	0	3	8	5	8	3	1	0
04:00	37	-	50.5	10.8	0	0	0	0	0	0	4	15	6	3	0	1	8
05:00	39	55.6	48.2	8	0	0	0	0	0	2	3	11	12	5	4	0	2
06:00	92	51.3	45.8	6.2	0	0	0	0	0	5	7	43	22	11	1	3	0
07:00	246	52.2	46.4	6.1	0	0	0	1	0	5	23	104	68	31	9	3	2
08:00	610	49.1	44.3	4.6	0	0	0	0	0	5	122	301	143	33	5	1	0
09:00	855	48	43.1	4.9	0	0	0	0	2	39	214	415	142	35	7	0	1
10:00	1075	45.9	41.9	4.7	0	1	0	0	1	75	376	471	126	20	4	1	0
11:00	1342	44.2	39.2	4.9	0	0	0	0	20	307	591	345	61	12	5	1	0
12:00	1475	44.6	39.2	5.5	0	0	0	19	52	285	607	400	85	25	1	0	1
13:00	1326	45.1	40.4	4.8	0	0	0	0	9	175	583	436	107	12	2	0	2
14:00	1285	45.1	40.8	4.6	0	0	0	0	20	124	505	536	81	14	5	0	0
15:00	1360	44.8	40.1	4.7	0	0	0	3	23	179	609	445	86	13	2	0	0
16:00	1239	44.8	40.1	4.8	0	0	0	0	5	194	556	394	70	14	4	0	2
17:00	1150	44.1	38.9	5.1	0	0	1	1	39	252	527	256	55	16	3	0	0
18:00	794	45.8	41.1	5.6	0	0	0	4	24	70	292	299	86	12	2	2	3
19:00	553	47.2	42.6	4.7	0	0	0	0	1	28	162	258	87	14	3	0	0
20:00	434	49.7	44.5	5.5	0	0	0	1	0	9	86	205	92	27	11	1	2
21:00	358	49.1	44.1	5.4	0	0	0	0	0	7	80	185	52	21	10	2	1
22:00	288	51.9	46.1	7	0	0	0	0	1	3	53	110	72	28	9	2	10
23:00	199	50.9	46.1	5.9	0	0	0	0	0	1	25	90	53	21	4	2	3
12H,7-19	12757	45.4	40.6	5.2	0	1	1	28	195	1710	5005	4402	1110	237	49	8	11
16H,6-22	14194	45.7	40.9	5.3	0	1	1	29	196	1759	5340	5093	1363	310	74	14	14
18H,6-24	14681	45.8	41.1	5.4	0	1	1	29	197	1763	5418	5293	1488	359	87	18	27
24H,0-24	15030	45.9	41.3	5.6	0	1	1	29	197	1769	5456	5423	1569	409	107	25	44
Am	11:00	-	04:00	04:00	-	10:00	-	07:00	11:00	11:00	11:00	10:00	08:00	09:00	07:00	07:00	04:00
Peak	1342	-	50.5	10.8	-	1	-	1	20	307	591	471	143	35	9	3	8
Pm	12:00	22:00	22:00	22:00	-	-	17:00	12:00	12:00	12:00	15:00	14:00	13:00	22:00	20:00	23:00	22:00
Peak	1475	51.9	46.1	7	-	-	1	19	52	285	609	536	107	28	11	2	10

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Sun 07-Nov-21 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	123	53.1	47.2	6.6	0	0	0	0	0	0	11	56	32	12	7	1	4
01:00	69	53.3	46.4	6.9	0	0	0	0	0	3	10	23	18	9	5	0	1
02:00	54	55.8	48.7	8.5	0	0	0	0	0	2	6	16	10	12	3	2	3
03:00	38	59	49.7	9.1	0	0	0	0	0	0	5	11	9	5	3	1	4
04:00	17	57.6	47.6	8.8	0	0	0	0	0	2	0	8	1	2	3	1	0
05:00	28	56.8	48.5	8.2	0	0	0	0	0	0	2	12	8	1	2	1	2
06:00	73	51.3	45.6	6.9	0	0	0	0	1	2	12	28	18	8	1	2	1
07:00	158	52.9	47.5	6.2	0	0	0	0	0	0	14	58	55	18	6	5	2
08:00	301	51	45.9	6	0	0	1	0	0	5	41	119	90	30	11	2	2
09:00	540	49.9	44.6	6	0	0	0	0	8	27	69	252	132	38	5	5	4
10:00	961	47.3	42.9	4.7	0	0	0	0	7	36	248	486	150	26	8	0	0
11:00	1225	45.8	41.3	5	0	0	0	0	3	147	436	478	131	23	4	2	1
12:00	1377	45.2	41.1	4.5	0	0	0	0	1	104	618	527	104	16	3	4	0
13:00	1331	45.7	41.8	4.5	0	0	0	0	3	70	515	572	141	26	3	1	0
14:00	1288	45.9	42	4.9	0	0	0	0	1	85	472	543	142	36	4	3	2
15:00	1241	45.7	41.6	4.7	0	0	0	0	2	80	501	504	125	20	4	2	3
16:00	1000	46.9	42.9	4.7	0	0	0	0	0	44	260	523	132	32	6	2	1
17:00	670	47.9	43.1	5	0	0	0	0	0	23	199	306	110	18	12	2	0
18:00	555	48.9	44.1	5.4	0	0	0	0	0	15	111	287	101	25	7	5	4
19:00	397	49.8	44.7	5.4	0	0	0	0	0	6	75	189	88	25	10	2	2
20:00	375	50	44.6	6.3	0	0	0	0	1	12	74	186	56	25	12	4	5
21:00	247	51	46.2	5.9	0	0	0	0	0	0	34	110	66	21	10	3	3
22:00	186	50.7	45.4	6.4	0	0	0	0	2	3	27	88	40	16	5	2	3
23:00	91	55	48.8	7	0	0	0	0	0	1	4	30	29	16	6	1	4
12H,7-19	10647	46.9	42.4	5.1	0	0	1	0	25	636	3484	4655	1413	308	73	33	19
16H,6-22	11739	47.4	42.6	5.2	0	0	1	0	27	656	3679	5168	1641	387	106	44	30
18H,6-24	12016	47.5	42.7	5.3	0	0	1	0	29	660	3710	5286	1710	419	117	47	37
24H,0-24	12345	47.8	42.9	5.4	0	0	1	0	29	667	3744	5412	1788	460	140	53	51
Am	11:00	03:00	03:00	03:00	-	-	08:00	-	09:00	11:00	11:00	10:00	10:00	09:00	08:00	09:00	09:00
Peak	1225	59	49.7	9.1	-	-	1	-	8	147	436	486	150	38	11	5	4
Pm	12:00	23:00	23:00	23:00	-	-	-	-	13:00	12:00	12:00	13:00	14:00	14:00	20:00	18:00	20:00
Peak	1377	55	48.8	7	-	-	-	-	3	104	618	572	142	36	12	5	5

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Mon 08-Nov-21 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	61	55.7	48	7.1	0	0	0	0	0	1	5	25	10	11	7	1	1
01:00	21	58.9	50.2	8.8	0	0	0	0	0	0	2	6	6	1	4	0	2
02:00	12	58.1	48.5	8.1	0	0	0	0	0	0	2	4	2	0	4	0	0
03:00	13	53.8	48.5	11.8	0	0	1	0	0	0	0	5	0	5	1	0	1
04:00	25	55.4	46.7	9.3	0	0	0	0	0	2	6	6	3	4	2	1	1
05:00	79	53.3	46.9	7.4	0	0	0	0	0	0	16	26	20	10	2	2	3
06:00	193	51.2	45.7	6.7	0	0	0	0	1	8	24	86	44	18	6	2	4
07:00	786	46.3	42.4	4.3	0	0	0	0	1	24	266	370	104	21	0	0	0
08:00	1096	45.6	40.9	5.7	1	7	3	7	11	122	343	477	108	15	2	0	0
09:00	896	46	42.1	4.8	0	0	0	0	3	57	298	406	105	21	5	0	1
10:00	1018	45.4	40.8	5.1	0	1	1	0	9	138	365	398	84	18	4	0	0
11:00	1102	45.4	41	4.5	0	0	0	0	4	91	487	403	103	12	2	0	0
12:00	1131	45.1	40.4	4.8	0	0	0	1	4	157	495	375	74	23	0	2	0
13:00	1158	45.5	41.3	4.8	0	0	1	2	16	84	434	494	104	21	0	2	0
14:00	1393	44.7	39.8	5	0	0	0	0	23	237	621	409	82	14	5	0	2
15:00	1628	42.4	37.2	5.1	0	0	0	14	130	497	668	265	48	6	0	0	0
16:00	1763	38.9	33.3	5.4	0	0	25	150	306	760	436	81	5	0	0	0	0
17:00	1769	34.7	29.7	4.9	4	9	28	273	799	532	106	14	4	0	0	0	0
18:00	1271	43.6	37.3	6.1	0	0	0	44	104	368	425	271	39	15	4	1	0
19:00	680	46.3	42.7	4.4	0	0	0	0	1	17	205	349	90	9	8	1	0
20:00	475	49.7	44.2	5.7	0	0	0	0	0	21	98	216	92	38	4	3	3
21:00	329	50.2	45.4	5.6	0	0	0	0	0	7	42	157	87	23	8	2	3
22:00	275	49.9	44.6	5.8	0	0	0	0	1	10	46	131	58	18	7	3	1
23:00	140	54.8	46.8	8.1	0	0	0	0	0	7	23	46	28	19	10	1	6
12H,7-19	15011	44.5	38	6.5	5	17	58	491	1410	3067	4944	3963	860	166	22	5	3
16H,6-22	16688	44.9	38.6	6.6	5	17	58	491	1412	3120	5313	4771	1173	254	48	13	13
18H,6-24	17103	45.1	38.8	6.7	5	17	58	491	1413	3137	5382	4948	1259	291	65	17	20
24H,0-24	17314	45.2	38.9	6.8	5	17	59	491	1413	3140	5413	5020	1300	322	85	21	28
Am	11:00	01:00	01:00	03:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	08:00	08:00	09:00	00:00	06:00	06:00
Peak	1102	58.9	50.2	11.8	1	7	3	7	11	138	487	477	108	21	7	2	4
Pm	17:00	23:00	23:00	23:00	17:00	17:00	17:00	17:00	17:00	16:00	15:00	13:00	13:00	20:00	23:00	22:00	23:00
Peak	1769	54.8	46.8	8.1	4	9	28	273	799	760	668	494	104	38	10	3	6

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Tue 09-Nov-21 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	75	53.4	46.5	7.4	0	0	0	0	0	1	11	36	11	9	1	4	2
01:00	32	55.5	47.3	9.1	0	1	0	0	0	0	3	9	12	2	3	2	0
02:00	18	50	45.2	5.3	0	0	0	0	0	1	2	7	6	2	0	0	0
03:00	23	49.8	44.8	7.4	0	0	1	0	0	0	2	10	8	1	1	0	0
04:00	20	54.1	47.3	7.2	0	0	0	0	0	2	1	5	6	4	2	0	0
05:00	82	53	45.7	6.9	0	0	0	0	0	1	18	34	11	13	3	0	2
06:00	195	50.8	44.9	5.7	0	0	0	0	4	3	31	87	42	24	4	0	0
07:00	735	46.8	41.8	5.4	0	0	0	0	12	75	220	301	103	20	2	1	1
08:00	1063	45.1	40.5	4.7	0	0	0	2	10	140	433	384	83	10	0	1	0
09:00	979	45.5	41.4	4.5	0	0	0	0	0	64	411	400	83	16	4	1	0
10:00	925	45.4	41.3	4.5	0	0	0	0	6	68	374	382	81	12	1	1	0
11:00	1069	45.7	41.5	4.7	0	0	0	0	3	88	398	450	106	19	5	0	0
12:00	1147	45.4	40.8	4.9	0	0	0	1	8	120	522	370	99	18	9	0	0
13:00	1130	45.2	41	4.6	0	0	0	0	2	90	527	404	84	16	5	1	1
14:00	1308	43.4	34.3	10.1	34	64	88	88	77	215	420	263	43	13	2	0	1
15:00	1578	39.9	31.9	8	9	46	98	221	264	381	408	132	18	1	0	0	0
16:00	1743	39.5	35.1	4.2	0	0	1	20	168	901	565	77	7	4	0	0	0
17:00	1749	35.5	30.4	5.3	0	0	24	321	608	586	170	35	5	0	0	0	0
18:00	1339	42.3	35.6	6.4	0	0	0	75	257	358	396	201	41	8	3	0	0
19:00	726	46	42.7	4.6	0	0	0	0	0	23	224	370	78	25	4	2	0
20:00	566	48.3	43.3	5.4	0	0	0	0	3	24	146	265	91	22	12	2	1
21:00	438	49.8	44.7	5.5	0	1	0	0	0	4	86	204	101	32	5	2	3
22:00	323	49.9	45.3	5.4	0	0	0	0	0	3	45	159	85	19	7	1	4
23:00	154	51.9	46.8	6.4	0	0	0	0	0	0	22	55	50	18	3	2	4
12H,7-19	14765	44.1	37.1	7.3	43	110	211	728	1415	3086	4844	3399	753	137	31	5	3
16H,6-22	16690	44.7	37.8	7.4	43	111	211	728	1422	3140	5331	4325	1065	240	56	11	7
18H,6-24	17167	44.9	38	7.4	43	111	211	728	1422	3143	5398	4539	1200	277	66	14	15
24H,0-24	17417	45	38.1	7.5	43	112	212	728	1422	3148	5435	4640	1254	308	76	20	19
Am	11:00	01:00	01:00	01:00	-	01:00	03:00	08:00	07:00	08:00	08:00	11:00	11:00	06:00	11:00	00:00	05:00
Peak	1069	55.5	47.3	9.1	-	1	1	2	12	140	433	450	106	24	5	4	2
Pm	17:00	23:00	23:00	14:00	14:00	14:00	15:00	17:00	17:00	16:00	16:00	13:00	21:00	21:00	20:00	23:00	23:00
Peak	1749	51.9	46.8	10.1	34	64	98	321	608	901	565	404	101	32	12	2	4

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Wed 03-Nov-21 Channel:

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Thu 04-Nov-21 Channel:

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Fri 05-Nov-21 Channel:

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Sat 06-Nov-21 Channel:

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Created at 15:02:55 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Sun 07-Nov-21 Channel:

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Created at 15:02:56 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Mon 08-Nov-21 Channel:

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Created at 15:02:56 on 10 Nov 2021

Site No: 00008864 Site Reference: 00008864
Newgate Ln East
Speed Report-Limit 40 Mph Tue 09-Nov-21 Channel:

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
16H,6-22	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
18H,6-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
24H,0-24	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Created at 15:02:56 on 10 Nov 2021

Bridgemary Weather History for 3 November 2021

Show weather for: 3 November 2021

Time	Conditions	Temp	Weather	Comfort Wind		Humidity	Barometer	Visibility
06:20 Wed, 3 Nov		0 °C	Fog.	No wind	↓	93%	1003 mbar	N/A
07:50		0 °C	Clear.	No wind	↓	100%	1004 mbar	8 km
08:20		6 °C	Sunny.	1 mph	↓	93%	1004 mbar	16 km
08:50		7 °C	Passing clouds.	1 mph	↓	93%	1004 mbar	N/A
10:20		9 °C	Passing clouds.	2 mph	↓	87%	1005 mbar	N/A
10:50		9 °C	Passing clouds.	7 mph	↓	82%	1005 mbar	N/A
11:20		10 °C	Passing clouds.	7 mph	↘	76%	1005 mbar	N/A
11:50		9 °C	Passing clouds.	7 mph	↘	82%	1005 mbar	N/A
12:20		10 °C	Scattered clouds.	7 mph	↘	76%	1005 mbar	N/A
12:50		11 °C	Scattered clouds.	5 mph	↘	77%	1005 mbar	N/A
13:20		11 °C	Scattered clouds.	7 mph	↓	72%	1005 mbar	N/A
13:50		10 °C	Broken clouds.	9 mph	↓	76%	1005 mbar	N/A
14:20		10 °C	Broken clouds.	7 mph	↓	76%	1005 mbar	N/A
14:50		10 °C	Broken clouds.	6 mph	↓	76%	1005 mbar	N/A
15:20		10 °C	Broken clouds.	7 mph	↓	76%	1006 mbar	N/A
15:50		10 °C	Broken clouds.	8 mph	↓	76%	1006 mbar	N/A
16:20		10 °C	Broken clouds.	7 mph	↘	76%	1006 mbar	N/A
16:50		9 °C	Sprinkles. Partly cloudy.	6 mph	↓	87%	1006 mbar	8 km
17:20		9 °C	Scattered showers. Passing clouds.	2 mph	↓	87%	1007 mbar	N/A
17:50		9 °C	Passing clouds.	3 mph	↓	87%	1007 mbar	N/A
18:20		8 °C	Passing clouds.	3 mph	↓	93%	1007 mbar	N/A
18:50		8 °C	Passing clouds.	3 mph	↓	93%	1008 mbar	N/A
19:20		8 °C	Passing clouds.	2 mph	↓	87%	1008 mbar	N/A
19:50		7 °C	Passing clouds.	1 mph	↓	93%	1008 mbar	N/A
20:20		6 °C	Passing clouds.	No wind	↓	93%	1009 mbar	N/A
20:50		7 °C	Passing clouds.	2 mph	↓	93%	1009 mbar	N/A
21:50		8 °C	Passing clouds.	6 mph	↘	87%	1009 mbar	N/A

Bridgemary Weather History for 4 November 2021

Show weather for: 4 November 2021

Time	Conditions	Temp	Weather	Comfort Wind		Humidity	Barometer	Visibility
05:50 Thu, 4 Nov		7 °C	Passing clouds	8 mph	↖	76%	1012 mbar	N/A
06:20		6 °C	Passing clouds	9 mph	↖	81%	1013 mbar	N/A
06:50		6 °C	Passing clouds	5 mph	↖	81%	1013 mbar	N/A
07:20		6 °C	Passing clouds	7 mph	↖	81%	1013 mbar	N/A
07:50		6 °C	Passing clouds	7 mph	↖	81%	1014 mbar	N/A
08:20		6 °C	Passing clouds	7 mph	↖	81%	1014 mbar	N/A
08:50		7 °C	Passing clouds	12 mph	↖	76%	1014 mbar	N/A
09:20		8 °C	Scattered clouds	14 mph	↖	76%	1014 mbar	N/A
09:50		8 °C	Scattered clouds	14 mph	↓	76%	1015 mbar	N/A
10:20		9 °C	Scattered clouds	15 mph	↓	76%	1015 mbar	N/A
10:50		8 °C	Scattered clouds	18 mph	↓	76%	1015 mbar	N/A
11:20		8 °C	Scattered clouds	16 mph	↓	76%	1016 mbar	N/A
11:50		9 °C	Partly sunny	14 mph	↓	71%	1016 mbar	N/A
12:20		9 °C	Partly sunny	12 mph	↓	71%	1016 mbar	N/A
12:50		9 °C	Partly sunny	14 mph	↓	71%	1016 mbar	N/A
13:20		9 °C	Partly sunny	9 mph	↖	71%	1016 mbar	N/A
13:50		9 °C	Partly sunny	14 mph	↖	66%	1017 mbar	N/A
14:20		9 °C	Partly sunny	12 mph	↖	66%	1017 mbar	N/A
14:50		9 °C	Partly sunny	14 mph	↖	71%	1017 mbar	N/A
15:20		9 °C	Partly sunny	13 mph	↖	66%	1018 mbar	N/A
15:50		9 °C	Scattered clouds	10 mph	↓	66%	1018 mbar	N/A
16:20		9 °C	Scattered clouds	9 mph	↓	66%	1018 mbar	N/A
16:50		9 °C	Partly cloudy	8 mph	↓	62%	1019 mbar	N/A
17:20		9 °C	Passing clouds	8 mph	↓	66%	1019 mbar	N/A
17:50		8 °C	Passing clouds	5 mph	↖	71%	1019 mbar	N/A
18:20		8 °C	Passing clouds	3 mph	↖	71%	1020 mbar	N/A
18:50		8 °C	Passing clouds	6 mph	↖	76%	1020 mbar	N/A
19:20		8 °C	Passing clouds	7 mph	↖	71%	1021 mbar	N/A
19:50		8 °C	Passing clouds	5 mph	↖	71%	1021 mbar	N/A
20:20		7 °C	Passing clouds	2 mph	↓	76%	1021 mbar	N/A
20:50		6 °C	Passing clouds	2 mph	↓	81%	1021 mbar	N/A
21:20		6 °C	Passing clouds	3 mph	↖	81%	1022 mbar	N/A
21:50		5 °C	Passing clouds	2 mph	↓	81%	1022 mbar	N/A

Bridgemary Weather History for 5 November 2021

Show weather for: 5 November 2021

Time	Conditions		Comfort			
	Temp	Weather	Wind	Humidity	Barometer	Visibility
06:50 Fri, 5 Nov	-1 °C	Fog	No wind	93%	1025 mbar	N/A
06:20	-1 °C	Light fog	No wind	93%	1025 mbar	N/A
06:50	-1 °C	Fog	No wind	93%	1026 mbar	N/A
07:20	-1 °C	Sunny.	No wind	93%	1026 mbar	16 km
07:50	0 °C	Sunny.	No wind	93%	1026 mbar	16 km
08:20	1 °C	Sunny.	No wind	93%	1027 mbar	16 km
08:50	1 °C	Sunny.	No wind	100%	1027 mbar	16 km
09:20	3 °C	Sunny.	No wind	93%	1027 mbar	16 km
09:50	4 °C	Sunny.	No wind	93%	1027 mbar	16 km
10:20	6 °C	Sunny.	No wind	81%	1028 mbar	16 km
10:50	8 °C	Sunny.	1 mph	71%	1028 mbar	16 km
11:20	9 °C	Sunny.	1 mph	71%	1028 mbar	16 km
11:50	9 °C	Sunny.	1 mph	71%	1028 mbar	16 km
12:20	10 °C	Sunny.	2 mph	67%	1028 mbar	16 km
12:50	10 °C	Passing clouds.	2 mph	62%	1028 mbar	N/A
13:20	11 °C	Passing clouds.	5 mph	62%	1028 mbar	N/A
13:50	11 °C	Passing clouds.	1 mph	67%	1028 mbar	N/A
14:20	11 °C	Scattered clouds.	1 mph	67%	1028 mbar	N/A
14:50	11 °C	Scattered clouds.	3 mph	72%	1028 mbar	N/A
15:20	11 °C	Scattered clouds.	3 mph	72%	1028 mbar	N/A
15:50	10 °C	Scattered clouds.	1 mph	82%	1028 mbar	N/A
16:20	10 °C	Broken clouds.	No wind	82%	1028 mbar	N/A
16:50	9 °C	Passing clouds.	No wind	87%	1028 mbar	N/A
17:20	9 °C	Passing clouds.	No wind	87%	1029 mbar	N/A
17:50	9 °C	Passing clouds.	No wind	87%	1029 mbar	N/A
18:20	9 °C	Passing clouds.	No wind	87%	1029 mbar	N/A
18:50	10 °C	Passing clouds.	1 mph	88%	1029 mbar	8 km
19:20	9 °C	Passing clouds.	No wind	87%	1029 mbar	8 km
19:50	9 °C	Passing clouds.	No wind	87%	1029 mbar	8 km
20:20	9 °C	Passing clouds.	2 mph	94%	1029 mbar	8 km
20:50	10 °C	Passing clouds.	1 mph	88%	1029 mbar	5 km
21:20	10 °C	Passing clouds.	2 mph	88%	1029 mbar	6 km
21:50	10 °C	Passing clouds.	2 mph	88%	1029 mbar	6 km

Bridgemary Weather History for 6 November 2021

Show weather for: 6 November 2021

Time	Conditions	Temp	Weather	Comfort	Wind	Humidity	Barometer	Visibility
06:50 Sat, 6 Nov		10 °C	Clear		2 mph ↓	88%	1028 mbar	9 km
07:20		10 °C	Passing clouds		7 mph ↗	88%	1028 mbar	N/A
07:50		10 °C	Passing clouds		7 mph ↗	88%	1028 mbar	N/A
08:20		10 °C	Passing clouds		7 mph ↗	88%	1028 mbar	N/A
08:50		11 °C	Passing clouds		8 mph ↗	82%	1028 mbar	N/A
09:20		11 °C	Passing clouds		9 mph ↗	82%	1028 mbar	N/A
09:50		12 °C	Passing clouds		8 mph ↗	77%	1028 mbar	N/A
10:20		12 °C	Passing clouds		9 mph →	82%	1028 mbar	N/A
10:50		13 °C	Passing clouds		10 mph →	72%	1028 mbar	N/A
11:20		13 °C	Scattered clouds		13 mph ↗	77%	1028 mbar	N/A
11:50		13 °C	Scattered clouds		9 mph ↗	72%	1027 mbar	N/A
12:20		13 °C	Scattered clouds		15 mph ↗	72%	1026 mbar	N/A
12:50		13 °C	Scattered clouds		13 mph ↗	72%	1026 mbar	N/A
13:20		14 °C	Scattered clouds		10 mph →	72%	1026 mbar	N/A
13:50		13 °C	Partly sunny		10 mph ↗	72%	1025 mbar	N/A
14:20		13 °C	Scattered clouds		14 mph ↗	72%	1025 mbar	N/A
14:50		14 °C	Scattered clouds		13 mph →	72%	1025 mbar	N/A
15:20		13 °C	Partly sunny		14 mph →	77%	1025 mbar	N/A
15:50		13 °C	Broken clouds		12 mph →	72%	1024 mbar	N/A
16:20		13 °C	Partly sunny		12 mph ↗	72%	1024 mbar	N/A
16:50		13 °C	Partly sunny		12 mph ↗	72%	1024 mbar	N/A
17:20		13 °C	Partly cloudy		12 mph ↗	72%	1023 mbar	N/A
17:50		13 °C	Passing clouds		13 mph ↗	77%	1023 mbar	N/A
18:20		13 °C	Passing clouds		12 mph ↗	77%	1023 mbar	N/A
18:50		13 °C	Passing clouds		13 mph ↗	77%	1023 mbar	N/A
19:20		13 °C	Passing clouds		13 mph ↗	77%	1022 mbar	N/A
19:50		13 °C	Passing clouds		10 mph ↗	77%	1022 mbar	N/A
20:20		13 °C	Passing clouds		12 mph ↗	77%	1022 mbar	N/A
20:50		13 °C	Passing clouds		12 mph ↗	82%	1022 mbar	N/A

Bridgemary Weather History for 7 November 2021

Show weather for: 7 November 2021

	Conditions			Comfort				
Time		Temp	Weather	Wind		Humidity	Barometer	Visibility
07:20 Sun, 7 Nov		8 °C	Passing clouds	3 mph	←	87%	1022 mbar	N/A
07:50		8 °C	Passing clouds	6 mph	←	87%	1022 mbar	N/A
08:20		9 °C	Passing clouds	6 mph	←	82%	1022 mbar	N/A
08:50		10 °C	Passing clouds	6 mph	↖	71%	1022 mbar	N/A
09:20		10 °C	Passing clouds	6 mph	↖	76%	1022 mbar	N/A
09:50		11 °C	Passing clouds	9 mph	↖	72%	1023 mbar	N/A
10:20		11 °C	Passing clouds	9 mph	↖	67%	1023 mbar	N/A
10:50		12 °C	Passing clouds	12 mph	↖	63%	1023 mbar	N/A
11:20		12 °C	Passing clouds	12 mph	↖	63%	1022 mbar	N/A
11:50		12 °C	Passing clouds	14 mph	↖	63%	1022 mbar	N/A
12:20		13 °C	Passing clouds	12 mph	↖	59%	1022 mbar	N/A
12:50		13 °C	Passing clouds	12 mph	↖	59%	1022 mbar	N/A
13:20		12 °C	Passing clouds	10 mph	↖	58%	1022 mbar	N/A
13:50		12 °C	Passing clouds	12 mph	↖	63%	1022 mbar	N/A
14:20		12 °C	Passing clouds	10 mph	↖	58%	1022 mbar	N/A
14:50		12 °C	Passing clouds	9 mph	↖	63%	1022 mbar	N/A
15:20		12 °C	Passing clouds	7 mph	↖	58%	1022 mbar	N/A
15:50		11 °C	Passing clouds	5 mph	↖	67%	1022 mbar	N/A
16:20		11 °C	Passing clouds	5 mph	←	67%	1022 mbar	N/A
16:50		11 °C	Passing clouds	5 mph	↖	67%	1023 mbar	N/A
17:20		10 °C	Passing clouds	3 mph	↖	71%	1023 mbar	N/A
17:50		9 °C	Passing clouds	No wind	↓	76%	1023 mbar	N/A
18:20		9 °C	Passing clouds	2 mph	↓	76%	1023 mbar	N/A
18:50		9 °C	Passing clouds	7 mph	↖	76%	1022 mbar	N/A
19:20		7 °C	Passing clouds	1 mph	↖	87%	1023 mbar	N/A
19:50		6 °C	Passing clouds	1 mph	↓	87%	1023 mbar	N/A
20:20		7 °C	Passing clouds	1 mph	↓	87%	1024 mbar	N/A
20:50		5 °C	Passing clouds	1 mph	↓	93%	1024 mbar	N/A
21:20		7 °C	Passing clouds	5 mph	↗	87%	1024 mbar	N/A

Bridgemary Weather History for 8 November 2021

Show weather for: 8 November 2021

Time	Conditions		Comfort				
	Temp	Weather	Wind		Humidity	Barometer	Visibility
05:50 Mon, 8 Nov	0 °C	Fog.	No wind	↓	100%	1024 mbar	8 km
06:20	0 °C	Fog.	No wind	↓	100%	1024 mbar	8 km
06:50	0 °C	Fog.	No wind	↓	93%	1024 mbar	N/A
07:20	0 °C	Fog.	No wind	↓	100%	1024 mbar	N/A
07:50	0 °C	Sunny.	No wind	↓	100%	1025 mbar	16 km
08:20	3 °C	Sunny.	No wind	↓	93%	1025 mbar	16 km
08:50	4 °C	Sunny.	No wind	↓	100%	1025 mbar	16 km
09:20	5 °C	Sunny.	No wind	↓	100%	1025 mbar	16 km
09:50	6 °C	Sunny.	No wind	↓	93%	1025 mbar	16 km
10:20	7 °C	Sunny.	No wind	↓	93%	1025 mbar	16 km
10:50	8 °C	Sunny.	No wind	↓	93%	1025 mbar	16 km
11:20	9 °C	Partly sunny.	No wind	↓	87%	1025 mbar	N/A
11:50	11 °C	Partly sunny.	2 mph	↓	77%	1024 mbar	N/A
12:20	11 °C	Partly sunny.	2 mph	↓	77%	1024 mbar	N/A
12:50	12 °C	Partly sunny.	3 mph	/	72%	1024 mbar	N/A
13:20	12 °C	Partly sunny.	3 mph	/	77%	1024 mbar	N/A
13:50	12 °C	Scattered clouds.	7 mph	↗	82%	1024 mbar	N/A
14:20	12 °C	Partly sunny.	6 mph	/	88%	1024 mbar	N/A
14:50	12 °C	Partly sunny.	6 mph	/	82%	1023 mbar	N/A
15:20	12 °C	Partly sunny.	5 mph	↗	88%	1023 mbar	N/A
15:50	12 °C	Partly sunny.	6 mph	↗	88%	1023 mbar	N/A
16:20	12 °C	Partly sunny.	6 mph	↗	94%	1023 mbar	N/A
16:50	12 °C	Passing clouds.	6 mph	/	94%	1023 mbar	N/A
17:20	12 °C	Passing clouds.	3 mph	↗	94%	1023 mbar	9 km
17:50	12 °C	Passing clouds.	5 mph	/	94%	1024 mbar	7 km
18:20	12 °C	Fog.	6 mph	↗	94%	1024 mbar	5 km
18:50	12 °C	Fog.	5 mph	↗	100%	1024 mbar	2 km
19:20	12 °C	Fog.	3 mph	/	100%	1024 mbar	2 km
19:50	12 °C	Fog.	2 mph	↓	100%	1024 mbar	2 km
20:20	12 °C	Fog.	2 mph	↑	100%	1024 mbar	2 km
20:50	12 °C	Partly cloudy.	2 mph	↑	100%	1024 mbar	8 km
21:20	12 °C	Fog.	No wind	↓	94%	1024 mbar	8 km
21:50	12 °C	Fog.	1 mph	↓	94%	1024 mbar	8 km

Bridgemary Weather History for 9 November 2021

Show weather for: 9 November 2021

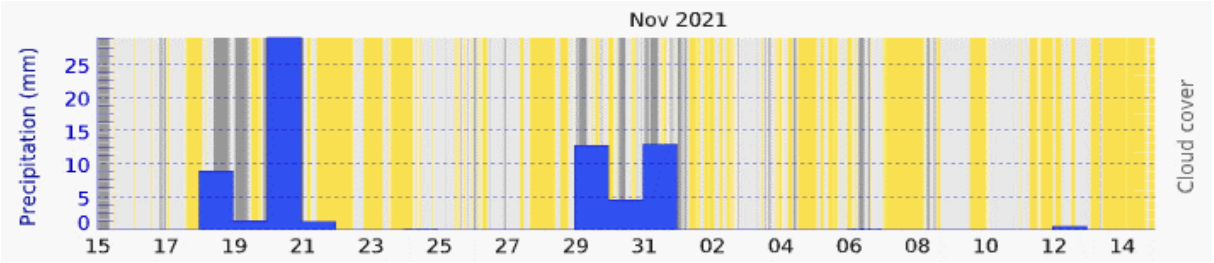
Time	Conditions		Comfort				
	Temp	Weather	Wind		Humidity	Barometer	Visibility
06:50 Tue, 2 Nov	11 °C	Fog	No wind	↓	100%	1024 mbar	N/A
08:20	11 °C	Passing clouds	1 mph	↗	94%	1024 mbar	N/A
08:50	10 °C	Passing clouds	No wind	↓	100%	1024 mbar	N/A
07:20	11 °C	Partly sunny	2 mph	↖	100%	1024 mbar	N/A
08:20	12 °C	Partly sunny	3 mph	↑	94%	1024 mbar	N/A
08:50	13 °C	Partly sunny	5 mph	↗	88%	1024 mbar	N/A
09:20	13 °C	Partly sunny	5 mph	↗	88%	1024 mbar	N/A
09:50	14 °C	Scattered clouds	5 mph	↑	82%	1024 mbar	N/A
10:20	15 °C	Scattered clouds	8 mph	↗	77%	1024 mbar	N/A
10:50	15 °C	Scattered clouds	8 mph	↗	72%	1024 mbar	N/A
11:20	15 °C	Scattered clouds	8 mph	↗	68%	1024 mbar	N/A
11:50	15 °C	Partly sunny	6 mph	→	68%	1024 mbar	N/A
12:20	15 °C	Partly sunny	5 mph	→	72%	1024 mbar	N/A
12:50	15 °C	Partly sunny	7 mph	↗	68%	1024 mbar	N/A
13:20	15 °C	Partly sunny	9 mph	→	68%	1023 mbar	N/A
13:50	15 °C	Partly sunny	8 mph	↗	63%	1023 mbar	N/A
14:20	15 °C	Partly sunny	8 mph	↗	63%	1023 mbar	N/A
14:50	15 °C	Partly sunny	7 mph	↗	63%	1023 mbar	N/A
15:20	15 °C	Partly sunny	6 mph	↗	63%	1023 mbar	N/A
15:50	14 °C	Partly sunny	5 mph	→	67%	1023 mbar	N/A
16:20	14 °C	Partly sunny	5 mph	↗	67%	1023 mbar	N/A
16:50	13 °C	Passing clouds	5 mph	↗	77%	1023 mbar	N/A
17:20	13 °C	Passing clouds	5 mph	↗	77%	1023 mbar	N/A
17:50	13 °C	Passing clouds	5 mph	↗	77%	1023 mbar	N/A
18:20	13 °C	Passing clouds	2 mph	↓	77%	1024 mbar	N/A
18:50	13 °C	Passing clouds	2 mph	↓	77%	1024 mbar	N/A
19:20	13 °C	Passing clouds	2 mph	↓	77%	1024 mbar	N/A
19:50	13 °C	Passing clouds	3 mph	↑	77%	1024 mbar	N/A
20:20	13 °C	Passing clouds	5 mph	↗	82%	1024 mbar	N/A
20:50	13 °C	Passing clouds	3 mph	↗	82%	1024 mbar	N/A
21:20	12 °C	Passing clouds	2 mph	↗	88%	1024 mbar	N/A
21:50	12 °C	Passing clouds	2 mph	↗	88%	1024 mbar	N/A

Bridgemary Weather History for 10 November 2021

Show weather for: 10 November 2021

Time	Conditions	Temp	Weather	Comfort Wind		Humidity	Barometer	Visibility
05:50 Wed, 10 Nov		12 °C	Passing clouds	3 mph	↑	94%	1022 mbar	N/A
06:20		12 °C	Passing clouds	3 mph	↗	94%	1022 mbar	7 km
06:50		12 °C	Passing clouds	3 mph	↗	100%	1022 mbar	6 km
07:20		12 °C	Drizzle. Partly sunny.	2 mph	↑	100%	1023 mbar	6 km
08:20		13 °C	Partly sunny	5 mph	↗	94%	1024 mbar	8 km
08:50		13 °C	Partly sunny	6 mph	↗	88%	1024 mbar	8 km
09:20		12 °C	Drizzle. Partly sunny.	5 mph	↗	94%	1024 mbar	6 km
09:50		13 °C	Drizzle. Partly sunny.	6 mph	↗	94%	1024 mbar	3 km
10:20		13 °C	Drizzle. Fog.	6 mph	↗	94%	1024 mbar	2 km
10:50		13 °C	Drizzle. Fog.	5 mph	↗	94%	1024 mbar	3 km
11:20		13 °C	Drizzle. Fog.	5 mph	↗	94%	1023 mbar	8 km
11:50		13 °C	Drizzle. Fog.	5 mph	↗	94%	1023 mbar	8 km
12:20		13 °C	Broken clouds	6 mph	→	94%	1023 mbar	8 km
12:50		13 °C	Partly sunny	3 mph	↗	94%	1023 mbar	8 km
13:20		13 °C	Partly sunny	5 mph	↗	94%	1023 mbar	8 km
13:50		14 °C	Broken clouds	2 mph	→	88%	1023 mbar	N/A
14:20		14 °C	Broken clouds	2 mph	↓	88%	1023 mbar	N/A
14:50		14 °C	Broken clouds	3 mph	↗	88%	1023 mbar	N/A
15:20		14 °C	Broken clouds	3 mph	↗	88%	1023 mbar	N/A
15:50		14 °C	Partly sunny	3 mph	↗	82%	1023 mbar	N/A
16:20		14 °C	Partly sunny	5 mph	↗	88%	1023 mbar	N/A
16:50		13 °C	Passing clouds	3 mph	↑	94%	1023 mbar	N/A
17:20		13 °C	Passing clouds	2 mph	↓	94%	1023 mbar	N/A
17:50		13 °C	Passing clouds	3 mph	↗	88%	1024 mbar	N/A
18:20		13 °C	Passing clouds	7 mph	↗	88%	1024 mbar	N/A
18:50		13 °C	Passing clouds	3 mph	↗	94%	1024 mbar	N/A
19:20		13 °C	Passing clouds	1 mph	↓	94%	1024 mbar	N/A
19:50		12 °C	Partly cloudy	1 mph	←	94%	1024 mbar	N/A
20:20		12 °C	Passing clouds	1 mph	↖	94%	1024 mbar	N/A
20:50		12 °C	Passing clouds	No wind	↓	94%	1024 mbar	N/A
21:20		12 °C	Partly cloudy	No wind	↓	94%	1024 mbar	N/A
21:50		12 °C	Partly cloudy	No wind	↓	94%	1024 mbar	N/A

Weather by CustomWeather, ©2021


Nov 2021
Precipitation (mm)
25
20
15
10
5
0
15
17
19
21
23
25
27
29
31
02
04
06
08
10
12
14
Cloud cover

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.

Proposed Roundabout and footway link
Newgate Lane East
Fareham

Client:
i-Transport

Client reference:
ITB10353

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Report Status 6

Job no	**RSA-21-110**	Issue no	6	Date	July 2022
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-21/RSA-21-110-6				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	July 2022
Document reference and revision:	RSA-21-110-6
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Hampshire County Council
Design Organisation:	i-Transport LLP
Project Sponsor:	Miller Homes and Bargate Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			22nd November 2021
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	26th November 2021
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			26th November 2021
3	Design Organisation Response incorporated	Matthew Craddy on behalf of i-Transport			2nd December 2021
4	Auditor's View of Design Organisation Response	JJF			6th December 2021
5	Design Organisation Response to items A.1.1 and A.2.2 and Design revised	Matthew Craddy on behalf of i-Transport			25th July 2022
6	Auditor's View of Design Organisation Response to items A.1.1 and A.2.2 updated	JJF	ZB	JJF	26th July 2022

Contents:

Appendices:

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 roundabout and footway link along Newgate Lane East in Fareham. The works include the provision of a four arm 50 metre ICD roundabout at the existing priority junction of Newgate Lane with Newgate Lane East which allows access to development land to the east as well as a footway link to the existing bus stops both sides of the carriageway to the north. A shared footway / cycleway is proposed along the northern side of the development access road and Newgate Lane with an uncontrolled crossing at the splitter island of the northern Newgate Lane East arm of the junction. The scheme is to facilitate access to a residential development of circa 375 dwellings.

2.2 It is understood that as part of the application, the Design Organisation received comments from the County Highway Authority regarding the proposals which provided further iteration of the design. The revisions include; amended proposals for the pedestrian / cycle provision between Newgate Lane and B3385 Newgate Lane East on the northern side and an increased flare on the B3385 Newgate Lane East (southern arm) to allow for additional traffic. As part of this revised audit, these items have been reviewed.

2.3 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.4 The Road Safety Audit was undertaken during November 2021 in accordance with the Road Safety Audit Brief provided on the 3rd November 2021 by the Design Organisation, i-Transport, on behalf of the Project Sponsors, Miller Homes and Bargate 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.

2.5 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved to undertake Road Safety Audits of all stages within Hampshire. The Audit Team consists of the following members:

Audit Team Leader
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member
Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

2.6 The site visit associated with this Road Safety Audit was undertaken during the afternoon of Friday 5th November 2021 between 1pm and 1:45pm. The site visit involved walking and

driving around the local highway network for a 45-minute period whilst observing the local infrastructure and current traffic conditions. The weather during the site visit was clear, the road surface was dry and visibility was good. A number of pedestrians were observed during the site visit walking along Newgate Lane and cyclists were observed travelling along both Newgate Lane and Newgate Lane East. Vehicular traffic was also observed to include motorcycles, cars, public service vehicle, light and heavy goods vehicles. The traffic flow was considerable with minimal gaps in traffic and free flowing. A maximum queue of 3 vehicles were observed at the give-way associated with the Newgate Lane priority junction.

2.7 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 beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

2.8 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.

2.9 The Design Organisation Response has been prepared by:

Name:	Matthew Craddy
Position / Organisation:	Associate, i-Transport LLP

2.10 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3,** if applicable.

2.11 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.

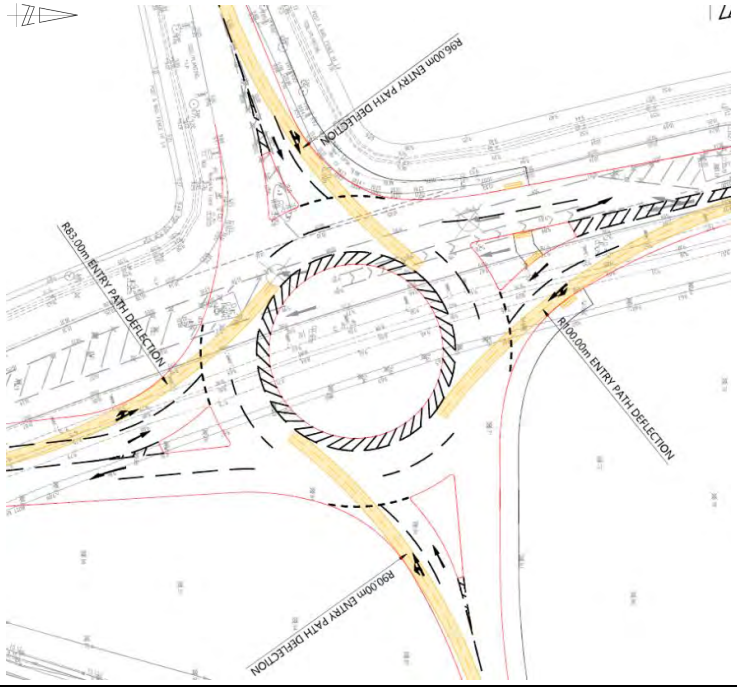
3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals that are assessed within this document.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	**PROBLEM**
Location:	Newgate Lane East
Summary:	Traffic may approach the proposed roundabout at inappropriate speeds
Acc Type:	Junction overshoot, heavy braking and loss of control type collisions
Newgate Lane East is a wide two-way single carriageway road that is subject to a 40mph speed limit and according to the Audit Brief observes 85th percentile speeds of 44.3mph and 45.2mph in a north and southbound directions. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a 50 metre ICD four-arm roundabout at the existing priority junction of Newgate Road with Newgate Road East. The roundabout is to accommodate a circulatory carriageway width of 9 metres with an area of hatching provided around the central island to allow for the swept path of articulated vehicles. The scheme drawings identify that entry deflection on each approach is below 100 metres, however, this is based upon vehicles not entering the hatched area around the central island. The Audit Team have concerns that the area of hatching will not be visible to the driver of a vehicle approaching the proposed roundabout particularly should the road markings fade as they have in proximity to the roundabout junction to the north. An insufficient level of deflection on approach to a roundabout could lead to inappropriate approach speeds and junction overshoot type collisions as well as loss of control as a result of heavy braking.	
RECOMMENDATION:	
It is recommended that an adequate amount of deflection is provided on each approach.	

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 25th July 2022 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – Following consultations with the County Highway Authority, the overrun area has been removed from the scheme in favour of a larger central island diameter which allows for all movements whilst retaining an adequate level of deflection. The revised scheme is shown on Drawing ITB10353-GA-102 Rev E

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 26th July 2022

Confirmation that the overrun area formed with road markings, has been removed and a larger diameter central island provided whilst maintaining an adequate level of deflection, addresses the road safety concern raised at this stage.

A.2	GENERAL
A.2.1	**PROBLEM**
Location:	Newgate Lane East
Summary:	No details of the proposed drainage have been provided at this stage
Acc Type:	Sideswipes and loss of control type collisions

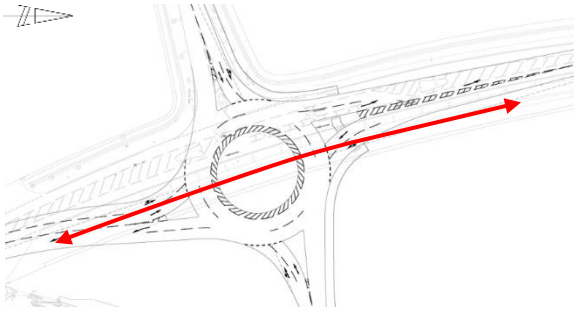
Newgate Lane East is a relief road and benefits from a drainage ditch beyond a grass verge either side. Surface water that falls on the carriageway is understood to flow through a number of existing channels that are cut into the adjacent verge. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a four-arm roundabout and the realignment of the Newgate Lane East approaches. The proposed highway is to be provided where the existing ditches are present. Whilst levels have been provided on the topographical survey and along the centreline of the proposed carriageway, no details associated with the proposed contours or

drainage have been provided at this stage. It can be assumed that the existing ditch is to be removed and that surface water will fall along the carriageway in accordance with the levels, however, an insufficient surface water drainage network could lead to ponding being observed which could result in loss of control type collisions especially during frosts.

RECOMMENDATION:

It is recommended that an adequate surface water drainage network is provided

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – diversion and culverting of the existing highway drain subject to OWC consent and to be discussed and agreed with HCC at detailed design stage to ensure adequate water drainage network is provided. Drawing ITB10353-GA-102 Rev A illustrates the likely ditch diversion and culverting that is expected to be required. *(It should be noted that the scheme has been revised to take account of items raised by HCC and the latest scheme Drawing is ITB10353-GA-102 Rev E. However, these changes do not affect this item raised)*

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the ditch is to be diverted and culverted, addresses the road safety concern raised at this stage provided sufficient clearance is provided between the carriageway and diverted ditch.

A.2.2	**PROBLEM**
Location:	Newgate Lane East
Summary:	Vehicles may accelerate and overtake on approach to the roundabout
Acc Type:	Junction overshoot, heavy braking and loss of control type collisions

Newgate lane East is a wide single carriageway two-way road that is subject to a 40mph speed limit and observes a traffic flow of circa 2400 during the morning and afternoon peak hours. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a four-arm roundabout along Newgate Lane East at the existing Newgate Lane priority junction. The scheme drawings provided with the Audit Brief illustrate that the carriageway width of the northbound Newgate Lane East approach to the roundabout increases to two 3.5 metre lanes from a point 70

metres from the give-way line. Whilst the information included within the Audit Brief identifies that the layout allows for two HGV's to enter the proposed roundabout side by side, no swept path of the approach is included. It is noted that the traffic flow data within the Junctions 10 data also provided with the Audit Brief, shows that the HGV content of southern arm of Newgate Lane East makes up just 2% of vehicles and therefore the likelihood of two large vehicles travelling through the junction side by side is negligible. The Audit Team have concerns that the wide two-lane approach will lead to high-speed approaches and be utilised for overtaking manoeuvres leading to heavy braking and loss of control or overshoot type collisions.

RECOMMENDATION:

It is recommended that the width and length of the two-lane approach is reduced

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 25th July 2022 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Following further consultation with the County Highway Authority and as requested, the background growth in traffic was increased. As a result, the junction was re-modelled utilising the Junctions 10 software to ensure that the geometry of the proposed roundabout was sufficient to ensure operational capacity during future years. As can be seen in the full results provided with this response, an 88 metre flare is required along the northbound approach to the roundabout which will allow the proposed roundabout to operate effectively and within capacity following all expected development within the area by the year 2037. The northbound exit from the roundabout accommodates two lanes that merge to the existing single lane with a taper in excess of 1 in 20 which as stated in the Design Manual for Roads and Bridges at paragraph 3.28.7 of CD116, 'can help merge the traffic where the density in each lane is high'.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 26th July 2022

The Audit Team understand that the proposed two-lane approach is required for capacity purposes which will allow the proposed roundabout to operate effectively in future years and that an adequate merge is provided on the northbound exit from the roundabout. Confirmation within the Design Organisation Response to item A.1.1; that the level of deflection on the northbound approach equates to 95 metres and to items A.2.3, A3.2 and A.5.2; that bollards, chevron signs and street lighting are to be provided, should ensure that all traffic even any vehicles attempting

to overtake, does not approach or enter the proposed circulatory at inappropriate speeds and therefore addresses the road safety concern raised at this stage.

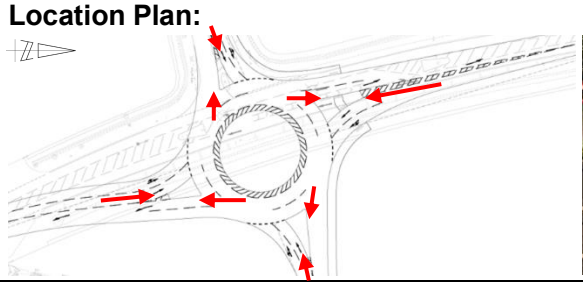
A.2.3	**PROBLEM**
Location:	Newgate Lane East
Summary:	Splitter islands may not be clearly visible
Acc Type:	Loss of control and head-on type collisions

The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a four-arm roundabout along Newgate Lane East that accommodates two-lane approaches as well as two-lane exits that merge on Newgate Lane East and single lane exits on Newgate Lane as well as the proposed development access. The scheme drawings provided with the Audit Brief illustrate splitter islands on each arm of the proposed roundabout segregating traffic entering from traffic exiting, however, the islands may not be clearly visible to approaching drivers leading to kerb strikes and loss of control type collisions. Furthermore, foreign drivers may attempt to pass on the wrong side of the islands into the path of opposing traffic leading to head-on collisions.

RECOMMENDATION:

It is recommended that the keep left bollards are provided facing approaching traffic.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – Keep left bollards to be provided facing approaching traffic. Exact details to be discussed and agreed with HCC at detailed design stage.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that keep left bollards are to be provided, addresses the road safety concern raised at this stage.

A.3	JUNCTIONS
A.3.1	**PROBLEM**
Location:	Newgate Lane East
Summary:	Proposals will restrict access to existing field entrances
Acc Type:	Rear end impact collisions

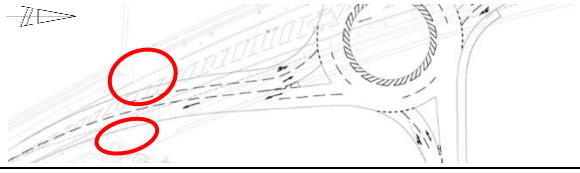
Newgate Lane East is a two-way single carriageway road that is bounded by grass verges and allows access to a number of gated field entrances. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a roundabout and realignment of Newgate Lane East.

The scheme drawings provided with the Audit Brief illustrate that the proposals have an impact on two field entrances with the area of hardstanding adjacent to the eastern access, reduced and the area adjacent to the western access increased. No kerbing details have been provided at this stage, however, the provision of full height kerbs will restrict access to the entrances which could lead to a loss of control type collision or a vehicle stopping to mount the full height kerbs and rear impact collisions. Furthermore, the Audit Team have concerns that the hard standing adjacent to the field access to the east, will be inadequate to accommodate a tractor and trailer whilst the gates are being opened or closed which could lead to part of the vehicle encroaching the carriageway and front / rear end collisions.

RECOMMENDATION:

It is recommended that dropped kerbs are provided to allow access to the field and the adjacent area of hard standing is adequate to accommodate the expected vehicles.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed - The existing field access point on the western side of Newgate Lane East dropped kerb have been shown on revised Drawing ITB10353-GA-102 Rev A. On the eastern side, the existing field access is to be removed as part of the proposed development and therefore no provision has been made (the field benefits from a separate access some 50m south). This is reflected in the latest design drawing ITB10353-GA-102 Rev A. *(It should be noted that the scheme has been revised to take account of items raised by HCC and the latest scheme Drawing is ITB10353-GA-102 Rev E. However, these changes do not affect this item raised)*

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the field accesses are to removed / retained where appropriate, addresses the road safety concern raised at this stage.

A.3.2	**PROBLEM**
Location:	Newgate Lane East
Summary:	Drivers may attempt to circulate the roundabout into opposing traffic
Acc Type:	Sideswipes and loss of control type collisions

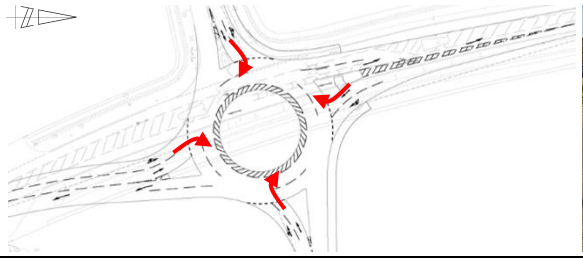
The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a four-arm 50 metre Inscribed Circle Diameter (ICD) roundabout along Newgate Lane East that is formed with a 28 metre physical central island with a 2 metre area of hatching overrun area and 9 metre circulatory carriageway. The scheme drawings provided with the Audit Brief illustrate splitter

islands on each arm of the proposed roundabout which are aligned such that traffic is guided around the circulatory in a clockwise direction, however, no signage is provided to highlight that traffic must turn left onto the circulatory. Foreign drivers may attempt to turn right onto the circulatory and travel in an anti-clockwise direction into the path of opposing traffic leading to head-on collisions.

RECOMMENDATION:

It is recommended that chevron and one-way signs are provided on the central island

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – chevron and one-way signs to be provided at detailed design stage.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that chevron and one-way signs are to be provided, addresses the road safety concern raised at this stage.

A.4	WALKING CYCLING AND HORSE
A.4.1	**PROBLEM**
Location:	Newgate Lane
Summary:	Pedestrians may enter the live carriageway when it is not safe to do so
Acc Type:	Vehicle pedestrian collisions

Newgate Lane benefits from a footway along the western side of the carriageway that provides a link between Fareham to the north and Lee-on-the-Solent to the south. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a roundabout along Newgate Lane East that accommodates a shared footway cycleway between the eastern and western arms along the northern side of the carriageway and across the northern Newgate Lane East arm. The scheme drawings provided with the Audit Brief illustrate that an uncontrolled crossing is to be provided across the Newgate Lane cul-de-sac with a footway link to the west that approaches inline which will lead to pedestrians walking directly towards the crossing point. Tactile paving is provided to warn pedestrians of the live carriageway, however, just two rows are illustrated on the scheme drawing equating to a dept of 800mm. A pedestrian with a large stride or walking at a fast pace towards the proposed crossing point, could overstep the proposed tactile paving into the path of an approaching vehicle leading to a vehicle pedestrian collision.

RECOMMENDATION:

It is recommended that the tactile paving extends for a minimum depth of 1200mm at crossing points that are inline

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – tactile paving has been revised to provide 1200mm depth at crossing points identified. Drawing ITB10353-GA-102 Rev A has been updated to reflect these design changes. *(It should be noted that the scheme has been revised to take account of items raised by HCC and the latest scheme Drawing is ITB10353-GA-102 Rev E. However, these changes do not affect this item raised)*

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the depth of the tactile paving has been increased, addresses the road safety concern raised at this stage.

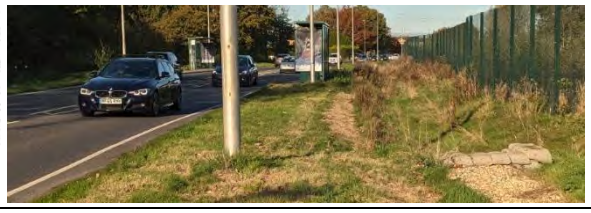
A.4.2	**PROBLEM**
Location:	Newgate Lane East
Summary:	Existing street lighting column is situated within the proposed footway
Acc Type:	Pedestrian collision with column

Newgate lane East is a wide two-way single carriageway road that benefits from street lighting. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a footway link between the north-western boundary of the site and existing bus stop to the north that benefits from an uncontrolled pedestrian crossing and refuge island. As illustrated on the scheme drawing and observed during the site visit associated with this Audit, a street lighting column is situated in the centre of the proposed footway which will be an obstruction to pedestrians and could lead to one striking the column or a user of perambulators veering off the footway onto unstable ground resulting in a fall and personal injury.

RECOMMENDATION:

It is recommended that the existing street lighting column is relocated outside the proposed footway

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – existing street lighting column to be relocated outside of the proposed footway. Final details to be discussed and agreed with HCC at detailed design stage.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the street lighting column is to be relocated, addresses the road safety concern raised at this stage.

A.4.3	**PROBLEM**
Location:	Newgate Lane East
Summary:	The sides of the bus shelter accommodate advertisements that will be an obstruction to pedestrians
Acc Type:	Sideswipes and loss of control type collisions

Newgate Lane East is a wide two-way single carriageway road that is a bus route and accommodates bus stops both sides of the carriageway. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a footway link between the north-western boundary of the site and existing bus stops just to the north. The existing southbound bus stop benefits from a shelter, however, the sides of the shelter accommodate advertisements that will be an obstruction to pedestrians and could require one to step into the carriageway to pass which may lead to a vehicle pedestrian collision.

RECOMMENDATION:

It is recommended that the bus shelter is adjusted accordingly

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – the existing bus stop (southbound) has been relocated to provide a minimum of 1.5m unobstructed footway between the bus stop and kerb edge. For the remainder of footway, there is a minimum of 2.0m. Drawing ITB10353-GA-103 Rev A has been updated to reflect these design changes. *(It should be noted that the scheme has been revised to take account of items raised by HCC and the latest scheme Drawing is ITB10353-GA-102 Rev E. However, these changes do not affect this item raised)*

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the bus stop is to be relocated to allow for a 1.5 metre clear footway width ensures that pedestrians will be able to pass without the need to step into the carriageway and addresses the road safety concern raised at this stage.

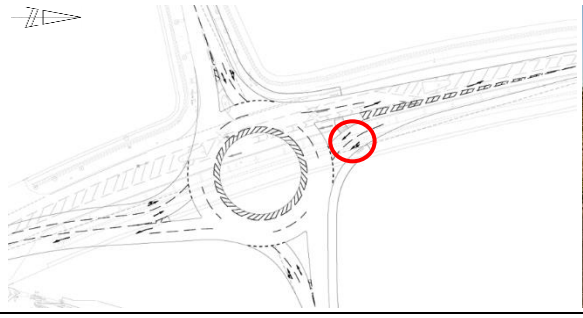
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
A.5.1	**PROBLEM**
Location:	Newgate Lane East
Summary:	The arrow road markings across the uncontrolled crossing point may be misinterpreted by visually impaired pedestrians
Acc Type:	Sideswipes and loss of control type collisions

The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a four-arm roundabout along Newgate Lane East that is to accommodate two-lane approaches as well as splitter islands on each arm to include across the northern arm that is to be utilised as a refuge for cyclists and pedestrians at an uncontrolled crossing point that benefits from tactile paving. The scheme drawings provided with the Audit Brief illustrates that arrow road markings are to be provided within each lane on approach to the roundabout give-way, however, the markings provided on the northern approach are situated on the carriageway where pedestrians and cyclists are likely to be crossing. The Audit Team have concerns that the arrow road markings across the uncontrolled crossing point may be misinterpreted by visually impaired pedestrians who may walk into the path of an approaching vehicle and slippery to walk on during frosts leading to a fall and personal injury.

RECOMMENDATION:

It is recommended that the road markings are marginally relocated outside the uncontrolled pedestrian crossing.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – the road markings have been removed outside of the uncontrolled crossing and updated design presented in Drawing ITB10353-GA-102 Rev A. *(It should be noted that the scheme has been revised to take account of items raised by HCC and the latest scheme Drawing is ITB10353-GA-102 Rev E. However, these changes do not affect this item raised)*

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the road markings have been marginally relocated, addresses the road safety concern raised at this stage.

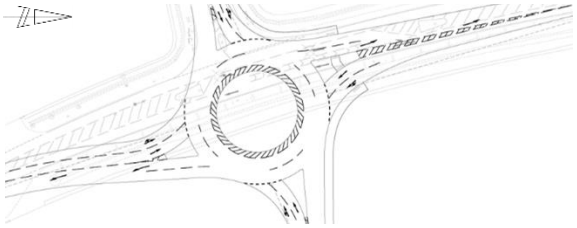
A.5.2	**PROBLEM**
Location:	Newgate Lane East
Summary:	No details of the proposed street lighting have been provided
Acc Type:	Vehicle overshoot and loss of control type collisions

The local highway network in proximity of Newgate Lane East benefits from street lighting with columns situated within the verge both sides of the carriageway. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 50 metre ICD roundabout along Newgate Lane East. The proposed works have an impact on the existing street lighting columns, however, no street lighting details have been provided at this stage. An insufficient level of street lighting in proximity to a roundabout could result in drivers not becoming aware of the junction at a safe distance and traffic approaching at in-appropriate speeds leading to heavy braking and resulting in overshoot and loss of control type collisions.

RECOMMENDATION:

It is recommended that the proposed roundabout junction is illuminated sufficiently

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – a lighting strategy will be discussed and agreed with HCC at detailed design stage.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the proposed junction will illuminated sufficiently with a street lighting strategy developed during the detail design stage, addresses the road safety concern raised at this stage.

A.5.3	**PROBLEM**
Location:	Newgate Lane East
Summary:	No details of the proposed signage have been provided
Acc Type:	Vehicle sideswipe and shunt type collisions

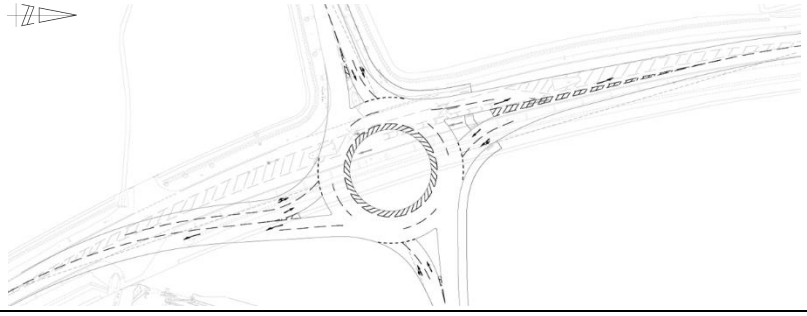
Newgate Lane East is a link between Fareham and Lee-on-the-Solent and currently accommodates a priority junction with Newgate Lane that benefits from a right turn lane with appropriate signage. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of 50 metre ICD four-arm roundabout along Newgate Lane East that provides access to development land to the east and Newgate Lane to the west. Whilst the scheme drawings illustrate the proposed junction, no details of the proposed signage have been provided at this stage. Insufficient signage of the roundabout ahead, could result in drivers not becoming aware

of the junction or routes through at a safe distance and traffic undertaking late lane changes, leading to loss of control and sideswipe type collisions.

RECOMMENDATION:

It is recommended that the proposed roundabout and destinations are signed appropriately.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 2nd December 2021 following formal issue of this Stage 1 Road Safety Audit on the 22nd November 2021

Agreed – The proposed roundabout and destinations will be signed appropriately. Exact details to be discussed and agreed with HCC at detailed design stage.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 6th December 2021

Confirmation that the appropriate signage will be provided, addresses the road safety concern 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 GG119.

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: 26th July 2022

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 26th July 2022

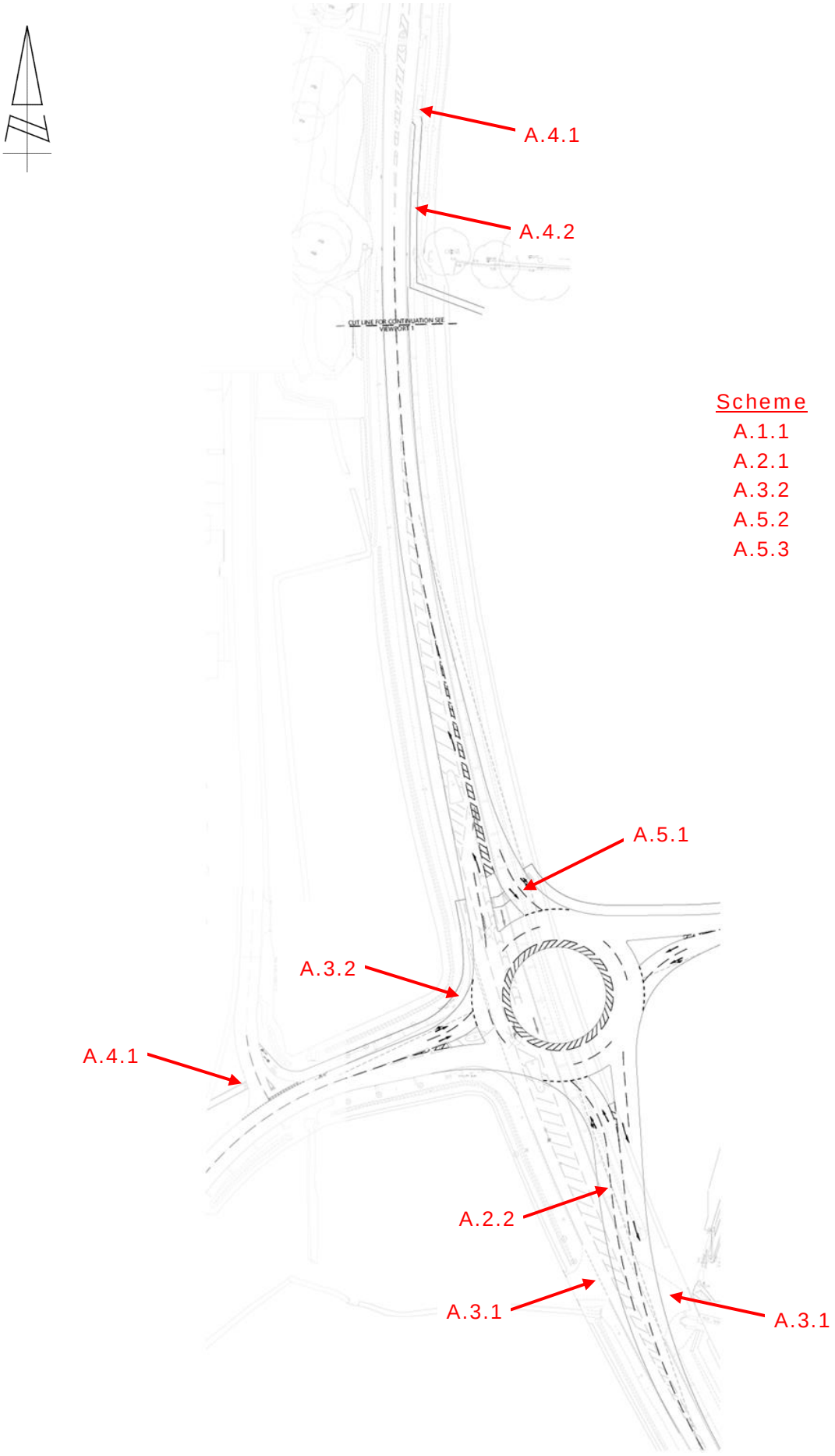
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

Audit Stage	Doc. No.	Rev	Title
Stage 1	ITB10353-013		GG119 Stage 1 Road Safety Audit Brief
	Site Access Roundabout		Junctions 10 ARCADY 10 Roundabout Module 2026 and 2036 assessments
	Dwg No.	Rev	Title
	ITB10353-GA-100	-	Site Location Plan
	ITB10353-GA-101	-	Existing detail
	ITB10353-GA-102	-	Proposed site access arrangements
	ITB10353-GA-103	-	Proposed pedestrian connection to existing bus stops
	ITB10353-GA-104	-	Entry path deflection
	ITB10353-GA-105	-	Proposed Geometry
	ITB10353-GA-106	-	1.5 x Stopping Sight Distance (Entry)
	ITB10353-GA-107	-	1.5 x SSD long section sheet 1 of 4
	ITB10353-GA-108	-	1.5 x SSD long section sheet 2 of 4
	ITB10353-GA-109	-	1.5 x SSD long section sheet 3 of 4
	ITB10353-GA-110	-	1.5 x SSD long section sheet 4 of 4
	ITB10353-GA-111	-	Stopping Sight Distance (Exit)
	ITB10353-GA-112	-	Circulatory exit visibility
	ITB10353-GA-113	-	Forward visibility at roundabout
	ITB10353-GA-114	-	Vehicle swept path analysis – 16.5m articulated vehicle
	ITB10353-GA-115	-	Vehicle swept path analysis – Pantechnicon
	ITB10353-GA-117	-	Vehicle swept path analysis – Single Decker Bus
	ITB10353-GA-116	-	Vehicle swept path analysis – Large Refuse Vehicle

Appendix A2

Item Location Plan


A.4.1
A.4.2
Scheme
A.1.1
A.2.1
A.3.2
A.5.2
A.5.3
A.5.1
A.3.2
A.4.1
A.2.2
A.3.1
A.3.1

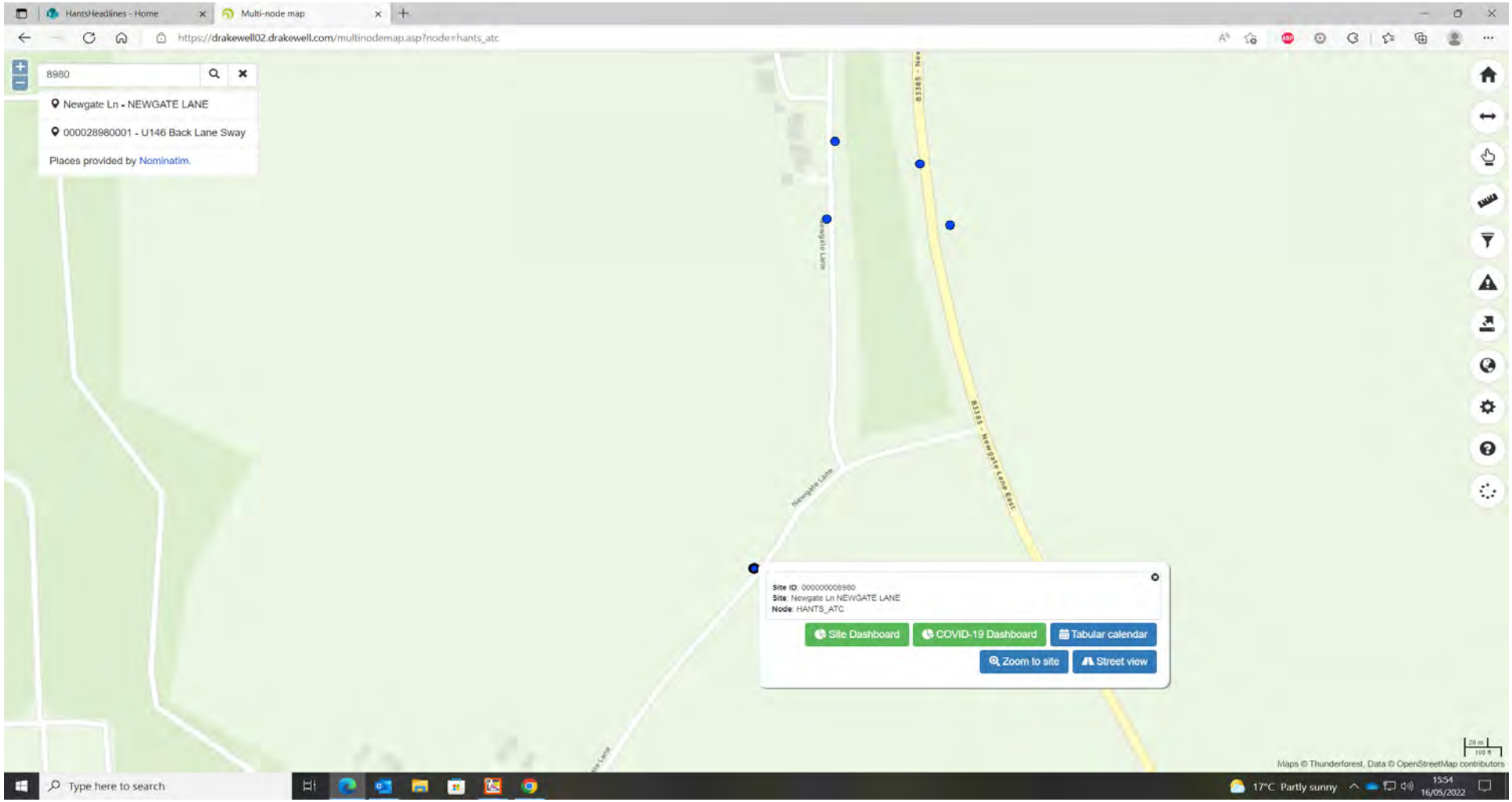
Appendix A3

Drawings associated with the Design Organisation Response

Audit Stage	Drawing No.	Rev	Title
Stage 1	ITB10353-GA-100	A	Site Location Plan
	ITB10353-GA-101	A	Existing detail
	ITB10353-GA-102	E	Proposed site access arrangements
	ITB10353-GA-103	C	Proposed pedestrian connection to existing bus stops
	ITB10353-GA-104	D	Entry path deflection
	ITB10353-GA-105	D	Proposed Geometry
	ITB10353-GA-106	C	1.5 x Stopping Sight Distance (Entry)
	ITB10353-GA-107	C	1.5 x SSD long section sheet 1 of 4
	ITB10353-GA-108	C	1.5 x SSD long section sheet 2 of 4
	ITB10353-GA-109	C	1.5 x SSD long section sheet 3 of 4
	ITB10353-GA-110	C	1.5 x SSD long section sheet 4 of 4
	ITB10353-GA-111	C	Stopping Sight Distance (Exit)
	ITB10353-GA-112	C	Circulatory exit visibility
	ITB10353-GA-113	C	Forward visibility at roundabout
	ITB10353-GA-114	E	Vehicle swept path analysis – 16.5m articulated vehicle
	ITB10353-GA-115	C	Vehicle swept path analysis – Pantechnicon
	ITB10353-GA-116	C	Vehicle swept path analysis – Single Decker Bus
	ITB10353-GA-117	D	Vehicle swept path analysis – Large Refuse Vehicle
	ITB10353-GA-119	A	Proposed roundabout to Newgate Lane East – 16.5m articulated vehicle northbound approach


fenley

APPENDIX E. Newgate Lane ATC Data and Speed Information


HantsHeadlines - Home
Multi-node map
https://drakewell02.drakewell.com/multinodemap.asp?node=hants_atc
8980
Newgate Ln - NEWGATE LANE
000028980001 - U146 Back Lane Sway
Places provided by Nominatim.
Site ID: 000000008980
Site: Newgate Ln NEWGATE LANE
Node: HANTS_ATC
Site Dashboard
COVID-19 Dashboard
Tabular calendar
Zoom to site
Street view
Maps © Thunderforest, Data © OpenStreetMap contributors
Type here to search
17°C Partly sunny
15:54
16/05/2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Vehicle Count Report Week Begin: 09-May-22 Channel: Northbound

Time Begin	Mon ########	Tue ########	Wed ########	Thu ########	Fri ########	Sat ########	Sun ########	5-Day Av	7-Day Av
00:00	1	0	1	0	4	2	2	1	1
01:00	1	1	2	3	4	1	4	2	2
02:00	1	1	0	2	1	2	3	1	1
03:00	0	1	1	1	1	1	3	1	1
04:00	4	2	6	4	3	4	3	4	4
05:00	13	16	13	11	11	4	2	13	10
06:00	25	23	25	20	23	8	6	23	19
07:00	72	66	66	69	51	16	13	65	50
08:00	51	53	64	57	44	25	17	54	44
09:00	48	29	28	48	29	31	13	36	32
10:00	34	41	38	40	46	35	23	40	37
11:00	41	42	40	32	41	45	33	39	39
12:00	49	46	43	42	49	47	29	46	44
13:00	44	46	35	37	50	28	31	42	39
14:00	40	47	57	52	44	29	32	48	43
15:00	58	47	43	54	47	44	17	50	44
16:00	62	38	44	42	34	34	21	44	39
17:00	49	40	39	45	40	40	21	43	39
18:00	35	25	38	31	18	28	17	29	27
19:00	35	33	17	26	23	27	18	27	26
20:00	12	21	22	27	18	21	24	20	21
21:00	7	12	15	7	2	6	11	9	9
22:00	5	4	4	4	7	11	19	5	8
23:00	1	3	2	8	3	4	0	3	3
12H,7-19	583	520	535	549	493	402	267	536	478
16H,6-22	662	609	614	629	559	464	326	615	552
18H,6-24	668	616	620	641	569	479	345	623	563
24H,0-24	688	637	643	662	593	493	362	645	583
Am	07:00	07:00	07:00	07:00	07:00	11:00	11:00	-	-
Peak	72	66	66	69	51	45	33	65	57
Pm	16:00	15:00	14:00	15:00	13:00	12:00	14:00	-	-
Peak	62	47	57	54	50	47	32	54	50

Created at 15:48:20 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Vehicle Count Report Week Begin: 09-May-22 Channel: Southbound

Time Begin	Mon ########	Tue ########	Wed ########	Thu ########	Fri ########	Sat ########	Sun ########	5-Day Av	7-Day Av
00:00	3	0	3	4	8	4	5	4	4
01:00	1	1	2	1	2	0	3	1	1
02:00	1	2	3	3	3	2	2	2	2
03:00	1	0	0	1	3	1	4	1	1
04:00	3	2	7	2	1	2	1	3	3
05:00	1	4	5	3	10	3	4	5	4
06:00	17	12	12	17	11	2	3	14	11
07:00	51	42	39	38	47	20	12	43	36
08:00	59	35	41	45	39	20	7	44	35
09:00	45	48	43	46	34	33	14	43	38
10:00	27	27	33	32	34	35	20	31	30
11:00	34	37	48	42	45	38	32	41	39
12:00	54	42	39	47	47	29	23	46	40
13:00	35	37	34	37	28	31	26	34	33
14:00	47	50	42	40	37	35	27	43	40
15:00	56	46	45	47	42	40	21	47	42
16:00	61	45	39	43	43	24	27	46	40
17:00	36	40	31	48	38	32	13	39	34
18:00	39	44	36	44	15	28	19	36	32
19:00	34	33	28	22	24	22	19	28	26
20:00	25	19	18	22	13	18	20	19	19
21:00	8	13	16	6	10	6	13	11	10
22:00	6	6	7	8	12	12	4	8	8
23:00	1	3	4	7	3	4	2	4	3
12H,7-19	544	493	470	509	449	365	241	493	439
16H,6-22	628	570	544	576	507	413	296	565	505
18H,6-24	635	579	555	591	522	429	302	576	516
24H,0-24	645	588	575	605	549	441	321	592	532
Am	08:00	09:00	11:00	09:00	07:00	11:00	11:00	-	-
Peak	59	48	48	46	47	38	32	50	45
Pm	16:00	14:00	15:00	17:00	12:00	15:00	16:00	-	-
Peak	61	50	45	48	47	40	27	50	45

Created at 15:48:20 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Summary (All Days)-Limit 3 From 09/05/2022 To 16/05/2022 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	1	-	32	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	35.1	3.8	0	0	0	0	0	0	0	1	1	0	0	0	0
02:00	1	-	31.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	31.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	-	28.7	13.2	0	0	0	1	0	0	0	1	1	0	0	0	0
05:00	10	37.4	26.9	11.3	0	0	0	2	2	0	1	2	2	1	0	0	0
06:00	19	38.1	26.2	10.4	0	0	0	4	4	1	2	3	3	1	0	0	0
07:00	50	38.1	27.1	10.9	0	0	1	10	10	1	4	12	8	3	1	0	0
08:00	44	38.6	29.5	9.3	0	0	0	5	7	1	5	14	9	2	0	0	0
09:00	32	38	29.6	9.1	0	0	0	5	2	1	5	11	7	1	0	0	0
10:00	37	38.7	30.8	9.1	0	0	1	4	2	1	8	12	7	2	0	0	0
11:00	39	37.2	30.1	8.6	0	0	1	4	2	2	7	16	6	1	0	0	0
12:00	44	37.9	30.9	7.5	0	0	0	3	2	2	10	16	7	2	0	0	0
13:00	39	38.4	31	8.9	0	0	1	3	2	1	7	15	7	2	1	0	0
14:00	43	39.3	32	7.8	0	0	0	2	2	2	8	14	10	3	1	0	0
15:00	44	38.5	30.4	9.4	0	0	1	5	3	2	8	15	8	2	1	0	0
16:00	39	39.6	31.2	9.4	0	0	1	3	3	1	8	11	9	3	1	0	0
17:00	39	40.1	30.3	10.8	0	0	1	5	3	3	5	11	7	4	1	1	0
18:00	27	39.9	30.6	10.6	0	0	1	3	2	1	4	7	5	2	1	0	0
19:00	26	39.3	31.6	7.9	0	0	0	1	2	2	3	9	5	2	0	0	0
20:00	21	37.8	30.6	7.6	0	0	0	1	1	2	3	7	3	1	0	0	0
21:00	9	-	32.5	4.4	0	0	0	0	0	0	2	3	2	0	0	0	0
22:00	8	-	25.9	13	0	0	1	1	0	0	1	1	1	0	0	0	0
23:00	3	-	29.5	4.2	0	0	0	0	0	0	1	1	0	0	0	0	0
12H,7-19	477	39	30.2	9.3	0	0	8	52	40	18	79	154	90	27	7	1	0
16H,6-22	552	38.9	30.2	9.2	0	0	8	58	47	23	89	176	103	31	7	1	0
18H,6-24	563	38.9	30.2	9.3	0	0	9	59	47	23	91	178	104	31	7	1	0
24H,0-24	582	38.9	30.1	9.3	0	0	9	62	49	23	94	182	108	32	7	1	0
Am	07:00	-	01:00	-	-	11:00	11:00	07:00	07:00	11:00	10:00	11:00	08:00	07:00	07:00	06:00	11:00
Peak	50	-	35.1	-	-	0	1	10	10	2	8	16	9	3	1	0	0
Pm	15:00	-	21:00	22:00	-	19:00	22:00	17:00	17:00	17:00	12:00	12:00	14:00	17:00	17:00	17:00	15:00
Peak	44	-	32.5	13	-	0	1	5	3	3	10	16	10	4	1	1	0

Created at 15:48:31 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Summary (All Days)-Limit 3 From 09/05/2022 To 16/05/2022 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	4	-	28.3	13.6	0	0	0	1	0	0	1	0	1	1	0	0	0
01:00	1	-	30	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	2	-	32.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00	1	-	32	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	3	-	29.3	4.2	0	0	0	0	0	0	1	1	0	0	0	0	0
05:00	4	-	29.2	11.2	0	0	0	1	0	0	0	2	1	0	0	0	0
06:00	11	40	33.6	8.4	0	0	0	1	0	0	2	3	3	1	0	0	0
07:00	36	40.6	34.5	7.8	0	0	0	2	1	0	4	12	11	4	1	0	0
08:00	35	41.4	32.8	10.9	0	0	1	5	0	0	5	10	8	4	1	1	0
09:00	38	38.9	32	8.4	0	0	1	2	1	1	7	14	8	2	1	0	0
10:00	30	39.4	32.6	7.9	0	0	0	2	0	1	5	10	8	2	1	0	0
11:00	39	40.3	32.6	8.9	0	0	0	4	1	1	5	14	8	4	1	0	0
12:00	40	39.3	32.5	8	0	0	1	2	1	1	7	15	9	3	0	0	0
13:00	33	40.3	32.6	8.8	0	0	0	3	1	1	6	10	7	3	1	0	0
14:00	40	39	30.7	9.6	0	0	1	5	1	2	7	13	8	2	1	0	0
15:00	42	40.1	31.7	9.8	0	0	0	5	2	1	8	11	10	4	1	1	0
16:00	40	39.9	30.3	10.7	0	0	1	7	2	1	4	12	8	3	1	0	0
17:00	34	40.6	31.6	11.3	0	0	1	4	2	0	4	10	7	3	1	0	1
18:00	32	41	33.3	9	0	0	0	3	1	1	5	9	8	4	1	0	0
19:00	26	40.5	32.7	8.4	0	0	0	2	1	1	4	8	6	3	0	0	0
20:00	19	40.4	33.9	9	0	0	1	1	0	0	3	7	5	2	0	0	0
21:00	10	40.4	33.5	9.1	0	0	0	1	0	0	1	3	2	1	0	0	0
22:00	8	-	32.1	10.4	0	0	0	1	0	0	1	2	1	1	0	0	0
23:00	3	-	30.6	8.4	0	0	0	0	0	0	0	1	1	0	0	0	0
12H,7-19	439	40.3	32.2	9.3	0	0	6	44	13	10	67	140	100	38	11	2	1
16H,6-22	505	40.3	32.3	9.2	0	0	7	49	14	11	77	161	116	45	11	2	1
18H,6-24	516	40.3	32.3	9.2	0	0	7	50	14	11	78	164	118	46	11	2	1
24H,0-24	531	40.3	32.3	9.2	0	0	7	52	14	11	80	170	120	47	11	2	1
Am	11:00	-	07:00	-	-	-	09:00	08:00	09:00	11:00	09:00	11:00	07:00	08:00	08:00	08:00	07:00
Peak	39	-	34.5	-	-	-	1	5	1	1	7	14	11	4	1	1	0
Pm	15:00	-	20:00	17:00	-	-	17:00	16:00	17:00	14:00	15:00	12:00	15:00	18:00	18:00	15:00	17:00
Peak	42	-	33.9	11.3	-	-	1	7	2	2	8	15	10	4	1	1	1

Created at 15:48:31 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Mon 09-May-22 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	29.8	11.9	0	0	0	1	0	0	1	0	2	0	0	0	0
05:00	13	33.8	25	11.1	0	0	0	5	1	0	2	3	1	1	0	0	0
06:00	25	37.8	26.7	11.3	0	0	0	6	5	0	4	4	5	0	0	1	0
07:00	72	36.7	25.9	9.8	0	0	1	15	15	3	8	17	12	1	0	0	0
08:00	51	38.9	29.9	9.3	0	0	0	6	7	1	8	14	12	3	0	0	0
09:00	48	38.1	30.9	8.5	0	0	1	5	0	3	8	20	8	3	0	0	0
10:00	34	39.7	30.7	8.8	0	0	0	3	3	1	10	7	6	4	0	0	0
11:00	41	37.7	30.7	9.2	0	1	2	2	1	1	4	20	10	0	0	0	0
12:00	49	36.2	31.3	7.6	0	0	1	3	1	0	14	22	4	4	0	0	0
13:00	44	38.8	30.1	9.1	0	0	1	4	3	3	9	13	7	4	0	0	0
14:00	40	39.1	32.5	7.5	0	0	0	2	1	3	8	12	12	1	1	0	0
15:00	58	39.6	31.9	9.1	0	0	1	6	2	0	9	20	15	4	1	0	0
16:00	62	39	29.5	10	0	0	2	8	6	1	10	18	12	5	0	0	0
17:00	49	39.6	28.2	11.8	0	0	3	11	3	1	3	13	10	4	1	0	0
18:00	35	38.7	28.5	10.1	0	0	0	5	7	2	2	10	6	3	0	0	0
19:00	35	40.6	32.9	10.3	0	0	2	0	4	1	2	12	9	4	0	0	1
20:00	12	35.3	30.6	5.6	0	0	0	0	0	3	3	4	2	0	0	0	0
21:00	7	-	32.8	5.5	0	0	0	0	0	1	1	3	2	0	0	0	0
22:00	5	-	39.5	9.6	0	0	0	0	0	0	1	1	1	1	0	1	0
23:00	1	-	13.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	583	38.9	29.8	9.5	0	1	12	70	49	19	93	186	114	36	3	0	0
16H,6-22	662	38.9	29.9	9.5	0	1	14	76	58	24	103	209	132	40	3	1	1
18H,6-24	668	39	30	9.6	0	1	14	77	58	24	104	210	133	41	3	2	1
24H,0-24	688	39	29.9	9.6	0	1	14	83	59	24	108	215	136	42	3	2	1
Am	07:00	-	-	-	-	11:00	11:00	07:00	07:00	09:00	10:00	11:00	08:00	10:00	-	06:00	-
Peak	72	-	-	-	-	1	2	15	15	3	10	20	12	4	-	1	-
Pm	16:00	-	22:00	-	-	-	17:00	17:00	18:00	20:00	12:00	12:00	15:00	16:00	17:00	22:00	19:00
Peak	62	-	39.5	-	-	-	3	11	7	3	14	22	15	5	1	1	1

Created at 15:48:46 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Tue 10-May-22 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	2	-	18.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0	0
05:00	16	37.8	26.9	11	0	0	0	4	3	0	1	4	3	1	0	0	0
06:00	23	37.8	25.7	11.7	0	0	0	6	6	0	3	3	3	1	0	1	0
07:00	66	37.6	27	10.2	0	0	1	12	14	2	4	19	11	3	0	0	0
08:00	53	37.9	28.2	9.7	0	0	1	7	10	1	5	16	12	1	0	0	0
09:00	29	37	30.4	7.9	0	0	0	3	2	0	6	12	6	0	0	0	0
10:00	41	38	29.8	8.9	0	0	1	4	2	3	9	13	6	3	0	0	0
11:00	42	38.1	30.4	8.5	0	0	0	5	3	1	7	15	10	1	0	0	0
12:00	46	37	30.1	7.4	0	0	0	3	3	4	12	15	8	1	0	0	0
13:00	46	36.4	30.6	8	0	1	1	0	5	0	10	21	7	1	0	0	0
14:00	47	38.2	31.1	7.7	0	0	0	3	3	3	10	17	8	3	0	0	0
15:00	47	38.7	31.9	8.6	0	0	0	4	0	6	6	18	10	2	0	0	1
16:00	38	38	31.1	9.2	0	0	1	4	1	0	7	16	7	0	2	0	0
17:00	40	39.9	29.8	10.7	0	0	1	6	4	3	2	9	11	4	0	0	0
18:00	25	43.2	30.5	12.4	0	0	0	4	5	0	2	5	3	4	1	1	0
19:00	33	40.4	32.1	8.1	0	0	0	1	2	4	6	11	4	4	1	0	0
20:00	21	35.6	27.8	9.9	0	0	1	4	1	0	3	9	3	0	0	0	0
21:00	12	38.8	33.9	6.7	0	0	0	0	0	1	3	4	3	0	1	0	0
22:00	4	-	36	13.2	0	0	0	0	1	0	0	1	0	1	1	0	0
23:00	3	-	28.5	10	0	0	0	0	1	0	1	0	1	0	0	0	0
12H,7-19	520	38.4	29.9	9.1	0	1	6	55	52	23	80	176	99	23	3	1	1
16H,6-22	609	38.5	29.9	9.2	0	1	7	66	61	28	95	203	112	28	5	2	1
18H,6-24	616	38.6	29.9	9.3	0	1	7	66	63	28	96	204	113	29	6	2	1
24H,0-24	637	38.5	29.8	9.3	0	1	7	71	66	29	99	209	116	30	6	2	1
Am	07:00	-	-	-	-	-	10:00	07:00	07:00	10:00	10:00	07:00	08:00	10:00	-	06:00	-
Peak	66	-	-	-	-	-	1	12	14	3	9	19	12	3	-	1	-
Pm	15:00	-	22:00	22:00	-	13:00	20:00	17:00	18:00	15:00	12:00	13:00	17:00	19:00	16:00	18:00	15:00
Peak	47	-	36	13.2	-	1	1	6	5	6	12	21	11	4	2	1	1

Created at 15:48:46 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Wed 11-May-22 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
01:00	2	-	31	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	6	-	26	8.9	0	0	0	1	1	1	0	3	0	0	0	0	0
05:00	13	33.8	26.6	10.4	0	0	1	1	3	0	3	3	1	1	0	0	0
06:00	25	40.7	29.3	10.9	0	0	0	3	6	1	2	4	5	4	0	0	0
07:00	66	38.3	27.4	10.6	0	0	2	10	14	3	4	19	8	5	1	0	0
08:00	64	39	29.8	9.8	0	0	0	5	14	3	5	19	13	3	1	1	0
09:00	28	38.7	31.5	8.1	0	0	0	2	3	0	4	9	10	0	0	0	0
10:00	38	40.3	33.5	8.7	0	0	0	2	2	0	8	13	8	2	2	1	0
11:00	40	39.4	32.9	8	0	0	0	1	1	5	7	14	8	3	0	0	1
12:00	43	38.5	32.6	7.5	0	0	0	2	1	1	12	16	8	0	3	0	0
13:00	35	38.6	32.5	6.6	0	0	0	2	0	0	11	11	10	1	0	0	0
14:00	57	39.6	32.8	7.5	0	0	0	3	2	2	11	20	14	4	1	0	0
15:00	43	37.5	31.3	6.8	0	0	0	2	2	1	14	15	7	2	0	0	0
16:00	44	40.1	32.7	8.1	0	0	0	3	2	1	9	12	12	5	0	0	0
17:00	39	37.6	28.4	11.2	0	0	0	9	2	3	8	10	2	3	0	2	0
18:00	38	37	28.6	10.1	0	0	1	6	1	4	9	10	4	2	0	1	0
19:00	17	38.4	30.6	9.9	0	0	1	0	0	4	5	3	2	1	0	1	0
20:00	22	37.5	30.5	8.4	0	0	1	0	2	3	2	9	4	1	0	0	0
21:00	15	36.4	30.8	7.4	0	0	1	0	0	0	6	5	3	0	0	0	0
22:00	4	-	32.3	7.6	0	0	0	0	0	1	1	0	2	0	0	0	0
23:00	2	-	41	10.6	0	0	0	0	0	0	0	1	0	0	1	0	0
12H,7-19	535	39.2	31	9	0	0	3	47	44	23	102	168	104	30	8	5	1
16H,6-22	614	39.2	30.9	9	0	0	6	50	52	31	117	189	118	36	8	6	1
18H,6-24	620	39.3	30.9	9	0	0	6	50	52	32	118	190	120	36	9	6	1
24H,0-24	643	39.2	30.8	9	0	0	7	52	56	33	123	198	121	37	9	6	1
Am	07:00	-	-	-	-	-	07:00	07:00	08:00	11:00	10:00	08:00	08:00	07:00	10:00	10:00	11:00
Peak	66	-	-	-	-	-	2	10	14	5	8	19	13	5	2	1	1
Pm	14:00	-	23:00	17:00	-	-	21:00	17:00	20:00	19:00	15:00	14:00	14:00	16:00	12:00	17:00	-
Peak	57	-	41	11.2	-	-	1	9	2	4	14	20	14	5	3	2	-

Created at 15:48:46 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Thu 12-May-22 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	-	31.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0	0
02:00	2	-	31	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	4	-	23.5	17.8	0	1	0	1	0	0	0	0	2	0	0	0	0
05:00	11	38.1	26.7	11.5	0	0	0	3	2	0	1	2	2	1	0	0	0
06:00	20	38.5	26.3	11.9	0	0	0	6	4	0	1	4	3	1	1	0	0
07:00	69	37.6	26.5	10.5	0	0	0	11	23	0	5	16	10	2	1	1	0
08:00	57	38.5	29.6	9.6	0	0	0	8	7	1	8	19	10	3	1	0	0
09:00	48	37.5	28.6	9.8	0	0	1	10	2	0	7	17	11	0	0	0	0
10:00	40	38.1	28.6	10.1	0	0	2	6	2	1	9	11	6	3	0	0	0
11:00	32	35.7	30.1	6.8	0	0	0	2	2	1	11	11	5	0	0	0	0
12:00	42	38.1	30.2	8.6	0	1	1	1	3	2	12	11	10	1	0	0	0
13:00	37	40	30.1	10.4	0	0	0	6	3	1	7	10	5	3	2	0	0
14:00	52	37.2	31.2	7.4	0	0	1	1	4	3	10	23	7	3	0	0	0
15:00	54	38.5	30.9	8.8	0	0	1	6	2	1	8	22	11	3	0	0	0
16:00	42	39.5	31.7	7.9	0	0	0	2	2	3	12	12	6	4	1	0	0
17:00	45	40.4	32.1	10.4	0	1	1	2	3	2	7	13	10	3	2	1	0
18:00	31	43.1	36.7	7.2	0	0	0	0	1	0	3	12	9	2	3	1	0
19:00	26	40	33.1	9.9	0	1	0	1	1	0	4	9	7	2	0	1	0
20:00	27	38.9	30.9	8.6	0	0	0	1	3	4	4	7	6	1	1	0	0
21:00	7	-	32.8	8.4	0	0	0	0	1	0	2	1	2	1	0	0	0
22:00	4	-	33.5	4.2	0	0	0	0	0	0	1	2	1	0	0	0	0
23:00	8	-	28.5	11.4	0	0	1	1	0	0	1	3	2	0	0	0	0
12H,7-19	549	38.9	30.2	9.4	0	2	7	55	54	15	99	177	100	27	10	3	0
16H,6-22	629	39	30.3	9.5	0	3	7	63	63	19	110	198	118	32	12	4	0
18H,6-24	641	39	30.3	9.5	0	3	8	64	63	19	112	203	121	32	12	4	0
24H,0-24	662	39	30.2	9.5	0	4	8	68	65	19	115	209	125	33	12	4	0
Am	07:00	-	-	-	-	04:00	10:00	07:00	07:00	11:00	11:00	08:00	09:00	10:00	08:00	07:00	-
Peak	69	-	-	-	-	1	2	11	23	1	11	19	11	3	1	1	-
Pm	15:00	-	18:00	23:00	-	19:00	23:00	15:00	14:00	20:00	16:00	14:00	15:00	16:00	18:00	19:00	-
Peak	54	-	36.7	11.4	-	1	1	6	4	4	12	23	11	4	3	1	-

Created at 15:48:46 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Fri 13-May-22 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	4	-	32.3	9.5	0	0	0	0	1	0	0	1	2	0	0	0	0
01:00	4	-	37.3	4.9	0	0	0	0	0	0	0	2	1	1	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	3	-	36.8	7.6	0	0	0	0	0	0	1	0	1	1	0	0	0
05:00	11	40.3	32.6	11.4	0	0	0	1	2	0	1	1	4	1	1	0	0
06:00	23	37.8	25.2	10.9	0	0	0	6	6	1	1	4	3	2	0	0	0
07:00	51	39.4	28.8	11.2	0	0	0	10	7	2	7	10	10	3	1	0	1
08:00	44	38.2	29.9	8.8	0	0	0	5	5	2	6	14	11	1	0	0	0
09:00	29	36.2	27.1	10.1	0	0	0	7	4	0	3	10	4	1	0	0	0
10:00	46	37.3	31	7.6	0	0	0	5	1	1	8	21	10	0	0	0	0
11:00	41	36.4	31.2	7.3	0	0	0	3	2	1	8	20	5	2	0	0	0
12:00	49	38.6	31.4	8.7	0	0	1	3	2	4	8	19	8	3	0	1	0
13:00	50	39.8	32.6	8.6	0	0	0	4	2	3	5	19	12	3	2	0	0
14:00	44	38.9	30.5	8.6	0	0	1	2	4	4	9	10	12	2	0	0	0
15:00	47	38.5	27.6	10.9	0	1	0	9	7	1	6	12	7	3	1	0	0
16:00	34	40.2	32.9	9.3	0	0	1	1	3	0	6	9	10	3	0	1	0
17:00	40	42.1	32.8	9.8	0	0	1	3	2	2	4	12	8	7	1	0	0
18:00	18	38.7	27.9	11.4	0	0	1	4	1	1	1	3	7	0	0	0	0
19:00	23	39.4	32.8	8	0	0	0	1	2	2	0	8	9	1	0	0	0
20:00	18	39	31	9.4	0	0	1	1	0	2	3	6	3	2	0	0	0
21:00	2	-	38.5	1.8	0	0	0	0	0	0	0	0	2	0	0	0	0
22:00	7	-	31.4	6.5	0	0	0	0	0	2	1	2	2	0	0	0	0
23:00	3	-	23.5	8.8	0	0	0	1	0	0	2	0	0	0	0	0	0
12H,7-19	493	39.2	30.5	9.4	0	1	5	56	40	21	71	159	104	28	5	2	1
16H,6-22	559	39.2	30.4	9.5	0	1	6	64	48	26	75	177	121	33	5	2	1
18H,6-24	569	39.2	30.4	9.4	0	1	6	65	48	28	78	179	123	33	5	2	1
24H,0-24	593	39.3	30.5	9.5	0	1	6	66	51	28	82	183	131	36	6	2	1
Am	07:00	-	01:00	-	-	-	-	07:00	07:00	08:00	11:00	10:00	08:00	07:00	07:00	-	07:00
Peak	51	-	37.3	-	-	-	-	10	7	2	8	21	11	3	1	-	1
Pm	13:00	-	21:00	18:00	-	15:00	20:00	15:00	15:00	14:00	14:00	13:00	14:00	17:00	13:00	16:00	-
Peak	50	-	38.5	11.4	-	1	1	9	7	4	9	19	12	7	2	1	-

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Sat 14-May-22 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	2	-	33.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0
01:00	1	-	38.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:00	2	-	33.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	-	36	3.2	0	0	0	0	0	0	0	2	2	0	0	0	0
05:00	4	-	19.8	9.5	0	0	0	2	1	0	0	1	0	0	0	0	0
06:00	8	-	24.8	11.3	0	0	0	3	1	0	1	1	2	0	0	0	0
07:00	16	43.6	30.7	13.7	0	0	1	4	0	0	1	3	2	4	1	0	0
08:00	25	38.9	31.3	9.2	0	0	0	2	3	1	2	11	3	2	1	0	0
09:00	31	39.5	28.8	10.7	0	0	0	7	2	2	4	6	7	3	0	0	0
10:00	35	40	32.2	9.1	0	0	0	3	3	0	6	10	9	3	1	0	0
11:00	45	35.3	25.6	10.4	0	0	3	9	6	2	5	15	3	2	0	0	0
12:00	47	39.2	30.5	10.2	0	0	0	8	1	3	8	13	10	3	0	0	1
13:00	28	36.4	26.7	10.8	0	0	2	6	2	0	4	9	4	1	0	0	0
14:00	29	40.5	32.3	10.5	0	0	0	4	2	1	2	7	9	2	2	0	0
15:00	44	35.8	28.2	10.9	0	0	1	7	6	2	7	14	3	2	1	0	1
16:00	34	39.6	28.5	10.4	0	0	1	4	5	3	7	2	9	3	0	0	0
17:00	40	39.1	31.5	8.5	0	0	0	1	3	6	8	13	4	3	1	1	0
18:00	28	41.4	32.3	9.5	0	0	0	3	1	1	6	7	5	4	1	0	0
19:00	27	38.5	29.8	10.2	0	1	0	2	4	0	3	10	5	2	0	0	0
20:00	21	38.9	30.9	9.1	0	0	0	3	0	2	3	7	4	2	0	0	0
21:00	6	-	29.3	8.7	0	0	0	1	0	0	2	2	1	0	0	0	0
22:00	11	40.3	31.7	10.9	0	0	0	2	0	0	2	4	1	1	1	0	0
23:00	4	-	34.8	6.4	0	0	0	0	0	0	1	2	0	1	0	0	0
12H,7-19	402	39.7	29.7	10.3	0	0	8	58	34	21	60	110	68	32	8	1	2
16H,6-22	464	39.6	29.7	10.3	0	1	8	67	39	23	69	130	80	36	8	1	2
18H,6-24	479	39.6	29.8	10.2	0	1	8	69	39	23	72	136	81	38	9	1	2
24H,0-24	493	39.6	29.8	10.2	0	1	8	71	40	23	75	139	86	38	9	1	2
Am	11:00	-	01:00	-	-	-	11:00	11:00	11:00	11:00	10:00	11:00	10:00	07:00	10:00	-	-
Peak	45	-	38.5	-	-	-	3	9	6	2	6	15	9	4	1	-	-
Pm	12:00	-	23:00	15:00	-	19:00	13:00	12:00	15:00	17:00	17:00	15:00	12:00	18:00	14:00	17:00	15:00
Peak	47	-	34.8	10.9	-	1	2	8	6	6	8	14	10	4	2	1	1

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Sun 15-May-22 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	2	-	33.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
01:00	4	-	37.3	6.4	0	0	0	0	0	0	1	0	2	1	0	0	0
02:00	3	-	31.8	7.6	0	0	0	0	0	1	0	1	1	0	0	0	0
03:00	3	-	33.5	8.8	0	0	0	0	0	0	2	0	0	1	0	0	0
04:00	3	-	28.5	13.2	0	0	0	1	0	0	0	1	1	0	0	0	0
05:00	2	-	23.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0	0
06:00	6	-	17.7	8.7	0	0	2	1	0	2	1	0	0	0	0	0	0
07:00	13	37.4	26.6	11.5	0	0	0	5	0	0	2	3	2	1	0	0	0
08:00	17	40	27.9	13	0	0	2	4	0	0	2	2	5	2	0	0	0
09:00	13	38.6	30	10.6	0	0	1	1	1	0	2	4	3	1	0	0	0
10:00	23	36.1	29.4	9.2	0	0	1	3	0	1	5	9	3	1	0	0	0
11:00	33	35.3	30.6	9.4	0	0	0	3	2	3	6	14	3	0	1	0	1
12:00	29	35.4	30.1	7.7	0	0	0	3	1	3	3	16	2	1	0	0	0
13:00	31	37.1	33.3	5.6	0	0	0	1	0	1	3	20	4	2	0	0	0
14:00	32	41.9	34.4	8.9	0	0	1	1	1	0	5	9	9	4	2	0	0
15:00	17	35.8	29.7	11.5	0	0	2	1	0	1	4	6	1	0	2	0	0
16:00	21	41.6	34	8.3	0	0	0	1	0	2	4	5	5	3	1	0	0
17:00	21	39.9	29.5	11.3	0	0	0	4	2	1	4	4	3	1	2	0	0
18:00	17	37.6	28.5	10.5	0	0	2	1	1	0	5	4	3	1	0	0	0
19:00	18	34.6	27.7	8.2	0	0	0	3	1	2	3	8	1	0	0	0	0
20:00	24	38.3	32.3	8.4	0	0	0	1	2	0	6	10	2	1	2	0	0
21:00	11	39.1	33.5	9.3	0	0	0	0	1	1	2	3	3	0	0	1	0
22:00	19	14.9	11.9	6.6	0	1	10	6	0	0	2	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	267	39.3	30.8	9.6	0	0	9	28	8	12	45	96	43	17	8	0	1
16H,6-22	326	39	30.6	9.6	0	0	11	33	12	17	57	117	49	18	10	1	1
18H,6-24	345	38.7	29.6	10.4	0	1	21	39	12	17	59	117	49	18	10	1	1
24H,0-24	362	38.8	29.7	10.3	0	1	21	41	12	18	62	122	53	20	10	1	1
Am	11:00	-	01:00	05:00	-	-	08:00	07:00	11:00	11:00	11:00	11:00	08:00	08:00	11:00	-	11:00
Peak	33	-	37.3	14.1	-	-	2	5	2	3	6	14	5	2	1	-	1
Pm	14:00	-	-	-	-	22:00	22:00	22:00	20:00	12:00	20:00	13:00	14:00	14:00	20:00	21:00	-
Peak	32	-	-	-	-	1	10	6	2	3	6	20	9	4	2	1	-

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Mon 09-May-22 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	3	-	31.8	16.1	0	0	0	1	0	0	0	0	1	1	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	3	-	28.5	8.8	0	0	0	0	1	0	0	2	0	0	0	0	0
05:00	1	-	13.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00	17	39.3	31.7	9.3	0	0	0	2	1	1	1	5	6	1	0	0	0
07:00	51	39.9	33.2	8.6	0	0	0	4	2	0	8	18	14	4	0	0	1
08:00	59	40.7	31.8	10.9	0	0	1	11	0	1	7	13	17	6	3	0	0
09:00	45	38.4	30.1	10.1	0	0	4	3	2	1	6	16	12	0	1	0	0
10:00	27	40.7	31.8	10	0	0	0	4	1	1	4	5	8	4	0	0	0
11:00	34	40	31	10.4	0	0	1	5	1	0	6	9	8	3	1	0	0
12:00	54	42.2	34.4	7.3	0	0	0	2	1	1	9	21	9	10	1	0	0
13:00	35	40.6	33.2	8.8	0	0	1	2	0	1	8	8	10	4	1	0	0
14:00	47	38.8	28.7	10.6	0	0	1	10	2	2	7	13	8	3	1	0	0
15:00	56	41.1	31.4	10	0	0	0	7	6	0	8	13	13	9	0	0	0
16:00	61	38.8	28.6	10.4	0	0	2	11	5	2	8	16	13	4	0	0	0
17:00	36	40.1	30.6	11.2	0	0	2	4	4	0	3	8	11	3	1	0	0
18:00	39	41.8	33	10	0	0	0	4	2	1	8	6	11	4	3	0	0
19:00	34	42.8	34.5	9.2	0	0	0	2	2	0	4	12	7	4	2	1	0
20:00	25	39.4	32.1	11.1	0	0	1	3	0	1	3	8	7	0	0	2	0
21:00	8	-	27.3	12.2	0	0	0	3	0	0	1	2	1	1	0	0	0
22:00	6	-	28.5	9.6	0	0	0	0	2	0	2	1	0	1	0	0	0
23:00	1	-	38.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
12H,7-19	544	40.4	31.4	10	0	0	12	67	26	10	82	146	134	54	12	0	1
16H,6-22	628	40.5	31.6	10	0	0	13	77	29	12	91	173	155	60	14	3	1
18H,6-24	635	40.5	31.6	10	0	0	13	77	31	12	93	174	156	61	14	3	1
24H,0-24	645	40.5	31.5	10	0	0	13	79	32	12	94	178	157	62	14	3	1
Am	08:00	-	01:00	-	-	-	09:00	08:00	09:00	10:00	07:00	07:00	08:00	08:00	08:00	-	07:00
Peak	59	-	33.5	-	-	-	4	11	2	1	8	18	17	6	3	-	1
Pm	16:00	-	23:00	-	-	-	17:00	16:00	15:00	16:00	12:00	12:00	16:00	12:00	18:00	20:00	-
Peak	61	-	38.5	-	-	-	2	11	6	2	9	21	13	10	3	2	-

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Tue 10-May-22 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	13.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0
02:00	2	-	28.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	21	10.6	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00	4	-	28.5	10.1	0	0	0	1	0	0	0	3	0	0	0	0	0
06:00	12	39.7	33.9	7	0	0	0	0	1	0	3	2	5	1	0	0	0
07:00	42	40.7	33.7	8.9	0	0	0	4	1	1	4	13	13	4	2	0	0
08:00	35	43.9	36.2	7.9	0	0	0	1	0	1	6	10	6	9	1	1	0
09:00	48	38.9	32.7	6.8	0	0	0	2	2	0	11	19	11	3	0	0	0
10:00	27	38.8	33.9	6.4	0	0	0	0	0	3	4	11	8	0	0	1	0
11:00	37	40.4	34.9	6.5	0	0	0	1	0	2	2	18	9	4	1	0	0
12:00	42	38	31.6	8.3	0	0	1	3	1	2	5	20	8	1	1	0	0
13:00	37	39.5	32.3	8.6	0	0	0	4	0	2	6	12	10	2	1	0	0
14:00	50	37.3	28	9.5	0	0	1	8	5	2	11	13	8	2	0	0	0
15:00	46	39.4	30.6	10.6	0	0	1	7	2	1	9	9	14	2	0	0	1
16:00	45	37.5	26.5	11.1	0	0	1	14	3	1	3	14	6	3	0	0	0
17:00	40	40.4	29.8	12.4	0	0	0	11	2	0	5	7	9	4	1	0	1
18:00	44	39.8	29.3	10.6	0	0	0	9	3	2	8	8	9	4	1	0	0
19:00	33	42.9	34.3	11.2	0	0	0	3	2	1	5	6	9	4	1	0	2
20:00	19	40.4	32.4	9.2	0	0	1	1	0	0	4	7	3	3	0	0	0
21:00	13	39.9	32	10.4	0	0	0	2	1	0	0	5	3	2	0	0	0
22:00	6	-	32.7	10.7	0	0	0	1	0	0	1	1	2	1	0	0	0
23:00	3	-	21.8	10.4	0	0	0	1	1	0	0	1	0	0	0	0	0
12H,7-19	493	39.9	31.3	9.6	0	0	4	64	19	17	74	154	111	38	8	2	2
16H,6-22	570	40.1	31.6	9.6	0	0	5	70	23	18	86	174	131	48	9	2	4
18H,6-24	579	40.1	31.6	9.7	0	0	5	72	24	18	87	176	133	49	9	2	4
24H,0-24	588	40.1	31.5	9.7	0	0	5	75	24	19	88	180	133	49	9	2	4
Am	09:00	-	-	-	-	-	-	07:00	09:00	10:00	09:00	09:00	07:00	08:00	07:00	10:00	-
Peak	48	-	-	-	-	-	-	4	2	3	11	19	13	9	2	1	-
Pm	14:00	-	19:00	17:00	-	-	20:00	16:00	14:00	18:00	14:00	12:00	15:00	19:00	19:00	-	19:00
Peak	50	-	34.3	12.4	-	-	1	14	5	2	11	20	14	4	1	-	2

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Wed 11-May-22 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	3	-	26.8	12.6	0	0	0	1	0	0	1	0	1	0	0	0	0
01:00	2	-	33.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
02:00	3	-	35.2	7.6	0	0	0	0	0	0	1	1	0	1	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	-	28.5	8.2	0	0	0	1	0	1	2	2	1	0	0	0	0
05:00	5	-	31.5	3.1	0	0	0	0	0	0	2	3	0	0	0	0	0
06:00	12	39.5	36.4	8.7	0	0	0	0	0	1	1	5	3	1	0	0	1
07:00	39	42.7	35.8	7.7	0	0	0	2	0	0	5	12	12	5	3	0	0
08:00	41	40.8	33.3	10.2	0	0	1	4	0	0	10	7	13	4	1	0	1
09:00	43	39.4	31.2	8.7	0	0	1	4	0	1	13	13	6	5	0	0	0
10:00	33	39.6	33.3	8.1	0	0	1	1	1	0	6	10	12	1	1	0	0
11:00	48	42.6	33.1	10.4	0	0	1	6	0	1	5	17	8	7	2	1	0
12:00	39	38	32	7.3	0	0	1	2	0	1	8	17	9	1	0	0	0
13:00	34	40.7	34.8	5.7	0	0	0	0	0	1	9	9	10	5	0	0	0
14:00	42	39.2	33	7	0	0	0	2	0	3	8	14	13	1	1	0	0
15:00	45	39.1	32.1	7.7	0	0	0	4	0	2	10	15	11	3	0	0	0
16:00	39	40.2	32.1	9.2	0	0	0	4	2	3	2	15	8	4	1	0	0
17:00	31	37.1	29	11.1	0	0	0	6	4	1	1	13	4	1	0	0	1
18:00	36	39.5	34.3	5.8	0	0	0	1	0	1	6	11	16	1	0	0	0
19:00	28	38.3	30.6	8.3	0	0	0	2	3	1	6	9	5	2	0	0	0
20:00	18	39.8	34.1	5.8	0	0	0	0	0	1	5	5	5	2	0	0	0
21:00	16	41.3	34.8	10.3	0	0	0	1	1	0	2	5	4	2	0	0	1
22:00	7	-	30.6	14.1	0	0	0	2	0	0	1	2	1	0	0	1	0
23:00	4	-	28.5	13.6	0	0	1	0	0	0	0	2	1	0	0	0	0
12H,7-19	470	40.1	32.8	8.5	0	0	5	36	7	14	83	153	122	38	9	1	2
16H,6-22	544	40.2	32.9	8.5	0	0	5	39	11	17	97	177	139	45	9	1	4
18H,6-24	555	40.2	32.8	8.6	0	0	6	41	11	17	98	181	141	45	9	2	4
24H,0-24	575	40.1	32.8	8.6	0	0	6	43	11	18	104	189	143	46	9	2	4
Am	11:00	-	-	-	-	-	11:00	11:00	10:00	11:00	09:00	11:00	08:00	11:00	07:00	11:00	08:00
Peak	48	-	-	-	-	-	1	6	1	1	13	17	13	7	3	1	1
Pm	15:00	-	13:00	22:00	-	-	23:00	17:00	17:00	16:00	15:00	12:00	18:00	13:00	16:00	22:00	21:00
Peak	45	-	34.8	14.1	-	-	1	6	4	3	10	17	16	5	1	1	1

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Thu 12-May-22 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	4	-	29.8	12.5	0	0	0	1	0	0	1	1	0	1	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	3	-	36.8	5.9	0	0	0	0	0	0	0	2	0	1	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	2	-	33.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
05:00	3	-	30.2	15.3	0	0	0	1	0	0	0	1	0	1	0	0	0
06:00	17	40.9	32.9	11.9	0	0	0	3	0	1	1	5	4	2	0	0	1
07:00	38	40	33.4	7.7	0	0	0	3	0	1	6	13	11	4	0	0	0
08:00	45	40	31.2	10.4	0	0	0	8	2	0	4	19	6	4	1	1	0
09:00	46	38.3	32.5	7.3	0	0	0	3	2	0	6	22	12	0	1	0	0
10:00	32	38.9	31.8	8.6	0	0	1	2	0	2	7	10	8	1	1	0	0
11:00	42	41.2	33.4	9	0	0	0	4	1	2	2	18	8	6	0	1	0
12:00	47	39.5	32.3	8.3	0	0	1	3	1	2	7	17	12	4	0	0	0
13:00	37	43	32.1	10.5	0	0	0	6	0	1	7	11	4	5	3	0	0
14:00	40	39.5	30.9	10.3	0	0	1	5	1	3	5	15	5	3	1	1	0
15:00	47	39.4	31.4	9.4	0	0	1	5	1	2	9	14	11	2	2	0	0
16:00	43	41.1	31.8	12	0	0	0	10	0	0	4	14	8	3	2	1	1
17:00	48	38.2	31.6	7.8	0	0	0	3	4	0	9	20	10	1	1	0	0
18:00	44	43.2	35.5	7.1	0	0	0	1	0	2	6	16	7	11	1	0	0
19:00	22	40.2	31.2	10.1	0	0	0	4	0	1	3	6	5	3	0	0	0
20:00	22	40.2	34.2	7.4	0	0	1	0	0	0	3	10	5	3	0	0	0
21:00	6	-	39.3	8.1	0	0	0	0	0	0	0	3	1	1	0	1	0
22:00	8	-	35.4	4.7	0	0	0	0	0	0	1	4	2	1	0	0	0
23:00	7	-	34.9	12.5	0	0	0	1	0	0	1	2	1	1	0	1	0
12H,7-19	509	40.3	32.3	9.1	0	0	4	53	12	15	72	189	102	44	13	4	1
16H,6-22	576	40.4	32.4	9.2	0	0	5	60	12	17	79	213	117	53	13	5	2
18H,6-24	591	40.5	32.5	9.2	0	0	5	61	12	17	81	219	120	55	13	6	2
24H,0-24	605	40.5	32.5	9.2	0	0	5	63	12	17	83	226	120	58	13	6	2
Am	09:00	-	02:00	-	-	-	10:00	08:00	09:00	11:00	10:00	09:00	09:00	11:00	10:00	11:00	06:00
Peak	46	-	36.8	-	-	-	1	8	2	2	7	22	12	6	1	1	1
Pm	17:00	-	21:00	23:00	-	-	20:00	16:00	17:00	14:00	17:00	17:00	12:00	18:00	13:00	23:00	16:00
Peak	48	-	39.3	12.5	-	-	1	10	4	3	9	20	12	11	3	1	1

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Fri 13-May-22 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	8	-	23.5	12	0	0	0	3	2	0	1	0	1	1	0	0	0
01:00	2	-	41	3.5	0	0	0	0	0	0	0	0	1	1	0	0	0
02:00	3	-	31.8	17.6	0	0	0	1	0	0	0	1	0	0	1	0	0
03:00	3	-	30.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0	0
04:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00	10	39.3	30	10.9	0	0	0	2	0	2	0	2	3	1	0	0	0
06:00	11	40.6	34.4	9	0	0	0	1	0	0	3	0	5	2	0	0	0
07:00	47	42.2	35.1	8.8	0	0	0	2	3	0	5	14	14	6	2	0	1
08:00	39	41.8	31.8	12.3	0	0	2	7	0	0	3	11	9	4	1	2	0
09:00	34	40.3	33.1	7.3	0	0	0	1	1	2	7	14	4	4	1	0	0
10:00	34	39.7	33.6	7.6	0	0	0	3	0	0	3	15	10	3	0	0	0
11:00	45	40.8	32.4	9.4	0	0	1	3	3	1	7	13	10	6	1	0	0
12:00	47	39.6	32.8	7.5	0	0	0	3	1	1	11	14	13	4	0	0	0
13:00	28	39.3	31.7	9.5	0	0	1	2	2	0	3	12	5	2	1	0	0
14:00	37	38.3	32	7.4	0	0	1	1	2	1	5	16	11	0	0	0	0
15:00	42	40	30.9	10.1	0	0	1	6	1	0	10	10	9	4	1	0	0
16:00	43	38.5	28.8	10.1	0	0	1	9	0	2	9	11	8	3	0	0	0
17:00	38	42.3	31.9	11.2	0	0	2	5	1	0	3	12	7	7	1	0	0
18:00	15	42.3	33.2	11.6	0	0	1	1	0	0	3	5	2	1	1	1	0
19:00	24	39.5	31.4	9.1	0	0	0	3	1	0	6	5	7	2	0	0	0
20:00	13	37.4	30	9.7	0	0	1	1	0	0	4	4	2	1	0	0	0
21:00	10	36	30.5	11.7	0	0	0	2	0	0	3	3	1	0	0	1	0
22:00	12	37.8	30.2	12.7	0	0	0	2	1	2	0	4	2	0	0	0	1
23:00	3	-	36.8	3.1	0	0	0	0	0	0	0	1	2	0	0	0	0
12H,7-19	449	40.5	32.2	9.5	0	0	10	43	14	7	69	147	102	44	9	3	1
16H,6-22	507	40.4	32.2	9.5	0	0	11	50	15	7	85	159	117	49	9	4	1
18H,6-24	522	40.4	32.1	9.5	0	0	11	52	16	9	85	164	121	49	9	4	2
24H,0-24	549	40.4	32	9.6	0	0	11	58	18	11	88	169	126	52	10	4	2
Am	07:00	-	01:00	-	-	-	08:00	08:00	11:00	09:00	11:00	10:00	07:00	11:00	07:00	08:00	07:00
Peak	47	-	41	-	-	-	2	7	3	2	7	15	14	6	2	2	1
Pm	12:00	-	23:00	22:00	-	-	17:00	16:00	14:00	22:00	12:00	14:00	12:00	17:00	18:00	21:00	22:00
Peak	47	-	36.8	12.7	-	-	2	9	2	2	11	16	13	7	1	1	1

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Sat 14-May-22 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	4	-	31	20.6	0	0	1	0	0	0	2	0	0	0	0	0	1
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	36	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
05:00	3	-	26.8	11.6	0	0	0	1	0	0	0	2	0	0	0	0	0
06:00	2	-	36	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
07:00	20	39.8	37	6.5	0	0	0	0	0	0	1	10	6	2	0	0	1
08:00	20	40.2	33.5	8.2	0	0	0	1	1	1	3	5	6	3	0	0	0
09:00	33	39.3	32.6	7.8	0	0	0	2	2	1	4	12	10	2	0	0	0
10:00	35	40	32.5	9.4	0	0	1	3	0	1	7	10	9	2	2	0	0
11:00	38	37.3	30.3	9.2	0	0	0	7	0	0	7	17	3	4	0	0	0
12:00	29	39.5	31.1	10.4	0	0	1	3	2	0	5	9	6	2	0	1	0
13:00	31	42.1	30.9	12.2	0	0	0	8	1	1	1	6	8	4	2	0	0
14:00	35	40.4	31.1	10.5	0	0	1	5	0	2	6	10	6	3	2	0	0
15:00	40	40.4	32.9	9.9	0	0	0	4	2	1	6	12	9	4	0	2	0
16:00	24	44.6	34.1	12	0	0	1	2	2	0	1	6	5	4	2	1	0
17:00	32	46.9	33.7	12.3	0	0	2	2	2	0	4	9	5	2	4	2	0
18:00	28	44.8	35.6	10.5	0	0	0	3	0	0	3	8	7	3	3	0	1
19:00	22	41.3	32.4	9.7	0	0	1	1	1	2	1	8	4	4	0	0	0
20:00	18	-	37.9	12.5	0	0	0	2	0	0	1	3	8	1	0	0	3
21:00	6	-	35.2	4.3	0	0	0	0	0	0	1	2	3	0	0	0	0
22:00	12	45.3	34.8	9.6	0	0	0	1	0	0	2	5	1	1	2	0	0
23:00	4	-	28.5	14.2	0	0	1	0	0	0	1	0	2	0	0	0	0
12H,7-19	365	41.4	32.7	10.1	0	0	6	40	12	7	48	114	80	35	15	6	2
16H,6-22	413	41.6	33	10.2	0	0	7	43	13	9	52	127	95	41	15	6	5
18H,6-24	429	41.6	33	10.2	0	0	8	44	13	9	55	132	98	42	17	6	5
24H,0-24	441	41.5	32.9	10.3	0	0	9	45	13	9	57	137	100	42	17	6	6
Am	11:00	-	-	-	-	-	10:00	11:00	09:00	10:00	11:00	11:00	09:00	11:00	10:00	-	07:00
Peak	38	-	-	-	-	-	1	7	2	1	7	17	10	4	2	-	1
Pm	15:00	-	20:00	23:00	-	-	17:00	13:00	17:00	19:00	15:00	15:00	15:00	19:00	17:00	17:00	20:00
Peak	40	-	37.9	14.2	-	-	2	8	2	2	6	12	9	4	4	2	3

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Speed Report-Limit 30 Mph Sun 15-May-22 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	5	-	31.5	11.5	0	0	0	1	0	0	1	1	1	1	0	0	0
01:00	3	-	25.2	10.4	0	0	0	1	0	0	1	1	0	0	0	0	0
02:00	2	-	28.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0	0
03:00	4	-	32.3	2.8	0	0	0	0	0	0	1	3	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00	4	-	29.8	8.5	0	0	0	0	1	0	1	1	1	0	0	0	0
06:00	3	-	31.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0	0
07:00	12	39.1	35.6	3.6	0	0	0	0	0	0	1	5	6	0	0	0	0
08:00	7	-	34.9	5.7	0	0	0	0	0	0	2	2	2	1	0	0	0
09:00	14	39.5	32.8	8.6	0	0	0	1	0	1	3	5	2	1	1	0	0
10:00	20	36.6	30.3	7.6	0	0	0	2	1	0	6	7	4	0	0	0	0
11:00	32	39	32.6	7.3	0	0	0	2	1	1	6	9	13	0	0	0	0
12:00	23	36.1	31.5	5.8	0	0	0	1	0	1	7	10	4	0	0	0	0
13:00	26	35.3	32.5	5.1	0	0	0	0	1	1	5	15	3	1	0	0	0
14:00	27	41.8	33.5	10.5	0	0	1	1	0	2	6	8	4	3	0	1	1
15:00	21	44.4	34.9	11.1	0	0	0	2	1	0	3	5	5	2	1	2	0
16:00	27	40.7	34.4	8.4	0	0	1	1	0	0	3	10	8	3	1	0	0
17:00	13	-	40.4	9.3	0	0	0	0	0	0	1	4	3	3	0	0	2
18:00	19	39.7	32.4	8.5	0	0	0	2	0	1	3	6	5	2	0	0	0
19:00	19	39.3	33.5	7.8	0	0	1	0	0	1	2	7	7	1	0	0	0
20:00	20	44.8	35.8	9.5	0	0	0	1	1	0	1	9	3	2	2	1	0
21:00	13	42.9	36.2	7.1	0	0	0	0	0	1	3	1	4	4	0	0	0
22:00	4	-	31	13.2	0	0	0	1	0	0	1	0	1	1	0	0	0
23:00	2	-	23.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0	0
12H,7-19	241	40	33.4	8.2	0	0	2	12	4	7	46	86	59	16	3	3	3
16H,6-22	296	40.3	33.7	8.2	0	0	3	13	5	9	53	105	73	23	5	4	3
18H,6-24	302	40.3	33.6	8.3	0	0	3	15	5	9	54	106	74	24	5	4	3
24H,0-24	321	40.2	33.4	8.3	0	0	3	17	6	10	59	113	76	25	5	4	3
Am	11:00	-	07:00	-	-	-	-	11:00	11:00	11:00	11:00	11:00	11:00	09:00	09:00	-	-
Peak	32	-	35.6	-	-	-	-	2	1	1	6	9	13	1	1	-	-
Pm	16:00	-	17:00	23:00	-	-	19:00	18:00	20:00	14:00	12:00	13:00	16:00	21:00	20:00	15:00	17:00
Peak	27	-	40.4	14.1	-	-	1	2	1	2	7	15	8	4	2	2	2

Created at 15:48:47 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Summary (All Days) From 09/05/2022 To 16/05/2022 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	1	1	1	0	0
01:00	2	1	0	0	0
02:00	1	0	0	0	1
03:00	1	0	0	0	0
04:00	4	2	0	1	0
05:00	10	8	1	1	0
06:00	19	14	2	2	1
07:00	50	39	5	5	2
08:00	44	35	4	4	1
09:00	32	21	5	6	1
10:00	37	27	4	4	1
11:00	39	28	6	5	1
12:00	44	30	8	6	1
13:00	39	27	6	4	1
14:00	43	32	6	4	1
15:00	44	33	8	4	0
16:00	39	29	8	2	0
17:00	39	33	5	1	0
18:00	27	24	2	1	0
19:00	26	22	3	1	0
20:00	21	19	1	0	0
21:00	9	7	1	0	0
22:00	8	6	1	0	0
23:00	3	2	1	0	0
12H,7-19	478	358	66	46	9
16H,6-22	552	419	74	49	10
18H,6-24	563	427	76	49	10
24H,0-24	583	440	79	52	11
Am	07:00	07:00	11:00	09:00	07:00
Peak	50	39	6	6	2
Pm	15:00	17:00	16:00	12:00	13:00
Peak	44	33	8	6	1

Created at 15:48:56 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Summary (All Days) From 09/05/2022 To 16/05/2022 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	4	3	1	0	0
01:00	1	1	0	0	0
02:00	2	1	1	1	0
03:00	1	1	0	0	0
04:00	3	1	0	1	0
05:00	4	3	0	1	0
06:00	11	7	1	1	1
07:00	36	21	10	4	2
08:00	35	26	6	2	1
09:00	38	24	5	7	1
10:00	30	22	3	3	1
11:00	39	29	5	5	1
12:00	40	30	4	5	1
13:00	33	23	5	4	1
14:00	40	30	6	3	1
15:00	42	33	5	4	1
16:00	40	30	7	2	1
17:00	34	30	3	1	0
18:00	32	26	5	1	0
19:00	26	22	3	1	0
20:00	19	17	2	0	0
21:00	10	8	2	0	0
22:00	8	6	1	1	0
23:00	3	3	0	0	0
12H,7-19	439	324	64	41	10
16H,6-22	505	378	73	43	11
18H,6-24	516	387	74	44	11
24H,0-24	532	396	77	47	12
Am	11:00	11:00	07:00	09:00	07:00
Peak	39	29	10	7	2
Pm	15:00	15:00	16:00	12:00	13:00
Peak	42	33	7	5	1

Created at 15:48:56 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Mon 09-May-22 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	1	1	0	0	0
01:00	1	0	0	1	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	4	2	0	2	0
05:00	13	11	1	1	0
06:00	25	18	2	3	2
07:00	72	57	6	6	3
08:00	51	41	5	4	1
09:00	48	26	8	13	1
10:00	34	21	4	8	1
11:00	41	26	7	8	0
12:00	49	30	13	4	2
13:00	44	30	4	6	4
14:00	40	28	7	4	1
15:00	58	40	12	5	1
16:00	62	42	19	1	0
17:00	49	40	6	2	1
18:00	35	32	2	1	0
19:00	35	33	2	0	0
20:00	12	11	1	0	0
21:00	7	6	1	0	0
22:00	5	4	1	0	0
23:00	1	1	0	0	0
12H,7-19	583	413	93	62	15
16H,6-22	662	481	99	65	17
18H,6-24	668	486	100	65	17
24H,0-24	688	501	101	69	17
Am	07:00	07:00	09:00	09:00	07:00
Peak	72	57	8	13	3
Pm	16:00	16:00	16:00	13:00	13:00
Peak	62	42	19	6	4

Created at 15:49:06 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Tue 10-May-22 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	1	0	0	0	1
03:00	1	0	1	0	0
04:00	2	1	0	0	1
05:00	16	13	2	1	0
06:00	23	17	2	3	1
07:00	66	50	7	6	3
08:00	53	46	3	3	1
09:00	29	15	3	9	2
10:00	41	30	5	4	2
11:00	42	27	6	7	2
12:00	46	31	7	8	0
13:00	46	26	7	12	1
14:00	47	31	11	4	1
15:00	47	30	10	6	1
16:00	38	24	12	2	0
17:00	40	35	5	0	0
18:00	25	23	1	1	0
19:00	33	26	5	1	1
20:00	21	21	0	0	0
21:00	12	7	4	1	0
22:00	4	3	1	0	0
23:00	3	1	2	0	0
12H,7-19	520	368	77	62	13
16H,6-22	609	439	88	67	15
18H,6-24	616	443	91	67	15
24H,0-24	637	458	94	68	17
Am	07:00	07:00	07:00	09:00	07:00
Peak	66	50	7	9	3
Pm	15:00	17:00	16:00	13:00	19:00
Peak	47	35	12	12	1

Created at 15:49:06 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Wed 11-May-22 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	1	0	1	0	0
01:00	2	0	0	2	0
02:00	0	0	0	0	0
03:00	1	0	0	1	0
04:00	6	3	0	2	1
05:00	13	9	2	2	0
06:00	25	20	2	3	0
07:00	66	48	6	8	4
08:00	64	51	5	7	1
09:00	28	17	7	4	0
10:00	38	25	7	6	0
11:00	40	28	6	5	1
12:00	43	27	9	7	0
13:00	35	26	4	2	3
14:00	57	47	4	5	1
15:00	43	30	7	6	0
16:00	44	31	11	1	1
17:00	39	33	5	1	0
18:00	38	30	6	2	0
19:00	17	13	4	0	0
20:00	22	18	3	0	1
21:00	15	11	4	0	0
22:00	4	4	0	0	0
23:00	2	0	2	0	0
12H,7-19	535	393	77	54	11
16H,6-22	614	455	90	57	12
18H,6-24	620	459	92	57	12
24H,0-24	643	471	95	64	13
Am	07:00	08:00	10:00	07:00	07:00
Peak	66	51	7	8	4
Pm	14:00	14:00	16:00	12:00	13:00
Peak	57	47	11	7	3

Created at 15:49:06 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Thu 12-May-22 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	0	0	0	0	0
01:00	3	1	2	0	0
02:00	2	0	1	0	1
03:00	1	0	0	0	1
04:00	4	2	1	1	0
05:00	11	9	2	0	0
06:00	20	17	2	1	0
07:00	69	56	5	5	3
08:00	57	40	4	11	2
09:00	48	34	8	6	0
10:00	40	30	5	3	2
11:00	32	18	9	5	0
12:00	42	21	10	10	1
13:00	37	23	12	2	0
14:00	52	32	9	9	2
15:00	54	42	6	5	1
16:00	42	30	6	6	0
17:00	45	39	5	1	0
18:00	31	27	4	0	0
19:00	26	20	4	2	0
20:00	27	25	2	0	0
21:00	7	7	0	0	0
22:00	4	2	2	0	0
23:00	8	5	2	1	0
12H,7-19	549	392	83	63	11
16H,6-22	629	461	91	66	11
18H,6-24	641	468	95	67	11
24H,0-24	662	480	101	68	13
Am	07:00	07:00	11:00	08:00	07:00
Peak	69	56	9	11	3
Pm	15:00	15:00	13:00	12:00	14:00
Peak	54	42	12	10	2

Created at 15:49:06 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Fri 13-May-22 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	4	2	2	0	0
01:00	4	3	0	0	1
02:00	1	0	0	0	1
03:00	1	0	1	0	0
04:00	3	2	0	1	0
05:00	11	8	1	2	0
06:00	23	16	3	3	1
07:00	51	36	7	7	1
08:00	44	30	10	4	0
09:00	29	20	3	5	1
10:00	46	32	8	5	1
11:00	41	26	7	6	2
12:00	49	36	6	7	0
13:00	50	39	4	6	1
14:00	44	34	4	5	1
15:00	47	37	7	3	0
16:00	34	27	5	2	0
17:00	40	31	6	3	0
18:00	18	17	1	0	0
19:00	23	21	1	1	0
20:00	18	17	1	0	0
21:00	2	2	0	0	0
22:00	7	5	2	0	0
23:00	3	3	0	0	0
12H,7-19	493	365	68	53	7
16H,6-22	559	421	73	57	8
18H,6-24	569	429	75	57	8
24H,0-24	593	444	79	60	10
Am	07:00	07:00	08:00	07:00	11:00
Peak	51	36	10	7	2
Pm	13:00	13:00	15:00	12:00	14:00
Peak	50	39	7	7	1

Created at 15:49:06 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Sat 14-May-22 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	2	1	1	0	0
01:00	1	1	0	0	0
02:00	2	0	1	0	1
03:00	1	0	0	1	0
04:00	4	2	0	1	1
05:00	4	3	0	1	0
06:00	8	5	1	2	0
07:00	16	13	1	1	1
08:00	25	24	1	0	0
09:00	31	21	3	7	0
10:00	35	30	2	3	0
11:00	45	40	1	4	0
12:00	47	38	7	2	0
13:00	28	20	8	0	0
14:00	29	26	2	1	0
15:00	44	38	6	0	0
16:00	34	31	2	1	0
17:00	40	33	6	1	0
18:00	28	27	1	0	0
19:00	27	22	5	0	0
20:00	21	18	1	2	0
21:00	6	6	0	0	0
22:00	11	9	2	0	0
23:00	4	2	2	0	0
12H,7-19	402	341	40	20	1
16H,6-22	464	392	47	24	1
18H,6-24	479	403	51	24	1
24H,0-24	493	410	53	27	3
Am	11:00	11:00	09:00	09:00	07:00
Peak	45	40	3	7	1
Pm	12:00	15:00	13:00	20:00	23:00
Peak	47	38	8	2	0

Created at 15:49:06 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Sun 15-May-22 Channel: Northbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	2	0	2	0	0
01:00	4	4	0	0	0
02:00	3	2	1	0	0
03:00	3	3	0	0	0
04:00	3	3	0	0	0
05:00	2	1	0	1	0
06:00	6	5	0	0	1
07:00	13	11	0	1	1
08:00	17	16	1	0	0
09:00	13	12	0	1	0
10:00	23	22	0	1	0
11:00	33	28	3	2	0
12:00	29	25	2	1	1
13:00	31	26	3	1	1
14:00	32	27	5	0	0
15:00	17	11	6	0	0
16:00	21	20	1	0	0
17:00	21	19	1	1	0
18:00	17	14	2	1	0
19:00	18	16	2	0	0
20:00	24	22	2	0	0
21:00	11	10	1	0	0
22:00	19	18	1	0	0
23:00	0	0	0	0	0
12H,7-19	267	231	24	9	3
16H,6-22	326	284	29	9	4
18H,6-24	345	302	30	9	4
24H,0-24	362	315	33	10	4
Am	11:00	11:00	11:00	11:00	07:00
Peak	33	28	3	2	1
Pm	14:00	14:00	15:00	18:00	13:00
Peak	32	27	6	1	1

Created at 15:49:07 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Mon 09-May-22 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	3	3	0	0	0
01:00	1	0	1	0	0
02:00	1	1	0	0	0
03:00	1	0	0	1	0
04:00	3	2	0	1	0
05:00	1	1	0	0	0
06:00	17	11	3	1	2
07:00	51	34	10	4	3
08:00	59	39	13	5	2
09:00	45	25	7	12	1
10:00	27	19	2	6	0
11:00	34	25	3	5	1
12:00	54	33	11	8	2
13:00	35	25	8	1	1
14:00	47	34	9	4	0
15:00	56	41	9	6	0
16:00	61	41	18	1	1
17:00	36	30	4	1	1
18:00	39	32	6	1	0
19:00	34	30	4	0	0
20:00	25	24	1	0	0
21:00	8	7	1	0	0
22:00	6	5	0	1	0
23:00	1	1	0	0	0
12H,7-19	544	378	100	54	12
16H,6-22	628	450	109	55	14
18H,6-24	635	456	109	56	14
24H,0-24	645	463	110	58	14
Am	08:00	08:00	08:00	09:00	07:00
Peak	59	39	13	12	3
Pm	16:00	16:00	16:00	12:00	12:00
Peak	61	41	18	8	2

Created at 15:49:07 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Tue 10-May-22 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	2	0	1	1	0
03:00	0	0	0	0	0
04:00	2	1	0	1	0
05:00	4	3	0	1	0
06:00	12	7	2	1	2
07:00	42	21	11	8	2
08:00	35	23	5	4	3
09:00	48	29	9	8	2
10:00	27	20	2	3	2
11:00	37	25	6	6	0
12:00	42	30	4	8	0
13:00	37	23	3	8	3
14:00	50	37	8	5	0
15:00	46	32	7	4	3
16:00	45	25	17	2	1
17:00	40	35	5	0	0
18:00	44	38	4	2	0
19:00	33	30	3	0	0
20:00	19	14	5	0	0
21:00	13	8	4	1	0
22:00	6	3	2	1	0
23:00	3	3	0	0	0
12H,7-19	493	338	81	58	16
16H,6-22	570	397	95	60	18
18H,6-24	579	403	97	61	18
24H,0-24	588	408	98	64	18
Am	09:00	09:00	07:00	09:00	08:00
Peak	48	29	11	8	3
Pm	14:00	18:00	16:00	13:00	15:00
Peak	50	38	17	8	3

Created at 15:49:07 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Wed 11-May-22 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	3	3	0	0	0
01:00	2	0	1	0	1
02:00	3	1	1	1	0
03:00	0	0	0	0	0
04:00	7	4	0	3	0
05:00	5	2	1	1	1
06:00	12	8	0	1	3
07:00	39	20	12	5	2
08:00	41	36	4	0	1
09:00	43	27	6	8	2
10:00	33	23	7	3	0
11:00	48	32	5	10	1
12:00	39	30	5	3	1
13:00	34	25	3	5	1
14:00	42	33	6	3	0
15:00	45	34	7	3	1
16:00	39	33	3	3	0
17:00	31	27	3	0	1
18:00	36	24	10	2	0
19:00	28	24	3	1	0
20:00	18	15	3	0	0
21:00	16	10	6	0	0
22:00	7	5	2	0	0
23:00	4	1	3	0	0
12H,7-19	470	344	71	45	10
16H,6-22	544	401	83	47	13
18H,6-24	555	407	88	47	13
24H,0-24	575	417	91	52	15
Am	11:00	08:00	07:00	11:00	06:00
Peak	48	36	12	10	3
Pm	15:00	15:00	18:00	13:00	17:00
Peak	45	34	10	5	1

Created at 15:49:07 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Thu 12-May-22 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	4	2	2	0	0
01:00	1	1	0	0	0
02:00	3	1	1	1	0
03:00	1	0	0	1	0
04:00	2	0	0	1	1
05:00	3	2	1	0	0
06:00	17	11	2	2	2
07:00	38	22	10	5	1
08:00	45	32	7	5	1
09:00	46	35	4	6	1
10:00	32	23	4	4	1
11:00	42	23	11	6	2
12:00	47	34	5	7	1
13:00	37	25	6	6	0
14:00	40	30	2	5	3
15:00	47	41	0	6	0
16:00	43	31	5	7	0
17:00	48	45	3	0	0
18:00	44	37	2	3	2
19:00	22	17	4	1	0
20:00	22	20	2	0	0
21:00	6	6	0	0	0
22:00	8	6	1	1	0
23:00	7	7	0	0	0
12H,7-19	509	378	59	60	12
16H,6-22	576	432	67	63	14
18H,6-24	591	445	68	64	14
24H,0-24	605	451	72	67	15
Am	09:00	09:00	11:00	11:00	11:00
Peak	46	35	11	6	2
Pm	17:00	17:00	13:00	16:00	14:00
Peak	48	45	6	7	3

Created at 15:49:07 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Fri 13-May-22 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	8	7	0	1	0
01:00	2	1	0	0	1
02:00	3	1	1	0	1
03:00	3	0	1	1	1
04:00	1	0	1	0	0
05:00	10	5	1	4	0
06:00	11	8	1	1	1
07:00	47	27	15	5	0
08:00	39	30	8	0	1
09:00	34	20	5	8	1
10:00	34	25	4	4	1
11:00	45	31	6	7	1
12:00	47	38	5	4	0
13:00	28	18	5	5	0
14:00	37	29	2	4	2
15:00	42	30	6	6	0
16:00	43	36	3	2	2
17:00	38	29	5	3	1
18:00	15	14	1	0	0
19:00	24	21	3	0	0
20:00	13	11	2	0	0
21:00	10	9	1	0	0
22:00	12	9	1	2	0
23:00	3	3	0	0	0
12H,7-19	449	327	65	48	9
16H,6-22	507	376	72	49	10
18H,6-24	522	388	73	51	10
24H,0-24	549	402	77	57	13
Am	07:00	11:00	07:00	09:00	11:00
Peak	47	31	15	8	1
Pm	12:00	12:00	15:00	15:00	16:00
Peak	47	38	6	6	2

Created at 15:49:07 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Sat 14-May-22 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	4	3	1	0	0
01:00	0	0	0	0	0
02:00	2	0	1	1	0
03:00	1	0	0	0	1
04:00	2	0	0	2	0
05:00	3	2	0	0	1
06:00	2	2	0	0	0
07:00	20	14	5	0	1
08:00	20	19	1	0	0
09:00	33	23	3	7	0
10:00	35	26	4	4	1
11:00	38	35	2	0	1
12:00	29	26	0	3	0
13:00	31	21	8	2	0
14:00	35	23	12	0	0
15:00	40	35	5	0	0
16:00	24	21	2	1	0
17:00	32	31	1	0	0
18:00	28	22	5	1	0
19:00	22	19	2	1	0
20:00	18	16	2	0	0
21:00	6	4	1	1	0
22:00	12	11	1	0	0
23:00	4	4	0	0	0
12H,7-19	365	296	48	18	3
16H,6-22	413	337	53	20	3
18H,6-24	429	352	54	20	3
24H,0-24	441	357	56	23	5
Am	11:00	11:00	07:00	09:00	11:00
Peak	38	35	5	7	1
Pm	15:00	15:00	14:00	12:00	23:00
Peak	40	35	12	3	0

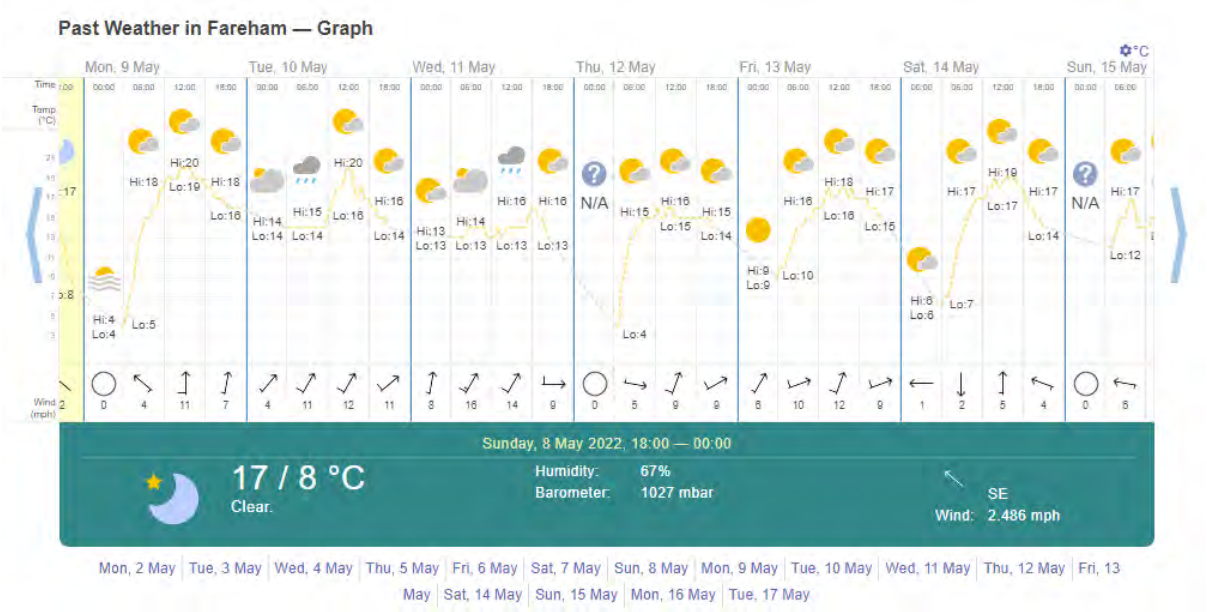
Created at 15:49:07 on 16 May 2022

Site No: 00008980 Site Reference: 00008980
Newgate Lane
Length Report Sun 15-May-22 Channel: Southbound

Time Begin	Total Vol.	Bin 1 <=5.2m	Bin 2 5.2-6.5	Bin 3 6.5-11.5	Bin 4 >11.5
00:00	5	3	2	0	0
01:00	3	3	0	0	0
02:00	2	1	1	0	0
03:00	4	4	0	0	0
04:00	1	1	0	0	0
05:00	4	3	0	1	0
06:00	3	3	0	0	0
07:00	12	6	4	0	2
08:00	7	5	1	1	0
09:00	14	12	1	1	0
10:00	20	18	1	0	1
11:00	32	30	1	0	1
12:00	23	20	1	1	1
13:00	26	23	0	2	1
14:00	27	23	4	0	0
15:00	21	18	3	0	0
16:00	27	23	4	0	0
17:00	13	12	1	0	0
18:00	19	15	4	0	0
19:00	19	15	3	1	0
20:00	20	19	1	0	0
21:00	13	11	1	1	0
22:00	4	4	0	0	0
23:00	2	1	0	0	1
12H,7-19	241	205	25	5	6
16H,6-22	296	253	30	7	6
18H,6-24	302	258	30	7	7
24H,0-24	321	273	33	8	7
Am	11:00	11:00	07:00	09:00	07:00
Peak	32	30	4	1	2
Pm	16:00	16:00	18:00	13:00	23:00
Peak	27	23	4	2	1

Created at 15:49:07 on 16 May 2022

Old Newgate Lane Weather Information



Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): SSD = vt + v2/2(d+0.1a)

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

38.9 mph 17.390 m/s

v = 17.390 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles (>64kph)

a = 0 +ve for upgrades and -ve for downgrades

SSD = 96 m

SSD adjusted for bonnet length (MfS only) = 99 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

APPENDIX F. Drainage Strategy Plan

Catchment C - Basin 1
Minimum Surface Area - 1513m^2
Base Area - 1200m^2
Minimum Volume of Storage - 1102m^2
Banks @ 1:3
0.8m Deep

Area for Potential Hampshire Highways Surface Water Attenuation. If required.

Hydrobrake Restriction 10.6 l/s

Hydrobrake Restriction 6.9 l/s

Catchment B - Basin 2
Minimum Surface Area - 3807m^2
Base Area - 3300m^2
Minimum Volume of Storage - 2883m^2
Banks @ 1:3
0.8m Deep

Catchment C

Catchment C - Swale 1
Minimum Surface Area - 1058m^2
Base Area - 800m^2
Minimum Volume of Storage - 762m^2
Banks @ 1:3
0.8m Deep

Catchment B

Catchment A - Basin 2
Minimum Surface Area - 908m^2
Base Area - 670m^2
Minimum Volume of Storage - 606m^2
Banks @ 1:3
0.8m Deep

Catchment C

Catchment B

Hydrobrake Restriction 5.4 l/s

Catchment A

Catchment A - Basin 1
Minimum Surface Area - 1287m^2
Base Area - 1000m^2
Minimum Volume of Storage - 873m^2
Banks @ 1:3
0.8m Deep

KEY

- Catchment Area A
- Catchment Area B
- Catchment Area C
- Existing Watercourses / Ditches
- Proposed Attenuation Basins
- Proposed Flow Restriction Points

-25m 0 25m 50m 75m 100m

TITLE
Proposed Surface Water Drainage Strategy

SCALE	PROJECT. No.
1:2,500	23586
REPORT TYPE	DRG. No.
FRA	05 C

APPENDIX G. Hampshire Fire Response

Tim Wall

From: Tim Wall
Sent: 22 June 2022 21:44
To: Csprotection.admin@hantsfire.gov.uk
Subject: Newgate Lane, Fareham - F6/CBF/00836992
Attachments: P20-3154_03_C CMP_compressed.pdf; Hampshire Fire & Rescue 170222.PDF; ITB10353-GA-102A.pdf; ITB10353-GA-032.pdf

Dear Sirs,

We are acting for Miller Homes in relation to their development proposal at Newgate Lane, Fareham.

You were consulted on the application which is now subject to Appeal – your response is attached for reference.

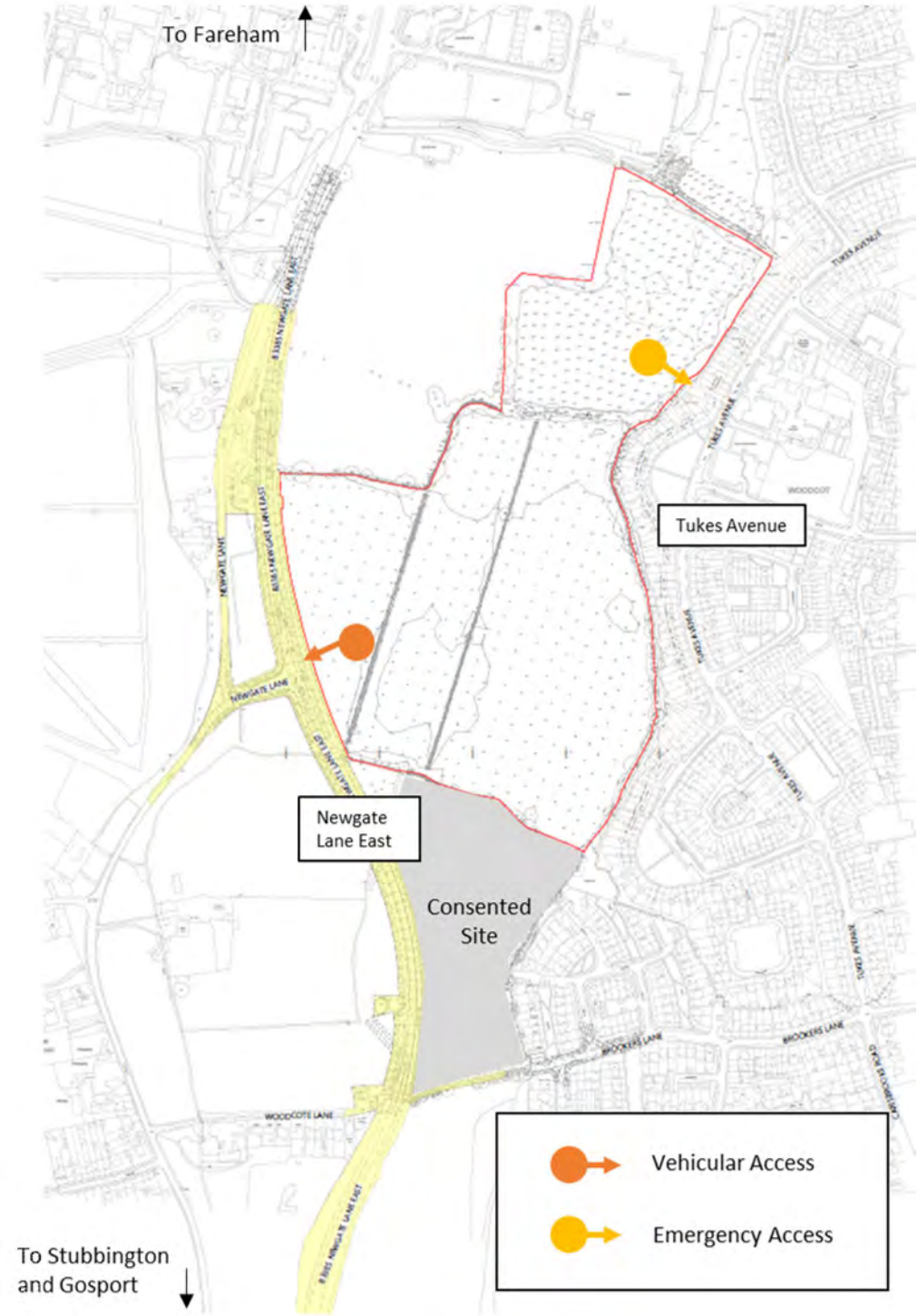
I also attach the scheme masterplan for context. The scheme is illustrative at this stage, and it is the principles of development that are to be established.

I am seeking your confirmation that, in relation to site access for the emergency services, the proposed access strategy is acceptable.

The scheme makes provision for vehicular access as follows:

- Primary access to Newgate Lane East – a new roundabout would be provided – See drawing ITB10353-GA-102A

- Emergency access to the service road leading to Tukes Avenue (which also provides pedestrian and cycle access). General vehicular access in this location would be prevented by use of lockable / demountable bollards. This access would be available in the event the primary access was to be obstructed. See Drawing ITB10353-GA-032



Please do contact me as needed and I look forward to hearing from you on this matter.

Kind regards
Tim

Tim Wall
Partner
for i-Transport LLP

E: tim.wall@i-transport.co.uk **W:** www.i-transport.co.uk
Basingstoke Office: The Square, Basing View, Basingstoke, RG21 4EB
T: 01256 637940 **M:** 07508 413269

Tim Wall

From: Charles Forster <Charles.Forster@hantsfire.gov.uk>
Sent: 27 June 2022 07:44
To: Tim Wall
Subject: Newgate Lane East, Gosport, PO14 1AZ

Good Morning Tim

With regard to confirmation of access for this project, I will refer you to the letter precisely sent and comments contained with in it, if the site complies with the requirements of ADB Vol1 and the FSA then it is likely that it will be suitable, any areas not with in the minimum parameters will need compensatory factors installed. Such as domestic sprinklers or improved access.

There are no further comments currently.

Regards

Charles Bartholomew Forster
Fire Engineering & Consultation Team Advisor
Fire Engineering & Consultation Team
Tel: 023 8064 4000 Extension: 759-8250 & 753-4744
Email: charles.forster@hantsfire.gov.uk

APPENDIX H. Pedestrian and Cycle Demand – Sensitivity Test

Table 1 - Walking Distance to Key Facilities Table from TA

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)						Shortest Distance
			Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)	
Education		Peel Common Junior School	770	980	2,090	1,880	1,170	1,575	**770**
		Peel Common Nursery	800	1,000	2,190	1,980	1,270	1,675	**800**
		Holbrook Primary School	1,050	1,230	1,690	1,480	1,470	1,225	**1,050**
		Badger Pre-School	1,300	1,530	1,990	1,780	1,670	1,475	**1,300**
		Woodcot Primary School	1,500	1,730	840	650	1,570	425	**425**
		Baycroft School	2,400	2,330	3,490	3,480	2,370	3,175	**2,330**
		Crofton Secondary School	2,400	2,330	3,590	3,580	2,470	3,275	**2,330**
		Bridgemary School	1,450	1,630	2,190	1,980	1,870	1,675	**1,450**
		Crofton Anne Dale Infant School	3,600	3,530	4,890	4,880	3,770	4,475	**3,530**
		Crofton Anne Dale Junior School	3,900	3,530	5,190	5,080	3,970	4,775	**3,530**
		Wallisdean Infant School	4,500	4,130	3,590	3,680	3,670	3,875	**3,590**
		Wallisdean County Junior School	4,200	4,030	3,290	3,380	3,270	3,475	**3,270**
		Fareham Academy	3,700	3,630	2,790	2,880	2,870	2,975	**2,790**
Employment		HMS Collingwood	1,900	1,730	890	1,080	1,020	1,175	**890**
		Newgate Lane Industrial Estate	2,500	2,330	1,490	1,580	1,670	1,775	**1,490**
		Solent Enterprises Zone	2,100	1,830	3,290	3,280	2,170	2,975	**1,830**
		Gosport Business Centre	2,500	2,630	3,090	2,880	2,870	2,675	**2,500**
		Fareham Business Park	2,600	2,630	1,590	1,380	2,270	1,375	**1,375**
		Frater Gate Business Park	2,900	3,030	2,790	2,580	3,270	2,575	**2,575**
		Vector Aerospace	2,900	3,030	2,590	2,380	3,270	2,375	**2,375**
Leisure		Brookers Field Recreation Ground	600	630	1,990	1,780	1,020	1,475	**600**
		Carisbrooke Arms Public House	1,200	1,380	1,990	1,780	1,570	1,475	**1,200**
		Lee-On-The-Solent Golf Club	1,800	1,930	3,090	3,080	1,970	2,675	**1,800**
		Bridgemary Library	1,800	2,030	2,490	2,280	2,170	1,975	**1,800**
		Fleetlands Golf Club	2,100	2,230	1,790	1,580	2,470	1,575	**1,575**
		Bridgemary Park	2,200	2,380	2,090	1,880	2,570	1,875	**1,875**
		Fleetlands Football Club	2,400	2,530	1,590	1,380	2,270	1,375	**1,375**
		Gosport Leisure Centre	3,100	3,230	3,390	3,180	3,570	3,175	**3,100**
Retail		Tukes Avenue Shops	1,150	1,330	1,490	1,280	1,370	975	**975**
		Carisbrooke Precinct	1,300	1,530	1,990	1,780	1,670	1,575	**1,300**
		Nobes Avenue Local Centre	1,500	1,680	1,690	1,480	1,870	1,225	**1,225**
		Collingwood Retail Park	2,300	2,480	1,340	1,480	1,370	1,575	**1,340**
		Speedfields Park	1,900	2,130	940	1,080	1,020	1,175	**940**
		Brewers Lane Stores	1,800	1,980	2,590	2,380	2,270	2,075	**1,800**
		Stubbington Village Centre	3,000	2,880	4,190	4,180	3,070	3,875	**2,880**
Health		Bridgemary Medical Centre	1,500	1,630	1,590	1,380	1,870	1,175	**1,175**
		Rowner Health Care	2,200	2,330	3,190	2,980	2,570	2,675	**2,200**
		Fareham Road Surgery	2,400	2,530	1,390	1,180	2,070	1,225	**1,180**
Transport		Tukes Avenue Bus Stop	950	1,130	890	680	1,370	425	**425**
		Newgate Lane East Bus Stop	1,450	530	1,090	1,280	570	1,375	**530**
		Henry Cort Way Bus Stop	2,100	2,230	1,090	880	1,770	975	**880**
		Fareham Rail Station	4,200	4,130	3,290	3,480	3,370	3,575	**3,290**

Shortest Route
>2,500m Walk
Duplicate School
Minor Facility

Table 2 - NTS / Census Based Multi-Modal Demand

Number Dwellings		375	*Planning Application*
Average Household Size (people)		2.54	*Census 2011 - Fareham Borough (Local Plan)*
Number Residents		952.50	
Total Annual Trips Per Person (all modes)		953	*NTS0409 (2019)*
Total Annual Trips (all modes)		907732.5	*Based on number of residents*
Total Daily Trips (all modes)		2487	*Based on 365 Days*
Walking Trips	26.2%	652	*NTS0303 (2019)*
Cycling Trips	1.7%	42	*NTS0303 (2019)*
Local Bus Trips	3.3%	83	*NTS0303 (2019)*
Surface Rail Trips	2.2%	55	*NTS0303 (2019)*

Table 3 - School Travel Proportion

Number dwellings	375	Planning Application
Number Primary Pupils	112.5	Based on 30 Primary Pupils per 100 Dwellings
Number Secondary Pupils	78.75	Based on 21 Primary Pupils per 100 Dwellings
Proportion of Primary Pupils	59%	
Proportion Secondary Pupils	41%	//documents.hants.gov.uk/education/HampshireSchoolPlacePlan2017-202

Table 4 - Walk Trips Journey Purpose

Escort Education

Walking 20.62%

Walking Trips - Journey Purpose (2019 NTS0409)		Walk Trips - NTS	Walk Trips - TRICS
Education - Primary (60%)	12.1%	79	65
Education Secondary (40%)	8.5%	55	46
Commuting and Business	7.7%	50	41
Other / Leisure	40.3%	263	217
Shopping	18.4%	120	99
Other Escort and Personal Business	13.0%	85	70
Total Trips	100.0%	**652**	**539**

Table 5 - Cycle Trips Journey Purpose NTS

Escort Education

Cycling 10.07%

Cycle Trips - Journey Purpose (2018 NTS0409)		Cycle Trips - NTS	Cycle Trips - TRICS
Education - Primary (60%)	5.9%	3	4
Education Secondary (40%)	4.1%	2	3
Commuting and Business	36.3%	15	25
Other / Leisure	33.8%	14	23
Shopping	12.5%	5	9
Other Escort and Personal Business	7.4%	3	5
Total Trips	100.0%	**42**	**69**

Table 6 - TRICS Multi Modal Assessment (Mixed Private and Affordable Housing) 12hr

Pedestrian Trip Rate	0.683	0.753	1.436
Cyclist Trip Rate	0.09	0.093	0.183
Bus Passengers Trip Rate	0.086	0.096	0.182
Rail Passengers Trip Rate	0.022	0.029	0.015

Total 12 hr

Pedestrain Trips	256	282	539
Cyclist Trips	34	35	69
Bus Pssengers	32	36	68
Rail Passengers	8	11	19

Note: 2019 NTS Data used due to COVID impacts on travel patterns in NTS2020
Note: TRICS Multi-Modal Data applies Mixed Private / Affordable dwellings

Table 7 - Filtered Key Walking Facilities

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)						Shortest Distance
			Route A1 - Brookers Lane	Route A2 - Woodcot Lane via	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern	
Education		Peel Common Junior School	770	980	2,090	1,880	1,170	1,575	**770**
		Woodcot Primary School	1,500	1,730	840	650	1,570	425	**425**
		Baycroft School	2,400	2,330	3,490	3,480	2,370	3,175	**2,330**
		Bridgemary School	1,450	1,630	2,190	1,980	1,870	1,675	**1,450**
		Crofton Secondary School	2,400	2,330	3,590	3,580	2,470	3,275	**2,330**
		Crofton Anne Dale Infant School	3,600	3,530	4,890	4,880	3,770	4,475	**3,530**
		Crofton Anne Dale Junior School	3,900	3,530	5,190	5,080	3,970	4,775	**3,530**
		Wallisdean Infant School	4,500	4,130	3,590	3,680	3,670	3,875	**3,590**
		Wallisdean County Junior School	4,200	4,030	3,290	3,380	3,270	3,475	**3,270**
		Fareham Academy	3,700	3,630	2,790	2,880	2,870	2,975	**2,790**
Employment		HMS Collingwood	1,900	1,730	890	1,080	1,020	1,175	**890**
		Newgate Lane Industrial Estate	2,500	2,330	1,490	1,580	1,670	1,775	**1,490**
		Solent Enterprises Zone	2,100	1,830	3,290	3,280	2,170	2,975	**1,830**
		Fareham Business Park	2,600	2,630	1,590	1,380	2,270	1,375	**1,375**
		Vector Aerospace	2,900	3,030	2,590	2,380	3,270	2,375	**2,375**
Leisure		Brookers Field Recreation Ground	600	630	1,990	1,780	1,020	1,475	**600**
		Carisbrooke Arms Public House	1,200	1,380	1,990	1,780	1,570	1,475	**1,200**
		Lee-On-The-Solent Golf Club	1,800	1,930	3,090	3,080	1,970	2,675	**1,800**
		Bridgemary Library	1,800	2,030	2,490	2,280	2,170	1,975	**1,800**
		Fleetlands Golf Club	2,100	2,230	1,790	1,580	2,470	1,575	**1,575**
		Bridgemary Park	2,200	2,380	2,090	1,880	2,570	1,875	**1,875**
		Fleetlands Football Club	2,400	2,530	1,590	1,380	2,270	1,375	**1,375**
Retail		Tukes Avenue Shops	1,150	1,330	1,490	1,280	1,370	975	**975**
		Carisbrooke Precinct	1,300	1,530	1,990	1,780	1,670	1,575	**1,300**
		Nobes Avenue Local Centre	1,500	1,680	1,690	1,480	1,870	1,225	**1,225**
		Collingwood Retail Park	2,300	2,480	1,340	1,480	1,370	1,575	**1,340**
		Speedfields Park	1,900	2,130	940	1,080	1,020	1,175	**940**
		Brewers Lane Stores	1,800	1,980	2,590	2,380	2,270	2,075	**1,800**
Health		Bridgemary Medical Centre	1,500	1,630	1,590	1,380	1,870	1,175	**1,175**
		Rowner Health Care	2,200	2,330	3,190	2,980	2,570	2,675	**2,200**
		Fareham Road Surgery	2,400	2,530	1,390	1,180	2,070	1,225	**1,180**
Transport		Tukes Avenue Bus Stop	950	1,130	890	680	1,370	425	**425**
		Newgate Lane East Bus Stop	1,450	530	1,090	1,280	570	1,375	**530**
		Henry Cort Way Bus Stop	2,100	2,230	1,090	880	1,770	975	**880**

Note: Facilities over 2.5km excluded. Two primary and Secondary education facilities included.

Shortest Route

Table 8 - Route Distance difference from Shortest Route Available

Route A - Brookers Lane	Route A2 - Woodcot Lane via	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
0	210	1,320	1,110	400	805
1,075	1,305	415	225	1,145	0
70	0	1,160	1,150	40	845
0	180	740	530	420	225
70	0	1,260	1,250	140	945
70	0	1,360	1,350	240	945
370	0	1,660	1,550	440	1,245
910	540	0	90	80	285
930	760	20	110	0	205
910	840	0	90	80	185
1,010	840	0	190	130	285
1,010	840	0	90	180	285
270	0	1,460	1,450	340	1,145
1,225	1,255	215	5	895	0
525	655	215	5	895	0
0	30	1,390	1,180	420	875
0	180	790	580	370	275
0	130	1,290	1,280	170	875
0	230	690	480	370	175
525	655	215	5	895	0
325	505	215	5	695	0
1,025	1,155	215	5	895	0
175	355	515	305	395	0
0	230	690	480	370	275
275	455	465	255	645	0
960	1,140	0	140	30	235
960	1,190	0	140	80	235
0	180	790	580	470	275
325	455	415	205	695	0
0	130	990	780	370	475
1,220	1,350	210	0	890	45
525	705	465	255	945	0
920	0	560	750	40	845
1,220	1,350	210	0	890	95

Shortest Route

Table 9 - Route Assignment to Key Facilities

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)						Proportion of same trip purpose
			Route A1 - Brookers Lane	Route A2 - Woodcot Lane via	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern	
Education		Peel Common Junior School	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
		Woodcot Primary School	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
		Baycroft School	30.00%	40.00%	0.00%	0.00%	30.00%	0.00%	
		Bridgemary School	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%	
		Crofton Secondary School	30.00%	50.00%	0.00%	0.00%	20.00%	0.00%	**67%**
		Crofton Anne Dale Infant School	20.00%	70.00%	0.00%	0.00%	10.00%	0.00%	**34%**
		Crofton Anne Dale Junior School	20.00%	70.00%	0.00%	0.00%	10.00%	0.00%	**33%**
		Wallisdean Infant School	0.00%	0.00%	50.00%	30.00%	20.00%	0.00%	**17%**
		Wallisdean County Junior School	0.00%	0.00%	30.00%	20.00%	40.00%	10.00%	**16%**
		Fareham Academy	0.00%	0.00%	60.00%	20.00%	20.00%	0.00%	**33%**
Employment / Business		HMS Collingwood	0.00%	0.00%	60.00%	0.00%	40.00%	0.00%	
		Newgate Lane Industrial Estate	0.00%	0.00%	60.00%	0.00%	40.00%	0.00%	
		Solent Enterprises Zone	0.00%	70.00%	0.00%	0.00%	30.00%	0.00%	
		Fareham Business Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Vector Aerospace	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Sub Total	***0.00%***	***14.00%***	***24.00%***	***16.00%***	***22.00%***	***24.00%***	
Leisure		Brookers Field Recreation Ground	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	
		Carisbrooke Arms Public House	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%	
		Lee-On-The-Solent Golf Club	20.00%	70.00%	0.00%	0.00%	10.00%	0.00%	
		Bridgemary Library	70.00%	0.00%	0.00%	0.00%	0.00%	30.00%	
		Fleetlands Golf Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Bridgemary Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Fleetlands Football Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Sub Total	***32.86%***	***12.86%***	***0.00%***	***17.14%***	***1.43%***	***35.71%***	
Retail		Tukes Avenue Shops	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
		Carisbrooke Precinct	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	
		Nobes Avenue Local Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
		Collingwood Retail Park	0.00%	0.00%	80.00%	10.00%	10.00%	0.00%	
		Speedfields Park	0.00%	0.00%	80.00%	10.00%	10.00%	0.00%	
		Brewers Lane Stores	75.00%	0.00%	0.00%	0.00%	0.00%	25.00%	
		Sub Total	***20.83%***	***0.00%***	***26.67%***	***3.33%***	***3.33%***	***45.83%***	
Personal Business		Bridgemary Medical Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
		Rowner Health Care	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
		Fareham Road Surgery	0.00%	0.00%	0.00%	60.00%	0.00%	40.00%	
		Sub Total	***33.33%***	***0.00%***	***0.00%***	***20.00%***	***0.00%***	***46.67%***	
Transport	-	Tukes Avenue Bus Stop	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	**30%**
	-	Newgate Lane East Bus Stop	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	**10%**
	-	Henry Cort Way Bus Stop	0.00%	0.00%	0.00%	70.00%	0.00%	30.00%	**60%**

Note: Bus Services weighted by frequency

Table 10 - Walking Trips Using NTS Data

Walking Trips	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
Education - Primary 1	5	19	0	0	3	0
Education - Primary 2	5	18	0	0	3	0
Education - Primary 3	0	0	7	4	3	0
Education - Primary 4	0	0	4	3	5	1
Education Secondary 1	0	0	0	0	0	0
Education Secondary 2	11	19	0	0	7	0
Education Secondary 3	0	0	11	4	4	0
Commutine and Business	0	7	12	8	11	12
Other / Leisure	86	34	0	45	4	94
Shopping	25	0	32	4	4	55
Other Escort and Personal Business	28	0	0	17	0	39
Total Trips	161	96	66	84	43	202
% Trips	24.7%	14.8%	10.0%	12.9%	6.6%	30.9%
Bus Trips - Tukes Avenue Stop	0	0	0	0	0	25
Bus Trips - Newgate Lane Stop	0	0	0	0	8	0
Bus Trips - Henry Cort Way	0	0	0	35	0	15
Rail Trips						
Total Route Assignment	161	96	66	119	51	241
Route Proportion	22.0%	13.1%	8.9%	16.2%	7.0%	32.8%

Table 11 - Walking Trips Using TRICS Data

Walking Trips	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
Education - Primary 1	4	16	0	0	2	0
Education - Primary 2	4	15	0	0	2	0
Education - Primary 3	0	0	6	3	2	0
Education - Primary 4	0	0	3	2	4	1
Education Secondary 1	0	0	0	0	0	0
Education Secondary 2	9	15	0	0	6	0
Education Secondary 3	0	0	9	3	3	0
Commuting and Business	0	6	10	7	9	10
Other / Leisure	71	28	0	37	3	78
Shopping	21	0	26	3	3	45
Other Escort and Personal Business	23	0	0	14	0	33
Total Trips	133	80	54	70	35	167
% Trips	24.7%	14.8%	10.0%	12.9%	6.6%	30.9%
Bus Trips - Tukes Avenue Stop	0	0	0	0	0	20
Bus Trips - Newgate Lane Stop	0	0	0	0	7	0
Bus Trips - Henry Cort Way	0	0	0	29	0	12
Rail Trips						
Total Route Assignment	133	80	54	98	42	199
Route Proportion	22.0%	13.1%	8.9%	16.2%	7.0%	32.9%

Table 13 - Cycle Trip Assignment

Facility		Destination	Total Distance to Facilty (including internal walk to centre of site)						Proportion of same trip purpose
			Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)	
Education		Peel Common Junior School	**100.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	
		Woodcot Primary School	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	
		Baycroft School	**0.00%**	**40.00%**	**0.00%**	**0.00%**	**60.00%**	**0.00%**	
		Bridgemary School	**50.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**50.00%**	
		Crofton Secondary School	30.00%	50.00%	0.00%	0.00%	20.00%	0.00%	**67%**
		Crofton Anne Dale Infant School	20.00%	70.00%	0.00%	0.00%	10.00%	0.00%	**34%**
		Crofton Anne Dale Junior School	20.00%	70.00%	0.00%	0.00%	10.00%	0.00%	**33%**
		Wallisdean Infant School	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**17%**
		Wallisdean County Junior School	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**16%**
		Fareham Academy	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**33%**
Employment / Business		HMS Collingwood	0.00%	0.00%	50.00%	30.00%	20.00%	0.00%	
		Newgate Lane Industrial Estate	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	
		Solent Enterprises Zone	0.00%	30.00%	0.00%	0.00%	70.00%	0.00%	
		Gosport Business Centre	30.00%	0.00%	0.00%	0.00%	0.00%	70.00%	
		Fareham Business Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Frater Gate Business Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Vector Aerospace	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Sub Total	*4%*	*4%*	*14%*	*27%*	*12%*	*36%*	
Leisure		Brookers Field Recreation Ground	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
		Carisbrooke Arms Public House	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%	
		Lee-On-The-Solent Golf Club	0.00%	70.00%	0.00%	0.00%	30.00%	0.00%	
		Bridgemary Library	40.00%	0.00%	0.00%	0.00%	0.00%	60.00%	
		Fleetlands Golf Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Bridgemary Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Fleetlands Football Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Gosport Leisure Centre	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%	
		Sub Total	*25%*	*9%*	*0%*	*20%*	*4%*	*43%*	
Retail		Tukes Avenue Shops	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
		Carisbrooke Precinct	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	
		Nobes Avenue Local Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
		Collingwood Retail Park	0.00%	0.00%	70.00%	30.00%	0.00%	0.00%	
		Speedfields Park	0.00%	0.00%	70.00%	30.00%	0.00%	0.00%	
		Brewers Lane Stores	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%	
		Stubbington Village Centre	0.00%	40.00%	0.00%	0.00%	60.00%	0.00%	
		Sub Total	*16%*	*6%*	*20%*	*9%*	*9%*	*41%*	
Personal Business		Bridgemary Medical Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
		Rowner Health Care	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
		Fareham Road Surgery	0.00%	0.00%	0.00%	60.00%	0.00%	40.00%	
		Tukes Avenue Bus Stop	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	
		Newgate Lane East Bus Stop	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	**0.00%**	**10%**
		Henry Cort Way Bus Stop	**0.00%**	**0.00%**	**0.00%**	**60.00%**	**0.00%**	**40.00%**	**30%**
		Fareham Rail Station	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	**60%**
		Sub Total	*14%*	*0%*	*9%*	*23%*	*14%*	*40%*	

Table 14 - Cycle Trips Using NTS Data

Walking Trips	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
Education - Primary 1	0	1	0	0	0	0
Education - Primary 2	0	1	0	0	0	0
Education - Primary 3	0	0	0	0	0	0
Education - Primary 4	0	0	0	0	0	0
Education Secondary 1	0	0	0	0	0	0
Education Secondary 2	0	1	0	0	0	0
Education Secondary 3	0	0	0	0	1	0
Commuting and Business	1	1	2	4	2	5
Other / Leisure	4	1	0	3	1	6
Shopping	1	0	1	0	0	2
Other Escort and Personal Business	0	0	0	1	0	1
Total Trips	6	4	4	8	5	15
% Trips	14.6%	9.4%	8.8%	19.4%	12.3%	35.4%

Table 15 - Cycle Trips Using TRICS Data

Walking Trips	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
Education - Primary 1	0	1	0	0	0	0
Education - Primary 2	0	1	0	0	0	0
Education - Primary 3	0	0	0	0	1	0
Education - Primary 4	0	0	0	0	1	0
Education Secondary 1	0	0	0	0	0	0
Education Secondary 2	1	1	0	0	0	0
Education Secondary 3	0	0	0	0	1	0
Commuting and Business	1	1	4	7	3	9
Other / Leisure	6	2	0	5	1	10
Shopping	1	0	2	1	1	4
Other Escort and Personal Business	1	0	0	1	1	2
Total Trips	10	6	6	13	8	24
% Trips	14.6%	9.4%	8.8%	19.4%	12.3%	35.4%

Table 16 - Total Trip Demand Using NTS Data

	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)	Total Trips
Walking Trips (incl Walk to Public Transport)	161	96	66	119	51	241	**735**
Cycle Trips	6	4	4	8	5	15	**42**
Total Trips	**168**	**100**	**69**	**127**	**56**	**256**	**777**
% Trips	**21.6%**	**12.9%**	**8.9%**	**16.4%**	**7.3%**	**33.0%**	**100.0%**

Table 17 - Total Trip Demand Using TRICS Data

	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)	Total Trips
Walking Trips (incl Walk to Public Transport)	133	80	54	98	42	199	**607**
Cycle Trips	10	6	6	13	8	24	**69**
Total Trips	**143**	**86**	**60**	**112**	**51**	**224**	**675**
% Trips	**21.2%**	**12.7%**	**8.9%**	**16.5%**	**7.5%**	**33.1%**	**100.0%**

Newgate Lane - Pedestrian and Cycle Demand Profile - Sensitivity Test - June 2022

PRIVATE HOUSES

Hour	Pedestrian Demand Profile				Cyclist Demand Profile			
	In	Out	Total	%	In	Out	Total	%
00:00								
01:00								
02:00								
03:00								
04:00								
05:00								
06:00								
07:00	0.012	0.024	0.036	5.27%	0.005	0.007	0.012	9.30%
08:00	0.026	0.059	0.085	12.45%	0.008	0.013	0.021	16.28%
09:00	0.027	0.028	0.055	8.05%	0	0.002	0.002	1.55%
10:00	0.022	0.024	0.046	6.73%	0.002	0.004	0.006	4.65%
11:00	0.019	0.021	0.04	5.86%	0.002	0.005	0.007	5.43%
12:00	0.023	0.015	0.038	5.56%	0.005	0.004	0.009	6.98%
13:00	0.017	0.022	0.039	5.71%	0.002	0.001	0.003	2.33%
14:00	0.026	0.033	0.059	8.64%	0.003	0.003	0.006	4.65%
15:00	0.056	0.032	0.088	12.88%	0.005	0.005	0.01	7.75%
16:00	0.049	0.023	0.072	10.54%	0.011	0.008	0.019	14.73%
17:00	0.035	0.019	0.054	7.91%	0.012	0.007	0.019	14.73%
18:00	0.031	0.04	0.071	10.40%	0.007	0.008	0.015	11.63%
19:00								
20:00								
21:00								
22:00								
23:00								
	0.343	0.34	0.683	100.00%	0.062	0.067	0.129	100.00%

Percentage of Private House 60%

Hour	Pedestrain Demand - NTS						Pedestrain Demand - TRICS					
	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	5	3	2	4	2	8	4	3	2	3	1	6
08:00	12	7	5	9	4	18	10	6	4	7	3	15
09:00	8	5	3	6	2	12	6	4	3	5	2	10
10:00	7	4	3	5	2	10	5	3	2	4	2	8
11:00	6	3	2	4	2	8	5	3	2	3	1	7
12:00	5	3	2	4	2	8	4	3	2	3	1	7
13:00	6	3	2	4	2	8	5	3	2	3	1	7
14:00	8	5	3	6	3	13	7	4	3	5	2	10
15:00	12	7	5	9	4	19	10	6	4	8	3	15
16:00	10	6	4	8	3	15	8	5	3	6	3	13
17:00	8	5	3	6	2	11	6	4	3	5	2	9
18:00	10	6	4	7	3	15	8	5	3	6	3	12
19:00												
20:00												
21:00												
22:00												
23:00												
	97	58	39	71	31	145	80	48	32	59	25	120

Hour	Cycle Demand - NTS						Cycle Demand - TRICS					
	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	0	0	0	0	0	1	1	0	0	1	0	1
08:00	1	0	0	1	1	1	1	1	1	1	1	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	1	0	0	0	1	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	1	0	0	0	1	0	1
16:00	1	0	0	1	0	1	1	1	1	1	1	2
17:00	1	0	0	1	0	1	1	1	1	1	1	2
18:00	0	0	0	1	0	1	1	0	0	1	1	2
19:00												
20:00												
21:00												
22:00												
23:00												
	4	2	2	5	3	9	6	4	4	8	5	15

AFFORDABLE HOUSES

Hour	Pedestrian Demand Profile				Cyclist Demand Profile			
	In	Out	Total	%	In	Out	Total	%
00:00								
01:00								
02:00								
03:00								
04:00								
05:00								
06:00								
07:00	0.04	0.091	0.131	2.96%	0	0	0	0.00%
08:00	0.081	0.455	0.536	12.11%	0.01	0.03	0.04	30.77%
09:00	0.152	0.162	0.314	7.09%	0.01	0.01	0.02	15.38%
10:00	0.162	0.202	0.364	8.22%	0.01	0	0.01	7.69%
11:00	0.121	0.192	0.313	7.07%	0	0	0	0.00%
12:00	0.222	0.111	0.333	7.52%	0	0	0	0.00%
13:00	0.091	0.091	0.182	4.11%	0	0	0	0.00%
14:00	0.182	0.172	0.354	8.00%	0	0	0	0.00%
15:00	0.424	0.182	0.606	13.69%	0.03	0.01	0.04	30.77%
16:00	0.141	0.152	0.293	6.62%	0	0.01	0.01	7.69%
17:00	0.364	0.253	0.617	13.94%	0.01	0	0.01	7.69%
18:00	0.202	0.182	0.384	8.67%	0	0	0	0.00%
19:00								
20:00								
21:00								
22:00								
23:00								
	2.182	2.245	4.427	100.00%	0.07	0.06	0.13	100.00%

Percentage of Affordable Housing 40%

Hour	Pedestrain Demand - NTS						Pedestrain Demand - TRICS					
	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	2	1	1	1	1	3	2	1	1	1	0	2
08:00	8	5	3	6	2	12	6	4	3	5	2	10
09:00	5	3	2	3	1	7	4	2	2	3	1	6
10:00	5	3	2	4	2	8	4	3	2	3	1	7
11:00	5	3	2	3	1	7	4	2	2	3	1	6
12:00	5	3	2	4	2	7	4	2	2	3	1	6
13:00	3	2	1	2	1	4	2	1	1	2	1	3
14:00	5	3	2	4	2	8	4	3	2	3	1	6
15:00	9	5	4	7	3	13	7	4	3	5	2	11
16:00	4	3	2	3	1	6	4	2	1	3	1	5
17:00	9	5	4	7	3	13	7	4	3	5	2	11
18:00	6	3	2	4	2	8	5	3	2	3	1	7
19:00												
20:00												
21:00												
22:00												
23:00												
	65	39	26	48	20	97	53	32	22	39	17	80

Hour	Cycle Demand - NTS						Cycle Demand - TRICS					
	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	1	1	2	1	1	1	2	1	3
09:00	0	0	0	1	0	1	1	0	0	1	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	1	1	2	1	1	1	2	1	3
16:00	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0
19:00												
20:00												
21:00												
22:00												
23:00												
	2	2	1	3	2	6	4	3	2	5	3	10

Total Pedestrian Demand 100%

Hour	Pedestrain Demand - NTS						Pedestrain Demand - TRICS					
	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	7	4	3	5	2	10	6	3	2	4	2	9
08:00	20	12	8	15	6	30	16	10	7	12	5	25
09:00	12	7	5	9	4	19	10	6	4	8	3	15
10:00	12	7	5	9	4	18	10	6	4	7	3	15
11:00	10	6	4	8	3	15	8	5	3	6	3	13
12:00	10	6	4	8	3	15	8	5	3	6	3	13
13:00	8	5	3	6	3	12	7	4	3	5	2	10
14:00	14	8	5	10	4	20	11	7	5	8	4	17
15:00	21	13	9	16	7	32	18	11	7	13	6	26
16:00	14	9	6	11	5	22	12	7	5	9	4	18
17:00	17	10	7	12	5	25	14	8	6	10	4	21
18:00	16	9	6	12	5	23	13	8	5	10	4	19
19:00												
20:00												
21:00												
22:00												
23:00												
	161	96	66	119	51	241	133	80	54	98	42	199

Total Demand

Hour	Cycle Demand - NTS						Cycle Demand - TRICS					
	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	0	0	0	0	0	1	1	0	0	1	0	1
08:00	1	1	1	2	1	3	2	1	1	3	2	5
09:00	0	0	0	1	0	1	1	0	0	1	1	2
10:00	0	0	0	0	0	1	1	0	0	1	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	1	0	0	0	1	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1
15:00	1	1	1	1	1	3	2	1	1	2	1	4
16:00	1	0	0	1	1	2	1	1	1	2	1	3
17:00	1	0	0	1	1	2	1	1	1	2	1	3
18:00	0	0	0	1	0	1	1	0	0	1	1	2
19:00												
20:00												
21:00												
22:00												
23:00												
	6	4	4	8	5	15	10	6	6	13	8	24

Table 16 - Total Trip Demand Using NTS Data

	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)	Total Trips
Walking Trips (incl Walk to Public Transport)	161	96	66	119	51	241	735
Cycle Trips	6	4	4	8	5	15	42
Total Trips	168	100	69	127	56	256	777

Table 15 - Total Trip Demand Using TRICS Data

	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Total Trips
Walking Trips (incl Walk to Public Transport)	133	80	54	98	42	199	607
Cycle Trips	10	6	6	13	8	24	69
Total Trips	143	86	60	112	51	224	675

Hour	Pedestrain and Cycle Demand - NTS					
	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00						
01:00						
02:00						
03:00						
04:00						
05:00						
06:00						
07:00	7	4	3	6	3	11
08:00	21	13	9	16	7	33
09:00	13	8	5	10	4	20
10:00	12	7	5	9	4	19
11:00	10	6	4	8	3	16
12:00	11	6	4	8	3	16
13:00	8	5	3	6	3	12
14:00	14	8	6	10	4	21
15:00	22	13	9	17	8	34
16:00	15	9	6	12	5	23
17:00	17	10	7	13	6	27
18:00	16	10	7	12	5	24
19:00						
20:00						
21:00						
22:00						
23:00						
	168	100	69	127	56	256

APPENDIX I. Transport Technical Note – June 2022

i-Transport LLP
The Square, Basing View, Basingstoke, RG21 4EB

Tel: 01256 637940

Technical Note

Project No: ITB10353
Project Title: Land East of Newgate Lane East, Fareham
Title: HCC Response
Ref: TW/GT/ITB10353-019a
Date: 23 June 2022

SECTION 1 Introduction

1.1 i-Transport LLP is appointed by Miller Homes and Bargate Homes to provide highways and transport advice in relation to the proposed development on Land East of Newgate Lane East, Fareham.

1.2 A Transport Assessment (report ref: ITB10353-010) was prepared to accompany the planning application (application ref: P/22/0165/OA).

1.3 Hampshire County Council (HCC) (as local highway authority) provided its response to the application in April 2022 recommending refusal.

1.4 The application has subsequently been appealed and Fareham Borough Council (FBC) has subsequently confirmed that, had it determined the application, it would have refused the application, including in relation to transport matters broadly in line with the HCC recommendation.

1.5 In providing its recommendation, HCC identified that it may be possible that the proposed Reasons for Refusal could be overcome following the receipt of additional information.

1.6 This Technical Note (TN) has been prepared to address some of the HCC comments which relate directly to the assessment scenarios tested in the TA. Agreement is sought with HCC on these parameters in advance of the production of further modelling assessment and the information requested in order that this can be provided on an agreed basis.

1.7 In particular this TN provides information relating to:

- Development traffic assignment, principally considering the assignment of traffic flows to destinations west of Fareham and the use of the Stubbington Bypass;
- Pedestrian / cycle assignment, to consider routing to the Catchment Schools; and
- Committed development traffic flows associated with the Welborne site.

SECTION 2 Development Traffic Distribution

2.1.1 HCC raised various related comments on the proposed development traffic distribution and assignment models as part of its response. These comprised matters related to:

- Discrepancies between the raw Census destination data applied in the model
- Route choice for destinations west of Fareham for trips forecast to use the Stubbington Bypass
- Peak period journey distance and travel times which require to be considered in more detail and the assignment model refined.

2.1.2 These key points have been considered in further detail and are presented for agreement in this TN. The associated revised distribution and gravity model will be provided electronically to HCC.

2.2 Distribution and Gravity Model Raw Data

2.2.1 Within HCC's response it is stated:

> ***"Regarding the employment trip distribution, both Gosport 001 and Fareham 013 mid-layer super output area (MSOA) data for residents from the 2011 Census has been used as requested during the pre-application discussions. However, discrepancies are noted in the destination data as not all of the destinations noted are at MSOA level."***

2.2.2 The 2011 Census Journey to Work data from Nomis (official labour market statistics) was obtained and is presented at Mid-Layer Super Output Area (MSOA) level.

2.2.3 As part of the preparation of the distribution model, and in view of the large dataset and variation in destinations, the MSOAs 'Places of Work' are grouped into 'Broad Destinations' to assist with identifying the most appropriate route to assign development traffic on the local highway network.

2.2.4 **Image 2.1** provides an extract from the distribution and gravity model and the associated grouping.

Image 2.1: Distribution and Gravity Model Broad Destinations Extract

E02004737 : Fareham 011	Fareham
E02004738 : Fareham 012	Portchester
E02004739 : Fareham 013	Stubbington
E02004740 : Fareham 014	Stubbington
E02004741 : Gosport 001	Bridgemary

Source: Nomis / Consultant's Work

2.2.5 In the example above, rather than assign all development traffic to Fareham to the north of the site, traffic is also assigned to Stubbington to the south-west which allows a more accurate estimation of development traffic routing.

2.2.6 This same process is followed for all MSOA areas for the datasets of both Gosport 001 and Fareham 013 to derive an appropriate traffic distribution.

2.2.7 **Appendix A** presents the model including the full Census Datasets (Raw Data) alongside the analysis to derive 'Broad Destinations' and demonstrates how this flows through to the assessments.

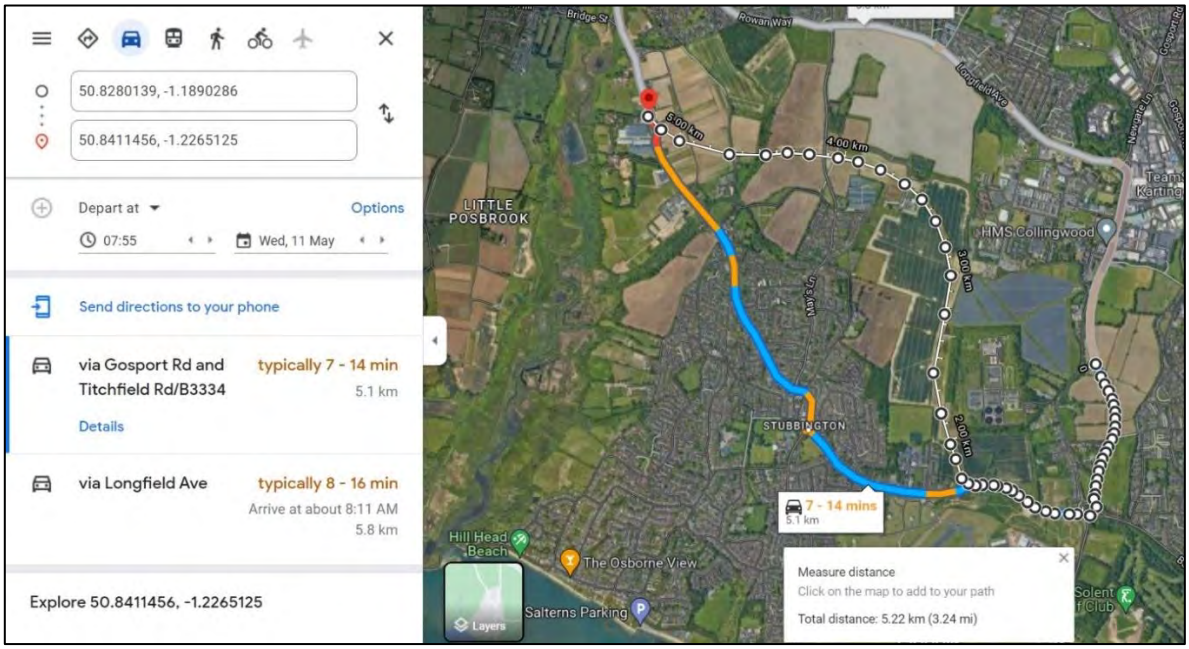
2.3 Journey Time / Route Choice / Stubbington Bypass

2.3.1 A meeting was held with HCC on 6th May 2022 to discuss HCC's written response. HCC stated that whilst the Stubbington Bypass is close to the site, HCC consider routing to destinations west of Fareham / Gosport using the Stubbington Bypass to be longer in terms of distance and journey time. On this basis, HCC expect traffic routeing north towards the A27 and M27 J11 to be the attractive option compared to the Bypass. This opinion is consistent with HCC's Highways written response:

> ***"On some occasions, routing is via the Stubbington Bypass for destinations that are considered should route via the A27 and M27 north from the site accesses, given the more direct routing. This needs to be revisited."***

2.3.2 At the time of preparing the TA and revised assessments, the Stubbington Bypass was not open, having opened to traffic in recent weeks. Therefore, an exercise was undertaken (prior to the opening) to measure the journey times routing via the Stubbington Bypass, along with the other key routes north from the site (i.e. the A27 and M27) to all destinations included within the distribution and gravity model. To calculate the expected journey times and distance via the Stubbington Bypass, the distance from the site to the most western point of the Bypass has been measured as 5.2km (**Image 2.2**).

Image 2.2: Stubbington Bypass Routing



Source: Google Maps

2.3.3 **Image 2.2** demonstrates the journey times via Stubbington generate an average journey time of circa 11 minutes and 5.1km. The HCC Stubbington Bypass Transport Assessment identified a journey time saving form Peel Common to M27 J9 of circa 3-3.5 minutes. On this basis, the average journey time identified in **Image 2.2** has been reduced to 8-minutes.

2.3.4 A journey time comparison has been undertaken to all the destinations identified to use the Stubbington Bypass as one of the route options. A summary of the journey time and distances to some key destinations is provided in **Table 2.1** and the full assessment is provided at **Appendix B**.

Table 2.1: Stubbington Bypass Journey Time and Distance Comparison

Destination	Distance / Time	Route via M27 J11	Route via Stubbington Bypass	Route via Longfield Avenue
Basingstoke	Distance (km)	73.1	71.5	70
	Time (mins)	62	66	64
Eastleigh	Distance (km)	27.2	25.6	24.0
	Time (mins)	34	36	34
Romsey	Distance (km)	39.2	38.2	36.2
	Time (mins)	45	45	44
Southampton	Distance (km)	30.3	28.7	27.2
	Time (mins)	43	45	41
Swanwick	Distance (km)	14.2	12.2	10.2
	Time (mins)	24	22	21
Titchfield	Distance (km)	N/A	6.7	6.7
	Time (mins)	N/A	13	14
Warsash	Distance (km)	N/A	11.3	10.9
	Time (mins)	N/A	20	20

Source: Google Maps

Note: All destinations are presented in the electronic version supplied to HCC.

2.3.5 **Table 2.1** demonstrates all routes, including via Stubbington Bypass, offer similar journey times and distances. Therefore, the Stubbington Bypass will provide an attractive and realistic route choice for future residents of the site (that is its purpose) and the Bypass has been kept as a route option within the distribution and gravity model.

2.3.6 As all three routes offer a similar journey time and distance, pleasantness of the route will be a key factor when future residents consider which route to travel west towards the A27 / M27 i.e. reduced congestion, character and directness of the route. The Stubbington Bypass (now opened) offers a pleasant route for future residents in line with one of the objectives of the Bypass scheme as set out within HCC's Transport Assessment prepared for planning ref: P/15/0718/CC:

"To provide a viable alternative route for traffic wishing to travel from the Gosport Peninsula westwards towards the M27 Junction 9, whilst avoiding heavily congested parts of the transport network".

Sensitivity Testing with Stubbington Bypass Opened

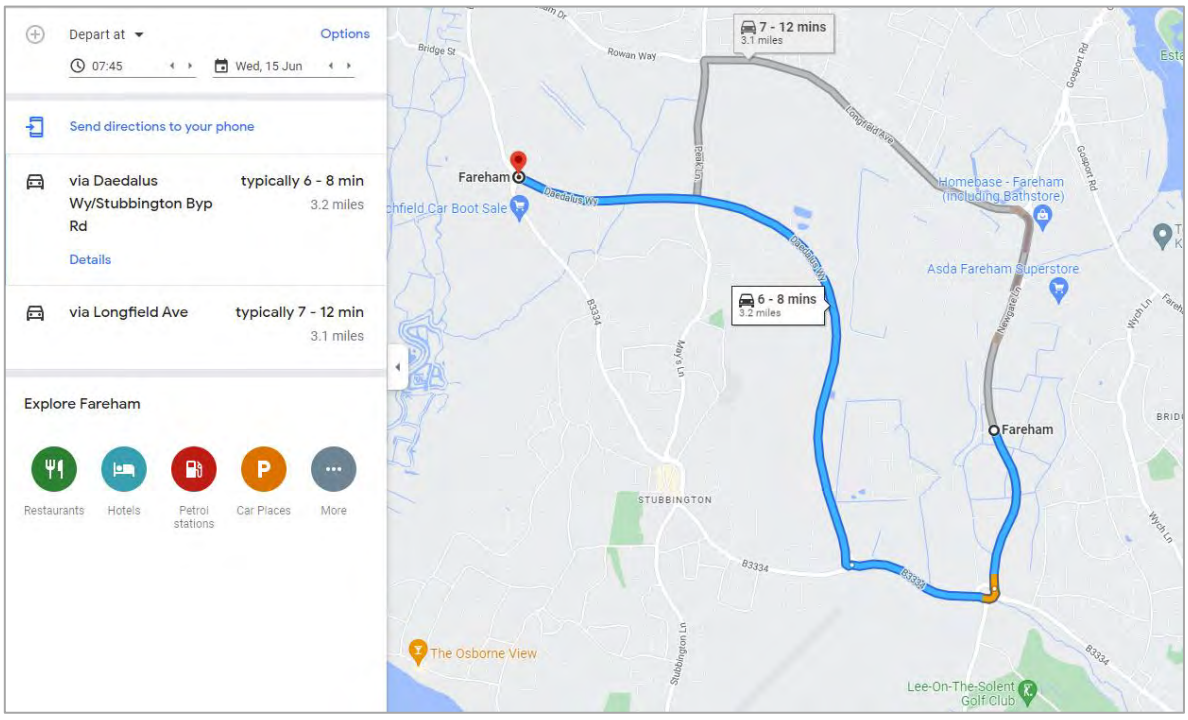
2.3.7 The assessment (**Appendix B**) assumed that the Stubbington Bypass would save 3 minutes compared to routing through Stubbington and would thereby offer comparable journey times to routes north.

2.3.8 Now that the Stubbington Bypass has been opened to traffic, this assumption can be validated.

2.3.9 The total peak hour journey time using the Bypass from the site access to the junction of Daedalus Way / Titchfield Road was assumed to be 8 minutes (11 minutes minus 3 minutes).

2.3.10 Assessment using Google Maps now that the Bypass is open (assuming a 07:45 weekday travel time) over the same route identifies a typical travel time of 6-8 minutes, so a median time of 7 minutes. This is an improvement on the assumed journey times in the assessments presented in Appendices A and B and confirms that traffic from the development site will utilise the Stubbington Bypass.

Image 2.3 – Journey Times using Stubbington Bypass



2.3.11 To demonstrate that this is the case, **Images 2.4-2.6** demonstrate the peak hour journey times between the site access and an example destination to the west (Eastleigh). This demonstrates that the journey times are entirely comparable. **Table 2.2** presents the results of the revised assessment now that Stubbington Bypass is open and operational and compares this to the earlier assumptions.

Table 2.2 – Route comparison from Site Access to Eastleigh

Destination	Time	Route via M27 J11	Route via Stubbington Bypass	Route via Longfield Avenue
Eastleigh	Original Assumption	34	36	34
	Revised Range	28-45	28-45	26-45
	Revised Median	37	37	36

2.3.12 The updated travel times continue to demonstrate that routing vis the bypass is comparable to the other route options and will be one choice available to residents.

Image 2.4 – Journey Times to Eastleigh using Stubbington Bypass

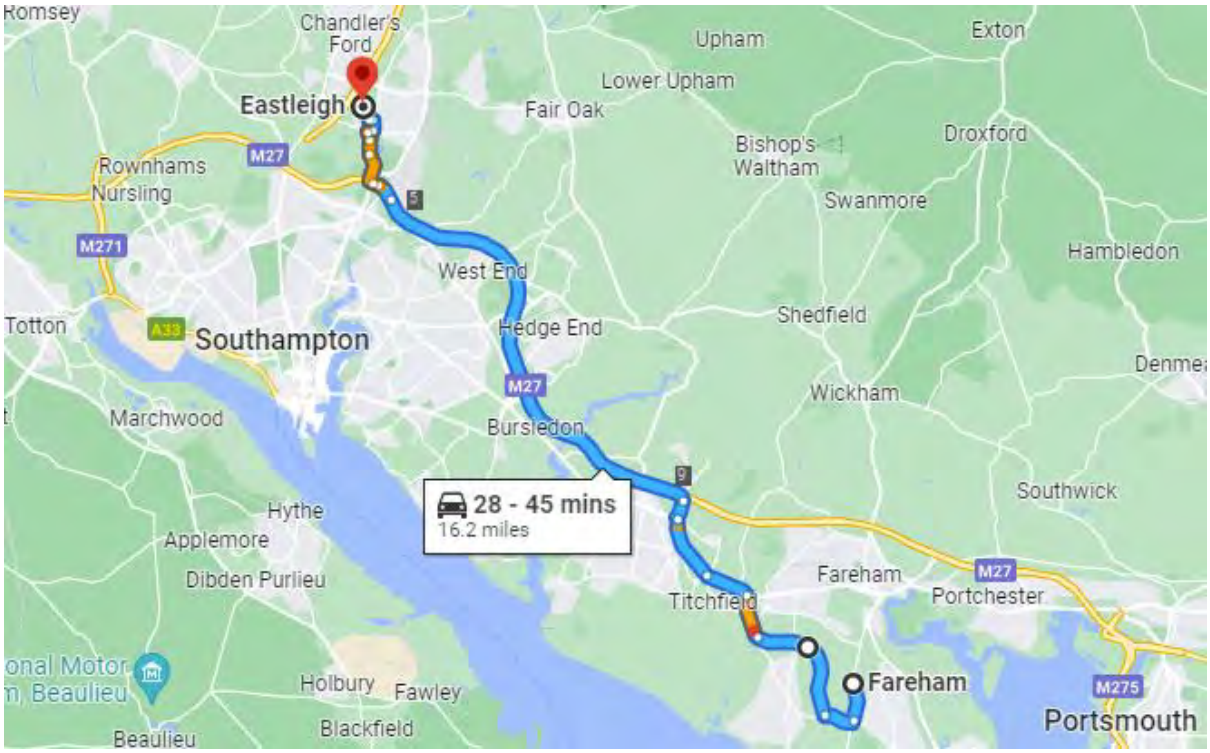


Image 2.5 – Journey Times to Eastleigh using Longfield Avenue

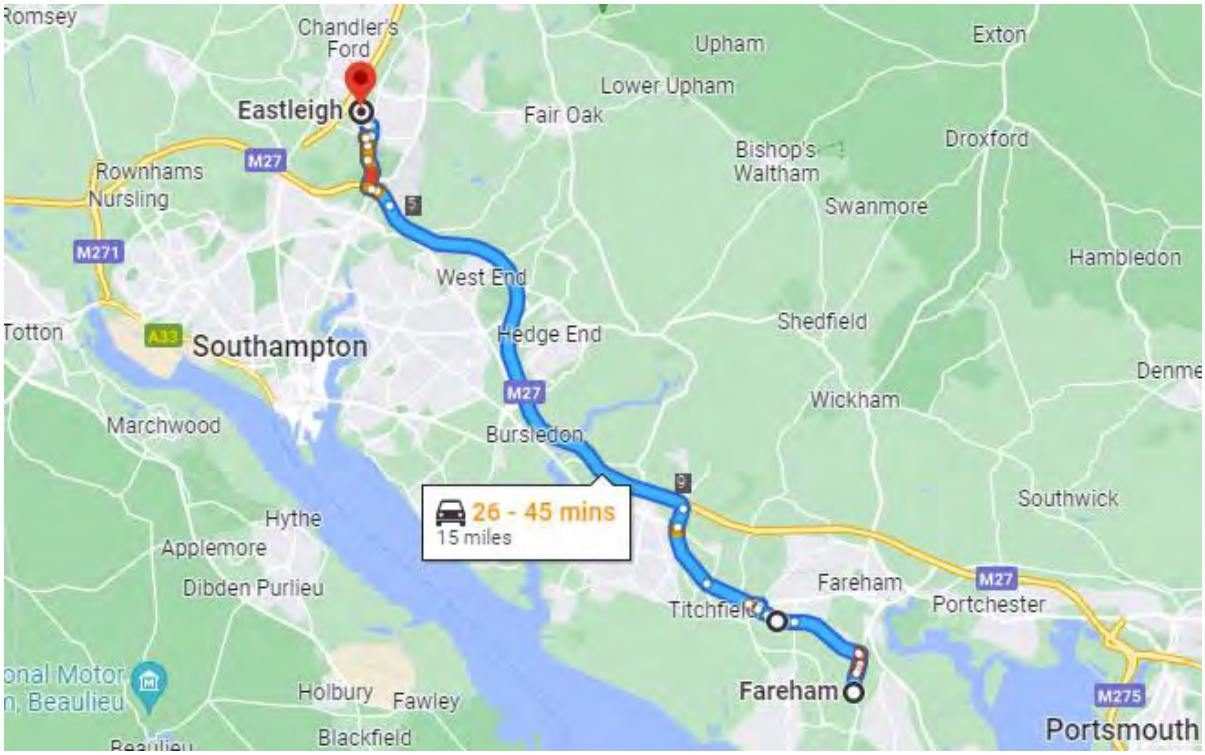
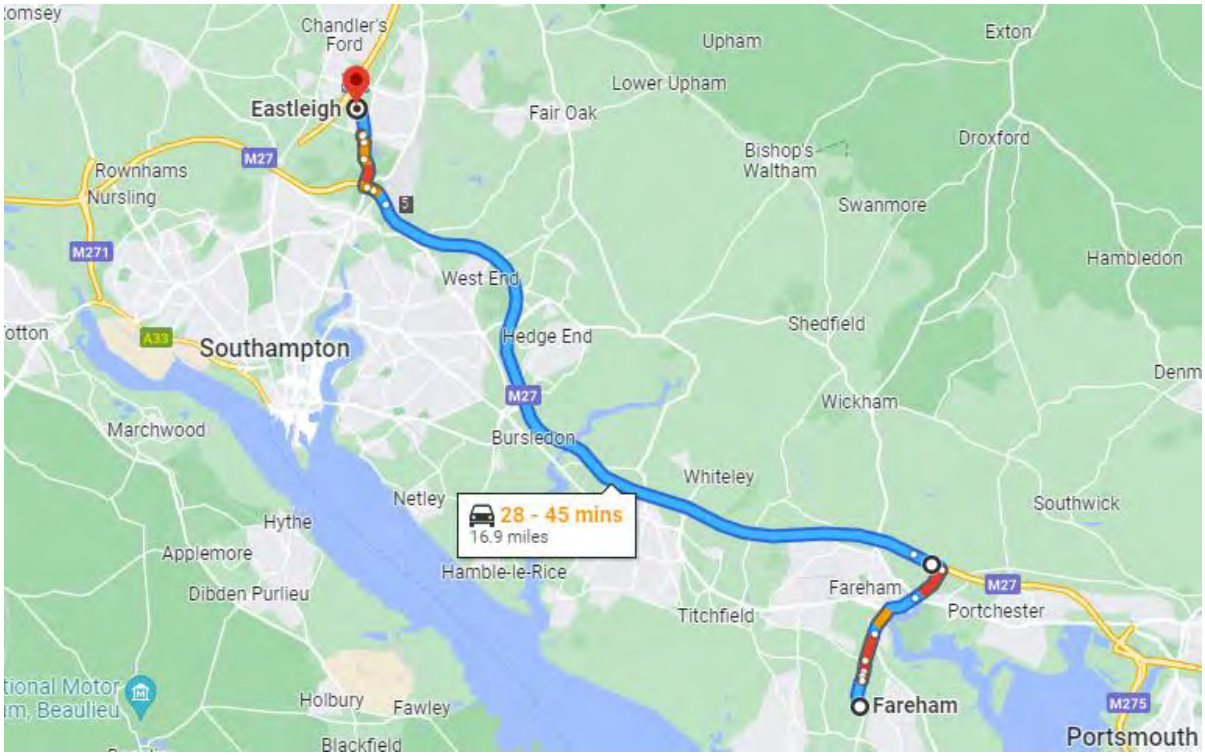


Image 2.6 – Journey Times to Eastleigh using M27 J11



Revised Assignment Assumptions

2.3.13 As part of the journey distance and time comparison exercise, the proportions assigned to each route have been revisited based on the average journey time and distance.

2.3.14 A comparison of the proportions assigned to each route choice between the previously submitted distribution model (the TA) and the revised model (Appendix A) is provided in **Table 2.3.**

Table 2.3: Route Choice Proportions Comparison

Destination	Route Choice	Previously Submitted	Revisited
Basingstoke	Newgate Lane and M27 J11	5%	25%
	Stubbington Bypass	55%	25%
	Longfield Avenue	40%	50%
Eastleigh	Newgate Lane and M27 J11	5%	25%
	Stubbington Bypass	55%	25%
	Longfield Avenue	40%	50%
Romsey	Newgate Lane and M27 J11	5%	20%
	Stubbington Bypass	55%	30%
	Longfield Avenue	40%	50%
Southampton	Newgate Lane and M27 J11	5%	15%
	Stubbington Bypass	70%	25%
	Longfield Avenue	25%	60%
Swanwick	Newgate Lane and M27 J11	0%	10%
	Stubbington Bypass	90%	40%
	Longfield Avenue	10%	50%
Titchfield	Newgate Lane and M27 J11	0%	0%
	Stubbington Bypass	70%	60%
	Longfield Avenue	30%	40%
Warsash	Newgate Lane and M27 J11	0%	0%
	Stubbington Bypass	70%	50%
	Longfield Avenue	30%	50%

Source: Google Maps / Consultant's Estimate

2.3.15 **Table 2.3** shows the revisited route choice proportions assign a higher percentage to routes north from the site and the same methodology has been replicated for all destinations identified.

2.3.16 **Table 2.4** provides a comparison summary table of the total proportions of development traffic being assigned along Newgate Lane East from the site as a result of these revised assumptions.

Table 2.4: Total Proportions Comparison

Link	Previous Model			Revisited Model			Total Difference
	Commuting	Non-Commuting	Total	Commuting	Non-Commuting	Total	
Newgate Lane East (North)	24.85%	13.91%	38.77%	31.09%	16.80%	47.88%	+9.11%
Newgate Lane East (South)	25.55%	35.69%	61.23%	19.31%	32.80%	52.12%	-9.11%
Total	50.40%	49.60%	100.00%	50.40%	49.60%	100.00%	0.00%

Source: Google Maps / Consultant's Estimate

2.3.17 **Table 2.4** shows with the revised routing / journey times and proportions assigned, the distribution of traffic is balanced between routing north and south from the site.

2.3.18 The revised distribution model now assigns most of the Commuting trips to the north of the site, which forms the majority of the Journey Purpose trips (circa 62%). Non-commuting trips have been assigned to destinations within a 20-minute journey time using the Gravity Model. Of these destinations, circa 63% of the destinations have only one route choice option to the south for example Bridgemary, Stubbington, Gosport, Rowner and Lee-on-the-Solent, which explains why the majority of these trips route south compared to the Commuting trips.

2.3.19 With all of HCC's comments considered, the revised distribution model is considered to best represent the expected distribution of development traffic.

SECTION 3 Traffic Flow Diagrams

3.1 HCC noted that the Traffic Flow Diagrams did not reflect the detailed junction configuration at Speedfields Park (the roundabout incorporates a Bypass Lane) and that these did not include the Gosport Road / Palmerston Road junction, and Newgate Lane flyover.

3.2 The Traffic Flow diagram has been amended to include this greater level of detail and is provided at **Appendix C**. This has no impact on the wider assessments and does not impact on the traffic loading onto the network.

SECTION 4 Committed Development Traffic Flows

4.1 HCC's written response confirms the committed developments included within the Transport Assessment (report ref: ITB10353-010) are acceptable, however the response goes on to suggest:

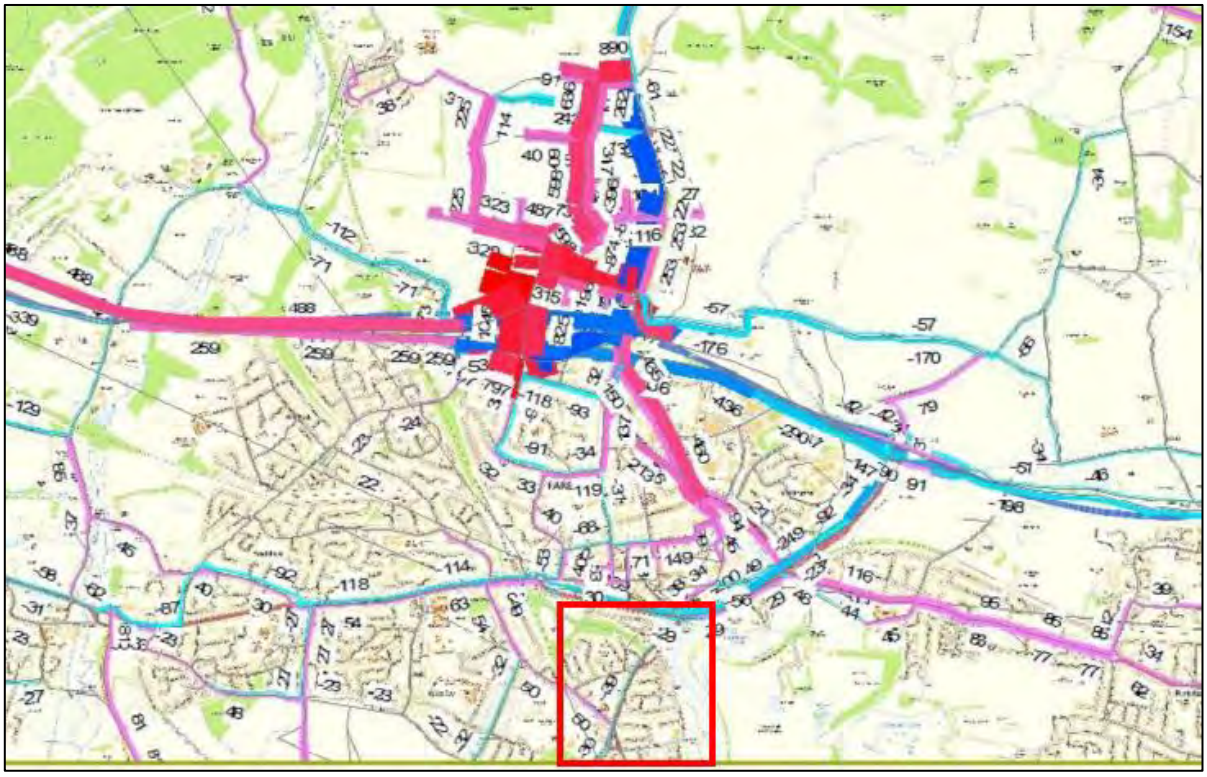
"Welborne Garden Village (P/17/0266/OA – up to 6,000 dwellings) committed development flows appear low. Traffic flow diagrams supplied in the Transport Assessment Addendum dated March 2019 prepared by WSP in support of application P/17/0266/OA forecasts a significant proportion of trips to exist the M27 J11 off-slip and travel via the A27 Gosport Road."

4.2 HCC acknowledged the WSP assessment network does not reach as far as Newgate Lane, however, suggest that given the volume of traffic routing along the A27 Gosport Road from the M27 J11, it is expected that more traffic would route along Newgate Lane than what was presented in the submitted Transport Assessment (report ref: ITB10353-010).

4.3 There is limited information presented within the significant volumes of transport assessments supporting Welborne to determine with any accuracy the projected traffic flows from Welborne that would travel along Newgate Lane.

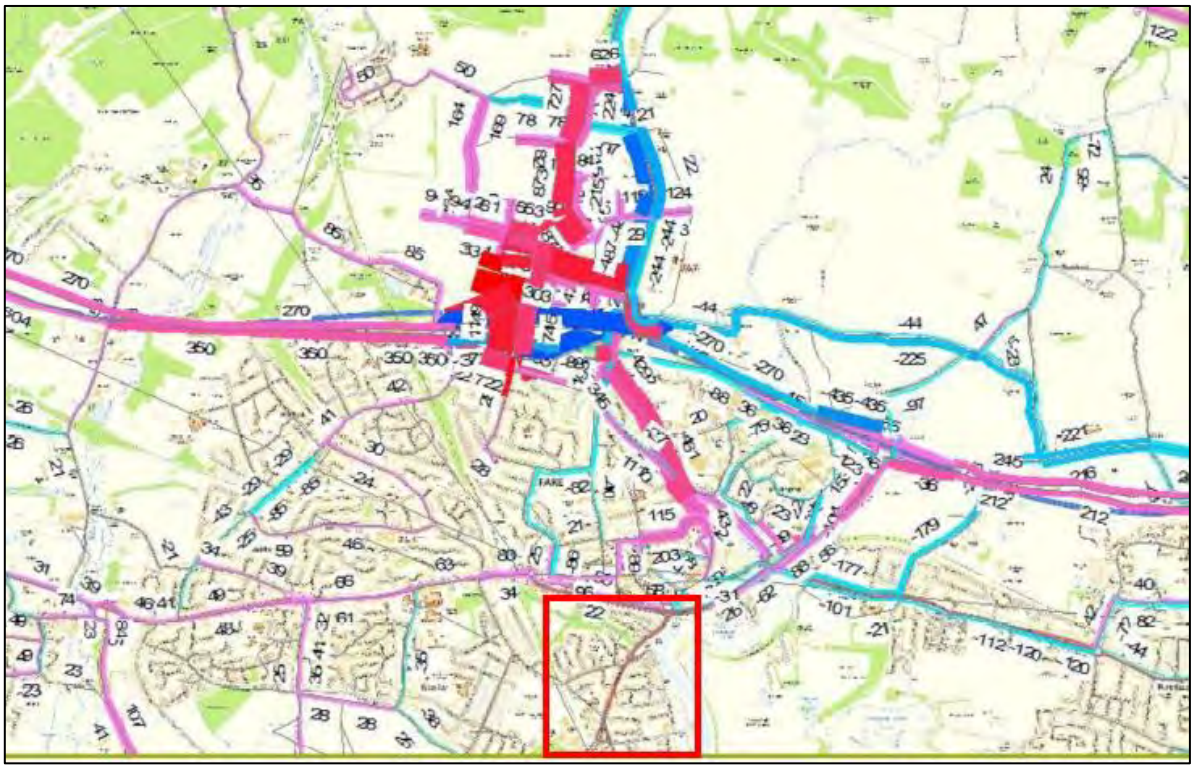
4.4 However, the most representative information that can be located is contained in the SRTM outputs which were included in Appendix F of the Welborne Transport Assessment. These outputs present traffic flow difference plots between the 2036 'Do Something' (i.e. with Welborne Garden Village and infrastructure changes including M27 J10 work) and 2036 'Do Minimum' (i.e. without Welborne Garden Village). Extracts of the outputs are provided in **Images 4.1 and 4.2 (**full output in **Appendix D)**.

Image 4.1: Do Something vs Do Minimum AM



Source: SRTM / WSP Transport Assessment

Image 4.2: Do Something vs Do Minimum PM



Source: SRTM / WSP Transport Assessment

4.5 The extracts presented in Images 4.1 and 4.2 only show flow differences greater than 20 PCUs per hour. The highlighted area is the most southerly point available within the information presented and agreed with HCC, which comprises the A32 / Newgate Lane / Palmerston Drive junction.

4.6 The Difference Plots show that in the AM peak, Gosport Road south of the A32 junction will experience a net reduction of 29 two-way vehicle movements northbound and that during the PM peak there will not be any notable change in traffic flows south of this junction (less than 20 vehicle differences).

4.7 On this basis, the traffic flows presented within the Transport Assessment are considered to be a reasonable assessment and assume all the traffic flows estimated to route south along Gosport Road will continue to route south to Peel Common Roundabout when in reality some vehicles will visit other destinations, particularly Gosport and the employment areas north of the site.

SECTION 5 Pedestrian / Cycle Assignment

5.1 A pedestrian and cycle assignment was prepared as part of the planning application to understand the increase in pedestrian / cycle movements onto the wider network.

5.2 Within HCC's response it is stated that:

> ***"The pedestrian and cycle demand assessment does not include any of the catchment schools. This is inaccurate and should be corrected. The assessment will be revised in detail following this correction."***

5.3 The TA considered access to education using the most likely education attractors, being the schools to the south and east of the site. It is the Appellant's view that irrespective of the Catchment Schools and whether these are later amended, the proximity of the site to schools south and east of the site, combined with their admissions policies and established capacity for accepting new pupils, that it is these schools that will be the primary attractors of pedestrian and cycle demand rather than the current Catchment Schools. This remains the Appellants viewpoint.

5.4 Notwithstanding this, it has been requested by HCC that an assessment considering the impact on pedestrian and cycle demand assuming attendance at Catchment Schools is completed.

5.5 A Sensitivity Test (ST) has been undertaken and is presented in **Appendix E** and a comparison between the previously submitted assessment and the ST is provided in **Table 5.1**. As the site falls into two separate catchment areas for primary and secondary education, it is assumed that there will be a 50% split between the respective catchments from the site.

Table 5.1: Pedestrian / Cycle Assignment Comparison

Assessment	Trip Type	Route A1 – Brookers Lane	Route A2 – Woodcot Lane via Brookers Lane	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av 9 Northern Parcel)	Total Trips
TA Assessment	Walking Trips	204	52	44	109	35	291	735
	Cycle Trips	7	3	4	8	4	17	42
	Total	211	54	48	117	39	307	777
Sensitivity Test	Walking Trips	157	83	75	124	54	242	735
	Cycle Trips	6	4	4	8	6	15	42
	Total	163	87	79	132	60	257	777
Difference		-48	+33	+31	+15	+21	-50	0

Source: Consultant's Estimates

Note: Walking Trips include walk to Public Transport

5.6 The Sensitivity Test would result in a reduction in forecast movement on Brookers Lane and Tukes Avenue and increases in use of Woodcot Lane and PROW north of the site. In peak periods this equates to an additional four to five movements in the morning peak and three to four in the evening peak on both Routes A2 (Woodcot Lane) and B1 (PROW) and has limited impact on the assessments.

SECTION 6 Summary

6.1 This TN has been prepared in response to the highway's comments received from HCC providing additional assessment requested and further information where needed.

6.2 It is requested that HCC confirm agreement to the matters addressed in the TN to enable the wider assessments to be updated in line with their requests.

APPENDIX A. REVISED DISTRIBUTION AND ASSIGNMENT MODEL

APPENDIX B. TRAFFIC ROUTING ASSESSMENT

APPENDIX C. REVISED TRAFFIC FLOW DIAGRAM

APPENDIX D. WELBORNE SRTM OUTPUTS

APPENDIX E. PEDESTRIAN / CYCLE DEMAND – SENSITIVITY TEST

APPENDIX J. HCC Response and SYSTRA Technical Note

Tim Wall

From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 22 July 2022 09:10
To: Tim Wall
Cc: Prabin Limbu; George Taylor; JOLLY Emma
Subject: RE: Newgate Lane, Fareham - Technical Note and ASoTM
Attachments: 2022.07.19 Newgate Lane East - Highway Comments Response SYSTRA Review.pdf

Hi Tim

Thank you for the additional information. As you're aware, I have already provided comments on the ASoTM and we have met to discuss this; I look forward to receiving the revised draft.

Regarding the attached Technical Note (titled HCC Response, dated 23rd June 2022), SYSTRA, on behalf of the Highway Authority, have reviewed the clarifications and provide the attached response with regard to reaching an agreement on the traffic distribution and assignment and committed development trips for Welborne Garden Village. In summary, Systra have concluded the following:

- Distribution and Gravity Model Data – Grouping of broad destinations from MSOA outputs is considered acceptable.
- Development traffic distribution and route choice via Stubbington Bypass- the revised distribution is accepted and the traffic flow assignment can be taken forward for junction modelling.
- Traffic Flow Diagrams – no further comments are raised regarding the traffic flow diagrams which include the detailed junction configuration at Speedfields Park with the associated bypass lane and the Gosport Road / Palmerston Road junction.
- Committed Development, Welborne Garden Village – strategic modelling plots showing the distribution of Welborne Garden Village trips provide evidence that the volume of committed development trips routed via the site access is acceptable. The committed development flows and assignment is considered robust for use in further assessments.

Regarding the Pedestrian and cycle assignment, I have reviewed this section of the Technical Note and comment as below.

It is the Highway Authority's opinion that the majority of pupils from the proposed development will attend the catchment schools. The Appellant has completed a 'Sensitivity Test' assessment assuming all pupils attend catchment schools, which is considered robust. However, the site falls into two separate catchment areas for primary and secondary education. The Appellant has assumed there will be a 50% split between the respective catchments from the site. This is not considered representative given the catchment areas over the site are unequal in the area covered. This point was discussed when we met and it was agreed to update the assessment so 1/3 of trips route to Wallisdean Infant/ Wallisdean Junior/ Fareham Secondary Academy and 2/3 of trips route to Crofton Anne Dale Infant/ Crofton Anne Dale Junior/ Crofton Secondary in line with the catchment areas. This has subsequently been provided and is considered acceptable.

The Sensitivity Test methodology for distributing pedestrians and cyclists forecast to be generated by the site is agreed in principle. It is noted that NTS data, rather than TRICs, has been used. This provides the highest forecast walking trips, although slightly lower cycling trips that TRICs. However, for consistency and given NTS forecasts the highest pedestrian and cycle trip generation on aggregate, the Highway Authority are content use of NTS data provides a robust assessment. Given the amended school catchment split has been provided, the Sensitivity Test

pedestrian and cycle distribution shown below is considered acceptable for use in further assessment in the forthcoming Transport Assessment Addendum to be submitted by the Appellant.

Assessment	Trip Type	Route A1 – Brookers Lane	Route A2 – Woodcot Lane via Brookers Lane	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av 9 Northern Parcel)	Total Trips
TA Assessment	Walking Trips	204	52	44	109	35	291	735
	Cycle Trips	7	3	4	8	4	17	42
	Total	211	54	48	117	39	307	777
Sensitivity Test	Walking Trips	161	96	66	119	51	241	735
	Cycle Trips	6	4	4	8	5	15	42
	Total	168	100	69	127	56	256	777
Difference		-43	46	21	10	17	-51	0

Best wishes

Nick

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Hampshire County Council

Hampshire County Council operates a pre-application highway advice service for developers.
Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information
https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning

From: Tim Wall <tim.wall@i-transport.co.uk>
Sent: 23 June 2022 17:46
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>

Cc: Prabin Limbu <prabin.limbu@i-transport.co.uk>; George Taylor <george.taylor@i-transport.co.uk>
Subject: Newgate Lane, Fareham - Technical Note and ASoTM

Hi Nick – I hope all is well.

You will be aware that the Appeal has been lodged for Newgate Lane.

We remain keen to reach as much common ground as we can and narrow any issues between us.

We have been working to respond to the matters HCC raises and will shortly be issuing a Transport Assessment Addendum to provide a comprehensive response.

To allow us to do that on a (hopefully) agreed basis, there are various technical matters and parameters in your response we are keen to engage on.

I attach a Technical Note which outlines these matters, primarily in relation to:

- Development Traffic Distribution and Assignment
- Committed Development
- Pedestrian / Cycle Demand Assignment

Rather than send a large and unwieldy compiled document, below is a wetransfer link to the appendices and spreadsheets discussed for your ease of access and review. Please let us know if there are any issues in accessing this information.

https://we.tl/t-kc5k8m2zsA

Can you please review this and provide any views you have?

I believe it would be helpful for George and you / SYSTRA to meet on TEAMS again to run through the assignment work so that you are clear on what changes we have made, and would ask that you let us know availability for next week (I am away but George is around).

ASoTM

I also attach a copy of the draft ASoTM that was submitted with the Appeal (as required by PINS Guidance) and which you may have already seen. I hope that this fairly reflects the current position but would welcome your comments on this please.

I would expect this to be updated again following the submission of the TA Addendum in order to clearly set out areas of agreement / disagreement and hope we can meet on my return to discuss this.

Kind regards
Tim

Tim Wall
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NEWGATE LANE EAST – HIGHWAY COMMENTS RESPONSE REVIEW

TECHNICAL NOTE

IDENTIFICATION TABLE	
Client/Project owner	Hampshire County Council
Project	Newgate Lane East – Planning Reference (P/22/0165/OA)
Title of Document	Newgate Lane East – Highway Comments Response Review
Type of Document	Technical Note
Date	19/07/2022
Reference number	GB01T22A89

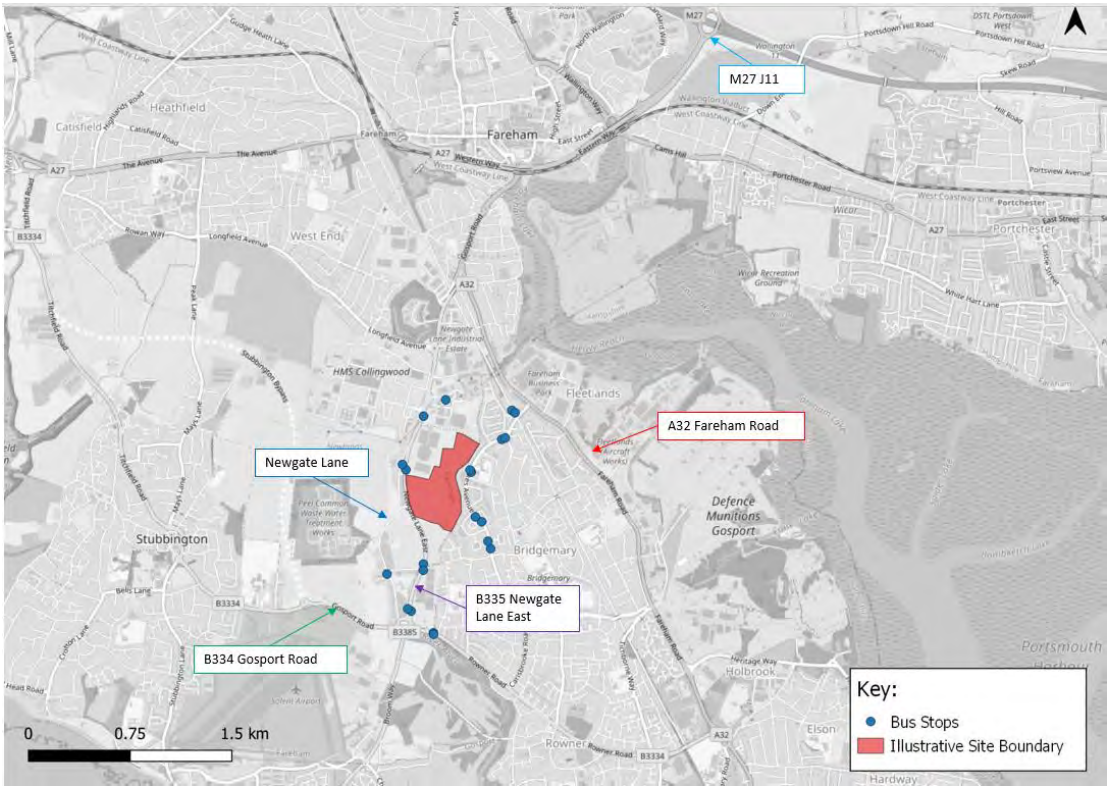
TABLE OF CONTENTS

1. INTRODUCTION

1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by Hampshire County Council (HCC) to review the transport proposals for a development site at the Land East of Newgate Lane East in Fareham (the Site). The Local Highway Authority is Hampshire County Council (HCC) and the Planning Authority is Fareham Borough Council. National Highways are the Strategic Highway Authority and have responsibility for the nearby M27 Strategic Road Network, with Junction 11 being approximately 2.6 miles north of the site routing via Newgate Lane, Gosport Road and the A27.

1.1.2 A Site location plan, showing the Site in the context of the surroundings can be found in **Figure 1** below.

Figure 1. Site Location Plan



1.1.3 The Site is currently subject to a planning application (Reference: P/22/0165/OA) by Miller Homes Ltd and Bargate Homes Ltd (the Applicant), which was submitted in January 2022. The planning application seeks approval for an ***"Outline Application With All Matters Reserved (Except Access) For Residential Development Of Up To 375 Dwellings, Access From Newgate Lane East, Landscaping And Other Associated Infrastructure Works".***

1.1.4 HCC submitted a recommendation for refusal of the application and this has subsequently been appealed by the applicant with the Inquiry scheduled for October 2022. A number of requests for additional information were included in the HCC Highways response and i-transport has prepared a Technical Note dated 23 June 2022 in response to the clarifications raised on behalf of the applicant. SYSTRA has reviewed the clarifications and provide the

following comments with regard to reaching an agreement on the traffic distribution and assignment and committed development trips for Welborne Garden Village.

2. DISTRIBUTION AND GRAVITY MODEL

2.1 HCC Highways Response

2.1.1 HCC response stated:

> *"Regarding the employment trip distribution, both Gosport 001 and Fareham 013 mid-layer super output area (MSOA) data for residents from the 2011 Census has been used as requested during the pre-application discussions. However, discrepancies are noted in the destination data as not all of the destinations noted are at MSOA level."*

2.2 Applicant Response – Section 2.2

2.2.1 The Technical Note outlines that 2011 Census data at MSOA level from Nomis (WU03EW: Location of usual residence and place of work by method of travel to work) has been used for both Gosport 001 and Fareham 013. Based on the large dataset from Nomis, each MSOA 'Place of work' has been grouped into a 'Broader Destination,' with the full analysis provided within Appendix A of the i-transport Technical Note. The applicant notes that this method assisted with identifying appropriate trip distribution routes for traffic assignment for more local based destinations and groups MSOAs together for further afield destinations.

2.2.2 SYSTRA have reviewed Appendix A and the applicants response and conclude that the approach taken is suitable to allow for consistency and efficiency, with a large number of 'Place of work' MSOA's comprising relatively low number of travel to work trips, which are aggregated into broader destinations. Detail has been provided on the clarifications sought in the HCC response, with a clear methodology for grouping MSOA's noted. For the more local destinations of Fareham and Gosport MSOAs the broader destinations denote key areas that are served by the specific MSOA zone, such as Stubbington and Bridgemary, so that the trip distribution accurately reflects the vehicle distribution from the site to these zone areas. No further comments are raised in relation to the Census based route assignment and this method can be embedded into the Transport Assessment Addendum assignment.

3. JOURNEY TIME / ROUTE CHOICE / STUBBINGTON BYPASS

3.1 HCC Response

3.1.1 It is noted that at the time the original application was submitted, the Stubbington Bypass has not been opened. The following statement was included in the HCC written response to the applicant:

> *"On some occasions, routing is via the Stubbington Bypass for destinations that are considered should route via the A27 and M27, north from the site access, given the more direct routing. This needs to be revisited."*

3.2 Applicant Response – Section 2.3

3.2.1 The Applicant notes that at the time of submission of the Transport Assessment to support the planning application Stubbington Bypass was under construction and not open for traffic. A combination of route times from google Maps during the AM Peak time (a journey start time of 07:55 was applied) and the HCC Stubbington Bypass Transport Assessment was used, to work out the average journey time of routing via the Stubbington Bypass from Peel Common to the M27 J9. This was calculated to be approximately 8 minutes (saving of 3-3.5mins from Peel Common to M27 J9).

3.2.2 In Appendix B, the Applicant has presented Google Map outputs of journey times during an AM Peak time of various routing options from the Site to the MSOA 'Broader Area' destinations.

3.2.3 The journey time comparisons are presented in Table 2.1 which has been replicated in **Table 1** below. These include routing via the M27 J11, Stubbington Bypass and Longfield Avenue, noting similar journey times for each route taken. In terms of journey times of the seven key destinations presented, for three of them the Stubbington bypass represents the longest journey time, for two it represents an equal journey time with another destination and for two it is either the fastest or second fastest route option. Whilst the journey time variance is relatively low it is felt appropriate that a lower proportion of trips are routed via the bypass than that included in the Transport Assessment. The revised distribution presented in the Technical Note is considered more appropriate, with 9% fewer vehicles routing south, given that for the majority of destinations the Stubbington bypass does not reflect the quickest route. The applicant notes that the pleasantness of the bypass route may help to encourage its use, which is accepted.

Table 1. Stubbington Bypass Routing Review

Table 2.1: Stubbington Bypass Journey Time and Distance Comparison

Destination	Distance / Time	Route via M27 J11	Route via Stubbington Bypass	Route via Longfield Avenue
Basingstoke	Distance (km)	73.1	71.5	70
	Time (mins)	62	66	64
Eastleigh	Distance (km)	27.2	25.6	24.0
	Time (mins)	34	36	34
Romsey	Distance (km)	39.2	38.2	36.2
	Time (mins)	45	45	44
Southampton	Distance (km)	30.3	28.7	27.2
	Time (mins)	43	45	41
Swanwick	Distance (km)	14.2	12.2	10.2
	Time (mins)	24	22	21
Titchfield	Distance (km)	N/A	6.7	6.7
	Time (mins)	N/A	13	14
Warsash	Distance (km)	N/A	11.3	10.9
	Time (mins)	N/A	20	20

Source: Google Maps

3.2.4 As the bypass is now open, the Applicant has undertaken a sensitivity assessment using Google Maps to demonstrate that the journey times using the bypass is broadly comparable to other route options and the forecast journey time savings applied to the route calculations can be validated, as exampled in **Table 2** below.

Table 2. Applicant Example Route Comparison (Opening of Stubbington Bypass)

Table 2.2 – Route comparison from Site Access to Eastleigh

Destination	Time	Route via M27 J11	Route via Stubbington Bypass	Route via Longfield Avenue
Eastleigh	Original Assumption	34	36	34
	Revised Range	28-45	28-45	26-45
	Revised Median	37	37	36

3.2.5 Based on the opening of the bypass and journey times observed, the Applicant has demonstrated revised routing proportions in Table 2.3 of the Technical Note. The total trip assignment based on the above, is noted as 48% routing north from Newgate Lane East and 52% routing south from Newgate Lane East.

3.2.6 SYSTRA note the bypass is now open and therefore a revised distribution has been undertaken to best represent accurate journey times. HCC had previously requested that the trip distribution assignment was revisited so that destinations north and west of the Site which utilise the M27 for part of the journey, route via Longfield Avenue and/or M27 J11 rather than having an over reliance on the bypass.

3.2.7 The trip assignment has been amended following a re-distribution of traffic, shown in **Table 3** below, with justification on route choice and the proportions applied presented in Appendix B of the Technical Note.

Table 3. Applicant Revised Trip Distribution

Table 2.4: Total Proportions Comparison

Link	Previous Model			Revisited Model			Total Difference
	Commuting	Non-Commuting	Total	Commuting	Non-Commuting	Total	
Newgate Lane East (North)	24.85%	13.91%	38.77%	31.09%	16.80%	47.88%	+9.11%
Newgate Lane East (South)	25.55%	35.69%	61.23%	19.31%	32.80%	52.12%	-9.11%
Total	50.40%	49.60%	100.00%	50.40%	49.60%	100.00%	0.00%

3.2.8 SYSTRA's previous independent assessment whereby all trips using the Stubbington bypass were redistributed to route north from the site access resulted in a total of 53% of trips routing north and 47% of trips routing south, compared to the 48% and 52% presented in the Applicants Technical Note. The Google maps outputs have presented that the Stubbington bypass could be a realistic alternative for some trips for certain routes. Having reviewed the proportions applied it is accepted that the revised distribution presents a suitable forecast of

the future distribution from the site. The Applicant has noted that with the Stubbington bypass now open, some future residents may well prefer to use this 'pleasant' route compared to using alternative routes and journey time and distance are not the only factors affecting route selection.

3.2.9 The Applicant has re-assigned a number of trips to route north based on similar journey times using the M27 J11, Longfield Avenue and bypass, ensuring a robust methodology. Consequently, the revised trip distribution and assignment of vehicles using Longfield Avenue, M27 J11 and Stubbington Bypass is acceptable. The revised distribution of total trips with 48% routing north from the site access and 52% routing south aligns with observed distributions on the Newgate lane (western link) which serves existing residential properties.

3.2.10 Overall the evidence presented to justify the distribution applied is robust, with the revised north/ south distribution aligning with observations. The revised distribution and assignment presented is acceptable and can be applied to assessments informing the Transport Assessment Addendum.

4. TRAFFIC FLOW DIAGRAMS

4.1.1 For consistency with the local road network, HCC requested that the detailed junction configuration including a bypass lane was included in the traffic flow diagram at Newgate Lane/ Speedfields business park roundabout to allow clear transparency of flow data inputted into the junction models. Additionally the Palmerston and Gosport Road junctions were added to observe the traffic flows in these locations.

4.1.2 The traffic flow diagrams presented in Appendix C have been reviewed and the distribution and traffic assignment is accepted for use in the Transport Assessment Addendum model assessments. Given the presented flow volumes of development traffic no junction modelling of the Gosport Road or Palmerston Drive junctions will be required.

5. COMMITTED DEVELOPMENT TRAFFIC FLOWS

5.1 HCC Response

5.1.1 Whilst the list of committed developments for inclusion was agreed by HCC the volume of trips associated with Welborne Garden Village which includes provision for up to 6,000 dwellings appeared low given the volumes of traffic routing along the A27 Gosport Road, with only five two-way vehicle movements routing via the site access junction in the AM peak. The following statement was included in the HCC written response to the applicant:

> *"Welborne Garden Village (P/17/0266/OA – up to 6,000 dwellings) committed development flows appear low. Traffic flow diagrams supplied in the Transport Assessment Addendum dated March 2019 prepared by WSP in support of application P/17/0266/OA forecasts a significant proportion of trips to exist the M27 J11 off-slip and travel via the A27 Gosport Road."*

5.1.2 It was noted in the HCC response that the Welborne assessment network presented in the Transport Assessment does not reach as far as the site access on Newgate Lane and therefore clarity was sought on the assumptions applied when routing Welborne trips via the site access junction.

5.1.3 Within the Technical Note the applicant has supplied select link plots showing the distribution of development traffic assigned from the Sub-Regional Transport Model (SRTM). The flow difference plots include the network extent up to the A32/Newgate Lane/Palmerston Drive junction and the model forecasts that the in the AM peak, Gosport Road south of the A32 junction will experience a net reduction of 29 two-way vehicle movements northbound and that during the PM peak there will not be any notable change in traffic flows south of this junction (less than 20 vehicle differences).

5.1.4 On the basis of this additional evidence presented, it is concluded that the committed development traffic flows presented in the Transport Assessment are considered to be a reasonable assessment and can be utilised in the assessments to inform the Transport Assessment Addendum.

6. CONCLUSION

6.1.1 In response to a HCC highways objection, i-Transport have prepared a Technical Note to respond to items of clarification and requests for additional information to validate assumptions and conclusions. Upon review of the information provided agreement has been reached on the following four elements:

- Distribution and Gravity Model Data – Grouping of broad destinations from MSOA outputs is considered acceptable.
- Development traffic distribution and route choice via Stubbington Bypass- the revised distribution is accepted and the traffic flow assignment can be taken forward for junction modelling.
- Traffic Flow Diagrams – no further comments are raised regarding the traffic flow diagrams which include the detailed junction configuration at Speedfields Park with the associated bypass lane and the Gosport Road / Palmerston Road junction.
- Committed Development, Welborne Garden Village – strategic modelling plots showing the distribution of Welborne Garden Village trips provide evidence that the volume of committed development trips routed via the site access is acceptable. The committed development flows and assignment is considered robust for use in further assessments.

6.1.2 As demonstrated in this response, agreement has been reached on the items presented in i-Transport Technical Note and can be used to inform the assessments to be provided in the Transport Assessment Addendum which will respond to the outstanding items raised in the HCC objection response.

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Esha Shah	Consultant	19/07/2022	
	Checked by	Emma Jolly	Principal Consultant	19/07/2022	
	Approved by	Jamshid Soheili	Director	19/07/2022	

APPENDIX K. WCHAR Extension

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Technical Note

Project No: ITB10353
Project Title: Land East of Newgate Lane East, Fareham
Title: Walking, Cycling and Horse-Riding Assessment Extension
Ref: TW/PL/ITB10353-018a
Date: 5 August 2022

SECTION 1 Introduction

1.1.1 A Walking, Cycling and Horse-Riding Assessment Report (WCHAR) was submitted as part of the Transport Assessment (TA) to support the planning application for a residential development on land to the east of Newgate Lane East, Fareham. The WCHAR consisted of a Non-Motorised User (NMU) audit of routes to the main destinations located near the site.

1.1.2 Hampshire County Council (HCC) who are the local highway authority provided their consultation comments on the planning application. In terms of WCHAR, it is stated that:

> ***"A WCHAR review should be completed for the routes to the catchment schools; particular attention should be paid to cycle provision given distances from the site."***

1.1.3 These catchments schools and approximate distances to these schools were identified to be as follows:

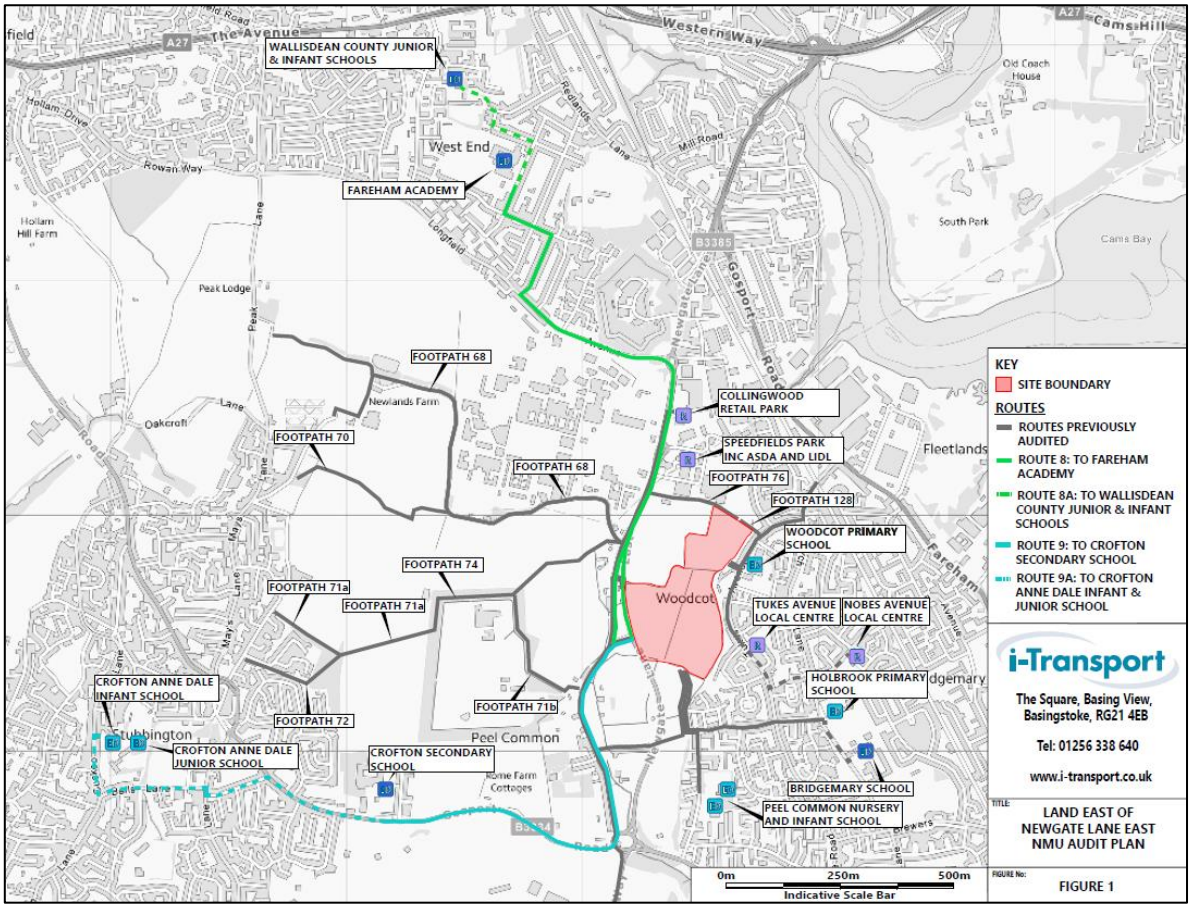
- ***"Crofton Anne Dale Infant and Junior (4,600m)***
- ***Wallisdean Infant and Junior (2,900m)***
- ***Fareham Secondary Academy (2,400m)***
- ***Crofton Secondary (3,100m)"***

1.1.4 This Technical Note presents the NMU audit of the routes to the above schools and serves as an extension of the WCHAR which was provided with the TA. The audited routes are listed below and are illustrated along with the destinations in **Figure 1** (extract of which is provided as **Image 1** below). The note only presents the audit of Route 8 and 9, whereas the original report should be referred to for the audit of Routes 1 to 7.

- Route 1 – To Peel Common Nursery and Infant School;
- Route 2 – To Woodcot Primary School / BRT;
- Route 3 – To Holbrook Primary School and Bridgemary School;

- Route 4 – To Tukes Avenue and Nobes Avenue Local Centres;
- Route 5 – To Speedfields Park and Collingwood Retail Park;
- Route 6 – To Solent Enterprise Zone;
- Route 7 – Footpaths to Stubbington;
- **Route 8 – To Fareham Academy, Wallisdean County Junior and Infant Schools; and**
- **Route 9 – To Crofton Secondary School, Crofton Anne Dale Infant and Junior Schools.**

Image 1: Location of Audited Routes (Extract of Figure 1)



Source: i-Transport

1.1.5 In line with the original audit, this audit has also been undertaken with reference to the five core principles, common to both pedestrians and cyclists which are convenience, accessibility, safety, comfort and attractiveness. The Audit also considered any impacts on Horse Riding, albeit as urban routes no facilities or horse-riding demands were noted during the assessment.

1.1.6 Opportunities to provide improvements to the assessed routes have also been reviewed as part of this Audit, and are presented in the accompanying Transport Assessment Addendum.

SECTION 2 Route Audit

2.1 Route 8 – To Fareham Academy, Wallisdean County Junior and Infant Schools

2.1.1 Fareham Academy is located around 2,500m and the Wallisdean County Junior and Infant Schools are located around 3,100-3,450m to the northwest of the site. These are catchment schools for the northern part of the site, and some future resident children may choose to attend these schools.

2.1.2 **Table 2.1** presents the results of the audit for this Route 8.

Table 2.1: Audit of Route 8 – To Fareham Academy, Wallisdean County Junior and Infant Schools

Route 8: To Fareham Academy	
Description of Route	1. Leave the site to the west 9at either the site access where there is cycle provision oand a crossing, or using PROW76 leading to the Newgate Lane Toucan Crossing) and travel north along Newgate Lane to Longfield Avenue; 2. Route west along the footway provided on the northern side of Longfield Avenue, then route north along Fort Fareham Road, Trafalgar Court, Fairfield Avenue and St. Anne's Grove towards Fareham Academy; and 3. To access Wallisdean County Junior and Infant Schools, travel further west along Highfield Avenue and Wallisdean Avenue. Distance from the site: c2,500m (To Fareham Academy) Distance from the site: C3,250m (To Wallisdean County Junior and Infant Schools)

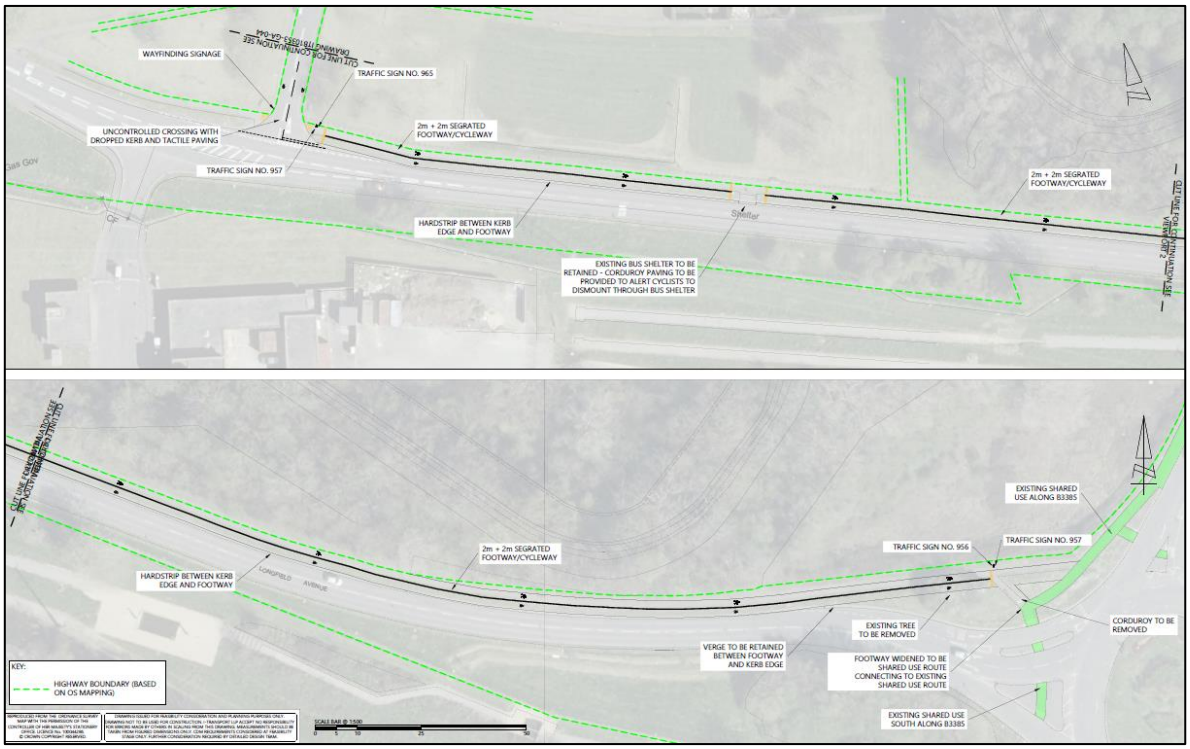
Route 8: To Fareham Academy	
Convenience	There are existing well maintained and newly constructed footways and cycleways along Newgate Lane to the west of the site and public rights of way (footway and cycleway) to the north. On Longfield Avenue, there is a continuous lit footway separated by grass verge from the carriageway on its northern side (**Image 1**). There is no provision for cycling, but some potential to widen this existing footway to serve as a footway/cycleway subject to highway boundary constraints. Remaining routes (Fort Fareham Road, Trafalgar Court, Fairfield Avenue and St. Anne's Grove) are through the established built-up residential area and are provided with lit footways on both sides of the roads. Being residential roads, the observed traffic speed and volume are anticipated to be low. LTN1/20 suggests for roads carrying up to 2000 vehicles per day, mixed traffic roads are appropriate. Hence, cycling along these roads is generally safe and suitable. There is some potential to provide cycle road markings to improve the visibility of cyclists and to improve wayfinding to schools.
Accessibility	Wide footways are provided on both sides of the carriageway along majority of the route (generally at least 2m). Appropriate crossing facilities with dropped kerbs and at some locations, with tactile paving are available along the whole length of the route. There is some potential for improvement of local crossings, particularly to enhance markings for the visually impaired.
Safety	The footways, and cycleways where available, and crossing facilities are wide and appropriate for the use. Street lighting is provided along the entire length of the route and sections of the route are residential in nature which offers natural surveillance for pedestrians and cyclists. Formal cycle provision along Longfield Avenue would be beneficial for less experienced users.
Comfort	The footways and cycleways along the route are hard surfaced allowing for comfortable use by users and are generally well maintained. The footway on Longfield Avenue is separated from the carriageway by a grass verge which increases the distance between pedestrians and moving vehicles. Dropped kerb crossings are provided across all of the minor arms along the route.

Route 8: To Fareham Academy	
Attractiveness	High quality footways, streetlight and crossing facilities are available along the entire length of the route providing direct access to these schools. The footways and cycleways (where available) are hard surfaced and are clearly marked. In overall, the route is likely to be attractive to the future residents of the site although is further than a walking distance of 2km. There is potential of cycle journeys, particularly to Fareham Academy A proposal to upgrade the existing footway on the northern side of Longfield Avenue for cycle use will further enhance the attractiveness of this route.

Image 1: Existing Footway Along Longfield Avenue

Source: i-Transport

Image 2: Potential Footway / Cycleway Along Longfield Avenue



Source: ITB10353-GA-043

2.1.3 In summary, Route 8 generally meets the five core principles identified. The route is accessible with continuous wide, street lit footways provided along the entire route. Dropped kerb crossings are provided across all of the minor arms along the route. There are existing cycleways along some section of this route, whilst a new shared footway/cycleway could be provided along Longfield Avenue.

2.1.4 A feeling of safety is provided through the street lighting and the residential nature of some sections of this route, which provides natural surveillance for pedestrians and cyclists. The footways/cycleways provided along the route are smooth and hard surfaced which makes the routes comfortable and the slow speed traffic environment (within Fort Fareham Road, Trafalgar Court, Fairfield Avenue and St. Anne's Grove) makes the route comfortable for on-road cycling where cycleway is not available.

Route 8 – Recommendation

2.1.5 There is an opportunity to:

- upgrade the existing footway along Longfield Avenue to serve as a footway/cycleway provision using the wide grass verge.
- Provide improved road markings and wayfinding signage

2.2 Route 9 – To Crofton Secondary School, Crofton Anne Dale Infant and Junior Schools

2.2.1 Crofton Secondary School is located around 2,200m from the site and Crofton Anne Dale Infant and Junior Schools are located around 3,900m. These catchment schools located in Stubbington to the west of the site serve the southern part of the Appeal Site. Some residents may choose to enrol their children at these schools.. **Table 2.2** presents the results of the audit for this Route 9.

Table 2.2: Audit of Route 9 – To Crofton School, Crofton Anne Dale Infant and Junior Schools

Route 9: To Crofton Secondary School and Crofton Anne Dale Infant and Junior Schools	
Description of Route	1. Route south along Newgate Lane towards Peel Common Roundabout, using either the site access roundabout (with crossing) or Brookers Lane to access the existing footway network on Newgate Lane, which is also a signed cycle route; 2. Head west along Gosport Road towards Crofton Secondary School, using the shared footway / cycleway; and 3. To access Crofton Anne Dale Infant and Junior Schools, head further West on Gosport Road towards Stubbington and using residential roads of Eric Road, Bells Lane and Cuckoo Lane. Distance from the site: c2,200m (Crofton Secondary School) Distance from the site: c3,900m (Crofton Anne Dale Infant and Junior Schools)

Route 9: To Crofton Secondary School and Crofton Anne Dale Infant and Junior Schools	
Convenience	There is an existing footway circa 1.8m in width along Newgate Lane on the western side of the carriageway. The volume of traffic using Newgate Lane is low, hence cycling on road is considered safe. FBC identify this as a suitable on-street cycle route. There are shared footway / cycleway provided at the south of Newgate lane connecting to Gosport Road. To the south, Gosport Road has provision of shared footway / cycleway (**Image 3**) routing towards Stubbington which is being enhanced as part of Stubbington Bypass proposals. Plans for this are provided at **Appendix A**. Signal controlled pedestrian and cyclist crossings are available at several locations along this route (**Image 4**). **Drawing ITB10353-GA-047** illustrates locations where further crossing improvements can be provided to improve the convenience of the users. Beyond Crofton School the cycleway curtails - cyclists travel on-road. Off road cycleway provision is also available along Bells Lane on the northern side leading to Stubbington Recreation Ground which also provides access to the rear gate of Crofton Ann Dale schools.
Accessibility	Footways are available on both sides of the road along majority of the route. Controlled and uncontrolled pedestrian and cyclist crossing facilities are available at appropriate locations. Crossings are provided with dropped kerbs and refuge islands whilst opportunities to enhance these crossings by providing tactile paving have been identified (**Image 5**).
Safety	Majority of the route are overlooked by residential houses offering natural surveillance for pedestrians and cyclists. The footways located on either side of these roads and cycleways where available are street lit. Uncontrolled crossing provision are provided throughout, and controlled crossings are available across Gosport Road (**Image 4**) and Stubbington Lane (**Image 5**) offering safe for pedestrians and cyclists crossing points. **Drawing ITB10353-GA-047** illustrates locations where crossing improvements can be provided to improve the safety of the users.

Route 9: To Crofton Secondary School and Crofton Anne Dale Infant and Junior Schools	
Comfort	The footways along the entire route and cycleways (where available) are hard surfaced and sufficiently wide to offer a comfortable pedestrian and cyclist route. The heavier traffic flow along Gosport Road may make on-road cycling uncomfortable for some less experienced users beyond the secondary school The crossing provisions allow pedestrians and cyclists to cross the carriageway comfortably, but this could be improved by providing tactile paving at all crossing points.
Attractiveness	The route has footway provision along the entire length and has off road cycleways along busier routes, with the exception of between Eric Road and Crofton Secondary School. Crossing facilities are provided at appropriate locations which makes the route comfortable and safe. Therefore, the site will likely be attractive to the future residents of the site although the distance to these schools is greater than generally accepted walking distance of 2km.

Image 3: Signal Controlled Crossing Across Gosport Road

Source: i-Transport

Image 4: Signal Controlled Crossing Across Gosport Road

Source: i-Transport

Image 5: Existing Signal Controlled Pedestrian Crossing Across Stubbington Lane

Source: i-Transport

Image 6: Existing Refuse Island Crossing at Stubbington Lane Between Bells Lane and Eric Road

Image 7: Existing shared cycleway along Bells Lane

Image 8: Existing shared cycleway leading along Recreation Ground to School

Image 9: Existing Access (rear) to School

Image 10: Footway on Bells Lane with wide verge

Image 11 – Footway on Cuckoo Lane with verge

2.2.2 In summary, Route 9 generally meets the five core principles identified. The route is accessible with continuous wide and street lit footways. Cycleways are available along busier sections of the route (other than between Crofton Secondary School and Eric Road) whilst on-road cycling is appropriate within residential roads. Uncontrolled dropped kerb crossings are provided across all of the minor arms and signalised crossings are provided across Gosport Road and Stubbington Lane.

2.2.3 The footways provided and cycleways where available along the route are smooth and hard surfaced which makes the routes comfortable and safe for pedestrians and cyclists.

Route 2 – Recommendation

2.2.4 There is an opportunity to:

- Enhance the route by providing the existing crossings with tactile paving
- Consider conversion of the northern footway at Bells Lane / Cuckoo Lane for conversion to shared use
- Explore the feasibility of improving cycling facilities between Crofton School and Eric Road.

SECTION 3 Summary

3.1.1 A Walking, Cycling and Horse-Riding Assessment Report was submitted as part of the Transport Assessment to support the planning application for a residential development on land to the east of Newgate Lane East, Fareham. The WCHAR consisted of a Non-Motorised User (NMU) audit of routes to the main destinations located near the site.

3.1.2 This audit forms an extension to the submitted WCHAR and NMU audit and includes audit of the additional routes (8 and 9) to the catchment schools of the site as requested by HCC in their consultation comments.

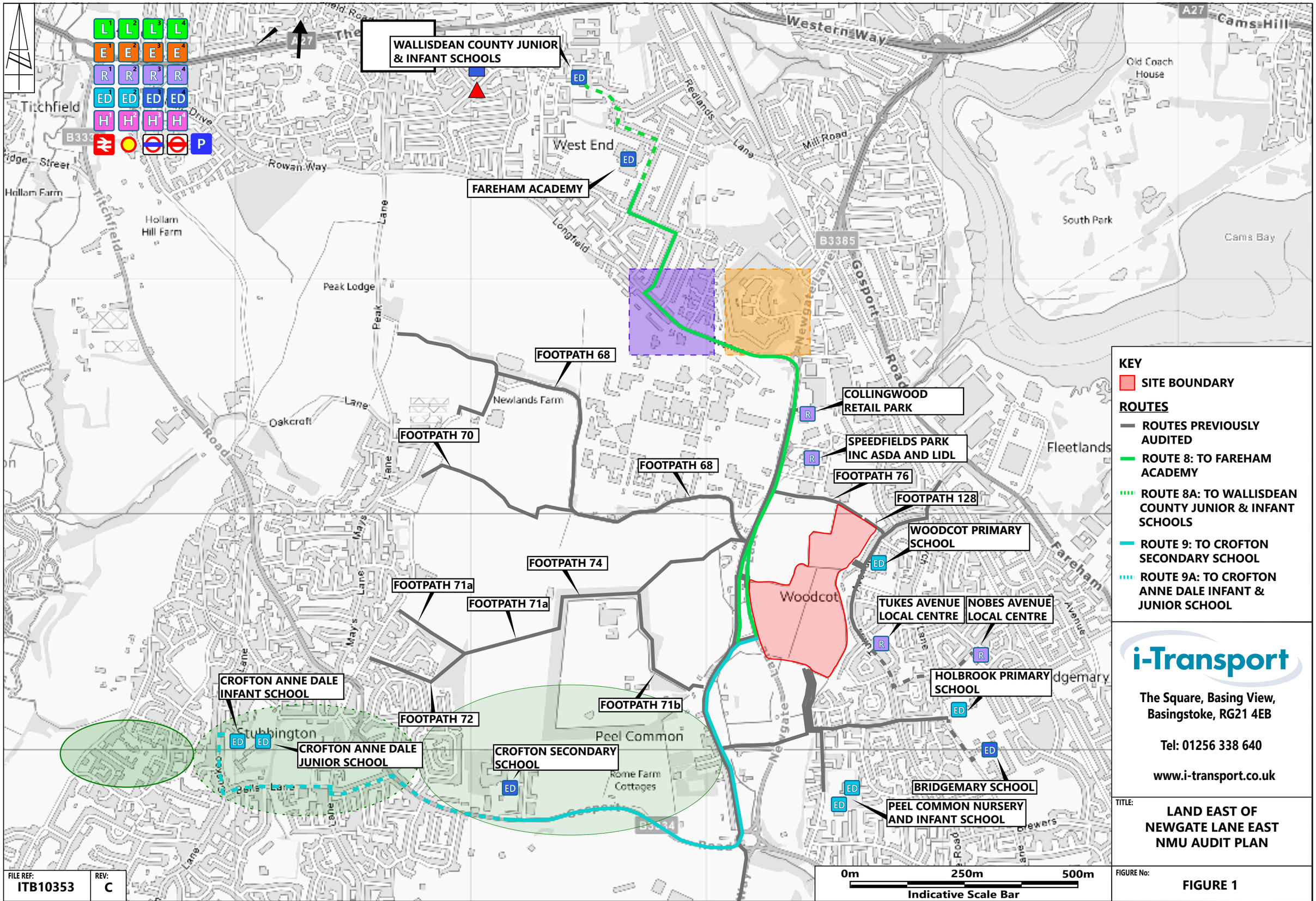
3.1.3 The audit identifies that, due to the existing urban location, the local infrastructure generally meets the key principles common to both pedestrians and cyclists, outlined within the Department for Transport's Local Transport Note 1/04 Policy.

3.1.4 Route 8 connects the site to Fareham Academy, Wallisdean County Junior and Infants Schools and provides a safe, convenient, and generally attractive connection. Continuous lit footways with dropped kerb crossings are provided along the entire route. Cycleway is provided along Newgate Lane whilst the existing footway on Longfield Avenue could be widened to serve as a shared or segregated footway and cycleway. The residential roads off Longfield Avenue leading to these schools should be provided with cycle road markings.

3.1.5 Routes 9 leads to Crofton Secondary School and Crofton Anne Dale Infant and Junior Schools. As with Route 8, footways with dropped kerb crossings are provided along the entire route. Signalised crossings are available across Gosport Road and Stubbington Lane. For cyclists, there is continuous off-road provision between the Site and Crofton Secondary School, but there is no provision, and limited land available, to enhance cycle provision between the School and Eric Road. There is potential to enhance crossing provision along the route, and to convert the existing footway on Bells Lane / Cuckoo Lane for shared use, comprising signing and lining amendments.

3.1.6 It is concluded that these routes along with the identified improvement measures generally provide convenient, accessible, safe, comfortable and attractive options for pedestrians and cyclists to utilise to access these catchment schools.

FIGURES



i-Transport
The Square, Basing View, Basingstoke, RG21 4EB
Tel: 01256 338 640
www.i-transport.co.uk

FILE REF: ITB10353

REV: C

TITLE: LAND EAST OF NEWGATE LANE EAST NMU AUDIT PLAN

FIGURE No: FIGURE 1

APPENDIX A. STUBBINGTON BYPASS PROPOSALS

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

KEY

- GRASSED AREA
- PAVED AREA (FOOTWAY/CYCLEWAY/PAVED ISLAND)
- DRAINAGE DITCH OR SWALE
- DETENTION BASIN
- APPLICATION BOUNDARY
- ADJACENT LAND OWNED BY HCC

FAREHAM
TITCHFIELD
A27 TITCHFIELD GYRATORY
A27 SOUTHAMPTON ROAD
TITCHFIELD HILL
B3334 TITCHFIELD ROAD
RIVER MEON
BRIDGE STREET
RANVILLES LANE
CONTINUED ON EC/RJ504603/02/2023
CROFTON DITCH
DUCK DOWN FARM
HOLLAM NURSERIES
HOLLAM COTTAGE
HOLLAM FARM
HOLLAM HOUSE
THE COACH HOUSE
HOLLAM HILL FARM
CAER WENNOL NURSERY
THE ARC RSPCA
1000.000
750.000
500.000
250.000
0.000

0 20m 100m 200m
SCALE BAR

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
D	MINOR AMENDMENT ADJACENT TO ROME FARM COTTAGES DURING PLANNING SUBMISSION	22.09.2015	DF	LW	CM
C	BUNDS REVISED AND APPLICATION BOUNDARY ADDED	29.05.2015	DF	RW	CM
B	MINOR AMENDMENTS	01.04.2015	DF	RW	CM
A	PONDS ADDED	27.02.2015	DF	RW	CM

HCC CAD FILE: K:\Eng\Roads\Schemes\RJ504603.01 Stubbington Bypass\AutoCAD\02-Planning\EC_RJ504603-02-022_024_GA-OVERVIEW.dwg

CLIENT

HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council
Engineering Consultancy
Certificate No FS 21845

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	CAD	CHECKED	APPROVED
RW	LH	LW / LW	CM / CM

SCHEME: STUBBINGTON BYPASS
JOB No.

DRAWING TITLE: GENERAL ARRANGEMENT OVERVIEW
HCC CAD PLOT: 27/02/2015 10:30:51

SCALE @ A1	DATE	SHEET NUMBER	DRAWING NUMBER	REV
1:2500	22.12.2014	1 OF 3	EC/RJ504603/02/022	D

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

KEY

- GRASSED AREA
- PAVED AREA (FOOTWAY/CYCLEWAY/PAVED ISLAND)
- DRAINAGE DITCH OR SWALE
- DETENTION BASIN
- APPLICATION BOUNDARY
- ADJACENT LAND OWNED BY HCC

HMS COLLINGWOOD

CROFTON DITCH

RANVILLES LANE

750.000

1000.000

PEBBLE END

PEAK LANE

1500.000

1750.000

POND

TANNERS LANE

2000.000

2250.000

2500.000

NEWLANDS FARMHOUSE

NEWLANDS FARM

OAKCROFT LANE

STROUD GREEN LANE

THE ARC RSPCA

STUBBINGTON

TRACK

DRAIN

CONTINUED FROM EC/RJ504603/02/022

CONTINUED ON EC/RJ504603/02/024

0 20m 100m 200m

SCALE BAR

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
D	MINOR AMENDMENT ADJACENT TO ROME FARM COTTAGES DURING PLANNING SUBMISSION	22.09.2015	DF	LW	CM
C	BUNDS REVISED AND APPLICATION BOUNDARY ADDED	29.05.2015	DF	RW	CM
B	MINOR AMENDMENTS	01.04.2015	DF	RW	CM
A	PONDS ADDED	27.02.2015	DF	RW	CM

CLIENT

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STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council

engineering CONSULTANCY

Certificate No FS 21845

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	SCHEME	DRAWING TITLE
RW	STUBBINGTON BYPASS	GENERAL ARRANGEMENT OVERVIEW
CAD: LH		HCC CAD PLOT: 27/02/2015 10:30:51
CHECKED: LW | LW	JOB No.	
APPROVED: CM | CM	SCALE @ A1: 1:2500	DATE: 22.12.2014
	SHEET NUMBER: 2 OF 3	DRAWING NUMBER: EC/RJ504603/02/023
		REV: D

HCC CAD FILE: K:\Eng\Roads\Schemes\RJ504603.01 Stubbington Bypass\AutoCAD\02-Planning\EC_RJ504603-02-022_024_GA-OVERVIEW.dwg

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

KEY

- GRASSED AREA
- PAVED AREA (FOOTWAY/CYCLEWAY/PAVED ISLAND)
- DRAINAGE DITCH OR SWALE
- DETENTION BASIN
- APPLICATION BOUNDARY
- ADJACENT LAND OWNED BY HCC

LINES SHOWN PINK ARE PROPOSED WORKS FOR NEWGATE LANE SOUTH THAT MAY BE COMPLETED BY THE TIME STUBBINGTON BYPASS IS UNDER CONSTRUCTION.

HMS COLLINGWOOD

B3334 ROWNER ROAD

PEEL COMMON ROUNDABOUT

B3385 NEWGATE LANE

B3385 BROOM WAY

B3334 GOSPORT ROAD

TRACK

500.000

250.000

DRAIN

TRACK

CONTINUED FROM EC/RJ504603/01/023

2500.000

PEEL COMMON WASTEWATER TREATMENT WORKS

POND

POND

POND

PATH

ROME FARM COTTAGES

DAEDALUS SITE

2750.000

3000.000

3250.000

3500.000

MARK'S ROAD

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
D	MINOR AMENDMENT ADJACENT TO ROME FARM COTTAGES DURING PLANNING SUBMISSION	22.09.2015	DF	LW	CM
C	BUNDS REVISED AND APPLICATION BOUNDARY ADDED	29.05.2015	DF	RW	CM
B	MINOR AMENDMENTS	01.04.2015	DF	RW	CM
A	PONDS ADDED	27.02.2015	DF	RW	CM

CLIENT

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STRATEGIC TRANSPORT

CONSULTANT

Hampshire County Council
engineering CONSULTANCY
Certificate No FS 21845

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER	RW
CAD	LH
CHECKED	LW | LW
APPROVED	CM | CM

SCHEME: STUBBINGTON BYPASS

JOB No.

DRAWING TITLE: GENERAL ARRANGEMENT OVERVIEW

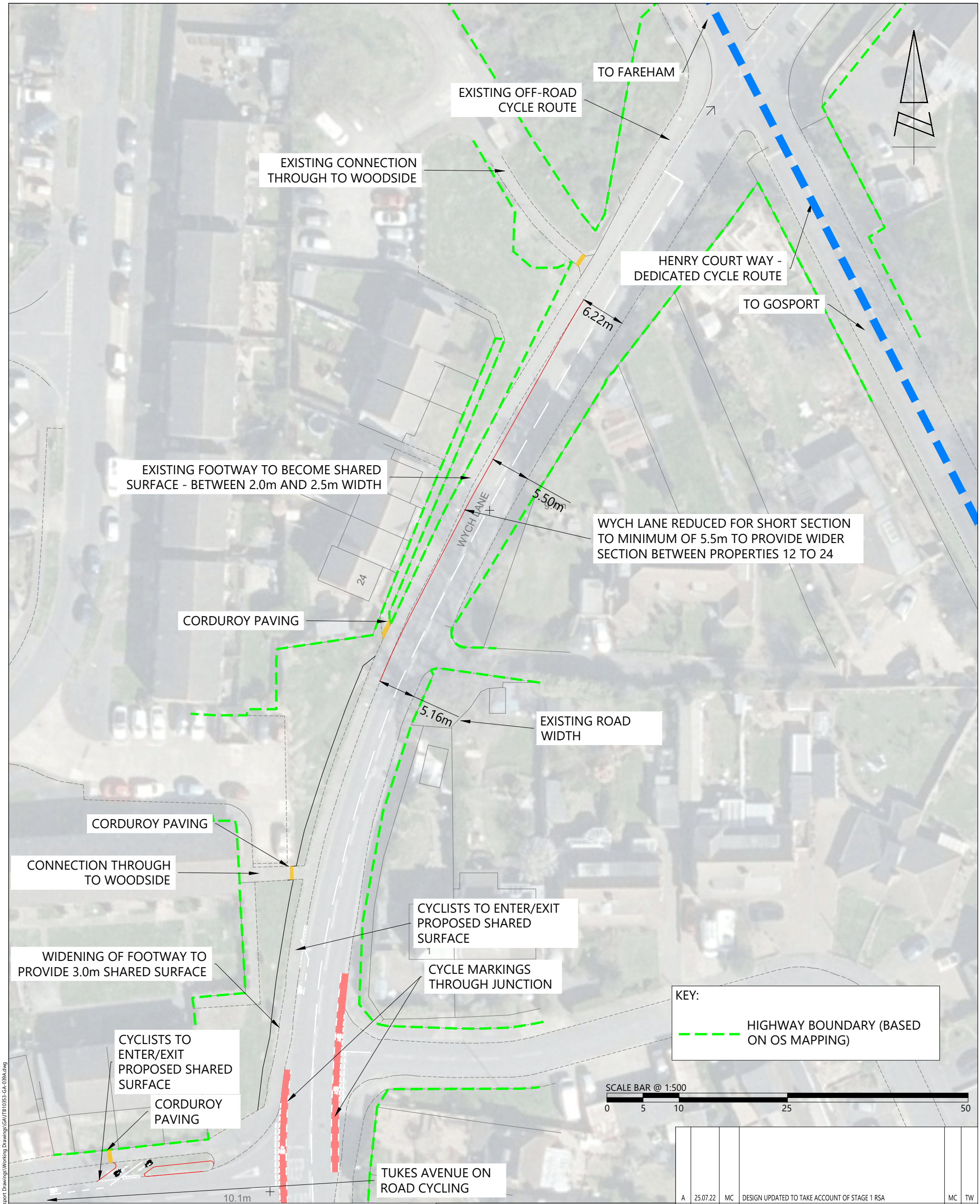
HCC CAD PLOT: 27/02/2015 10:30:51

SCALE @ A1	DATE	SHEET NUMBER
1:2500	22.12.2014	3 OF 3

DRAWING NUMBER: EC/RJ504603/02/024 REV D

HCC CAD FILE: K:\Eng\Roads\Schemes\RJ504603.01 Stubbington Bypass\AutoCAD\02-Planning\EC_RJ504603-02-022_024_GA-OVERVIEW.dwg

APPENDIX L. Wych Lane Improvements and Information



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DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CLIENT: MILLER HOMES AND BARGATE HOMES

STATUS: FOR INFORMATION

i-Transport
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

TITLE: PROPOSED CYCLE IMPROVEMENTS TO WYCH LANE OPTION 1

PROJECT: LAND EAST OF NEWGATE LANE EAST, FAREHAM

DRAWN:	CHECKED:	APPROVED:
MC	MC	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB10353	1:500	01.07.22
DRAWING No:		REV:
ITB10353-GA-039		A

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TO FAREHAM

EXISTING OFF-ROAD CYCLE ROUTE

EXISTING CONNECTION THROUGH TO WOODSIDE

CYCLISTS TO ENTER/EXIT PROPOSED SHARED SURFACE

CORDUROY PAVING

HENRY COURT WAY - DEDICATED CYCLE ROUTE

TO GOSPORT

EXISTING FOOTWAY TO BE RETAINED

WYCH LANE

9.1m

CENTRELINE REMOVED AND ADVISORY CYCLE LANES ADDED - LTN 1/20 SECTION 6

CORDUROY PAVING

CYCLISTS TO ENTER/EXIT PROPOSED SHARED SURFACE

CONNECTION THROUGH TO WOODSIDE

CYCLISTS TO ENTER/EXIT PROPOSED SHARED SURFACE

WIDENING OF FOOTWAY TO PROVIDE 3.0m SHARED SURFACE

CYCLE MARKINGS THROUGH JUNCTION

CYCLISTS TO ENTER/EXIT PROPOSED SHARED SURFACE

CORDUROY PAVING

TUKES AVENUE ON ROAD CYCLING

10.1m

KEY:

HIGHWAY BOUNDARY (BASED ON OS MAPPING)

SCALE BAR @ 1:500

0 5 10 25 50

REV	DATE	BY	DESCRIPTION	CHK	APD
A	25.07.22	MC	DESIGN UPDATED TO TAKE ACCOUNT OF STAGE 1 RSA	MC	TW

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STATUS: FOR INFORMATION

i-Transport

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Tel: 01256 637940

www.i-transport.co.uk

TITLE: PROPOSED CYCLE IMPROVEMENTS TO WYCH LANE OPTION 2

PROJECT: LAND EAST OF NEWGATE LANE EAST, FAREHAM

DRAWN:	CHECKED:	APPROVED:
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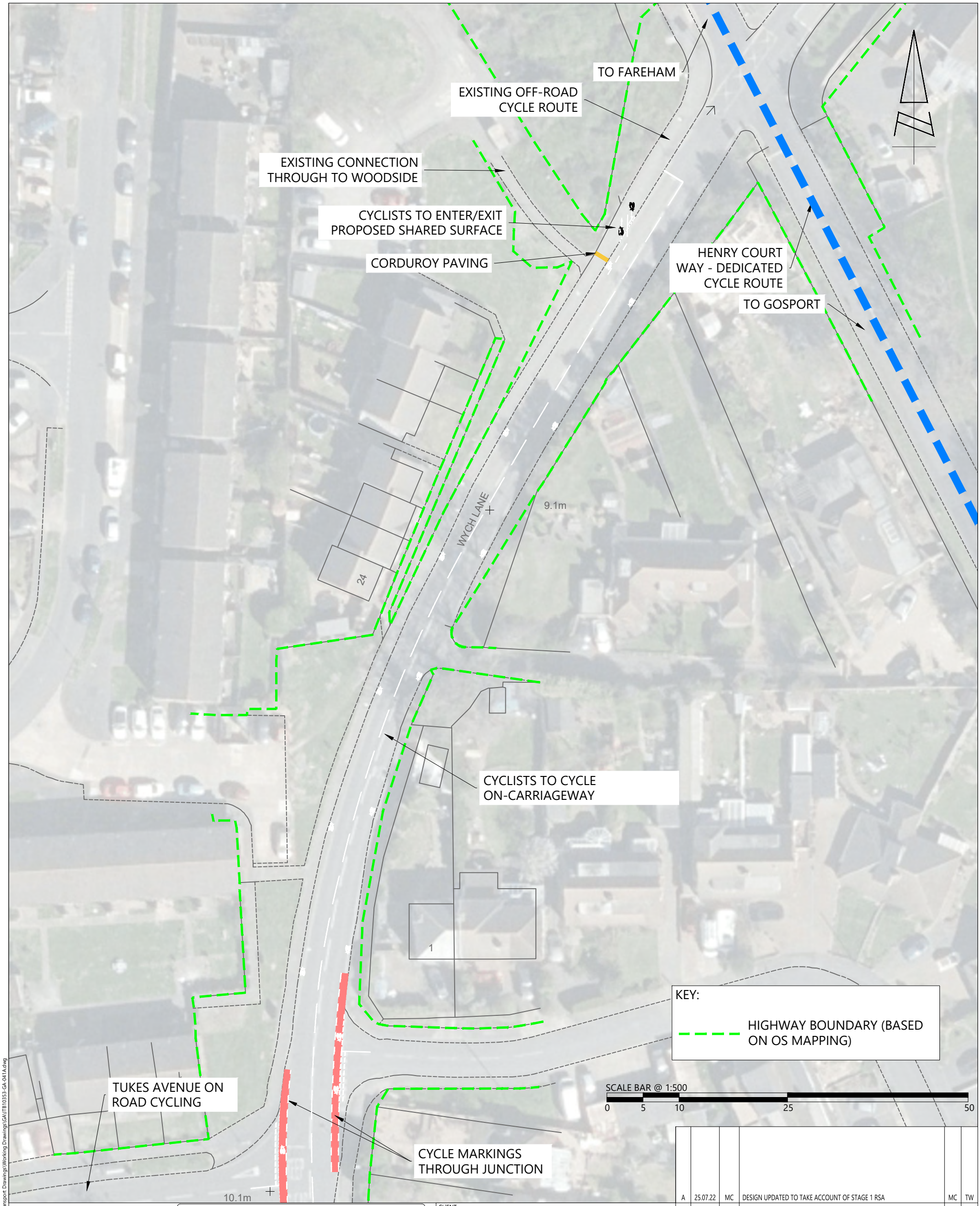

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A	25.07.22	MC	DESIGN UPDATED TO TAKE ACCOUNT OF STAGE 1 RSA	MC	TW

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CLIENT: MILLER HOMES AND BARGATE HOMES

STATUS: FOR INFORMATION

i-Transport
The Square, Basing View, Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

TITLE: PROPOSED CYCLE IMPROVEMENTS TO WYCH LANE OPTION 3

PROJECT: LAND EAST OF NEWGATE LANE EAST, FAREHAM

DRAWN:	CHECKED:	APPROVED:
MC	MC	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB10353	1:500	01.07.22
DRAWING No:		REV:
ITB10353-GA-041		A

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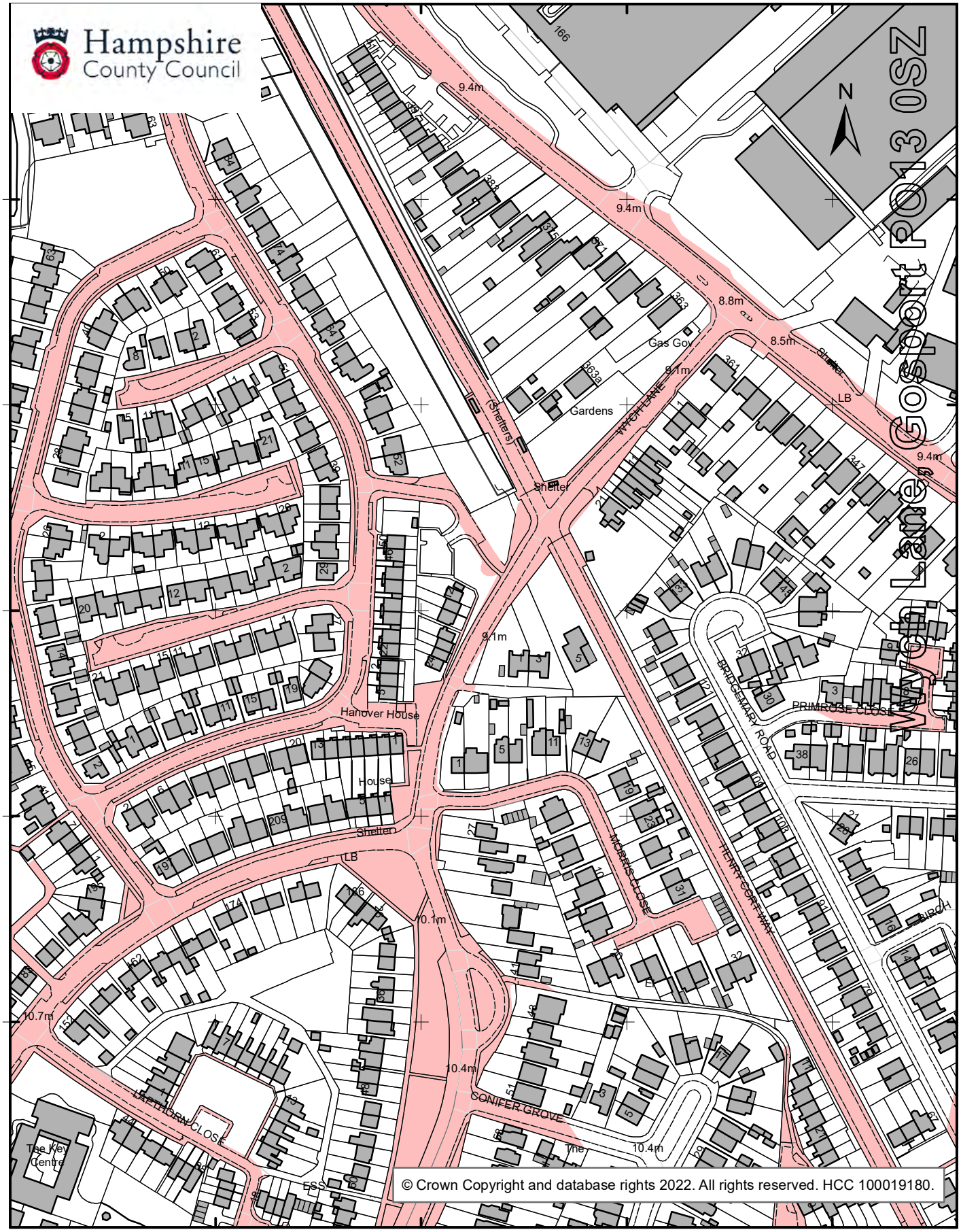


21608195 **MW**

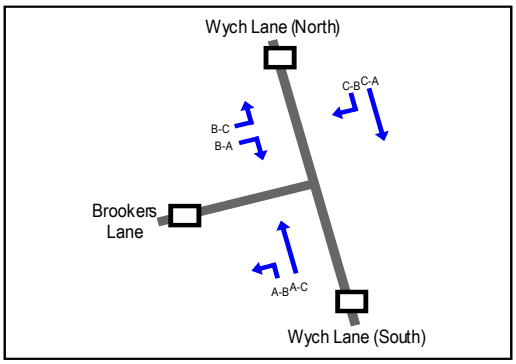
Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: http://www.ordnancesurvey.co.uk/support/property-boundaries.html

For questions about the responsibility for ditches please refer to Hampshire County Council's website at: http://documents.hants.gov.uk/flood-water-management/ditchmaintenanceposter.pdf

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

Gosport, Hampshire
Classified Junction Count

Site 2 of 6
Wych Lane (South)
Brookers Lane
Wych Lane (North)



Lat/Long
lat 50.824843° lon -1.177793°

Date
Wednesday 9 October 2019

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	0	0	0	0	0	0	1	0.20
0715 - 0730	0	0	3	1	0	0	0	0	4	4.00
0730 - 0745	1	0	2	0	0	0	0	0	3	2.20
0745 - 0800	1	0	2	0	1	0	0	0	4	3.20
Hourly Total	3	0	7	1	1	0	0	0	12	9.60
Hourly Average	0.75	0.00	1.75	0.25	0.25	0.00	0.00	0.00	3.00	2.40
0800 - 0815	0	0	6	0	1	0	0	0	7	7.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	27	0	0	0	0	0	27	27.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	42	0	1	0	0	0	43	43.00
Hourly Average	0.00	0.00	10.50	0.00	0.25	0.00	0.00	0.00	10.75	10.75
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	1	0	2	0	0	0	0	0	3	2.20
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	1	0	5	0	2	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.25	0.00	0.50	0.00	0.00	0.00	2.00	1.80
Session Total	4	0	54	1	4	0	0	0	63	59.80
Session Average	0.33	0.00	4.50	0.08	0.33	0.00	0.00	0.00	5.25	4.98

Date
Wednesday 9 October 2019

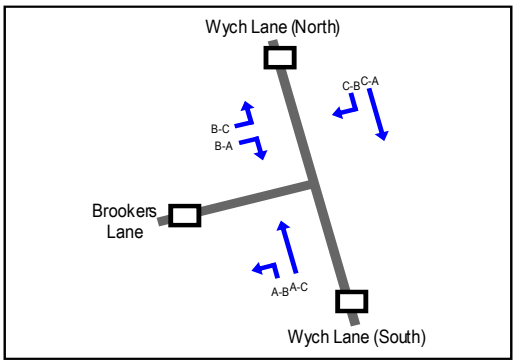
Weather
Sunny Intervals
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	2	0	0	0	0	0	3	2.20
1615 - 1630	1	0	3	0	0	0	0	0	4	3.20
1630 - 1645	1	0	6	0	1	0	0	0	8	7.20
1645 - 1700	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	3	0	15	0	3	0	0	0	21	18.60
Hourly Average	0.75	0.00	3.75	0.00	0.75	0.00	0.00	0.00	5.25	4.65
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	1	0	2	0	0	0	0	0	3	2.20
1745 - 1800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	1	0	11	0	1	0	0	0	13	12.20
Hourly Average	0.25	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.25	3.05
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	4	0	34	0	4	0	0	0	42	38.80
Session Average	0.33	0.00	2.83	0.00	0.33	0.00	0.00	0.00	3.50	3.23

Gosport, Hampshire
Classified Junction Count

Site 2 of 6
Wych Lane (South)
Brookers Lane
Wych Lane (North)



Lat/Long
lat 50.824843° lon -1.177793°

Date
Wednesday 9 October 2019

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	27	0	2	0	0	2	33	33.40
0715 - 0730	3	0	36	0	7	1	0	0	47	45.10
0730 - 0745	2	0	36	0	3	0	0	0	41	39.40
0745 - 0800	2	0	33	0	2	0	0	0	37	35.40
Hourly Total	9	0	132	0	14	1	0	2	158	153.30
Hourly Average	2.25	0.00	33.00	0.00	3.50	0.25	0.00	0.50	39.50	38.33
0800 - 0815	3	1	33	1	4	0	0	0	42	39.00
0815 - 0830	1	0	22	0	5	0	0	1	29	29.20
0830 - 0845	3	2	49	0	8	0	0	0	62	58.40
0845 - 0900	0	0	18	0	3	0	0	0	21	21.00
Hourly Total	7	3	122	1	20	0	0	1	154	147.60
Hourly Average	1.75	0.75	30.50	0.25	5.00	0.00	0.00	0.25	38.50	36.90
0900 - 0915	1	0	27	0	1	0	0	0	29	28.20
0915 - 0930	0	0	21	0	3	0	0	0	24	24.00
0930 - 0945	0	0	18	0	5	0	0	0	23	23.00
0945 - 1000	1	0	12	0	3	0	0	0	16	15.20
Hourly Total	2	0	78	0	12	0	0	0	92	90.40
Hourly Average	0.50	0.00	19.50	0.00	3.00	0.00	0.00	0.00	23.00	22.60

Session Total	18	3	332	1	46	1	0	3	404	391.30
Session Average	1.50	0.25	27.67	0.08	3.83	0.08	0.00	0.25	33.67	32.61

Date
Wednesday 9 October 2019

Weather
Sunny Intervals
Temp: 15°C

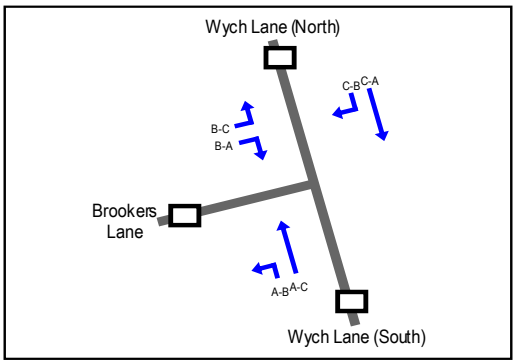
1600 - 1900 (Weekday PM Peak)

	Movement A-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	39	0	3	0	0	0	42	42.00
1615 - 1630	0	0	34	0	3	0	0	0	37	37.00
1630 - 1645	1	0	27	0	2	0	0	0	30	29.20
1645 - 1700	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	1	0	114	0	10	0	0	0	125	124.20
Hourly Average	0.25	0.00	28.50	0.00	2.50	0.00	0.00	0.00	31.25	31.05
1700 - 1715	0	0	11	0	1	0	0	0	12	12.00
1715 - 1730	0	2	22	0	1	0	0	0	25	23.80
1730 - 1745	0	0	15	0	0	0	0	0	15	15.00
1745 - 1800	2	1	15	0	3	0	0	0	21	18.80
Hourly Total	2	3	63	0	5	0	0	0	73	69.60
Hourly Average	0.50	0.75	15.75	0.00	1.25	0.00	0.00	0.00	18.25	17.40
1800 - 1815	0	0	17	0	2	0	0	0	19	19.00
1815 - 1830	0	0	18	1	0	0	0	0	19	19.00
1830 - 1845	0	0	23	1	1	0	0	0	25	25.00
1845 - 1900	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	0	0	79	2	4	0	0	0	85	85.00
Hourly Average	0.00	0.00	19.75	0.50	1.00	0.00	0.00	0.00	21.25	21.25

Session Total	3	3	256	2	19	0	0	0	283	278.80
Session Average	0.25	0.25	21.33	0.17	1.58	0.00	0.00	0.00	23.58	23.23

Gosport, Hampshire
Classified Junction Count

Site 2 of 6
Wych Lane (South)
Brookers Lane
Wych Lane (North)



Lat/Long
lat 50.824843° lon -1.177793°

Date
Wednesday 9 October 2019

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	0	0	0	0	0	0	1	0.20
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	3	0	0	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00	0.80
0800 - 0815	1	0	2	0	0	0	0	0	3	2.20
0815 - 0830	2	0	4	0	0	0	0	0	6	4.40
0830 - 0845	3	0	7	0	0	0	0	0	10	7.60
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	6	0	16	0	1	0	0	0	23	18.20
Hourly Average	1.50	0.00	4.00	0.00	0.25	0.00	0.00	0.00	5.75	4.55
0900 - 0915	0	1	0	0	0	0	0	0	1	0.40
0915 - 0930	0	0	3	0	2	0	0	1	6	7.00
0930 - 0945	1	0	1	0	0	0	0	0	2	1.20
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	1	7	0	2	0	0	1	12	11.60
Hourly Average	0.25	0.25	1.75	0.00	0.50	0.00	0.00	0.25	3.00	2.90

Session Total	8	1	26	0	3	0	0	1	39	33.00
Session Average	0.67	0.08	2.17	0.00	0.25	0.00	0.00	0.08	3.25	2.75

Date
Wednesday 9 October 2019

Weather
Sunny Intervals
Temp: 15°C

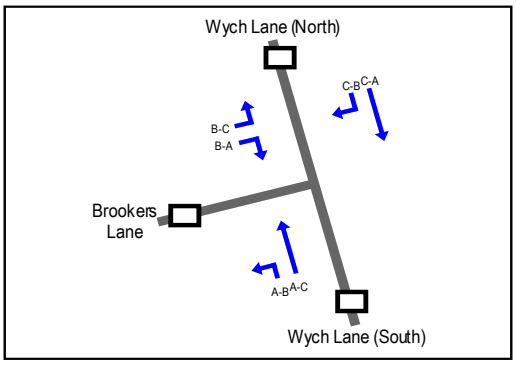
1600 - 1900 (Weekday PM Peak)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	0	2	0	1	0	0	0	6	3.60
1615 - 1630	0	1	1	0	1	0	0	0	3	2.40
1630 - 1645	1	0	2	0	0	0	0	0	3	2.20
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	4	1	8	0	2	0	0	0	15	11.20
Hourly Average	1.00	0.25	2.00	0.00	0.50	0.00	0.00	0.00	3.75	2.80
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	12	0	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.00	3.00

Session Total	4	1	33	0	3	0	0	0	41	37.20
Session Average	0.33	0.08	2.75	0.00	0.25	0.00	0.00	0.00	3.42	3.10

Gosport, Hampshire
Classified Junction Count

Site 2 of 6
Wych Lane (South)
Brookers Lane
Wych Lane (North)



Lat/Long
lat 50.824843° lon -1.177793°

Date
Wednesday 9 October 2019

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	0	0	0	0	5	5.00
0715 - 0730	2	0	8	0	1	0	0	0	11	9.40
0730 - 0745	0	0	11	1	1	0	0	0	13	13.00
0745 - 0800	0	0	6	0	5	0	0	0	11	11.00
Hourly Total	2	0	30	1	7	0	0	0	40	38.40
Hourly Average	0.50	0.00	7.50	0.25	1.75	0.00	0.00	0.00	10.00	9.60
0800 - 0815	1	0	19	0	1	0	0	0	21	20.20
0815 - 0830	0	0	16	0	1	0	0	0	17	17.00
0830 - 0845	0	0	29	0	0	1	0	0	30	30.50
0845 - 0900	1	0	30	0	2	0	0	0	33	32.20
Hourly Total	2	0	94	0	4	1	0	0	101	99.90
Hourly Average	0.50	0.00	23.50	0.00	1.00	0.25	0.00	0.00	25.25	24.98
0900 - 0915	0	0	22	0	0	0	0	0	22	22.00
0915 - 0930	0	0	9	0	3	0	0	0	12	12.00
0930 - 0945	0	0	7	0	2	1	0	0	10	10.50
0945 - 1000	0	0	12	1	2	0	0	0	15	15.00
Hourly Total	0	0	50	1	7	1	0	0	59	59.50
Hourly Average	0.00	0.00	12.50	0.25	1.75	0.25	0.00	0.00	14.75	14.88

Session Total	4	0	174	2	18	2	0	0	200	197.80
Session Average	0.33	0.00	14.50	0.17	1.50	0.17	0.00	0.00	16.67	16.48

Date
Wednesday 9 October 2019

Weather
Sunny Intervals
Temp: 15°C

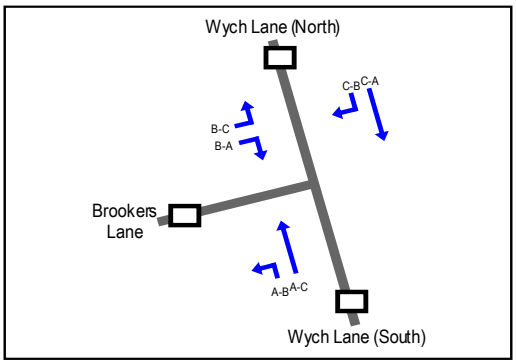
1600 - 1900 (Weekday PM Peak)

	Movement B-C								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	22	1	3	0	0	0	26	26.00
1615 - 1630	1	1	17	0	1	0	0	0	20	18.60
1630 - 1645	0	0	27	0	3	0	0	0	30	30.00
1645 - 1700	0	0	31	0	8	0	0	0	39	39.00
Hourly Total	1	1	97	1	15	0	0	0	115	113.60
Hourly Average	0.25	0.25	24.25	0.25	3.75	0.00	0.00	0.00	28.75	28.40
1700 - 1715	0	0	17	0	6	0	0	0	23	23.00
1715 - 1730	0	1	30	1	4	0	0	0	36	35.40
1730 - 1745	0	0	31	0	3	0	0	0	34	34.00
1745 - 1800	0	0	20	0	6	0	0	0	26	26.00
Hourly Total	0	1	98	1	19	0	0	0	119	118.40
Hourly Average	0.00	0.25	24.50	0.25	4.75	0.00	0.00	0.00	29.75	29.60
1800 - 1815	0	2	24	1	1	0	0	0	28	26.80
1815 - 1830	1	1	19	0	1	0	0	0	22	20.60
1830 - 1845	1	0	16	0	1	0	0	0	18	17.20
1845 - 1900	0	1	16	1	2	0	0	0	20	19.40
Hourly Total	2	4	75	2	5	0	0	0	88	84.00
Hourly Average	0.50	1.00	18.75	0.50	1.25	0.00	0.00	0.00	22.00	21.00

Session Total	3	6	270	4	39	0	0	0	322	316.00
Session Average	0.25	0.50	22.50	0.33	3.25	0.00	0.00	0.00	26.83	26.33

Gosport, Hampshire
Classified Junction Count

Site 2 of 6
Wych Lane (South)
Brookers Lane
Wych Lane (North)



Lat/Long
lat 50.824843° lon -1.177793°

Date
Wednesday 9 October 2019

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	2	0	0	0	6	6.00
0715 - 0730	0	0	14	1	2	0	0	0	17	17.00
0730 - 0745	0	0	20	0	5	1	0	0	26	26.50
0745 - 0800	0	0	17	0	2	0	0	0	19	19.00
Hourly Total	0	0	55	1	11	1	0	0	68	68.50
Hourly Average	0.00	0.00	13.75	0.25	2.75	0.25	0.00	0.00	17.00	17.13
0800 - 0815	0	0	28	0	1	0	0	0	29	29.00
0815 - 0830	0	0	17	2	4	0	0	0	23	23.00
0830 - 0845	1	0	20	0	3	0	0	0	24	23.20
0845 - 0900	0	1	27	0	3	0	0	0	31	30.40
Hourly Total	1	1	92	2	11	0	0	0	107	105.60
Hourly Average	0.25	0.25	23.00	0.50	2.75	0.00	0.00	0.00	26.75	26.40
0900 - 0915	0	0	14	0	1	1	0	0	16	16.50
0915 - 0930	1	0	8	0	4	0	0	0	13	12.20
0930 - 0945	0	2	19	0	2	1	0	0	24	23.30
0945 - 1000	1	0	11	1	5	1	0	0	19	18.70
Hourly Total	2	2	52	1	12	3	0	0	72	70.70
Hourly Average	0.50	0.50	13.00	0.25	3.00	0.75	0.00	0.00	18.00	17.68
Session Total	3	3	199	4	34	4	0	0	247	244.80
Session Average	0.25	0.25	16.58	0.33	2.83	0.33	0.00	0.00	20.58	20.40

Date
Wednesday 9 October 2019

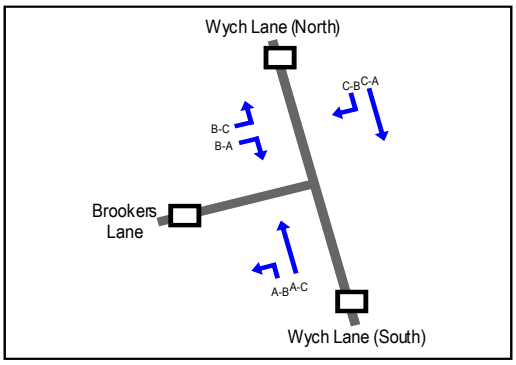
Weather
Sunny Intervals
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement C-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	1	34	0	8	0	0	0	46	43.00
1615 - 1630	0	2	37	0	3	1	0	0	43	42.30
1630 - 1645	3	0	21	0	10	0	0	0	34	31.60
1645 - 1700	0	0	41	0	6	0	0	0	47	47.00
Hourly Total	6	3	133	0	27	1	0	0	170	163.90
Hourly Average	1.50	0.75	33.25	0.00	6.75	0.25	0.00	0.00	42.50	40.98
1700 - 1715	0	1	37	1	10	0	0	0	49	48.40
1715 - 1730	2	0	35	0	7	0	0	0	44	42.40
1730 - 1745	2	4	43	0	6	0	0	0	55	51.00
1745 - 1800	0	3	42	0	5	0	0	0	50	48.20
Hourly Total	4	8	157	1	28	0	0	0	198	190.00
Hourly Average	1.00	2.00	39.25	0.25	7.00	0.00	0.00	0.00	49.50	47.50
1800 - 1815	1	3	34	2	6	0	0	1	47	45.40
1815 - 1830	0	1	32	0	4	0	0	0	37	36.40
1830 - 1845	0	1	28	0	1	0	0	0	30	29.40
1845 - 1900	0	0	26	0	2	0	0	0	28	28.00
Hourly Total	1	5	120	2	13	0	0	1	142	139.20
Hourly Average	0.25	1.25	30.00	0.50	3.25	0.00	0.00	0.25	35.50	34.80
Session Total	11	16	410	3	68	1	0	1	510	493.10
Session Average	0.92	1.33	34.17	0.25	5.67	0.08	0.00	0.08	42.50	41.09

Gosport, Hampshire
Classified Junction Count

Site 2 of 6
Wych Lane (South)
Brookers Lane
Wych Lane (North)



Lat/Long
lat 50.824843° lon -1.177793°

Date
Wednesday 9 October 2019

Weather
Cloudy
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	3	0	0	0	10	10.00
0715 - 0730	1	0	17	2	2	0	0	0	22	21.20
0730 - 0745	2	0	20	0	2	0	0	0	24	22.40
0745 - 0800	2	0	11	0	2	0	0	1	16	15.40
Hourly Total	5	0	55	2	9	0	0	1	72	69.00
Hourly Average	1.25	0.00	13.75	0.50	2.25	0.00	0.00	0.25	18.00	17.25
0800 - 0815	3	0	24	0	0	0	0	0	27	24.60
0815 - 0830	6	0	22	0	3	0	0	0	31	26.20
0830 - 0845	5	1	24	0	1	1	0	0	32	27.90
0845 - 0900	0	0	16	0	2	1	0	0	19	19.50
Hourly Total	14	1	86	0	6	2	0	0	109	98.20
Hourly Average	3.50	0.25	21.50	0.00	1.50	0.50	0.00	0.00	27.25	24.55
0900 - 0915	1	0	13	0	4	0	0	0	18	17.20
0915 - 0930	0	0	15	0	1	0	0	0	16	16.00
0930 - 0945	0	0	10	0	4	1	0	0	15	15.50
0945 - 1000	0	0	11	0	4	0	0	1	16	17.00
Hourly Total	1	0	49	0	13	1	0	1	65	65.70
Hourly Average	0.25	0.00	12.25	0.00	3.25	0.25	0.00	0.25	16.25	16.43

Session Total	20	1	190	2	28	3	0	2	246	232.90
Session Average	1.67	0.08	15.83	0.17	2.33	0.25	0.00	0.17	20.50	19.41

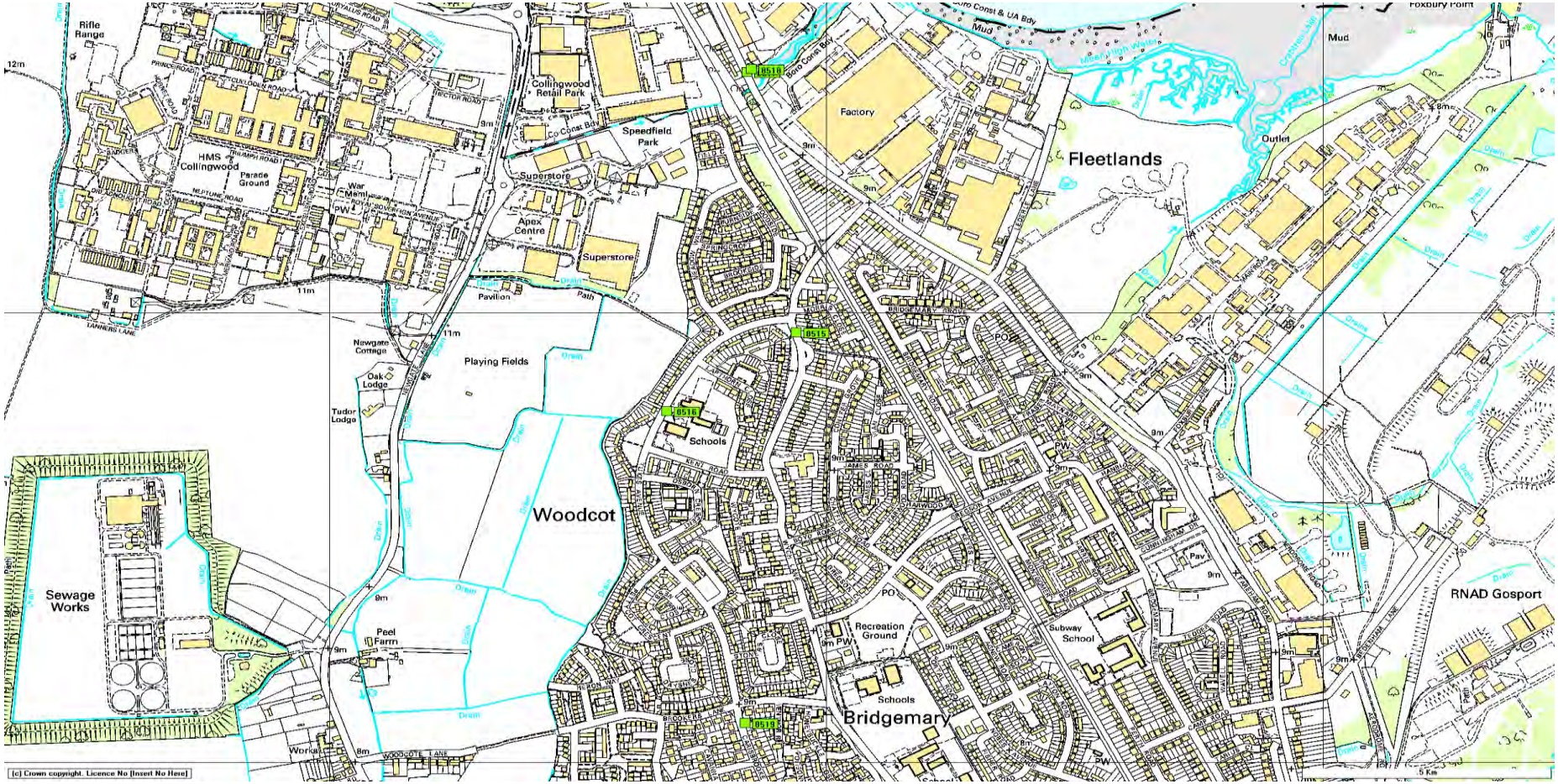
Date
Wednesday 9 October 2019

Weather
Sunny Intervals
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement C-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	0	20	0	1	0	0	0	24	21.60
1615 - 1630	0	0	20	0	0	0	0	0	20	20.00
1630 - 1645	0	1	16	1	2	0	0	0	20	19.40
1645 - 1700	1	0	16	0	2	0	0	0	19	18.20
Hourly Total	4	1	72	1	5	0	0	0	83	79.20
Hourly Average	1.00	0.25	18.00	0.25	1.25	0.00	0.00	0.00	20.75	19.80
1700 - 1715	1	0	19	0	0	0	0	0	20	19.20
1715 - 1730	0	1	14	0	0	0	0	0	15	14.40
1730 - 1745	1	0	18	1	3	0	0	0	23	22.20
1745 - 1800	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	2	1	67	1	4	0	0	0	75	72.80
Hourly Average	0.50	0.25	16.75	0.25	1.00	0.00	0.00	0.00	18.75	18.20
1800 - 1815	0	1	25	1	0	0	0	0	27	26.40
1815 - 1830	1	2	5	0	0	0	0	0	8	6.00
1830 - 1845	0	0	15	0	1	0	0	0	16	16.00
1845 - 1900	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	1	3	59	1	1	0	0	0	65	62.40
Hourly Average	0.25	0.75	14.75	0.25	0.25	0.00	0.00	0.00	16.25	15.60

Session Total	7	5	198	3	10	0	0	0	223	214.40
Session Average	0.58	0.42	16.50	0.25	0.83	0.00	0.00	0.00	18.58	17.87


Rifle Range
Collingwood Retail Park
Speedfield Park
Factory
Fleetlands
Outlet
HMS Collingwood
Parade Ground
War Meml
Superstore
Apex Centre
Superstore
Pavilion
Playing Fields
Newgate Cottage
Oak Lodge
Tudor Lodge
Schools
Woodcot
Sewage Works
Peel Farm
Recreation Ground
Subway School
Schools
Bridgemary
RNAD Gosport
Mud
Foxbury Point
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Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11
Site No: 00008515			Site Reference: 00008515							
Wych Lane Gosport										
Vehicle Count Report			Week Begin: 01-Oct-19			Channel: Northbound				
Time	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day	
Begin	01/10/2019	02/10/2019	03/10/2019	04/10/2019	05/10/2019	06/10/2019	07/10/2019	Av	Av	
0:00	6	1	5	7	13	8	2	4	6	
1:00	6	4	5	1	9	12	4	4	6	
2:00	7	5	5	4	9	4	3	5	5	
3:00	4	4	6	4	5	4	6	5	5	
4:00	26	20	19	27	9	3	29	24	19	
5:00	110	111	103	91	25	13	114	106	81	
6:00	248	251	257	222	58	32	238	243	187	
7:00	256	265	241	240	72	47	263	253	198	
8:00	219	216	191	204	130	109	211	208	183	
9:00	133	144	130	147	157	236	135	138	155	
10:00	127	112	105	135	132	263	126	121	143	
11:00	123	112	124	121	171	253	103	117	144	
12:00	162	121	111	140	140	191	105	128	139	
13:00	112	103	120	141	164	121	111	117	125	
14:00	109	123	121	108	110	130	82	109	112	
15:00	141	122	132	165	98	91	139	140	127	
16:00	153	117	142	125	90	93	104	128	118	
17:00	113	130	114	114	110	81	101	114	109	
18:00	102	142	135	128	114	75	73	116	110	
19:00	86	95	90	109	76	71	72	90	86	
20:00	53	77	67	74	54	36	70	68	62	
21:00	46	35	48	51	39	15	55	47	41	
22:00	26	15	17	25	32	23	12	19	21	
23:00	12	12	22	27	28	17	8	16	18	
12H,7-19	1750	1707	1666	1768	1488	1690	1553	1689	1660	
16H,6-22	2183	2165	2128	2224	1715	1844	1988	2138	2035	
18H,6-24	2221	2192	2167	2276	1775	1884	2008	2173	2075	
24H,0-24	2380	2337	2310	2410	1845	1928	2166	2321	2197	
Am	7:00	7:00	6:00	7:00	11:00	10:00	7:00	-	-	
Peak	256	265	257	240	171	263	263	256	245	
Pm	12:00	18:00	16:00	15:00	13:00	12:00	15:00	-	-	
Peak	162	142	142	165	164	191	139	150	158	
				Created at 11:12:29 on 8 Oct 2019						
Site No: 00008515			Site Reference: 00008515							
Wych Lane Gosport										
Vehicle Count Report			Week Begin: 01-Oct-19			Channel: Southbound				
Time	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day	
Begin	01/10/2019	02/10/2019	03/10/2019	04/10/2019	05/10/2019	06/10/2019	07/10/2019	Av	Av	
0:00	9	8	19	14	28	22	12	12	16	
1:00	5	4	8	6	13	15	3	5	8	
2:00	6	2	2	3	12	6	4	3	5	
3:00	0	0	2	7	4	9	2	2	3	
4:00	4	4	4	4	4	6	3	4	4	
5:00	10	15	16	10	6	38	6	11	14	
6:00	25	23	25	32	9	95	27	26	34	
7:00	67	65	62	70	24	110	51	63	64	
8:00	122	123	124	120	62	190	116	121	122	
9:00	117	91	112	103	103	200	106	106	119	
10:00	135	114	88	126	128	148	94	111	119	
11:00	99	97	90	120	135	119	120	105	111	
12:00	120	124	118	135	168	158	121	124	135	
13:00	149	130	138	174	151	126	134	145	143	
14:00	200	184	157	201	128	121	172	183	166	
15:00	211	223	217	213	156	136	197	212	193	
16:00	262	251	248	256	177	141	266	257	229	
17:00	290	280	291	269	140	140	243	275	236	
18:00	210	251	202	212	133	86	197	214	184	
19:00	126	135	120	132	105	92	98	122	115	
20:00	93	106	94	101	84	68	76	94	89	
21:00	60	81	62	90	63	54	64	71	68	
22:00	46	42	63	86	59	29	48	57	53	
23:00	26	24	30	39	46	20	24	29	30	
12H,7-19	1982	1933	1847	1999	1505	1675	1817	1916	1823	
16H,6-22	2286	2278	2148	2354	1766	1984	2082	2230	2128	
18H,6-24	2358	2344	2241	2479	1871	2033	2154	2315	2211	
24H,0-24	2392	2377	2292	2523	1938	2129	2184	2354	2262	
Am	10:00	8:00	8:00	10:00	11:00	9:00	11:00	-	-	
Peak	135	123	124	126	135	200	120	126	138	
Pm	17:00	17:00	17:00	17:00	16:00	12:00	16:00	-	-	
Peak	290	280	291	269	177	158	266	279	247	
				Created at 11:12:29 on 8 Oct 2019						

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column17	Column18	Column19
Site No: 00008515			Site Reference: 00008515															
Wych Lane Gosport																		
Speed Summary (All Days)-Limit 30 Mph			From 01/10/2019 To 08/10/2019			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	6	-	30.2	5.3	0	0	0	0	0	1	3	1	1	0	0	0	0	
1:00	6	-	31.3	4.5	0	0	0	0	0	0	1	3	1	0	0	0	0	
2:00	5	-	30.5	4.9	0	0	0	0	0	0	2	2	1	0	0	0	0	
3:00	5	-	28.5	4.3	0	0	0	0	0	0	2	2	0	0	0	0	0	
4:00	19	37.6	32.1	7.1	0	0	0	1	1	1	5	8	3	1	0	0	0	
5:00	81	35.6	31.1	6.2	0	0	1	3	1	3	25	38	7	2	0	0	0	
6:00	187	35.4	30.2	6.4	0	1	3	6	3	11	75	69	17	2	0	0	0	
7:00	198	34.3	26.4	8.9	0	4	18	11	8	21	72	51	11	1	0	0	0	
8:00	183	35.0	30.1	5.3	0	0	1	3	3	17	78	66	13	2	0	0	0	
9:00	155	34.7	29.7	5.0	0	0	0	2	4	18	71	47	11	1	0	0	0	
10:00	143	34.5	29.6	5.0	0	0	1	2	2	18	66	45	8	0	0	0	0	
11:00	144	34.5	29.6	4.8	0	0	0	1	4	19	66	44	8	1	0	0	0	
12:00	139	35.0	30.1	5.0	0	0	0	2	3	15	60	47	10	1	0	0	0	
13:00	125	34.9	30.1	5.4	0	0	1	2	3	12	49	49	7	1	0	0	0	
14:00	112	34.9	29.5	5.7	0	0	0	4	3	14	45	36	8	1	0	0	0	
15:00	127	34.8	29.4	5.4	0	0	0	3	5	16	54	38	10	0	0	0	0	
16:00	118	35.2	30.4	5.0	0	0	0	2	1	11	47	45	10	1	0	0	0	
17:00	109	35.3	30.6	5.3	0	0	0	2	2	12	41	43	10	1	0	0	0	
18:00	110	34.7	29.8	5.1	0	0	0	2	2	12	50	36	7	1	0	0	0	
19:00	86	35.1	30.2	5.2	0	0	0	1	2	11	34	29	7	1	0	0	0	
20:00	62	34.7	29.7	4.9	0	0	0	0	1	10	29	16	5	1	0	0	0	
21:00	41	35.0	29.9	5.6	0	0	0	1	0	6	17	12	4	1	0	0	0	
22:00	21	34.2	29.8	5.0	0	0	0	0	0	4	9	7	0	1	0	0	0	
23:00	18	34.8	29.9	5.4	0	0	0	0	0	3	7	6	1	1	0	0	0	
12H,7-19	1663	34.9	29.5	5.9	0	4	21	36	40	185	699	547	113	11	0	0	0	
16H,6-22	2039	34.9	29.6	5.9	0	5	24	44	46	223	854	673	146	16	0	0	0	
18H,6-24	2078	34.9	29.6	5.8	0	5	24	44	46	230	870	686	147	18	0	0	0	
24H,0-24	2200	35.0	29.7	5.9	0	5	25	48	48	235	908	740	160	21	0	0	0	
Am	7:00	-	4:00	7:00	-	7:00	7:00	7:00	7:00	7:00	8:00	6:00	6:00	5:00	5:00	-	-	
Peak	198	-	32.1	8.9	-	4	18	11	8	21	78	69	17	2	0	-	-	
Pm	12:00	17:00	17:00	14:00	-	19:00	13:00	14:00	15:00	15:00	12:00	13:00	12:00	14:00	19:00	-	-	
Peak	139	35.3	30.6	5.7	-	0	1	4	5	16	60	49	10	1	0	-	-	
				Created at 1:														
Site No: 00008515			Site Reference: 00008515															
Wych Lane Gosport																		
Speed Summary (All Days)-Limit 30 Mph			From 01/10/2019 To 08/10/2019			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	16	36.5	31.4	5.4	0	0	0	0	0	1	6	5	2	1	0	0	0	
1:00	8	-	30.5	5.1	0	0	0	0	0	1	2	3	1	0	0	0	0	
2:00	5	-	31.5	5.3	0	0	0	0	0	1	1	2	0	0	0	0	0	
3:00	3	-	31.2	5.7	0	0	0	0	0	0	1	1	1	0	0	0	0	
4:00	4	-	33.5	7.9	0	0	0	0	0	1	1	1	1	1	0	0	0	
5:00	14	35.8	31.6	4.9	0	0	0	0	0	2	5	5	2	0	0	0	0	
6:00	34	35.8	30.8	5.5	0	0	0	1	0	3	12	12	5	0	0	0	0	
7:00	64	35.2	30.7	5.1	0	0	0	1	1	6	25	25	5	1	0	0	0	
8:00	122	35.2	30.3	5.2	0	0	0	2	3	12	48	46	10	1	0	0	0	
9:00	119	35.0	30.1	5.3	0	0	1	1	3	14	48	42	8	1	0	0	0	
10:00	119	34.8	30.0	4.9	0	0	0	1	3	15	50	42	7	1	0	0	0	
11:00	111	35.3	30.3	5.3	0	0	0	1	4	13	39	43	10	1	0	0	0	
12:00	135	35.7	30.9	5.6	0	0	0	2	3	12	46	54	14	3	1	0	0	
13:00	143	35.4	30.6	5.1	0	0	0	2	2	17	49	58	13	1	0	0	0	
14:00	166	35.4	30.6	5.6	0	0	2	3	2	13	60	69	15	2	0	0	0	
15:00	193	35.4	30.7	5.5	0	0	1	3	5	15	72	78	17	3	0	0	0	
16:00	229	35.4	31.0	5.3	0	0	0	5	3	14	83	99	19	3	1	0	0	
17:00	236	35.8	31.4	5.3	0	0	1	3	5	13	82	101	27	4	0	0	0	
18:00	184	35.6	31.3	5.2	0	0	0	4	2	10	63	83	18	3	0	0	0	
19:00	115	35.4	30.7	5.4	0	0	0	2	2	11	45	43	9	3	0	0	0	
20:00	89	35.3	31.0	4.9	0	0	0	1	1	7	33	38	8	1	0	0	0	
21:00	68	35.9	31.4	5.3	0	0	0	1	1	6	21	29	8	1	0	0	0	
22:00	53	36.5	31.9	5.8	0	0	0	1	0	3	18	21	6	2	1	0	0	
23:00	30	36.7	31.3	6.4	0	0	0	1	1	2	10	10	4	1	0	0	0	
12H,7-19	1821	35.4	30.7	5.3	0	0	5	28	36	154	665	740	163	24	2	0	0	
16H,6-22	2127	35.5	30.8	5.3	0	0	5	33	40	181	776	862	193	29	2	0	0	
18H,6-24	2210	35.5	30.8	5.3	0	0	5	35	41	186	804	893	203	32	3	0	0	
24H,0-24	2260	35.5	30.8	5.3	0	0	5	35	41	192	820	910	210	34	3	0	0	
Am	8:00	-	4:00	4:00	-	-	9:00	8:00	11:00	10:00	10:00	8:00	8:00	11:00	0:00	-	-	
Peak	122	-	33.5	7.9	-	-	1	2	4	15	50	46	10	1	0	-	-	
Pm	17:00	23:00	22:00	23:00	-	-	14:00	16:00	17:00	13:00	16:00	17:00	17:00	17:00	22:00	23:00	21:00	
Peak	236	36.7	31.9	6.4	-	-	2	5	5	17	83	101	27	4	1	0	0	
				Created at 1:														

Column1	Column2	Column3	Column4	Column5	Column6	Column7
Site No: 00008515			Site Reference: 00008515			
Wych Lane Gosport						
Length Summary (All Days)			From 01/10/2019 To 08/10/2019			Channel: Northbound
Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5	
0:00	6	6	0	0	0	
1:00	6	5	1	0	0	
2:00	5	5	0	0	0	
3:00	5	3	1	1	0	
4:00	19	17	2	1	0	
5:00	81	67	10	4	0	
6:00	187	149	24	13	0	
7:00	198	171	18	8	1	
8:00	183	164	11	7	1	
9:00	155	139	10	5	1	
10:00	143	124	11	7	1	
11:00	144	124	12	6	1	
12:00	139	121	10	7	1	
13:00	125	107	11	5	1	
14:00	112	97	11	3	1	
15:00	127	111	11	3	1	
16:00	118	104	10	3	0	
17:00	109	101	6	2	0	
18:00	110	102	6	2	0	
19:00	86	78	6	2	0	
20:00	62	55	5	2	0	
21:00	41	37	3	0	0	
22:00	21	20	1	0	0	
23:00	18	16	2	0	0	
12H,7-19	1660	1465	128	58	10	
16H,6-22	2035	1784	167	75	10	
18H,6-24	2075	1820	169	75	10	
24H,0-24	2197	1923	183	81	10	
Am	7:00	7:00	6:00	6:00	11:00	
Peak	198	171	24	13	1	
Pm	12:00	12:00	15:00	12:00	15:00	
Peak	139	121	11	7	1	
				Created at 11:12:46 on 8 Oct 2019		
Site No: 00008515			Site Reference: 00008515			
Wych Lane Gosport						
Length Summary (All Days)			From 01/10/2019 To 08/10/2019			Channel: Southbound
Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5	
0:00	16	15	1	0	0	
1:00	8	8	0	0	0	
2:00	5	5	0	0	0	
3:00	3	2	0	1	0	
4:00	4	3	1	0	0	
5:00	14	10	3	1	0	
6:00	34	26	4	2	1	
7:00	64	50	10	4	0	
8:00	122	98	17	6	1	
9:00	119	92	19	8	0	
10:00	119	88	21	9	1	
11:00	111	87	18	5	1	
12:00	135	109	18	7	0	
13:00	143	115	20	7	1	
14:00	166	132	25	7	2	
15:00	193	152	30	11	1	
16:00	229	181	35	11	1	
17:00	236	196	31	8	1	
18:00	184	157	23	5	0	
19:00	115	99	13	3	0	
20:00	89	77	10	1	0	
21:00	68	61	5	1	0	
22:00	53	50	3	0	0	
23:00	30	28	2	0	0	
12H,7-19	1823	1458	266	88	10	
16H,6-22	2128	1722	299	96	11	
18H,6-24	2211	1799	304	97	11	
24H,0-24	2262	1842	310	100	11	
Am	8:00	8:00	10:00	10:00	8:00	
Peak	122	98	21	9	1	
Pm	17:00	17:00	16:00	16:00	14:00	
Peak	236	196	35	11	2	
				Created at 11:12:46 on 8 Oct 2019		