



Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

TRANSPORT ASSESSMENT





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PUBLIC

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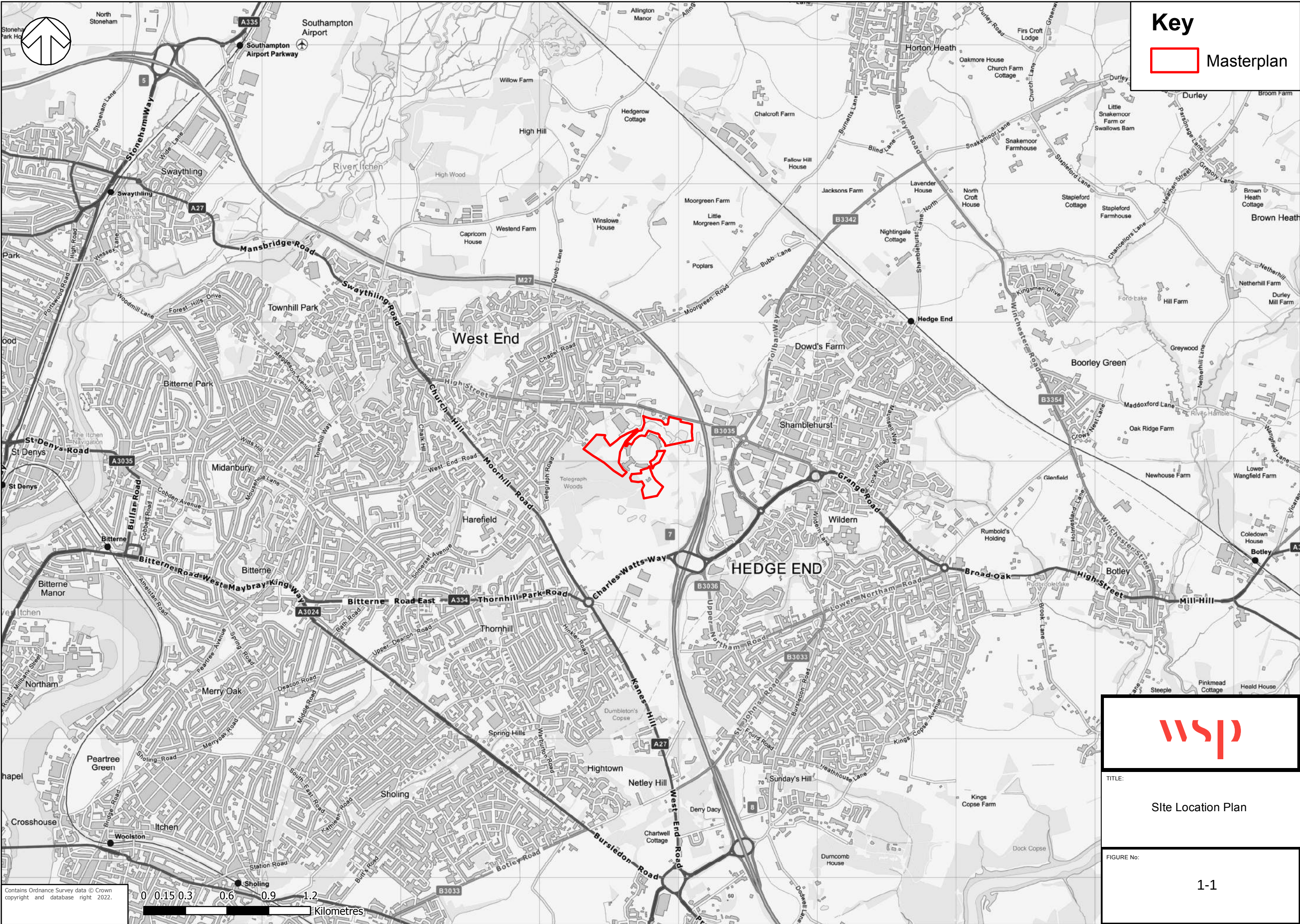
JUNCTIONS 9 OUTPUT

1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP has been commissioned by Land & Development Advisory Ltd to provide transport planning support for a detailed planning application at the Ageas Bowl, Eastleigh. The development proposals are located on the non-operational areas of the existing Ageas Bowl site which consists of the areas to the west, north-east and south of the stadium itself accessed via B3035 Botley Road and Marshall Drive.
- 1.1.2. The Ageas Bowl site covers an area of approximately 0.9km² and currently comprises the following land uses:
- Ageas Bowl Stadium;
 - Hilton Hotel;
 - Poseidon Boxing Club;
 - Hampshire Wellbeing Centre;
 - Golf driving range;
 - Boundary Lakes 18-hole golf course;
 - Metalled and un-metalled car parks; and
 - Thorneydown event car park (under construction).
- 1.1.3. The site is bordered to the north by Botley Road, the M27 and Charles Watts Way to the east, A27 Moorhill Road to the south and Telegraph Road and Telegraph Woods to the west. Access is achieved via Marshall Dive, which serves as a spine road into the site from Botley Road. Marshall Road forms a three-arm signalised junction with Botley Road and allows for separate ahead and right turn phasing.
- 1.1.4. The development proposals comprise of the following:
- 'The erection of 185 new homes, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, pedestrian circulation and processional ramp, together with tree planting, landscaping, SuDs and biodiversity enhancements'*
- 1.1.5. The Boundary Lakes golf-course is currently accessed via B3035 Botley Drive and Marshall Drive, with the clubhouse located adjacent to the Hilton Hotel and part of the Ageas Bowl Stadium building. However, as part of the previously submitted planning application F/20/88655, consent has been granted to relocate the existing clubhouse to the south-west of the Ageas Bowl site where it will be accessed via A27 Moorhill Road.
- 1.1.6. Following an initial meeting held on 27th November 2020, a Transport Assessment Scoping Note was submitted to Hampshire County Council and National Highways in August 2021, as local and strategic highway authority for the local area. A written response to the Scoping Note was provided by Hampshire County Council and National Highways on the 1st September 2021. The Scoping Note and written responses have defined the scope the methodology of this TA and are included in **Appendix A** for reference.
- 1.1.7. The proposals have come forward as part of a detailed planning application. The land for which permission is sought is shown in **Figure 1-1** overleaf.

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1.2 REPORT STRUCTURE

1.2.1. The remainder of the report is structured as follows:

- Chapter 2: outlines the planning and transport policies on a national and local level which are relevant to the Ageas Bowl development;
- Chapter 3: provides an overview of the existing conditions of the Ageas Bowl and the surrounding area. This section provides information on the existing highways, pedestrian and cycling infrastructure, details the accident history around the site;
- Chapter 4: outlines the existing event day operation at the Ageas Bowl;
- Chapter 5: provides information on the development proposals;
- Chapter 6: provides a summary of the residential and workplace Travel Plan;
- Chapter 7: presents the forecast trip generation, trip distribution and assignment on the highway network;
- Chapter 8: provides a highway impact assessment; and
- Chapter 9: summarises and concludes the TA.

2 POLICY REVIEW

2.1 INTRODUCTION

2.1.1. This section will summarise key policies that relate to the development site.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. A revised version of National Planning Policy Framework (NPPF) was published in July 2021. NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a greater choice about how they travel.

2.2.2. NPPF states in Chapter 9 'Promoting Sustainable Transport' at paragraph 104 that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

2.2.3. Paragraphs 105 and 106 explain that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

and

'Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; [and]

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)’.

2.2.4. In respect of considering development proposals, the NPPF states at paragraph 110 that:

‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.5. At paragraph 111 NPPF states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

2.2.6. Paragraph 112 elaborates on the above, stating that applications for development should:

‘a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’

2.2.7. At paragraph 113 NPPF states that, ‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed’.

2.3 LOCAL POLICY

2.3.1. Local policy in Eastleigh has been undergoing reforms for several years. The last adopted plan covered the years 2001-2011 and is technically still adopted. The emerging Local Plan (2016-2036)

has been published for public consultation and will soon be submitted to the planning inspector. This section will solely look at relevant points from the emerging local plan as relevant policy from the 2001-2011 has now been declared invalid.

EASTLEIGH BOROUGH LOCAL PLAN 2016-2036

Key Issues

- 2.3.2. The emerging local plan has a large emphasis on the local environment, recognising air, water and noise pollution as a key issue derived from the location of roads such as the M27 and M3. This has been designated as Issue G8 – Climate change and natural resources and Issue G9 – Air quality and other forms of pollution. Congestion has also been recognised as a key issue in the area: Issue G11 – Congestion on major roads through the borough. Suggestions to tackle this specific issue have been outlined as:
- *“Improving the performance of key junctions across the road network, including better provision for the movement of public transport, pedestrians and cyclists;*
 - *Decreasing road congestion and the idling of cars;*
 - *Enhancing the attractiveness and efficiency of public transport to make it more competitive with car use on many journeys and using Travel Plans to publicise these options to businesses and developers;*
 - *Providing public transport, footpath and cycleway links between homes and employment, retail, community and leisure facilities;*
 - *Improving the quality of jobs within the Borough to reduce levels of long distance out-commuting by residents;*
 - *Enabling more flexible ways of working including working from home, for example by encouraging the roll-out of high-speed broadband facilities in the Borough; and*
 - *Providing enhanced verges to absorb the pollutants from the road and also provide natural habitat to provide foraging and commuting routes for wildlife.”*
- 2.3.3. Other relevant issues and areas of improvement outlined in this section include;
- Issue G12 – Access to new development sites;
 - Issue G13 – Accessibility to public transport and integration of public transport and other non-motorised transport networks;
 - Issue G16 – Footpath/Cycleway/Bridleway network; and
 - Issue G17 – Parking.

Vision and Objectives

- 2.3.4. Chapter 3 of the local plan details the vision for Eastleigh Borough. The following are relevant objectives towards achieving the vision:
- *“Tackling congestion - Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;*
 - *Developing green infrastructure – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resources;*
 - *Encouraging a sustainable community - Ensure future development contributes to the Borough’s sustainability and resilience through effective low carbon and water efficient planning and design; and*

- *Enabling healthier lifestyles / wellbeing - Facilitate better physical and mental health and wellbeing by improving the places people live, work, learn and play, meeting the challenge of the ageing population, and promoting cultural and physical activity.”*

Policy WE4, Land at Ageas Bowl and Tennis Centre, Botley Road, West End

2.3.5. The following is a series of criteria that will need to be met for development of further sports and recreational facilities to be permitted at Ageas Bowl, although it is acknowledged that given the emerging nature of the Local Plan, these criteria are subject to change:

- *“Development must be for outdoor sport or recreational purposes, or for buildings strictly ancillary to such uses;*
- *Any buildings or structures must be appropriate in scale, form and location to the predominantly green and open character of the area and should only be visible from the surrounding area in the context of the wider landscape setting;*
- *Development must be of a high-quality layout and design, with careful attention to detailing, hard landscaping and planting;*
- *Proposals for floodlighting on any part of the site (excluding cricket) must be of a scale, form, location and luminosity that would not affect the predominantly open character of the area. The hours of use of any floodlighting may be limited in order to minimise its impact on nearby residential property;*
- *Proposals must be accompanied by satisfactory arrangements for vehicular access from Botley Road and must include provision for improved facilities for pedestrians, cyclists and public transport;*
- *Any areas of the site to be used for occasional or short-term car parking must be provided with an appropriate soft surface, be well landscaped and not be used for any purposes other than car parking;*
- *Any proposal must ensure that surface water drainage will not increase flood risks downstream and within the river corridor; and*
- *That there will be no adverse impact on the adjacent Telegraph Woods SINC where contributions will be required towards its maintenance.”*

Policy DM1, General Criteria for New Development

2.3.6. This policy details the general criteria for all new development. The follow relates to transport:

- *“Provide fully connected green infrastructure that interlaces the development and connects into the wider network; and*
- *Incorporate provision for disabled people.”*

Policy DM13, General Development Criteria – Transport

2.3.7. This policy outlines some key criteria that must be considered in regard to the transport aspect of all new developments.

- *“All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:*
 - *Meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;*

- Not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and
- Be provided without unacceptable environmental impact.”

“All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council’s Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.

“Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:

- Provision of / contribution towards on and off-site highway improvements such as junction improvements and potentially new road links;
- On-site pedestrian, cycle and public transport infrastructure;
- Contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate; and
- On-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use.”

2.3.8. This policy also emphasises that new developments that will accommodate larger numbers of people must have adequate road access or be served by good public transport and active travel options. It also asserts that Transport Assessments should be undertaken for development proposals.

EASTLEIGH RESIDENTIAL PARKING STANDARDS (ADOPTED 2009)

2.3.9. This document sets out the standards and guidelines for parking provision and the factors that determine the amount of garage, off-street, on-street and visitor parking that should be included as part of the development. An extract of the parking standards is shown in **Figure 2-1**.

Figure 2-1 - Table of Residential Parking Standards (2009)

Property Size	Car Ownership		Car Parking Standard			Long Term Cycle Storage	
	2001 (Census)	2026 (TEMPO growth)	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/ 'on-plot' allocation	Individual storage	Communal storage
	cars per household		parking spaces per dwelling				
GENERAL RESIDENTIAL							
1 bed	0.96	1.00	1.00	1.25	2	1	1
2/3 bed	1.37	1.44	1.50	1.75	2	2	1
4+ bed	1.69	1.77	2.00	2.25	3	2	1
OLDER PEOPLE'S HOUSING							
Active elderly with Warden Control	0.39	0.41	0.50	0.60	1	1	1
Nursing and rest homes	1 space per 6 bedrooms plus 1 space per staff member					1 per 6 staff	

Notes

1. A minimum of 20% unallocated parking is required to provide for casual and overspill parking.
2. All proportions to be rounded up to the next whole number.
3. Garages less than 6m x 3m internally will not count towards parking provision.
4. A minimum of 5% of residential spaces should be designated for use by disabled people.

- 2.3.10. It is detailed that a minimum of 20% unallocated parking is required to take account of overspill and visitor parking. This can either be in the form of on-road provision or in secure private parking areas.
- 2.3.11. Moreover, the carriageway width should be appropriate for the use of the street and whether parking will occur on the carriageway. This is further guided in paragraph 6.1:

“In such situations, and in any other places where parking will normally occur on the carriageway, a minimum carriageway width of 5.5m should be provided to allow one service vehicle to pass another that is parked. Unallocated casual parallel parking spaces that are contiguous with the carriageway may be within the minimum width of 5.5m provided such spaces are located to allow a clear route and passing places for service vehicles. If less than 5.5m carriageway width is available, separate parking lay-bys or other forms of parking provision will be required.”

- 2.3.12. Residential Parking Standards also states that there should be sufficient space available for cycle parking, this should generally be at the quantity of one per household but more can be provided if deemed necessary by the developer.

EMERGING LOCAL PLAN PARKING STANDARDS

- 2.3.13. It is understood that more up to date parking standards will be calculated through the emerging Local Plan process however these are not yet available.

3 EXISTING CONDITIONS

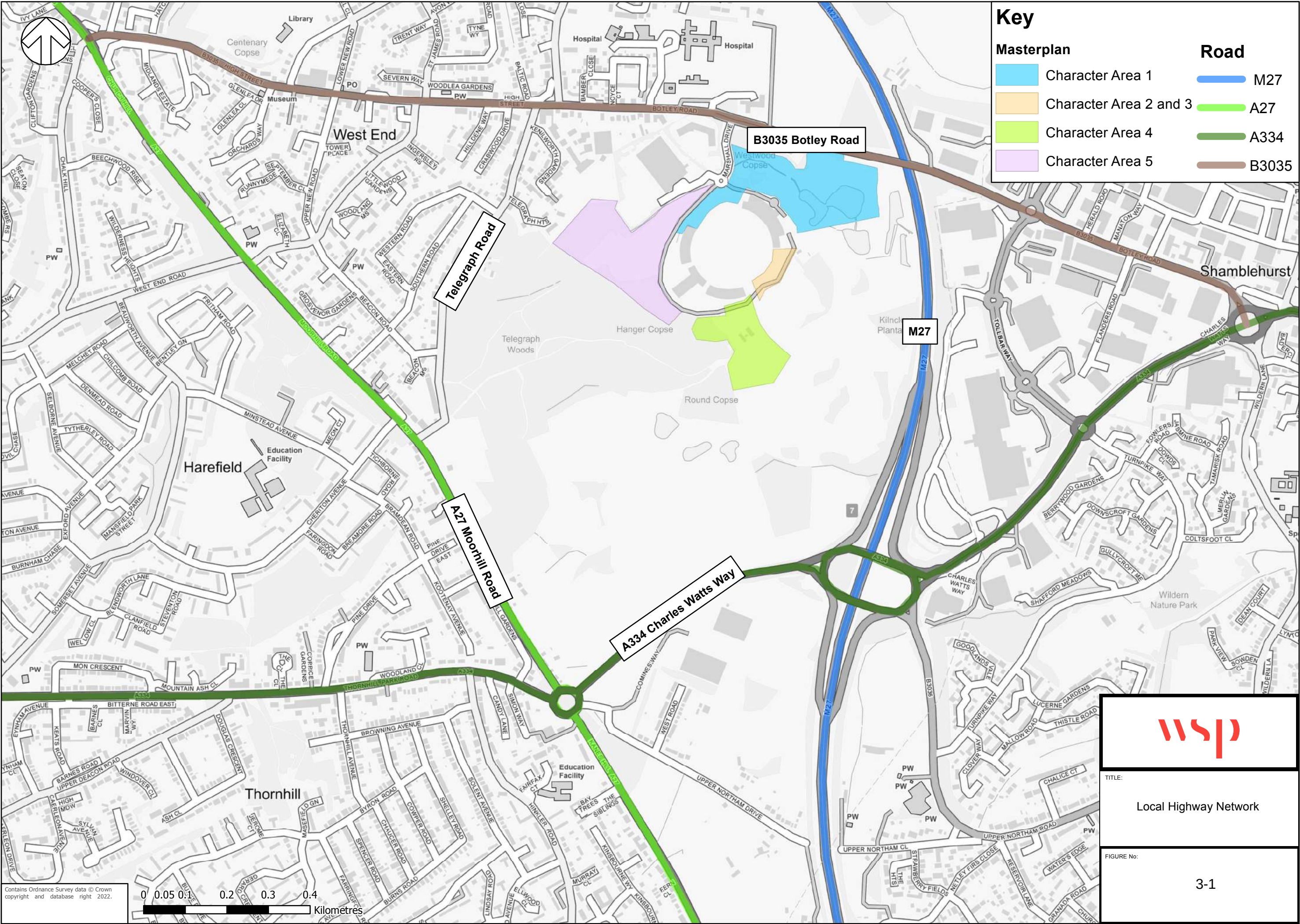
3.1 INTRODUCTION

- 3.1.1. This section provides a review of the existing conditions at the Ageas Bowl site along with the highways and transport network in the vicinity of the site. Included is an assessment of the local highway, walking and cycling and public transport network, an assessment of local facilities that can be accessed from the site, a review of recent Personal Injury Accident (PIA) data and junction capacity assessments.
- 3.1.2. This section considers non-event day conditions at and in the vicinity of the site only. A review of event-day conditions is provided in Section 4.

3.2 SURROUNDING HIGHWAY NETWORK

- 3.2.1. The existing access to the site is via B3035 Botley Road and Marshall Drive, this is a three-arm signalised junction including a right turn lane serving traffic approaching from the west. The junction also provides signal controlled pedestrian/cycle crossing facilities. Internally the site is serviced by a 'ring road' which provides access to the Ageas Bowl's onsite facilities and parking, as well as the David Lloyd Gym and Holiday Inn Express. Marshall Drive is not maintained by the highway authority and that the highway boundary stops upon access into Marshall Drive.
- 3.2.2. The road network offers good connections to Southampton City Centre, via the A334 Charles Watts Way, and to other areas in wider Southampton. The M27 is located adjacent to the site and runs between Cadnam to the west and Portsmouth to the east. It also provides access to the M3, which provides connections to key inland destinations, including Winchester and Basingstoke, and further afield to the M25 and London.
- 3.2.3. **Figure 3-1** highlights the local highway network surrounding the Site.

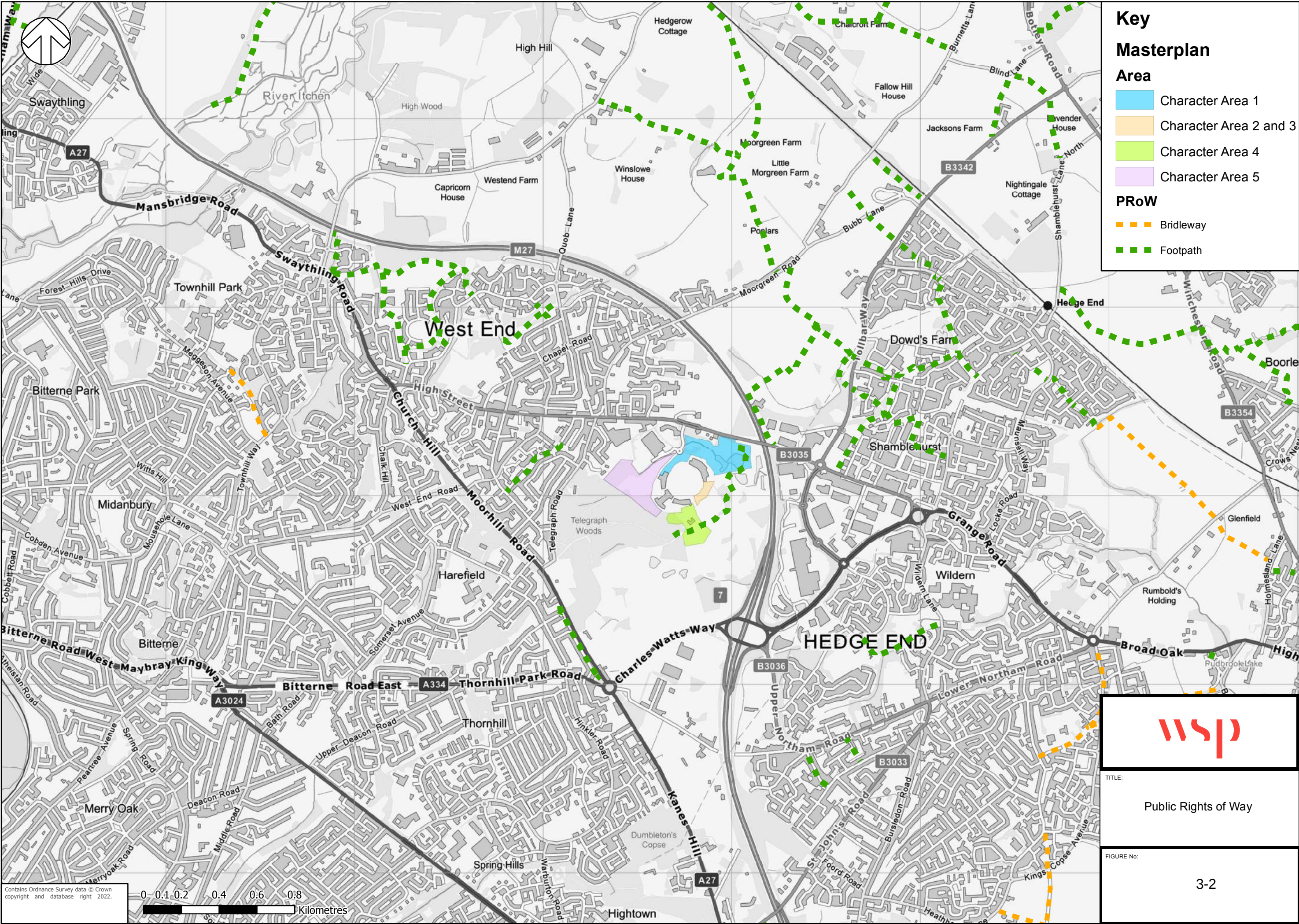
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3.3 PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

- 3.3.1. The site benefits from high quality pedestrian infrastructure suitable for accommodating large volumes of pedestrians on event days. A 2m wide footway flanks the south eastern side of the Ageas Bowl's internal road. A 2-3m wide shared foot/cycle way is available on the eastern side of the carriageway between the internal roundabout and Botley Road.
- 3.3.2. On B3035 Botley Road, a footway 2m in width is provided on the southern side of the carriageway whilst a 2-3m wide shared cycle/footway is provided on the northern side of the carriageway, accessible via a Toucan crossing at the B3035 Botley Road / Marshall Drive junction. Local amenities in West End and Hedge End are accessible via these footways.
- 3.3.3. Public Footpath 509 lies within the wider Ageas Bowl site. This forms a gravel path through the Boundary Lakes Golf Course from Botley Road through to Telegraph Woods.
- 3.3.4. Public Footpath 10 is located 1.5km to the west of the site and provided access from Botley Road to Tollbar Way and Moorgreen Road.
- 3.3.5. **Figure 3-2** shows the Public Rights of Way in the vicinity of the site.
- 3.3.6. Locally, there is mixture of cycle and shared use infrastructure on the network around the Ageas Bowl Site. As mentioned above there is a shared use facility leading up Marshall Drive from B3035 Botley Road, as well as a Toucan crossing. The shared facility continues both west into West End Village centre, and east into Hedge End, towards the retail park and village centre area.
- 3.3.7. However to the south of the Site, beyond Telegraph Woods, there is no cycle specific infrastructure. A27 Moorhill Road does not have any dedicated facility for either cyclists or pedestrians.
- 3.3.8. Within the Ageas Bowl Site itself, cyclists are required to cycle on the internal access road. There is no structured cycling facility beyond the entrance to the cricket ground, however there are 28 bicycle parking racks within the southern boundary of the Site.

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3.4 EXISTING PUBLIC TRANSPORT SERVICES

- 3.4.1. The closest bus stops are Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately east and west of the Marshall Drive junction, 400m (or a 5-minute walk) from the Marshall Drive roundabout. These are both served by the First bus number 8 service and Xelabus X4 service. The X10 and First 13 also stops within the vicinity of the site, on Moorgreen Road (600m). A summary of accessible bus services is shown in **Table 3-1**, and **Figure 3-3** shows the accessible Public Transport Routes graphically.

Table 3-1 – Local Bus Services

Service	Destinations	Frequency	
		Weekday & Saturday	Sundays
Xelabus X4	Eastleigh – West End – Hedge End	~ Hourly on Weekdays ~ Every 2 hours on Saturdays	No Service
First 8	Southampton City Centre – Bitterne – West End – Hedge End Rail Station	~ Every 30 Minutes	~ Hourly
Xelabus X10	Southampton – Bishops Waltham – Waltham Chase	~ Hourly	No Service
First 13	Southampton City Centre – City College – Woolston - Harefield	~ Every 30 Minutes on Weekdays ~ Hourly on Saturdays	No Service

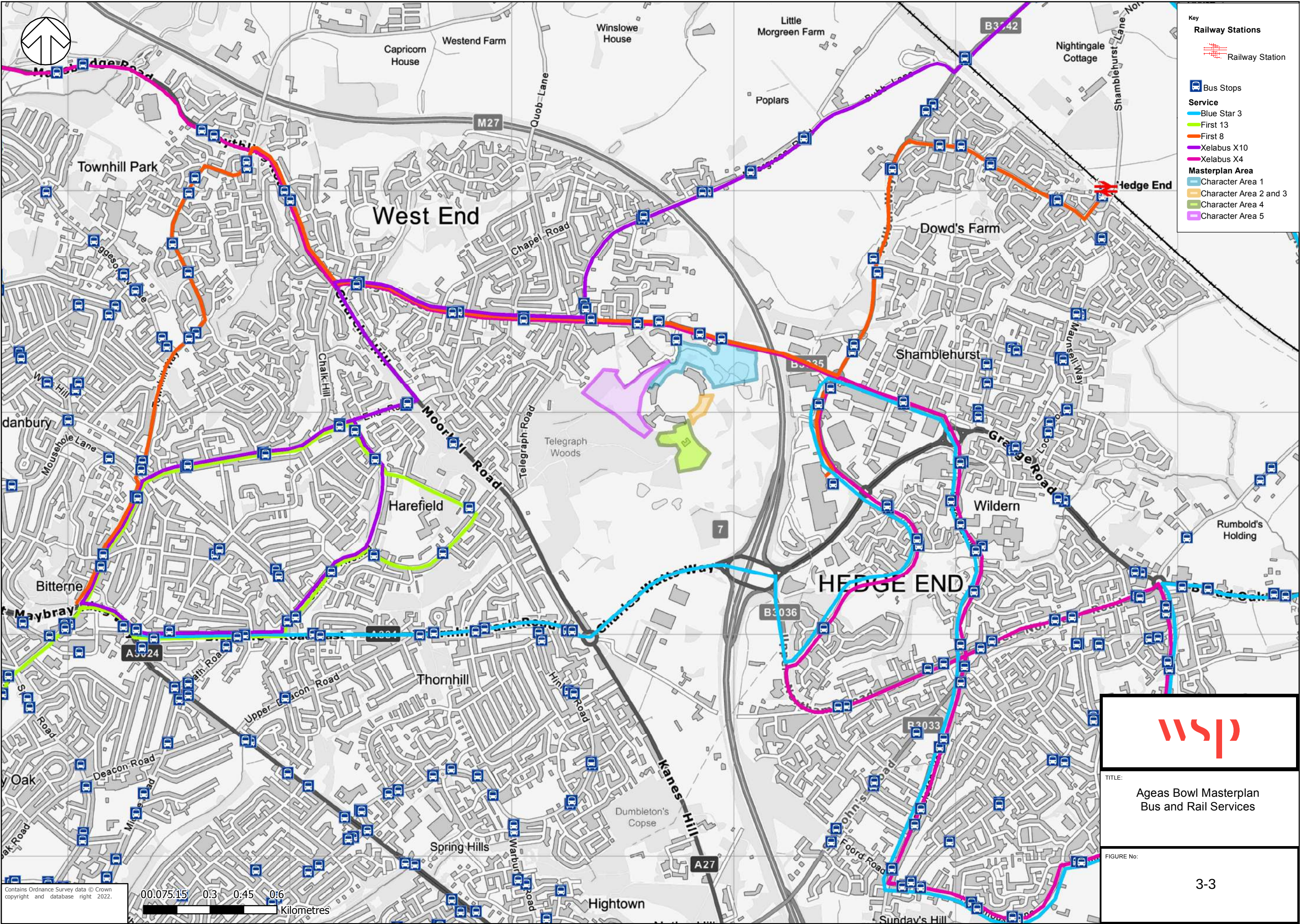
3.5 EXISTING RAIL ACCESSIBILITY

- 3.5.1. The closest train station is Hedge End, which is 2.6km to the north east of the site. Hedge End station has two platforms, operated by South Western Railway. **Table 3-2** summarises the train service from Hedge End Station, and **Figure 3-3** shows the accessible Public Transport Routes graphically.

Table 3-2 – Summary of Rail Services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester and Basingstoke	Hourly	1 hour 35 minutes

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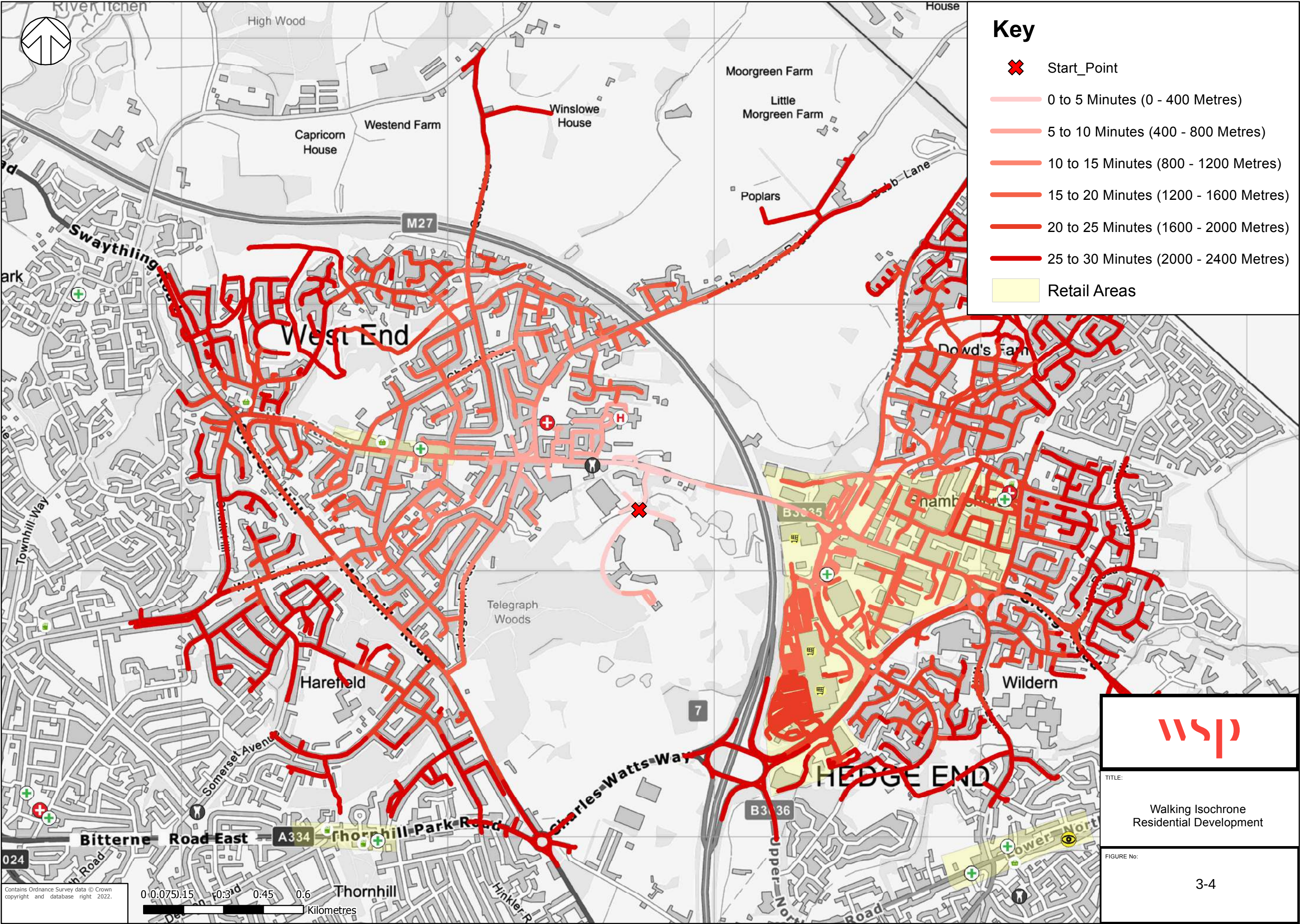
3.6 LOCAL AMENITIES

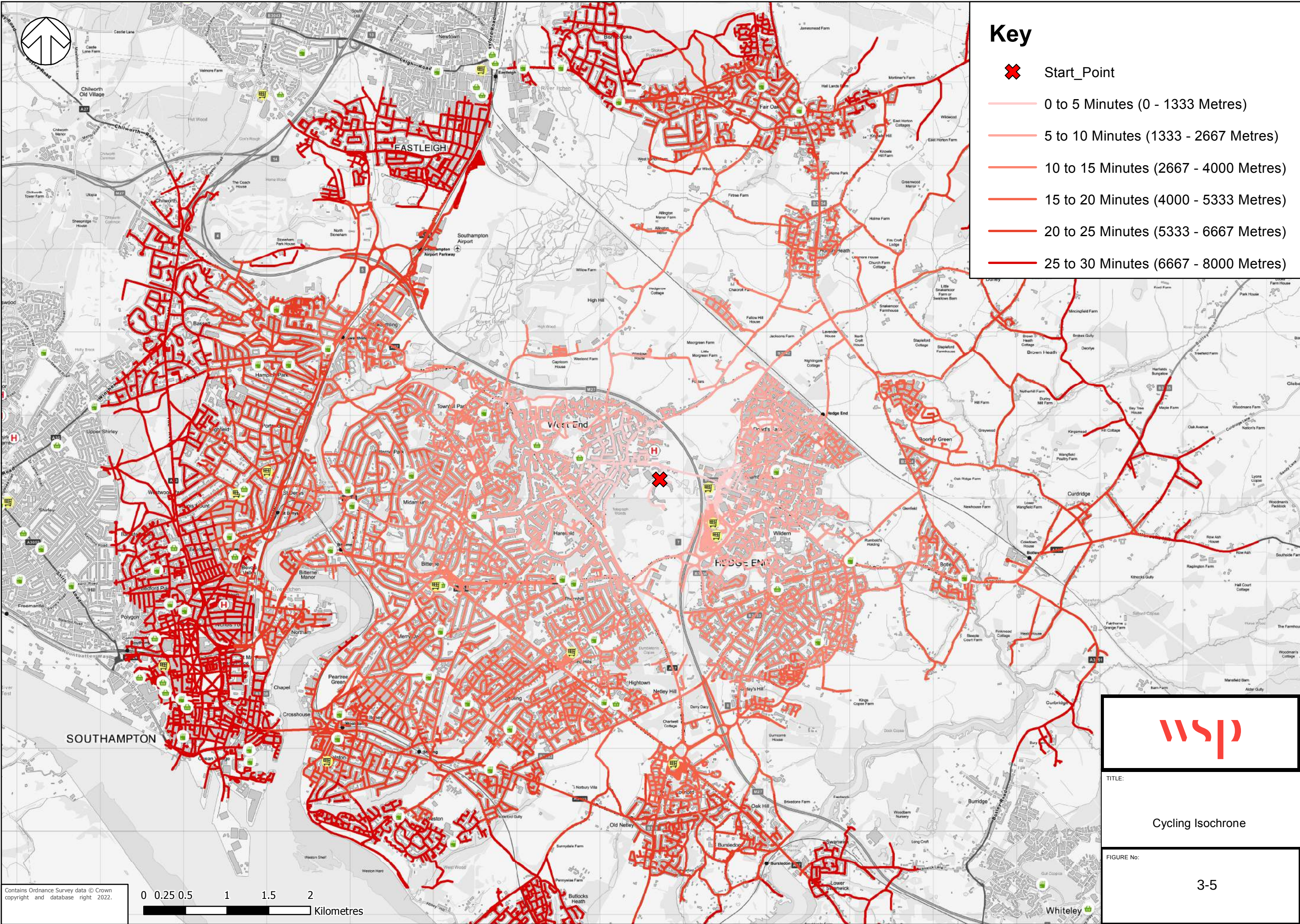
- 3.6.1. Located on the outskirts of West End Village, the proposed development site is just over a mile away from the amenities of the village centre, which has a range of convenience shops and facilities. **Table 3-3** summarises the amenities in the vicinity of the site as well as an estimated journey time for both pedestrians and cyclists. An industry standard walk speed of 5kph (1.4m/s) and cycle speed of 15kph (4.16m/s) has been assumed with distances measured from Marshall Drive roundabout.

Table 3-3 – Local Amenities in the Vicinity of the Site

Amenity	Distance	Approximate Walk time	Cycle time
Gym	250m	3 minutes	1 minute
West End Surgery	900m	11 minutes	3 ½ minutes
St James' Primary School	950m	12 minutes	4 minutes
Hilldene Centre and Pre-School	1000m	12 minutes	4 minutes
Hedge End Retail Centre	1.1km	13 minutes	4 ½ minutes
Convenience Shop	1.2km	14 minutes	5 minutes
Pharmacy	1.2km	14 minutes	5 minutes
Post Office	1.3km	15 minutes	5 minutes
Supermarket	1.3km	15 minutes	5 minutes
Wildern Secondary School	2.3km	27 minutes	9 minutes
Woodlands Community College	2.3km	27 minutes	9 minutes

- 3.6.2. With a range of facilities within walking and cycle distance, the site is considered to be sustainably located where it would not be necessary to use the private car in order to reach everyday shops, services, and amenities.
- 3.6.3. It should be noted that there are footways available through Telegraph Woods, which will be accessible from the residential development, that may, during certain times of the year during daylight, provide an alternative route towards West End village centre and associated amenities.
- 3.6.4. **Figures 3-4** and **3-5** below show walking and cycling isochrones that geographically presents accessibility to local amenities from the development.

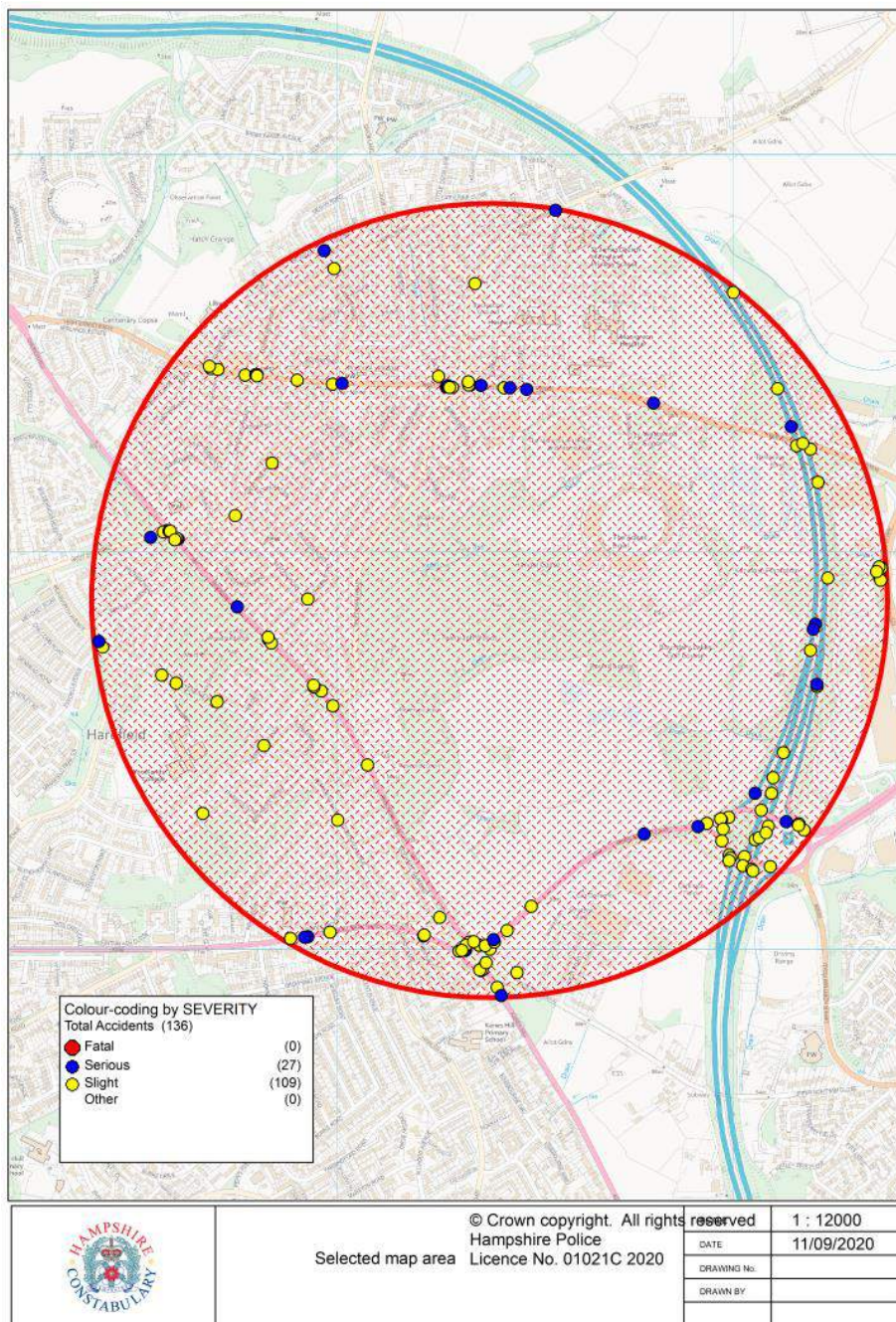




3.7 HIGHWAY SAFETY

3.7.1. Personal Injury Accident (PIA) data has been collected from Hampshire Constabulary for the period 01/05/2015 to 30/04/2020. The full report is included in **Appendix B**. It should be noted that WSP also requested more recent accident data in November 2021 but it was confirmed by Hampshire Constabulary that the data used within the TA was still the most recent dataset. The study area used for the PIA analysis is shown in **Figure 3-6**.

Figure 3-6 - PIA Boundary and Collision Data



- 3.7.2. A PIA is defined as an accident occurring on a public highway or footway, involving at least one vehicle which results in an injury and which the police become aware of within 30 days. Damage only accidents with no casualties are not included. Injuries are classified as slight, serious and fatal. Slight injuries include minor cuts, bruises, a sprain or injuries which do not require medical treatment.
- 3.7.3. It is industry standard practice to only consider the latest available three or five years of accident data and it should be recognised that Local Highway Authorities have a programme for investigating accident cluster sites and remediating any perceived issues meaning that evaluating older data could be misleading or not relevant. In the interests of undertaking a robust assessment, in this instance a five year evaluation period was selected.
- 3.7.4. An initial review of the data has identified that a total of 137 PIAs that occurred within the study period, with 28 being classified as 'Serious' and 109 classified as 'Slight'. No fatal accidents occurred within this period. **Tables 3-4** and **3-5** summarise the vehicles and casualties involved by accident classification.

Table 3-4 – PIA Vehicles by Accident Classification

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	14	79	93
2-wheeled motor vehicles	0	10	19	29
Pedal cycles	0	3	11	14
Horses & other	0	1	0	1
Total	0	28	109	137

Table 3-5 – PIA Casualties

	Fatal	Serious	Slight	Total
Vehicle Driver	0	8	79	87
Passenger	0	1	29	30
Motorcycle rider	0	8	18	26
Cyclist	0	3	11	14
Pedestrian	0	6	6	12
Other	0	0	0	0
Total	0	26	143	169

- 3.7.5. A review of the data within **Tables 3-4** and **3-5** has identified that, of the 169 casualties generated from the 136 accidents, 26 of these involved vulnerable road users (cyclists/pedestrians). This accounts for 15% of the recorded casualties.
- 3.7.6. A total of 17 vulnerable road user casualties were recorded as 'Slight' with a total of nine being recorded as 'Serious'. No fatal casualties were recorded.

PIA CLUSTERS

- 3.7.7. Reviewing the data within **Figure 3-4** has identified 3 main clusters of accidents at the following locations:
- M27 – Junction 7;
 - A27 – Kanes Hill Roundabout; and
 - Botley Road/B3035 Mini-Roundabouts
- 3.7.8. **Table 3-6** summaries the accidents that have occurred at each of the cluster locations by accident severity.

Table 3-6 – PIA clusters and severity

	Fatal	Serious	Slight	Total	% Serious	% Slight
M27 – Junction 7	0	4	25	29	14	86
A27 Kanes Hill Roundabout	0	3	20	23	13	87
Botley Road/B3035 Mini-Roundabouts	0	5	6	11	45	55
Total	0	12	51	63	19	81

- 3.7.9. A review of each of the identified cluster sites has shown that at each site the majority of accidents were classified as 'Slight' representing 86% and 87% at the M27 – Junction 7 and A27 Kanes Hill Roundabout respectively. The Botley Road / B3035 Mini-Roundabouts had a lower percentage of 'Slight' accidents with 55%. Analysis of the Hampshire Constabulary report has identified these PIA to have been caused by human error, such as by not looking properly or failing to judge another driver's speed, as opposed to any operational issues with the local highway network.
- 3.7.10. It should be noted that the M27 junction 7 roundabout accommodates a very large volume of traffic and the development is unlikely to have a significant increase in number of vehicles or percentage increase in traffic at this junction. Furthermore, this junction is already signalled and monitored by CCTV, without pedestrian access to minimise risk of conflict. It is therefore considered unlikely that the traffic associated with development proposals will have a detrimental impact on highway safety at this junction.
- 3.7.11. The A27 Kanes Hill Roundabout is a large roundabout with five arms. In particular, the Thornhill Park Road is located in proximity to the A27 Moorhill Road arm (where the majority of the cluster of

accidents are located) giving limited time for drivers to judge oncoming vehicle speeds and intentions. The development is unlikely to result in a significant increase in the number of vehicles using either arm and the junction has been in the same configuration since 1999 suggesting that safety improvements have not been deemed necessary over this time frame.

- 3.7.12. The Botley Road / Telegraph Road / Moorgreen Road mini-roundabouts experience high levels of vehicle / pedestrian conflict due to various side roads and pedestrian crossings. The junctions and crossings have been in their current configuration since at least 1999 (according to historic Google Earth imagery) and as such, given no changes have been implemented in this timeframe (noting in particular the recent Moorgreen Hospital redevelopment). The development is unlikely to have a significant impact on the safety of this junction.

EXISTING BOTLEY ROAD / MARSHALL DRIVE JUNCTION

- 3.7.13. This junction forms the connection between the Ageas site (comprising private roads) in which the development is located and the public highway network. A review of PIA at the proposed site access at the signalised B3035 Botley Road/Marshall Drive has identified one serious accident within proximity of this junction which occurred at 17:07 on 23/12/2015 and involved 3 vehicles with one resultant casualty. The PIA occurred when vehicle 1 (car) travelled NW along the wrong side of Botley Road thinking that it was a dual carriageway and hit a central island. Vehicle 1 then became airborne and hit vehicle 2 (car) and vehicle 3 (car) travelling NW on Botley Road correctly. The causation factor for the PIA was listed as the driver of vehicle 1 driving careless/reckless/in a hurry with a confidence factor being very likely. This PIA data does not suggest that traffic associated within the development proposals will have a detrimental impact on highway safety at this junction.

PIA SUMMARY AND CONCLUSION

- 3.7.14. Based upon the analysis of PIA data received from Hampshire Constabulary for the latest available 5-year period (01/05/2015 - 30/04/2020) a total of 137 PIAs occurred with 28 being classified as 'Serious' and 109 classified as 'Slight'. No fatal accidents were recorded within the study period. A total of 15% of the recorded PIAs included vulnerable road users.
- 3.7.15. Three cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being 'Slight':
- M27 – Junction 7;
 - A27 – Kanes Hill Roundabout; and
 - Botley Road/B3035 Mini-Roundabouts.
- 3.7.16. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as 'failing to look' and 'careless/reckless/in a hurry' being listed as opposed to errors within the operation/design of the highway network.
- 3.7.17. One serious PIA was recorded within proximity of the proposed site access junction at the signalised B3035 Botley Road/Marshall Drive junction. The causation factor for this accident was listed as the driver being 'careless/reckless/in a hurry'. No vulnerable road users were recorded as being involved.
- 3.7.18. In conclusion, it can be determined that there are no operational issues within the local highway network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. Given the limited level of traffic associated with the development proposals, it

can be determined that the operation of the proposed development would not have an adverse impact upon the Highway Network from the highway safety perspective.

3.8 BASELINE TRAFFIC CONDITIONS

- 3.8.1. To determine traffic flows at the Site access junction, B3035 Botley Road / Marshall Drive, WSP commissioned Manual Classified Count (MCC) and queue length surveys. These were undertaken on Thursday 2nd December 2021, between 07:00-12:00 and 16:00-23:00. It should be noted that this date was outside of any Covid-19 travel restrictions.
- 3.8.2. The full traffic survey data set is available in **Appendix C** and will be used as the baseline traffic flows.
- 3.8.3. Results from the 2021 traffic survey were input into LinSig V3 traffic capacity model in order to identify how the B3035 Botley Road / Marshall Drive operates under existing traffic conditions. The model provides the following outputs:
 - Degree of Saturation (DoS) expressed as a percentage identifying the capacity of an individual link/approach of a junction;
 - Vehicle queue lengths, including Mean Maximum Queue (MMQ) in Passenger Car Units (PCU)s for each junction approach;
 - Average delay per vehicle on each approach recorded in seconds; and
 - Practical Reserve Capacity (PRC), which is a measure of the junction's total capacity (as a percentage).
- 3.8.4. For DoS, the thresholds can be categorised as follows:
 - Less than 90%: Any queues that have built up will be able to disperse during the dedicated green time in each cycle;
 - 90-100%: Indicates that an arm is close to its theoretical capacity and any queue that has built up does not fully clear within each cycle, becoming more congested; and
 - More than 100%: Indicates that the demand on an arm has met its theoretical capacity and theoretically no further traffic can be accommodated, resulting in increasing queues.
- 3.8.5. The MMQ refers to the maximum length of a queue within a typical cycle of the traffic signals, averaged over all the cycles within the modelled time period. Where a lane is oversaturated with traffic, the maximum queue within each cycle will grow progressively over the modelled time period. It includes traffic joining the back of a queue as the signals turn green and therefore includes an element of 'rolling queue' that may partially or fully disperse from the traffic signal during that signal stage.
- 3.8.6. When reviewing the PRC of a junction the following is considered:
 - A positive figure indicates the junction operates with spare capacity;
 - A figure between 0 and -10% indicates that the junction is operating at or slightly over capacity; and
 - A negative figure below -10% indicates that the junction cannot accommodate demand.
- 3.8.7. Traffic flows that were used in the LinSig model were derived from the MCC data obtained in the traffic survey.
- 3.8.8. The MCC surveys showed that the AM and PM peak hours were found to be as follows:

- AM Peak: 07:45 – 08:45; and
- PM Peak: 17:00 – 18:00.

3.8.9. **Table 3-7** presents the baseline modelling results for the B3035 Botley Road/ Marshall Drive access junction in 2021 in both the AM and PM peak.

3.8.10. The LinSig model is based on a traffic signal specification provided by Hampshire County Council, which is available to view in **Appendix D**. It should be noted that pedestrian crossings and phases are included within all baseline and forecast models. Full LinSig outputs are provided in **Appendix E**.

Table 3-7 – 2021 Baseline Modelling Results – B3035 Botley Road / Marshall Drive

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2021 Baseline Results							
1/1	Botley Road WB Left Turn	70	6	81	68	5	80
1/2	Botley Road WB Ahead	69	20	28	70	20	29
2/1	Marshall Drive Right Turn	17	2	31	26	2	33
2/2	Marshall Drive Left Turn	23	2	55	38	4	58
3/1	Botley Road EB Ahead	57	15	17	39	9	14
3/2	Botley Road EB Right Turn	54	4	78	51	3	76
Overall Junction		PRC: 30% Cycle time: 120s			PRC: 30% Cycle time: 120s		

3.8.11. The baseline modelling shows that the junction is currently operating well within capacity in both peak periods. B3035 Botley Road Westbound has the highest DoS in both peaks, reaching 70% on both the left turn and ahead lanes. The MMQ is also highest on the west bound B3035 Botley Road ahead lane, reaching 20 PCUs in both peaks. The delay is highest on the Botley Road Westbound

left turn lane, reaching 81 seconds in the AM peak. The Botley Road Eastbound lanes have a lower DoS, peaking at 57% on the ahead lane in the AM peak. The right turn lane has a delay of 78 seconds, similar to the left turn lane into Marshall Drive. Marshall Drive itself also operates well within capacity, with the left turn lane having the highest DoS in the PM peak at just 38%, with an associated MMQ of 4 PCUs and a delay of 58 seconds. The MMQ on the right turn is just 2 PCUs in both peaks.

- 3.8.12. Overall, the whole junction has a Practical Reserve Capacity of 30% in both peaks. In the event that a shorter cycle time were utilised, it would be expected that the junction would continue to operate within capacity, but with a lower level of vehicle queue lengths and delay. The positive PRC figure demonstrates that the junction is operating within capacity, with a figure over 10% showing a significant amount of capacity within the baseline scenario.

3.9 SUMMARY

- 3.9.1. This section outlines the existing conditions in around the Ageas Bowl in terms of the local highway network and public transport network, presenting the baseline conditions. There is a high quality footway provision on the site access to the Ageas Bowl site, whilst on the B3035 Botley Road there are footways on both sides, with a shared use path on the northern side connecting to the local shopping facilities in West End and Hedge End retail park.
- 3.9.2. The nearest bus stop is located on the B3035 Botley Road and provides a half hourly service to Southampton city centre. The closest train station is Hedge End, approximately 2.6 km of the scheme and it provides hourly train to London Waterloo and Portsmouth. A review of the PIA data for the latest available five-year period was undertaken using data obtained from Hampshire Constabulary which recorded a total of 26 'Serious' and 143 'Slight' collisions. No fatal collisions were recorded in the study area, with a single collision occurring at the Marshall Drive/ Botley Road signal junction.
- 3.9.3. The LinSig model completed for the Botley Road / Marshall Drive traffic signal junction showed that the junction is presently operating well within capacity. Traffic is able to move through the junction with negligible queuing and delay. In particular, the Marshall Drive arm is operating with a significant amount of spare capacity.

4 EXISTING EVENT DAY CONDITIONS

4.1 INTRODUCTION

- 4.1.1. This section provides a review of the existing event-day operation at the Ageas Bowl with regards to the management of visitor arrival / departures by all modes of transport before and after an event and on-site car parking. The majority of this information has been taken from Traffic Management Plans (TMP) completed by the Ageas Bowl and submitted to Eastleigh Borough Council for approval prior to each event. These TMPs have to be approved in writing by the Local Planning Authority as stipulated in the original planning consent for the Ageas Bowl.

4.2 OVERALL TRAFFIC MANAGEMENT METHODOLOGY

- 4.2.1. Each bespoke TMP outlines the strategy that will be employed to minimise the impact of the event in question on both the local and strategic road network, as well as ensuring that spectators are able to travel to and from the event in a safe and efficient manner. The operation of these TMPs has been considered to be a success in the past, with the Ageas Bowl team minimising traffic congestion on the surrounding highway network prior to events and ensuring the swift and safe exit of spectators after each event which maintains the integrity of the operation of the local highway network. Overall, it is the aim of the traffic management team is to have the local highway network operating as normal within two hours of the end of an event.
- 4.2.2. Clearly, the need to continue to prepare bespoke TMP's for approval before each event will remain in the event that this planning application is permitted and will therefore ensure that movement by the travelling public during event days is not compromised.
- 4.2.3. Outlined within each TMP is the typical mode share for events held at the Ageas Bowl, this typical mode share is included in **Table 4-1**.

Table 4-1 - Typical event mode share

Mode of travel	Approximate average percentage of demand (%)*	Average occupancy per car*
Offsite Car Park (s)	8 – 13	3
Onsite Car Park (s)	3 – 8	3
Bus Service (Park and Ride)	13 – 32	3
Park and Stride	2 – 5	3
Bus Service (Rail and Ride)	13 – 23	N/A
Other**	30 – 35	N/A

*Average mode share and typical occupancy per car can vary by event type and dependent upon specific TMP measures implemented

** Includes walk-ups, taxis, public bus services, bicycle, motorcycle and private drop off at the venue

4.3 CAR PARKING

- 4.3.1. Parking on events days takes place both on-site and at off site at dedicated park and ride facilities.. Accessible parking, VIP and Debentures parking for events is generally located on-site. The majority

of on-site parking on event days is accessible via the signal-controlled junction on B3035 Botley Road and is managed by traffic marshals. Parking at Thorneydown Farm is accessed via A27 Moordown Road

- 4.3.2. The way individual car park is utilised varies dependent upon the needs of a specific events and the profile of its attendees. A summary of the existing event day car parks and their typical use is set out in **Table 4-2**.

Table 4-2 – Summary of Existing Event Day Parking Arrangements

Name	Location	Typical Use*	Approximate Maximum Capacity	Admission Type
CP1	On-site	VIP	70	Pre-booked
CP2	On-site	Members	750	Pre-booked
CP3a	On-site	Hospitality / Media	50	Pre-booked
CP3b	On-site	Staff / Hospitality	150	Pre-booked
CP4a/b	On-site	Hospitality / Accessible Parking	65	Pre-booked
CP5	On-site	Media / VIP	90	Pre-booked
CP6	On-site	VIP / Accessible Parking	45	Pre-booked
CP7	On-site	Staff / Media	210	Pre-booked
CP8	On-site	Media / VIP	175	Pre-booked
CP9	On-site	Media / Overflow	80	Pre-booked
CP10	On-site Golf Course (Thorneydown Farm)	Staff / Guests	530**	Pre-booked
Park and Ride A	University of Southampton Sports Ground	Guests	1,500	General Admission

**Use of onsite car parks varies depending on individual event type / requirements*

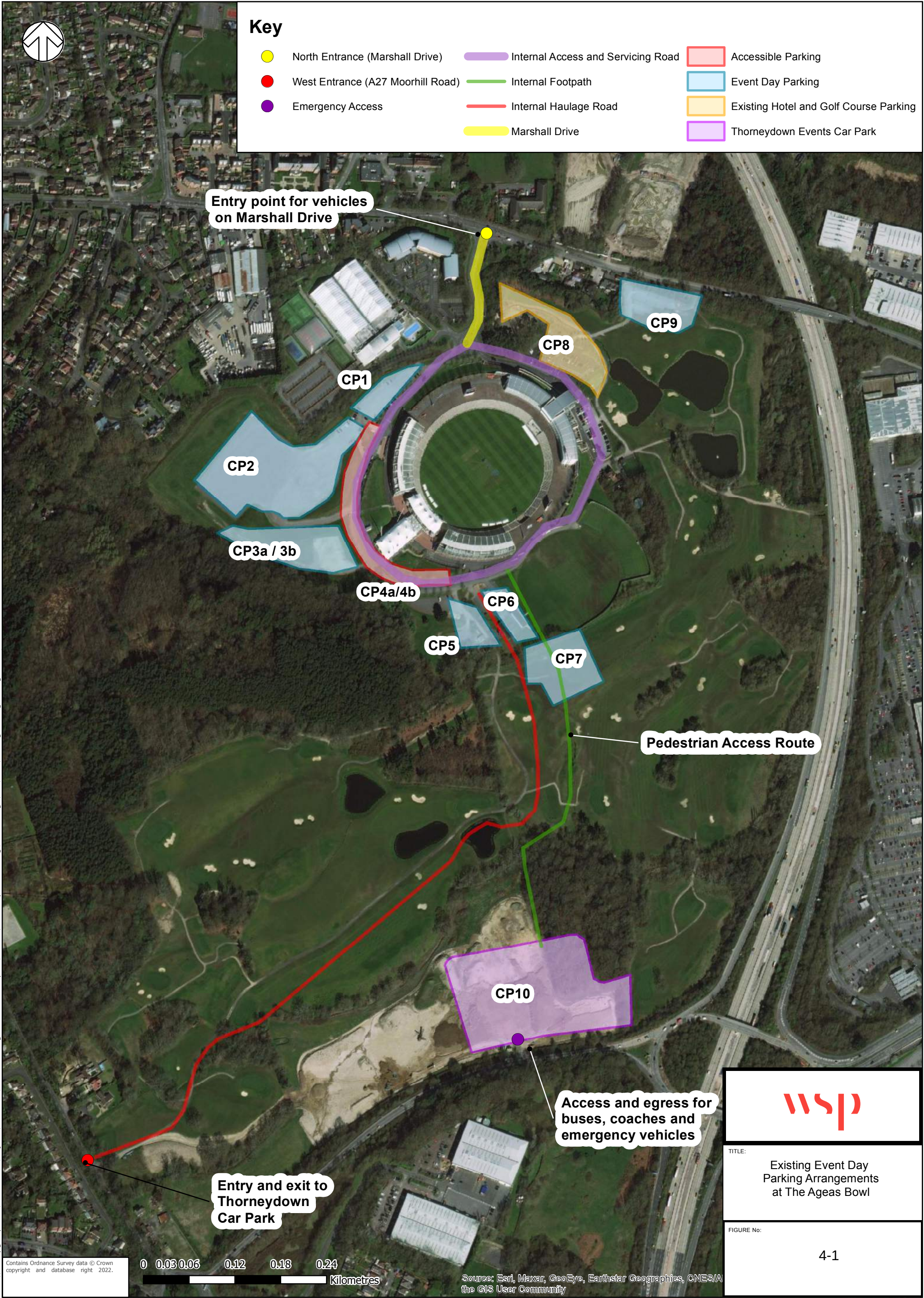
***Currently under construction*

- 4.3.3. **Table 4-2** shows that up to 1,685 spaces are currently provided on-site on event-days with another 530 spaces to be provided at Thorneydown Farm in the future when construction is complete. In addition to the onsite provision, 1,500 spaces available at the University of Southampton Sports Ground on Wide Lane.
- 4.3.4. Within each TMP it is stated that onsite parking will be strictly governed by a pass system and as such there will be no 'Pay-on-the-day' parking permitted on site at the Ageas Bowl. For past events, both 'Pay-on-the-day' and pre-booked parking has typically been made available at the Park and Ride site at the University of Southampton Sports Ground.
- 4.3.5. All car parks, including off site park and ride / park facilities, are managed by third party traffic management marshals. As stated within each TMP, all traffic car park management staff have received basic traffic marshal skill training as well as health and safety training. Furthermore, all traffic marshals specifically involved with the access or egress points of car parks will be accredited

under either Chapter 8 or Community Safety Accreditation Schemes (CSAS) as to ensure the safe and efficient management of traffic.

- 4.3.6. TMPs often provide mitigation measures to be implemented to prevent congestion in the immediate vicinity of the Ageas Bowl caused by egressing vehicles. In the past, all vehicles parked on-site have been required to wait approximately 30 minutes after the end of an event before exiting, as to allow spectator traffic to subside. In the past traffic management marshals have been implemented and are always in place to manage on-site ingress and egress.
- 4.3.7. Historically, TMPs have submitted Portable Traffic Signal applications to gain approval from HCC for traffic marshals to utilise STOP/GO boards at the following locations:
- B3305 Botley Road / B3342 Tollbar Way Roundabout;
 - A27 Moorhill Road exit; and
 - The entrance to the park and walk car park on B3035 Botley Road.
- 4.3.8. The purpose of the STOP/GO boards is to improve traffic flow along both B3305 Botley Road itself and across the wider area. This method of traffic management has been implemented in the past by the Ageas Bowl and has found to be successful in minimising delay on both the internal and external road networks. Traffic marshals have also used STOP/GO boards in the past to manage traffic leaving the park and ride site at the University of Southampton Sport Ground on Wide Lane.
- 4.3.9. **Figure 4-1** presents the existing parking arrangements at The Ageas Bowl.

File: \\uk.wspgroup.com\central_data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\03 Drawings\GIS\MXD\Existing Parking Arrangements.mxd Date Modified: 27/01/2022 Drawn By: uksg008



4.4 MANAGEMENT OF LOCAL JUNCTIONS

- 4.4.1. Each TMP contains details about the approach taken to the management of local traffic signals. The Ageas Bowl work closely with Hampshire County Council's Intelligent Traffic Systems Group (ITS Group) to develop a strategic approach to local traffic signalling. The purpose of this approach is to minimise the disruption event traffic may cause to the wider road network. Previous TMP's have included mitigation measures such as the live monitoring and / or management of traffic lights by an ITS engineer at the following locations prior to an event:
- Junction 5, M27;
 - Eastbound Slip Road, Junction 7, M27;
 - Windhover Roundabout; and
 - B3035 Botley Road / Marshall Drive.
- 4.4.2. The purpose of intervention by the ITS team is to improve the flow of traffic into the Park and Ride site at the University of Southampton Sports Ground at Wide Lane and to the Ageas Bowl site itself, while also ensuring that queuing traffic does not lead to safety concerns such as blocking back of queues onto the M27. This is assisted further by the ITS team being in direct communication with police motorbike riders who monitor traffic condition at critical locations.
- 4.4.3. Each TMP also outlines ITS measures put in place to ensure the egress of traffic from the event is safe and efficient. An ITS engineer is typically positioned at the junction of B3035 High Street / A27 Church Hill during the egress of spectators, to ensure priority is given to traffic exiting the ground, with particular consideration being given to Park and Ride Buses returning for multiple pickups.

4.5 TEMPORARY EVENT SIGNAGE

- 4.5.1. The Ageas Bowl frequently liaises with National Highways and the National Traffic Operations Centre (NTOC) in the lead up to events. This collaboration helps to ensure that variable messaging signs (VMS) situated on the M27 can be used in conjunction with temporary signage to direct visitors to the appropriate motorway exit, and relevant park and ride locations.
- 4.5.2. All temporary event signage used at the Ageas Bowl is supplied and installed by AA signs. The Ageas Bowl has worked with AA signs for multiple years and as such have been able to compile comprehensive and detailed signage schemes. AA signs have an established history of producing signage schedules for large event in the area local to the Ageas Bowl. The continuity of this collaborative arrangement has allowed an understanding of the operational characteristics of events to be established in order to ensure their smooth running from a transport and access perspective.

4.6 TEMPORARY ROAD CLOSURES

- 4.6.1. Previous TMPs have included the temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road during the period of peak demand after events at the Ageas Bowl. In the past this measure has shown to facilitate the safe and efficient dispersal of both pedestrian and vehicular traffic.
- 4.6.2. Access through the road closure at the mini-roundabout at Moorgreen Road is typically given to public bus services, taxis, residents / non-through traffic and cars attempting to pick up from the Ageas Bowl. Access through the road closure At the Tollbar Way roundabout is typically restricted to only taxis and the First Bus number 8 services.

4.7 RAIL SERVICES

- 4.7.1. Each TMP outlines the provision of rail services to both Southampton Airport Parkway and Hedge End Railway Stations, these being the two closest stations to the venue.
- 4.7.2. For major events, The Ageas Bowl operates a rail shuttle service from Southampton Airport Parkway and / or Hedge End stations. In the event rail shuttles are in place, stewards are in place at the station to manage the arrival and dispersal of visitors. The Ageas Bowl works collaboratively with train operators to ensure the safe and efficient management of rail passengers. Rail services are promoted to spectators when they purchase tickets for an event.

4.8 PUBLIC BUS SERVICES

- 4.8.1. The Ageas Bowl liaises with local public transport operators and EBC to encourage visitors to use public transport to attend events. Dependent upon the needs of individual events, collaboration with local bus operators in the past has led to the provision of additional late running services, increased service frequency and / or the provision of free bus travel to spectators.
- 4.8.2. Incentivising the use of public bus services reduces the strain events put upon the local and extended road network as it reduces the number of vehicles travelling to and from the event. The incentives put in place to encourage travel by public bus services are advertised to spectators when they purchase tickets for an event.

4.9 SUMMARY OF EXISTING TRAFFIC MANAGEMENT PLANS

- 4.9.1. In summary, TMPs have been used in the past to effectively and safely manage both pedestrian and vehicular traffic travelling to and from the Ageas Bowl on event days. The implementation of various traffic and parking management schemes has been successful in minimising the delay caused by event traffic arriving and leaving the venue.

5 DEVELOPMENT PROPOSALS

5.1 INTRODUCTION

- 5.1.1. This section details the development proposals, including information on the following:
- Details of proposed land-uses;
 - A description of how access will be achieved by all modes of transport;
 - Details of how servicing and deliveries will take place;
 - A review of proposed car parking and cycle parking both in terms of how these align with local policy requirements and general accessibility; and
 - How future event-days will operate at the Ageas Bowl, including a description of how access to development proposals will be affected during such periods.

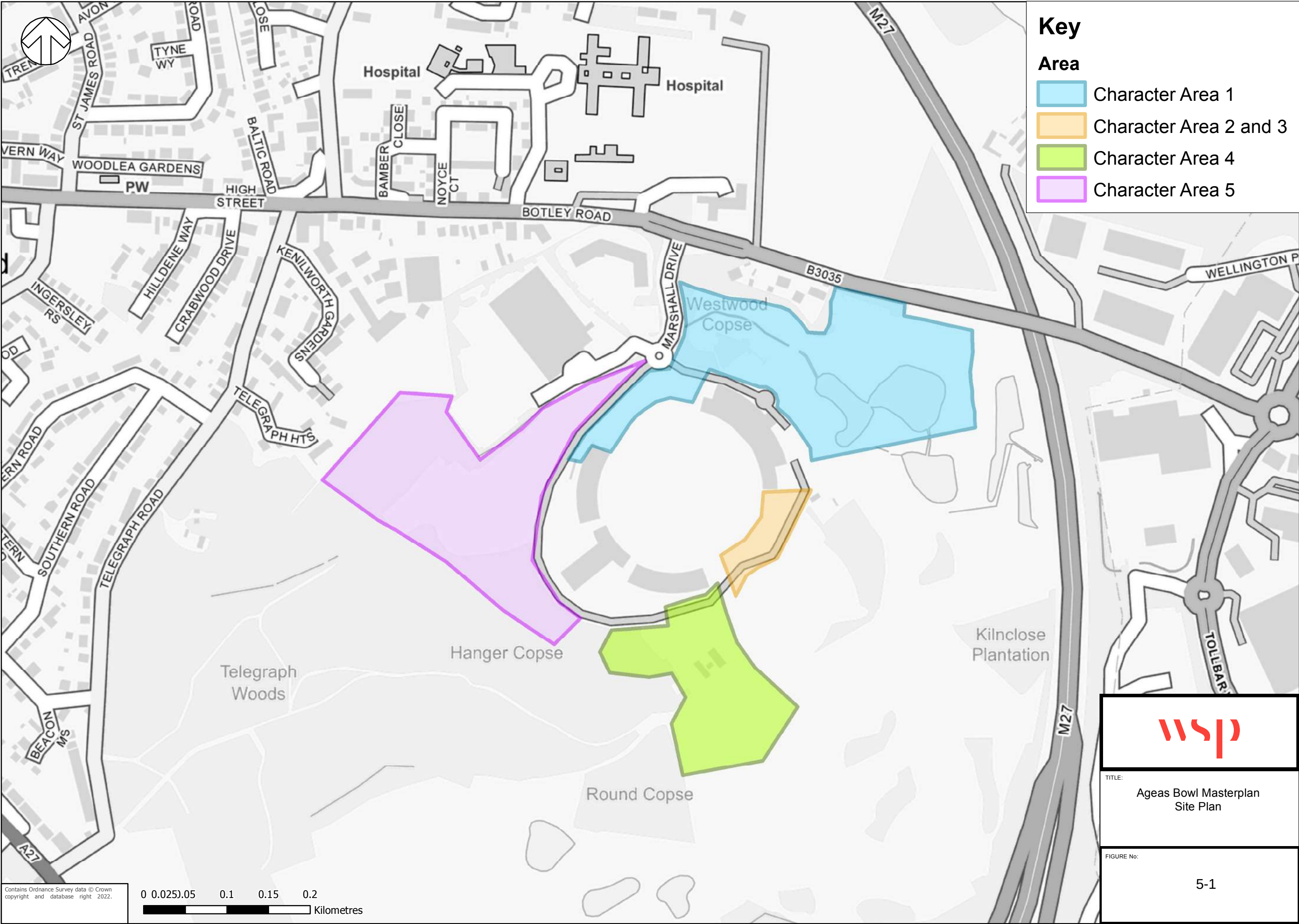
5.2 DEVELOPMENT PROPOSALS

- 5.2.1. The development proposals from the Ageas Bowl masterplan comprise of the following
- 'The erection of 185 new homes, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, pedestrian circulation and processional ramp, together with tree planting, landscaping, SuDs and biodiversity enhancements.'*
- 5.2.2. The **Table 5-1** below summarises the development proposals at The Ageas Bowl site, these have been broken down into Character Areas.

Table 5-1 - Breakdown of Development Proposals

Character Area	Land Use	Land-Use Quantum / Quantity
1 (north of site)	Car Park Spectator Ramp and Merchandise shop	717 event day parking spaces 25 sqm
2 (centre / east of site)	Budget Hotel Hotel Car Park	142 bedrooms 213 parking spaces (Combined with existing Hotel Car Park)
3 (centre / east of site)	Pavilion and Maintenance	3,640 sqm
4 (south of site)	Care home	71 bedrooms (+ Concierge)
5 (west of site)	Residential Well-Being Centre	103 houses and 82 flats 1,237 sqm

- 5.2.3. The development has been split into five different Character Areas all providing an individual and unique enhancement to the Ageas Bowl site. These are presented in Figure 5-1.



5.3 ACCESS ARRANGEMENTS

VEHICULAR

- 5.3.1. Access for vehicles into the Ageas Bowl site is currently achieved via the B3035 Botley / Marshall Drive signal junction. There is then a roundabout which will via its eastern arm direct visitors to the existing and proposed hotels and associated car park, grounds entrance and pavilion. The southern arm of the junction leads towards the proposed well-being centre, residential development and care home via an existing internal access road. The western exit of the roundabout provides access to an existing hotel facility (Holiday Inn Express) and David Lloyd gym complex.
- 5.3.2. The proposed access into the residential area consists of a three arm compact roundabout to the west of the stadium on the existing internal road. Vehicular access and parking can be achieved around the entire residential development through the internal access road, though the masterplan is focused on active-travel movements. The width of the main residential access road is 6m, with footways either side which will be 2m wide. In areas of shared space the carriageway width is between 4-6m to encourage slow moving vehicles with the priority given to pedestrians and cyclists. The residential development includes a number of footpath providing more direct access to properties than the internal road network. WSP drawing 3579-GA-101 included in Appendix F presents vehicular access into the residential development.
- 5.3.3. The internal access road continues south-east from the residential development access roundabout towards the proposed Care Home and associated car park. WSP drawing 3579-GA-101 also presents a swept path analysis of the vehicular access into the Care Home car park.
- 5.3.4. Access to the main car park for the Well-Being centre will be via a priority junction to the south of the Marshall Drive roundabout which provides access to the expanded Hotel car park. A secondary car park has been provided for the Well-Being centre providing space for four disabled parking bays this will enable access into the centre to be step free. This car park will also be accessed via the internal road. WSP drawing 3579-GA-101 presents a swept path analysis of the vehicular access into the Well-Being car parks and access into the proposed hotel car park which will still be accessed via eastern arm of the roundabout.
- 5.3.5. The new pavilion and maintenance area will be accessed via the internal ring-road as per the existing situation.

PEDESTRIAN AND CYCLIST

- 5.3.6. The main pedestrian and cyclist access is also via main vehicular to the Site at the Marshall Drive traffic signal junction. There is an existing shared use path leading to the roundabout on Marshall Drive and footways on both sides of the carriageway, which will continue around the internal access road, leading into the Well-Being centre, the residential development and the care home. The Ageas Bowl internal road network promotes slow moving private vehicle movement, which in turn promotes active travel throughout the site.
- 5.3.7. The residential development has an additional access point in the form of an offline path through Telegraph Woods connecting to Telegraph Road, which will provide a shorter route to the West End local centre. The residential development will also link into the existing footpaths within Telegraph Woods which would provide leisure activities for those living on site.

- 5.3.8. Cycle stores are proposed on the lower ground floor of the Wellbeing centre and the apartment blocks of the residential development. Bike storage will be provided within the curtilage of each residential property.
- 5.3.9. Bicycle parking will be provided in accordance with Eastleigh Borough Council's adopted standards and is discussed later within this section.

5.4 SERVICING AND DELIVERIES

- 5.4.1. The servicing and deliveries for the residential area of the development will be split by Houses and Flats. Each house will have accessible frontages for deliveries and servicing. For the apartment blocks there will be bin stores that are accessible by servicing vehicles, whilst for deliveries a space will be provided for vehicles to park and load or unload by each block of flats. Swept path analysis of this servicing strategy is presented within **Appendix F** in drawings 3579-ATR-101
- 5.4.2. The Care Home has a servicing yard at the rear of the site containing a bin store, swept path analysis has been undertaken and presented in Drawing 3579-ATR-102 to ensure a servicing vehicle can arrive and depart the car park in a forward gear.
- 5.4.3. The Wellbeing centre has a bin store on the ground floor. Servicing from the Wellbeing centre will be taken from the secondary accessible car park located to the east of the Wellbeing centre.
- 5.4.4. The proposed hotel will follow the existing on-site hotel delivery and servicing arrangements. These will take place using the internal road network between the proposed hotel and the current hotel car park. This arrangement will continue to ensure a servicing vehicle can arrive and depart the hotel in a forward gear.

5.5 VEHICULAR AND CYCLE PARKING REVIEW

RESIDENTIAL

- 5.5.1. The Eastleigh Borough Council Residential Parking Standards have been reviewed to calculate if the development has sufficient amount of parking based on the forecast demand. The standards provide a different parking ratio based on the type of parking provided; more than 50% unallocated spaces, less than 50% unallocated and individual/ on plot allocation. The residential area is split between houses and flats and as such, the assessment has been split between houses and flats.
- 5.5.2. **Table 5-2** presents the amount of car parking required for the housing element of the development to be in line with the Eastleigh Borough Council Parking Standards.

Table 5-2 - Houses Car Parking Assessment (Based on Eastleigh Borough Council Parking)

House Size	Number of Houses	Individual/ 'on-plot' allocation	Spaces Required
2-Bedroom	18	2	36
3-Bedroom	64	2	128
4-Bedroom	21	3	63
Total Spaces Required		227	

- 5.5.3. The site is to provide two or three car parking spaces for each house which equates to 214 parking spaces, in comparison with 227 spaces required by Eastleigh Borough Council parking standards. The amount of parking for the housing is deemed appropriate especially as the development is well connected to local amenities via walking, cycling and public transport facilities. Moreover, proposing to provide a car club space which will reduce the overall demand for car ownership. Furthermore, parking for visitors will be on-street in the vicinity of each of the units.
- 5.5.4. The cycling parking for each of the houses will be located within in either garage or a shed within the curtilage of each property and will be in line with the Eastleigh Borough Council Parking Standards.
- 5.5.5. **Table 5-3** presents the amount of car parking required for the Flats element of the development to be in line with the Eastleigh Borough Council Parking Standards.

Table 5-3 - Flats Car Parking Assessment

Flat Size	Number of Flats	With 50% or more unallocated spaces	Spaces Required	With less than 50% unallocated spaces	Spaces Required
1 Bedroom	66	1.00	66	1.25	83
2 Bedroom	16	1.50	24	1.75	28
Total Spaces Required			90	-	111

- 5.5.6. The development will provide 92 car parking spaces for the flats which is slightly above the required number of spaces required for unallocated parking less than 50% and less than the number of spaces for unallocated parking more than 50%. As the spaces for the flats proposed as unallocated spaces the amount provided is deemed appropriate.
- 5.5.7. The cycling parking for each of the flats will be located within each individual block of flats either on the lower ground floor or ground floor. The amount of cycle parking will be in line with the Eastleigh Borough Council Parking Standards with 80 cycle spaces provided.

CARE HOME

- 5.5.8. The Care Home aspect of the development is proposed to include 20 car parking spaces, which includes two disabled bays. There is also a 'drop off' point near the entrance. Eastleigh Residential Parking Standards for nursing and rest homes is "1 space per 6 bedrooms plus 1 space per staff member". There are 71 bedrooms proposed, which would require 12 parking spaces. The number of staff members is unknown, but the remaining eight spaces (considering disabled provision) is considered sufficient.
- 5.5.9. The number of cycle parking spaces will be in line with the requirements from the Eastleigh Borough Council residential parking standards which requires one cycle space per six members of staff.

HOTEL

- 5.5.10. The Hotel car park will provide 219 permanent spaces, which include 11 disabled bays and four Motorcyclist spaces. This car park replaces the existing 175 space car park that currently serves the Hilton Hotel and Boundary Lakes Golf Course.

- 5.5.11. The car park will cater both the existing Hilton Hotel and the new on-site Hotel and is considered appropriate without the likelihood of causing potential congestion issues. This is considered sufficient as The Ageas Bowl has always operated without car parking capacity issues on non-event days even though the car park is also used by golf club visitors. However, the demand associated with the golf course will be removed in the future as part of the consented planning application F/20/88655 which will relocate the golf course clubhouse and associated 60 space car park to the southern corner of the site (accessed via A27 Moorhill Road).
- 5.5.12. The cycle parking at the proposed Hotel will be provided at the same ratio as cycle parking currently in operation at the existing Hilton Hotel. Currently the Hilton Hotel provides 10 cycle racks which are located in front of the Hilton Hotel. These will be re-provided as part of the car park reconfiguration with a further 10 cycle racks installed for the proposed hotel, thereby providing a total of 20 cycle racks and 40 spaces overall.

WELL-BEING CENTRE

- 5.5.13. The Well-Being Centre proposals include 39 parking spaces, 4 of which are marked disabled bays. Whilst there is no specific parking guidance for well-being facilities, this is considered sufficient for the quantum of development.

5.6 FUTURE EVENT DAYS

- 5.6.1. As a result of the proposed development the way in which event day access and parking operates will change in comparison with the existing situation. The new layout is designed to streamline travel and improve the event day experience for all those attending, regardless of mode of transport used. The focus is on removing conflict between active travel, sustainable travel modes and private vehicles so as to improve safety, reduce delays as well as enhancing user experience.
- 5.6.2. On event days, those wishing to use the car park must pre-book their spaces. 'Pay on the day' parking will not be available on event days within the Ageas Bowl site. Those without pre-booked car parking spaces will be encouraged to travel to the Ageas Bowl by other modes of transport, through publicity of alternative travel arrangements advised at time of booking tickets, as is required as part of current event day Traffic Management Plans. These Traffic Management Plans are already well established, proving successful in mitigating traffic disruption associated with major events at the Ageas Bowl and will ensure that displaced parking does not occur on residential streets surrounding the Ageas Bowl.
- 5.6.3. Access to the residential development, well-being centre and care home will remain unaffected by event days, with consistent access maintained via Marshall Drive. A Traffic Management Plan around the residential development will be developed and implemented on Event Days to stop visitors of the Stadium being able to park on-street. This could otherwise lead to excessive use of Marshall Drive and causes issues to the residents. This will be secured as part of any planning consent in the same way as existing Traffic Management Plans. This will be an extension of the existing Temporary Traffic Regulation Order and 'High Capacity Coning Plan' which is implemented on the residential roads in the vicinity of the Ageas Bowl on event days.

CAR PARKING

- 5.6.4. On event days, private vehicles accessing the proposed event day Car Park in Character Area 1 will do so via the new priority junction on B3035 Botley Road to the east of Marshall Drive. This access junction, visibility splays and swept path analysis is shown in Drawing 3579-SK-101 included in

Appendix F. The priority junction will operate as one-way into the site before an event and as one-way out after an event. This removes vehicles from Marshall Drive and existing conflicts between vehicles and pedestrians at this location.

- 5.6.5. Traffic Marshals will manage the flow of vehicles as necessary on event days, both prior and following the end of an event. Ticket checks will be undertaken from within the car park to avoid vehicles queuing on Botley Road.
- 5.6.6. Traffic Management Plans would continue to include the temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road during the period of peak demand after events at the Ageas Bowl. In the past this measure has shown to facilitate the safe and efficient dispersal of both pedestrian and vehicular traffic. This will allow the new event car park to operate in an efficient manner.
- 5.6.7. Once parked, pedestrians can make their way to the bag check area and new access ramp leading into the grounds situated to the west of the car park. The car park will provide event parking for up to 717 vehicles which includes 10 spaces for motorcyclists. Accessible bays will continue to be provided on the internal ring-road on the south western perimeter of the stadium, there will be a small increase in the number of spaces from 65 to 73.
- 5.6.8. Table 5-4 below replicates Table 4-2 presenting the proposed amount of event day car parking at the Ageas Bowl. The development proposals increase on-site car parking in comparison with the existing situation from 1,685 spaces to 1,770 spaces, when taking into account the proposed event car park and Thorneydown Farm car park. In addition, 1,500 spaces will continue to be provided at the University of Southampton Sports Ground as a park and ride facility.

Table 5-4 - Proposed Event Day Car Parking

Name	Location	Typical Use*	Approximate Maximum Capacity	Admission Type
CP4a/b	On-site	Accessible Parking	73	Pre-booked
CP7	On-site	Staff / Media	210	Pre-booked
CP8	On-site	Media / VIP / Hotel	240	Pre-booked
CP9	On-site	Member / Guests	717	Pre-booked
CP10	On-site Golf Course (Thorneydown Farm)	Staff / Guests	530	Pre-booked
Park and Ride A	University of Southampton Sports Ground	Guests	1,500	General Admission
Total			3,270	

PUBLIC TRANSPORT

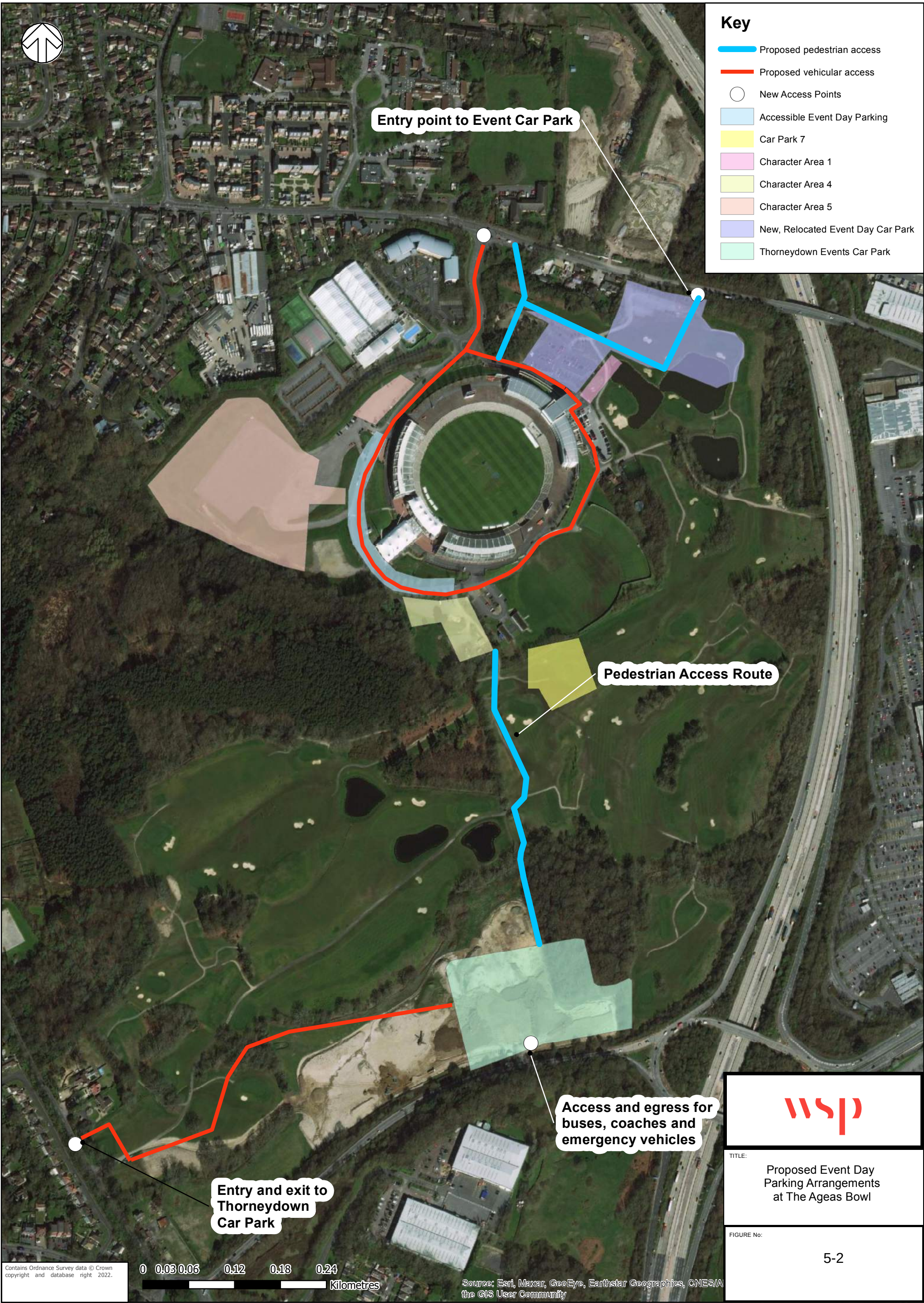
- 5.6.9. As part of the Section 73 application for Thorneydown Farm submitted in December 2021 (X/21/92054), it is proposed to amend the consented car park layout to allow this to operate as a bus / coach drop-off and pick-up location on event days. Should this be approved, all bus / coach

activity will be removed from Botley Road and Marshall Drive on event days, thereby removing conflicts with the high pedestrians flows that occur at this location during these periods.

- 5.6.10. The amended proposals for Thorneydown Farm bring coaches and buses through the new access on the A334 Charles Watts Way. The access on the A334 Charles Watts Way will operate on a left in left out basis, with buses and coaches performing a U-turn at Kanes Hill Roundabout where necessary. These movements will take place with event day traffic management and traffic marshals located at the Charles Watts Way access junction to manage vehicle into and out of the site.

PEDESTRIANS

- 5.6.11. Pedestrians will be able to enter and exit the site via a pedestrianised arrival area to the east of Marshall Drive. In addition, a 3m wide footway will be provided new junction on B3035 Botley Road, through the car park. This also directs pedestrians to a new, grade separated access ramp that provides access into the stadium itself. This will remove the conflict between pedestrians and vehicles which currently occurs around the Ageas Bowl when pedestrians cross between car parks and the existing turnstile access on the western side of the stadium.
- 5.6.12. Visitors who either arrived at Thorneydown Farm car park by public transport or by private vehicle will access the main Ageas Bowl site via the pedestrian access route proposed within the consented application (F/18/83908). The route will pass through between the proposed Care Home park and the statue adjacent to the nursery ground. This will provide access into the southern turnstiles.
- 5.6.13. **Figure 5-2** summarises the proposed parking and access arrangements on event days at The Ageas Bowl.



6 TRAVEL PLAN

6.1 INTRODUCTION

- 6.1.1. This section provides a summary of the Residential and Staff Travel Plans included as part of this application within **Appendix G** and **H**, respectively.

6.2 TRAVEL PLAN VISION, OBJECTIVES AND TARGETS

- 6.2.1. A Residential and Staff Travel Plan has been prepared as part of the Ageas Bowl masterplan to encourage the use of sustainable transport. The aim of each Travel Plan is to reduce private car journeys and increase active travel opportunities and sustainable travel modes, through a range of incentives and information. Therefore, the overarching vision statement for the Travel Plan's is:

'The development at the Ageas Bowl will accommodate residential, visitor and employee journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.'

- 6.2.2. In pursuit of this vision, the Travel Plan for proposed residential and commercial development will be guided by specific objectives as set out below:

- To raise occupants' awareness of the sustainable modes of travel available for travel to and from the development;
- To raise occupants' awareness of the health, fitness and wellbeing benefits of walking and cycling for short journeys; and
- To facilitate travel by sustainable modes. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

- 6.2.3. The overall Aim is to reduce private vehicle mode share by 10% over the lifecycle of the Travel Plan, based on the initial travel survey. Targets relating to increase in active travel or sustainable transport will not be set until the initial travel survey is undertaken.

6.3 TRAVEL PLAN MANAGEMENT

- 6.3.1. The Travel Plan Co-ordinator (TPC) will oversee the implementation of each of the Residential and Staff Travel Plans. Their role will include liaising directly with the businesses and residents and the TPC will be appointed prior to occupation of either the first unit or the commercial elements on site. The TPC role will include the following:

- Implementation and management of the Travel Plans;
- Awareness-building and engagement with occupants;
- Strategic marketing and communication;
- Implementing and management measures;
- Measuring success and monitoring change;
- Giving a 'human face' to the travel plan – explaining its purpose and the opportunities on offer. This includes offering personalised journey planning advice;
- Helping establish and promote the individual measures in the plan; and
- Overseeing and monitoring regular travel surveys and questionnaires, which will help to inform the development of the Travel Plan.

6.4 TRAVEL PLAN MEASURES

6.4.1. The Travel Plan measures will focus around the following areas:

- Provision of Travel Information – to provide personal travel planning service, travel information website, on site promotion and marketing, travel information packs and promotional events;
- Promoting Walking and Cycling – through the provisions of suitable route maps around the local and beyond;
- Promoting Public Transport Use – through the provision of journey timetables for local bus and train services and taster vouchers;
- Promoting Efficient Car Use – car parking management, car sharing, electric vehicles, provision for residents to work from home and an on-site car club provided through Co-Wheels; and
- Monitoring – This will include reporting to following the implementation of the Travel Plan measures to EBC.

6.5 ACTION PLAN

6.5.1. The **Table 6-1** below outlines Action Plan for the implementation on the Residential Travel Plans

Table 6-1 - Action Plan

Action	Target (Values)	Target Date	Funding	Indicator / Measured By	Responsible	Progress
Appointment of TPC	N/A	Within three months of the commencement of the first phase of development	Developer	Appointment of TPC	Developer	-
Agree Travel Plan Objectives with Eastleigh Borough Council	N/A	Within three months of the commencement of the first phase of development	Developer	Agreement being reached with Eastleigh Borough Council	TPC	In hand through this document
Agree Travel Plan Measures and Sustainable Travel Welcome Pack with Eastleigh Borough Council	N/A	Within three months of the commencement of the first phase of development	Developer	Agreement being reached with Hampshire County Council	TPC	In hand through this document

Provisions of cycle parking secured through planning	Space phased with progress of the development and as agreed with Eastleigh Borough Council	Prior to first occupation or phased with progress of the development and as agreed with Eastleigh Borough Council	Developer	Completion of cycle parking and it being made available for resident use	Developer	-
Provision of car parking secured through planning	Space phased with progress of the development and as agreed with Eastleigh Borough Council	Prior to first occupation or phased with progress of the development and as agreed with Eastleigh Borough Council	Developer	Completion of car parking and it being made available for resident use	Developer	-
Availability of broadband access in homes	N/A	Prior to first occupation of each dwelling	Developer	Availability of broadband access in homes	Developer	-
Availability of a personalised journey planning service	N/A	Within three months of the commencement of the first phase of development	Developer	Availability of a personalised journey planning service	Developer	-

Dissemination of the Sustainable Travel Welcome Pack to each dwelling	One Sustainable Travel Welcome Pack per dwelling	At first occupation of each dwelling or within three months of the commencement of the first phase of development	Developer	Dissemination of the Sustainable Travel Welcome Pack to each dwelling	Developer	-
Promoting and issuing Co-wheels Car club incentives	One lifetime membership per dwelling + £25 introductory credit	At first occupation of each dwelling or within three months of the commencement of the first phase of development	Developer	Distribution of Car Club memberships + credit to each dwelling	TPC	-
Provision and population of Sustainable Travel Notice Board	One Sustainable Travel Information Notice Board presenting	Within three months of the commencement of the first phase of development	Developer	Provision and population of Sustainable Travel Information Notice Board	Developer	-

Monitoring and reporting to Eastleigh Borough Council	N/A	Within three months of completion of each item in the Action Plan or on an annual basis where completion is phased	Developer	Receipt of reports by Eastleigh Borough Council	Developer	-
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7 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

7.1 INTRODUCTION

- 7.1.1. This section will look at the total travel demand for the proposed Development at The Ageas Bowl, including trip generation and distribution.

7.2 TRIP GENERATION

DEVELOPMENT PROPOSALS

- 7.2.1. The proposed development consists of the following land-uses:
- Residential development: 103 houses and 82 flats;
 - Budget Hotel: 142 rooms;
 - Care home: 71 rooms; and
 - Well-being centre: 1,237 sqm.
- 7.2.2. The proposals also include a new 3,640 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl. These land users are not forecast to generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.
- 7.2.3. For all aspects of the site, a multi-modal TRICS assessment has been undertaken to identify the total trip generation of the redevelopment.

RESIDENTIAL DEVELOPMENT

- 7.2.4. As the breakdown of residence type is known, trip rates for the houses and apartments were obtained separately. The following criteria were entered into the TRICS database:
- Flats (privately owned), 100 – 184 dwellings;
 - Sites in England (excluding Greater London);
 - Tuesday to Thursday site surveys, between 2013 and 2018;
 - Selected Locations: “Suburban Area”; and
 - Without Travel Plan.
- And
- Houses (privately owned), 30 – 80 dwellings;
 - Sites in England (excluding Greater London);
 - Tuesday to Thursday site surveys, between 2013 and 2019;
 - Selected Locations: “Suburban Area” and “Edge of Town”;
 - With and without Travel Plan (no significant difference between trip rates was identified for sites with and without a Travel Plan).
- 7.2.5. The following trip rates were identified for Flats (**Table 7-1**) and Houses (**Table 7-2**), with the full TRICS output available in **Appendix I**

Table 7-1 – Flats Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily (07:00 – 19:00)
Total Vehicles	0.195	0.179	1.706
Pedestrian	0.069	0.060	0.588
Cycle	0.025	0.006	0.115
Public Transport	0.022	0.038	0.286

Table 7-2 – Houses Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily (07:00 – 19:00)
Total Vehicles	0.462	0.495	4.57
Pedestrian	0.175	0.102	1.838
Cycle	0.025	0.009	0.147
Public Transport	0.055	0.032	0.336

BUDGET HOTEL

7.2.6. Trip rates for the budget hotel have been obtained using the following parameters on TRICS:

- Land Use: Hotel, 50 to 227 units;
- Sites in England (excluding Greater London);
- Wednesday and Thursday site surveys, between 2011 and 2019;
- Selected locations: ‘Edge of Town’ and ‘Suburban Area’; and
- Without travel plan.

7.2.7. These criteria returned four surveys, producing the following trip rates (per room):

Table 7-3 – Hotel Two-Way Trip Rates (per bedroom)

Hotel Trip Rates	AM Peak	PM Peak	Daily (07:00 – 22:00)
Total Vehicles	0.547	0.401	5.313
Pedestrian	0.018	0.053	0.496
Cycle	0.006	0.006	0.07
Public Transport	0.228	0.085	0.778

CARE HOME

7.2.8. Trip rates for the care home were obtained by entering the following criteria into the TRICS database:

- Land use: Residential / Retirement Flats – 28 – 88 units;
- Sites in England (excluding Greater London);

- Tuesday - Thursday site surveys, between 2012 and 2019;
- Selected locations: 'Edge of Town', 'Suburban Area' and 'Neighbourhood Centre'; and
- Without travel plan.

Table 7-4 – Care Home Two-Way Trip Rates (per bedroom)

Care Home Trip Rates	AM Peak	PM Peak	Daily (07:00 – 19:00)
Total Vehicles	0.164	0.173	2.837
Pedestrian	0.057	0.098	1.051
Cycle	0	0	0.016
Public Transport	0	0.016	0.279

WELL-BEING CENTRE DEVELOPMENT

7.2.9. The following parameters were inputted into the TRICS database to obtain the trip rates in the table below:

- Land use: Leisure / Community Centre – 100 – 1,500 sqm;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected locations: 'Edge of Town' and 'Neighbourhood Centre'; and
- Without travel plan.

Table 7-5 – Well-being Centre Two-Way Trip Rates (per 100sqm)

Wellbeing Centre Trip Rates	AM Peak	PM Peak	Daily (07:00 – 20:00)
Total Vehicles	0.42	0.504	9.594
Car	0.481	1.513	4.719
Pedestrian	0.21	1.576	11.087
Public Transport	0	0	3.68

7.2.10. Trip rates for cyclists were not available in this search.

7.3 TRIP GENERATION

7.3.1. The vehicle trip rates in **Tables 7-1 – 7-5** result in the following vehicle trip generation, based on the quantum of development identified in paragraph 7.3.1:

Table 7-6 – Trip Generation – (Two-way Movements)

Part of Development	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	Daily (07:00 – 19:00)
103 Houses	48	51	471
80 Apartments	16	15	140
Wellbeing Centre (1,237 sqm) *	5	6	84
Budget Hotel (142 rooms)	78	57	652
Care home (71 rooms)	12	12	201
Total Vehicle Generation	158	141	1547

* Whilst the existing well-being centre will be relocated and enlarged, the trip generation calculations are based on the total size of the new building.

7.4 TRIP DISTRIBUTION AND ASSIGNMENT

- 7.4.1. To identify the origin and destination of trips to and from the site respectively, Journey to Work census data has been used. Dataset WU03EW – Location of usual residence and place of work (OA Level) was analysed to determine the likely origin and destination of trips to and from the development site as requested by National Highways as part of the TA scoping exercise.
- 7.4.2. Destinations were identified on the Medium Super Output level to allow a higher-resolution assessment to be undertaken on local roads. The full distribution breakdown is included in **Appendix J**.
- 7.4.3. It is acknowledged that this methodology will distribute the entire site's trip generation utilising journey to work data, not just commuting trips but for all journey purposes. It is likely that the other site uses would have different distributions. However, given that the highway impact assessment will consider roads in the immediate vicinity of the site, it is anticipated that the proportions of traffic using each of these roads would not significantly vary even if the destination / origin is different.
- 7.4.4. The distribution has been assigned onto the road network in the vicinity of the site using Google Maps, which takes into account typical congestion to identify the fastest route for your journey. Seven main route corridors to and from the site have been identified to serve all of the destinations identified in the Journey to Work data, shown in **Table 7-7**.

Table 7-7 – Route Assignment

Route Category	Destination Examples	Route	Percentage of Trips
North – Local	Fair Oak, Bishopstoke, rural Eastleigh borough, Winchester Borough, Chandler's Ford	50% 50% split between Moorgreen Road and Tollbar Way to get to Bubb Lane	3.5% Moorgreen Road 3.5% Tollbar Way
East – Local	Botley, Hedge End	Botley Road	10.5%
South East – Local	Hamble, Swanwick	Telegraph Road and Kaneshill	2.9%
South – Local	Southampton, Isle of Wight	50% Telegraph Road, Bitterne Road East; 50% West End, A27 Mansbridge Road	16.1% Bitterne Road East; 16.1% Mansbridge Road
West – Local	West End, Eastleigh High Street	Botley Road, A27	16.4%
West – Regional	Winchester, Chandler's Ford	A334, M27	19.9%
East – Regional	Portsmouth, Gosport	A334, M27	11.1%

- 7.4.5. Using the trip generation and route assignment table above, traffic flow diagrams for the B3035 Botley Road / Marshall Drive junction have been prepared and are available in **Appendix K**.

8 FUTURE YEAR TRAFFIC ASSESSMENTS

8.1 INTRODUCTION

This section will assess the future year operation of the highway network with and without the development in place. The assessment will comprise of both a non-event day assessment, using the trip generation and distribution from the previous section, and an event day assessment.

8.2 TRAFFIC GROWTH AND COMMITTED DEVELOPMENT

- 8.2.1. Baseline traffic flows, available in Section 3, were uplifted using industry standard software, TEMPro, which provides a growth factor to apply to the baseline traffic data. The forecast takes account of variable relating population, employment, household car ownership and trip ends for differing geographic areas down to a Middle Super Output Area (MSOA) level. The table below presents the factors taken from TEMPro to obtain traffic flows for 2027.

Table 8-1 – TemPRO Growth Rates – 2021 - 2027

Area	Period	Growth Factors	
		AM Peak	PM Peak
Eastleigh	2021 – 2027	1.083	1.083

- 8.2.2. To provide an accurate modelling assessment of the site access junction, a review was undertaken of planning applications in the near vicinity of the Ageas Bowl. This includes:

- Adjacent to the Ageas Bowl there is an existing planning approval by Foreman Homes for 30 dwellings at the 'Land north of Botley Road (Application F/19/85439)
- Land west of Uplands Farm, Botley (permission for 375 dwellings, employment land and open space, outline PP O/18/83698)
- Land north of Botley Road, West End – permission for 100 dwellings, outline PP ref. O/15/76418 and subsequent reserved matters in 2021, under construction)
- Land west and South of Horton Heath – proposed allocation for 950 dwellings, secondary and primary school, local centre and employment uses; and
- Southampton Airport runway extension and car parking (full pp F/19/86707).

- 8.2.3. The forecast traffic flows from the committed development will be manually assigned onto the junction as presented in the Traffic Flow Diagrams in **Appendix K**.

B3035 BOTLEY ROAD/ MARSHALL DRIVE SIGNAL JUNCTION

- 8.2.4. This section presents the B3035 Botley Road/ Marshall Drive Signal junction modelling in 2027 with and without the development, **Table 8-2** presents the baseline modelling results.

Table 8-2 – 2027 Base modelling results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base							
1/1	Botley Road WB Left Turn	75	6	88	74	6	87
1/2	Botley Road WB Ahead	77	24	32	76	23	31
2/1	Marshall Drive Right Turn	18	2	31	28	3	33
2/2	Marshall Drive Left Turn	25	3	55	42	4	89
3/1	Botley Road EB Ahead	63	17	19	43	10	15
3/2	Botley Road EB Right Turn	59	4	81	55	4	79
Overall Junction		PRC: 17.3% Cycle time: 120s			PRC: 18% Cycle time: 120s		

- 8.2.5. **Table 8.2** above demonstrates that the B3035 Botley Road/ Marshall Drive signal junction will operate within capacity across the AM and PM peaks. The 2027 forecast modelling shows that after applying the growth factor and the additional committed development flows, the DoS increases slightly on all arms in both peaks compared to the baseline assessment. However, the DoS does not exceed 90% on any of the approaches and as such still operate within capacity, and any queues that have built up will be able to disperse during the green time in each cycle. The DoS that sees the biggest increase is forecast on the ahead lane of Botley Road Westbound, which goes up by 7%. The highest MMQ is forecast to occur on the Botley Road westbound ahead movement in the AM Peak the forecast queue is 24 PCUs..
- 8.2.6. The overall junction PRC decreases from 30% in both peaks to 17.3% in the AM peak and 18% in the PM Peak, however in overall terms, the junction operation would be within capacity.
- 8.2.7. **Table 8-3** presents the 2027 Base + Development traffic flows at B3035 Botley Road/ Marshall Drive signal junction.

Table 8-3 – 2027 Base + Development flows modelling results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base + Development Flows Results							
1/1	Botley Road WB Left Turn	80	8	89	80	8	87
1/2	Botley Road WB Ahead	82	26	36	83	26	38
2/1	Marshall Drive Right Turn	32	3	32	32	3	30
2/2	Marshall Drive Left Turn	39	4	55	44	5	55
3/1	Botley Road EB Ahead	66	19	20	47	11	17
3/2	Botley Road EB Right Turn	79	6	104	76	6	95
Overall Junction		PRC: 9.7% Cycle time: 120s			PRC: 8.7% Cycle time: 120s		

8.2.8. **Table 8.3** shows that the B3035 Botley Road/ Marshall Drive signal junction will operate within capacity across the AM and PM peaks, even with the addition of development related traffic. The addition of the development flows sees another small reduction in available capacity according to the LinSig outputs. The DoS increases across all arms, with the highest being the ahead lane on Botley Road Westbound, reaching 82%, with an associated queue of 26 PCUs and a delay of 36 seconds. However, this queue length is extended by only three PCUs as a result of the development and any queue that builds on any arm will still be able to disperse in a green cycle. Marshall Drive also increases but still has a significant amount of spare capacity. The DoS is higher in the PM peak at 39% in the left turn lane onto Botley Road. The DoS of the right turn lane of Botley Road Eastbound increases from 59% and 55% in the AM and PM peak to 79% and 76% respectively, which is an increase of 20% in both scenarios. This is directly due to the additional flows placed on the network by the new development at the Ageas Bowl.

- 8.2.9. Overall, the junction is still operating with spare capacity, with a PRC of 9.7% in the AM peak and 8.7% in the PM peak. It is worth noting that the assessment assumes that the pedestrian phase will operate within each cycle of the signals; in reality the number of times the crossing is called will vary. If the pedestrian phase is called less frequently, then there will be a greater degree of capacity available than shown by the assessment presented in **Table 8-3**.

8.3 LINK FLOW ASSESSMENTS

- 8.3.1. A link flow assessment has been undertaken on the B3035 Botley Road / Marshall Drive junction to examine the percentage increase each arm of the junction will experience with the additional development traffic on the network. This is summarised in the table below.

Table 8-4 – Link flow assessment

	AM Peak			PM Peak		
	Baseline Flow	Development Flows	Development Impact (%)	Baseline Flow	Development Flows	Development Impact (%)
Marshall Drive	352	158	31%	419	141	33%
Botley Road (East of Marshall Drive)	1768	75	4%	1563	68	4%
Botley Road (West of Marshall Drive)	1713	82	5%	1492	73	5%

- 8.3.2. As presented in the table, Marshall Drive is forecast to experience a 31% increase in traffic flow in the AM peak and 33% in the PM peak with the addition of the development traffic. In absolute terms, this equates to in the order of around two – three additional vehicles using Marshall Drive during each peak hour. It is considered that this is unlikely to be perceptible to the travelling public.
- 8.3.3. The percentage increase on B3035 Botley Road is far less, with a 4% and 4% increase in the respective peaks to the east of Marshall Drive and a 5% and 5% increase respectively to the west of Marshall Drive.

8.4 EVENT-DAY JUNCTION CAPACITY ASSESSMENTS

- 8.4.1. An event-day capacity assessment has been undertaken for the new access junction on B3035 Botley Road. As the junction is non-signalised, industry standard modelling software 'Junctions 9' was used to create a model of the access junction. The full Junctions 9 output report is available in **Appendix L**.

JUNCTIONS 9

- 8.4.2. Junction capacity in Junctions 9 is measured with reference to the Ratio of Flow to Capacity (RFC). A value of 0.85 typically indicates the point at which congestion is likely to occur. The value of 1.00 typically indicates a forecast of regular congestion at the junction.

METHODOLOGY

- 8.4.3. An event-day assessment has previously been undertaken to support the planning application for event-day car parking at Thorneydown Farm (F/18/83908). In this instance, The Ageas Bowl supplied the distribution of spectator arrival times at past events based upon ticket entry times. Using the same methodology and noting the different types of event held at the Ageas Bowl, it has been assumed that:
- For One-Day International Matches occurring on a weekday up to 46.8% of event spectators are assumed to arrive in the AM peak period, and
 - For Concerts or Twenty Twenty Cricket Matches up to 41% of event spectators are assumed to arrive in the PM peak period.
- 8.4.4. These percentages were used to determine the number of arrivals in each peak period. Assuming that the maximum car park capacity is 700, (the approximate total of car parking proposed) this totalled at 328 arrivals in the AM peak and 288 arrivals in the PM peak for use within the junction capacity model. It was subsequently assumed that 50% of arrivals came from the west on B3035 Botley Road and 50% came from the east.
- 8.4.5. The geometry of the access junction has been measured using AutoCAD.
- 8.4.6. The following scenario has been modelled at the junction:
- Event day scenario: Combining 2027 traffic flows on B3035 Botley Road (including the relevant development flows and committed development flows) and event day arrivals described above for both peaks periods.
- 8.4.7. An assessment of junction capacity at the end of an event has not been completed as B3035 Botley is closed to through traffic immediately after an event to assist with the safe and efficient egress of vehicles from the site.

RESULTS

- 8.4.8. Below are the Junctions 9 outputs for the junction for both AM and PM peaks in the event day scenario. This assessment was predominantly to determine the impact of event days upon Botley Road. No flows were applied to the movement from the access onto B3035 Botley Road so this will not be presented in the table below.

Table 8-5 – B3035 Botley Road / Event Day Car Park Access Junctions 9 Output

	AM Peak			PM Peak		
Arm	Queue (PCU)	Delay	RFC	Queue (PCU)	Delay	RFC
	2027 Event Day					
A3035 Botley Road (right turn in)	2	8	0.44	1	9	0.37

- 8.4.9. As presented in the table, the RFC is 0.44 in the AM peak and 0.37 in PM peak, which is well below 0.85, the figure that indicates when congestion starts to build up at a junction. The assessments shown that queues and associated delay on B3035 Botley Road is negligible in both peaks.

9 SUMMARY AND CONCLUSIONS

9.1 SUMMARY

- 9.1.1. WSP has been appointed by Land & Development Advisory Ltd to provide transportation and highways advice in support of planning application for the Ageas Bowl Masterplan development. The Transport Assessment is in support of a detailed planning application to provide 183 dwellings, Care Home, Well-Being Centre, Budget Hotel, new pavilion and relocated the event day car parking and enhanced event day experience with a new access and reduced conflict between vehicles and pedestrians.
- 9.1.2. The main access to the Ageas Bowl is through the B3035 Botley Road/ Marshall Drive signal junction. Marshall Drive the access road into the Ageas Bowl is subject to 30mph speed limit
- 9.1.3. There is high quality footway provision through the Ageas Bowl site on either side of the internal road network. Whitist on the B3035 Botley there are footways on both sides, with a shared use path on the northern side connecting to the local shopping facilities in West End and Hedge End retail park.
- 9.1.4. The nearest bus stop is located on the B3035 Botley Road and provides a half hourly service to Southampton city centre. The closest train station is Hedge End, approximately 2.6 km of the scheme and it provides hourly train to London Waterloo and Portsmouth. A baseline capacity assessment of the access junction shows that the junction is presently operating within capacity.
- 9.1.5. The Development will provide 214 car parking spaces for the residential development, 20 spaces for the Care Home, 39 spaces for the Well-Being Centre, 219 spaces for both Hotel's and to provide a new event car park to accommodate 717 vehicles in the north east corner of the site with an access via Botley Road.
- 9.1.6. On non-event days vehicular access to the Ageas Bowl Site is via the B3035 Botley Road/ Marshall Drive signal junction. The access to the different locations within the Site is described below:
- Access to the new residential area of the development will be via a new three arm roundabout on the internal road to the west of the stadium;
 - The access to the care home will be via the internal access road where vehicles will pass through the new roundabout to the car park;
 - Well-Being Centre access will be via a priority junction with the internal access road to the south of the 4-arm roundabout; and
 - Vehicular Access the proposed Hotel will be via the existing access to the existing Hotel on-site utilising the eastern arm of the roundabout with Marshall Drive.
- 9.1.7. The event day vehicular access to the relocated car park will be via a new priority junction with the B3035 Botley Road. The junction will operate as one-way entry into the site prior to an event and a one-way exit from the site following the end of the event.
- 9.1.8. The pedestrian and cycle access will be via the B3035 Botley Road/ Marshall Drive signal junction. There will be a second pedestrian access on the B3035 Botley Road at the Event Car Park access which will direct visitors towards the new ramp to access stadium. Within the Ageas Bowl site there are footways on both sides of the carriageway on the internal road. There is a secondary pedestrian

and cycle access via a footpath connecting to Telegraph Road through the residential area of the development.

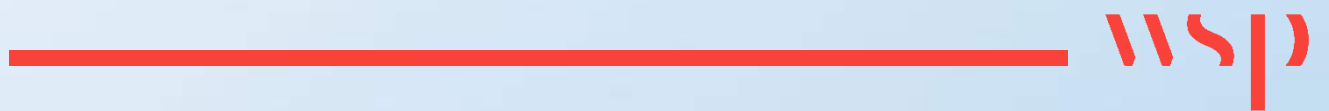
- 9.1.9. The Development is forecast to generate 158 two-way trips in the AM peak and 141 two-way trips in the PM peak this is based on the TRICs outputs. The distribution of trips to the site using B3035 Botley Road is approximately 50:50 from the east and west.
- 9.1.10. To assess the impact of the development on a day to day basis a junction capacity assessment has been undertaken of the B3035 Botley Road/ Marshall Drive, the results forecast the junction to operate within capacity with and without development in 2027.
- 9.1.11. A junction assessment was undertaken at the new access to the car park from the B3035 Botley Road on an event day. The junction is forecast to operate within capacity prior to an event with the with minimal queueing shown to occur.
- 9.1.12. A Residential and Staff Travel Plan has been developed in order to promote and facilitate a shift away from vehicular based travel. The documents include a series of measures to reduce the amount of single occupancy private vehicle demand and promote active travel and sustainable transport modes. A Co-Wheels car share will be provided within the residential area of the development in order to provide access to a vehicle for those future residents who do not wish to own a car but may require to one from time to time.

9.2 CONCLUSIONS

- 9.2.1. Based on the information presented in this Transport Assessment and analysis provided throughout the report, the following can be concluded:
 - That impact of the proposed development on the Local Highway Network can be accommodated without generating additional congestion;
 - The location of proposed development will enable residents and employees access to the Ageas Bowl through a range of sustainable transport modes; and
 - The proposed development will enhance the event experience at the Ageas Bowl.
- 9.2.2. Paragraph 111 of the National Planning Policy Framework states that, “*development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”. Taking this into account and the conclusions of this TA, there are no reasons why the planning application should be refused on highways and transport grounds.

Appendix A

SCOPING NOTE

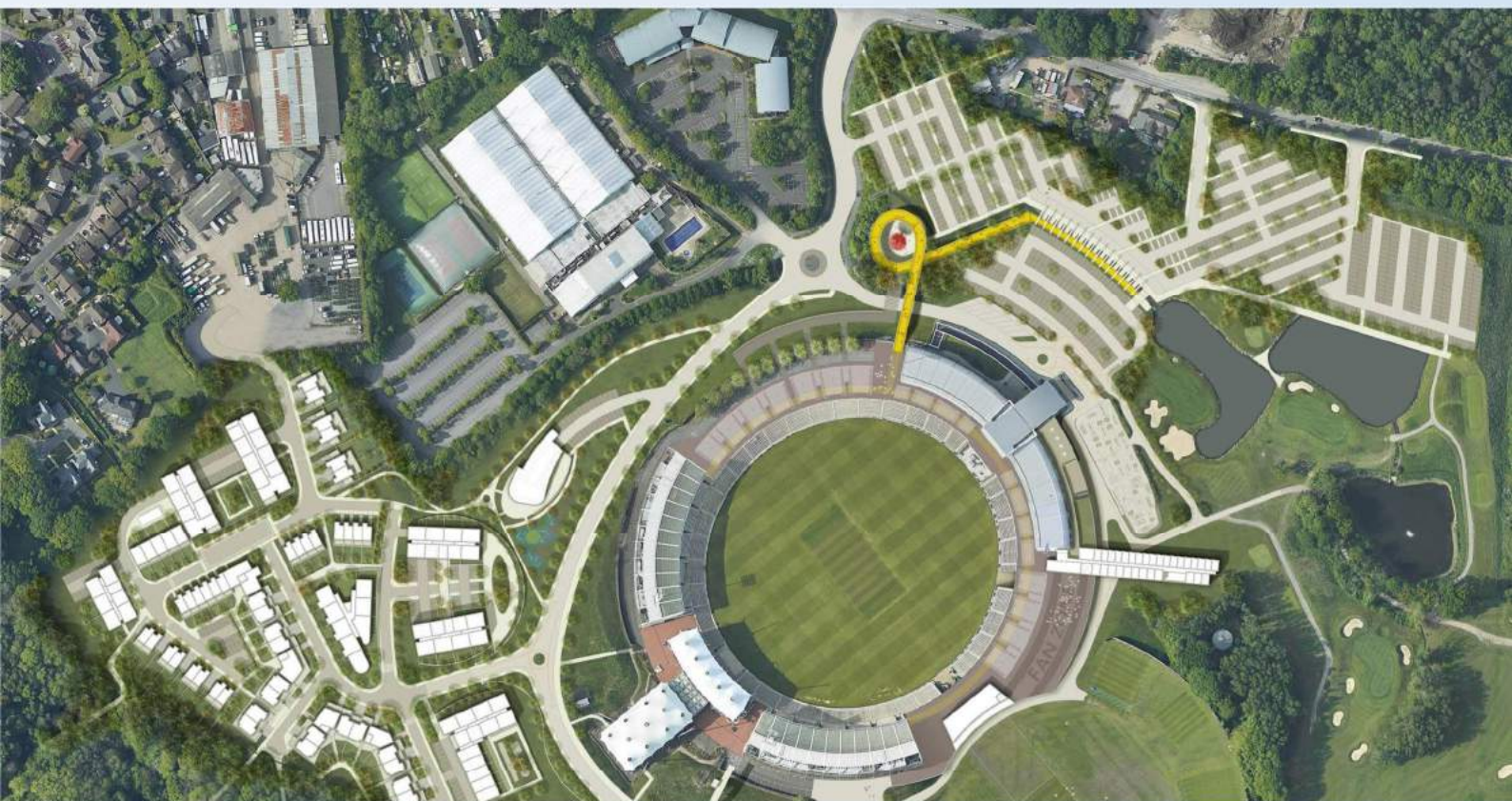




Land & Development Advisory

AGEAS BOWL NON-OPERATIONAL MASTERPLAN

Transport Scoping Note





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AGEAS BOWL NON-OPERATIONAL MASTERPLAN

Transport Scoping Note

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APPENDIX A

HIGHWAYS ENGLAND RESPONSE TO INITIAL SCOPING EXERCISE

APPENDIX B

TRICS OUTPUT REPORTS

APPENDIX C

TRIP DISTRIBUTION

1 INTRODUCTION

- 1.1.1. WSP have been commissioned by Land & Development Advisory Ltd to provide transport planning support for development proposals at the Ageas Bowl, Eastleigh. The development proposals have been broken down into five character areas, which are as follows:
- Character area 1: Northern Gateway. A new parking area and pedestrian entrance arrangement into the Ageas Bowl;
 - Character area 2: Budget Hotel;
 - Character area 3: Pavilion and Maintenance;
 - Character area 4: Southern Gateway; and
 - Character area 5: Residential and Well-Being. A residential-led development on land within the Eastleigh urban boundary.
- 1.1.2. The land for which permission is sought for is shown in **Figures 1-1** respectively, overleaf.
- 1.1.3. This Scoping Note will seek to agree the scope of Transport Assessment required to support the above planning applications in turn.

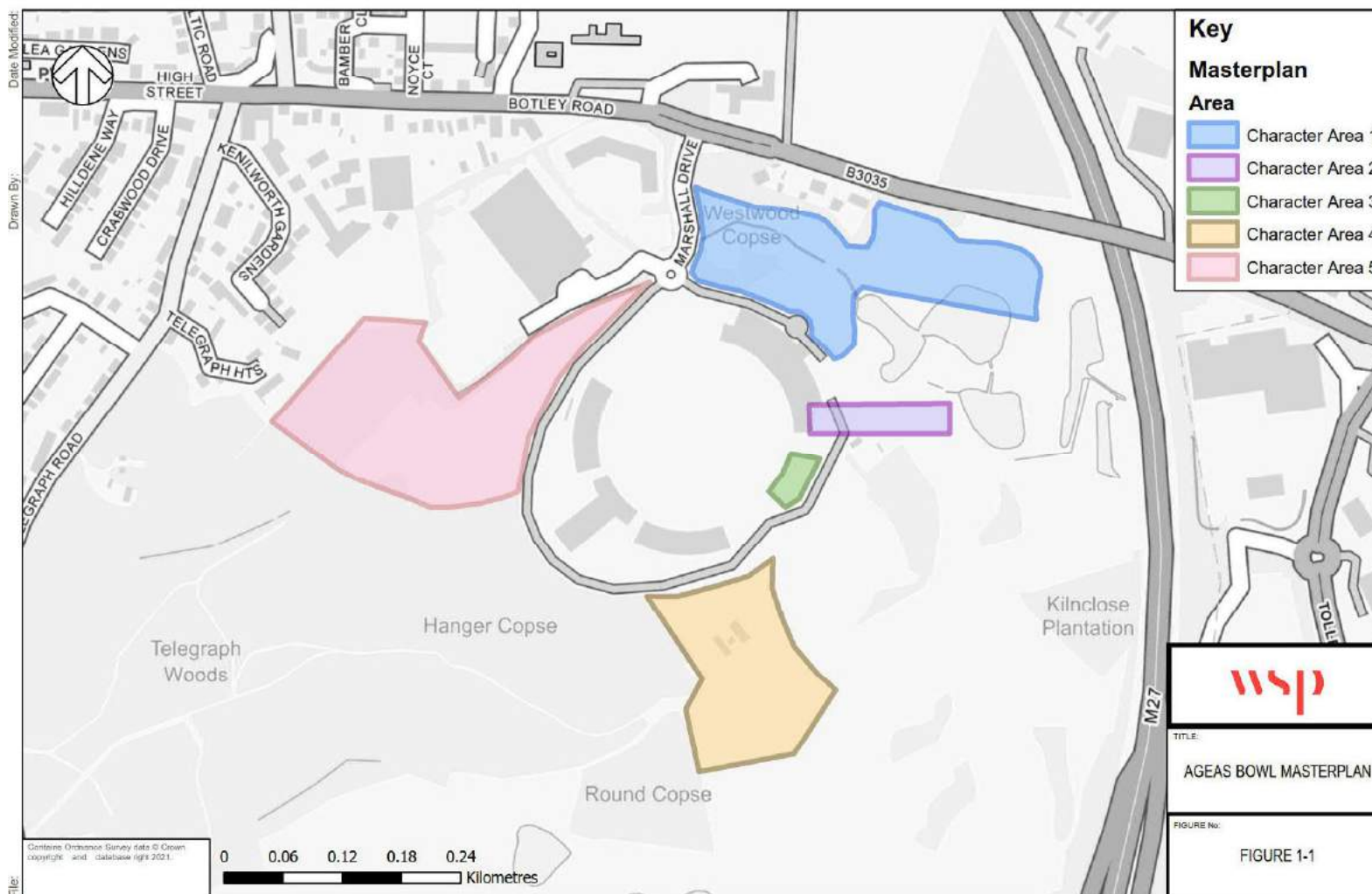
1.2 UPDATED SCOPE

- 1.2.1. This Revision B of the scoping note reflects a change in both quantum, land-use and layout of the development, that changes the likely trip generation and distribution of the development traffic. This revision also reflects discussions held at a pre-application meeting on Friday 27 November 2020 between Hampshire County Council, Highways England and WSP. For reference, Highways England's Technical Note 03' response to the Revision A of the Scoping Note (dated 18/11/21) is included in **Appendix A**.

1.3 SITE CHARACTERISTICS

- 1.3.1. The Ageas Bowl site covers an area of approximately 65 hectares and comprises the following land uses:
- Ageas Bowl Cricket Ground;
 - Hilton Hotel;
 - Poseidon at the Ageas Bowl;
 - Hampshire Wellbeing Centre;
 - Golf driving range;
 - 18-hole golf course;
 - Metalled and un-metalled car parks; and
 - Thorneydown event car park and expanded golf course (as per permitted application F/18/83908, which is under construction).
- 1.3.2. The site is bordered to the north by Botley Road, the M27 and Charles Watts Way to the east and A27 Moorhill Road to the south. Telegraph Road and Telegraph Woods form the boundary to the west.
- 1.3.3. Access is achieved via Marshall Dive, which serves as a spine road for the site onto Botley Road. Marshall Road forms a three-arm signalised junction with Botley Road and allows for separate ahead and right turn phasing.

Figure 1-1 - Full Application Location Plan



2 TRANSPORT ASSESSMENT SCOPE

2.1 INTRODUCTION

- 2.1.1. The primary development proposals comprise the construction of 55 houses, 220 apartments, a 116-bed budget hotel and a relocated wellbeing centre. The proposals also include a new 400 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl (between main cricket pitch and nursery ground) but these will not generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.
- 2.1.2. The majority of this development land is currently used for event parking, and as such the proposals also include the relocation of this event parking from the west of the Ageas Bowl site to the north-east.

Everyday site access will be via the existing Botley Road / Marshall Drive traffic signal junction and the unadopted internal 'ring-road' that runs around the perimeters of the Ageas Bowl. In addition to this, on event-days the proposed car-parking on the north-eastern side of the site will also be provided with two gated access junctions directly onto Botley Road utilising existing / historical temporary access locations. Use of these accesses be managed by suitable traffic management and supervised by traffic marshals.

2.2 EXISTING CONDITIONS

DEVELOPMENT AREA – EXISTING CHARACTERISTICS

- 2.2.1. The redevelopment of the site will take place around the whole site, with the residential development in the west, within the urban boundary for Eastleigh. The western boundary of the site features a grass embankment, lined with trees. This area of the site is accessed via the internal "ring road" around the Ageas Bowl. The developable area is shown in **Figure 1-2**.

SURROUNDING HIGHWAY NETWORK

- 2.2.2. Current access to the site is via B3035 Botley Road and Marshall Drive. This is a three-arm signalised junction with right turn phasing. The site internals are serviced by a 'ring road' which provides access to the Ageas Bowl's onsite facilities and parking. It is understood that Marshall Drive is not maintained by the highway authority and that the highway boundary terminates at, but includes, the Botley Road / Marshall Drive signalised junction.
- 2.2.3. The road network offers good connections to Southampton City Centre, via the A334, and to other areas in wider Southampton. The M27 is located adjacent to the site and runs between Cadnam to the west and Portsmouth to the east. It also provides access to the M3, which provides connections to key inland destinations, including Winchester and Basingstoke, and further afield to the M25 and London.

LOCAL AMENITIES

- 2.2.4. Located on the outskirts of West End Village, the proposed development site is just over a mile away from the amenities of the village centre, which has a range of convenience shops and facilities. **Table 2-1** summarises the amenities in the vicinity of the site. A walk speed of 5kph (1.4m/s) and cycle speed of 15kph (4.16m/s) has been assumed:

Table 2-1 – Amenities in the vicinity of the site

Amenity	Distance	Walk time	Cycle time
Gym	250m	3 minutes	1 minute
West End Surgery	900m	11 minutes	3 ½ minutes
Primary School	950m	1 minutes	4 minutes
Hilldene Local Centre	1000m	12 minutes	4 minutes
Convenience Shop	1.2km	14 minutes	5 minutes
Pharmacy	1.2km	14 minutes	5 minutes
Post Office	1.3km	15 minutes	5 minutes
Supermarket	1.3km	15 minutes	5 minutes
Secondary School	2.3km	27 minutes	9 minutes

- 2.2.5. Whilst a detailed assessment of accessibility by sustainable modes will be completed within the Transport Assessment, with a range of facilities within walking and cycle distance, the site is considered to be sustainably located where it would not be necessary to use the private car in order to reach everyday shops, services and amenities.

2.3 ACCESSIBILITY

PEDESTRIAN INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

- 2.3.1. The site benefits from high quality pedestrian infrastructure suitable for accommodating large volumes of pedestrians on event days. A 2m wide footway flanks the south eastern side of the Ageas Bowl's internal road. A 3m wide shared foot/cycle way is available on both sides of the carriageway between the internal roundabout and Botley Road.
- 2.3.2. On Botley Road, a footway 2m in width is provided on the northern side of the carriageway whilst a 3m wide shared foot/cycleway is provided on the southern side of the carriageway, accessible via a Toucan crossing at the Botley Road / Marshall Drive junction. Local amenities in West End are accessible via these footways.
- 2.3.3. Public Footpath 509 lies within the wider Ageas site. This forms a gravel path through the Boundary Lakes Golf Course from Botley Road through to Telegraph Woods. This Footpath will be retained as part of the development proposals but is likely to require diverting around the proposed car park on the north-eastern side of the Ageas Bowl. Full details of this will be included within the Transport Assessment.
- 2.3.4. Public Footpath 10 is located 1.5km to the west of the site and provided access from Botley Road to Tollbar Way and Moorgreen Road.

EXISTING PUBLIC TRANSPORT SERVICES

- 2.3.5. The closest bus stops are Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately before and after the Marshall Drive junction, 400m (or a 5-minute walk) to the north of

the likely access to the development. These are both served by the First bus number 8 service and Xelabus X4 service. The X10 and First 13 also stops within the vicinity of the site, on Moorgreen Road.

Table 2-2 – Local Buses Near the Development Site

Service	Destinations	Frequency	
		Weekday & Saturday	Sundays
Xelabus X4	Eastleigh – West End – Hedge End	~ Every 2 hours	No Service
First 8	Southampton City Centre – Bitterne – West End – Hedge End Rail Station	~ Every 30 Minutes	~ Hourly
Xelabus X10	Southampton – Bishops Waltham – Waltham Chase	~ Hourly	No Service
First 13	Southampton City Centre – City College – Woolston - Harefield	~ Every 30 Minutes	No Service
Coach Event Services	The Ageas Bowl – Southampton Airport Parkway	Event days only. Service runs every 30 minutes from 2 hours 10 minutes before start time until 30 minutes after match ends	

EXISTING RAIL ACCESSIBILITY

- 2.3.6. The closest train station is Hedge End, which 2.6km to the north east of the site. Hedge End station is a small station with two platforms, operated by South Western Railway. **Table 2-3** summarises the train service from Hedge End Station.

Table 2-3 – Summary of Rail Services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester and Basingstoke	Hourly	1 hour 35 minutes

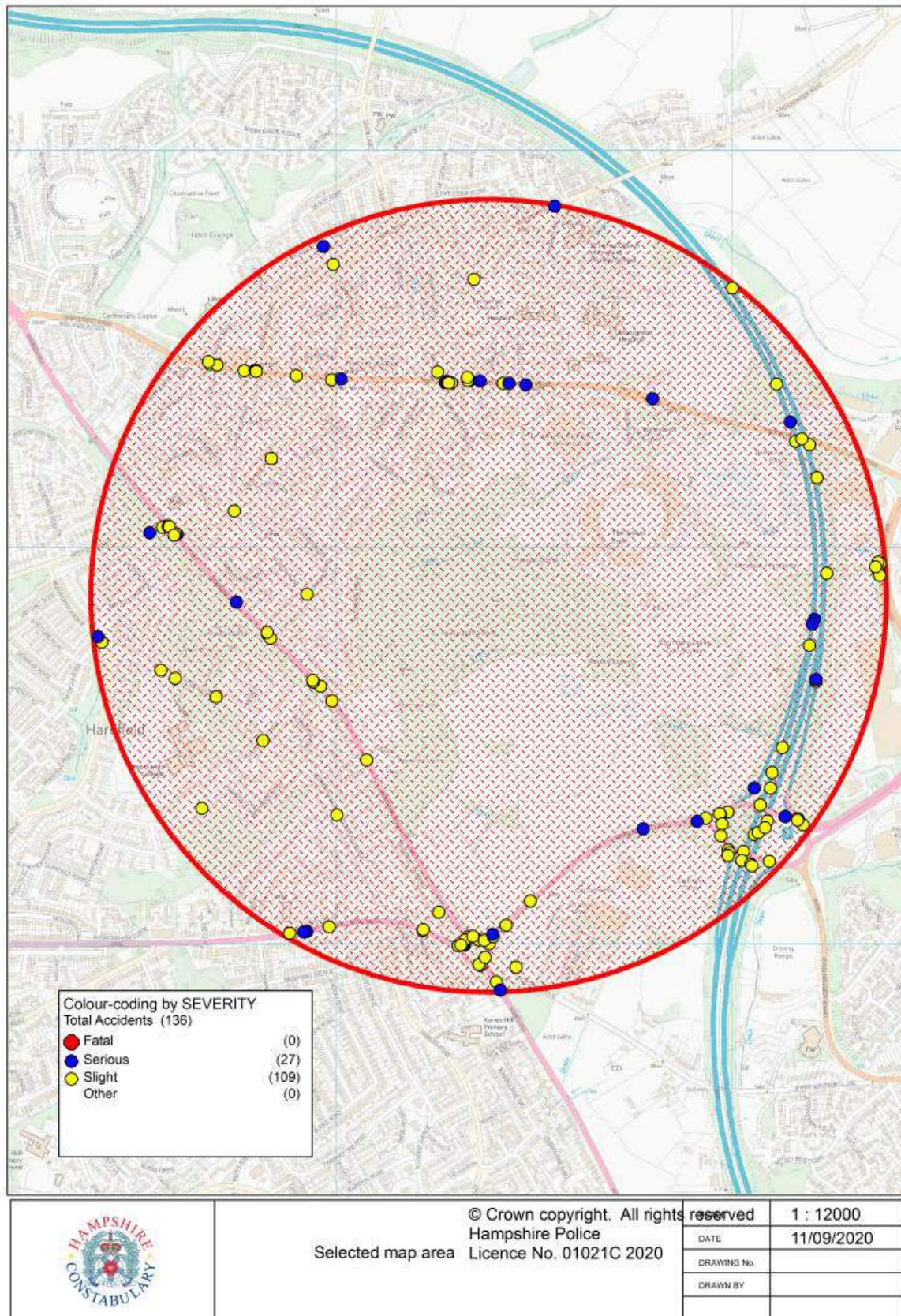
2.4 HIGHWAY SAFETY

- 2.4.1. Personal Injury Accident (PIA) data has been collected from Hampshire Constabulary for the period 01/05/2015 to 30/04/2020. Given the Covid-19 pandemic and associated travel restrictions, this is considered to represent a robust assessment of existing road safety trends within the vicinity of the Ageas Bowl. The study area used for the PIA analysis is shown in **Figure 2-1** overleaf.
- 2.4.2. A PIA is defined as an accident occurring on a public highway or footway, involving at least one vehicle which results in an injury and which the police become aware of within 30 days. Damage only accidents with no casualties are not included. Injuries are classified as slight, serious and fatal.

Slight injuries include minor cuts, bruises, a sprain or injuries which do not require medical treatment.

- 2.4.3. It is industry standard practice to only consider the latest available 3 or 5 years of accident data and it should be recognised that Local Highway Authorities have a programme for investigating accident cluster sites and remediating any perceived issues meaning that evaluating older data could be misleading or not relevant. In the interests of undertaking a robust assessment, in this instance a 5-year evaluation period was selected.

Figure 2-1 – Hampshire Constabulary PIA Map



- 2.4.4. An initial review of the data has identified that a total of 137 PIAs that occurred within the study period, with 27 being classified as 'Serious' and 109 classified as 'Slight'. No fatal accidents occurred within this period. **Tables 2-4** and **2-5** summarise the vehicles and casualties involved by accident classification.

Table 2-4 – PIA vehicles by accident classification

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	14	79	93
2-wheeled motor vehicles	0	10	19	29
Pedal cycles	0	3	11	14
Horses & other	0	1	0	1
Total	0	28	109	137

Table 2-5 – PIA casualties

	Fatal	Serious	Slight	Total
Vehicle Driver	0	8	79	87
Passenger	0	1	29	30
Motorcycle rider	0	8	18	26
Cyclist	0	3	11	14
Pedestrian	0	6	6	12
Other	0	0	0	0
Total	0	26	143	169

- 2.4.5. A review of the data within **Tables 2-4** and **2-5** has identified that, of the 169 casualties generated from the 136 accidents, 26 of these involved vulnerable road users (cyclists/pedestrians). This accounts for 15% of the recorded casualties.
- 2.4.6. A total of 17 vulnerable road user casualties were recorded as 'Slight' with a total of 9 being recorded as 'Serious'. No fatal casualties were recorded.

PIA CLUSTERS

- 2.4.7. Reviewing the data within **Figure 2-1** has identified 3 main clusters of accidents at the following locations which are highlighted within **Figure 2-1**:
- M27 – Junction 7;
 - A27 – Kanes Hill Roundabout; and

- Botley Road/B3035 Mini-Roundabouts.

2.4.8. **Table 2-6** summaries the accidents that have occurred at each of the cluster locations by accident severity.

Table 2-6 – PIA clusters and severity

	Fatal	Serious	Slight	Total	% Serious	% Slight
M27 – Junction 7	0	4	25	29	14	86
A27 Kanes Hill Roundabout	0	3	20	23	13	87
Botley Road/B3035 Mini-Roundabouts	0	5	6	11	45	55
Total	0	12	51	63	19	81

- 2.4.9. A review of each of the identified cluster sites has shown that at each site the majority of accidents were classified as 'Slight' representing 86% and 87% at the M27 – Junction 7 and A27 Kanes Hill Roundabout respectively. The Botley Road/B3035 Mini-Roundabouts had a lower percentage of 'Slight' accidents with 55%. Analysis of the Hampshire Constabulary report has identified these PIA to have been caused by human error, such as by not looking properly or failing to judge another drivers speed, as opposed to any operational issues with the local highway network.
- 2.4.10. It should be noted that the M27 junction 7 roundabout accommodates a very large volume of traffic and the development is unlikely to have a significant increase in number of vehicles or percentage increase at this junction. Furthermore, this junction is already signalled and monitored by CCTV, without pedestrian access to minimise risk of conflict.
- 2.4.11. The A27 Kanes Hill Roundabout is a large roundabout with five arms. In particular, the Thornhill Park Road is located very close to the A27 Moorhill Road arm (where the majority of the cluster of accidents are located) giving limited time for drivers to judge oncoming vehicle's speeds and intentions. The development is unlikely to result in a significant increase in the number of vehicles using either arm, and the junction has been in the same configuration since at least 1999 suggesting that safety improvements have not been deemed necessary over this time frame.
- 2.4.12. Similarly, the Botley Road / Telegraph Road / Moorgreen Road mini-roundabouts are a known accident area with an increased potential for conflict due to various side roads and pedestrian crossings. The junctions and crossings have been in their current configuration since at least 1999 (according to historic Google Earth imagery) and as such, given no changes have been implemented in this timeframe (noting in particular the recent Moorgreen Hospital redevelopment), the development is unlikely to have a significant impact on the safety of this junction.

PROPOSED SITE ACCESS

- 2.4.13. A review of PIA at the proposed site access at the signalised Botley Road/Marshall Drive has identified one serious accident within proximity of this junction which involved 3 vehicles with one resultant casualty. The PIA occurred when vehicle 1 (car) travelled NW along the wrong side of

Botley Road and hit a central island. Vehicle 1 then became airborne and hit vehicle 2 (car) and vehicle 3 (car) travelling NW on Botley Road correctly. The causation factor for the PIA was listed as the driver of vehicle 1 driving careless/reckless/in a hurry

PIA SUMMARY AND CONCLUSION

- 2.4.14. Based upon the analysis of PIA data received from Hampshire Constabulary for the five-year period (01/05/2015 - 30/04/2020) a total of 136 PIAs occurred with 27 being classified as 'Serious' and 109 classified as 'Slight'. No fatal accidents were recorded within the study period. A total of 15% of the recorded PIAs included vulnerable road users.
- 2.4.15. Three cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being 'Slight':
- M27 – Junction 7;
 - A27 – Kanes Hill Roundabout; and
 - Botley Road/B3035 Mini-Roundabouts.
- 2.4.16. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as 'failing to look' and 'careless/reckless/in a hurry' being listed as opposed to errors within the operation/design of the Highway Network.
- 2.4.17. One serious PIA was recorded within proximity of the proposed site access junction at the signalised Botley Road/Marshall Drive junction. The causation factor for this accident was listed as the driver being 'careless/reckless/in a hurry'. No vulnerable road users were recorded as being involved.
- 2.4.18. In conclusion, it can be determined that there are no operational issues within the local Highway Network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. It can be determined that the operation of the proposed development would not have an adverse impact upon the Highway Network.

2.5 TRIP GENERATION METHODOLOGY

DEVELOPMENT PROPOSALS

- 2.5.1. The proposed development consists of the following main land-uses:
- Residential Development - 55 Houses and 220 Apartments;
 - Budget Hotel – 116 Rooms; and
 - A relocated and enlarged Wellbeing Centre – (approx. 930 sqm total size).
- 2.5.2. The proposals also include a new 400 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl (between main cricket pitch and nursery ground) but these will not generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.
- 2.5.3. The majority of this development land is currently used for event parking, and as such the proposals also include the relocation of this event parking from the west of the Ageas Bowl site to the north-east.
- 2.5.4. For all aspects of the site, a multi-modal TRICS assessment has been undertaken to identify the total trip generation of the development.

RESIDENTIAL DEVELOPMENT

- 2.5.5. As the breakdown of residence type is known, trip rates for the houses and apartments were obtained separately and added together. The following criteria were used:
- Flats (privately owned), 100 – 184 dwellings;
 - Sites in England (excluding Greater London);
 - Tuesday to Thursday site surveys, between 2013 and 2018;
 - Selected Locations: “Suburban Area”; and
 - Without Travel Plan.

And:

- Houses (privately owned), 30 – 80 dwellings;
 - Sites in England (excluding Greater London);
 - Tuesday to Thursday site surveys, between 2013 and 2019;
 - Selected Locations: “Suburban Area” and “Edge of Town”;
 - With and without Travel Plan (no significant difference between trip rates was identified for sites with and without a Travel Plan).
- 2.5.6. The following trip rates were identified for Flats (**Table 2-7**) and Houses (**Table 2-8**). These have been combined in **Table 2-9**, with the full TRICS output contained in **Appendix B**:

Table 2-7 – Flats Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily
Total Vehicles	0.195	0.179	1.706

Pedestrian	0.069	0.060	0.588
Cycle	0.025	0.006	0.115
Public Transport	0.025	0.022	0.286

Table 2-8 – Houses Two-Way Trip Rates (per dwelling)

Residential Trip Rates	AM Peak	PM Peak	Daily
Total Vehicles	0.462	0.495	4.57
Pedestrian	0.175	0.102	1.838
Cycle	0.025	0.009	0.147
Public Transport	0.055	0.032	0.236

BUDGET HOTEL

2.5.7. The trip rates for the budget hotel have been obtained using the following parameters on TRICS:

- Land Use: Hotel, 50 to 227 units;
- Sites in England (excluding Greater London);
- Wednesday and Thursday site surveys, between 2011 and 2019;
- Selected locations: 'Edge of Town' and 'Suburban Area'; and
- Without travel plan.

2.5.8. These criteria returned four surveys, producing the following trip rates (per room), with the full TRICS output contained in **Appendix B**:

Table 2-9 – Hotel Two-Way Trip Rates (per bedroom)

Hotel Trip Rates	AM Peak	PM Peak	Daily
Vehicle	0.547	0.401	5.313
Pedestrian	0.018	0.053	0.496
Cycle	0.006	0.006	0.07
Public Transport	0.228	0.085	0.778

WELLBEING CENTRE DEVELOPMENT

2.5.9. The following parameters were inputted into the TRICS database to obtain the trip rates in Table 2-11:

- Land use: Leisure / Community Centre – 100 – 1,500 sqm;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected locations: 'Edge of Town' and 'Neighbourhood Centre'; and

- Without travel plan.

2.5.10. These parameters resulted in three surveys, providing the following trip rates (per 100 sqm):

Table 2-10 – Wellbeing Centre Two-Way Trip Rates (per 100 sqm)

Wellbeing Centre Trip Rates	AM Peak	PM Peak	Daily
Vehicle	0.420	1.513	8.27
Car	0.481	1.513	4.719
Pedestrian	0.210	1.576	11.087
Public Transport	0.105	0	3.67

2.5.11. Trip rates for cyclists were not available in this search.

2.6 TRIP GENERATION

2.6.1. The above trip rates in **Tables 2-7, to 3-11** result in the following vehicle trip generation, based on the quantum of development identified in paragraph 2.5.1:

Table 2-11 –Trip Generation

Part of Development	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	Daily (07:00 – 19:00)
55 Houses	25	27	251
220 Apartments	43	39	375
Wellbeing Centre (929 sqm)*	4	5	63
Budget Hotel (116 Rooms)	63	47	532
Total Vehicle Generation	135	118	1,221

* Whilst the existing wellbeing centre will be relocated and enlarged the trip generation calculations are based on the total size of the new building

2.7 TRIP DISTRIBUTION AND ASSIGNMENT

- 2.7.1. To identify the origin and destination of trips to and from the site respectively, Journey to Work census data has been used. Dataset WU03EW – Location of usual residence and place of work (OA Level) was analysed to determine the likely origin and destination of trips to and from the development site. It should be noted that, using this dataset, the final distribution output is representative of 'vehicle trips' and has been updated from Dataset WF01BEW at the request of Highways England in their 'Technical Note 03' (18/11/20) response to the initial Scoping Note.
- 2.7.2. Destinations were identified on the Medium Super Output level to allow a higher-resolution assessment to be undertaken on local roads. The full distribution breakdown is included in **Appendix C**.

- 2.7.3. It is acknowledged that this methodology will distribute the entire site's trip generation on journey to work data, not just commuting trips and residential aspect of the site. It is likely that the other site uses would have different distributions. However, given that the highway impact assessment will consider roads in the immediate vicinity of the site, it is anticipated that the proportions of traffic using each of these roads would not significantly vary even if the destination / origin is different.
- 2.7.4. The distributions have been assigned onto the road network in the vicinity of the site using Google Maps, which takes into account typical congestion to identify the easiest route for your journey. Seven main route categories to and from the site have been identified to serve all of the destinations identified in the Journey to Work data, shown in **Table 2-13**:

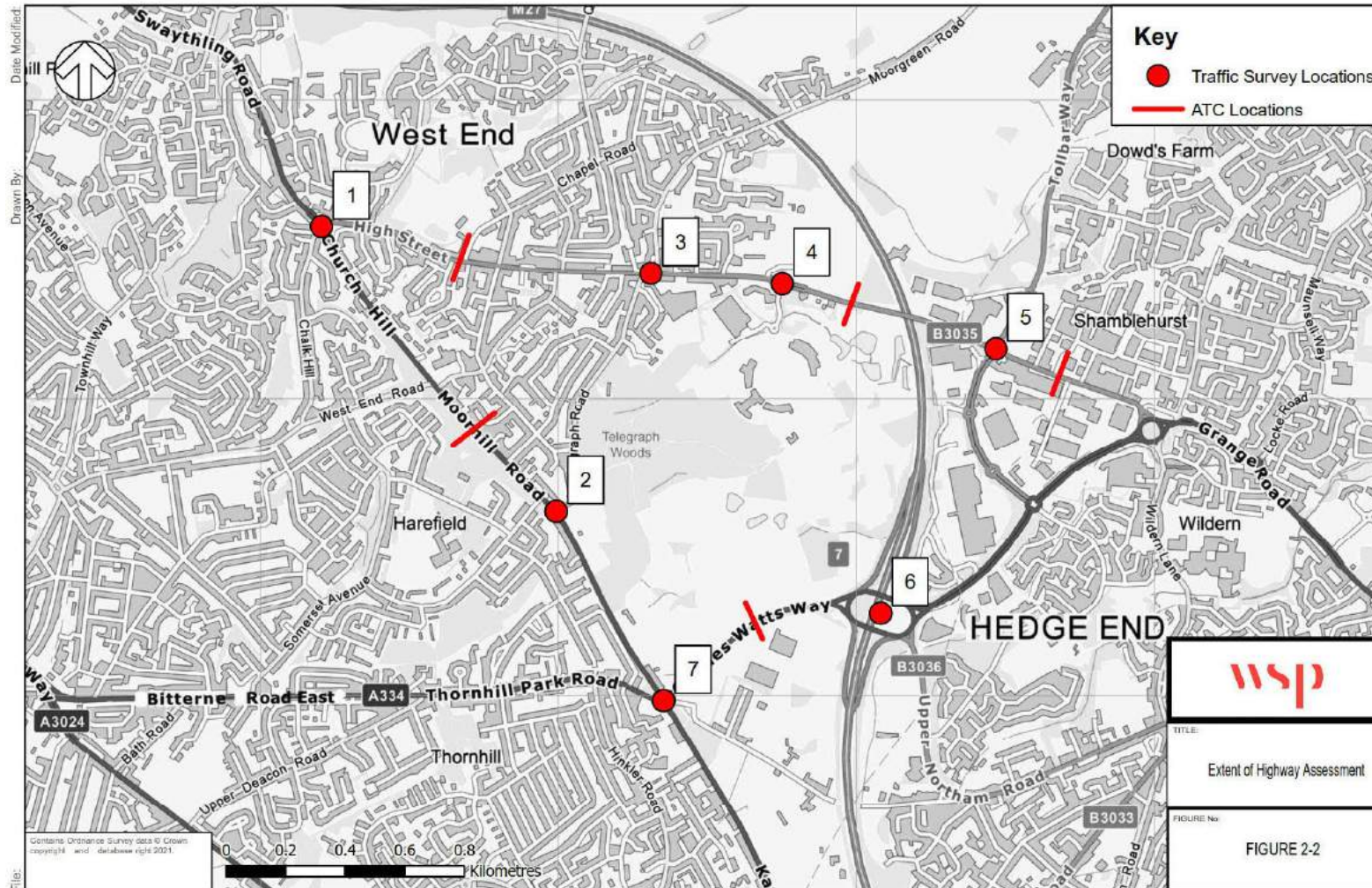
Table 2-12 – Route Assignment

Route Category	Destination Examples	Route	Percentage of Trips
North – Local	Fair Oak, Bishopstoke, rural Eastleigh borough, Winchester Borough, Chandler's Ford	50% 50% split between Moorgreen Road and Tollbar Way to get to Bubb Lane	3.5% Moorgreen Road 3.5% Tollbar Way
East – Local	Botley, Hedge End	Botley Road	10.5%
South East – Local	Hamble, Swanwick	Telegraph Road and Kaneshill	2.9%
South – Local	Southampton, Isle of Wight	50% Telegraph Road, Bitterne Road East; 50% West End, A27 Mansbridge Road	16.1% Bitterne Road East; 16.1% Mansbridge Road
West – Local	West End, Eastleigh High Street	Botley Road, A27	16.4%
West – Regional	Winchester, Chandler's Ford	A334, M27	19.9%
East – Regional	Portsmouth, Gosport	A334, M27	11.1%

- 2.7.5. By identifying the roads that vehicles are likely to use to travel to and from the site, the study area for highway impact assessment can be established. The following links and junctions are therefore proposed to be assessed, and these are shown graphically in **Figure 2-2** overleaf:

1. A27 Swaythling Road / B3035 High Street signalised crossroad
2. A27 Moorhill Road / Telegraph Road priority junction
3. B3035 Botley Road / Telegraph Road / Moorgreen Road double mini roundabouts
4. Marshall Drive / B3035 Botley Road
5. B3035 Botley Road / Tollbar Way Roundabout
6. M27 Junction 7
7. Kaneshill Roundabout

Figure 2-2 - Extent of Highway Assessment



2.8 HIGHWAY IMPACT

- 2.8.1. To give an understanding of the approximate scale of development impact and aid pre-application discussions. **Table 2-14** summarises this impact.

Table 2-13 – Indicative increase in vehicles

Junction	Percentage of trips	AM Vehicle Increase	PM Vehicle Increase
Botley Road / Marshall Drive	100%	136	118
Botley Road / Tollbar Way	48%	64	56
Botley Road / Moorgreen Road / Telegraph Road	52%	70	61
Telegraph Road / A27 Moorhill Road	19%	26	22
Botley Road / A27 Church Walk / Chalk Hill	28%	44	38
Kanes Hill Roundabout	19%	26	22
M27 Junction 7	34%	50	43

- 2.8.2. **Table 2-14** indicates that the junctions surrounding the site would see a moderate increase in vehicles. The flows above are two-directional and as such, junctions such as Botley Road / Tollbar Way and Botley Road / Moorgreen Road / Telegraph Road are unlikely to see greater than one additional vehicle each minute over the course of the peak hour.
- 2.8.3. Junction capacity assessments will be completed for the AM (08:00-09:00) and PM (17:00-18:00) peak periods. An assessment will also be undertaken of M27 J7 and Kanes Hill roundabout for an event day, as requested by Highways England.

2.9 TRAFFIC SURVEYS

- 2.9.1. Traffic surveys have been completed between the 8th and 21st of July 2021 at the junctions identified as requiring further assessment as above, taking account of the Covid-19 pandemic lockdown restriction and programmed planning application submission in early Autumn 2021. Manual Classified Counts (MCCs) were completed on 8th July 2021 and Automatic Traffic Counts (ATCs) were completed between 8th and 21st July 2021.
- 2.9.2. It is proposed that these traffic surveys are used for the calculation of baseline traffic flows within the TA, noting that further ATC surveys will be completed in September 2021 for comparative purposes should the planning application submission be delayed and no further lockdown restrictions be in place.

2.10 TRAFFIC GROWTH

- 2.10.1. To estimate future year traffic flows TEMPRO v7.2 has been used with Dataset Version 72. This has been completed for the following assessment years:
- 2026 (forecast completion year); and
 - 2031 (for assessment of M27 J7 only).

2.10.2. Table 2-15 summarises the growth factors for each assessment year, for both the AM and PM peaks.

Table 2-14 – Ageas Bowl Development Growth Factors

Period	Growth Factors	
	AM Peak	PM Peak
2021 – 2026	1.074819	1.074664
2021 - 2031	1.11398	1.114806

TEMPPro v7.2

2.11 MASTERPLAN OPERATION

The Transport Assessment will demonstrate how access can be safely achieved by all modes of transport, accompanied by swept path analysis where necessary to show access to car parking and by service / delivery vehicles. The proposed quantum of car and cycle parking for the residential, hotel and wellbeing centre land-uses will also be assessed against Eastleigh Borough Council's adopted car parking standards.

2.11.1. The proposed development is provided on land currently used for event day parking for the Ageas Bowl, including County / International cricket matches and music concerts. The proposed development would result in the loss of approximately 900 event day parking spaces, and these are to be re-accommodated on site through the reconfiguration of the existing golf course and provision of a car park on the north-eastern side of the Ageas Bowl. The operation and management of access during events will be demonstrated within the Transport Assessment, including the following:

- How the proposed residential development will be accessed by residents / visitors before, during and after events at the Ageas Bowl;
- How servicing / deliveries will be managed to the residential areas before, during and after events at the Ageas Bowl;
- How event-day parking within the residential area will be prohibited and such restrictions enforced;
- How access will be managed to the event-day car parking on the north-eastern side of the Ageas Bowl site; and
- How pedestrians / cyclists and public transport users will be managed in a safe manner that avoids user conflicts.

3 SUMMARY

- 3.1.1. This scoping note has been prepared by WSP to support a pre-application submission for a development at the Ageas Bowl, Eastleigh. The proposed development consists of the following main land-uses:
- Residential Development - 55 Houses and 220 Apartments;
 - Budget Hotel – 116 Rooms; and
 - A relocated and enlarged Wellbeing Centre – (approx. 930 sqm total size).
- 3.1.2. The Ageas Bowl is situated to the east of West End, Hampshire. The Site is approximately 65 hectares currently consists of the Ageas Bowl cricket grounds, Boundary Lakes Golf Course, Hilton Hotel, Hampshire Wellbeing Centre and car parking. The development site connects to the wider highway network via Marshall Drive and Botley Road. A range of facilities are within walking and cycling distance of the site in West End and the site is considered to be accessible.
- 3.1.3. A TRICS assessment has been undertaken for all the proposed land uses to identify the likely the trip generation of the proposals. The proposals are anticipated to generate 1222 vehicles onto the highway network on a typical day (07:00 – 19:00).
- 3.1.4. These trips have been distributed onto the highway network using Journey to Work census data and assigned onto the network using Google Maps routing, which takes account of local, typical congestion when finding the most appropriate route.
- 3.1.5. A PIA analysis has been undertaken using five years of Hampshire Constabulary Personal Injury Accident data. This has identified clusters of accidents that are not caused by a defect in highway design or maintenance and are unlikely to be made materially worse by the traffic generated by the development.
- 3.1.6. Using the distribution and assignment information, a scope of highway assessment has been identified, including a range of junction and links in the vicinity of the development. Across the wider highway network, excluding the site access, the development proposals generate approximately one vehicle per minutes or less through individual junctions.



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Enquiries to	Fraser Spinney	My reference	
Direct Line	0370 7794089	Your reference	
Date	01/09/2021	Email	Fraser.spinney@hants.gov.uk

For attention of Chris Williams

Dear Sir/Madam,

Ageas Masterplan Pre-application

The following comments relate to Revision B of the Scoping Note for the Ageas Masterplan. Revision A was dated 18/11/2020 and was discussed in a pre-application meeting on 27/11/2020 between HCC, Highways England and WSP.

Existing Conditions

The current access to the Ageas site is via the B3035 Botley Road and Marshall Drive in the form of a three-arm signalised junction with right turn phasing. The site internals are serviced by a ring-road which provides access to the Ageas Bowl's onsite facilities and parking.

The surrounding road network offers good connections to Southampton, via the A334. The site is also in close proximity to both the M27 and M3, meaning that it is well connected in terms of strategic links.

Local Amenities

The site is located on the outskirts of West End Village and is just over a mile away from the amenities of the village centre, where a number of shops and facilities are located.

Table 2.1 of the Scoping Note Revision B shows the walking distance to a range of services and amenities, as well as education. A more detailed review of accessibility to local amenities will be presented in the Transport Assessment.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Pedestrian Connectivity

The Scoping Note sets out that the site benefits from high quality pedestrian infrastructure. It provides details of the footways internal to the site and how they connect to the wider highway network. Details of Public Footpaths 10 and 509 have also been provided and should also be included in the Transport Assessment.

Public Transport

The closest bus stops to the site are the Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately before and after the Marshall Drive junction. This is 400m to the north of the likely access development, however the walking distance should be measured from the centre of the proposed site.

These stops are served by the First 8 service and the Xelabus X4 service. The X10 and First 13 services also stop on Moorgreen Road. These services operate regular services to the likes of Southampton, Bishops Waltham, Hedge End and a number of other destinations. On event days there are also coaches that travel between The Ageas Bowl and Southampton Airport Parkway.

The closest train station to the site is Hedge End, which is 2.6km northeast of the site. This provides regular services to locations such as Portsmouth Harbour, London Waterloo, Winchester and Basingstoke.

Highway Safety

Personal Injury Accident data has been obtained from Hampshire Constabulary for a five-year period up until April 2020. This should be updated to reflect the most recently available data.

Development Proposals

The development proposal is comprised of 55 residential dwellings and 220 apartments, a 116-room budget hotel and a relocated and enlarged Wellbeing Centre which is proposed to be approximately 930sqm in total size. The proposals also include a new 400sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl.

The majority of the proposals are on land currently used for event parking. As a result of these proposals the event parking would be relocated of event parking from the west of the Ageas Bowl to the northeast.

Trip Generation

TRICS has been interrogated to obtain trip rates for the houses, apartments, budget hotel, and wellbeing centre. The inputs to gather these trip rates are accepted and, therefore, the trip rates are accepted as presented in the Scoping Note Revision B. When these are combined, these proposals would result in 135 two-way AM peak trips and 118 two-way PM peak trips, with a daily total of 1,221.

Traffic Distribution and Assignment

Census Journey to Work data has been used to ascertain the likely traffic distribution and assignment for the proposed development. This methodology is accepted, and the resultant proportion split of trips is therefore agreed.

As a result of this exercise the applicant has suggested that they will assess the impact on the following junctions:

- A27 Swaythling Road/B3035 High Street signalised crossroad
- A27 Moorhill Road/Telegraph Road priority junction
- B3035 Botley Road/Telegraph Road/Moorgreen Road double mini roundabouts
- Marshall Drive/B3035 Botley Road
- B3035 Botley Road/Tollbar Way roundabout
- M27 Junction 7
- Kanes Hill roundabout

The extent of this assessment is agreed considering the indicative increase in vehicles at each junction shown in Table 2-13 of the Scoping Note Revision B.

Traffic Surveys

Traffic surveys have been completed between the 8th and 21st July 2021 at the junctions identified as requiring further assessment. Manual Classified Counts (MCCs) were undertaken on 8th July and Automatic Traffic Counts (ATCs) were conducted between 8th and 21st July 2021.

It is proposed that these traffic surveys are used for the calculation of baseline flows within the TA. However, pre-COVID surveys/ traffic count data from these or nearby locations should be compared and present in the TA to ensure that the July 2021 flows are robust. HCC's Surveys Team may be able to help provide relevant historic data to complete this exercise.

Traffic Growth

TEMPRO has been used to estimate future year traffic flows. This has been used for the 2026 forecast completion year and the 2031 future year for assessment of the M27 Junction 7. The TEMPRO growth factors presented are acceptable.

Subject	Ageas Bowl- Mixed use Development Jacobs Response	Project Name	South East SPA
Attention	Chris Williams (WSP)	Project No.	B2418400 / NSPC 2021 - SE
From	George Nock (Jacobs)		
Date	31 st August 2021		
Copies to	Patrick Blake (Highways England)		

1. Introduction

- 1.1.1 Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In the case of this development proposal, Highways England interest is in the M27, specifically J7.
- 1.1.2 Previously AECOM, acting on behalf of Highways England, issued a Technical Note 03 (dated 18th November 2020) in response to WSP's Transport Scoping Note (dated October 2020). Since this time, the WSP and the Applicant team have met with the Local Highway Authority, Hampshire County Council.
- 1.1.3 WSP have revised their Scoping Note taking into account changes to the development scope and quantum, as well as incorporating comments set out in AECOM TN (03).
- 1.1.4 Now Jacobs, acting on behalf of Highways England, have reviewed the latest version of the WSP Transport Scoping Note (dated August 2021). The purpose of this Memorandum is to comment on the suitability of the latest scope and methodology of the trip generation, traffic distributions and proposed traffic impact assessment.
- 1.1.5 Where key assumptions, parameters and inputs are agreed, this is highlighted as **Green**. Where the Applicant should note the advice, this is highlighted in **Amber**. Where it is recommended that there remain areas to agree prior to assessment being undertaken, this is highlighted in **Red**.

2. Revised Development Proposals

- 2.1.1 The most recent developed proposals (August 2021) consist of: -
 - Residential Development - 55 Houses and 220 Apartments
 - Budget Hotel - 116 Rooms; and
 - A relocated and enlarged Wellbeing Centre (Approx. 930sqm total size).

- 2.1.2 In addition, the proposals also include a new 400sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl.

3. Development Trips

- 3.1.1 Trip generation analysis has been undertaken using TRICS derived trip rates for the proposed land uses. The following parameters have been used for the Residential Development components: -

3.1.2 55 Dwellings: -

- Houses (privately owned), 30 – 80 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2019;
- Selected Locations: "Suburban Area" and "Edge of Town";
- With and without Travel Plan (no significant difference between trip rates was identified for sites with and without a Travel Plan).

3.1.3 220 Apartments: -

- Flats (privately owned), 100 – 184 dwellings;
- Sites in England (excluding Greater London);
- Tuesday to Thursday site surveys, between 2013 and 2018;
- Selected Locations: "Suburban Area"; and
- Without Travel Plan.

3.1.4 Budget Hotel

- Land Use: Hotel, 50 to 227 units;
- Sites in England (excluding Greater London);
- Wednesday and Thursday site surveys, between 2011 and 2019;
- Selected locations: 'Edge of Town' and 'Suburban Area'; and
- Without travel plan

- 3.1.5 The proposed trip generation is tabulated below: -

Development Proposal	AM 0800-0900 two-way trips	PM 1700-1800 two-way trips	Daily 0700-1900 two-way trips
55 Houses	25	27	251
220 Apartments	43	39	375
Wellbeing Centre (929 sqm)	4	5	63
Budget Hotel (116 Rooms)	63	47	532
Total	135	118	1,221

- 3.1.6 We are satisfied with the proposed trip rates tabulated above. However, we note proposals included the provision of a new pavilion. Paragraph 2.5.2 of the supporting Transport Scoping Note states: -

The proposals also include a new 400 sqm Pavilion and improved maintenance area on the southern side of the Ageas Bowl (between main cricket pitch and nursery ground) but these will not generate additional trips beyond that already associated with event days and day-to-day maintenance of the site.

- 3.1.7 It is understood that the internal pavilion area will be an entirely internalised arrangement and, as such, the proposal generates no traffic demand. This is acceptable subject to no external vehicle trips impacting the SRN.

4. Development Traffic Distribution

- 4.1.1 Dataset WU03EW – Location of usual residence and place of work (OA Level) was analysed to determine the likely origin and destination of trips to and from the development site. This uses 2011 Census journey to work data to determine the likely origin and destination patterns. This is acceptable for the residential uses; however it is noted that this has been applied to the other proposed uses. Whilst this is not ideal, upon review of the trip distribution proposed, we are satisfied this methodology captures the impacts of all proposed land uses. The traffic distribution and net trip generation by junction is tabulated below, which is agreed: -

Junction	Percentage of Trips	AM Vehicle Increase	PM Vehicle Increase
Botley Road / Marshall Drive	100%	136	118
Botley Road / Tollbar Way	45%	64	56
Botley Road / Moorgreen Road / Telegraph Road	52%	70	61
Telegraph Road / A27 Moorhill Road	19%	26	22
Botley Road / A27 Church Walk / Chalk Hill	28%	44	38
Kanes Hill Roundabout	19%	26	22
M27 Junction 7	34%	50	43

5. Traffic Impact Assessment

Area of Interest (AOI)

- 5.1.1 The Applicant proposed to undertake traffic modelling to assess the impact of development traffic at the junctions listed in the above table. For the interests of Highways England, critically this includes M27 Junction 7.
- 5.1.2 M27 J7 consists of a fully signal controlled roundabout with five arms, serving the A334 Charles Watts Way, B3036 Upper Northam Road and the M27 slip roads. It is noted that the roundabout currently suffers from traffic congestion at peak hours. **The AOI of the traffic modelling assessment is acceptable.**

Traffic Data Collection

- 5.1.3 It is noted that traffic data collection has been completed between the 8th and 21st of July 2021. The Applicant proposes to use these traffic surveys for the calculation of baseline traffic flows within the Transport Assessment, noting that further ATC surveys will be completed in September 2021 for comparative purposes.
- 5.1.4 **It is likely that the July surveys would be significantly affected by the on-going Covid pandemic and, whilst noting the Applicant's efforts to undertake additional ATC surveys, the application of any adjustment factors need to be based upon observed data, applied in a bespoke way and should account for uncertainty of turning proportions at the junctions in addition to link flows.**

In addition, queue surveys at the proposed locations will need to be provided for the validation of the traffic models.

Traffic Growth

- 5.1.5 To estimate future year traffic flows TEMPRO v7.2 has been used with Dataset Version 72. The growth factors presented in the scoping note are acceptable. In addition, it is noted the Applicant will undertake a DfT 02/013 circular compliant analysis with a 100% occupation opening year assessment of 2026 for both the AM and PM peaks. This is acceptable

Other Matters

- 5.1.6 The latest Transport Scoping Note advises that capacity assessment will be undertaken. It is understood that standalone junction models will be developed. For the SRN, this should be informed by accurate geometrical plans and traffic signal specification (this can be requested from Highways England).
- 5.1.7 It is understood that the proposed development will be located on land that is currently used for event day parking for the Ageas Bowl, including cricket matches and concerts. As such, the proposed development will result in the relocation of the 895 event day parking spaces within the site. In response to this, an *event day* assessment will be undertaken. The scope of this assessment should be agreed prior to the analysis.

6. Summary

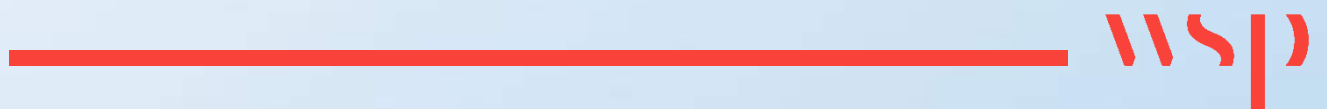
- 6.1.1 We have undertaken a review of the revised WSP Transport Scoping Note. Our main comments are summarised below: -

Issue	Status	Action
Land Use Trip Rates for housing, hotel and Wellbeing Centre (see para 3.1.6)	Agreed with HE	None
Land Use Trip Rate for pavilion (see para 3.1.7)	Please Note	Applicant advised to clarify the status of the pavilion and confirm no impacts of SRN. We do not anticipate there would be any proposed impacts.
Traffic Distribution (see para 4.1.1)	Agreed with HE	None
Traffic Impact Assessment- Area of Interest (see para 5.1.2)	Agreed with HE	None
Traffic Impact Assessment - Traffic Data (see para 5.1.4)	Not Agreed	Please note, caution should be applied to July surveys, the application of adjustment factors

		should be agreed and necessity of queue survey data for validation.
Traffic Impact Assessment- Growth (see para 5.1.5)	Agreed with HE	We agree with the 2026 opening year assessment with 100% occupation and TEMPro growth factors.
Traffic Impact Assessment - Other Matters (see para 5.1.6)	Please Note	Please request traffic signal specification
Traffic Impact Assessment - Other Matters (see para 5.1.7)	Not Agreed	<i>event day</i> assessment specification should be agreed

Appendix B

ACCIDENT DATA REPORT



Accidents between dates **01/05/2015** **and** **30/04/2020** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Selected Polygon:SJ WEST END BACS/SR/0920/090

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150182860 31/05/2015 Time 0147 Vehicles 3 Casualties 2 Slight
E:448054 N: 113276 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present but unlit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Travelling too fast for conditions	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV NE ALONG M27 WESTBOUND LOST CONTROL IN WET CONDITIONS, HIT CENTRAL BARRIER AND CAME TO REST BETWEEN LANES 2 / 3. VEH 2 (CAR) TRAV NE THEN COLLIDED WITH VEH 1 AND DEBRIS HIT VEH 3 (CAR) TRAVELLING SW ALONG M27 EASTBOUND.

Occurred on M27 WESTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

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

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference 3 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not requested
Left hand drive: No

150185092 02/06/2015 Time 0430 Vehicles 1 Casualties 1 Slight
E:448027 N: 113233 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Rain, sleet, snow, or fog	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG M27 WESTBOUND LOST CONTROL AND SCRAPED ALONG THE NEARSIDE BARRIER.

Occurred on M27 WESTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 42 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150194209 09/06/2015 Time 0930 Vehicles 2 Casualties 1 Slight
E:447386 N: 113000 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY BEGINS TO MOVE ONTO RBT BUT THEN STOPS. FOLLOWING VEH 2 (CAR) MOVES FORWARDS AND COLLIDES WITH REAR OF VEH 1.
Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 56 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150207637 19/06/2015 Time 1102 Vehicles 2 Casualties 2 Slight
E:446683 N: 114462 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG B3035 HIGH STREET, TURNS RIGHT INTO CHAPEL ROAD ACROSS
THE PATH OF VEH 2 (CAR) TRAVELLING E ALONG B3035 HIGH STREET AND COLLIDES.
Occurred on B3035 HIGH STREET AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 67 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150215684 25/06/2015 Time 1402 Vehicles 2 Casualties 1 Slight
E:447364 N: 112946 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NE ALONG A27 KANES HILL FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT RBT. VEH 2 FAILED TO STOP.

Occurred on A27 KANES HILL AT JUNCTION WITH A334 THORNHILL PARK WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150225412 02/07/2015 Time 1715 Vehicles 3 Casualties 1 Slight
E:448210 N: 113662 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 3 (CAR) TRAVELLING SW ALONG M27 MOVES FROM LANE 1 ONTO SLIP ROAD FAILS TO SEE
STATIONARY TRAFFIC AND COLLIDES WITH REAR OF VEH 2 (CAR) STATIONARY, SHUNTING VEH 2 INTO
THE REAR OF VEH 1 (VAN) STATIONARY ON OFFSLIP.

Occurred on M27 EASTBOUND AT JUNCTION WITH JUNCTION 7 OFFSLIP, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015 and 30/04/2020** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("SJ
 WEST END BACS/SR/0920/090")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	NE	to SW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or i	First impact	No skidding, jack-knifing or overturning
Hit object in road	None	Off road:	Front
Did not leave carr		Age of Driver	Hit vehicle:
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150234615 09/07/2015 Time 1230 Vehicles 2 Casualties 2 Slight
E:446942 N: 113663 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Road layout (eg bend, hill etc.)	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE, FAILS TO STOP AT GIVE WAY LINE AND
TURNS RIGHT ONTO A27 MOORHILL ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING NW ALONG
A27 MOORHILL ROAD AND COLLIDES.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150237362 11/07/2015 Time 1000 Vehicles 2 Casualties 1 Slight
E:448125 N: 113495 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING N ALONG M27 IN LANE 1 ATTEMPTS TO MOVE INTO LANE 2 BUT REALISES
THERE IS A VEH ALREADY IN THE LANE. VEH 1 OVERREACTS AND LOSES CONTROL, COLLIDING WITH
NEARSIDE BARRIER. FOLLOWING VEH 2 (CAR) IS DAMAGED BY DEBRIS.

Occurred on M27 WESTBOUND MARKER POST 24.8, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150238769 12/07/2015 Time 1405 Vehicles 1 Casualties 1 Slight
E:446961 N: 113650 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING SE ALONG A27 MOORHILL ROAD BRAKES DUE TO VEH IN FRONT
SUDDENLY BRAKING DUE TO POLICE VEH ON AN EMERGENCY CALL, CAUSING THE RIDER TO FALL OFF.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150239395 13/07/2015 Time 0754 Vehicles 2 Casualties 1 Slight
E:446700 N: 114460 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG B3035 HIGH STREET BRAKED DUE TO A BUS STOPPING ON THE
OPPOSITE SIDE OF THE ROAD WHERE THE CARRIAGEWAY NARROWS. VEH 1 (CAR) ATTEMPTED
BRAKING BUT SKIDDED INTO THE REAR OF VEH 2.

Occurred on B3035 HIGH STREET AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150260480 29/07/2015 Time 0917 Vehicles 1 Casualties 1 Serious
E:448206 N: 113819 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (M/CYCLE) TRAVELLING N ALONG M27 AFTER ENTERING FROM JUNCTION 7 ONSLIP. VEH 1 TRAVELLED TOO WIDE AND LEFT THE CARRIAGEWAY TO THE OFFSIDE, COLLIDING WITH THE CENTRAL RESERVATION.

Occurred on M27 WESTBOUND MARKER POST 24.5, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res Age of Driver 42 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150280413 14/08/2015 Time 0050 Vehicles 1 Casualties 1 Slight
E:447359 N: 113010 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD ENTERED THE RBT AT A334 CHARLES WATTS WAY AND LOST CONTROL ON THE WET ROAD SURFACE, COLLIDING WITH A LAMP POST TO THE NEARSIDE.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150327998 21/09/2015 Time 1455 Vehicles 2 Casualties 1 Slight
E:446595 N: 113670 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG MINSTEAD AVENUE FAILED TO REACT TO VEH 2 (CAR) STOPPED IN FRONT AND COLLIDED WITH REAR OF VEH 2. VEH 2 HAD STOPPED TO ALLOW AN ONCOMING VEH TO PASS.

Occurred on MINSTEAD AVENUE OUTSIDE WOODLANDS COLLEGE, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Accidents between dates **01/05/2015 and 30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150327801 21/09/2015 Time 1400 Vehicles 2 Casualties 2 Slight
E:446983 N: 113043 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING W ALONG A334 THORNHILL PARK ROAD COLLIDES WITH SLOW MOVING VEH 2 (CAR) TRAVELLING IN FRONT.

Occurred on A334 THORNHILL PARK ROAD OUTSIDE NUMBER 100, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Front seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150329706 23/09/2015 Time 0640 Vehicles 2 Casualties 1 Slight
E:446989 N: 114423 First Road: B 3035 Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (VAN) TRAVELLING N ALONG WEST END ROAD ENTERED RBT AND COLLIDED WITH VEH 1
(P/CYCLE) TRAVELLING W ALONG B3035 HIGH STREET AND OVER RBT. VEH 1 HAD LIGHTS ON DISPLAY.
Occurred on B3035 HIGH STREET AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150336169 28/09/2015 Time 0730 Vehicles 2 Casualties 1 Slight
E:447987 N: 113332 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Disobeyed automatic traffic signal	Vehicle 2	Possible
4th:	Uncorrected, defective eyesight	Vehicle 2	Possible
5th:	Impaired by alcohol	Vehicle 2	Possible
6th:			

VEH 1 (M/CYCLE) WAS TRAVELLING N AROUND THE RBT HAVING EXITED M27 WESTBOUND AT
JUNCTION 7. VEH 2 (CAR) TRAVELLING E ALONG A334 CHARLES WATTS WAY ENTERED THE RBT AND
COLLIDED WITH THE NEAR SIDE OF VEH 1.

Occurred on M27 WESTBOUND JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead right bend
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150344312 04/10/2015 Time 1005 Vehicles 2 Casualties 1 Slight
E:448110 N: 114412 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAV NW ALONG M27 WESTBOUND WENT TO CHANGE LANES FROM LANE 1 TO LANE 2.
VEH 2 (CAR) WENT TO CHANGE FROM LANE 3 TO LANE 2 AT THE SAME TIME. VEH 1 TOOK AVOIDING
ACTION AND LOST CONTROL, COLLIDING WITH THE CENTRAL RESERVATION.

Occurred on M27 WESTBOUND MARKER POST 23.9, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Changing lane to left
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150407367 23/11/2015 Time 1652 Vehicles 2 Casualties 1 Slight
E:448158 N: 114268 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (LORRY) TRAVELLING N ALONG M27 WESTBOUND IN LANE 2 MOVED INTO LANE 1 AND COLLIDED WITH THE NEAR SIDE OF VEH 2 (CAR).

Occurred on M27 WESTBOUND MARKER POST 24.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Changing lane to left
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150428075 08/12/2015 Time 1430 Vehicles 3 Casualties 2 Slight
E:446883 N: 113027 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG A334 THORNHILL PARK ROAD COLLIDED WITH THE REAR OF VEH 2 (VAN) WHICH WAS STOPPED IN TRAFFIC, PUSHING VEH 2 INTO THE REAR OF VEH 3 (VAN).

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH WOODLAND CLOSE, THORNHILL PARK, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	W	to E	No tow / articulation
			Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Jct Approach	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	39
Not hit and run	Breath test	Driver not contacted	Male
		Left hand drive:	No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150437140 14/12/2015 Time 1255 Vehicles 2 Casualties 1 Slight
E:448177 N: 113300 First Road: A 334 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE IN LANE 1 ON THE M27 JUNCTION 7 RBT CONTNUED STRAIGHT ON
CROSSING THE SOLID WHITE LINE, CAUSING VEH 2 (M/CYCLE) IN LANE 2 TO COLLIDE WITH THE
OFFSIDE OF VEH 1.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH M27 EASTBOUND JUNCTION 7, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

150442981 17/12/2015 Time 1835 Vehicles 2 Casualties 2 Slight
E:447969 N: 113326 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING E ALONG A334 CHARLES WATTS WAY WAS MOVING OFF AT THE RBT AT M27
JUNCTION 7 IN LANE 2 WHEN VEH 2 (CAR) IN LANE 1 COLLIDED WITH THE NEARSIDE OF VEH 1.
Occurred on M27 WESTBOUND JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 62 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

150451300 23/12/2015 Time 1707 Vehicles 3 Casualties 1 Serious
E:447798 N: 114375 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NW ALONG B3035 BOTLEY ROAD ON WRONG SIDE OF ROAD THINKING IT WAS A DUAL CARRIAGEWAY, ATTEMPTED TO MOVE INTO LANE 1 BUT HIT CENTRAL ISLAND. VEH 1 BECAME AIRBORNE AND HIT VEHS 2 (CAR) AND 3 (CAR) TRAVELLING NW CORRECTLY.

Occurred on B3035 BOTLEY ROAD OUTSIDE DAWSON LODGE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to left
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: None
Did not leave carr Age of Driver 79 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 59 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2015 and 30/04/2020** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("SJ
 WEST END BACS/SR/0920/090")

Vehicle Reference	3	Car		Starting	
Vehicle movement from	SE	to NW	No tow / articulation		Leaving the main road
On main carriageway				No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct		First impact	Back	Hit vehicle:
Hit object in road	None		Off road:	None	
Did not leave carr				Age of Driver	65 Female
Not hit and run		Breath test	Negative		
				Left hand drive:	No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160040119 27/01/2016 Time 0720 Vehicles 2 Casualties 1 Slight
E:446828 N: 113780 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD, FAILS TO SEE UNTIL THE LAST MINUTE AND SWERVES TO AVOID BUT COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY, INDICATING AND WAITING TO TURN RIGHT ONTO SOUTHERN ROAD.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, WEST END, HAMPSHIRE

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

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160053224 04/02/2016 Time 1409 Vehicles 2 Casualties 2 Serious
E:447219 N: 113034 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG SIMON WAY, FAILS TO GIVE WAY AND TURNS RIGHT ONTO A334 THORNHILL PARK ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING W ALOG A334 THORNHILL PARK ROAD AND COLLIDES.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH SIMON WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 33 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160055647 06/02/2016 Time 0030 Vehicles 1 Casualties 1 Slight
E:448099 N: 113432 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG M27 LOSES CONTROL ON WET ROAD LEAVING THE CARRIAGEWAY
TO THE NEARSIDE AND COLLIDES WITH CRASH BARRIER.

Occurred on M27 WESTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160087657 02/03/2016 Time 1000 Vehicles 2 Casualties 3 Slight
E:447967 N: 113328 First Road: M 27 Road Type Single carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING E ALONG A334 CHARLES WATTS WAY, FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT RBT WAITING FOR A GAP TO ENTER AND PROCEED ONTO M27 EASTBOUND.

Occurred on M27 JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 61 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Back seat

Accidents between dates **01/05/2015 and 30/04/2020** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("SJ
 WEST END BACS/SR/0920/090")

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160088750 03/03/2016 Time 0830 Vehicles 2 Casualties 1 Slight
E:446837 N: 114224 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG WEST END ROAD OVERTOOK VEH 2 (P/CYCLE) BUT CLIPPED VEH 2
CAUSING RIDER TO FALL OFF. VEH 1 FAILED TO STOP POSSIBLY UNAWARE OF COLLISION.
Occurred on WEST END ROAD OUTSIDE SARAMID, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Overtaking moving vehicle O/S
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160099594 11/03/2016 Time 1555 Vehicles 2 Casualties 1 Slight
E:448164 N: 113316 First Road: M 27 Road Type Slip road
Speed limit: 70 Junction Detail: Slip Road Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S EXITING M27 EASTBOUND WAS HIT ON THE NEAR SIDE BY VEH 2 (CAR) IN LANE 1 AS THE SLIP ROAD MERGES INTO A334 CHARLES WATTS WAY.

Occurred on M27 EASTBOUND AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160118022 26/03/2016 Time 1330 Vehicles 2 Casualties 2 Slight
E:447308 N: 112995 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD, DRIVERS FOOT SLIPS OFF THE ADAPTED PEDAL AND PUSHES ONTO THE ACCELERATOR CAUSING VEH 1 TO ACCELERATE HARD INTO THE REAR OF VEH 2 (VAN) SLOWING APPROACHING THE RBT.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160142647 15/04/2016 Time 1050 Vehicles 1 Casualties 1 Slight
E:448372 N: 113960 First Road: B 3342 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Travelling too fast for conditions	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY LOST CONTROL ON THE RBT AT THE
ENTRANCE TO HEDGE END RETAIL PARK AND LEFT THE CARRIAGEWAY TO THE OFFSIDE AT THE EXIT,
COLLIDING WITH A TREE.

Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH HEDGE END RETAIL PARK ENTRANCE, HEDGE
END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: Tree
O/S Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160156211 25/04/2016 Time 1801 Vehicles 1 Casualties 1 Slight
E:446769 N: 114446 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) ATTEMPTED REVERSING INTO A PARKING SPACE THAT WAS BOTH TOO NARROW AND HAD
CAS 1 (PEDESTRIAN) STANDING IN IT. VEH 1 CLIPPED THE LEG OF CAS 1 WHILST MANOEUVRING.
Occurred on B3035 HIGH STREET OUTSIDE NUMBER 54, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Reversing
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Standing still
In carr not crossing

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160188071 19/05/2016 Time 1808 Vehicles 2 Casualties 1 Slight
E:446574 N: 114054 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG A27 CHURCH HILL TURNED RIGHT FOR WEST END ROAD. VEH 2 (CAR) TRAVELLING NE ALONG WEST END ROAD TURNED RIGHT INTO CHURCH HILL AND COLLIDED WITH THE OFFSIDE OF VEH 1 AS VEH 1 WAS TURNING.

Occurred on A27 CHURCH HILL AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160193038 23/05/2016 Time 1030 Vehicles 2 Casualties 1 Slight
E:447336 N: 114421 First Road: B 3035 Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG MOORGREEN ROAD, TURNS RIGHT ONTO B3035 BOTLEY ROAD
ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING E ALONG B3035 BOTLEY ROAD ON RBTAND COLLIDES.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOOREGREEN RD, WEST END, HAMPSHIRE

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

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

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160209079 05/06/2016 Time 1025 Vehicles 2 Casualties 2 Slight
E:447421 N: 114414 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG B3035 BOTLEY ROAD TURNS RIGHT INTO PITTER SELF DRIVE AS VEH
2 (P/CYCLE) TRAVELLING E ALONG B3035 BOTLEY ROAD OVERTAKING LINE OF STATIONARY TRAFFIC
AND COLLIDES, CAUSING RIDER TO FALL OVER HANDLEBARS INTO SIDE WINDOW.

Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH PITER SELF DRIVE, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Pedal Cycle Overtaking stat vehicle O/S
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160214599 08/06/2016 Time 1645 Vehicles 2 Casualties 1 Slight
E:446993 N: 114714 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG MEGAN ROAD, TURNS RIGHT ONTO CHAPEL ROAD ACROSS THE
PATH OF VEH 1 (P/CYCLE) TRAVELLING NE ALONG CHAPEL ROAD AND COLLIDES.
Occurred on ST JAMES ROAD OUTSIDE OF NUMBER 3, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160214605 09/06/2016 Time 0700 Vehicles 2 Casualties 1 Serious
E:447276 N: 114416 First Road: B 3035 Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING N ALONG TELEGRAPH ROAD ENTERED MINI RBT TO TURN LEFT ONTO B3035 BOTLEY ROAD AND COLLIDED WITH VEH 1 (P/CYCLE) TRAVELLING W ALONG B3035 BOTLEY ROAD AND AROUND RBT.

Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160245363 01/07/2016 Time 2306 Vehicles 2 Casualties 1 Slight
E:447454 N: 112941 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG UPPER NORTHAM DRIVE AND COLLIDES WITH THE REAR OF VEH 1 (M/CYCLE) TRAVELLING IN THE SAME DIRECTION.

Occurred on UPPER NORTHAM DRIVE AT JUNCTION WITHCOMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Not requested
Left hand drive: No

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

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160254759 08/07/2016 Time 2145 Vehicles 2 Casualties 1 Slight
E:447366 N: 112948 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A27 KANES HILL FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 2 (M/CYCLE) SLOWING APPROACHING RBT DUE TO VEH ON RBT. RIDER OF VEH 1 FELL TO THE FLOOR.

Occurred on A27 KANES HILL AT JUNCTION WITH A334 THORNHILL PARK WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160280753 27/07/2016 Time 1805 Vehicles 2 Casualties 1 Slight
E:447932 N: 113317 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING E ALONG A334 CHARLES WATTS WAY MOVED FORWARD TO
REMONSTRATE WITH A DRIVER WHO HAD JUST CUT ACROSS HIS PATH AND JAMMED HIS FOOT
BETWEEN VEH 1 AND THE OFFSIDE OF VEH 2 (CAR) IN LANE 1.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH M27 JUNCTION 7, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160304869 14/08/2016 Time 2005 Vehicles 2 Casualties 1 Slight
E:447077 N: 113464 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING ALONG NW A27 MOORHILL ROAD AND COLLIDES WITH THE REAR OF
VEH 2 (CAR) AS BRAKES SUDDENLY.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH HASELFOOT GARDENS, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160306004 15/08/2016 Time 1540 Vehicles 2 Casualties 1 Slight
E:447291 N: 114415 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG B3035 BOTLEY ROAD STOPPED FOR TRAFFIC AT THE MINI-RBT AT
TELEGRAPH ROAD. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160309340 17/08/2016 Time 2141 Vehicles 2 Casualties 1 Slight
E:447337 N: 114421 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG MOORGREEN ROAD TURNED RIGHT INTO B3035 HIGH STREET AND
COLLIDED WITH THE NEAR SIDE OF VEH 2 (CAR) TRAVELLING E.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160342504 11/09/2016 Time 1042 Vehicles 1 Casualties 1 Serious
E:448145 N: 114316 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Tyres illegal, defective or under inflated	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NW ALONG M27 WHEN REAR TYRE SUSTAINED A PUNCTURE CAUSING VEH TO LOSE CONTROL. VEH 1 VEERED TO HARD SHOULDER AND ENTERED A FRENCH DRAIN CAUSING VEH TO STOP ABRUPTLY AND RIDER TO GO OVER THE HANDLEBARS.

Occurred on M27 WESTBOUND MARKER POST 23.9, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: Entered ditch
Nearside Age of Driver 58 Male
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 58 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160374760 03/10/2016 Time 1620 Vehicles 2 Casualties 2 Slight
E:447360 N: 112948 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG A27 KANES HILL STOPPED FOR THE RBT AT A334 CHARLES WATTS WAY. VEH 2 (CAR) FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on A27 KANES HILL AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 47 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160391991 17/10/2016 Time 1054 Vehicles 2 Casualties 1 Slight
E:446816 N: 113513 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 2	Possible	
2nd: Failed to look properly	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 2 (P/CYCLE) TRAVELLING NW ALONG BRAMDEAN ROAD, FAILS TO GIVE WAY ENTERING CHERITON AVENUE ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE CARRIAGEWAY AND COLLIDES.

Occurred on CHERITON AVENUE AT JUNCTION WITH BRAMDEAN ROAD, HAREFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160412309 01/11/2016 Time 0538 Vehicles 2 Casualties 1 Slight
E:447374 N: 113009 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Cyclist wearing dark clothing at night	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING SE ALONG A27 MOORHILL ROAD AROUND RBT AND IS HIT FROM BEHIND
BY VEH 2 (CAR), CAUSING RIDER TO FALL OFF.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, EASTLEIGH,
HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160417901 04/11/2016 Time 1845 Vehicles 3 Casualties 1 Slight
E:448193 N: 114259 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) WAS TRAVELLING SE ALONG M27 EASTBOUND. VEH 2 (CAR) COLLIDED WITH THE REAR OF VEH 1, PUSHING VEH 1 INTO THE REAR OF VEH 3 (CAR).

Occurred on M27 EASTBOUND MARKER POST 24.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	NW to SE	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	Not traced
Not hit and run	Breath test	Driver not contacted	
		Left hand drive:	No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160436912 19/11/2016 Time 0810 Vehicles 2 Casualties 2 Slight
E:446572 N: 114054 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) WAS TRAVELLING NW ALONG A27 MOORHILL ROAD. VEH 2 (CAR) TRAVELLING NE ALONG WEST END ROAD TURNED RIGHT INTO MOORHILL ROAD INTO THE PATH OF VEH 1, CAUSING VEH 1 TO COLLIDE WITH THE OFFSIDE OF VEH 2.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 60 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 2 Vehicle: 1 Age: 36 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Vehicle Reference 2 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160441708 23/11/2016 Time 0915 Vehicles 2 Casualties 1 Serious
E:447478 N: 114410 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 2	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 2	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG B3035 BOTLEY ROAD STOPPED OUTSIDE NUMBER 2 IN ORDER TO
REVERSE INTO DRIVEWAY. FOLLOWING VEH 2 (M/CYCLE) COLLIDED WITH REAR OF VEH 1.

Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH 2 NORTH VIEW, BOTLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

160465901 11/12/2016 Time 0036 Vehicles 2 Casualties 1 Serious
E:447551 N: 114861 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

INTOXICATED CAS 1 (PEDESTRIAN) LAID DOWN WITH LEGS IN THE ROAD AT PINCH POINT. VEH 1 (CAR) AND VEH 2 (CAR) BOTH TRAVELLING NE ALONG MOORGREEN ROAD SAW CAS 1 AT THE LAST MINUTE DUE TO DARKNESS AND BOTH VEHS RAN OVER LEGS OF CAS 1.

Occurred on MOORGREEN ROAD AT JUNCTION WITH MONARCH WAY, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing Standing still

In carr not crossing

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2015 and 30/04/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160467947 12/12/2016 Time 1355 Vehicles 2 Casualties 1 Slight
E:447973 N: 113303 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 2	Very Likely	
2nd: Failed to look properly	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VH2 (HGV) TRAVELLING NW ON CHARLES WATTS WAY ROUNDABOUT WITH M27 COLLIDES FROM BEHIND WITH VH1 (CAR) STATIONARY AT TRAFFIC LIGHTS NW ON CHALES WATTS ROUNDABOUT WHEN THEY FAIL TO STOP IN TIME.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

160480962 21/12/2016 Time 2230 Vehicles 1 Casualties 1 Slight
E:448095 N: 113393 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VH1 (CAR) TRAVELLING NE ON M27 IN LANE 3 HAS LOST CONTROL OF CAR AND COLLIDED WITH
CENTRAL RESERVATION.

Occurred on M27 WESTBOUND MARKER POST 24.9, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 67 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 67 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170011852 10/01/2017 Time 1802 Vehicles 2 Casualties 1 Serious
E:447013 N: 114425 First Road: A 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (VAN) TRAVELLING S ALONG ST JAMES CLOSE, TURNS RIGHT ONTO B3035 HIGH STREET ACROSS THE PAH OF VEH 2 (M/CYCLE) TRAVELLING W ALONG B3035 HIGH STREET AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on B3035 HIGH STREET AT JUNCTION WITH ST JAMES CLOSE, WEST END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170018551 16/01/2017 Time 0735 Vehicles 4 Casualties 1 Slight
E:446942 N: 113662 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

V1 (M/CYCLE) TRAV SE ON A27 MOORHILL ROAD STOPS TO TURN RIGHT INTO CHERITON AVENUE. V2 (CAR) STOPPED BEHIND. V3 TRAV W ON MOORHILL ROAD. V4 TURNS RIGHT OUT OF CHERITON AVENUE ACROSS PATH OF V3. V3 HITS V4 THEN V3 HITS V1. V1 IS THEN PUSHED INTO V2.

Occurred on A27 MOORHILL ROAD JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Waiting to turn right
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	SE to NW	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Jct Approach	First impact	Nearside
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	26
Not hit and run	Breath test	Negative	Male

Left hand drive: No

Vehicle Reference	4	Car	Turning right
Vehicle movement from	SW to NE	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Entering main road	First impact	Offside
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	43
Not hit and run	Breath test	Negative	Female

Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170030182 24/01/2017 Time 1638 Vehicles 1 Casualties 1 Serious
E:448210 N: 113667 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG M27 ATTEMPTS TO EXIT VIA THE SLIP ROAD TOO LATE
CAUSING THE RIDER TO LOSE CONTROL AND FALLS OFF.

Occurred on M27 EASTBOUND AT JUNCTION WITH M27 EASTBOUND JUNCTION 7 OFFSLIP, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Changing lane to left
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or T First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170038508 30/01/2017 Time 2155 Vehicles 2 Casualties 2 Slight
E:447335 N: 114423 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING EAST ON B3035 BOTLEY ROAD ENTERS MINI ROUNDABOUT INDICATING RIGHT. VEH 2 (CAR) TRAVELLING SOUTH ON MOORGREEN ROAD FAILS TO GIVE WAY AND COLLIDES WITH NEARSIDE OF VEH 1.

Occurred on B3035 BOTLEY ROAD JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Casualty Reference: 2 Vehicle: 1 Age: 50 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170042615 02/02/2017 Time 2015 Vehicles 1 Casualties 1 Serious
E:446968 N: 114759 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NE ALONG CHAPEL ROAD TURNED RIGHT INTO ST JAMES ROAD COLLIDING
WITH CAS 1 (PEDESTRIAN) WHO STEPPED INTO ROAD TO TRAVEL E ACROSS IT.

Occurred on ST JAMES ROAD AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere E bound
Driver's nearside

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170075969 28/02/2017 Time 0720 Vehicles 3 Casualties 3 Slight
E:446942 N: 113660 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 3	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 3	Very Likely
3rd:	Failed to look properly	Vehicle 3	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 3	Very Likely
6th:	Swerved	Vehicle 1	Very Likely

VEH 3 (CAR) TRAVELLING NE ALONG CHERITON AVENUE TURNS RIGHT ONTO A27 MOORHILL ROAD,
VEH 1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD SWERVES AND COLLIDES WITH OFFSIDE OF
VEH 2 (VAN) STATIONARY AT JUNCTION OF CHERITON AVENUE WAITING TO TURN LEFT.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 22 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Waiting to turn left
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 3 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 3 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170092744 12/03/2017 Time 0922 Vehicles 2 Casualties 1 Slight
E:448064 N: 113281 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG M27 IN LANE 2 SWERVES INTO LANE 3 ACROSS THE PATH OF VEH
1 (CAR) TRAVELLING IN THE SAME DIRECTION IN LANE 3 HAD NO WHERE TO GO AND NO GRIP CAUSING
VEH 1 TO AQUAPLANE INTO THE CENTRAL RESERVATION.

Occurred on M27 EASTBOUND MARKER POST 25.1, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 23 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Changing lane to right
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170129015 06/04/2017 Time 2120 Vehicles 2 Casualties 1 Serious
E:447774 N: 113290 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Swerved	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A334 CHARLES WATTS WAY OVERTAKING QUEUE OF TRAFFIC STATIONARY AT ROADWORK TRAFFIC LIGHTS. DUE TO AN ONCOMING VEH, VEH 1 SWERVED TO NEARSIDE HITTING VEH 2 (CAR) WAITING IN QUEUE, CAUSING RIDER TO FALL OFF.

Occurred on A334 CHARLES WATTS WAY 200 METRES WEST OF M27 WESTBOUND JUNCTION 7 ONSLIP, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170137722 13/04/2017 Time 0555 Vehicles 2 Casualties 1 Slight
E:447324 N: 112997 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

V1 (MC) TRAVELLING WEST INTENDING TO EXIT ONTO MOORHILL ROAD, WHEN V2 PULLS OUT INTO THE SIDE OF V1

Occurred on KANES HILL ROUNDABOUT JUNCTION OF THORNHILL PARK ROAD AND MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170140040 14/04/2017 Time 2142 Vehicles 1 Casualties 1 Slight
E:448023 N: 113210 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 TRAVELLING WESTBOUND ON THE M27 AT JUNCTION 7 FOR HEDGE END IN LANE 2 WHEN A
VEHICLE IN FRONT ALSO IN LANE 2 BRAKED. VEH 1 WENT TO TURN INTO LANE 3 TO OVERTAKE BUT
TURNED TO HARD CAUSING THE CAR TO LOOSE CONTROL. CAR THEN SPUN ACROSS THE CARRIA
Occurred on M27 JUNCTION 7, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
O/S onto cent res & rebounded Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170172889 09/05/2017 Time 0810 Vehicles 3 Casualties 1 Slight
E:448069 N: 113350 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (GOOD VEH) TRAVELLING NE ALONG M27 IN LANE 1 FAILS TO STOP IN TIME AND COLLIDES WITH
THE REAR OF VEH 2 (CAR) SLOWING, SHUNTING VEH 2 INTO THE REAR OF VEH 3 (VAN) SLOWING IN
SLOW MOVING TRAFFIC

Occurred on M27 EASTBOUND MARKER POST 25.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 65 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	3	Van or Goods	3.5 tonnes mgw and under	Stopping	
Vehicle movement from	SW to NE	No tow / articulation		Leaving the main road	
On main carriageway		No skidding, jack-knifing or overturning			
Location at impact	Not at, or within 20M of Jct	First impact	Back	Hit vehicle:	
Hit object in road	None	Off road:	None		
Did not leave carr		Age of Driver	43	Male	
Not hit and run	Breath test	Negative			
		Left hand drive:	No		

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170206369 31/05/2017 Time 0735 Vehicles 2 Casualties 1 Slight
E:447220 N: 113036 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD COLLIDES WITH THE REAR OF VEH 1 (CAR) SLOWS FOR VEH TO PULL OUT OF SIMON WAY

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH SIMON WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170211444 04/06/2017 Time 1753 Vehicles 2 Casualties 1 Slight
E:447332 N: 114421 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING W ALONG B3035 BOTLEY ROAD, TURNS RIGHT INTO MOORGREEN ROAD
ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING IN THE OPPOSITE DIRECTION AND COLLIDES,
CAUSING THE RIDER TO BE KNOCKED OFF.

Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170248602 29/06/2017 Time 1830 Vehicles 2 Casualties 1 Slight
E:448367 N: 113938 First Road: B 3342 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 2	Possible
3rd:	Poor turn or manoeuvre	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (M/CYCLE) TRAVELLING N ALONG B3342 TOLLBAR WAY FILTERING BETWEEN TRAFFIC HAS ENTERED RBT TO THE NEARSIDE OF VEH 1 (BUS) TRAVELLING IN LANE 1 ALSO ENTERING RBT. VEH 1 HAS HIT VEH 2 KNOCKING RIDER OFF. VEH 2 WAS NOT USING A GOOD ROAD POSITION.

Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH SAINSBURYS, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Bus or coach Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170268033 13/07/2017 Time 0010 Vehicles 1 Casualties 1 Slight
E:446410 N: 113761 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG BEAUWORTH AVENUE AROUND A LEFT HAND BEND, LEAVES THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDES WITH RAILINGS.

Occurred on BEAUWORTH AVENUE AT JUNCTION WITH EXFORD AVENUE, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
O/S Age of Driver 22 Male
Not hit and run Breath test Positive
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170280974 21/07/2017 Time 1500 Vehicles 1 Casualties 1 Slight
E:446900 N: 114433 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (VAN) REVERSING IN E DIRECTION ALONG B3035 HIGH STREET AND COLLIDES WITH CAS 1
(PEDESTRIAN) TRAVELLING N ACROSS B3035 HIGH STREET
Occurred on B3035 HIGH STREET OUTSIDE OF NUMBER 83, WEST END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's nearside

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170280518 21/07/2017 Time 1247 Vehicles 2 Casualties 2 Slight
E:448370 N: 113929 First Road: B 3342 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY PULLS AWAY TO ENTERS RBT BUT STOPS
UNEXPECTEDLY CAUSING VEH 2 (CAR) TRAVELLING IN THE SAME DIRECTION TO COLLIDE WITH THE
REAR OF VEH 1.

Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH SAINSBURYS, HEDGE END, HAMPSHIRE

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

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

Casualty Reference: 2 Vehicle: 1 Age: 22 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170307786 10/08/2017 Time 0910 Vehicles 3 Casualties 1 Serious
E:446927 N: 113031 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) ECITS DOCTORS SURGERY CAR PARK ONTO A334 THORNHILL PARK ROAD TO TRAVEL NE
ACROSS PATH OF VEH 2 (CAR) TRAVELLING W ALONG A334 THORNHILL PARK ROAD AND COLLIDES.
VEH 1 ROLLS BACK INTO THE CAR PARK AND COLLIDES WITH VEH 3 (CAR) BEHIND.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH DOCTORS SURGERY, THORNHILL PARK,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 95 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 95 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	Park to	Parked	No tow / articulation
			Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Jct Approach	First impact	Nearside
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	74
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170331949 27/08/2017 Time 1318 Vehicles 2 Casualties 1 Slight
E:447970 N: 113273 First Road: A 334 Road Type 1
Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NW AROUND A334 CHARLES WATTS WAY RBT IN LANE 2 MOVES INTO LANE 1
COLLIDING WITH OFFSIDE VEH 1 (CAR) TRAVELLING NW IN LANE 1.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH M27 WESTBOUND JUNCTION 7 OFFSLIP,
HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Changing lane to left
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170405822 18/10/2017 Time 2133 Vehicles 2 Casualties 1 Slight
E:448045 N: 113201 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 2	Very Likely
2nd:	Sudden braking	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

V1 IN L3 ON M27 EASTBOUND J7 STATES THAT V2 CAME UP BEHIND V1 FLASHED HEAD LIGHTS. V1
MOVES IN TO L2. V2 PASSES BY. V1 THEN CAME UP BEHIND V2. V2 BRAKED CAUSING V1 TO TAKE
EVASIVE ACTION, LOSES CONTROL HITS EMERGENCY PHONE AND BARRIER OF HARD SHOULDE
Occurred on M27 J7 HEDGE END HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Front seat

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170414323 25/10/2017 Time 0705 Vehicles 2 Casualties 1 Serious
E:446600 N: 114033 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Possible	
2nd: Failed to signal/Misleading signal	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG WEST END ROAD, FAILS TO GIVE WAY AND TURNS RIGHT ONTO
A27 MOORHILL ROAD ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING SE ON A27 MOORHILL ROAD
AND COLLIDES

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

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

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 59 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170427161 02/11/2017 Time 1500 Vehicles 2 Casualties 1 Slight
E:447988 N: 113237 First Road: M 27 Road Type Slip road
Speed limit: 70 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Aggressive driving	Vehicle 1	Possible
4th:	Aggressive driving	Vehicle 2	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 2	Possible
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG M27 OFFSLIP SUDDENLY BRAKES DUE TO VEH 2 (VAN)
TRAVELLING IN FRONT BRAKING. THERE HAD BEEN AN EARLIER ALTERCATION AFTER VEH 2 HAD
PULLED OUT IN FRONT OF VEH 1

Occurred on M27 WESTBOUND JUNCTION 7 OFFSLIP AT JUNCTION WITH A334 CHARLES WATTS WAY,
HEDGE END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Non-stop, not hit Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170432752 06/11/2017 Time 1600 Vehicles 2 Casualties 3 Slight
E:447259 N: 113080 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd: Loss of control	Vehicle 1	Very Likely	
3rd: Impaired by alcohol	Vehicle 1		
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING AROUND LEFT HAND BEND ON MOORHILL GARDENS COLLIDES WITH OFFSIDE OF VEH2 (CAR) TRAVELLING IN OPPOSITE DIRECTION CAUSING INJURIES IN BOTH VEHICLES.
Occurred on MOORHILL GARDENS, OUTSIDE NO. 24, THORNHILL, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 3 Vehicle: 1 Age: 45 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	2	Car	Going ahead left bend
Vehicle movement from	NW to SW	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Offside
Hit object in road	None	Off road:	Wall or fence
Nearside		Age of Driver	55
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	1	Vehicle:	2	Age:	83	Female	Passenger	Severity:	Slight
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Not a pupil

Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist
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Front seat

Casualty Reference:	2	Vehicle:	2	Age:	55	Male	Driver/rider	Severity:	Slight
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Not a pupil

Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist
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Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170434589 08/11/2017 Time 0650 Vehicles 1 Casualties 1 Slight
E:447404 N: 112904 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperienced or learner driver/rider	Vehicle 1	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible	
3rd: Travelling too fast for conditions	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SE ALONG A27 KANES HILL, BRAKES FOR TRAFFIC STOPPED AT RED
TRAFFIC LIGHTS VEH 1 TO LOW SIDES CAUSING THE RIDER TO HIT THE FLOOR
Occurred on A27 KANES HILL 59 METRES SOUTH EAST OF COMINES WAY, HEDGE END, HAMPSHIRE

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

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170448663 17/11/2017 Time 1900 Vehicles 2 Casualties 1 Slight
E:448174 N: 114274 First Road: B 3035 Road Type Single carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Poor turn or manoeuvre	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:	Failed to judge other persons path or speed	Vehicle 1	Possible
6th:	Loss of control	Vehicle 1	Possible

VEH1 (M/CYCLE) ATTEMPTED TO OVERTAKE VEH2 (VAN) BUT COLLIDED WITH THE REAR AND
KNOCKED OFF RIDER CAUSING MINOR INJURIES.

Occurred on B3035 BOTLEY ROAD APPROX 55 METRES NW OF MOORLANDS FARM ENTRANCE, WEST END,
HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44170466378 30/11/2017 Time 1200 Vehicles 2 Casualties 1 Slight
E:446927 N: 113882 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ON SOUTHERN ROAD COLLIDES WITH VEH2 (CAR) WHO WAS PULLING OUT OF BEACON ROAD, TRAVELLING SE, INTO PATH OF VEH1. BOTH VEHICLES HIT FENCE OF NEARBY PROPERTY.

Occurred on SOUTHERN ROAD AT JUNCTION WITH BEACON ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 55 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44170484451 13/12/2017 Time 1900 Vehicles 2 Casualties 1 Slight
E:447376 N: 112966 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE AROUND RBT INTENDING TO EXIT ONTO A27 KANES HILL AND COLLIDES
WITH THE REAR OF VEH 1 (CAR) TRAVELLING IN THE SAME DIRECTION HAVING ENTERED FROM
THORNHILL PARK ROAD

Occurred on A27 KANES HILL AT JUNCTION WITH COMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180002478 03/01/2018 Time 0840 Vehicles 2 Casualties 1 Serious
E:447280 N: 114419 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING N ON TELEGRAPH ROAD GOES TO TURN RIGHT AT MINI-RBT ONTO B3035 HIGH STREET WHEN VEH2 (CAR) TRAVELLING E ON HIGH STREET FAILS TO GIVE WAY. RIDER OF VEH1 IS KNOCKED OFF.

Occurred on B3035 HIGH STREET AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Turning right
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 39 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180034471 26/01/2018 Time 1934 Vehicles 2 Casualties 1 Slight
E:446563 N: 114051 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ON WEST END ROAD STOPS FOR THE JUNCTION WITH CHURCH HILL AND IS REAR ENDED BY VEH2 (CAR) TRAVELLING IN SAME DIRECTION. VEH2 DRIVES OFF AND DOES NOT STOP. DRIVER OF VEH1 SUSTAINS MINOR INJURY.

Occurred on WEST END ROAD AT JUNCTION WITH A27 CHURCH HILL, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180083316 05/03/2018 Time 0206 Vehicles 3 Casualties 2 Slight
E:448163 N: 113312 First Road: M 27 Road Type 1
Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: Other object in carriageway
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Stolen vehicle	Vehicle 1	Very Likely	
2nd: Animal or object in carriageway	Vehicle 2	Very Likely	
3rd: Animal or object in carriageway	Vehicle 3	Very Likely	
4th: Failed to judge other persons path or speed	Vehicle 3	Very Likely	
5th: Emergency vehicle on call	Vehicle 2	Very Likely	
6th: Emergency vehicle on call	Vehicle 3	Very Likely	

VEH 1 (CAR) TRAVELLING SE ALONG M27 OFFSLIP IS STOLEN AND POLICE ATTEMPT TO STOP STICK VEH
1. VEH 2 (POLICE CAR) TRAVELLING SAME WAY SLOWS TO AVOID STOP STICK AND IS HIT IN THE REAR
BY VEH 3 (POLICE CAR) TRAVELLING THE SAME WAY.

Occurred on M27 EASTBOUND OFF SLIP JUNCTION 7 AT JUNCTION WITH A334 CHARLES WATTS WAY,
HEDGE END, HAMPSHIRE

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

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

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

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

Not car passenger

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	3	Other Vehicle	Going ahead left bend
Vehicle movement from	N	to SE	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or i	First impact	No skidding, jack-knifing or overturning
Hit object in road	Other object	Off road:	Front
Did not leave carr		Age of Driver	Hit vehicle:
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180091314 10/03/2018 Time 1808 Vehicles 2 Casualties 1 Slight
E:446559 N: 113690 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG MINSTEAD ROAD AND COLLIDES WITH VEH 2 (CAR) PARKED IN A LINE OF VEH'S TO THE NEARSIDE.

Occurred on MINSTEAD ROAD OUTSIDE OF NUMBER 25, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180102372 19/03/2018 Time 0620 Vehicles 1 Casualties 1 Slight
E:447490 N: 113108 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A334 CHARLES WATTS WAY GOES OVE SOME BACK ICE
CAUSING THE RIDER TO FALL OFF.

Occurred on A334 CHARLES WATTS WAY 150 METRES NORTH EAST OF KANES HILL, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180110799 25/03/2018 Time 1151 Vehicles 2 Casualties 1 Slight
E:446662 N: 113342 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG CHERITON AVENUE AND COLLIDES WITH REAR NEARSIDE DOOR OF VEH 2 (CAR) PARKED CAUSING THE DOOR TO CLOSE ONTO LEGS OF CAS 1 (PEDESTRIAN) STANDING STILL PUTTING CHILD INTO REAR SEAT.

Occurred on CHERITON AVENUE OUTSIDE OF NUMBER 78, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 71 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing Standing still

Movement U/K

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180114017 27/03/2018 Time 1640 Vehicles 2 Casualties 1 Slight
E:446796 N: 114447 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (MINI BUS) TRAVELLING NE ALONG UPPER NEW ROAD, FAILS TO LOOK PROPERLY AND ENTERS
B3035 HIGH STREET ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING E ALONG B3035 HIGH STREET AND
COLLIDES

Occurred on B3035 HIGH STREET A T JUNCTION WITH UPPER NEW ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Minibus Starting
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180124965 05/04/2018 Time 1535 Vehicles 2 Casualties 1 Slight
E:447331 N: 114429 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Stationary or parked vehicle	Vehicle 1	Very Likely
4th:	Stationary or parked vehicle	Vehicle 2	Very Likely
5th:	Cyclist entering road from pavement	Vehicle 2	Very Likely
6th:			

VEH1 (CAR) TRAVELLING W ALONG BOTLEY ROAD TURNS RIGHT AT THE ROUNDABOUT ONTO
MOORGREEN ROAD. VEH2 (P/CYCLE) CROSSING MOORGREEN ROAD E TO W BETWEEN STATIONARY
TRAFFIC. NEITHER VEH SAW THE OTHER AND THEY COLLIDE.

Occurred on B3035, BOTLEY ROAD, AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 59 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180128762 07/04/2018 Time 2000 Vehicles 2 Casualties 1 Slight
E:446799 N: 114447 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG LOWER NEW ROAD TURNS LEFT ONTO B3035 HIGH STREET
ACROSS THE PATH OF VEH 1 (M/CYCLE) TRAVELLING E ALONG B3035 HIGH STREET SWERVES TO AVOID
CAUSING VEH 1 TO LOSE CONTROL AND THE RIDER FALLS OFF.

Occurred on B3035 HIGH STREET A T JUNCTION WITH LOWER NEW ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Turning left
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180144254 19/04/2018 Time 1532 Vehicles 1 Casualties 1 Slight
E:447348 N: 114676 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control School crossing pat Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Traffic calming (eg speed cushions etc.)	Vehicle 1	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ON MOORGREEN ROAD DRIFTS TOO CLOSE TO THE NEARSIDE AND CLIPS
CAS1 (PEDESTRIAN) WHO IS A SCHOOL CROSSING PATROL STOOD AT THE SIDE OF THE ROAD. VEH1
DRIVES OFF AND CANNOT BE TRACED.

Occurred on MOORGREEN ROAD AT JUNCTION WITH CHAPEL ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 72 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge Standing still
Movement U/K

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180177906 11/05/2018 Time 1450 Vehicles 2 Casualties 1 Slight
E:447002 N: 113325 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING SE ALONG BRAMDEAN ROAD TURNS RIGHT ONTO PINE DRIVE BUT CUTS THE CORNER AND GOES INTO THE PATH OF VEH1 (CAR) TRAVELLING NE ALONG PINE ROAD. VEH1 SWERVES TO AVOID A COLLISION BUT INJURES HIMSELF DOING SO.

Occurred on PINE DRIVE, AT JUNCTION WITH BRAMDEAN ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180209526 05/06/2018 Time 2221 Vehicles 2 Casualties 1 Serious
E:446531 N: 114037 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING SW ALONG WEST END ROAD IS HIT IN THE REAR BY VEH2 (VAN)
TRAVELLING SW ALONG WEST END ROAD, CAUSING RIDER OF VEH1 TO FALL OFF.

Occurred on WEST END ROAD, 40 METERS SW OF JUNCTION WITH CHURCH HILL, SOUTHAMPTON,
HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180238585 26/06/2018 Time 0927 Vehicles 2 Casualties 1 Slight
E:446577 N: 114053 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH2 (CAR) TRAVELLING E ALONG WEST END ROAD TURNS RIGHT ONTO A27 CHURCH HILL AND COLLIDES WITH VEH1 (CAR) TRAVELLING SE ALONG A27 CHURCH HILL, WAITING TO TURN RIGHT INTO WEST END ROAD.

Occurred on A27 CHURCH HILL, AT JUNCTION WITH WEST END ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180248425 03/07/2018 Time 0905 Vehicles 1 Casualties 1 Slight
E:446679 N: 114468 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3035
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
3rd:	Failed to look properly	Casualty 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG B3035 HIGH STREET TURNS LEFT ONTO CHAPEL LANE AND CLIPS
CAS1 (PEDESTRIAN) ABOUT TO CROSS CHAPEL LANE.

Occurred on CHAPEL ROAD, AT JUNCTION WITH B3035 HIGH STREET, WEST END, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 74 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge Standing still
Movement U/K

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180286985 29/07/2018 Time 1700 Vehicles 1 Casualties 1 Slight
E:448366 N: 113963 First Road: B 3342 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ON B3342 TOLLBAR WAY GOES OVER RBT AND SKIDS ON THE WET ROAD
CAUSING THE VEH TO HIT THE KERB, LEAVE THE CARRIAGEWAY, AND COLLIDE WITH A LAMP POST.
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH RETAIL PARK ENTRANCE, HEDGE END,
HAMPSHIRE.

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road Kerb Off road: Lamp post
Nearside Age of Driver 29 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180358814 23/09/2018 Time 0025 Vehicles 2 Casualties 2 Serious
E:447910 N: 113309 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW EXITING RBT ONTO A334 CHARLES WATTS WAY LOSES CONTROL ON A BEND GOING ONTO THE OPPOSITE CARRIAGEWAY ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING SE AND COLLIDES.

Occurred on A334 CHARLES WATTS WAY 50 METRES W FROM M27 JUNCTION 7 ROUNDABOUT, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Positive
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 36 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180361064 24/09/2018 Time 1741 Vehicles 2 Casualties 1 Slight
E:448092 N: 113208 First Road: B 3036 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING N ALONG B3036 UPPER NORTHAM ROAD JOINS THE ROUNDABOUT. VEH2 (CAR) TRAVELLING ON THE ROUNDABOUT COLLIDES WITH THE REAR OF VEH1, KNOCKING THE RIDER TO THE FLOOR.

Occurred on B3036 UPPER NORTHAM ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180384366 12/10/2018 Time 1316 Vehicles 2 Casualties 1 Slight
E:447397 N: 113018 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY FAILS TO SLOW IN TIME ON
APPROACH TO THE ROUNDABOUT AND COLLIDES WITH VEH2 (CAR) TRAVELLING SW ALONG A334
CHARLES WATTS WAY IN FRONT.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH COMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180390425 17/10/2018 Time 0955 Vehicles 2 Casualties 1 Slight
E:448048 N: 113197 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 2	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:	Sudden braking	Vehicle 2	
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING SW ALONG M27 COLLIDES WITH THE REAR OF VEH1 (CAR) TRAVELLING SW ALONG M27 IN FRONT.

Occurred on M27 WESTBOUND AT MARKER POST 25.1, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Not requested Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 41 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180411117 01/11/2018 Time 1955 Vehicles 2 Casualties 1 Slight
E:446698 N: 113623 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 2	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG MINSTEAD AVENUE COLLIDES WITH VEH2 (CAR) TRAVELLING NW ALONG MINSTEAD AVENUE. VEH1 HAD BEEN SEEN TO BE DRIVING IN AN ERATIC MANNER.
Occurred on MINSTEAD AVENUE, OUTSIDE NO. 57, SOUTHAMPTON, HAMPSHIRE.

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Positive
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180419286 07/11/2018 Time 2122 Vehicles 1 Casualties 2 Serious
E:447363 N: 114420 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING E ALONG B3035 BOTLEY ROAD CROSSES ROUNDABOUT AND COLLIDES
WITH CAS1 (PEDESTRIAN) TRAVELLING S ACROSS BOTLEY ROAD, CAUSING CAS1 TO FALL.
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH MOORGREEN ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 45 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere S bound

Driver's nearside

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44180444148 27/11/2018 Time 1618 Vehicles 2 Casualties 1 Slight
E:448212 N: 114176 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperienced or learner driver/rider	Vehicle 1	Very Likely	
2nd: Inexperience with type of vehicle	Vehicle 1	Very Likely	
3rd: Loss of control	Vehicle 1		
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG M27 COLLIDES WITH THE REAR OF VEH2 (CAR) TRAVELLING S ALONG M27 IN FRONT.

Occurred on M27 SOUTHBOUND AT MARKER POST 24.1, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180445553 28/11/2018 Time 1727 Vehicles 2 Casualties 1 Serious
E:447321 N: 112997 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD ENTERS ROUNDABOUT WITHUOT
GIVING WAY TO VEH2 (M/CYCLE) ALREADY ON THE ROUNDABOUT TRAVELLING NW.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 KANES HILL, SOUTHAMPTON,
HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 53 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44180454098 05/12/2018 Time 1401 Vehicles 2 Casualties 1 Slight
E:447284 N: 114415 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 2	Possible
3rd:	Slippery road (due to weather)	Vehicle 2	
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING W ALONG B3035 ENTERS MINI ROUNDABOUT WITHOUT GIVING WAY TO VEH1 (CAR) ALREADY ON ROUNDABOUT TRAVELLING S.

Occurred on B3035 HIGH STREET AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190001714 02/01/2019 Time 1229 Vehicles 2 Casualties 1 Slight
E:447339 N: 113018 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD COLLIDED WITH REAR OF VEH 2 (CAR)
TRAVELLING IN FRONT AND WAITING TO ENTER RBT.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END,
HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190014547 12/01/2019 Time 2345 Vehicles 1 Casualties 1 Slight
E:447334 N: 113018 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD, FAILS TO GIVE WAY GOING ONTO RBT AND MOUNTS RBT COLLIDING WITH AND KNOCKING DOWN ROAD SIGNS AND A TREE BEFORE COMING TO REST.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 45 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190020406 17/01/2019 Time 1728 Vehicles 2 Casualties 2 Slight
E:448087 N: 113310 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING SW ALONG THE M27 FAILED TO NOTICE TRAFFIC STATIONARY AHEAD AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING SW ALONG THE M27 IN FRONT.
Occurred on M27 SOUTHBOUND AT MARKER POST 25.0, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 2 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 2 Age: 60 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190043850 05/02/2019 Time 2011 Vehicles 2 Casualties 2 Serious
E:447395 N: 113024 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD TURNED LEFT ONTO A334 CHARLES WATTS WAY BUT SWUNG OUT TOO WIDE. VEH2 (CAR) TRAVELLING SW ALONG A334 HAS TO TAKE AVOIDING ACTION AND BUMPS ONTO THE KERB. VEH1 OVER CORRECTS & HITS LAMP POST.

Occurred on A334 CHARLES WATTS WAY AT JUNCTIONW ITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 54 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190045250 06/02/2019 Time 2112 Vehicles 2 Casualties 1 Serious
E:446749 N: 113862 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD CROSSED OVER ONTO THE WRONG SIDE OF THE CARRIAGEWAY AND COLLIDES HEAD ON WITH VEH 2 (VAN) TRAVELLING IN THE OPPOSITE DIRECTION. DRIVER OF VEH 1 DECAMPS FROM VEH.

Occurred on A27 MOORHILL ROAD 26 METRES NORTH WEST OF ROSELANDS, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190074419 02/03/2019 Time 1040 Vehicles 2 Casualties 1 Slight
E:447992 N: 113230 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (VAN) TRAVELLING NE ALONG M27 NORTHBOUND OFF SLIP COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NE IN FRONT, THAT WAS SLOWING ON APPROACH TO THE ROUNDABOUT.
Occurred on M27 NORTHBOUND OFFSLIP AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190079570 06/03/2019 Time 1545 Vehicles 2 Casualties 2 Serious
E:448132 N: 113321 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING E ACROSS ROUNDABOUT TOWARDS A334 CHARLES WATTS WAY IN SLOW MOVING TRAFFIC. VEH1 ASSUMES VEH2 (CAR) IN FRONT HAS MOVED FORWARD, SO VEH1 MOVES OFF AND COLLIDES WITH THE REAR OF VEH2.

Occurred on A334 CHARLES WATTS WAY, AT JUNCTION WITH M27 SLIP ROADS, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190096774 20/03/2019 Time 0705 Vehicles 2 Casualties 1 Slight
E:448081 N: 113293 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ALONG M27 IN LANE 1 WAS UNDERTAKING VEH2 (GOODS VEH) IN LANE 2.
VEH2 FAILED TO NOTICE THIS AND MOVED FROM LANE 2 INTO LANE 1 WHERE IT COLLIDED WITH THE
OFFSIDE OF VEH1.

Occurred on M27 EASTBOUND AT MARKER POST 25.0, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Changing lane to left
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190102703 24/03/2019 Time 1910 Vehicles 2 Casualties 1 Slight
E:447325 N: 113010 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD ENTERED RBT AIMING FOR CHARLES WATTS WAY. VEH2 (M/CYCLE) TRAVELLING N ON THE RBT WENT TO EXIT ONTO MOORHILL ROAD. VEH1 COLLIDED WITH VEH2 CAUSING RIDER OF VEH2 TO FALL.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 THORNHILL PARK ROAD, SOUTHAMPTON, HAMPSHIRE.

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190114545 02/04/2019 Time 2020 Vehicles 1 Casualties 2 Slight
E:448360 N: 113951 First Road: B 3342 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY FAILED TO SLOW ON APPROACH TO
ROUNDAABOUT AND COLLIDED WITH A LAMP POST.

Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH HEDGE END RETAIL PARK, SOUTHAMPTON,
HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 17 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190164240 13/05/2019 Time 1215 Vehicles 2 Casualties 1 Slight
E:446596 N: 114035 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING NW ALONG A27 CHURCH HILL INTENDING TO TURN RIGHT INTO WEST END ROAD. VEH2 (CAR) TRAVELLING SW ALONG WEST END ROAD TURNED RIGHT ONTO A27 CHURCH HILL AND COLLIDED WITH OFFSIDE OF VEH1.

Occurred on A27 CHURCH HILL AT JUNCTION WITH WEST END ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 72 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190172191 19/05/2019 Time 1139 Vehicles 2 Casualties 2 Slight
E:447315 N: 112997 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ON A334 THORNHILL PARK ROAD FAILS TO STOP FOR VEH2 (CAR)
STATIONARY WAITING TO JOIN RBT AND COLLIDES WITH THE REAR.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 MOORHILL ROAD, THORNHILL,
HAMPSHIRE

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

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

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

Casualty Reference: 2 Vehicle: 2 Age: 8 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190186549 31/05/2019 Time 1028 Vehicles 1 Casualties 1 Slight
E:447999 N: 114654 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Illness or disability, mental or physical	Vehicle 1	Very Likely	
2nd: Loss of control	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG M27, IT IS SUSPECTED THAT THE DRIVER HAD A MEDICAL EPISODE, LOSES CONTROL LEAVING THE CARRIAGEWAY TO THE OFFSIDE COLLIDING WITH THE CENTRAL CRASH BARRIER AND REBOUNDS COLLIDING WITH THE NEARSIDE BARRIER.

Occurred on M27 EASTBOUND MARKER POST 23.7, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Cent crash barrier
O/S onto cent res & rebounded Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190239731 09/07/2019 Time 1520 Vehicles 2 Casualties 1 Serious
E:446919 N: 113030 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH2 (CAR) TRAVELLING N ALONG THORNHILL PARK ROAD PULLED OUT ONTO A334 THORNHILL PARK ROAD AND COLLIDED WITH VEH1 (P/CYCLE) TRAVELLING W ALONG A334 THORNHILL PARK ROAD, CAUSING RIDER OF VEH1 TO FALL TO THE FLOOR.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH THORNHILL PARK ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190239382 10/07/2019 Time 0943 Vehicles 2 Casualties 1 Slight
E:446580 N: 114053 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING E ALONG WEST END ROAD TURNED RIGHT ONTO A27 CHURCH HILL
INDENDING TO TAKE AN IMMEDIATE LEFT ONTO WEST END ROAD AND WAS HIT BY VEH2 (CAR)
TRAVELLING SE ALONG A27 CHURCH HILL.

Occurred on A27 CHURCH HILL AT JUNCTION WITH WEST END ROAD, EASTLEIGH, HAMPSHIRE.

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

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

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190248528 16/07/2019 Time 0900 Vehicles 2 Casualties 1 Slight
E:446744 N: 114092 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG WEST END ROAD FAILED TO GIVE WAY AND ENTERED RBT
COLLIDING WITH VEH 2 (P/CYCLE) TRAVELLING NW ALONG BEACON ROAD AND TRAVELLING AROUND
RBT.

Occurred on BEACON ROAD AT JUNCTION WITH WEST END ROAD, WEST END, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190281777 09/08/2019 Time 1534 Vehicles 1 Casualties 1 Serious
E:446400 N: 113775 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (BUS) TRAVELLING SE ALONG BEAUWORTH AVENUE PULLS UP TO THE BUS STOP AND LOWERS THE DOORWAY USING THE HYDRAULIC SYSTEM TO LET A PASSNGER OFF AND TRAPS CAS1'S (PEDESTRIAN) FOOT UNDERNEATH THE DOOR.

Occurred on BEAUWORTH AVENUE AT JUNCTION WITH BENTLEY GREEN, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Bus or coach Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 4 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge Standing still
In carr not crossing

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190292845 18/08/2019 Time 1256 Vehicles 2 Casualties 1 Slight
E:447345 N: 113019 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING SE ALONG MORRHILL ROAD WAITING BEHIND VEH 2 (M/CYCLE). VEH 1
THOUGHT VEH 2 HAD MOVED OFF SO BEGINS TO ACCELERATE BUT VEH 2 STILL WAITING AND
COLLIDES INTO REAR OF VEH 2.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY (KANES HILL
ROUNDAABOUT) SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190316295 05/09/2019 Time 1120 Vehicles 2 Casualties 3 Slight
E:446835 N: 113771 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD FAILED TO STOP IN TIME FOR TRAFFIC
AHEAD AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NW IN FRONT.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, WEST END, HAMPSHIRE.

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

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

Casualty Reference: 2 Vehicle: 1 Age: 45 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference	2	Car	Going ahead but held up
Vehicle movement from	SE	to NW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Jct Approach		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Back
Did not leave carr			Off road: None
Not hit and run			Age of Driver 37
	Breath test	Negative	Male
			Left hand drive: No

Casualty Reference:	3	Vehicle:	2	Age:	37	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt		Not Applicable		Cycle helmet: Not a cyclist					

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190333151 18/09/2019 Time 1038 Vehicles 2 Casualties 1 Slight
E:448193 N: 113753 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Nervous/Uncertain/Panic	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG M27 WESTBOUND ON SLIP MOVES INTO LANE 1 OF M27 FAILING TO
GIVE WAY TO VEH 2 (GOODS VEH) M27 WESTBOUND IN LANE 1 AND COLLIDES.

Occurred on M27 WESTBOUND ON SLIP AT JUNCTION WITH M27 WESTBOUND, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to right
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Entering from slip road First impact Offside Hit vehicle:
Hit object in road Road Works Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 81 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190349363 30/09/2019 Time 1508 Vehicles 2 Casualties 2 Serious
E:448200 N: 113806 First Road: M 27 Road Type Dual carriageway
Speed limit: 50 Junction Detail: Slip Road Give way or controlled Motorway 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Traffic calming (eg speed cushions etc.)	Vehicle 1	Very Likely
2nd:	Temporary road layout (eg contraflow)	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG M27 AFTER JOINING FROM JUNCTION 7 AT 70MPH. DRIVER REALISES ITS A 50MPH LIMIT AND PERFORMS AN EMERGENCY STOP AND FOLLOWING VEH 2 (VAN) COLLIDED WITH REAR OF VEH 1.

Occurred on M27 WESTBOUND AT JUNCTION WITH M27 WESTBOUND JUNCTION 7 ONSLIP, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 68 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 48 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190357680 07/10/2019 Time 0650 Vehicles 2 Casualties 1 Slight
E:446941 N: 113665 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist wearing dark clothing at night	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE TURNED RIGHT ONTO A27 MOORHILL ROAD
WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING NW ALONG A27 MOORHILL ROAD.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190379888 23/10/2019 Time 1418 Vehicles 2 Casualties 1 Slight
E:446592 N: 114031 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING SW ALONG WEST END ROAD TURNS RIGHT ONTO MORRHILL ROAD FAILING
TO SEE VEH 2 (M/CYCLE) TRAVELLING NW ALONG MOORHILL ROAD AND COLLIDES
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH WEST END ROAD, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190407285 12/11/2019 Time 2044 Vehicles 2 Casualties 1 Slight
E:446827 N: 113786 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING NW ALONG MOORHILL ROAD TURNS RIGHT INTO SOUTHERN ROAD FAILING TO SEE/GIVEWAY TO VEHICLE 2 (M/CYCLE) TRAVELLING SE ALONG MOORHILL ROAD AND COLLIDES.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative
Left hand drive: No

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

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

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190412571 16/11/2019 Time 2216 Vehicles 2 Casualties 1 Slight
E:446799 N: 114444 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 2 (CAR) TRAVELLING S ALONG LOWER NEW ROAD TURNS RIGHT INTO B3035 HIGH STREET FAILING TO GIVE WAY TO VEH 1 (M/CYCLE) TRAVELLING W ALONG HIGH STREET AND COLLIDES.

Occurred on B3035 HIGH STREET AT JUNCTION WITH LOWER NEW ROAD, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190445518 11/12/2019 Time 1659 Vehicles 2 Casualties 1 Slight
E:448237 N: 113935 First Road: M 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Very Likely	
2nd: Illness or disability, mental or physical	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG M27 EASTBOUND WHEN DRIVER SUFFERS MEDICAL EPISODE
CAUSING COLLISION WITH VEH 2 (VAN) ALSO TRAVELLING SW ALONG M27.
Occurred on M27 EASTBOUND, MARKER POST 24.3, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44190468099 31/12/2019 Time 1809 Vehicles 2 Casualties 1 Slight
E:447429 N: 113047 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY HAS SLOWED APPROACHING STATIC TRAFFIC, VEH 2 (CAR) TRAVELLING SW BEHIND VEH 1, HAS FAILED TO STOP IN TIME AND COLLIDED WITH THEIR REAR.

Occurred on A334 CHARLES WATTS WAY, 53 METRES FROM THE KANES HILL RBT JUNCTION, HEDGE END, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44200008028 07/01/2020 Time 1645 Vehicles 1 Casualties 1 Serious
E:447436 N: 114414 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge vehicles path or speed	Casualty 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS1 (PEDESTRIAN) CROSSES B3035 BOTLEY ROAD FROM THE OFFSIDE TRAVELLING INTO THE PATH OF
VEH1 (CAR) TRAVELLING E ALONG BOTLEY ROAD. CAS1 REALISES AND TRIES TO TAKE AVOIDING
ACTION BUT SLIPS INTO VEH1.

Occurred on B3035 BOTLEY ROAD, 25 METRES W FROM NOYCE COURT, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 79 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's offside

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44200027423 22/01/2020 Time 2325 Vehicles 1 Casualties 1 Serious
E:447414 N: 112883 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
2nd:	Impaired by alcohol	Casualty 1	Possible
3rd:	Pedestrian wearing dark clothing at night	Casualty 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A27 KANES HILL COLLIDES WITH CAS1 (PEDESTRIAN) WHO WAS
CROSSING KANES HILL TRAVELLING SW.

Occurred on A27 KANES HILL, OUTSIDE WINDEMERE, THORNHILL, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Within 50m ped crossing SW bound
Driver's offside

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44190438516 06/02/2020 Time 0820 Vehicles 2 Casualties 5 Slight
E:446990 N: 113613 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD SLOWS AND STOPS WAITING TO TURN RIGHT AND TRAVEL NE ON TELEGRAPH ROAD AND IS STRUCK FROM BEHIND BY VEH2 (MINIBUS) THAT FAILS TO STOP FOR VEH1.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Vehicle Reference 2 Minibus Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 3 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 4 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 5 Vehicle: 2 Age: 12 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44200049329 08/02/2020 Time 1438 Vehicles 1 Casualties 1 Slight
E:447988 N: 113223 First Road: M 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ALONG M27 HAS TAKEN THE SLIP ROAD TO APPROACH THE RBT JUNCTION, LOST CONTROL, SKIDDED AND FALLEN FROM THEIR VEHICLE.

Occurred on M27 NORTHBOUND, JUNCTION 7, SLIP ROAD, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
O/S Age of Driver 51 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

44200099173 16/03/2020 Time 0920 Vehicles 1 Casualties 1 Slight
E:447256 N: 114443 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) REVERSING S ALONG BALTIC ROAD COLLIDES INTO CAS1 (PEDESTRIAN) WHO WAS STATIONARY IN THE CARRIAGEWAY WAITING TO GET INTO THEIR PARKED VEH. VEH1 DROVE OFF AND DID NOT STOP.

Occurred on BALTIC ROAD, OUTSIDE NO.2, WEST END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Standing still
In carr not crossing

Accidents between dates 01/05/2015 and 30/04/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
WEST END BACS/SR/0920/090")

Notes:

44200106756 22/03/2020 Time 1010 Vehicles 1 Casualties 1 Serious
E:448054 N: 113393 First Road: M 27 Road Type Slip road
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Possible	
2nd: Careless/Reckless/In a hurry	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING NE ALONG THE M27 NORTHBOUND ONSLIP AT HEDGE END, CLIPPED THE KERB AND SUFFERED A LOSS OF CONTROL. RIDER FALLS FROM VEH.

Occurred on M27 NORTHBOUND ONSLIP, 57 METERS N OF JUNCTION WITH CHARLES WATTS WAY, HEDGE END, HAMPSHIRE.

Vehicle Reference

Vehicle movement from to

Location at impact

Hit object in road

First impact

Off road:

Hit vehicle:

Age of Driver

Breath test

Left hand drive:

Accidents involving:

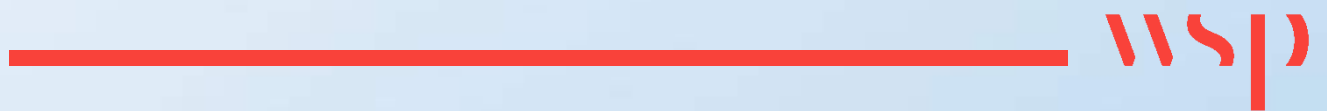
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	14	79	93
2-wheeled motor vehicles	0	10	19	29
Pedal cycles	0	3	11	14
Horses & other	0	1	0	1
Total	0	27	109	136

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	8	79	87
Passenger	0	1	29	30
Motorcycle rider	0	8	18	26
Cyclist	0	3	11	14
Pedestrian	0	6	6	12
Other	0	0	0	0
Total	0	26	143	169

Appendix C

TRAFFIC SURVEY DATA





Intelligent Data Collection Limited West End, Hampshire

Client:	WSP
Project Number:	ID06034
Junction Number:	Site 4
Date of Survey:	02.12.2021
Junction Name:	B3035 Botley Road / Marshall Drive
Junction Type:	T-Junction

Revision	Rev A			
Date	17.12.2021			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06034			
File Ref	ID06034 West End, Hampshire - MCC Site 4 - 02.12.2021			

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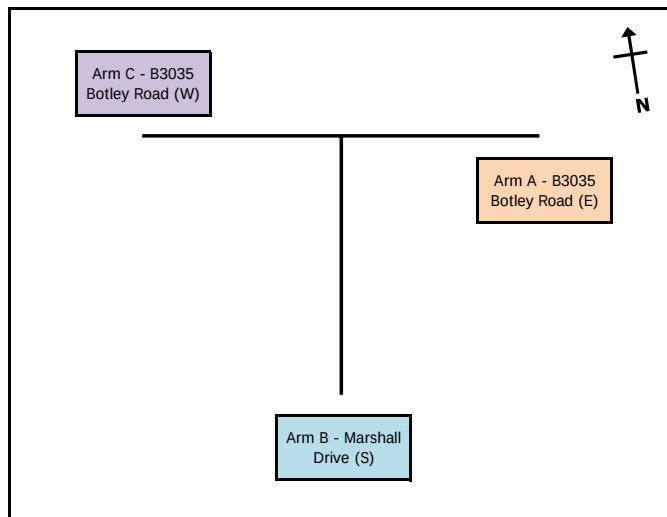
Intelligent Data Collection Limited



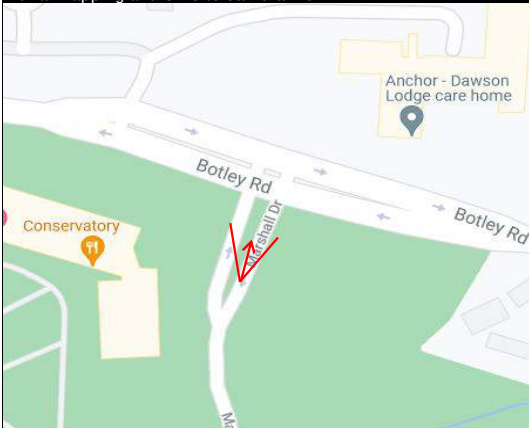
Client: WSP Date of Survey: 02.12.2021
 Project Number: ID06034 Junction Name: B3035 Botley Road / Marshall Drive
 Junction Number: Site 4 Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link
50.926941	-1.321978	Click Here
AM Peak Conditions	PM Peak Conditions	
Clear	Clear	

Junction Layout

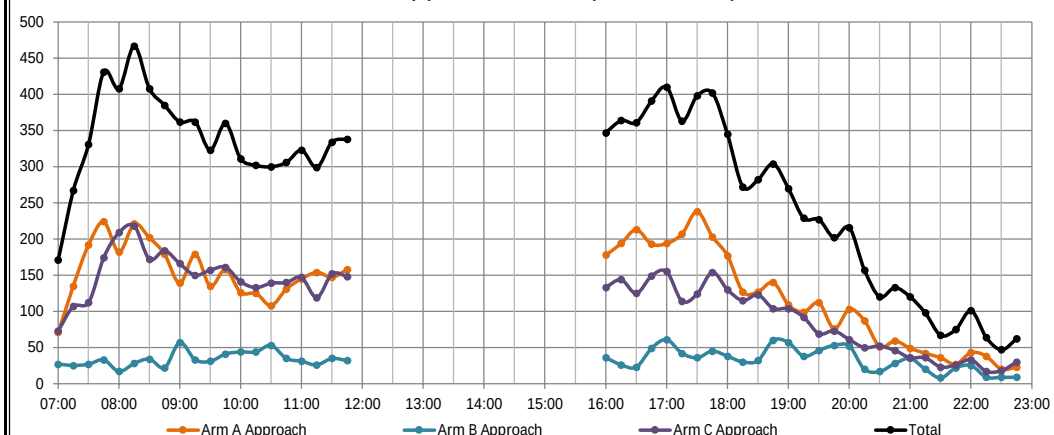


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

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Client: WSP
Project Number: ID06034
Junction Number: Site 4
Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)

Arm C: B3035 Botley Road (W)

Time	A to A							A to C							A to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	48	14	1	0	1	0	0	64	7	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	92	28	1	0	1	0	0	0	122	12	0	1	0	0	0	0	13
07:30	0	0	0	0	0	0	0	147	34	2	1	2	0	0	0	186	6	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	157	31	2	0	2	0	1	1	193	28	3	0	0	0	0	0	31
08:00	0	0	0	0	0	0	0	136	22	1	0	1	0	0	0	160	15	6	0	1	0	0	0	22
08:15	0	0	0	0	0	0	0	167	21	0	0	0	1	0	0	189	20	12	0	0	0	0	0	32
08:30	0	0	0	0	0	0	0	137	20	1	1	1	0	0	0	161	28	13	0	0	0	0	0	41
08:45	0	0	0	0	0	0	0	101	17	1	1	1	0	0	0	120	49	9	1	0	0	0	0	59
09:00	0	0	0	0	0	0	0	73	15	2	0	1	0	0	0	91	35	13	0	0	0	0	0	48
09:15	0	0	0	0	0	0	0	84	26	3	0	2	0	1	1	116	50	12	0	1	0	0	0	63
09:30	0	0	0	0	0	0	0	81	12	1	0	1	0	0	0	95	30	10	0	0	0	0	0	40
09:45	0	0	0	0	0	0	0	98	19	2	0	1	0	0	0	120	29	9	0	0	0	0	0	38
10:00	0	0	0	0	0	0	0	78	20	1	0	1	1	0	0	101	15	8	0	0	2	0	0	25
10:15	0	0	0	0	0	0	0	75	17	1	1	1	0	0	1	96	23	5	0	1	0	0	0	29
10:30	0	0	0	0	0	0	0	82	13	0	0	0	0	0	0	95	11	2	0	0	0	0	0	13
10:45	0	0	0	0	0	0	0	103	19	0	1	1	0	0	0	124	6	1	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	102	23	0	0	0	0	0	0	125	17	2	1	0	0	0	0	7
11:15	0	0	0	0	0	0	0	119	19	0	0	2	0	0	0	140	11	1	1	1	0	0	0	14
11:30	0	0	0	0	0	0	0	106	20	1	0	0	1	0	0	128	17	2	0	0	0	0	0	19
11:45	0	0	0	0	0	0	0	107	16	1	0	1	0	0	0	125	29	4	0	0	0	0	0	33
16:00	0	0	0	0	0	0	0	126	36	1	0	2	0	0	0	165	9	4	0	0	0	0	0	13
16:15	0	0	0	0	0	0	0	152	22	0	0	1	1	1	1	177	17	0	0	0	0	0	0	17
16:30	0	0	0	0	0	0	0	156	34	3	1	0	0	0	0	194	18	1	0	0	0	0	0	19
16:45	0	0	0	0	0	0	0	135	30	0	0	0	0	0	0	165	24	4	0	0	0	0	0	28
17:00	0	0	0	0	0	0	0	141	29	0	0	2	1	0	0	173	18	3	0	0	0	0	0	21
17:15	0	0	0	0	0	0	0	154	29	1	0	0	0	0	0	185	20	2	0	0	0	0	0	22
17:30	0	0	0	0	0	0	0	170	24	0	0	3	2	1	200	35	2	0	0	0	0	1	0	38
17:45	0	0	0	0	0	0	0	133	21	0	0	2	1	0	0	157	43	3	0	0	0	0	0	46
18:00	0	0	0	0	0	0	0	140	12	3	1	0	1	0	0	157	17	3	0	0	0	0	0	20
18:15	0	0	0	0	0	0	0	96	5	1	0	0	1	1	1	105	19	3	0	0	0	0	0	22
18:30	0	0	0	0	0	0	0	76	7	0	0	1	0	0	0	84	40	3	0	0	0	0	0	43
18:45	0	0	0	0	0	0	0	94	6	0	0	1	0	0	0	101	38	1	0	0	0	0	0	39
19:00	0	0	0	0	0	0	0	82	6	0	0	0	1	0	0	89	18	2	0	0	0	0	0	20
19:15	0	0	0	0	0	0	0	79	4	0	0	1	0	0	0	84	13	2	0	0	0	0	0	15
19:30	0	0	0	0	0	0	0	68	9	0	0	0	0	0	0	77	33	2	0	0	0	0	0	35
19:45	0	0	0	0	0	0	0	52	3	0	0	0	0	0	0	55	20	1	0	0	0	0	0	21
20:00	0	0	0	0	0	0	0	80	8	0	0	0	0	1	0	89	14	0	0	0	0	0	0	14
20:15	0	0	0	0	0	0	0	72	6	0	0	0	0	2	1	81	6	0	0	0	0	0	0	6
20:30	0	0	0	0	0	0	0	39	3	0	0	0	0	0	0	42	8	1	0	0	0	0	0	9
20:45	0	0	0	0	0	0	0	46	5	0	0	0	1	0	0	52	7	0	0	0	0	0	0	7
21:00	0	0	0	0	0	0	0	43	3	0	0	0	0	0	0	46	3	0	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	31	6	0	0	0	0	0	0	37	5	0	0	0	0	0	0	5
21:30	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	33	3	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	0	20	3	1	0	0	0	0	0	24	1	2	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	39	2	0	0	0	0	0	0	41	1	1	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	36	1	0	0	0	0	0	0	37	1	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	14	1	1	0	0	0	0	0	16	3	1	0	0	0	0	0	4
22:45	0	0	0	0	0	0	0	18	1	0	0	0	0	0	0	19	4	0	0	0	0	0	0	4
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							
07:00	0	0	0	0	0	0	0	0	444	107	6	1	6	0	1	565	53	3	1	1	0	0	0	57
07:15	0	0	0	0	0	0	0	0	532	115	6	1	6	0	1	661	61	9	1	1	0	0	0	72
07:30	0	0	0	0	0	0	0	0	607	108	5	1	5	1	1	728	69	21	0	1	0	0	0	91
07:45	0	0	0	0	0	0	0	0	597	94	4	1	4	1	2	703	91	34	0	1	0	0	0	126
08:00	0	0	0	0	0	0	0	0	541	80	3	2	2	1	1	630	112	40	1	1	0	0	0	154
08:15	0	0	0	0	0	0	0	0	478	73	4	2	2	1	1	561	132	47	1	0	0	0	0	180
08:30	0	0	0	0	0	0	0	0	395	78	7	2	4	0	2	488	162	47	1	1	0	0	0	211
08:45	0	0	0	0	0	0	0	0	339	70	7	1	4	0	1	422	164	44	1	1	0	0	0	210
09:00	0	0	0	0	0	0	0	0	336	72	8	0	5	0	1	422	144	44	0	1	0	0	0	189
09:15	0	0	0	0	0	0	0	0	341	77	7	0	5	1	1	432	124	39	0	1	2	0	0	166
09:30	0	0	0	0	0	0	0	0	332	68	5	1	4	1	1	412	97	32	0	1	2	0	0	132
09:45	0	0	0	0	0	0	0	0	333	69	4	1	3	1	1	412	78	24	0	1	2	0	0	105
10:00	0	0	0	0	0	0	0	0	338	69	2	2	3	1	1	416	55	16	0	1	2	0	0	74
10:15	0	0	0	0	0	0	0	0	362	72	1	2	2	0	1	440	57	10	1	1	0	0	0	69
10:30	0	0	0	0	0	0	0	0	406	74	0	1	3	0	0	484	45	6	2	1	0	0	0	54
10:45	0	0	0	0	0	0	0	0	430	81	1	1	3	1	0	517	51	6	2	1	0	0	0	60
11:00	0	0	0	0	0	0	0	0	434	78	2	0	3	1	0	518	74	9	2	1	0	0	0	86
16:00	0	0	0	0	0	0	0	0	569	122	4	1	3	1	1	701	68	9	0	0	0	0	0	77
16:15	0	0	0	0	0	0	0	0	584	115	3	1	3	2	1	709	77	8	0	0	0	0	0	85

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Client: WSP
Project Number: ID06034
Junction Number: Site 4
Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)

Arm C: B3035 Botley Road (W)

Time	B to B							Total	B to A							Total	B to C							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00								0	17	3	1	0	0	0	0	21	4	2	0	0	0	0	6	
07:15								0	14	1	0	0	0	0	0	15	8	2	0	0	0	0	10	
07:30								0	7	2	0	0	0	0	0	9	16	2	0	0	0	0	18	
07:45								0	14	3	0	0	0	0	0	17	12	4	0	0	0	0	16	
08:00								0	8	1	0	0	0	0	0	9	4	4	0	0	0	0	8	
08:15								0	15	1	0	1	0	0	0	17	10	1	0	0	0	0	11	
08:30								0	14	1	0	0	0	0	0	15	4	15	0	0	0	0	19	
08:45								0	5	0	1	0	0	0	0	6	4	12	0	0	0	0	16	
09:00								0	13	3	0	0	0	0	0	16	12	29	0	0	0	0	41	
09:15								0	7	6	0	0	0	0	0	13	2	18	0	0	0	0	20	
09:30								0	10	0	0	1	0	0	0	11	6	14	0	0	0	0	20	
09:45								0	14	1	0	0	0	0	0	15	6	20	0	0	0	0	26	
10:00								0	23	0	0	0	0	0	0	23	9	12	0	0	0	0	21	
10:15								0	7	21	0	0	0	0	0	28	4	12	0	0	0	0	16	
10:30								0	29	0	0	1	0	0	0	30	16	7	0	0	0	0	23	
10:45								0	16	0	0	0	0	0	0	16	4	15	0	0	0	0	19	
11:00								0	12	3	1	0	0	0	0	16	14	1	0	0	0	0	15	
11:15								0	13	1	0	0	0	0	0	14	10	1	1	0	0	0	12	
11:30								0	20	1	0	1	0	0	0	22	13	0	0	0	0	0	13	
11:45								0	20	1	0	0	0	0	0	21	9	2	0	0	0	0	11	
16:00								0	16	2	1	0	0	0	0	19	16	1	0	0	0	0	17	
16:15								0	12	0	0	0	0	0	0	12	13	1	0	0	0	0	14	
16:30								0	12	1	0	0	0	0	0	13	10	0	0	0	0	0	10	
16:45								0	26	0	0	0	0	0	0	26	23	0	0	0	0	0	23	
17:00								0	32	1	0	0	0	0	0	33	27	1	0	0	0	0	28	
17:15								0	18	2	0	0	0	1	0	21	19	2	0	0	0	0	21	
17:30								0	18	2	0	0	0	0	0	20	14	2	0	0	0	0	16	
17:45								0	23	3	0	0	0	1	0	27	17	1	0	0	0	0	18	
18:00								0	23	0	0	0	0	0	0	23	14	1	0	0	0	0	15	
18:15								0	12	1	0	0	0	0	0	13	15	2	0	0	0	0	17	
18:30								0	13	0	0	0	0	0	0	13	17	2	0	0	0	0	19	
18:45								0	36	3	0	0	0	0	0	39	19	2	0	0	0	0	21	
19:00								0	34	6	0	0	0	0	0	40	17	0	0	0	0	0	17	
19:15								0	28	0	0	0	0	0	0	28	10	0	0	0	0	0	10	
19:30								0	29	2	0	0	0	0	0	31	14	1	0	0	0	0	15	
19:45								0	35	3	0	0	0	0	0	38	15	0	0	0	0	0	15	
20:00								0	26	3	0	0	0	0	0	29	19	4	0	0	0	0	23	
20:15								0	14	1	0	0	0	0	0	15	5	0	0	0	0	0	5	
20:30								0	5	0	0	0	0	0	0	5	11	1	0	0	0	0	12	
20:45								0	14	1	0	0	0	0	0	15	13	0	0	0	0	0	13	
21:00								0	21	0	0	0	0	0	0	21	13	0	0	0	0	1	14	
21:15								0	12	0	0	0	0	0	0	12	7	1	0	0	0	0	8	
21:30								0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	4	
21:45								0	9	2	0	0	0	0	0	11	9	2	0	0	0	0	11	
22:00								0	11	2	0	0	0	0	0	13	12	0	0	0	0	0	12	
22:15								0	7	0	0	0	0	0	0	7	2	0	0	0	0	0	2	
22:30								0	4	0	0	0	0	0	0	4	5	0	0	0	0	0	5	
22:45								0	3	0	0	0	0	0	0	3	6	0	0	0	0	0	6	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	52	9	1	0	0	0	0	62	40	10	0	0	0	0	50	
07:15	0	0	0	0	0	0	0	0	43	7	0	0	0	0	0	50	40	12	0	0	0	0	52	
07:30	0	0	0	0	0	0	0	0	44	7	0	1	0	0	0	52	42	11	0	0	0	0	53	
07:45	0	0	0	0	0	0	0	0	51	6	0	1	0	0	0	58	30	24	0	0	0	0	54	
08:00	0	0	0	0	0	0	0	0	42	3	1	1	0	0	0	47	22	32	0	0	0	0	54	
08:15	0	0	0	0	0	0	0	0	47	5	1	1	0	0	0	54	30	57	0	0	0	0	87	
08:30	0	0	0	0	0	0	0	0	39	10	1	0	0	0	0	50	22	74	0	0	0	0	96	
08:45	0	0	0	0	0	0	0	0	35	9	1	1	0	0	0	46	24	73	0	0	0	0	97	
09:00	0	0	0	0	0	0	0	0	44	10	0	1	0	0	0	55	26	81	0	0	0	0	107	
09:15	0	0	0	0	0	0	0	0	54	7	0	1	0	0	0	62	23	64	0	0	0	0	87	
09:30	0	0	0	0	0	0	0	0	54	22	0	1	0	0	0	77	25	58	0	0	0	0	83	
09:45	0	0	0	0	0	0	0	0	73	22	0	1	0	0	0	96	35	51	0	0	0	0	86	
10:00	0	0	0	0	0	0	0	0	75	21	0	1	0	0	0	97	33	46	0	0	0	0	79	
10:15	0	0	0	0	0	0	0	0	64	24	1	1	0	0	0	90	38	35	0	0	0	0	73	
10:30	0	0	0	0	0	0	0	0	70	4	1	1	0	0	0	76	44	24	1	0	0	0	69	
10:45	0	0	0	0	0	0	0	0	61	5	1	1	0	0	0	68	41	17	1	0	0	0	59	
11:00	0	0	0	0	0	0	0	0	65	6	1	1	0	0	0	73	46	4	1	0	0	0	51	
16:00	0	0	0	0	0	0	0	0	66	3	1	0	0	0	0	70	62	2	0	0	0	0	64	
16:15	0	0	0	0	0	0	0	0	82	2	0	0	0	0	0	84	73	2	0	0	0	0	75	
16:30	0	0	0	0	0	0	0	0	88	4	0	0	0	1	0	93	79	3	0	0	0	0	82	
16:45	0	0	0	0	0	0	0	0	94	5	0	0	0	0	1	100	83	5	0	0	0	0	88	
17:00	0	0	0	0	0	0	0	0	91	8	0	0	0	0	2	101	77	6	0	0	0	0	83	
17:15	0	0	0	0	0	0	0	0	82	7	0	0	0	2	0	91	64	6	0	0	0	0	70	
17:30	0	0	0	0	0	0	0	0	76	6	0	0	0	1	0	83	60	6	0	0	0	0	66	
17:45	0	0	0	0	0	0	0	0	71	4	0	0	0	1	0	76	63	6	0	0	0	0	69	
18:00	0	0	0	0	0	0	0	0	84	4	0	0	0	0	0	88	65	7	0	0	0	0	72	
18:15	0	0	0	0	0	0	0	0	95	10	0	0	0	0	0	105	68	6	0	0	0	0	74	

Intelligent Data Collection Limited

Client: WSP Date of Survey: 02.12.2021
Project Number: ID06034 Junction Name: B3035 Botley Road / Marshall Drive
Junction Number: Site 4 Junction Type: T-Junction

Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)

Arm C: B3035 Botley Road (W)



Time	C to C							C to B							C to A										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00								0	2	0	0	0	0	0	0	2	49	21	0	0	1	0	0	71	
07:15								7	2	0	0	0	0	0	0	9	71	21	1	2	1	1	1	98	
07:30								8	0	0	0	0	0	0	0	8	86	14	1	0	1	1	1	104	
07:45								9	0	0	0	0	0	0	0	9	126	37	1	0	0	1	0	165	
08:00								12	5	0	0	0	0	0	0	17	153	36	1	0	1	0	1	192	
08:15								17	14	0	0	0	0	0	0	31	171	14	0	0	1	1	0	187	
08:30								18	8	0	0	0	0	0	0	26	124	19	2	0	1	0	0	146	
08:45								22	10	0	0	0	0	0	0	32	133	15	1	0	2	0	1	152	
09:00								21	11	0	0	0	0	0	0	32	112	21	0	0	1	0	0	134	
09:15								27	8	0	0	0	0	0	0	35	98	16	0	1	0	0	0	115	
09:30								18	9	0	0	0	0	0	0	27	109	16	2	0	0	3	0	130	
09:45								12	6	0	0	0	0	0	0	18	127	14	1	0	1	0	0	143	
10:00								9	8	0	0	0	0	0	1	18	100	19	3	0	0	0	1	123	
10:15								12	11	0	0	0	0	0	0	23	94	14	2	0	0	0	0	110	
10:30								9	4	0	0	0	0	0	0	13	102	20	2	0	2	0	0	126	
10:45								9	3	0	0	0	0	0	0	12	107	18	2	1	0	0	0	128	
11:00								12	0	0	0	0	0	0	0	12	117	16	1	0	0	1	0	135	
11:15								7	2	0	0	0	0	0	0	9	96	11	2	0	0	0	1	110	
11:30								5	2	0	0	0	0	0	0	7	129	13	0	1	2	0	0	145	
11:45								21	1	0	0	0	0	0	0	22	109	14	0	1	0	2	0	126	
16:00								0	3	0	0	0	0	0	0	3	105	22	1	0	1	0	1	130	
16:15								11	0	0	0	0	0	0	0	11	108	20	0	0	0	2	1	133	
16:30								11	1	0	0	0	0	0	0	13	92	18	1	0	1	0	0	112	
16:45								16	1	0	0	0	0	0	0	17	116	11	0	0	3	1	0	132	
17:00								16	0	0	0	0	0	1	0	17	120	17	1	0	0	0	0	138	
17:15								10	2	0	0	0	0	0	0	12	88	12	0	0	0	2	0	102	
17:30								17	3	0	0	0	0	0	0	20	88	13	0	0	1	1	1	104	
17:45								29	0	0	0	0	0	0	0	29	115	7	1	0	1	0	0	125	
18:00								12	1	0	0	0	0	0	0	13	105	10	0	0	2	0	0	117	
18:15								14	2	0	0	0	0	0	0	16	89	9	0	0	1	0	0	99	
18:30								22	3	0	0	0	0	0	0	25	91	5	0	1	0	1	0	98	
18:45								16	4	0	0	0	0	0	0	20	79	4	0	0	1	0	0	84	
19:00								11	0	0	0	0	0	0	0	11	89	4	0	0	0	0	0	83	
19:15								9	0	0	0	0	0	0	0	9	75	7	0	0	0	1	0	83	
19:30								11	1	0	0	0	0	0	0	12	52	5	0	0	0	0	0	57	
19:45								16	0	0	0	0	0	0	0	16	51	3	0	0	1	1	1	57	
20:00								2	1	0	0	0	0	0	0	3	54	3	0	0	0	1	0	58	
20:15								6	0	0	0	0	0	0	0	6	40	3	0	0	0	0	1	44	
20:30								3	1	0	0	0	0	0	0	4	40	7	0	0	0	0	0	1	48
20:45								3	0	0	0	0	0	0	0	3	39	4	0	0	0	0	0	43	
21:00								1	1	0	0	0	0	0	0	2	31	2	2	0	0	0	0	1	34
21:15								2	1	0	0	0	0	0	0	3	27	3	0	0	0	0	1	3	32
21:30								2	0	0	0	0	0	0	0	2	19	2	0	0	0	0	0	0	21
21:45								1	0	0	0	0	0	0	0	1	22	1	0	0	0	1	1	25	
22:00								4	1	0	0	0	0	0	0	5	26	1	1	0	0	0	0	28	
22:15								1	0	0	0	0	0	0	0	1	15	0	0	0	0	0	0	16	
22:30								2	0	0	0	0	0	0	0	2	14	1	0	0	0	0	0	1	16
22:45								6	0	0	0	0	0	0	0	6	21	2	0	0	0	0	0	1	24
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total	
07:00	0	0	0	0	0	0	0	26	2	0	0	0	0	0	0	28	332	93	3	2	3	3	2	438	
07:15	0	0	0	0	0	0	0	36	7	0	0	0	0	0	0	43	436	108	4	2	3	3	3	559	
07:30	0	0	0	0	0	0	0	46	19	0	0	0	0	0	0	65	536	101	3	0	3	3	2	648	
07:45	0	0	0	0	0	0	0	56	27	0	0	0	0	0	0	83	574	106	4	0	3	2	1	690	
08:00	0	0	0	0	0	0	0	69	37	0	0	0	0	0	0	106	581	84	4	0	5	1	2	677	
08:15	0	0	0	0	0	0	0	78	43	0	0	0	0	0	0	121	540	69	3	0	5	1	1	619	
08:30	0	0	0	0	0	0	0	88	37	0	0	0	0	0	0	125	467	71	3	1	4	0	1	547	
08:45	0	0	0	0	0	0	0	88	38	0	0	0	0	0	0	126	452	68	3	1	6	0	1	531	
09:00	0	0	0	0	0	0	0	78	34	0	0	0	0	0	0	112	446	67	3	1	5	0	0	522	
09:15	0	0	0	0	0	0	0	66	31	0	0	0	0	0	1	98	434	65	6	1	4	0	1	511	
09:30	0	0	0	0	0	0	0	51	34	0	0	0	0	0	1	86	430	63	8	0	4	0	1	506	
09:45	0	0	0	0	0	0	0	42	29	0	0	0	0	0	1	72	423	67	8	0	3	0	1	502	
10:00	0	0	0	0	0	0	0	39	26	0	0	0	0	0	1	66	403	71	9	1	2	0	1	487	
10:15	0	0	0	0	0	0	0	42	18	0	0	0	0	0	0	60	420	68	7	1	2	1	0	499	
10:30	0	0	0	0	0	0	0	37	9	0	0	0	0	0	0	46	422	65	7	1	1	2	1	499	
10:45	0	0	0	0	0	0	0	33	7	0	0	0	0	0	0	40	449	58	5	2	2	1	1	518	
11:00	0	0	0	0	0	0	0	45	5	0	0	0	0	0	0	50	451	54	3	2	2	3	1	516	
16:00	0	0	0	0	0	0	0	41	3	0	0	0	0	0	0	44	421	73	3	0	5	3	2	507	
16:15	0	0	0	0	0	0	0	54	3	0	0	0	0	1	0	58	436	68	3	0	4	3	1	515	
16:30	0	0	0	0	0	0	0	53	5	0	0	0	0	1	0	59	416	58	3	0	4	3	0	484	
16:45	0	0	0	0	0	0	0	59	6	0	0	0	0	1	0	66	412	53	2	0	4	4	1	476	
17:00	0	0	0	0	0	0	0	72	5	0	0	0	0	0	0	78	411	49	2	0	2	3	2	469	
17:15	0	0	0	0	0	0	0	68	6	0	0	0	0	0	0	74	396	42	1	0	4	3	2	448	
17:30	0	0	0	0	0	0	0	72	6	0	0	0	0	0	0	78	397	3							

Intelligent Data Collection Limited

Client: WSP Date of Survey: 02.12.2021
 Project Number: ID06034 Junction Name: B3035 Botley Road / Marshall Drive
 Junction Number: Site 4 Junction Type: T-Junction



Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	55	14	1	0	1	0	0	71	66	24	1	0	1	0	0	92
07:15	104	28	2	0	1	0	0	135	85	22	1	2	1	1	1	113
07:30	153	34	2	1	2	0	0	192	93	16	1	0	1	1	1	113
07:45	185	34	2	0	2	0	1	224	140	40	1	0	0	1	0	182
08:00	151	28	1	1	1	0	0	182	161	37	1	0	1	0	1	201
08:15	187	33	0	0	0	1	0	221	186	15	0	1	1	1	0	204
08:30	165	33	1	1	1	0	1	202	138	20	2	0	1	0	0	161
08:45	150	26	2	1	0	0	0	179	138	15	2	0	2	0	1	158
09:00	108	28	2	0	1	0	0	139	125	24	0	0	1	0	0	150
09:15	134	38	3	1	2	0	1	179	105	22	0	1	0	0	0	128
09:30	111	22	1	0	0	1	0	135	119	16	2	1	3	0	0	141
09:45	127	28	2	0	1	0	0	158	141	15	1	0	1	0	0	158
10:00	93	28	1	0	3	1	0	126	123	19	3	0	0	0	1	146
10:15	98	22	1	2	1	0	1	125	101	35	2	0	0	0	0	138
10:30	93	15	0	0	0	0	0	108	131	20	2	1	2	0	0	156
10:45	109	20	0	1	1	0	0	131	123	18	2	1	0	0	0	144
11:00	119	25	1	1	0	0	0	145	129	19	2	0	0	1	0	151
11:15	130	20	1	1	2	0	0	154	109	12	2	0	0	0	1	124
11:30	123	22	1	0	0	1	0	147	149	14	0	2	2	0	0	167
11:45	136	20	1	0	1	0	0	158	129	15	0	1	0	2	0	147
16:00	135	40	1	0	2	0	0	178	121	24	2	0	1	0	1	149
16:15	169	22	0	0	1	1	1	194	120	22	0	0	0	2	1	145
16:30	174	35	3	1	0	0	0	213	104	19	1	0	1	0	0	125
16:45	159	34	0	0	0	0	0	193	142	11	1	0	3	1	0	158
17:00	159	32	0	0	2	1	0	194	152	18	1	0	0	0	0	171
17:15	174	31	1	0	0	1	0	207	106	14	0	0	0	3	0	123
17:30	205	26	0	0	3	3	1	238	106	15	0	0	1	1	1	124
17:45	176	24	0	0	2	1	0	203	138	10	1	0	1	1	1	152
18:00	157	15	3	1	0	1	0	177	128	10	0	0	2	0	0	140
18:15	115	8	1	0	1	1	1	127	101	10	0	0	1	0	0	112
18:30	116	10	0	0	1	0	0	127	104	5	0	1	0	1	0	111
18:45	132	7	0	0	1	0	0	140	115	7	0	0	1	0	0	123
19:00	100	8	0	0	0	1	0	109	123	10	0	0	0	0	0	133
19:15	92	6	0	0	1	0	0	99	103	7	0	0	0	1	0	111
19:30	101	11	0	0	0	0	0	112	81	7	0	0	0	0	0	88
19:45	72	4	0	0	0	0	0	76	86	6	0	0	1	1	1	95
20:00	94	8	0	0	0	1	0	103	80	6	0	0	0	1	0	87
20:15	78	6	0	0	0	2	1	87	54	4	0	0	0	1	0	59
20:30	47	4	0	0	0	0	0	51	45	7	0	0	0	0	0	53
20:45	53	5	0	0	0	1	0	59	53	5	0	0	0	0	0	58
21:00	46	3	0	0	0	0	0	49	52	2	0	0	0	0	1	55
21:15	36	0	0	0	0	0	0	42	39	3	0	0	0	1	2	45
21:30	36	0	0	0	0	0	0	36	23	2	0	0	0	0	0	25
21:45	21	5	1	0	0	0	0	27	31	3	0	0	0	1	1	36
22:00	40	3	0	0	0	0	0	43	37	3	1	0	0	0	0	41
22:15	37	1	0	0	0	0	0	38	23	0	0	0	0	0	0	23
22:30	17	2	1	0	0	0	0	20	18	1	0	0	0	0	1	20
22:45	22	1	0	0	0	0	0	23	24	2	0	0	0	0	1	27
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	497	110	7	1	6	0	1	622	384	102	4	2	3	3	2	500
07:15	593	124	7	2	6	0	1	733	479	115	4	2	3	3	3	609
07:30	676	129	5	2	5	1	1	819	580	108	3	1	3	3	2	700
07:45	688	128	4	2	4	1	2	829	625	112	4	1	3	2	1	748
08:00	653	120	4	3	2	1	1	784	623	87	5	1	5	1	2	724
08:15	610	120	5	2	2	1	1	741	587	74	4	1	5	1	1	673
08:30	557	125	8	3	4	0	2	699	506	81	4	1	4	0	1	597
08:45	503	114	8	2	4	0	1	632	487	77	4	2	6	0	1	577
09:00	480	116	8	1	5	0	1	611	490	77	3	2	5	0	0	577
09:15	465	116	7	1	7	1	1	598	488	72	6	2	4	0	1	573
09:30	429	100	5	2	6	1	1	544	484	85	8	1	4	0	1	583
09:45	411	93	4	2	5	1	1	517	496	89	8	1	3	0	1	598
10:00	393	85	2	3	5	1	1	490	478	92	9	2	2	0	1	584
10:15	419	82	2	3	2	0	1	509	484	92	8	2	2	1	0	589
10:30	451	80	2	2	3	0	0	538	492	69	8	2	2	2	1	575
10:45	481	87	3	2	3	1	0	577	510	63	6	3	2	1	1	586
11:00	508	87	4	1	3	1	0	604	516	60	4	3	2	3	1	589
16:00	637	131	4	1	3	1	1	778	487	76	4	0	5	3	2	577
16:15	661	123	3	1	3	2	1	794	518	70	3	0	4	3	1	599
16:30	666	132	4	1	2	2	0	807	504	62	3	0	4	4	0	577
16:45	697	123	1	0	5	5	1	832	506	58	2	0	4	5	1	576
17:00	714	113	1	0	7	6	1	842	502	57	2	0	2	5	2	570
17:15	712	96	4	1	5	6	1	825	478	49	1	0	4	5	2	539
17:30	653	73	4	1	6	6	2	745	473	45	1	0	5	2	2	528
17:45	564	57	4	1	4	3	1	634	471	35	1	1	4	2	1	515
18:00	520	40	4	1	3	2	1	571	448	32	0	1	4	1	0	486
18:15	463	33	1	0	3	2	1	503	443	32	0	1	2	1	0	479
18:30	440	31	0	0	3	1	0	475	445	29	0	1	1	2	0	478
18:45	425	32	0	0	2	1	0	460	422	31	0	0	1	1	0	455
19:00	365	29	0	0	1	1	0	396	393	30	0	0	1	2	1	427
19:15	359	29	0	0	1	1	0	390	350	26	0	0	1	3	1	381
19:30	345	29	0	0	0	3	1	378	301	23	0	0	1	3	1	329
19:45	291	22	0	0	0	3	1	317	265	23	0	0	1	3	2	294
20:00	272	23	0	0	0	4	1	300	232	22	0	0	0	2	1	257
20:15	224	18	0	0	0	3	1	246	204	18	0	0	0	1	2	225
20:30	182	18	0	0	0	1	0	201	189	17	0	0	0	1	4	211
20:45	171	14	0	0	0	1	0	186	167	12	0	0	0	1	3	183
21:00	139	14	1	0	0	0	0	154	145	10	0	0	0	2	4	161
21:15	133	14	1	0	0	0	0	148	130	11	1	0	0	2	3	147
21:30	134	9	1	0	0	0	0	144	114	8	1	0	0	1	1	125
21:45	115	11	2	0	0	0	0	128	109	7	1	0	0	1	2	120
22:00	116	7	1	0	0	0	0	124	102	6	1	0	0	0	2	111

Intelligent Data Collection Limited

Client: WSP Date of Survey: 02.12.2021
Project Number: ID06034 Junction Name: B3035 Botley Road / Marshall Drive
Junction Number: Site 4 Junction Type: T-Junction



Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	21	5	1	0	0	0	0	27	9	0	0	0	0	0	0	9
07:15	22	3	0	0	0	0	0	25	19	2	1	0	0	0	0	22
07:30	23	4	0	0	0	0	0	27	14	0	0	0	0	0	0	14
07:45	26	7	0	0	0	0	0	33	37	3	0	0	0	0	0	40
08:00	12	5	0	0	0	0	0	17	27	11	0	1	0	0	0	39
08:15	25	2	0	1	0	0	0	28	37	26	0	0	0	0	0	63
08:30	18	16	0	0	0	0	0	34	46	21	0	0	0	0	0	67
08:45	9	12	1	0	0	0	0	22	71	19	1	0	0	0	0	91
09:00	25	32	0	0	0	0	0	57	56	24	0	0	0	0	0	80
09:15	9	24	0	0	0	0	0	33	77	20	0	1	0	0	0	98
09:30	16	14	0	1	0	0	0	31	48	19	0	0	0	0	0	67
09:45	20	21	0	0	0	0	0	41	41	15	0	0	0	0	0	56
10:00	32	12	0	0	0	0	0	44	24	16	0	0	0	2	1	43
10:15	11	33	0	0	0	0	0	44	35	16	0	1	0	0	0	52
10:30	45	7	0	1	0	0	0	53	20	6	0	0	0	0	0	26
10:45	20	15	0	0	0	0	0	35	15	4	0	0	0	0	0	19
11:00	26	4	1	0	0	0	0	31	29	2	1	0	0	0	0	32
11:15	23	2	1	0	0	0	0	26	18	3	1	1	0	0	0	23
11:30	33	1	0	1	0	0	0	35	22	4	0	0	0	0	0	26
11:45	29	3	0	0	0	0	0	32	50	5	0	0	0	0	0	55
16:00	32	3	1	0	0	0	0	36	12	4	0	0	0	0	0	16
16:15	25	1	0	0	0	0	0	26	28	0	0	0	0	0	0	28
16:30	22	1	0	0	0	0	0	23	29	3	0	0	0	0	0	32
16:45	49	0	0	0	0	0	0	49	40	5	0	0	0	0	0	45
17:00	59	2	0	0	0	0	0	61	34	3	0	0	0	1	0	38
17:15	37	4	0	0	0	1	0	42	30	4	0	0	0	0	0	34
17:30	32	4	0	0	0	0	0	36	52	5	0	0	0	1	0	58
17:45	40	4	0	0	0	1	0	45	72	3	0	0	0	0	0	75
18:00	37	1	0	0	0	0	0	38	29	4	0	0	0	0	0	33
18:15	27	3	0	0	0	0	0	30	33	5	0	0	0	0	0	38
18:30	30	2	0	0	0	0	0	32	62	6	0	0	0	0	0	68
18:45	55	5	0	0	0	0	0	60	54	5	0	0	0	0	0	59
19:00	51	6	0	0	0	0	0	57	29	2	0	0	0	0	0	31
19:15	38	0	0	0	0	0	0	38	22	2	0	0	0	0	0	24
19:30	43	3	0	0	0	0	0	46	44	3	0	0	0	0	0	47
19:45	50	3	0	0	0	0	0	53	36	1	0	0	0	0	0	37
20:00	45	7	0	0	0	0	0	52	16	1	0	0	0	0	0	17
20:15	19	1	0	0	0	0	0	20	12	0	0	0	0	0	0	12
20:30	16	1	0	0	0	0	0	17	11	2	0	0	0	0	0	13
20:45	27	1	0	0	0	0	0	28	10	0	0	0	0	0	0	10
21:00	34	0	0	0	0	0	1	35	4	1	0	0	0	0	0	5
21:15	19	1	0	0	0	0	0	20	7	1	0	0	0	0	0	8
21:30	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5
21:45	18	4	0	0	0	0	0	22	2	2	0	0	0	0	0	4
22:00	23	2	0	0	0	0	0	25	5	2	0	0	0	0	0	7
22:15	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2
22:30	9	0	0	0	0	0	0	9	5	1	0	0	0	0	0	6
22:45	9	0	0	0	0	0	0	9	10	0	0	0	0	0	0	10
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	92	19	1	0	0	0	0	112	79	5	1	0	0	0	0	85
07:15	83	19	0	0	0	0	0	102	97	16	1	1	0	0	0	115
07:30	86	18	0	1	0	0	0	105	115	40	0	1	0	0	0	156
07:45	81	30	0	1	0	0	0	112	147	61	0	1	0	0	0	209
08:00	64	35	1	1	0	0	0	101	181	77	1	1	0	0	0	260
08:15	77	62	1	1	0	0	0	141	210	90	1	0	0	0	0	301
08:30	61	84	1	0	0	0	0	146	250	84	1	1	0	0	0	336
08:45	59	82	1	1	0	0	0	143	252	82	1	1	0	0	0	336
09:00	70	91	0	1	0	0	0	162	222	78	0	1	0	0	0	301
09:15	77	71	0	1	0	0	0	149	190	70	0	1	2	0	1	264
09:30	79	80	0	1	0	0	0	160	148	66	0	1	2	0	1	218
09:45	108	73	0	1	0	0	0	182	120	53	0	1	2	0	1	177
10:00	108	67	0	1	0	0	0	176	94	42	0	1	2	0	1	140
10:15	102	59	1	1	0	0	0	163	99	28	1	1	0	0	0	129
10:30	114	28	2	1	0	0	0	145	82	15	2	1	0	0	0	100
10:45	102	22	2	1	0	0	0	127	84	13	2	1	0	0	0	100
11:00	111	10	2	1	0	0	0	124	119	14	2	1	0	0	0	136
16:00	128	5	1	0	0	0	0	134	109	12	0	0	0	0	0	121
16:15	155	4	0	0	0	0	0	159	131	11	0	0	0	1	0	143
16:30	167	7	0	0	0	1	0	175	133	15	0	0	0	1	0	149
16:45	177	10	0	0	0	1	0	188	156	17	0	0	0	2	0	175
17:00	168	14	0	0	0	2	0	184	188	15	0	0	0	2	0	205
17:15	146	13	0	0	0	2	0	161	183	16	0	0	0	1	0	200
17:30	136	12	0	0	0	1	0	149	166	17	0	0	0	1	0	204
17:45	134	10	0	0	0	1	0	145	196	18	0	0	0	0	0	214
18:00	149	11	0	0	0	0	0	160	178	20	0	0	0	0	0	198
18:15	163	16	0	0	0	0	0	179	178	18	0	0	0	0	0	196
18:30	174	13	0	0	0	0	0	187	167	15	0	0	0	0	0	182
18:45	187	14	0	0	0	0	0	201	149	12	0	0	0	0	0	161
19:00	182	12	0	0	0	0	0	194	131	8	0	0	0	0	0	139
19:15	176	13	0	0	0	0	0	189	118	7	0	0	0	0	0	125
19:30	157	14	0	0	0	0	0	171	108	5	0	0	0	0	0	113
19:45	130	12	0	0	0	0	0	142	75	4	0	0	0	0	0	79
20:00	107	10	0	0	0	0	0	117	49	3	0	0	0	0	0	52
20:15	96	3	0	0	0	0	1	100	37	3	0	0	0	0	0	40
20:30	96	3	0	0	0	0	1	100	32	4	0	0	0	0	0	36
20:45	88	2	0	0	0	1	0	91	26	2	0	0	0	0	0	28
21:00	79	5	0	0	0	0	1	85	18	4	0	0	0	0	0	22
21:15	68	7	0	0	0	0	0	75	19	5	0	0	0	0	0	24
21:30	58	6	0	0	0	0	0	64	14	4	0	0	0	0	0	18
21:45	59	6	0	0	0	0	0	65	14	5	0	0	0	0	0	19
22:00	50	2	0	0	0	0	0	52	22	3	0	0	0	0	0	25

Intelligent Data Collection Limited

Client: WSP Date of Survey: 02.12.2021
Project Number: ID06034 Junction Name: B3035 Botley Road / Marshall Drive
Junction Number: Site 4 Junction Type: T-Junction



Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	51	21	0	0	1	0	0	73	52	16	1	0	1	0	0	70
07:15	78	23	1	2	1	1	1	107	100	30	1	0	1	1	0	132
07:30	94	14	1	0	1	1	1	112	163	36	2	1	2	0	0	204
07:45	135	37	1	0	0	1	0	174	169	35	2	0	2	0	1	209
08:00	165	41	1	0	1	0	1	209	140	26	1	0	1	0	0	168
08:15	188	28	0	0	1	1	0	218	177	22	0	0	0	1	0	200
08:30	142	27	2	0	1	0	0	172	141	35	1	1	1	0	1	180
08:45	155	25	1	0	2	0	1	184	105	29	1	1	0	0	0	136
09:00	133	32	0	0	1	0	0	166	85	44	2	0	1	0	0	132
09:15	125	24	0	1	0	0	0	150	86	44	3	0	2	0	1	136
09:30	127	25	2	0	3	0	0	157	87	26	1	0	1	0	0	115
09:45	139	20	1	0	1	0	0	161	104	39	2	0	1	0	0	146
10:00	109	27	3	0	0	0	2	141	87	32	1	0	1	1	0	122
10:15	106	25	2	0	0	0	0	133	79	29	1	1	1	0	1	112
10:30	111	24	2	0	2	0	0	139	89	20	0	0	0	0	0	118
10:45	116	21	2	1	0	0	0	140	107	34	0	1	1	0	0	143
11:00	129	16	1	0	0	0	0	147	116	24	0	0	0	0	0	140
11:15	103	13	2	0	0	0	1	119	129	20	1	0	2	0	0	152
11:30	134	15	0	1	2	0	0	152	119	20	1	0	0	1	0	141
11:45	130	15	0	1	0	2	0	148	116	18	1	0	1	0	0	136
16:00	108	22	1	0	1	0	1	133	142	37	1	0	2	0	0	182
16:15	119	22	0	0	0	2	1	144	165	23	0	0	1	1	1	191
16:30	103	20	1	0	1	0	0	125	166	34	3	1	0	0	0	204
16:45	132	12	1	0	3	1	0	149	158	30	0	0	0	0	0	188
17:00	136	17	1	0	0	1	0	155	168	30	0	0	2	1	0	201
17:15	98	14	0	0	0	2	0	114	173	31	1	0	0	1	0	206
17:30	105	16	0	0	1	1	1	124	184	26	0	0	3	2	1	216
17:45	144	7	1	0	1	1	1	154	150	22	0	0	2	1	0	175
18:00	117	11	0	0	2	0	0	130	154	13	3	1	0	0	1	172
18:15	103	11	0	0	1	0	0	115	111	7	1	0	1	1	1	122
18:30	113	8	0	1	0	1	0	123	93	9	0	0	1	0	0	103
18:45	95	8	0	0	1	0	0	104	113	8	0	0	1	0	0	122
19:00	100	4	0	0	0	0	0	104	99	6	0	0	0	1	0	106
19:15	84	7	0	0	0	1	0	92	89	4	0	0	1	0	0	94
19:30	63	6	0	0	0	0	0	69	82	10	0	0	0	0	0	92
19:45	67	3	0	0	1	1	1	73	67	3	0	0	0	0	0	70
20:00	56	4	0	0	0	1	0	61	99	12	0	0	0	1	0	112
20:15	46	3	0	0	0	0	1	50	77	6	0	0	0	2	1	86
20:30	43	8	0	0	0	0	1	52	50	4	0	0	0	0	0	54
20:45	42	4	0	0	0	0	0	46	59	5	0	0	0	1	0	65
21:00	32	3	0	0	0	0	1	36	56	3	0	0	0	0	0	60
21:15	29	4	0	0	0	1	2	36	38	7	0	0	0	0	0	45
21:30	21	2	0	0	0	0	0	23	37	0	0	0	0	0	0	37
21:45	23	1	0	0	0	1	1	26	29	5	1	0	0	0	0	35
22:00	30	2	1	0	0	0	0	33	51	2	0	0	0	0	0	53
22:15	17	0	0	0	0	0	0	17	38	1	0	0	0	0	0	39
22:30	16	1	0	0	0	0	1	18	19	1	1	0	0	0	0	21
22:45	27	2	0	0	0	0	1	30	24	1	0	0	0	0	0	25
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	358	95	3	2	3	3	2	466	484	117	6	1	6	0	1	615
07:15	472	115	4	2	3	3	3	602	572	127	6	1	6	0	1	713
07:30	582	120	3	0	3	3	2	713	649	119	5	1	5	1	1	781
07:45	630	133	4	0	3	2	1	773	627	118	4	1	4	1	2	757
08:00	650	121	4	0	5	1	2	783	563	112	3	2	2	1	1	684
08:15	618	112	3	0	5	1	1	740	508	130	4	2	2	1	1	648
08:30	555	108	3	1	4	0	1	672	417	152	7	2	4	0	2	584
08:45	540	106	3	1	6	0	1	657	363	143	7	1	4	0	1	519
09:00	524	101	3	1	5	0	0	634	362	153	8	0	5	0	1	529
09:15	500	96	6	1	4	0	2	609	364	141	7	0	5	1	1	519
09:30	481	97	8	0	4	0	2	592	357	126	5	1	4	1	1	495
09:45	465	96	8	0	3	0	2	574	368	120	4	1	3	1	1	498
10:00	442	97	9	1	2	0	2	553	371	115	2	2	3	1	1	496
10:15	462	86	7	1	2	1	0	559	400	107	1	2	2	0	1	513
10:30	459	74	7	1	2	1	1	545	450	98	1	1	3	0	0	553
10:45	462	65	5	2	2	1	1	558	471	98	2	1	3	1	0	576
11:00	496	59	3	2	2	3	1	566	480	82	3	0	3	1	0	569
16:00	462	76	3	0	5	3	2	551	631	124	4	1	3	1	1	765
16:15	490	71	3	0	4	4	1	573	657	117	3	1	3	2	1	784
16:30	469	63	3	0	4	4	0	543	665	125	4	1	2	2	0	799
16:45	471	59	2	0	4	5	1	542	683	117	1	0	5	4	1	811
17:00	483	54	2	0	2	4	2	547	675	109	1	0	7	5	1	798
17:15	464	48	1	0	4	3	2	522	661	92	4	1	5	5	1	769
17:30	469	45	1	0	5	1	2	523	599	68	4	1	6	5	2	685
17:45	477	37	1	1	4	1	1	522	508	51	4	1	4	3	1	572
18:00	428	38	0	1	4	1	0	472	471	37	4	1	3	2	1	519
18:15	411	31	0	1	2	1	0	446	416	30	1	0	3	2	1	453
18:30	392	27	0	1	1	2	0	423	394	27	0	0	3	1	0	425
18:45	342	25	0	0	1	1	0	369	383	28	0	0	2	1	0	414
19:00	314	20	0	0	1	2	1	338	337	23	0	0	1	1	0	362
19:15	270	20	0	0	1	3	1	295	337	29	0	0	1	1	0	368
19:30	232	16	0	0	1	3	1	253	325	31	0	0	0	3	1	360
19:45	212	18	0	0	1	3	2	236	293	25	0	0	0	3	1	322
20:00	187	19	0	0	0	2	1	209	285	27	0	0	0	4	1	317
20:15	163	18	0	0	1	2	184	242	18	0	0	0	0	3	2	265
20:30	146	19	0	0	0	1	4	170	203	19	0	0	0	1	1	224
20:45	124	13	0	0	0	1	3	141	190	15	0	0	0	1	0	207
21:00	105	10	0	0	0	2	4	121	160	15	1	0	0	0	0	177
21:15	103	9	1	0	0	2	3	118	155	14	1	0	0	0	0	170
21:30	91	5	1	0	0	1	1	99	155	8	1	0	0	0	0	164
21:45	86	4	1	0	0	1	2	94	137	9	2	0	0	0	0	148
22:00	90	5	1	0	0	0	2	98	132	5	1	0	0	0	0	138

Intelligent Data Collection Limited

Client: WSP Date of Survey: 02.12.2021
 Project Number: ID06034 Junction Name: B3035 Botley Road / Marshall Drive
 Junction Number: Site 4 Junction Type: T-Junction



	Total Junction Flow								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	127	40	2	0	2	0	0	171	
07:15	204	54	3	2	2	1	1	267	
07:30	270	52	3	1	3	1	1	331	
07:45	346	78	3	0	2	1	1	431	
08:00	328	74	2	1	2	0	1	408	
08:15	400	63	0	1	1	2	0	467	
08:30	325	76	3	1	2	0	1	408	
08:45	314	63	4	1	2	0	1	385	
09:00	266	92	2	0	2	0	0	362	
09:15	268	86	3	2	2	0	1	362	
09:30	254	61	3	1	4	0	0	323	
09:45	286	69	3	0	2	0	0	360	
10:00	234	67	4	0	3	1	2	311	
10:15	215	80	3	2	1	0	1	302	
10:30	249	46	2	1	2	0	0	300	
10:45	245	56	2	2	1	0	0	306	
11:00	274	45	3	0	0	1	0	323	
11:15	256	35	4	1	2	0	1	299	
11:30	290	38	1	2	2	1	0	334	
11:45	295	38	1	1	1	2	0	338	
16:00	275	65	3	0	3	0	1	347	
16:15	313	45	0	0	1	3	2	364	
16:30	299	56	4	1	1	0	0	361	
16:45	340	46	1	0	3	1	0	391	
17:00	354	51	1	0	2	2	0	410	
17:15	309	49	1	0	0	4	0	363	
17:30	342	46	0	0	4	4	2	398	
17:45	360	35	1	0	3	2	1	402	
18:00	311	27	3	1	2	1	0	345	
18:15	245	22	1	0	2	1	1	272	
18:30	259	20	0	1	1	1	0	282	
18:45	282	20	0	0	2	0	0	304	
19:00	251	18	0	0	0	1	0	270	
19:15	214	13	0	0	0	0	0	229	
19:30	207	20	0	0	0	0	0	227	
19:45	189	10	0	0	1	1	1	202	
20:00	195	19	0	0	0	2	0	216	
20:15	143	10	0	0	0	3	1	157	
20:30	106	13	0	0	0	0	1	120	
20:45	122	10	0	0	0	1	0	133	
21:00	112	6	0	0	0	0	2	120	
21:15	84	11	0	0	0	1	2	98	
21:30	65	2	0	0	0	0	0	67	
21:45	62	10	1	0	0	1	1	75	
22:00	93	7	1	0	0	0	0	101	
22:15	63	1	0	0	0	0	0	64	
22:30	42	3	1	0	0	0	0	47	
22:45	58	3	0	0	0	0	1	62	
Start Time	Rolling Hour								Total
07:00	947	224	11	3	9	3	3	1200	
07:15	1148	258	11	4	9	4	4	1437	
07:30	1344	267	8	3	8	4	3	1637	
07:45	1399	291	8	3	7	3	3	1714	
08:00	1367	276	9	4	7	2	3	1668	
08:15	1305	294	9	3	7	2	2	1622	
08:30	1173	317	12	4	8	0	3	1517	
08:45	1102	302	12	4	10	0	2	1432	
09:00	1074	308	11	3	10	0	1	1407	
09:15	1042	283	13	3	11	1	3	1356	
09:30	989	277	13	3	10	1	3	1296	
09:45	984	262	12	3	8	1	3	1273	
10:00	943	249	11	5	7	1	3	1219	
10:15	983	227	10	5	4	1	1	1231	
10:30	1024	182	11	4	5	1	1	1228	
10:45	1065	174	10	5	5	2	1	1262	
11:00	1115	156	9	4	5	4	1	1294	
16:00	1227	212	8	1	8	4	3	1463	
16:15	1306	198	6	1	7	6	2	1526	
16:30	1302	202	7	1	6	7	0	1526	
16:45	1345	192	3	0	9	11	2	1562	
17:00	1365	181	3	0	9	12	3	1573	
17:15	1322	157	5	1	9	11	3	1508	
17:30	1258	130	5	1	11	8	4	1417	
17:45	1175	104	5	2	8	5	2	1301	
18:00	1097	89	4	2	7	3	1	1203	
18:15	1037	80	1	1	5	3	1	1128	
18:30	1006	71	0	1	4	2	0	1085	
18:45	954	71	0	0	3	2	0	1030	
19:00	861	61	0	0	2	3	1	928	
19:15	805	62	0	0	2	4	1	874	
19:30	734	59	0	0	1	6	2	802	
19:45	633	52	0	0	1	6	3	695	
20:00	566	52	0	0	0	6	2	626	
20:15	483	39	0	0	0	4	4	530	
20:30	424	40	0	0	0	2	5	471	
20:45	363	29	0	0	0	2	4	418	
21:00	323	29	1	0	0	2	5	360	
21:15	304	30	2	0	0	2	3	341	
21:30	283	20	2	0	0	1	1	307	
21:45	260	21	3	0	0	1	2	287	
22:00	256	14	2	0	0	0	2	274	

Intelligent Data Collection Limited



Client: WSP
Project Number: ID06034
Junction Number: Site 4

Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)
Arm C: B3035 Botley Road (W)

PCU Summary									
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	66	7	0	22	6	0	2	73
07:15	0	124	14	0	15	10	0	9	103
07:30	0	193	6	0	9	18	0	8	105
07:45	0	197	31	0	17	16	0	9	165
08:00	0	162	24	0	9	8	0	17	194
08:15	0	188	32	0	19	11	0	31	188
08:30	0	165	41	0	15	19	0	26	149
08:45	0	123	60	0	7	16	0	32	155
09:00	0	94	48	0	16	41	0	32	136
09:15	0	121	65	0	13	20	0	35	117
09:30	0	97	40	0	13	20	0	27	136
09:45	0	123	38	0	15	26	0	18	145
10:00	0	103	28	0	23	21	0	17	125
10:15	0	100	31	0	28	16	0	23	112
10:30	0	95	13	0	32	23	0	13	131
10:45	0	127	7	0	16	19	0	12	132
11:00	0	125	21	0	17	15	0	12	135
11:15	0	143	17	0	14	13	0	9	111
11:30	0	128	19	0	24	13	0	7	150
11:45	0	127	33	0	21	11	0	22	127
16:00	0	169	13	0	20	17	0	3	132
16:15	0	177	17	0	12	14	0	11	131
16:30	0	199	19	0	13	10	0	13	114
16:45	0	165	28	0	26	23	0	17	137
17:00	0	175	21	0	33	28	0	16	139
17:15	0	185	22	0	20	21	0	12	101
17:30	0	203	37	0	20	16	0	20	104
17:45	0	159	46	0	26	18	0	29	127
18:00	0	161	20	0	23	15	0	13	120
18:15	0	106	22	0	13	17	0	16	101
18:30	0	86	43	0	13	19	0	25	99
18:45	0	103	39	0	39	21	0	20	86
19:00	0	88	20	0	40	17	0	11	93
19:15	0	86	15	0	28	10	0	9	82
19:30	0	77	35	0	31	15	0	12	57
19:45	0	55	21	0	38	15	0	16	57
20:00	0	88	14	0	29	23	0	3	57
20:15	0	79	6	0	15	5	0	6	43
20:30	0	42	9	0	5	12	0	4	47
20:45	0	51	7	0	15	13	0	3	43
21:00	0	46	3	0	21	13	0	2	33
21:15	0	37	5	0	12	8	0	3	31
21:30	0	33	3	0	4	4	0	2	21
21:45	0	25	3	0	11	11	0	1	24
22:00	0	41	2	0	13	12	0	5	29
22:15	0	37	1	0	7	2	0	1	16
22:30	0	17	4	0	4	5	0	2	15
22:45	0	19	4	0	3	6	0	6	23
Start Time	Rolling Hour								
07:00	0	581	58	0	63	50	0	28	446
07:15	0	677	75	0	50	52	0	43	567
07:30	0	741	93	0	54	53	0	65	652
07:45	0	712	128	0	60	54	0	83	696
08:00	0	638	157	0	50	54	0	106	686
08:15	0	570	181	0	57	87	0	121	628
08:30	0	503	214	0	51	96	0	125	557
08:45	0	435	213	0	49	97	0	126	544
09:00	0	436	191	0	57	107	0	112	534
09:15	0	444	171	0	64	87	0	97	524
09:30	0	423	137	0	79	83	0	85	518
09:45	0	421	110	0	98	86	0	71	513
10:00	0	425	79	0	99	79	0	65	499
10:15	0	447	72	0	93	73	0	60	510
10:30	0	490	58	0	79	70	0	46	509
10:45	0	524	64	0	71	60	0	40	528
11:00	0	524	90	0	76	52	0	50	523
16:00	0	710	77	0	71	64	0	44	514
16:15	0	716	85	0	84	75	0	57	521
16:30	0	724	90	0	92	82	0	58	491
16:45	0	728	108	0	99	88	0	65	481
17:00	0	723	126	0	100	83	0	77	470
17:15	0	708	125	0	90	70	0	74	452
17:30	0	629	125	0	82	66	0	78	451
17:45	0	512	131	0	75	69	0	83	446
18:00	0	455	124	0	88	72	0	74	405
18:15	0	382	124	0	105	74	0	72	378
18:30	0	362	117	0	120	67	0	65	360
18:45	0	353	109	0	138	63	0	52	318
19:00	0	306	91	0	137	57	0	48	290
19:15	0	306	85	0	126	63	0	40	254
19:30	0	299	76	0	113	58	0	37	215
19:45	0	264	50	0	87	55	0	29	205
20:00	0	261	36	0	64	53	0	16	191
20:15	0	218	25	0	56	43	0	15	167
20:30	0	176	24	0	53	46	0	12	154
20:45	0	167	18	0	52	38	0	10	128
21:00	0	141	14	0	48	36	0	8	109
21:15	0	136	13	0	40	35	0	11	104
21:30	0	136	9	0	35	29	0	9	90
21:45	0	120	10	0	35	30	0	9	84
22:00	0	114	11	0	27	25	0	14	83

Intelligent Data Collection Limited



Client: WSP
Project Number: ID06034
Junction Number: Site 4

Date of Survey: 02.12.2021
Junction Name: B3035 Botley Road / Marshall Drive
Junction Type: T-Junction

Arm A: B3035 Botley Road (E)
Arm B: Marshall Drive (S)
Arm C: B3035 Botley Road (W)

Count Method: **Vehicles** Classes Included: **All Classes** *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

Maximum 15-minute Junction Flow:

AM Peak	from:	08:15	until:	08:30	flow:	467
PM Peak	from:	17:00	until:	17:15	flow:	410

Period Starting: **07:00** *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

From	To			Total
	A	B	C	
A	0	7	64	71
B	21	0	6	27
C	71	2	0	73
Total	92	9	70	171

HGV Proportions

From	To			Total
	A	B	C	
A	0.0%	0.0%	3.1%	2.8%
B	4.8%	0.0%	0.0%	3.7%
C	1.4%	0.0%	0.0%	1.4%
Total	2.2%	0.0%	2.9%	2.3%

Maximum Hourly Junction Flow:

AM Peak	from:	07:45	until:	08:45	flow:	1714
PM Peak	from:	17:00	until:	18:00	flow:	1573

Period Starting: **07:00** *Select the time from the drop-down in cell D30 to show the hourly data for that period*

Movement Counts

From	To			Total
	A	B	C	
A	0	57	565	622
B	62	0	50	112
C	438	28	0	466
Total	500	85	615	1200

HGV Proportions

From	To			Total
	A	B	C	
A	0.0%	1.8%	2.3%	2.3%
B	1.6%	0.0%	0.0%	0.9%
C	1.8%	0.0%	0.0%	1.7%
Total	1.8%	1.2%	2.1%	1.9%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions



Intelligent Data Collection Limited West End, Hampshire

Client:	WSP
Project Number:	ID06034
Site Number:	Site 4
Date of Survey:	02.12.2021
Junction Name:	B3035 Botley Road / Marshall Drive
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	17.12.2021			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06034			
File Ref	ID06034 West End, Hampshire - Queue Site 4 - 02.12.2021			

Issue Record

Issued to	Date			
	17.12.2021			
Milly Bagshaw	E-mail			

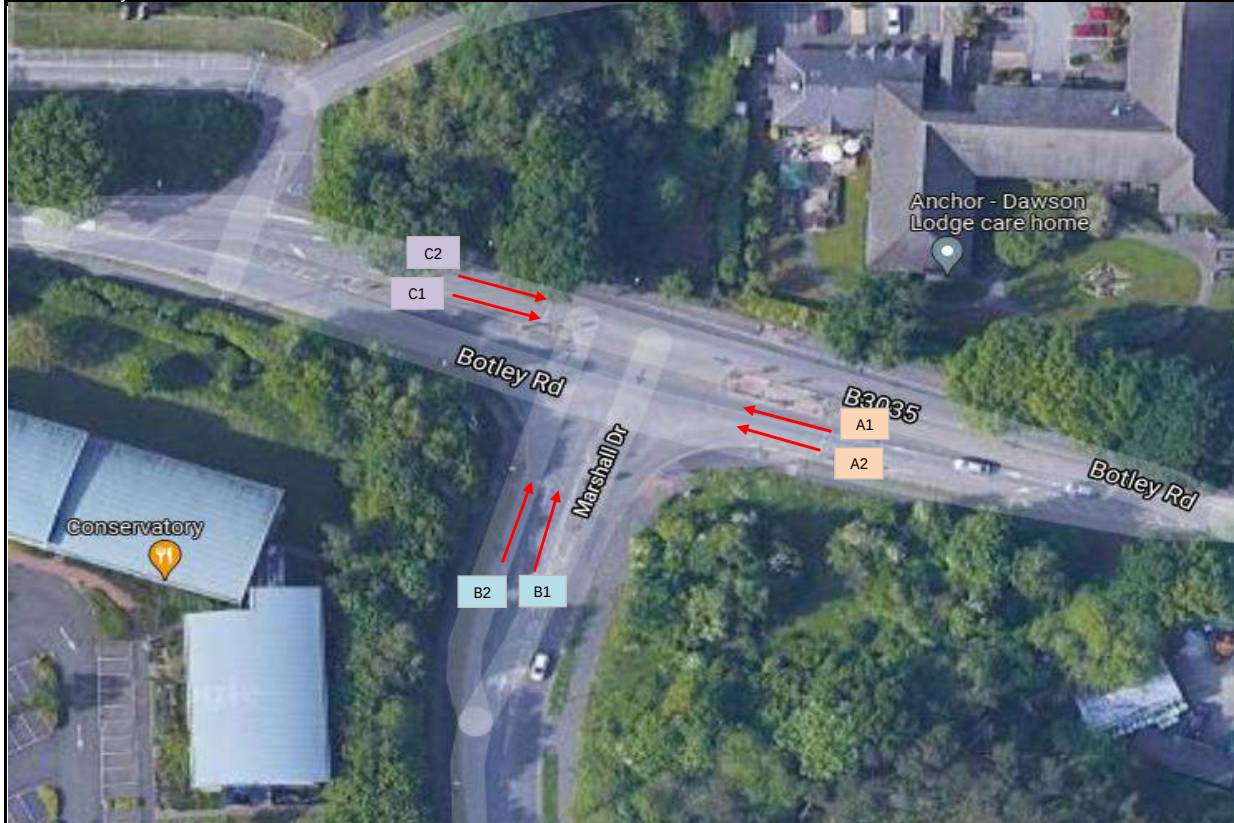
Intelligent Data Collection Limited



Client: WSP
 Project Number: ID06034
 Site Number: Site 4
 Date of Survey: 02.12.2021
 Junction Name: B3035 Botley Road / Marshall Drive
 Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.926941	-1.321978	Click Here
AM Peak Conditions	PM Peak Conditions	
Clear	Clear	

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each one-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data Collection Limited



Client: WSP
 Project Number: ID06034
 Site Number: Site 4
 Date of Survey: 02.12.2021
 Junction Name: B3035 Botley Road / Marshall Drive
 Survey Type: Queue Length Survey

AM Peak Period:

Time	Lane A1				Lane A2				Lane B1				Lane B2				Lane C1				Lane C2				
	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	
07:00	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
07:01	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
07:02	1	0	1	6	1	0	1	6	1	1	2	21	0	0	0	0	0	0	0	0	2	0	2	12	
07:03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
07:04	0	0	0	0	0	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	1	0	1	6	
07:05	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	
07:06	2	0	2	12	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	2	0	2	12	12	
07:07	4	0	4	24	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	1	0	1	6	
07:08	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	
07:09	6	0	6	36	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	
07:10	3	0	3	18	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	2	0	2	12	
07:11	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:12	1	0	1	6	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	
07:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:14	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12	
07:15	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:16	2	0	2	12	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	
07:17	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	
07:18	9	0	9	54	0	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	
07:19	2	12	2	12	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	
07:20	3	0	3	18	0	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	2	0	2	12
07:21	1	0	1	6	0	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	1	0	1	6	
07:22	5	0	5	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:23	6	0	6	36	1	0	1	6	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	
07:24	9	0	9	54	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	
07:25	10	0	10	60	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	1	0	1	6	
07:26	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:27	6	0	6	36	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	3	0	3	18	
07:28	4	1	5	39	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	4	0	4	24
07:29	4	0	4	24	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	3	0	3	18	
07:30	2	1	3	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	
07:32	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:33	6	1	7	51	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	
07:34	1	0	1	6	0	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	
07:35	7	0	7	42	0	0	0	0	0	0	0	0	0	2	0	2	12	2	0	2	12	2	0	2	12
07:36	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0
07:37	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	
07:38	10	0	10	60	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6
07:39	7	0	7	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	
07:40	11	1	12	81	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	
07:41	13	0	13	78	0	0	0	0	0	2	0	2	12	3	0	3	18	0	0	0	2	0	2	12	
07:42	9	0	9	54	0	0	0	0	0	2	0	2	12	2	0	2	12	1	0	1	6	3	0	3	18
07:43	12	1	13	87	0	0	0	0	0	1	0	1	6	2	0	2	12	1	0	1	6	4	0	4	24
07:44	13	0	13	78	0	0	0	0	0	2	0	2	12	0	0	0	0	2	0	2	12	0	0	0	0
07:45	9	0	9	54	1	0	1	6	2	0	2	12	1	0	1	6	2	0	2	12	0	0	0	0	
07:46	14	0	14	84	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	2	0	2	12	
07:47	9	0	9	54	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0
07:48	11	0	11	66	2	0	2	12	1	0	1	6	0	0	0	0	0	1	0	1	6	0	0	0	0
07:49	5	0	5	30	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	4	0	4	24	
07:50	1	0	1	6	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
07:51	13	0	13	78	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12	
07:52	13	0	13	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
07:53	12	0	12	72	0	0	0	0	0	3	0	3	18	1	0	1	6	1	0	1	6	5	0	5	30
07:54	5	1	6	45	0	0	0	0	0	4	0	4	24	1	0	1	6	1	0	1	6	11	0	11	66
07:55	10	0	10	60	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	1	6	18	0	18	108
07:56	13	0	13	78	2	0	2	12	0	0	0	0	0	1	0	1	6	1	0	1	6	4	0	4	24
07:57	7	0	7	42	1	0	1	6	0	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6
07:58	8	1	9	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	18	
07:59	4	0	4	24	0	0	0	0	0	0	0	0	0	1	1	2	21	1	0	1	6	3	0	3	18
08:00	5	0	5	30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	4	0	4	24
08:01	5	0	5	30	0	0	0	0	1	0	1	6	0	0	0	0	0	1	0	1	6	5	0	5	30
08:02	2	0	2	12	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	1	0	1	6	6
08:03	6	0	6	36	2	0	2	12	0	0</															

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11:58	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	1	0	1	6
11:59	3	0	3	18	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	1	0	1	6

PM Peak Period:

Time	Lane A1				Lane A2				Lane B1				Lane B2				Lane C1				Lane C2							
	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)				
16:00	5	0	5	30	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6				
16:01	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	2	0	2	12				
16:02	3	0	3	18	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	1	6	2	0	2	12		
16:03	4	0	4	24	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	2	0	2	0	2	12		
16:04	7	1	8	57	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	1	0	1	6	6		
16:05	10	1	11	75	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0	9	0	9	54	54			
16:06	12	0	12	72	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	2	0	2	0	2	12	
16:07	3	0	3	18	0	0	0	0	1	0	1	6	0	0	0	0	1	6	2	0	1	6	2	0	2	12		
16:08	5	0	5	30	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	1	6	1	0	1	6		
16:09	3	0	3	18	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	
16:10	5	0	5	30	0	0	0	0	2	1	3	27	2	0	2	12	0	0	0	0	0	1	0	1	6	6		
16:11	9	0	9	54	0	0	0	0	2	1	3	27	3	0	3	18	0	0	0	0	0	4	0	4	24	24		
16:12	6	1	7	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:13	12	0	12	72	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0	0	5	1	6	45	45		
16:14	13	0	13	78	0	0	0	0	1	0	1	6	2	0	2	12	0	0	0	0	0	1	0	1	6	6		
16:15	12	0	12	72	1	0	1	6	2	0	2	12	0	0	0	0	0	0	0	0	0	3	0	3	18	18		
16:16	11	0	11	66	0	0	0	0	2	0	2	12	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	
16:17	13	0	13	78	1	0	1	6	0	0	0	0	1	0	1	6	2	0	2	12	5	0	5	30	30			
16:18	13	0	13	78	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	
16:19	6	0	6	36	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	1	6	5	30	30			
16:20	7	0	7	42	1	0	1	6	2	0	2	12	0	0	0	0	1	6	2	0	1	6	2	0	2	12		
16:21	8	0	8	48	0	0	0	0	1	0	1	6	0	0	0	0	1	6	1	0	1	6	1	0	1	6		
16:22	13	0	13	78	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	1	6	1	0	1	6		
16:23	6	0	6	36	0	0	0	0	1	0	1	6	2	0	2	12	0	0	0	0	0	3	0	3	18	18		
16:24	12	0	12	72	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	2	0	2	0	2	12		
16:25	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:26	3	0	3	18	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	0	1	0	1	6	6		
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16:30	13	0	13	78	0	0	0	0	0	1	0	1	6	0	0	0	0	2	0	2	12	5	0	5	30	30		
16:31	13	0	13	78	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	18	18		
16:32	11	1	12	81	0	0	0	0	2	0	2	12	0	0	0	0	1	6	1	0	1	6	0	0	0	0		
16:33	10	1	11	75	0	0	0	0	2	0	2	12	0	0	0	0	0	1	6	1	0	1	6	0	0	0		
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16:35	12	1	13	87	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	1	0	1	6	6	6		
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16:44	10	0	10	60	0	0	0	0	2	0	2	12	3	0	3	18	1	0	1	6	0	0	0	0	0	0		
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16:48	2	0	2	12	1	0	1	6	1	0	1	6	1	0	1	6	2	0	2	12	0	0	0	0	0	0	0	
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16:57	10	0	10	60	2	0	2	12	5	0	5	30	2	0	2	12	0	0	0	0	0	2	12	3	18	18		
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17:00	8	1	9	63	2	0	2	12	1	0	1	6	0	0	0	0	1	6	2	0	2	12	4	24	24	24		
17:01	6	0	6	36	3	0	3	18	0																			

1829	4	0	4	24	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	7	0	7	42		
1830	1	1	0	1	6	0	0	0	0	0	0	0	6	0	1	0	6	0	1	1	6	2	0	2	12	
1831	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	
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1834	4	0	4	24	1	1	0	1	6	1	0	1	6	0	0	0	1	6	0	1	6	0	0	0	0	
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1839	0	1	1	15	0	0	0	0	0	1	0	1	6	1	0	1	6	3	0	3	18	2	0	2	12	
1840	3	0	3	18	1	0	1	6	1	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	
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1858	1	0	1	6	1	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12		
1859	4	0	4	24	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	6	0	6	36	
1900	3	0	3	18	1	1	0	1	6	3	0	3	18	1	0	1	6	0	0	0	0	3	0	3	18	
1901	3	0	3	18	2	0	2	12	2	0	2	12	2	0	2	12	1	0	1	6	1	0	1	6	0	
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1903	7	0	7	42	0	0	0	0	0	5	0	5	30	1	0	1	6	1	0	1	6	2	0	2	12	
1904	5	0	5	30	2	2	0	2	12	2	0	2	12	1	0	1	6	1	0	1	6	0	0	0	0	
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1907	3	0	3	18	0	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	1	0	1	6	
1908	2	0	2	12	0	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	0	1	0	1	6	
1909	4	0	4	24	0	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	0	2	0	2	12	
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1911	2	0	2	12	0	0	0	0	0	2	0	2	12	0	0	0	0	1	0	1	6	4	0	4	24	
1912	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	3	0	3	18	
1913	2	0	2	12	0	0	0	0	0	1	0	1	6	1	0	1	6	1	0	1	6	0	0	0	0	
1914	1	0	1	6	0	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0	4	0	4	24	
1915	4	0	4	24	0	0	0	0	0	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0	
1916	7	0	7	42	1	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
1917	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	4	0	4	24	
1918	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	1	0	1	6	5	0	5	30	
1919	2	0	2	12	0	0	0	0	0	1	0	1	6	2	0	2	12	0	0	0	0	0	0	0	0	
1920	4	0	4	24	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	0	0	0	0	0	
1921	5	0	5	30	0	0	0	0	0	1	0	1	6	0	0	0	0	1	0	1	6	0	0	0	0	
1922	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	2	0	2	12		
1923	1	0	1	6	0	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	2	0	2	12	
1924	4	0	4	24	2	2	0	2	12	2	0	2	12	0	0	0	0	2	0	1	6	0	0	0	0	
1925	3	0	3	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1926	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1927	4	0	4	24	1	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1928	4	0	4	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	2	0	2	12
1929	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
1930	8	0	8	48	0	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	
1931	4	0	4	24	2	2	0	2	12	2	0	2	12	1	0	1	6	1	0	1	6	0	0	0	0	
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1941	5	0	5	30	1	0	1	6	1	0	1	0	1	6	0	0	0	0	2	0	2	12	1	0	1	6
1942	4	0	4	24	2	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
1943	5	0	5	30	0	0	0	0	0	1	0	1	6	0	0	0										

21.06	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	1	0	1	6
21.07	1	0	1	6	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0
21.08	2	0	2	12	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0
21.09	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	1	1	0	6	
21.10	1	0	1	6	0	0	0	0	0	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	
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21.13	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	1	0	2	12	
21.14	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
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21.18	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.19	2	0	2	12	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	
21.20	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
21.21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	
21.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.24	1	0	1	6	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
21.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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21.31	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	
21.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	0	
21.33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.34	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
21.35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.37	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
21.38	2	0	2	12	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	
21.39	1	1	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	
21.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.42	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.43	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	1	1	6	0	0	0	0	0	0	0	
21.44	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	
21.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.48	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	0
21.49	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
21.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.51	1	1	1	6	6	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	
21.52	2	0	2	12	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	1	0	1	6	
21.53	1	0	1	6	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	
21.54	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	0	0	0	0	0	
21.55	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	1	1	0	6	
21.56	1	0	1	6	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	
21.57	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
21.58	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	
21.59	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
22.00	1	0	1	6	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	1	0	1	
22.01	1	0	1	6	0	0	0	0	0	0	0	0	0	0	1	0	1	6	1	0	1	6	0	0	0	
22.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	
22.04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	
22.06	1	1	1	6	1	1	6	1	1	6	6	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0
22.07	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.08	0	0	0	0	0	0	0	0	0	2	0	2	12	1	0	1	6	0	0	0	0	0	0	0	0	
22.09	1	1	1	6	0	0	0	0	0	1	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	
22.10	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
22.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6		
22.12	2	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0	
22.13	1	1	1	6	6	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	1	0	1	6	
22.14	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	1	0	1	
22.15	0	0	0	0	0	0	0	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	
22.16	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.21	0	0	0	0																						



Intelligent Data Collection Limited

West End, Hampshire

Client:	WSP	
Project Number:	ID06034	
Site Number:	Site 3	
Week Commencing:	15/11/2021	
Road Name:	B3035 Botley Road	
Survey Type:	ATC	
Direction AB	Flow from Shaw Road (W)	to B3342 Tollbar Way (E)
Direction BA	Flow from B3342 Tollbar Way (E)	to Shaw Road (W)

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	13.12.2021			
Prepared by	Gabriela Zelenkova			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06034			
File Ref	ID06034 West End, Hampshire - ATC Site 3			

Issue Record

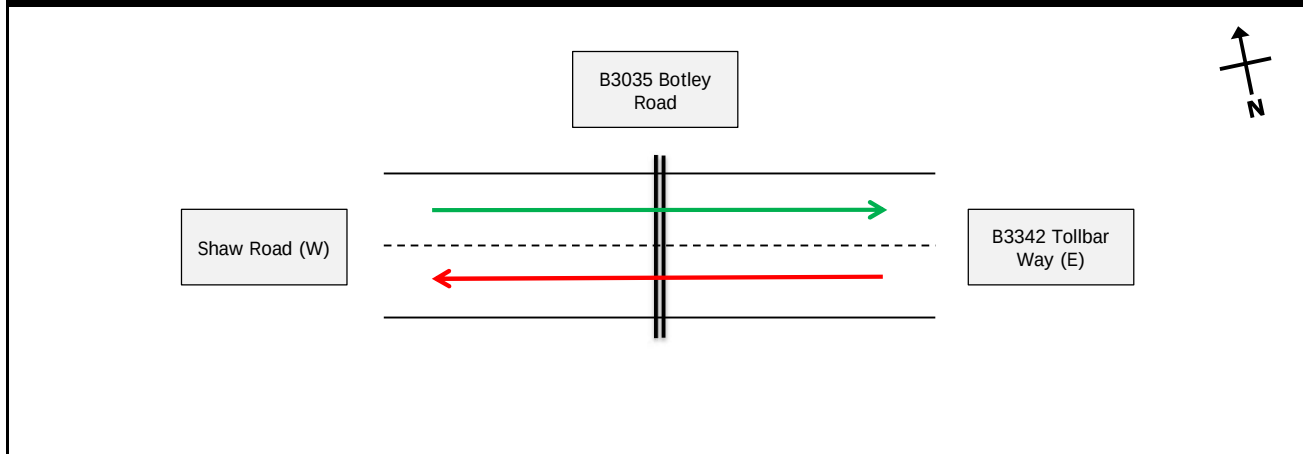
	Date			
Issued to	20.12.2021			
Milly Bagshaw	E-mail			

Intelligent Data Collection Limited



Road Name	B3035 Botley Road	to:	B3342 Tollbar Way (E)
Direction AB	Shaw Road (W)	to:	Shaw Road (W)
Direction BA	B3342 Tollbar Way (E)	to:	Shaw Road (W)
Site Co-Ordinates	50.926327, -1.318735	ATC Start Date	15/11/2021
		ATC Finish Date	09/12/2021
		PSL	30
Link to location on Google Maps			
Click Here			

Location Plan



Photograph Record



Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

Data not collected between 23rd November and 1st December.

Prepared by

Gabriela Zelenkova

Checked by

Luke Martin

Project Director

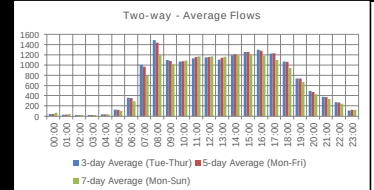
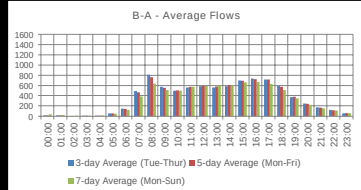
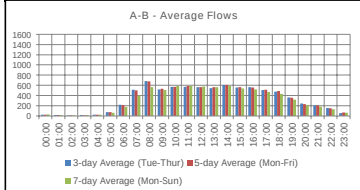
Paul O'Neill

Flow Reporting

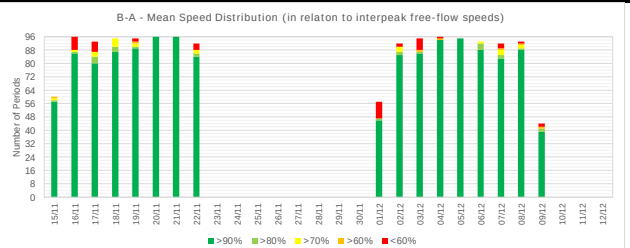
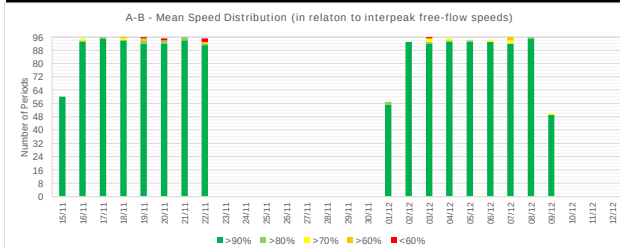
A-B Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	22	21	31
01:00	14	14	19
02:00	12	11	11
03:00	15	13	14
04:00	24	23	22
05:00	71	71	60
06:00	216	211	172
07:00	510	501	400
08:00	680	674	561
09:00	522	529	508
10:00	570	572	586
11:00	567	585	591
12:00	562	564	578
13:00	545	561	563
14:00	607	610	591
15:00	558	665	539
16:00	564	554	516
17:00	508	510	468
18:00	476	485	431
19:00	361	356	320
20:00	243	233	211
21:00	207	207	182
22:00	154	146	131
23:00	56	64	61
0700-1000	1712	1703	1469
1600-1900	1548	1548	1415

B-A Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	16	17	31
01:00	12	12	18
02:00	6	6	9
03:00	9	8	9
04:00	11	11	12
05:00	54	53	44
06:00	145	140	120
07:00	492	466	384
08:00	807	762	632
09:00	575	552	511
10:00	495	503	498
11:00	561	570	574
12:00	586	590	590
13:00	559	580	596
14:00	586	602	598
15:00	699	692	560
16:00	736	724	668
17:00	718	719	631
18:00	590	574	512
19:00	373	381	347
20:00	246	242	221
21:00	169	165	152
22:00	120	117	109
23:00	50	56	59
0700-1000	1874	1779	1527
1600-1900	2044	2018	1812

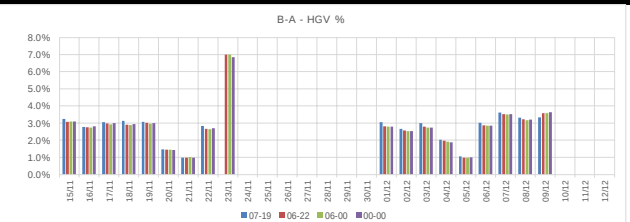
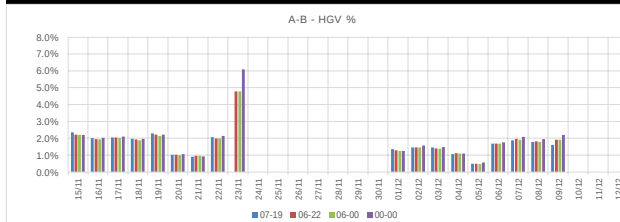
Two-Way Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	38	38	62
01:00	27	25	37
02:00	19	17	21
03:00	24	22	23
04:00	35	34	33
05:00	124	124	104
06:00	360	351	292
07:00	1002	966	785
08:00	1487	1436	1193
09:00	1097	1081	1018
10:00	1065	1075	1084
11:00	1128	1155	1165
12:00	1148	1154	1168
13:00	1104	1141	1159
14:00	1193	1212	1190
15:00	1257	1257	1199
16:00	1300	1278	1184
17:00	1226	1229	1099
18:00	1065	1059	943
19:00	735	737	667
20:00	489	474	431
21:00	376	372	334
22:00	274	263	240
23:00	106	120	120
0700-1000	3586	3483	2996
1600-1900	3592	3566	3227



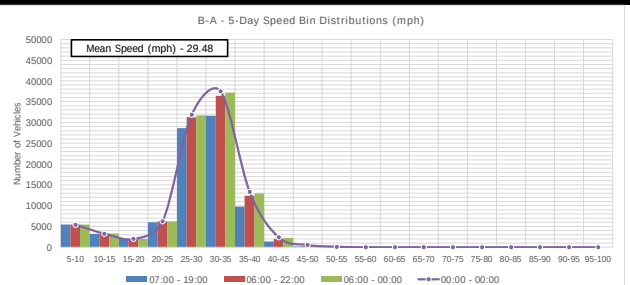
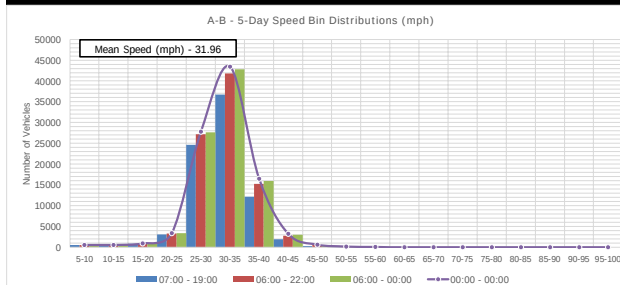
Mean Speed Distributions



HGV%



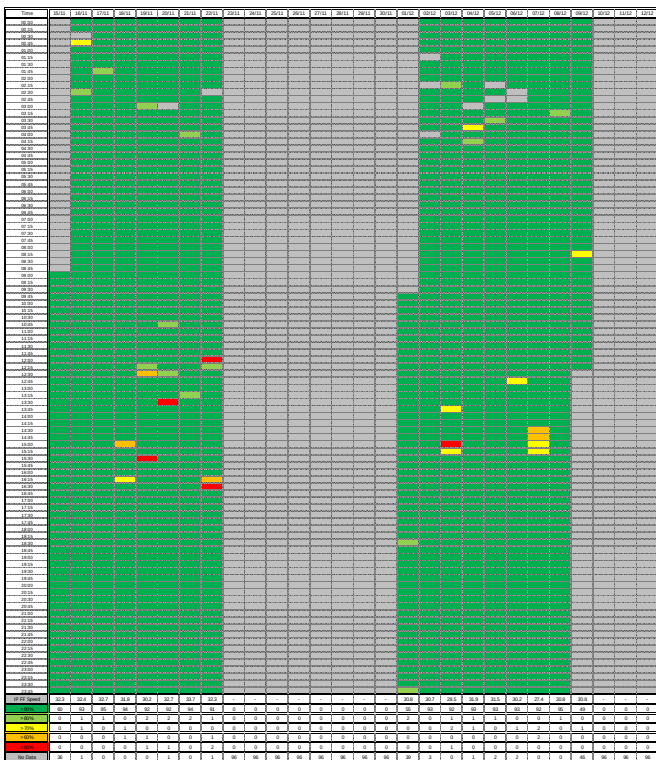
Speed Bin Distributions



Intelligent Data Collection Limited

Client: WSP
 Project Number: 1006034
 Site Number: Site 3
 Flow from: Shaw Road (W) to: B342 Tollbar Way (E)

Direction A-B



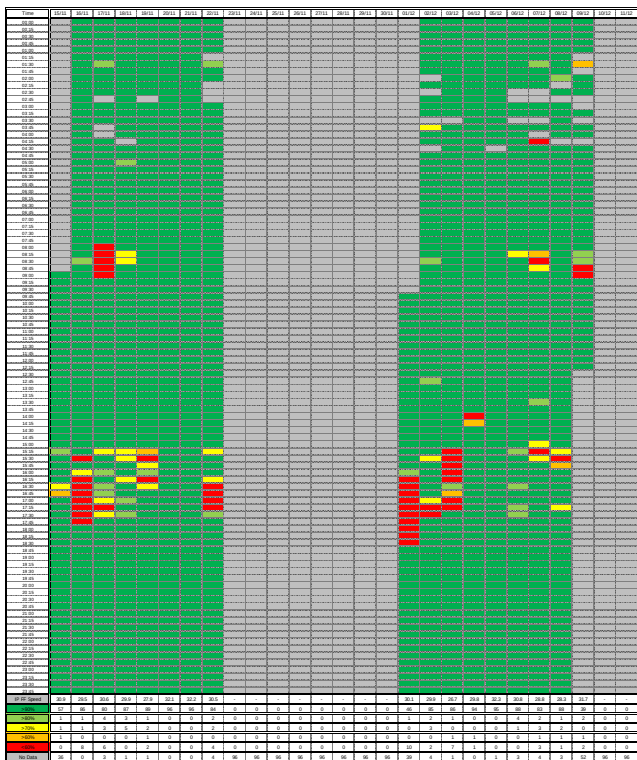
Distance Notes

The interpeak free flow mean speed for each day is taken from the 10:00-12:00 and 14:00-16:00 time periods.

Congestion across the tubes can lead to some underperformance of the ATC equipment. Periods highlighted as being significantly below free-flow speeds may possibly be affected. Congestion on the lane closest to the ATC unit can also affect data collection on the far side lane if vehicles are queued on top of the tubes.

Flow from: B342 Tollbar Way (E) to: Shaw Road (W)

Direction B-A



Intelligent Data Collection Limited

Client: WSP
 Project Number: ID06034
 Site Number: Site 3
 Flow from: Shaw Road (W) to: B3342 Tollbar Way (E)



Date	Monday 15/11/2021												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	117	1	1	92	17	5	0	1	0	0	0	0	32.4	35.8
09:15	142	0	0	129	11	1	0	0	0	0	0	1	32.4	36.9
09:30	115	0	0	90	19	6	0	0	0	0	0	0	32.9	36.5
09:45	151	0	1	129	20	0	0	0	0	1	0	0	32.8	36
10:00	135	0	0	125	7	3	0	0	0	0	0	0	31.4	35.1
10:15	115	0	2	102	10	1	0	0	0	0	0	0	32.7	36.2
10:30	143	0	0	123	13	7	0	0	0	0	0	0	32.4	35.3
10:45	142	0	0	131	9	2	0	0	0	0	0	0	32.8	36.9
11:00	131	0	0	110	12	7	1	0	0	0	0	1	32.4	36.7
11:15	144	0	0	127	13	3	0	0	0	0	0	1	30.6	34.6
11:30	148	0	0	131	13	4	0	0	0	0	0	0	31.6	36.1
11:45	163	0	0	139	19	5	0	0	0	0	0	0	32.8	36.8
12:00	148	0	0	135	10	2	0	1	0	0	0	0	33.1	36.3
12:15	160	0	1	140	15	4	0	0	0	0	0	0	33	36.2
12:30	114	0	1	98	10	3	0	0	0	0	0	2	33.4	37.6
12:45	135	0	2	122	9	2	0	0	0	0	0	0	34.9	39.3
13:00	148	0	0	132	14	2	0	0	0	0	0	0	33.5	37.2
13:15	120	0	2	101	15	2	0	0	0	0	0	0	35	39.1
13:30	138	0	0	121	9	6	0	0	1	0	0	1	32.5	37.1
13:45	126	0	0	113	10	3	0	0	0	0	0	0	32.6	36.3
14:00	134	0	0	117	16	1	0	0	0	0	0	0	33.7	38.6
14:15	146	1	0	134	8	3	0	0	0	0	0	0	32.7	37.2
14:30	147	0	0	135	9	3	0	0	0	0	0	0	32.9	36.2
14:45	189	0	1	168	16	4	0	0	0	0	0	0	32.3	35.8
15:00	169	0	0	152	13	2	0	0	1	0	0	1	29.7	33.7
15:15	165	0	1	146	11	7	0	0	0	0	0	0	31.9	35.4
15:30	124	0	1	109	9	3	2	0	0	0	0	0	33	36.9
15:45	138	0	1	122	12	3	0	0	0	0	0	0	33.5	36.9
16:00	175	0	1	153	18	2	0	0	0	0	1	0	31.9	35.5
16:15	115	1	1	96	14	2	0	0	1	0	0	0	33.8	37.7
16:30	135	0	2	120	10	2	0	0	1	0	0	0	32.3	37.3
16:45	152	1	1	142	8	0	0	0	0	0	0	0	31.4	35.6
17:00	142	1	1	129	8	1	0	0	1	0	1	0	32.7	38.6
17:15	100	1	0	92	6	1	0	0	0	0	0	0	33.2	37.4
17:30	121	0	1	111	8	1	0	0	0	0	0	0	34	37.6
17:45	107	0	1	97	8	1	0	0	0	0	0	0	33	37.6
18:00	126	0	1	111	13	1	0	0	0	0	0	0	33.5	37.1
18:15	105	0	0	100	4	1	0	0	0	0	0	0	33.6	37.8
18:30	103	0	0	93	9	1	0	0	0	0	0	0	34.1	38.1
18:45	106	0	0	99	6	0	0	0	1	0	0	0	34.7	40.9
19:00	96	0	0	91	5	0	0	0	0	0	0	0	33.2	37.3
19:15	103	0	2	91	10	0	0	0	0	0	0	0	34	38.3
19:30	76	0	1	69	4	1	0	0	1	0	0	0	33.7	38.3
19:45	61	0	0	55	5	1	0	0	0	0	0	0	34.2	38
20:00	62	0	0	56	4	2	0	0	0	0	0	0	34.1	38.6
20:15	45	0	0	41	2	2	0	0	0	0	0	0	35.2	39.5
20:30	52	0	0	51	1	0	0	0	0	0	0	0	36.4	40.4
20:45	43	1	0	41	1	0	0	0	0	0	0	0	37.7	44
21:00	49	0	0	48	1	0	0	0	0	0	0	0	36	40.5
21:15	50	0	0	47	3	0	0	0	0	0	0	0	33.5	37.7
21:30	35	0	0	33	2	0	0	0	0	0	0	0	35.9	42.8
21:45	41	0	1	37	2	1	0	0	0	0	0	0	35.5	40.9
22:00	35	0	0	32	3	0	0	0	0	0	0	0	36.2	43.4
22:15	37	0	2	34	1	0	0	0	0	0	0	0	35.6	40
22:30	22	0	0	20	1	1	0	0	0	0	0	0	33.7	41.3
22:45	25	0	0	25	0	0	0	0	0	0	0	0	34.3	39.3
23:00	18	0	0	16	1	1	0	0	0	0	0	0	35.8	41.1
23:15	15	0	0	14	1	0	0	0	0	0	0	0	37.7	43.8
23:30	7	1	0	5	0	0	0	0	0	0	0	1	32.9	-
23:45	10	0	0	9	1	0	0	0	0	0	0	0	40.5	-
07:19	5434	6	23	4816	461	107	3	1	7	1	3	6	32.8	36.8
06:22	6147	7	27	5476	501	114	3	1	8	1	3	6	33.0	37.1
06:00	6316	8	29	5631	509	116	3	1	8	1	3	7	33.0	37.2
00:00	6316	8	29	5631	509	116	3	1	8	1	3	7	33.0	37.2

Date	Tuesday 16/11/2021													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	5	0	0	5	0	0	0	0	0	0	0	0	0	35.6	-
00:15	4	1	0	3	0	0	0	0	0	0	0	0	0	32.9	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	2	0	1	1	0	0	0	0	0	0	0	0	0	25.4	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	0	44.6	-
01:15	2	0	0	2	0	0	0	0	0	0	0	0	0	41.8	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	31	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	45	-
02:00	3	0	0	2	1	0	0	0	0	0	0	0	0	32.7	-
02:15	2	0	0	1	1	0	0	0	0	0	0	0	0	37.8	-
02:30	2	1	0	1	0	0	0	0	0	0	0	0	0	28.9	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	0	52.5	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	0	31.5	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	0	43.6	-
03:30	3	0	1	0	2	0	1	0	0	0	0	0	0	36.8	-
03:45	4	0	0	4	0	0	0	0	0	0	0	0	0	37.9	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	42	-
04:15	7	0	0	5	1	0	0	0	0	0	1	0	0	30.7	-
04:30	5	1	0	2	1	1	0	0	0	0	0	0	0	33	-
04:45	5	0	0	4	1	0	0	0	0	0	0	0	0	34.5	-
05:00	10	0	0	8	0	2	0	0	0	0	0	0	0	34.7	-
05:15	9	0	0	7	1	0	0	0	0	0	0	1	0	39.8	-
05:30	19	0	0	18	0	1	0	0	0	0	0	0	0	40.3	43.8
05:45	23	0	1	16	3	1	0	0	0	0	1	1	0	38.3	45.4
06:00	23	0	0	16	5	2	0	0	0	0	0	0	0	36.8	40.5
06:15	39	1	0	27	10	1	0	0	0	0	0	0	0	36.5	41.4
06:30	70	2	0	57	7	3	0	0	0	0	0	1	0	34.6	39.2
06:45	101	2	1	79	15	2	0	0	0	0	1	1	0	34.6	39.5
07:00	89	1	1	65	19	3	0	0	0	0	0	0	0	35.1	41.3
07:15	116	0	2	83	24	3	1	1	1	0	0	1	0	34.2	37.7
07:30	125	0	1	105	17	2	0	0	0	0	0	0	0	34	39.1
07:45	164	0	2	141	17	4	0	0	0	0	0	0	0	33.6	37.1
08:00	199	1	2	177	14	5	0	0	0	0	0	0	0	32.8	36.5
08:15	213	1	2	196	13	0	0	0	0	0	0	1	0	32.8	35.8
08:30	120	0	0	112	6	2	0	0	0	0	0	0	0	33.7	38.2
08:45	195	0	2	168	21	3	0	0	0	0	0	1	0	33.5	36.5
09:00	126	0	1	106	15	3	0	0	0	0	1	0	0	33.1	37
09:15	121	0	0	108	9	3	0	0	0	0	0	1	0	33.1	36.5
09:30	143	0	0	119	18	3	1	0	0	0	1	1	0	32.5	37.1
09:45	118	0	0	102	12	3	0	0	1	0	0	0	0	31.8	36
10:00	144	0	0	132	10	2	0	0	0	0	0	0	0	32.8	35.9
10:15	114	0	1	100	10	2	0	0	1	0	0	0	0	32.9	37
10:30	145	0	0	132	11	2	0	0	0	0	0	0	0	32.9	36.7
10:45	129	0	0	117	10	1	0	0	1	0	0	0	0	34.3	37.2
11:00	151	0	0	135	13	1	0	0	2	0	0	0	0	33.2	37
11:15	136	1	0	122	12	1	0	0	0	0	0	0	0	32.5	37.3
11:30	149	0	1	130	14	3	0	0	0	0	0	1	0	30.5	34.9
11:45	142	0	3	124	14	1	0	0	0	0	0	0	0	31.5	36.2
12:00	131	0	0	118	12	1	0	0	0	0	0	0	0	33.9	38.1
12:15	149	0	0	131	14	4	0	0	0	0	0	0	0	33.6	37.5
12:30	134	0	0	119	12	2	1	0	0	0	0	0	0	33.3	37.7
12:45	145	0	2	124	13	6	0	0	0	0	0	0	0	33.5	37.5
13:00	127	0	0	114	10	3	0	0	0	0	0	0	0	33.3	37.4
13:15	136	0	0	124	10	1	0	1	0	0	0	0	0	33.1	37.4
13:30	128	0	0	115	11	1	0	0	1	0	0	0	0	35.2	38.1
13:45	116	1	0	98	11	5	0	0	1	0	0	0	0	32.3	34.8
14:00	139	0	1	125	10	3	0	0	0	0	0	0	0	33.8	38.8
14:15	154	0	0	130	19	2	0	0	2	0	0	1	0	32.2	36.7
14:30	141	1	0	128	9	2	0	0	0	0	0	1	0	32.7	36.6
14:45	172	0	0	152	16	3	0	0	1	0	0	0	0	32.3	35.2
15:00	159	0	0	144	13	2	0	0	0	0	0	0	0	32.2	36.3
15:15	149	0	0	133	14	2	0	0	0	0	0	0	0	32.3	35.9
15:30	135	0	1	119	12	3	0	0	0	0	0	0	0	29.9	33.3
15:45	174	2	0	142	28	1	0	0	1	0	0	0	0	31.6	35.5
16:00	147	0	0	131	13	1	0	0	1	0	1	0	0	31.8	34.6
16:15	131	0	2	117	12	0	0	0	0	0	0	0	0	30.9	34.4
16:30	117	0	1	107	9	0	0	0	0	0	0	0	0	29.6	35.2
16:45	101	0	0	91	6	4	0	0	0	0	0	0	0	30.5	33.3
17:00	149	1	1	133	12	2	0	0	0	0	0	0	0	31.4	35.1
17:15	76	0	0	69	4	3	0	0	0	0	0	0	0	31	34.5
17:30	109	1	0	104	3	1	0	0	0	0	0	0	0	32.5	35.5
17:45	118	1	1	108	7	1	0	0	0	0	0	0	0	32.6	36.1
18:00	151	1	0	141	7	1	0	0	1	0	0	0	0	32.5	36.3
18:15	133	1	1	120	11	0	0	0	0	0	0	0	0	33.1	37
18:30	123	1	1	112	9	0	0	0	0	0	0	0	0	33.3	37.6
18:45	100	1	3	90	5	1	0	0	0	0	0	0	0	32.5	37
19:00	100	0	0	89	9	2	0	0	0	0	0	0	0	33.6	37.7
19:15	82	0	2	76	4	0	0	0	0	0	0	0	0	34.4	38.5
19:30	84	0	1	70	13	0	0	0	0	0	0	0	0	34.2	38.8
19:45	61	0	0	54	6	1	0	0	0	0	0	0	0	33.6	38.5
20:00	76	0	2	61	12	1	0	0	0	0	0	0	0	34.7	40.2
20:15	66	0	0	60	5	1	0	0	0	0	0	0	0	33.9	39.6
20:30	61	0	1	56	4	0	0	0	0	0	0	0	0	37	42.4
20:45	44	0	0	43	1	0	0	0	0	0	0	0	0	37.7	42.3
21:00	54	1	0	47	5	1	0	0	0	0	0	0	0	34.3	39.9
21:15	56	0	0	53	3	0	0	0	0	0	0	0	0	35.4	39.4
21:30	58	0	0	55	3	0	0	0	0	0	0	0	0	34.1	37.4
21:45	75	0	1	69	5	0	0	0	0	0	0	0	0	33.2	37.5
22:00	48	0	1	46	1	0	0	0	0	0	0	0	0	35.8	40.7
22:15	53	0	0	48	5	0	0	0	0	0	0	0	0	35.2	39
22:30	39	0	0	34	3	0	0	0	2	0	0	0	0	34.5	40.1
22:45	20	0	0	17	3	0	0	0	0	0	0	0	0	35.9	41.1
23:00	25	0	0	23	2	0	0	0	0	0	0	0	0	35.3	41.1
23:15	19	1	0	15	3	0	0	0	0	0	0	0	0	36.4	41.9
23:30	7	0	0	5	2	0	0</								

Date	Wednesday 17/11/2021												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	6	0	0	6	0	0	0	0	0	0	0	0	35.4	-
00:15	4	0	0	4	0	0	0	0	0	0	0	0	38.8	-
00:30	3	0	0	2	1	0	0	0	0	0	0	0	33.8	-
00:45	2	0	0	2	0	0	0	0	0	0	0	0	41	-
01:00	6	0	0	5	1	0	0	0	0	0	0	0	36.4	-
01:15	4	0	0	4	0	0	0	0	0	0	0	0	34.9	-
01:30	5	0	3	1	1	0	0	0	0	0	0	0	41.1	-
01:45	3	1	0	2	0	0	0	0	0	0	0	0	27.9	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	36	-
02:15	4	0	0	3	1	0	0	0	0	0	0	0	33.9	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	79.4	-
02:45	7	1	0	6	0	0	0	0	0	0	0	0	32.4	-
03:00	5	0	2	1	1	1	0	0	0	0	0	0	43.5	-
03:15	2	0	0	1	0	1	0	0	0	0	0	0	39.4	-
03:30	6	0	0	4	2	0	0	0	0	0	0	0	35.7	-
03:45	3	0	0	3	0	0	0	0	0	0	0	0	43.8	-
04:00	2	0	0	1	0	1	0	0	0	0	0	0	37.9	-
04:15	3	0	0	3	0	0	0	0	0	0	0	0	36.4	-
04:30	5	0	0	2	1	2	0	0	0	0	0	0	37.1	-
04:45	11	0	0	9	1	1	0	0	0	0	0	0	33.7	35.6
05:00	7	0	0	4	1	2	0	0	0	0	0	0	38.4	-
05:15	13	0	1	10	2	0	0	0	0	0	0	0	37.6	42.4
05:30	18	0	0	17	1	0	0	0	0	0	0	0	36.3	41.1
05:45	27	0	1	24	2	0	0	0	0	0	0	0	40	44.3
06:00	18	0	0	14	2	1	0	0	0	0	1	0	37.1	43.5
06:15	27	0	0	20	4	1	0	0	0	0	2	0	36.6	40.2
06:30	71	1	0	55	10	1	2	0	0	0	1	1	35.3	40.2
06:45	96	1	2	77	11	5	0	0	0	0	0	0	34	39
07:00	100	1	1	79	15	4	0	0	0	0	0	0	35.1	40.1
07:15	117	1	0	90	21	3	0	0	0	0	1	1	34.3	37.9
07:30	155	0	2	136	15	2	0	0	0	0	0	0	33.9	37.4
07:45	187	1	2	158	23	3	0	0	0	0	0	0	32.6	37.2
08:00	178	0	1	160	14	2	0	0	0	1	0	0	31.9	35.6
08:15	131	1	0	123	6	0	0	0	0	0	1	0	33.4	36.9
08:30	122	1	1	112	6	2	0	0	0	0	0	0	33.3	36.6
08:45	121	0	0	110	9	0	0	0	0	0	1	1	32.4	36.8
09:00	134	0	0	127	5	1	0	0	1	0	0	0	32.5	37
09:15	151	0	0	135	14	2	0	0	0	0	0	0	33	35.8
09:30	118	0	0	110	6	2	0	0	0	0	0	0	33	36.4
09:45	136	0	1	122	11	2	0	0	0	0	0	0	32.4	35
10:00	120	0	1	110	6	2	0	0	0	0	1	0	34	37.6
10:15	122	0	0	109	12	1	0	0	0	0	0	0	34	37.8
10:30	156	0	0	140	11	3	0	0	0	1	0	0	31	35.9
10:45	131	0	0	112	13	6	0	0	0	0	0	0	33.3	37.7
11:00	152	0	1	137	8	5	0	0	1	0	0	0	32.3	36.2
11:15	136	0	0	123	11	2	0	0	0	0	0	0	33.9	38.6
11:30	161	0	2	143	11	5	0	0	0	0	0	0	32.6	36.8
11:45	122	0	0	105	16	1	0	0	0	0	0	0	33	37.6
12:00	138	0	0	122	13	3	0	0	0	0	0	0	34.3	38.2
12:15	132	0	0	120	8	3	0	0	0	0	1	0	33.8	37.4
12:30	154	0	0	140	8	4	0	0	0	0	1	1	31.9	35.5
12:45	138	0	0	123	10	5	0	0	0	0	0	0	34.2	38.1
13:00	120	1	0	112	7	0	0	0	0	0	0	0	32.8	37
13:15	116	0	1	99	13	2	0	0	0	0	1	0	32.4	37.2
13:30	136	0	0	125	10	1	0	0	0	0	0	0	31.6	35.2
13:45	154	0	0	132	15	7	0	0	0	0	0	0	32.5	36.3
14:00	141	0	0	122	16	2	0	0	0	0	0	1	32.6	35.7
14:15	161	0	1	145	11	3	0	0	0	1	0	0	32	35.9
14:30	133	0	0	124	7	1	0	0	0	0	0	1	32.2	36.6
14:45	148	0	1	132	10	4	0	0	0	1	0	0	32.6	37.9
15:00	147	0	2	121	19	5	0	0	0	0	0	0	31.3	34.7
15:15	142	2	0	125	13	2	0	0	0	0	0	0	30.6	33.8
15:30	124	0	1	96	25	2	0	0	0	0	0	0	34.9	37.9
15:45	130	0	0	114	11	4	0	0	1	0	0	0	32.2	36.1
16:00	157	0	4	132	18	2	1	0	0	0	0	0	33.6	37.5
16:15	158	2	1	128	22	4	0	1	0	0	0	0	32.2	36.1
16:30	167	2	0	148	14	3	0	0	0	0	0	0	31.7	35.1
16:45	138	0	0	130	7	0	0	0	1	0	0	0	30.9	35.9
17:00	138	0	2	128	8	0	0	0	0	0	0	0	30.9	35.2
17:15	101	1	0	92	7	1	0	0	0	0	0	0	31	34.2
17:30	115	0	0	106	6	2	0	0	0	0	1	0	31.6	35.5
17:45	126	0	1	118	6	1	0	0	0	0	0	0	32.3	37.2
18:00	112	0	0	106	6	0	0	0	0	0	0	0	34.9	38.7
18:15	102	0	0	94	8	0	0	0	0	0	0	0	34.5	38.1
18:30	120	0	2	112	6	0	0	0	0	0	0	0	32.3	36.2
18:45	83	0	0	75	8	0	0	0	0	0	0	0	34.5	37.7
19:00	89	0	0	83	6	0	0	0	0	0	0	0	33.6	37.9
19:15	92	0	1	86	4	1	0	0	0	0	0	0	34.3	38.8
19:30	63	0	1	58	4	0	0	0	0	0	0	0	34.6	39.1
19:45	74	0	0	68	5	1	0	0	0	0	0	0	33.8	38.2
20:00	60	0	1	53	6	0	0	0	0	0	0	0	34.7	38.6
20:15	57	0	1	51	5	0	0	0	0	0	0	0	34.9	39.5
20:30	65	0	3	58	4	0	0	0	0	0	0	0	35.8	41.4
20:45	47	1	0	45	1	0	0	0	0	0	0	0	34.5	39.3
21:00	37	0	0	35	2	0	0	0	0	0	0	0	36.5	41.2
21:15	36	0	0	33	3	0	0	0	0	0	0	0	35.8	43.1
21:30	29	0	2	26	1	0	0	0	0	0	0	0	36.1	40.5
21:45	45	0	2	42	0	1	0	0	0	0	0	0	36.5	43.3
22:00	40	0	0	35	4	1	0	0	0	0	0	0	37	40.7
22:15	33	0	0	30	3	0	0	0	0	0	0	0	37.6	44.8
22:30	18	0	0	17	0	0	0	0	0	1	0	0	36.7	40.7
22:45	19	0	0	17	2	0	0	0	0	0	0	0	37.9	43.9
23:00	12	0	0	11	1	0	0	0	0	0	0	0	33.7	39.5
23:15	8	0	0	8	0	0	0	0	0	0	0	0	39.7	-
23:30	11	1	0	9	1	0	0	0	0	0	0	0	35.6	45.6
23:45	6	0	1	4	1	0	0	0	0	0	0	0	32.2	-
07:19	6481	13	28	5762	545	109	1	1	8	0	8	6	32.7	36.8
06:22	7387	16	41	6566	613	120	3	1	8	0	12	7	33.0	37.2
06:00	7534	17	42	6697	625	121	3	1	9	0	12	7	33.1	37.3
00:00	7683	19	49	6814	640	129	3	1	9	0	12	7	33.2	37.4

Date	Thursday 18/11/2021													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	2	0	0	2	0	0	0	0	0	0	0	0	38.9	-	
00:15	6	0	0	6	0	0	0	0	0	0	0	0	34.2	-	
00:30	2	0	0	2	0	0	0	0	0	0	0	0	39	-	
00:45	3	0	0	3	0	0	0	0	0	0	0	0	45.7	-	
01:00	3	0	0	3	0	0	0	0	0	0	0	0	38.2	-	
01:15	3	0	0	3	0	0	0	0	0	0	0	0	42.7	-	
01:30	4	0	0	4	0	0	0	0	0	0	0	0	40.4	-	
01:45	1	0	0	0	1	0	0	0	0	0	0	0	32.8	-	
02:00	5	0	1	3	0	0	0	0	0	0	1	0	43.7	-	
02:15	1	0	0	1	0	0	0	0	0	0	0	0	48.6	-	
02:30	2	0	0	2	0	0	0	0	0	0	0	0	48.6	-	
02:45	4	0	1	3	0	0	0	0	0	0	0	0	40.6	-	
03:00	5	0	0	5	0	0	0	0	0	0	0	0	38	-	
03:15	3	1	0	2	0	0	0	0	0	0	0	0	32.4	-	
03:30	2	0	0	2	0	0	0	0	0	0	0	0	37.9	-	
03:45	5	0	0	3	1	1	0	0	0	0	0	0	39.7	-	
04:00	3	0	0	1	0	2	0	0	0	0	0	0	39.5	-	
04:15	8	0	0	6	1	0	0	0	0	0	1	0	42.5	-	
04:30	2	0	0	2	0	0	0	0	0	0	0	0	37.8	-	
04:45	10	0	1	6	2	1	0	0	0	0	0	0	36.5	-	
05:00	11	0	0	6	2	2	0	0	0	0	0	1	38	46.3	
05:15	10	0	0	8	2	0	0	0	0	0	0	0	38	-	
05:30	22	0	1	20	1	0	0	0	0	0	0	0	40.1	47.1	
05:45	20	0	0	16	4	0	0	0	0	0	0	0	40.7	46.6	
06:00	18	0	0	14	4	0	0	0	0	0	0	0	39.8	47.9	
06:15	41	2	1	31	5	2	0	0	0	0	0	0	34.8	40.6	
06:30	53	1	0	47	4	0	0	1	0	0	0	0	36.2	39.1	
06:45	98	1	1	75	16	5	0	0	0	0	0	0	35.5	40.5	
07:00	81	0	2	64	13	2	0	0	0	0	0	0	34.7	38.4	
07:15	119	0	2	96	17	4	0	0	0	0	0	0	33.5	37.1	
07:30	130	0	2	111	16	0	0	0	0	0	1	0	35.2	37.9	
07:45	165	1	3	146	13	2	0	0	0	0	0	0	33.2	36.5	
08:00	219	2	0	189	20	6	0	0	1	0	0	1	31.4	35.7	
08:15	191	0	1	176	13	0	0	0	0	0	0	1	32.2	35.5	
08:30	155	0	0	139	12	3	0	0	1	0	0	0	32.5	36.1	
08:45	139	1	0	124	12	2	0	0	0	0	0	0	33.5	37.4	
09:00	159	0	0	144	15	0	0	0	0	0	0	0	32.5	37	
09:15	98	0	0	85	10	3	0	0	0	0	0	0	32.7	36	
09:30	132	0	1	116	11	2	0	0	0	0	1	1	32.8	36.1	
09:45	124	0	1	112	10	0	0	0	0	0	0	1	33.3	37.6	
10:00	136	0	1	118	14	3	0	0	0	0	0	0	33.9	37.9	
10:15	119	2	0	103	12	2	0	0	0	0	0	0	31.5	35.6	
10:30	164	0	0	151	11	1	0	0	0	1	0	0	33.2	36.6	
10:45	148	1	1	127	13	5	0	0	1	0	0	0	31.7	34.6	
11:00	132	2	0	118	11	1	0	0	0	0	0	0	32.5	37	
11:15	147	0	0	135	7	2	1	0	0	0	1	1	32.8	36.1	
11:30	123	0	0	104	12	5	0	0	1	0	0	1	32.1	36.5	
11:45	145	0	4	133	7	1	0	0	0	0	0	0	32.6	36.8	
12:00	161	0	1	153	6	1	0	0	0	0	0	0	32.4	36.4	
12:15	142	0	1	126	14	0	1	0	0	0	0	0	32.8	36.7	
12:30	140	0	1	127	9	3	0	0	0	0	0	0	32.4	36.1	
12:45	138	0	0	127	9	1	0	0	0	0	0	1	32.5	36.7	
13:00	143	0	2	132	8	1	0	0	0	0	0	0	32.4	36.2	
13:15	146	0	0	124	19	2	1	0	0	0	0	0	33	36	
13:30	147	0	1	131	10	5	0	0	0	0	0	0	32.9	36.6	
13:45	144	0	0	129	11	4	0	0	0	0	0	0	32.8	35.5	
14:00	120	0	0	102	16	2	0	0	0	0	0	0	32.9	36.6	
14:15	140	1	0	125	11	2	0	0	0	0	0	1	33.8	37.6	
14:30	150	1	1	141	6	1	0	0	0	0	0	0	31.3	36.4	
14:45	186	0	2	160	21	3	0	0	0	0	0	0	31.2	35.7	
15:00	182	1	2	125	47	4	0	0	1	0	0	1	21.5	34.7	
15:15	133	1	2	113	11	6	0	0	0	0	0	0	31.8	35.7	
15:30	127	0	0	111	9	7	0	0	0	0	0	0	32.2	35.2	
15:45	133	0	0	120	10	2	0	0	1	0	0	0	33.2	36.9	
16:00	149	0	0	132	14	2	0	0	0	0	1	0	32	36.2	
16:15	154	1	0	142	9	2	0	0	0	0	0	0	24.5	30.6	
16:30	155	3	1	131	15	4	0	0	0	0	1	0	29.1	35.2	
16:45	129	0	1	109	14	4	0	0	1	0	0	0	31.3	35.5	
17:00	159	1	1	143	13	1	0	0	0	0	0	0	31.7	35.3	
17:15	130	0	0	113	14	3	0	0	0	0	0	0	32.9	37.9	
17:30	135	0	4	124	6	1	0	0	0	0	0	0	32.5	36.4	
17:45	139	0	0	123	13	1	0	0	1	0	0	1	32.8	36.2	
18:00	143	0	0	133	10	0	0	0	0	0	0	0	32.9	37	
18:15	120	1	0	108	11	0	0	0	0	0	0	0	32.8	36.1	
18:30	117	0	0	111	6	0	0	0	0	0	0	0	33.2	37.5	
18:45	131	0	0	125	6	0	0	0	0	0	0	0	32.5	36.7	
19:00	82	1	0	73	8	0	0	0	1	0	0	0	33.9	38.8	
19:15	82	0	0	74	7	1	0	0	0	0	0	0	34.1	39.6	
19:30	76	0	0	73	2	1	0	0	0	0	0	0	33.1	38.9	
19:45	83	0	0	76	7	0	0	0	0	0	0	0	33.5	38	
20:00	64	1	1	54	6	2	0	0	0	0	0	0	32.8	38	
20:15	59	0	0	53	5	1	0	0	0	0	0	0	33.1	38	
20:30	70	0	0	64	5	1	0	0	0	0	0	0	35.4	41.3	
20:45	57	0	0	55	2	0	0	0	0	0	0	0	35.2	40.9	
21:00	54	0	0	52	2	0	0	0	0	0	0	0	35.9	40.8	
21:15	47	0	0	46	1	0	0	0	0	0	0	0	35.4	41	
21:30	47	0	2	42	2	0	0	0	0	0	0	0	36.1	41.9	
21:45	68	0	3	61	2	1	0	0	0	0	1	0	34.2	38.2	
22:00	41	0	0	39	2	0	0	0	0	0	0	0	34.9	38.7	
22:15	37	1	0	30	6	0	0	0	0	0	0	0	33.8	37.8	
22:30	32	0	0	30	2	0	0	0	0	0	0	0	32.8	37.4	
22:45	31	0	0	30	1	0	0	0	0	0	0	0	38.4	43.8	
23:00	20	0	0	18	2	0	0	0	0	0	0	0	37	41.9	
23:15	18	0	0	17	1	0	0	0	0	0	0	0	36.4	40.2	
23:30	14	1	1	11	1	0	0	0	0	0	0	0	38.6	49.2	
23:45	18	0	2	13	3	0	0	0	0	0	0	0	34.8	41.2	
07:19	6819	19	38	6031	597	106	3	1	7	1	6	10	32.1	36.3	
06:22	7818	25	46	6921	675	121	3	2	7	1	7	10	32.4	36.8	
06:00	8029	27	49	7109	693	121	3	2	7	1	7	10	32.5	36.9	
00:00	8166	28	53	7218	707	127	3	2	7	1	9	11	32.6	37.1	

Date	Friday 19/11/2021													Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	4	0	0	4	0	0	0	0	0	0	0	0	35.7	-	
00:15	11	0	0	11	0	0	0	0	0	0	0	0	40.2	47.9	
00:30	8	0	0	8	0	0	0	0	0	0	0	0	35.5	-	
00:45	5	0	0	5	0	0	0	0	0	0	0	0	38.1	-	
01:00	2	0	0	1	1	0	0	0	0	0	0	0	43.4	-	
01:15	7	0	0	5	1	1	0	0	0	0	0	0	35.8	-	
01:30	5	0	0	4	1	0	0	0	0	0	0	0	36.8	-	
01:45	2	0	0	2	0	0	0	0	0	0	0	0	38.8	-	
02:00	3	0	0	3	0	0	0	0	0	0	0	0	39.5	-	
02:15	3	0	0	1	2	0	0	0	0	0	0	0	32.7	-	
02:30	2	0	0	0	2	0	0	0	0	0	0	0	40.1	-	
02:45	7	0	0	6	1	0	0	0	0	0	0	0	33.3	-	
03:00	2	0	0	2	0	0	0	0	0	0	0	0	24.2	-	
03:15	3	1	0	2	0	0	0	1	0	0	0	0	29.5	-	
03:30	4	0	0	3	0	0	1	0	0	0	0	0	32.6	-	
03:45	6	0	0	4	1	1	0	0	0	0	0	0	37.8	-	
04:00	4	0	0	2	1	1	0	0	0	0	0	0	31.8	-	
04:15	1	0	0	1	0	0	0	0	0	0	0	0	49.3	-	
04:30	8	0	0	5	1	1	0	0	0	0	1	0	39.6	-	
04:45	6	0	1	4	1	0	0	0	0	0	0	0	36.8	-	
05:00	14	0	1	12	1	0	0	0	0	0	0	0	34.6	44.3	
05:15	13	0	0	9	3	0	0	0	0	0	0	1	41.8	50.4	
05:30	25	0	2	20	2	0	0	0	0	0	1	0	38.5	44.8	
05:45	27	1	0	23	1	1	1	0	0	0	0	0	38.8	46.6	
06:00	25	0	0	19	4	2	0	0	0	0	0	0	37.5	42.8	
06:15	34	0	0	27	7	0	0	0	0	0	0	0	37.4	41.2	
06:30	57	1	1	49	5	1	0	0	0	0	0	0	36.4	41.6	
06:45	79	0	2	62	13	1	0	0	1	0	0	0	35.4	40.5	
07:00	85	3	0	62	17	3	0	0	0	0	0	0	34.2	40	
07:15	106	1	0	83	17	4	0	0	0	0	0	1	35.5	40	
07:30	126	0	2	109	14	1	0	0	0	0	0	0	35.1	38.4	
07:45	159	0	4	137	16	2	0	0	0	0	0	0	33.2	36.7	
08:00	189	0	3	157	26	3	0	0	0	0	0	0	32	34.9	
08:15	185	2	1	156	19	5	0	1	1	0	0	0	31.8	35.8	
08:30	148	0	0	132	12	4	0	0	0	0	0	0	32.7	36.3	
08:45	135	0	0	118	15	1	0	1	0	0	0	0	33.6	38.2	
09:00	118	1	1	106	9	1	0	0	0	0	0	0	33.3	36.9	
09:15	137	0	0	120	14	2	0	0	0	0	0	1	32	34.9	
09:30	140	0	0	119	14	5	0	1	0	0	0	1	32.8	37.2	
09:45	143	0	2	120	12	6	0	0	1	0	0	2	32.7	36.5	
10:00	148	0	0	131	11	5	0	0	1	0	0	0	31.4	34.9	
10:15	131	0	0	121	7	2	0	1	0	0	0	0	32.3	35.9	
10:30	173	1	2	156	10	3	0	0	1	0	0	0	31.5	35	
10:45	134	1	1	123	5	3	0	0	1	0	0	0	31.6	34.4	
11:00	180	0	2	165	11	1	1	0	0	0	0	0	31.8	35.8	
11:15	132	1	0	114	12	4	0	0	1	0	0	0	32.5	35.6	
11:30	139	0	1	119	18	1	0	0	0	0	0	0	32.3	36.1	
11:45	170	0	2	153	12	3	0	0	0	0	0	0	32	36	
12:00	139	0	1	123	12	2	0	1	0	0	0	0	34	38.3	
12:15	152	0	1	131	14	2	3	0	0	1	0	0	24.4	35.6	
12:30	135	0	1	116	13	4	0	1	0	0	0	0	20.8	31.1	
12:45	138	0	1	120	15	2	0	0	0	0	0	0	32.3	36.1	
13:00	167	0	1	145	14	5	0	1	0	0	1	0	31.1	35.9	
13:15	140	0	1	123	15	0	0	1	0	0	0	0	33.8	37.3	
13:30	164	0	0	146	10	8	0	0	0	0	0	0	31.8	35.7	
13:45	151	0	0	134	13	3	0	1	0	0	0	0	33	36.7	
14:00	171	1	0	158	10	1	0	1	0	0	0	0	31.3	34.2	
14:15	143	0	0	124	16	3	0	0	0	0	0	0	32.8	36.6	
14:30	164	0	1	147	14	1	0	0	1	0	0	0	31.8	35.9	
14:45	182	0	0	161	15	6	0	0	0	0	0	0	32.6	36.5	
15:00	163	0	1	152	6	4	0	0	0	0	0	0	31.7	35.8	
15:15	153	0	0	143	8	1	0	0	1	0	0	0	28.3	33.6	
15:30	145	0	0	141	3	0	0	0	1	0	0	0	10.5	14.6	
15:45	135	1	1	123	7	1	0	1	0	0	0	1	29	36	
16:00	140	0	0	120	16	3	0	0	1	0	0	0	32	35.4	
16:15	109	0	0	103	4	2	0	0	0	0	0	0	29.6	34.3	
16:30	156	0	0	142	11	3	0	0	0	0	0	0	31	34.9	
16:45	138	0	0	129	4	2	0	1	1	0	0	1	31.5	36	
17:00	176	0	1	159	15	1	0	0	0	0	0	0	32.5	36.3	
17:15	136	0	0	122	10	4	0	0	0	0	0	0	33.7	37.1	
17:30	141	0	1	128	12	0	0	0	0	0	0	0	32.9	37.3	
17:45	109	0	1	98	9	1	0	0	0	0	0	0	32.8	37.7	
18:00	153	0	1	137	14	0	0	0	1	0	0	0	32.9	37.1	
18:15	97	0	0	89	8	0	0	0	0	0	0	0	32.8	37.2	
18:30	103	1	0	90	9	2	0	0	1	0	0	0	32.5	36.7	
18:45	138	0	1	128	8	0	0	0	1	0	0	0	33.9	37.8	
19:00	118	0	0	112	4	1	0	0	1	0	0	0	32.4	35.8	
19:15	82	0	0	78	3	1	0	0	0	0	0	0	34.1	38.2	
19:30	72	0	0	64	5	3	0	0	0	0	0	0	33.7	39	
19:45	66	0	0	61	4	1	0	0	0	0	0	0	34.4	39.6	
20:00	76	0	0	69	5	1	0	0	1	0	0	0	33.7	37.7	
20:15	48	0	2	43	3	0	0	0	0	0	0	0	35.7	40.7	
20:30	33	0	0	32	0	1	0	0	0	0	0	0	36	43.1	
20:45	57	1	0	55	1	0	0	0	0	0	0	0	35.9	41.6	
21:00	45	0	0	43	2	0	0	0	0	0	0	0	36.7	45.5	
21:15	51	0	3	45	3	0	0	0	0	0	0	0	34.2	37.6	
21:30	53	0	1	47	5	0	0	0	0	0	0	0	35.2	40.4	
21:45	65	0	1	60	3	1	0	0	0	0	0	0	33.8	37.5	
22:00	52	0	0	48	4	0	0	0	0	0	0	0	34.2	38.3	
22:15	34	0	0	33	1	0	0	0	0	0	0	0	35.2	38.6	
22:30	41	0	0	40	1	0	0	0	0	0	0	0	36.8	41.9	
22:45	40	0	1	34	5	0	0	0	0	0	0	0	32	37	
23:00	30	0	0	28	2	0	0	0	0	0	0	0	32.4	38.1	
23:15	26	0	0	25	1	0	0	0	0	0	0	0	27.8	33.3	
23:30	31	1	0	28	2	0	0	0	0	0	0	0	31.6	37.6	
23:45	27	0	1	20	6	0	0	0	0	0	0	0	33.7	39.1	
07:19	6916	13	35	6133	576	120	4	14	13	0	1	7	31.4	36.2	
06:22	7877	15	45	6999	643	133	4	15	15	0	1	7	31.8	36.7	
06:00	8158	16	47	7255	665	133	4	15	15	0	1	7	31.9	36.7	
00:00	8330	18	51	7392	684	139	5	15	15	0	3	8	32.0	36.9	

Date	Saturday 20/11/2021														
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	9	0	0	7	2	0	0	0	0	0	0	0	35.4	-	
00:15	22	0	1	21	0	0	0	0	0	0	0	0	37.1	42.2	
00:30	11	0	1	10	0	0	0	0	0	0	0	0	39.8	50.4	
00:45	13	0	1	12	0	0	0	0	0	0	0	0	41.1	48.8	
01:00	6	1	0	4	1	0	0	0	0	0	0	0	33.7	-	
01:15	8	0	0	8	0	0	0	0	0	0	0	0	37.1	-	
01:30	4	0	0	3	1	0	0	0	0	0	0	0	38.5	-	
01:45	1	0	0	1	0	0	0	0	0	0	0	0	40.8	-	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	47.7	-	
02:15	3	0	0	2	1	0	0	0	0	0	0	0	39.7	-	
02:30	3	0	0	3	0	0	0	0	0	0	0	0	35.1	-	
02:45	4	0	0	4	0	0	0	0	0	0	0	0	37.2	-	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
03:15	7	0	0	7	0	0	0	0	0	0	0	0	36.7	-	
03:30	4	0	0	4	0	0	0	0	0	0	0	0	48.3	-	
03:45	4	1	0	2	1	0	0	0	0	0	0	0	33.8	-	
04:00	2	0	0	1	1	0	0	0	0	0	0	0	39.8	-	
04:15	3	0	0	3	0	0	0	0	0	0	0	0	39.7	-	
04:30	7	0	1	4	2	0	0	0	0	0	0	0	39	-	
04:45	4	0	1	3	0	0	0	0	0	0	0	0	49.9	-	
05:00	7	0	0	5	1	1	0	0	0	0	0	0	37.4	-	
05:15	6	0	0	3	1	1	1	0	0	0	0	0	42.1	-	
05:30	10	0	0	6	2	2	0	0	0	0	0	0	39.3	-	
05:45	11	0	0	8	2	1	0	0	0	0	0	0	40.1	45.7	
06:00	21	0	0	19	1	1	0	0	0	0	0	0	37.5	42.3	
06:15	12	0	0	10	2	0	0	0	0	0	0	0	38.4	51.1	
06:30	17	0	1	14	1	1	0	0	0	0	0	0	41.1	47.3	
06:45	23	0	0	17	5	1	0	0	0	0	0	0	37.2	41.3	
07:00	30	0	0	25	3	2	0	0	0	0	0	0	35.1	40.4	
07:15	48	0	0	36	7	4	0	0	1	0	0	0	36.5	44.2	
07:30	32	0	0	27	4	0	0	0	1	0	0	0	37.5	45	
07:45	65	0	0	58	6	1	0	0	0	0	0	0	36.7	41.3	
08:00	71	0	0	60	10	1	0	0	0	0	0	0	34.6	39	
08:15	90	0	0	79	9	2	0	0	0	0	0	0	35.1	39.6	
08:30	86	0	0	78	5	2	1	0	0	0	0	0	34.7	37.6	
08:45	106	0	0	93	12	1	0	0	0	0	0	0	34.2	38	
09:00	103	0	0	97	3	3	0	0	0	0	0	0	35.1	40.6	
09:15	116	0	0	107	7	2	0	0	0	0	0	0	35	38.5	
09:30	125	0	1	114	10	0	0	0	0	0	0	0	34.4	37.6	
09:45	155	0	0	144	10	1	0	0	0	0	0	0	33.4	36.7	
10:00	154	0	1	142	11	0	0	0	0	0	0	0	32.6	36.2	
10:15	166	0	0	151	14	1	0	0	0	0	0	0	33.4	37	
10:30	155	0	0	141	10	3	0	0	1	0	0	0	32	35.4	
10:45	149	1	2	137	8	0	0	0	1	0	0	0	29.4	34	
11:00	153	1	0	143	7	1	0	0	1	0	0	0	32.8	37.1	
11:15	145	0	1	133	9	0	0	1	1	0	0	0	32.7	36.1	
11:30	164	0	0	154	9	1	0	0	0	0	0	0	31.5	34.8	
11:45	145	1	0	137	7	0	0	0	0	0	0	0	33.8	37.7	
12:00	168	0	1	162	5	0	0	0	0	0	0	0	31.9	34.8	
12:15	173	0	1	163	9	0	0	0	0	0	0	0	32.3	35.3	
12:30	153	0	0	143	8	2	0	0	0	0	0	0	27.2	32.6	
12:45	137	0	1	122	14	0	0	0	0	0	0	0	34	37.7	
13:00	149	0	0	138	8	3	0	0	0	0	0	0	34.2	38.1	
13:15	156	0	1	140	14	1	0	0	0	0	0	0	29.7	33.7	
13:30	135	1	0	114	17	1	0	0	2	0	0	0	15.5	22.2	
13:45	160	0	0	141	17	2	0	0	0	0	0	0	30.2	33.6	
14:00	139	0	2	128	9	0	0	0	0	0	0	0	33.6	37.7	
14:15	163	0	0	151	11	0	0	0	1	0	0	0	32.9	36.6	
14:30	160	0	0	149	9	2	0	0	0	0	0	0	32.2	35.6	
14:45	161	0	0	147	14	0	0	0	0	0	0	0	32.2	36.5	
15:00	137	0	0	131	4	2	0	0	0	0	0	0	32.8	36.4	
15:15	124	1	0	116	7	0	0	0	0	0	0	0	32.8	36.2	
15:30	134	0	0	123	10	1	0	0	0	0	0	0	33.7	37	
15:45	113	0	0	105	8	0	0	0	0	0	0	0	34.6	38.8	
16:00	124	0	0	113	9	2	0	0	0	0	0	0	33.9	37.4	
16:15	111	0	0	104	7	0	0	0	0	0	0	0	32.8	36.2	
16:30	107	0	0	100	6	0	0	0	1	0	0	0	32.9	37.2	
16:45	111	0	0	101	9	1	0	0	0	0	0	0	32.7	36.5	
17:00	113	0	0	109	4	0	0	0	0	0	0	0	33.8	38.1	
17:15	105	0	1	96	7	1	0	0	0	0	0	0	33.5	38.1	
17:30	85	0	0	76	9	0	0	0	0	0	0	0	33.7	37.8	
17:45	79	0	0	70	8	1	0	0	0	0	0	0	34.3	39	
18:00	84	0	0	74	10	0	0	0	0	0	0	0	34.3	39.2	
18:15	66	0	3	57	6	0	0	0	0	0	0	0	35.7	41.1	
18:30	70	0	0	64	6	0	0	0	0	0	0	0	34	38.8	
18:45	65	0	0	55	7	2	0	0	1	0	0	0	33.5	36.8	
19:00	75	0	0	69	6	0	0	0	0	0	0	0	33.9	39.3	
19:15	78	0	0	74	3	1	0	0	0	0	0	0	34.5	40.9	
19:30	56	0	0	53	3	0	0	0	0	0	0	0	33.6	38	
19:45	48	0	0	43	5	0	0	0	0	0	0	0	35.2	41.7	
20:00	53	0	0	51	1	1	0	0	0	0	0	0	34.9	39.7	
20:15	37	0	0	35	2	0	0	0	0	0	0	0	32.8	38.3	
20:30	35	1	0	32	2	0	0	0	0	0	0	0	34.6	40.1	
20:45	38	0	0	37	1	0	0	0	0	0	0	0	35.8	40.1	
21:00	33	0	0	29	3	1	0	0	0	0	0	0	35.1	42.5	
21:15	26	0	0	24	2	0	0	0	0	0	0	0	36.3	42.5	
21:30	27	0	0	25	2	0	0	0	0	0	0	0	37.1	47.3	
21:45	21	0	0	20	1	0	0	0	0	0	0	0	33.5	39.8	
22:00	40	0	0	39	1	0	0	0	0	0	0	0	34	39	
22:15	38	0	1	35	2	0	0	0	0	0	0	0	33.7	40.5	
22:30	35	0	1	32	2	0	0	0	0	0	0	0	33.6	40.5	
22:45	23	0	0	21	2	0	0	0	0	0	0	0	39.8	50.1	
23:00	19	0	0	18	1	0	0	0	0	0	0	0	37.7	43.9	
23:15	25	0	1	21	3	0	0	0	0	0	0	0	35.6	39.6	
23:30	13	0	0	13	0	0	0	0	0	0	0	0	36	40.8	
23:45	18	1	0	16	1	0	0	0	0	0	0	0	33.7	41.6	
07:19	5740	5	15	5248	413	46	1	1	11	0	0	0	32.6	37.0	
06:22	6340	6	16	5800	453	52	1	1	11	0	0	0	32.8	37.3	
06:00	6551	7	19	5995	465	52	1	1	11	0	0	0	32.9	37.4	
00:00	6701	9	24	6117	480	57	2	1	11	0	0	0	33.0	37.6	

Date	Sunday 21/11/2021													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	12	0	0	10	2	0	0	0	0	0	0	0	35	38.8
00:15	13	0	0	13	0	0	0	0	0	0	0	0	38.3	41.2
00:30	7	0	0	6	1	0	0	0	0	0	0	0	40.1	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	35.5	-
01:00	5	0	1	2	2	0	0	0	0	0	0	0	37.5	-
01:15	4	0	0	4	0	0	0	0	0	0	0	0	36.5	-
01:30	4	0	0	3	0	0	0	0	0	0	0	0	38.9	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	37.7	-
02:00	2	0	1	1	0	0	0	0	0	0	0	0	44.8	-
02:15	3	0	0	3	0	0	0	0	0	0	0	0	36.6	-
02:30	4	0	0	3	1	0	0	0	0	0	0	0	36.7	-
02:45	2	0	1	1	0	0	0	0	0	0	0	0	37.4	-
03:00	4	0	0	4	0	0	0	0	0	0	0	0	41.9	-
03:15	5	0	0	5	0	0	0	0	0	0	0	0	38.3	-
03:30	5	0	0	4	1	0	0	0	0	0	0	0	36.9	-
03:45	4	0	1	3	0	0	0	0	0	0	0	0	31.8	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	29.8	-
04:15	5	0	0	5	0	0	0	0	0	0	0	0	38.7	-
04:30	4	0	0	2	2	0	0	0	0	0	0	0	35.3	-
04:45	10	0	1	8	1	0	0	0	0	0	0	0	40.3	-
05:00	5	0	0	5	0	0	0	0	0	0	0	0	39.6	-
05:15	6	0	0	6	0	0	0	0	0	0	0	0	47.9	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	52.9	-
05:45	4	0	0	3	1	0	0	0	0	0	0	0	41.2	-
06:00	4	0	0	3	1	0	0	0	0	0	0	0	37.6	-
06:15	6	1	0	5	0	0	0	0	0	0	0	0	33.3	-
06:30	8	0	0	6	1	1	0	0	0	0	0	0	34.7	-
06:45	22	0	0	18	1	3	0	0	0	0	0	0	37.2	43.4
07:00	14	0	0	11	3	0	0	0	0	0	0	0	37.4	46.6
07:15	15	1	0	12	1	1	0	0	0	0	0	0	38	42.9
07:30	27	0	0	18	7	2	0	0	0	0	0	0	36.2	42.3
07:45	24	0	0	20	4	0	0	0	0	0	0	0	37.5	42.9
08:00	28	1	0	23	4	0	0	0	0	0	0	0	34.7	39.8
08:15	39	0	0	35	2	1	0	0	0	0	0	1	35.7	41.1
08:30	37	1	0	33	3	0	0	0	0	0	0	0	34.1	37.9
08:45	52	0	1	45	6	0	0	0	0	0	0	0	37.3	41.6
09:00	55	0	2	47	6	0	0	0	0	0	0	0	35.9	40.5
09:15	80	0	1	74	4	1	0	0	0	0	0	0	34.4	38.8
09:30	91	0	0	85	6	0	0	0	0	0	0	0	35.2	39.7
09:45	126	0	1	116	8	1	0	0	0	0	0	0	33.8	37.3
10:00	148	1	1	138	6	1	0	0	1	0	0	0	34.1	39.4
10:15	145	0	2	123	10	0	0	0	0	0	0	0	34.1	36.9
10:30	151	0	0	142	6	1	0	0	2	0	0	0	33	36.4
10:45	169	0	2	163	4	0	0	0	0	0	0	0	31.9	35.4
11:00	138	0	3	130	5	0	0	0	0	0	0	0	32.9	35.9
11:15	129	0	0	123	3	2	0	1	0	0	0	0	32.8	36.2
11:30	144	0	0	139	5	0	0	0	0	0	0	0	33.8	37.2
11:45	156	2	0	152	2	0	0	0	0	0	0	0	32.2	36.2
12:00	178	0	2	171	5	0	0	0	0	0	0	0	30.9	34.5
12:15	140	0	2	136	2	0	0	0	0	0	0	0	33.9	37.5
12:30	178	0	2	162	10	0	0	2	0	1	0	0	31.1	36.1
12:45	150	0	2	140	6	1	1	0	0	0	0	0	34.1	38.1
13:00	157	0	1	148	8	0	0	0	0	0	0	0	33.6	38.3
13:15	137	0	0	132	4	1	0	0	0	0	0	0	28.4	33.6
13:30	132	0	1	127	2	1	0	0	1	0	0	0	32.9	36.8
13:45	136	1	1	129	5	0	0	0	0	0	0	0	33.8	37.5
14:00	137	0	0	130	6	1	0	0	0	0	0	0	33.6	37.2
14:15	120	0	0	115	5	0	0	0	0	0	0	0	33.2	37.2
14:30	131	1	1	124	5	0	0	0	0	0	0	0	33.5	38.1
14:45	104	0	1	96	7	0	0	0	0	0	0	0	33.3	38.5
15:00	123	0	1	111	9	2	0	0	0	0	0	0	34.8	39
15:15	115	1	0	104	9	1	0	0	0	0	0	0	34	38.3
15:30	91	0	0	88	1	2	0	0	0	0	0	0	35.2	38.8
15:45	95	1	0	89	5	0	0	0	0	0	0	0	36	40.4
16:00	101	0	0	92	7	2	0	0	0	0	0	0	34.7	39.5
16:15	87	1	0	78	4	2	1	0	1	0	0	0	31.4	36.6
16:30	86	0	1	82	2	1	0	0	0	0	0	0	33.7	37.3
16:45	74	0	0	70	4	0	0	0	0	0	0	0	33.4	37.4
17:00	77	0	1	73	2	1	0	0	0	0	0	0	33.4	36.5
17:15	64	0	1	61	2	0	0	0	0	0	0	0	35.2	39.1
17:30	57	0	1	54	1	1	0	0	0	0	0	0	33	37.1
17:45	68	0	0	64	2	1	1	0	0	0	0	0	35	38.9
18:00	68	0	0	66	2	0	0	0	0	0	0	0	34.8	38.5
18:15	53	0	0	46	6	0	0	0	1	0	0	0	34.5	38.4
18:30	49	1	0	47	1	0	0	0	0	0	0	0	33.6	37.9
18:45	44	0	1	38	4	1	0	0	0	0	0	0	33.7	37.6
19:00	51	0	0	47	4	0	0	0	0	0	0	0	37.3	41.4
19:15	38	0	1	34	3	0	0	0	0	0	0	0	34.9	39.9
19:30	45	0	0	39	6	0	0	0	0	0	0	0	34.7	38.2
19:45	34	0	0	32	2	0	0	0	0	0	0	0	37.3	44.2
20:00	54	0	0	52	2	0	0	0	0	0	0	0	34.6	39.5
20:15	39	0	0	37	1	1	0	0	0	0	0	0	36.2	41.8
20:30	26	0	0	26	0	0	0	0	0	0	0	0	34.9	38.8
20:45	28	0	0	25	2	1	0	0	0	0	0	0	36.4	40.2
21:00	39	0	1	35	3	0	0	0	0	0	0	0	32.5	38.2
21:15	26	1	0	25	0	0	0	0	0	0	0	0	36.2	44.8
21:30	20	0	0	18	1	1	0	0	0	0	0	0	35.8	43.7
21:45	11	0	0	11	0	0	0	0	0	0	0	0	37	47.3
22:00	18	0	0	18	0	0	0	0	0	0	0	0	34.4	38.2
22:15	10	0	0	9	1	0	0	0	0	0	0	0	35.4	-
22:30	7	0	0	6	1	0	0	0	0	0	0	0	40.1	-
22:45	9	0	0	9	0	0	0	0	0	0	0	0	39.6	-
23:00	7	0	0	7	0	0	0	0	0	0	0	0	34.9	-
23:15	7	0	1	6	0	0	0	0	0	0	0	0	31.4	-
23:30	6	0	0	6	0	0	0	0	0	0	0	0	36	-
23:45	2	0	0	2	0	0	0	0	0	0	0	0	34.8	-
07:19	4720	12	32	4412	221	28	4	1	8	0	1	1	33.5	37.7
06:22	5171	14	34	4825	248	35	4	1	8	0	1	1	33.7	38.0
06:00	5237	14	35	4888	250	35	4	1	8	0	1	1	33.7	38.1
00:00	5351	14	40	4986	261	35	4	1	8	0	1	1	33.8	38.2

Date	Monday 22/11/2021													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	4	0	0	3	0	1	0	0	0	0	0	0	36	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	38.7	-
00:30	3	0	0	3	0	0	0	0	0	0	0	0	36	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	32	-
01:00	2	0	0	2	0	0	0	0	0	0	0	0	40.4	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	40.1	-
01:30	2	0	0	2	0	0	0	0	0	0	0	0	47.9	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	42.9	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	44.8	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	52	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	48.2	-
03:00	2	0	0	2	0	0	0	0	0	0	0	0	44.2	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	39.5	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0	32.3	-
03:45	6	0	0	3	1	2	0	0	0	0	0	0	39.5	-
04:00	3	0	0	3	0	0	0	0	0	0	0	0	39.7	-
04:15	6	0	0	4	1	0	0	0	0	0	1	0	39.2	-
04:30	6	0	2	3	0	1	0	0	0	0	0	0	38.5	-
04:45	9	0	1	5	0	3	0	0	0	0	0	0	37.4	-
05:00	6	0	0	4	0	1	0	0	0	0	0	1	34.2	-
05:15	10	0	0	8	1	0	0	0	0	0	1	0	36.4	-
05:30	19	1	1	15	1	1	0	0	0	0	0	0	36.1	41.6
05:45	21	0	0	17	2	1	0	0	0	0	1	0	38.9	43.6
06:00	18	1	0	14	0	2	1	0	0	0	0	0	35.5	44.4
06:15	39	1	0	30	7	0	1	0	0	0	0	0	37.1	47.6
06:30	72	0	0	61	9	1	1	0	0	0	0	0	36.3	40.5
06:45	79	2	4	62	7	3	1	0	0	0	0	0	35.2	40.2
07:00	102	1	0	84	14	3	0	0	0	0	0	0	35.1	39.2
07:15	116	0	1	100	12	2	0	0	0	0	0	1	34.2	37.5
07:30	128	0	1	112	8	6	1	0	0	0	0	0	35.4	40
07:45	141	0	0	125	13	2	1	0	0	0	0	0	33.4	37.2
08:00	195	0	0	180	12	1	1	0	1	0	0	0	32.7	35.7
08:15	177	2	1	163	10	1	0	0	0	0	0	0	31.9	36.6
08:30	119	0	0	102	14	2	0	0	1	0	0	0	34.7	38
08:45	169	0	1	153	11	3	0	0	0	0	1	0	32.8	36.6
09:00	119	0	2	102	10	2	2	1	0	0	0	0	34.5	37.7
09:15	112	1	0	101	7	3	0	0	0	0	0	0	32	37.2
09:30	123	0	0	106	12	4	0	0	0	0	0	1	32.4	35.6
09:45	136	0	1	119	9	6	0	0	0	0	0	1	33.4	37.8
10:00	114	0	0	107	4	3	0	0	0	0	0	0	33.3	37.3
10:15	146	0	0	132	8	4	0	0	0	0	1	1	31.9	35.2
10:30	124	1	0	109	9	3	0	0	0	0	1	1	32.5	36.7
10:45	148	0	0	139	6	3	0	0	0	0	0	0	32.7	35.8
11:00	150	0	0	137	11	2	0	0	0	0	0	0	33.4	37.5
11:15	139	1	1	128	8	1	0	0	0	0	0	0	33.2	36.6
11:30	149	0	0	134	11	2	0	0	1	0	0	1	31.7	34.8
11:45	190	1	0	172	13	3	0	0	0	0	1	0	31.2	37.2
12:00	145	0	1	128	10	2	0	0	1	0	1	2	10.3	14.4
12:15	110	0	1	100	8	0	0	0	0	0	0	1	28.3	37
12:30	145	0	2	125	14	3	0	0	0	0	1	0	33.9	37.6
12:45	158	0	2	145	10	0	0	0	0	0	0	1	32.4	35.8
13:00	150	0	0	137	9	4	0	0	0	0	0	0	33.2	36.3
13:15	133	0	0	113	16	3	0	1	0	0	0	0	32.1	36.2
13:30	123	1	1	112	7	2	0	0	0	0	0	0	34.2	38.5
13:45	164	0	0	150	12	1	1	0	0	0	0	0	31.6	34.9
14:00	128	0	1	110	15	2	0	0	0	0	0	0	32.7	36
14:15	121	1	0	114	4	2	0	0	0	0	0	0	33.1	38
14:30	143	0	0	129	10	4	0	0	0	0	0	0	33.1	37.3
14:45	162	1	0	140	16	4	0	0	1	0	0	0	31.4	34.9
15:00	179	0	1	162	13	2	1	0	0	0	0	0	30.4	34.2
15:15	137	0	2	124	11	0	0	0	0	0	0	0	31.9	36.1
15:30	134	0	1	117	14	2	0	0	0	0	0	0	33	36.5
15:45	154	0	0	143	10	1	0	0	0	0	0	0	31.7	35.2
16:00	156	0	0	140	13	3	0	0	0	0	0	0	31.8	35.1
16:15	168	0	1	149	13	5	0	0	0	0	0	0	22.4	30.4
16:30	116	0	0	110	2	1	2	0	0	0	1	0	10.3	16
16:45	112	3	1	104	4	0	0	0	0	0	0	0	29.9	35.7
17:00	104	0	0	99	5	0	0	0	0	0	0	0	33.3	36.9
17:15	101	0	1	96	4	0	0	0	0	0	0	0	32.5	35.6
17:30	144	0	0	140	2	1	1	0	0	0	0	0	31.8	35.9
17:45	133	0	0	127	5	1	0	0	0	0	0	0	30.9	35.6
18:00	158	0	0	145	10	3	0	0	0	0	0	0	32.5	36
18:15	124	0	1	115	8	0	0	0	0	0	0	0	32.4	35.8
18:30	157	0	0	152	3	2	0	0	0	0	0	0	32.5	36.4
18:45	121	0	1	113	7	0	0	0	0	0	0	0	32.8	36.6
19:00	73	0	0	70	3	0	0	0	0	0	0	0	33.8	36.8
19:15	100	0	0	93	7	0	0	0	0	0	0	0	33.5	37.2
19:30	71	0	1	67	2	0	0	0	0	0	1	0	34	39.3
19:45	76	0	0	73	3	0	0	0	0	0	0	0	34.6	38.6
20:00	85	0	1	79	5	0	0	0	0	0	0	0	34.3	38.9
20:15	52	0	0	46	5	1	0	0	0	0	0	0	35.3	39.9
20:30	39	0	0	38	1	0	0	0	0	0	0	0	35.9	41.4
20:45	45	0	0	40	4	1	0	0	0	0	0	0	35.9	41.6
21:00	60	0	0	59	1	0	0	0	0	0	0	0	35.8	41.6
21:15	46	0	0	41	5	0	0	0	0	0	0	0	33.8	39.3
21:30	51	0	0	48	3	0	0	0	0	0	0	0	35.6	39.2
21:45	55	0	1	52	1	1	0	0	0	0	0	0	32.9	36.9
22:00	45	0	2	39	3	0	0	0	1	0	0	0	35.4	43.9
22:15	41	0	1	40	0	0	0	0	0	0	0	0	36	40.7
22:30	19	0	2	16	0	0	1	0	0	0	0	0	35.1	42.3
22:45	14	0	1	11	2	0	0	0	0	0	0	0	36.6	40.7
23:00	23	1	0	22	0	0	0	0	0	0	0	0	36.5	42.1
23:15	8	0	0	7	0	1	0	0	0	0	0	0	34.7	-
23:30	8	0	0	8	0	0	0	0	0	0	0	0	37.6	-
23:45	5	1	0	2	2	0	0	0	0	0	0	0	37.5	-
07:19	6677	13	25	6044	457	104	10	2	5	0	7	10	31.4	36.4
06:22	7638	17	32	6917	520	113	14	2	5	0	8	10	31.8	36.8
06:00	7801	19	38	7062	527	115	14	2	6	0	8	10	31.9	36.9
00:00	7912	20	42	7146	535	125	14	2	6	0	11	11	32.0	37.0

Date	Tuesday 23/11/2021													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	7	0	0	5	2	0	0	0	0	0	0	0	37.1	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	36.2	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	36	-
00:45	4	0	0	4	0	0	0	0	0	0	0	0	48	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	5	0	0	4	1	0	0	0	0	0	0	0	39.4	-
01:30	4	0	0	4	0	0	0	0	0	0	0	0	33.7	-
01:45	6	0	0	6	0	0	0	0	0	0	0	0	35.6	-
02:00	1	0	0	0	1	0	0	0	0	0	0	0	40.9	-
02:15	2	0	0	2	0	0	0	0	0	0	0	0	36.9	-
02:30	3	0	0	2	0	0	0	0	0	0	1	0	38.3	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	37.1	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	2	0	0	2	0	0	0	0	0	0	0	0	39	-
03:30	1	0	0	1	0	0	0	0	0	0	0	0	48.9	-
03:45	8	0	0	6	0	2	0	0	0	0	0	0	37.2	-
04:00	6	0	0	4	1	1	0	0	0	0	0	0	39.2	-
04:15	4	0	0	3	1	0	0	0	0	0	0	0	36.3	-
04:30	6	0	1	4	1	0	0	0	0	0	0	0	38.4	-
04:45	6	0	0	2	1	3	0	0	0	0	0	0	38.6	-
05:00	13	1	0	7	4	1	0	0	0	0	0	0	36.2	43.5
05:15	9	0	0	6	2	0	0	0	0	0	1	0	40.7	-
05:30	23	0	0	21	1	1	0	0	0	0	0	0	37.8	41.2
05:45	22	0	2	18	1	1	0	0	0	0	0	0	38.8	42.5
06:00	17	0	0	13	4	0	0	0	0	0	0	0	39.1	44.2
06:15	37	0	0	29	4	3	0	0	0	0	1	0	37.1	43.3
06:30	62	1	2	47	9	2	1	0	0	0	0	0	33.9	40.6
06:45	93	0	0	83	7	1	2	0	0	0	0	0	34.4	39.5
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	41.2
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	0	0	0	0	0	0	0	0	0	0	0	0	34.0	39.5
06:22	209	1	2	172	24	6	3	0	0	0	1	0	34.9	40.2
06:00	209	1	2	172	24	6	3	0	0	0	1	0	34.9	40.2
00:00	345	2	5	277	40	15	3	0	0	0	3	0	36.0	41.3

Wednesday 24/11/2021

[illegible]

Thursday 25/11/2021

Date		Thursday 29/11/2024														
Time		Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
00:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
00:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
00:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:15		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:30		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:45		*	*	*	*	*	*	*	*	*	*	*	*	*	*	
00:19		0	0	0	0	0	0	0	0	0	0	0	0			
06:22		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			
00:00		0	0	0	0	0	0	0	0	0	0	0	0			

[illegible]

Date	Saturday	27/11/2021												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	0	0	0	0	0	0	0	0	0	0	0	0		
06:22	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		
00:00	0	0	0	0	0	0	0	0	0	0	0	0		

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[illegible]

Date	Wednesday 01/12/2021													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	108	0	0	101	5	2	0	0	0	0	0	0	31.9	35.5
10:00	124	0	0	114	5	4	0	0	0	0	0	1	31.1	35.7
10:15	150	0	0	136	12	1	1	0	0	0	0	0	31.3	34.7
10:30	167	0	1	158	8	0	0	0	0	0	0	0	30.7	34.2
10:45	158	0	0	149	7	1	1	0	0	0	0	0	31.6	35.6
11:00	148	0	0	131	13	3	1	0	0	0	0	0	30.9	34.4
11:15	134	1	0	127	3	2	0	1	0	0	0	0	30.6	33.9
11:30	149	0	0	144	3	2	0	0	0	0	0	0	30.5	34
11:45	129	0	1	120	6	2	0	0	0	0	0	0	31.3	35.2
12:00	153	0	1	144	6	1	0	0	1	0	0	0	31.4	35.2
12:15	136	1	1	124	7	3	0	0	0	0	0	0	31.2	34.8
12:30	144	0	0	131	8	3	0	0	1	0	1	0	32	35.6
12:45	144	0	1	131	6	4	0	0	0	0	2	0	31.5	34.8
13:00	133	0	0	124	8	1	0	0	0	0	0	0	32.1	36
13:15	159	0	0	153	5	0	0	0	1	0	0	0	31.1	34.7
13:30	126	0	1	119	5	1	0	0	0	0	0	0	31.5	35
13:45	124	0	1	114	7	2	0	0	0	0	0	0	30.4	34.8
14:00	143	0	0	132	9	2	0	0	0	0	0	0	29.6	34.2
14:15	143	0	1	135	7	0	0	0	0	0	0	0	31.5	35.7
14:30	138	1	1	122	8	5	0	0	0	0	0	1	30.9	35.1
14:45	164	0	1	152	7	4	0	0	0	0	0	0	30.6	34.6
15:00	159	0	0	155	2	1	0	0	1	0	0	0	30.4	33.9
15:15	130	0	0	123	5	2	0	0	0	0	0	0	30.1	32.5
15:30	149	0	0	139	7	1	0	0	2	0	0	0	30.7	34.6
15:45	115	0	1	110	3	1	0	0	0	0	0	0	31.3	35.2
16:00	172	0	1	162	8	1	0	0	0	0	0	0	30.7	34.4
16:15	124	2	1	117	4	0	0	0	0	0	0	0	30.4	33.3
16:30	135	0	0	131	4	0	0	0	0	0	0	0	28.6	31.6
16:45	96	0	1	92	3	0	0	0	0	0	0	0	29.3	33.3
17:00	114	0	0	111	3	0	0	0	0	0	0	0	29.2	32.4
17:15	110	0	1	109	0	0	0	0	0	0	0	0	29.8	33
17:30	103	0	1	102	0	0	0	0	0	0	0	0	29.4	33.1
17:45	122	0	0	117	4	1	0	0	0	0	0	0	30	33.7
18:00	132	0	1	127	3	1	0	0	0	0	0	0	28.2	33.7
18:15	94	0	0	92	1	1	0	0	0	0	0	0	29.4	33.8
18:30	97	0	0	95	2	0	0	0	0	0	0	0	27.5	31.9
18:45	121	0	0	118	3	0	0	0	0	0	0	0	30.5	33.3
19:00	106	0	0	101	3	2	0	0	0	0	0	0	31.9	35.2
19:15	92	0	1	88	2	1	0	0	0	0	0	0	32.3	36
19:30	88	0	1	84	3	0	0	0	0	0	0	0	31.1	34.9
19:45	78	0	1	75	1	1	0	0	0	0	0	0	32.9	36.6
20:00	86	0	0	85	1	0	0	0	0	0	0	0	31.1	35.1
20:15	64	1	1	59	1	1	0	0	1	0	0	0	32.2	37.4
20:30	52	1	1	49	0	0	0	0	1	0	0	0	32.1	36.8
20:45	55	0	0	55	0	0	0	0	0	0	0	0	34.1	38.8
21:00	39	0	0	39	0	0	0	0	0	0	0	0	31.8	37.6
21:15	43	0	0	42	1	0	0	0	0	0	0	0	34.5	40
21:30	42	0	0	41	1	0	0	0	0	0	0	0	32.9	36.7
21:45	42	0	0	42	0	0	0	0	0	0	0	0	34	39
22:00	62	1	0	61	0	0	0	0	0	0	0	0	32.9	36.8
22:15	62	0	0	59	2	1	0	0	0	0	0	0	33.9	38.7
22:30	37	1	0	35	1	0	0	0	0	0	0	0	32.9	38.5
22:45	27	0	1	26	0	0	0	0	0	0	0	0	34.1	39.8
23:00	14	0	0	13	1	0	0	0	0	0	0	0	32.9	37.6
23:15	13	0	0	13	0	0	0	0	0	0	0	0	35.6	43.2
23:30	13	0	1	10	2	0	0	0	0	0	0	0	38.1	47
23:45	6	1	0	4	1	0	0	0	0	0	0	0	27.3	-
07:19	4947	5	17	4661	197	52	3	1	6	0	3	2	30.6	34.5
06:22	5734	7	22	5421	210	57	3	1	8	0	3	2	30.8	34.7
06:00	5968	10	24	5642	217	58	3	1	8	0	3	2	30.9	34.9
00:00	5968	10	24	5642	217	58	3	1	8	0	3	2	30.9	34.9

Date	Thursday 02/12/2021													
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	OS rule speed
Time														
00:00	6	0	0	5	1	0	0	0	0	0	0	0	34.6	-
00:15	5	0	0	5	0	0	0	0	0	0	0	0	34.5	-
00:30	5	0	0	5	0	0	0	0	0	0	0	0	37.3	-
00:45	5	0	0	5	0	0	0	0	0	0	0	0	33.4	-
01:00	3	0	0	3	0	0	0	0	0	0	0	0	37.9	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	4	0	0	4	0	0	0	0	0	0	0	0	33.4	-
01:45	2	0	0	1	1	0	0	0	0	0	0	0	35.7	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	37.8	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	3	0	0	2	1	0	0	0	0	0	0	0	42.8	-
02:45	1	0	0	1	0	0	0	0	0	0	0	0	51.9	-
03:00	3	0	0	3	0	0	0	0	0	0	0	0	36	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	32.9	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0	30.7	-
03:45	6	0	0	6	0	0	0	0	0	0	0	0	37	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	1	0	0	1	0	0	0	0	0	0	0	0	29.7	-
04:30	6	0	0	3	1	2	0	0	0	0	0	0	36.1	-
04:45	12	0	1	8	2	0	0	0	0	0	1	0	34	38.6
05:00	11	0	0	7	4	0	0	0	0	0	0	0	33.6	40.6
05:15	16	0	1	10	3	1	0	0	0	0	1	0	35	38.2
05:30	21	0	2	15	2	1	0	0	0	0	1	0	34.5	38.7
05:45	31	0	0	26	1	3	0	0	0	0	0	1	36	41.5
06:00	16	1	0	13	2	0	0	0	0	0	0	0	34.3	42.5
06:15	41	1	0	31	4	4	0	0	0	0	1	0	34.3	40.1
06:30	56	1	0	43	9	2	0	0	0	0	0	1	34	38.4
06:45	103	1	0	88	10	4	0	0	0	0	0	0	32.7	36.4
07:00	93	0	0	79	10	3	0	0	0	0	0	1	32.4	36.1
07:15	115	1	2	100	7	3	0	0	0	0	1	1	32	35.7
07:30	112	0	1	101	7	1	2	0	0	0	0	0	33.3	36.2
07:45	182	0	1	164	16	1	0	0	0	0	0	0	30.5	34.7
08:00	189	0	0	177	9	1	0	0	2	0	0	0	31.2	35.3
08:15	214	0	2	209	2	0	0	0	1	0	0	0	30.8	33.6
08:30	155	0	0	146	7	2	0	0	0	0	0	0	31.5	34.5
08:45	153	0	0	145	5	0	0	0	3	0	0	0	31.9	36.5
09:00	157	0	0	149	5	3	0	0	0	0	0	0	31.7	34.4
09:15	123	0	0	114	8	1	0	0	0	0	0	0	32.3	35.5
09:30	140	0	0	131	7	1	0	0	0	0	0	1	31.1	33.6
09:45	154	0	0	145	6	2	0	0	1	0	0	0	31.5	34.5
10:00	146	0	0	136	6	3	0	0	0	0	0	1	31.6	35.8
10:15	139	0	0	120	17	2	0	0	0	0	0	0	31.4	35.5
10:30	154	0	0	143	8	3	0	0	0	0	0	0	31.8	35.9
10:45	147	0	0	136	6	4	0	0	0	0	1	0	31.5	34.8
11:00	158	1	0	151	6	0	0	0	0	0	0	0	30.4	34.4
11:15	131	0	0	122	6	0	2	0	0	0	1	0	30.8	34
11:30	165	0	0	157	6	1	0	0	1	0	0	0	30.2	33.4
11:45	149	0	1	143	4	0	0	0	0	0	1	0	32.5	35.7
12:00	160	0	0	152	7	1	0	0	0	0	0	0	30.4	34.3
12:15	126	1	1	120	4	0	0	0	0	0	0	0	32.3	35.3
12:30	111	0	0	106	4	0	1	0	0	0	0	0	31.5	35.5
12:45	137	0	2	129	4	1	0	0	1	0	0	0	31.5	34.9
13:00	137	0	0	130	6	1	0	0	0	0	0	0	31.8	34.7
13:15	159	0	0	154	2	2	0	1	0	0	0	0	31.3	34.8
13:30	130	0	1	117	10	1	0	0	1	0	0	0	32.4	37.1
13:45	143	0	0	136	3	4	0	0	0	0	0	0	30.3	33.8
14:00	158	0	0	149	5	2	1	0	1	0	0	0	30.9	35
14:15	168	0	0	152	13	1	0	1	0	0	1	0	29.7	33
14:30	150	1	1	138	6	2	0	0	1	0	1	0	29.4	34.4
14:45	170	0	0	165	4	0	0	0	1	0	0	0	30.7	33.9
15:00	134	0	0	127	4	3	0	0	0	0	0	0	30.3	33.2
15:15	156	0	0	146	9	1	0	0	0	0	0	0	30.2	33.1
15:30	125	0	0	119	5	0	0	0	0	0	1	0	30.4	34.8
15:45	152	1	1	143	7	0	0	0	0	0	0	0	29.7	32.8
16:00	144	1	0	127	13	1	1	0	0	0	1	0	30.1	33.1
16:15	153	0	1	146	4	1	0	0	1	0	0	0	30.3	33.5
16:30	124	0	0	116	7	1	0	0	0	0	0	0	29.8	32.4
16:45	167	0	0	162	2	3	0	0	0	0	0	0	29.9	33.8
17:00	155	0	0	145	9	1	0	0	0	0	0	0	29.3	31.8
17:15	98	0	0	90	8	0	0	0	0	0	0	0	29.7	32.2
17:30	110	0	0	109	1	0	0	0	0	0	0	0	31.2	34.3
17:45	156	1	1	146	5	0	0	0	3	0	0	0	29.8	33.2
18:00	139	0	0	134	3	2	0	0	0	0	0	0	30.6	32.8
18:15	112	0	0	104	6	2	0	0	0	0	0	0	32.1	36.1
18:30	114	0	1	112	0	0	1	0	0	0	0	0	31.1	35.5
18:45	129	0	0	123	5	1	0	0	0	0	0	0	30.7	34.4
19:00	126	0	0	123	2	0	0	0	1	0	0	0	30.8	35.1
19:15	113	0	1	110	2	0	0	0	0	0	0	0	31	34.8
19:30	92	0	0	91	1	0	0	0	0	0	0	0	32.2	35.5
19:45	97	1	1	92	2	1	0	0	0	0	0	0	31.7	34.9
20:00	81	0	1	78	1	1	0	0	0	0	0	0	31.9	35.1
20:15	58	0	1	57	0	0	0	0	0	0	0	0	31.3	35.7
20:30	54	1	0	51	2	0	0	0	0	0	0	0	32.9	39.1
20:45	57	0	0	57	0	0	0	0	0	0	0	0	32.3	37.9
21:00	55	1	1	53	0	0	0	0	0	0	0	0	34	39.7
21:15	43	0	1	42	0	0	0	0	0	0	0	0	33.3	37
21:30	25	0	0	25	0	0	0	0	0	0	0	0	35.8	42.7
21:45	36	0	1	33	2	0	0	0	0	0	0	0	33	37.6
22:00	42	0	0	39	3	0	0	0	0	0	0	0	34.6	40.2
22:15	23	0	0	23	0	0	0	0	0	0	0	0	33.4	39.5
22:30	21	1	0	20	0	0	0	0	0	0	0	0	31.6	35.9
22:45	27	1	0	24	1	1	0	0	0	0	0	0	35.3	46
23:00	24	1	0	21	2	0	0	0	0	0	0	0	35	41.5
23:15	15	0	1	12	2	0	0	0	0	0	0	0	33.5	37.6
23:30	9	0	0	9	0	0	0	0	0	0	0	0	33.4	-
23:45	12	1	0	9	1	1	0	0	0	0	0	0	32.5	39.9
07-19	6893	7	16	6465	304	62	8	2	17	0	8	4	30.9	34.5
06-22	7946	14	23	7452	341	74	8	2	18	0	9	5	31.1	34.8
06-00	8119	18	24	7609	350	76	8	2	18	0	9	5	31.2	34.9
00-00	8265	18	28	7723	367	83	8	2	18	0	12	6	31.3	35.0

Date	Friday 03/12/2021												Mean Speed	OS-RTE Speed
	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
Time														
00:00	14	0	0	13	1	0	0	0	0	0	0	0	31.5	36.5
00:15	4	0	1	3	0	0	0	0	0	0	0	0	36.8	-
00:30	7	0	0	7	0	0	0	0	0	0	0	0	32.1	-
00:45	6	0	0	6	0	0	0	0	0	0	0	0	31.8	-
01:00	8	0	0	8	0	0	0	0	0	0	0	0	36.2	-
01:15	7	0	0	5	1	1	0	0	0	0	0	0	33	-
01:30	5	0	0	3	2	0	0	0	0	0	0	0	36	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	32.3	-
02:00	3	0	0	2	0	1	0	0	0	0	0	0	27.4	-
02:15	4	1	0	3	0	0	0	0	0	0	0	0	25.5	-
02:30	2	0	0	2	0	0	0	0	0	0	0	0	36.4	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	35.4	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	29.7	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	29.5	-
03:30	2	0	0	2	0	0	0	0	0	0	0	0	33.4	-
03:45	5	0	0	5	0	0	0	0	0	0	0	0	35.2	-
04:00	1	0	0	1	0	0	0	0	0	0	0	0	36.3	-
04:15	5	0	0	4	1	0	0	0	0	0	0	0	38.1	-
04:30	7	0	1	3	1	1	0	0	0	0	1	0	33.9	-
04:45	10	0	0	7	2	0	0	0	0	0	0	1	31.4	-
05:00	10	0	1	7	0	2	0	0	0	0	0	0	30.5	-
05:15	26	0	0	21	4	1	0	0	0	0	0	0	33.4	37.6
05:30	16	0	0	16	0	0	0	0	0	0	0	0	35.2	39.5
05:45	29	0	0	25	3	0	1	0	0	0	0	0	34.3	38.6
06:00	20	0	0	16	3	1	0	0	0	0	0	0	36.6	41.2
06:15	40	1	0	32	4	3	0	0	0	0	0	0	33.8	38.6
06:30	45	0	0	41	4	0	0	0	0	0	0	0	35.1	39.9
06:45	90	1	1	80	8	0	0	0	0	0	0	0	33.5	37.5
07:00	89	1	0	76	9	2	0	0	0	0	0	1	33.4	37.4
07:15	132	0	1	110	15	6	0	0	0	0	0	0	32.8	35.6
07:30	117	0	1	110	5	1	0	0	0	0	0	0	31.2	34
07:45	162	0	1	153	5	2	0	0	1	0	0	0	30.3	34.1
08:00	195	0	3	177	12	3	0	0	0	0	0	0	30.5	33.9
08:15	170	0	1	160	8	0	0	0	0	0	1	0	31.2	34.7
08:30	138	0	0	135	2	1	0	0	0	0	0	0	30.5	34.9
08:45	183	1	0	175	5	1	1	0	0	0	0	0	30.8	34.6
09:00	128	0	0	115	8	5	0	0	0	0	0	0	31.1	33.8
09:15	148	0	1	140	5	2	0	0	0	0	0	0	32.4	36.4
09:30	150	0	0	133	13	3	0	0	0	0	0	1	30	33.9
09:45	144	0	1	137	4	2	0	0	0	0	0	0	31.4	34.7
10:00	132	0	1	126	4	1	0	0	0	0	0	0	31.3	34.6
10:15	169	0	0	151	11	6	0	0	0	0	1	0	30.5	34.6
10:30	182	0	1	170	10	1	0	0	0	0	0	0	29	31.7
10:45	157	0	1	150	4	2	0	0	0	0	0	0	31.7	35.2
11:00	169	0	0	161	6	2	0	0	0	0	0	0	29.9	33
11:15	166	0	0	157	6	3	0	0	0	0	0	0	30.7	34.1
11:30	133	0	0	121	11	1	0	0	0	0	0	0	30.4	34.4
11:45	172	0	0	163	8	1	0	0	0	0	0	0	31.1	34.4
12:00	162	0	1	156	4	1	0	0	0	0	0	0	30.5	34.7
12:15	141	0	0	133	7	1	0	0	0	0	0	0	31.5	34.6
12:30	123	0	0	113	4	3	1	1	0	0	1	0	31.4	36.7
12:45	131	0	0	123	7	1	0	0	0	0	0	0	30.9	34.1
13:00	140	1	0	128	11	0	0	0	0	0	0	0	31.1	35
13:15	154	1	1	144	4	3	0	0	1	0	0	0	30.2	35
13:30	148	0	0	140	6	1	0	0	1	0	0	0	30.1	34.2
13:45	172	0	0	159	9	4	0	0	0	0	0	0	20.7	29
14:00	157	1	0	148	7	1	0	0	0	0	0	0	26.6	34.2
14:15	134	0	0	130	3	1	0	0	0	0	0	0	30.7	34.7
14:30	155	0	1	142	8	2	0	0	2	0	0	0	32.6	35.7
14:45	186	0	0	176	7	3	0	0	0	0	0	0	29.7	33.9
15:00	121	0	1	112	4	2	1	0	0	0	0	1	13.6	23.1
15:15	116	0	0	112	4	0	0	0	0	0	0	0	21.8	29.6
15:30	116	0	2	111	2	1	0	0	0	0	0	0	26.1	30.9
15:45	128	1	0	120	6	0	1	0	0	0	0	0	29.8	34.1
16:00	107	1	0	103	2	1	0	0	0	0	0	0	29.2	32.5
16:15	98	0	2	94	1	0	0	0	0	0	1	0	29.5	32.3
16:30	155	0	1	145	7	2	0	0	0	0	0	0	29.2	32.2
16:45	114	0	1	111	2	0	0	0	0	0	0	0	26.3	32.3
17:00	129	0	0	125	4	0	0	0	0	0	0	0	29.8	33.1
17:15	117	0	0	114	2	1	0	0	0	0	0	0	29.5	32.3
17:30	162	0	2	153	4	3	0	0	0	0	0	0	30.3	33.4
17:45	135	0	1	130	3	1	0	0	0	0	0	0	31.1	36
18:00	113	0	0	105	5	3	0	0	0	0	0	0	32.3	34.9
18:15	115	0	1	111	1	1	0	0	0	0	1	0	30.5	34.1
18:30	129	0	0	123	5	1	0	0	0	0	0	0	31.6	33.9
18:45	129	0	1	124	4	0	0	0	0	0	0	0	31	35.8
19:00	149	0	0	139	7	3	0	0	0	0	0	0	30.3	33.2
19:15	109	0	0	103	6	0	0	0	0	0	0	0	31.7	36.5
19:30	96	0	0	95	1	0	0	0	0	0	0	0	31.6	35.3
19:45	67	0	2	63	0	1	0	0	1	0	0	0	33	38.9
20:00	69	0	1	67	0	1	0	0	0	0	0	0	30.4	34.8
20:15	44	0	1	42	1	0	0	0	0	0	0	0	33.5	38.2
20:30	52	1	0	49	2	0	0	0	0	0	0	0	32	36.7
20:45	56	0	0	55	1	0	0	0	0	0	0	0	32.6	38
21:00	41	0	0	40	1	0	0	0	0	0	0	0	31.5	36.8
21:15	41	0	1	38	2	0	0	0	0	0	0	0	32.7	36.7
21:30	48	0	0	47	1	0	0	0	0	0	0	0	32.1	37.2
21:45	43	0	1	41	1	0	0	0	0	0	0	0	32.9	38.4
22:00	42	0	0	40	2	0	0	0	0	0	0	0	33.4	39
22:15	39	0	0	39	0	0	0	0	0	0	0	0	34.1	37.9
22:30	28	1	0	26	0	1	0	0	0	0	0	0	33.2	37.2
22:45	19	0	2	17	0	0	0	0	0	0	0	0	36.8	44.1
23:00	24	0	0	24	0	0	0	0	0	0	0	0	34	40
23:15	29	0	0	28	1	0	0	0	0	0	0	0	31.5	36.9
23:30	29	0	0	28	1	0	0	0	0	0	0	0	31.1	36.3
23:45	31	1	0	27	2	1	0	0	0	0	0	0	31	36.1
07:19	6823	7	27	6405	284	82	4	1	5	0	5	3	29.8	34.2
06:22	7833	10	34	7353	326	91	4	1	6	0	5	3	30.1	34.5
06:00	8074	12	36	7582	332	93	4	1	6	0	5	3	30.2	34.6
00:00	8250	13	39	7730	347	99	5	1	6	0	6	4	30.3	34.7

Date	Saturday 04/12/2021												mean speed	OS rule speed
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	mean speed	OS rule speed
00:00	18	0	0	17	1	0	0	0	0	0	0	0	32.4	38.6
00:15	17	0	0	16	1	0	0	0	0	0	0	0	33.4	38.6
00:30	18	0	1	17	0	0	0	0	0	0	0	0	32.8	37.6
00:45	11	0	0	11	0	0	0	0	0	0	0	0	33.7	37.6
01:00	16	0	0	14	2	0	0	0	0	0	0	0	34	38.4
01:15	25	0	0	24	1	0	0	0	0	0	0	0	31.7	35.5
01:30	11	0	1	9	1	0	0	0	0	0	0	0	35.5	45.9
01:45	6	0	0	6	0	0	0	0	0	0	0	0	33.4	-
02:00	7	0	0	7	0	0	0	0	0	0	0	0	34.2	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	33.6	-
02:30	5	0	0	5	0	0	0	0	0	0	0	0	30.9	-
02:45	3	0	0	3	0	0	0	0	0	0	0	0	39.1	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	3	0	0	3	0	0	0	0	0	0	0	0	29.1	-
03:30	5	0	0	4	1	0	0	0	0	0	0	0	39.3	-
03:45	3	1	0	0	2	0	0	0	0	0	0	0	24.7	-
04:00	2	0	0	2	0	0	0	0	0	0	0	0	31.8	-
04:15	5	0	0	5	0	0	0	0	0	0	0	0	28.3	-
04:30	4	0	1	1	2	0	0	0	0	0	0	0	33.2	-
04:45	3	0	0	1	0	2	0	0	0	0	0	0	32.9	-
05:00	3	0	0	3	0	0	0	0	0	0	0	0	42.4	-
05:15	7	0	0	4	2	1	0	0	0	0	0	0	38	-
05:30	14	0	0	11	3	0	0	0	0	0	0	0	35.7	44.4
05:45	11	0	0	9	2	0	0	0	0	0	0	0	34.4	39.5
06:00	7	1	0	5	0	1	0	0	0	0	0	0	30.8	-
06:15	14	0	0	9	4	1	0	0	0	0	0	0	37.8	48.3
06:30	14	1	0	11	1	1	0	0	0	0	0	0	31.4	36.8
06:45	33	1	1	28	1	1	1	0	0	0	0	0	32.5	38.5
07:00	20	0	0	17	1	2	0	0	0	0	0	0	34.9	44.3
07:15	51	0	0	45	3	3	0	0	0	0	0	0	33.4	38.4
07:30	41	0	0	36	4	1	0	0	0	0	0	0	36.3	40
07:45	54	0	1	49	2	2	0	0	0	0	0	0	34.7	37.7
08:00	61	0	0	51	7	3	0	0	0	0	0	0	35.2	37.9
08:15	74	0	0	68	4	0	0	0	1	0	0	1	33.3	38.8
08:30	96	1	0	89	4	2	0	0	0	0	0	0	34	39.3
08:45	105	1	0	99	3	2	0	0	0	0	0	0	32	36.2
09:00	123	0	2	116	4	1	0	0	0	0	0	0	32.8	36.6
09:15	121	0	0	110	9	2	0	0	0	0	0	0	31.9	36.4
09:30	151	0	1	142	5	2	0	0	1	0	0	0	32.3	35.4
09:45	136	0	0	132	2	1	0	0	0	0	0	1	31.6	34.3
10:00	164	0	0	146	13	4	0	0	1	0	0	0	32.7	36.7
10:15	159	0	0	150	9	0	0	0	0	0	0	0	32.2	35.2
10:30	146	0	2	138	5	1	0	0	0	0	0	0	31.6	35.6
10:45	165	0	1	158	5	1	0	0	0	0	0	0	32	35.8
11:00	158	1	0	153	3	1	0	0	0	0	0	0	31.4	35
11:15	176	0	1	171	4	0	0	0	0	0	0	0	31	34.4
11:30	128	0	1	124	3	0	0	0	0	0	0	0	33.2	35.8
11:45	152	0	1	145	4	0	0	2	0	0	0	0	31.6	36
12:00	166	0	0	165	0	1	0	0	0	0	0	0	31.3	35.1
12:15	157	0	0	155	2	0	0	0	0	0	0	0	32.5	36
12:30	138	0	0	136	2	0	0	0	0	0	0	0	32.6	36.1
12:45	139	0	0	137	2	0	0	0	0	0	0	0	32.5	36.1
13:00	158	0	0	154	4	0	0	0	0	0	0	0	32.4	35.9
13:15	136	0	0	133	2	1	0	0	0	0	0	0	31.9	35.7
13:30	107	0	1	102	3	1	0	0	0	0	0	0	32.2	35.7
13:45	103	0	2	99	0	0	0	0	2	0	0	0	32.1	35.8
14:00	113	0	0	112	1	0	0	0	0	0	0	0	32	35.5
14:15	109	0	0	102	5	0	0	0	1	0	1	0	31.6	35.2
14:30	145	0	0	141	4	1	0	0	0	0	0	0	31.7	36.3
14:45	120	0	2	116	1	1	0	0	0	0	0	0	32.5	36.1
15:00	118	0	0	113	5	0	0	0	0	0	0	0	31.3	34.6
15:15	112	0	0	106	4	2	0	0	0	0	0	0	32.4	36.4
15:30	115	0	0	108	4	2	0	0	1	0	0	0	31.2	33.9
15:45	111	0	1	110	0	0	0	0	0	0	0	0	31.8	35.8
16:00	134	0	3	124	6	1	0	0	0	0	0	0	32.1	36.2
16:15	102	0	1	99	0	2	0	0	0	0	0	0	31.5	35.1
16:30	119	0	0	116	2	1	0	0	0	0	0	0	30.7	34
16:45	94	0	0	92	1	0	0	0	0	0	1	0	31.6	36
17:00	121	0	0	118	3	0	0	0	0	0	0	0	31	33.7
17:15	103	0	0	99	3	0	0	0	1	0	0	0	31.7	35.1
17:30	108	0	2	103	2	0	0	0	0	1	0	0	33.3	37.8
17:45	148	0	1	144	2	1	0	0	0	0	0	0	30.9	34.9
18:00	103	0	1	97	4	0	0	0	1	0	0	0	31.5	35
18:15	96	0	0	93	2	0	0	0	1	0	0	0	32.2	37.4
18:30	88	0	0	88	0	0	0	0	0	0	0	0	32.9	36.3
18:45	76	0	1	72	2	1	0	0	0	0	0	0	33.7	37
19:00	89	0	0	88	0	1	0	0	0	0	0	0	31.6	35.5
19:15	84	0	1	80	2	1	0	0	0	0	0	0	34.3	37.8
19:30	45	0	0	44	0	0	0	0	1	0	0	0	33.5	38.3
19:45	50	0	0	48	2	0	0	0	0	0	0	0	32.9	38.1
20:00	42	0	0	39	2	1	0	0	0	0	0	0	33.5	36.4
20:15	32	0	1	30	1	0	0	0	0	0	0	0	33.7	37.6
20:30	34	1	0	33	0	0	0	0	0	0	0	0	34.2	41.2
20:45	37	0	0	36	1	0	0	0	0	0	0	0	36.6	42.4
21:00	43	0	0	41	1	1	0	0	0	0	0	0	33.1	37.9
21:15	35	0	1	34	0	0	0	0	0	0	0	0	33	35.3
21:30	16	0	0	16	0	0	0	0	0	0	0	0	33	37.4
21:45	32	0	0	31	0	1	0	0	0	0	0	0	31.8	36
22:00	35	0	0	35	0	0	0	0	0	0	0	0	34.9	39.1
22:15	29	0	0	29	0	0	0	0	0	0	0	0	31.4	35.7
22:30	21	0	1	20	0	0	0	0	0	0	0	0	32.1	37.2
22:45	34	1	0	32	1	0	0	0	0	0	0	0	32.3	39
23:00	27	0	0	26	1	0	0	0	0	0	0	0	33.1	38.9
23:15	28	0	0	27	1	0	0	0	0	0	0	0	32.5	36.2
23:30	12	0	0	12	0	0	0	0	0	0	0	0	30.8	35.4
23:45	20	0	0	20	0	0	0	0	0	0	0	0	33.2	39.3
07:19	5620	3	25	5373	160	42	0	2	11	0	2	2	32.1	35.9
06:22	6227	7	29	5946	175	51	1	2	12	0	2	2	32.2	36.0
06:00	6433	8	30	6147	178	51	1	2	12	0	2	2	32.3	36.1
00:00	6633	9	33	6321	197	54	1	2	12	0	2	2	32.3	36.2