



Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Maddoxford Lane / Oatlands Road

Survey Date: 24/06/2025
Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	101	17	0	0	0	1	3	122	119
08:15	08:30	112	10	0	0	0	1	5	128	123.4
08:30	08:45	83	11	1	0	0	0	3	98	96.1
08:45	09:00	94	13	2	1	0	0	1	111	112.5

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	67	8	0	0	0	0	0	75	75
16:45	17:00	81	19	1	0	1	0	2	104	103.9
17:00	17:15	100	11	1	0	1	0	0	113	114.5
17:15	17:30	94	5	0	0	1	1	0	101	101.4

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:15	until:	08:30	total flow: 128
PM Peak	from:	17:00	until:	17:15	total flow: 113

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	08:00	until:	09:00	total flow: 459
PM Peak	from:	16:30	until:	17:30	total flow: 393



Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Maddoxford Lane / Oatlands Road

Survey Date: 24/06/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles			
	A	B	C
A	0	30	18
B	21	0	0
C	16	2	0

PCU			
	A	B	C
A	0	29.7	18
B	21.5	0	0
C	14.6	2	0

Hourly Junction Flow

Time interval starting: 07:45:00

Select the time from the drop-down in cell C24 to show the hourly data for that period

Vehicles			
	A	B	C
A	0	168	69
B	113	0	4
C	79	8	1

PCU			
	A	B	C
A	0	160.2	71.3
B	112.4	0	4.5
C	78.4	7.2	1

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Maddoxford Lane / Winchester Road	50.928952, -1.281310	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



TIME WINDOW	A - 10-minute intervals										B - 10-minute intervals										C - 10-minute intervals									
	Car	Lev	OCST	OCST	PERCENT	Bus	Pic	Truck	PCP	TIME WINDOW	Car	Lev	OCST	OCST	PERCENT	Bus	Pic	Truck	PCP	TIME WINDOW	Car	Lev	OCST	OCST	PERCENT	Bus	Pic	Truck	PCP	TIME WINDOW
00:00 - 00:10	0	0	0	0	0	0	0	0	0	00:00 - 00:10	0	0	0	0	0	0	0	0	0	00:00 - 00:10	0	0	0	0	0	0	0	0	0	00:00 - 00:10
00:10 - 00:20	0	0	0	0	0	0	0	0	0	00:10 - 00:20	0	0	0	0	0	0	0	0	0	00:10 - 00:20	0	0	0	0	0	0	0	0	0	00:10 - 00:20
00:20 - 00:30	0	0	0	0	0	0	0	0	0	00:20 - 00:30	0	0	0	0	0	0	0	0	0	00:20 - 00:30	0	0	0	0	0	0	0	0	0	00:20 - 00:30
00:30 - 00:40	0	0	0	0	0	0	0	0	0	00:30 - 00:40	0	0	0	0	0	0	0	0	0	00:30 - 00:40	0	0	0	0	0	0	0	0	0	00:30 - 00:40
00:40 - 00:50	0	0	0	0	0	0	0	0	0	00:40 - 00:50	0	0	0	0	0	0	0	0	0	00:40 - 00:50	0	0	0	0	0	0	0	0	0	00:40 - 00:50
00:50 - 01:00	0	0	0	0	0	0	0	0	0	00:50 - 01:00	0	0	0	0	0	0	0	0	0	00:50 - 01:00	0	0	0	0	0	0	0	0	0	00:50 - 01:00
01:00 - 01:10	0	0	0	0	0	0	0	0	0	01:00 - 01:10	0	0	0	0	0	0	0	0	0	01:00 - 01:10	0	0	0	0	0	0	0	0	0	01:00 - 01:10
01:10 - 01:20	0	0	0	0	0	0	0	0	0	01:10 - 01:20	0	0	0	0	0	0	0	0	0	01:10 - 01:20	0	0	0	0	0	0	0	0	0	01:10 - 01:20
01:20 - 01:30	0	0	0	0	0	0	0	0	0	01:20 - 01:30	0	0	0	0	0	0	0	0	0	01:20 - 01:30	0	0	0	0	0	0	0	0	0	01:20 - 01:30
01:30 - 01:40	0	0	0	0	0	0	0	0	0	01:30 - 01:40	0	0	0	0	0	0	0	0	0	01:30 - 01:40	0	0	0	0	0	0	0	0	0	01:30 - 01:40
01:40 - 01:50	0	0	0	0	0	0	0	0	0	01:40 - 01:50	0	0	0	0	0	0	0	0	0	01:40 - 01:50	0	0	0	0	0	0	0	0	0	01:40 - 01:50
01:50 - 02:00	0	0	0	0	0	0	0	0	0	01:50 - 02:00	0	0	0	0	0	0	0	0	0	01:50 - 02:00	0	0	0	0	0	0	0	0	0	01:50 - 02:00
02:00 - 02:10	0	0	0	0	0	0	0	0	0	02:00 - 02:10	0	0	0	0	0	0	0	0	0	02:00 - 02:10	0	0	0	0	0	0	0	0	0	02:00 - 02:10
02:10 - 02:20	0	0	0	0	0	0	0	0	0	02:10 - 02:20	0	0	0	0	0	0	0	0	0	02:10 - 02:20	0	0	0	0	0	0	0	0	0	02:10 - 02:20
02:20 - 02:30	0	0	0	0	0	0	0	0	0	02:20 - 02:30	0	0	0	0	0	0	0	0	0	02:20 - 02:30	0	0	0	0	0	0	0	0	0	02:20 - 02:30
02:30 - 02:40	0	0																												

A - 10 columns intervals													B - 10 columns intervals													C - 10 columns intervals												
TIME interval	Cur	Load	QoS1	QoS2	PERCENT	Bur	Pic	Total	Best	TIME interval	Cur	Load	QoS1	QoS2	PERCENT	Bur	Pic	Total	Best	TIME interval	Cur	Load	QoS1	QoS2	PERCENT	Bur	Pic	Total	Best									
00:00 - 00:10	13	1	0	0	0	0	0	23	23	00:10 - 00:20	0	0	0	0	0	0	0	0	0	00:20 - 00:30	2	1	0	0	0	0	0	0	0									
00:10 - 00:20	13	1	0	0	0	0	0	23	23	00:20 - 00:30	0	0	0	0	0	0	0	0	0	00:30 - 00:40	2	1	0	0	0	0	0	0	0									
00:20 - 00:30	13	1	0	0	0	0	0	19	19	00:30 - 00:40	2	1	0	0	0	0	0	0	0	00:40 - 00:50	2	1	0	0	0	0	0	0	0									
00:30 - 00:40	13	1	0	0	0	0	0	20	20	00:40 - 00:50	2	1	0	0	0	0	0	0	0	00:50 - 01:00	2	1	0	0	0	0	0	0	0									
00:40 - 00:50	13	1	0	0	0	0	0	19	19	00:50 - 01:00	2	1	0	0	0	0	0	0	0	01:00 - 01:10	2	1	0	0	0	0	0	0	0									
00:50 - 01:00	13	1	0	0	0	0	0	19	19	01:00 - 01:10	2	1	0	0	0	0	0	0	0	01:10 - 01:20	2	1	0	0	0	0	0	0	0									
01:00 - 01:10	13	1	0	0	0	0	0	19	19	01:10 - 01:20	2	1	0	0	0	0	0	0	0	01:20 - 01:30	2	1	0	0	0	0	0	0	0									
01:10 - 01:20	13	1	0	0	0	0	0	19	19	01:20 - 01:30	2	1	0	0	0	0	0	0	0	01:30 - 01:40	2	1	0	0	0	0	0	0	0									
01:20 - 01:30	13	1	0	0	0	0	0	19	19	01:30 - 01:40	2	1	0	0	0	0	0	0	0	01:40 - 01:50	2	1	0	0	0	0	0	0	0									
01:30 - 01:40	13	1	0	0	0	0	0	19	19	01:40 - 01:50	2	1	0	0	0	0	0	0	0	01:50 - 02:00	2	1	0	0	0	0	0	0	0									
01:40 - 01:50	13	1	0	0	0	0	0	19	19	01:50 - 02:00	2	1	0	0	0	0	0	0	0	02:00 - 02:10	2	1	0	0	0	0	0	0	0									
01:50 - 02:00	13	1	0	0	0	0	0	19	19	02:00 - 02:10	2	1	0	0	0	0	0	0	0	02:10 - 02:20	2	1	0	0	0	0	0	0	0									
02:00 - 02:10	13	1	0	0	0	0	0	19	19	02:10 - 02:20	2	1	0	0	0	0	0	0	0	02:20 - 02:30	2	1	0	0	0	0	0	0	0									
02:10 - 02:20	13	1	0	0	0	0	0	19	19	02:20 - 02:30	2	1	0	0	0	0	0	0	0	02:30 - 02:40	2	1	0	0	0	0	0	0	0									
02:20 - 02:30	13	1	0	0	0	0	0	19	19	02:30 - 02:40	2	1	0	0	0	0	0	0	0	02:40 - 02:50	2	1	0	0	0	0	0	0	0									
02:30 - 02:40	13	1	0	0	0	0	0	19	19	02:40 - 02:50	2	1	0	0	0	0	0	0	0	02:50 - 03:00	2	1	0	0	0	0	0	0	0									
02:40 - 02:50	13	1	0	0	0	0	0	19	19	02:50 - 03:00	2	1	0	0	0	0	0	0	0	03:00 - 03:10	2	1	0	0	0	0	0	0	0									
02:50 - 03:00	13	1																																				

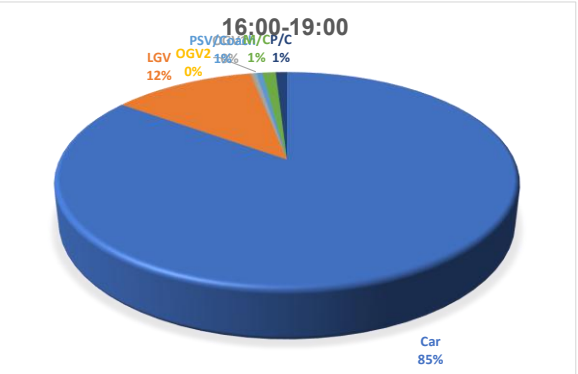
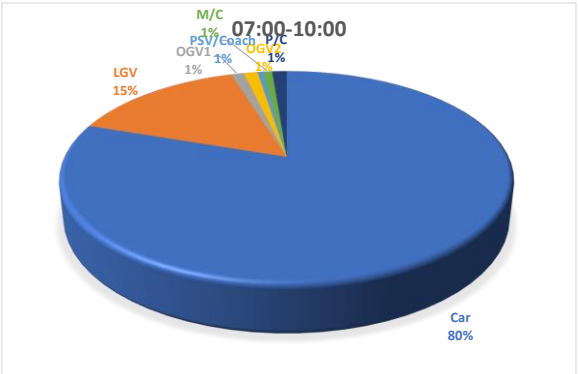
[illegible]

[illegible]



Timepoints	All investments (15-minute intervals)							
	Car	LAV	Govt	Govt	Private	MIC	PIC	Total
07:00	37.5	1	0	0	0	0	0	38.5
07:05	170	41	2	2	1	4	3	223
07:10	170	41	2	2	1	4	3	223
07:15	170	41	2	2	1	4	3	223
07:20	170	41	2	2	1	4	3	223
07:25	170	41	2	2	1	4	3	223
07:30	170	41	2	2	1	4	3	223
07:35	170	41	2	2	1	4	3	223
07:40	170	41	2	2	1	4	3	223
07:45	170	41	2	2	1	4	3	223
07:50	170	41	2	2	1	4	3	223
07:55	170	41	2	2	1	4	3	223
08:00	170	41	2	2	1	4	3	223
08:05	170	41	2	2	1	4	3	223
08:10	170	41	2	2	1	4	3	223
08:15	170	41	2	2	1	4	3	223
08:20	170	41	2	2	1	4	3	223
08:25	170	41	2	2	1	4	3	223
08:30	170	41	2	2	1	4	3	223
08:35	170	41	2	2	1	4	3	223
08:40	170	41	2	2	1	4	3	223
08:45	170	41	2	2	1	4	3	223
08:50	170	41	2	2	1	4	3	223
08:55	170	41	2	2	1	4	3	223
09:00	170	41	2	2	1	4	3	223
09:05	170	41	2	2	1	4	3	223
09:10	170	41	2	2	1	4	3	223
09:15	170	41	2	2	1	4	3	223
09:20	170	41	2	2	1	4	3	223
09:25	170	41	2	2	1	4	3	223
09:30	170	41	2	2	1	4	3	223
09:35	170	41	2	2	1	4	3	223
09:40	170	41	2	2	1	4	3	223
09:45	170	41	2	2	1	4	3	223
09:50	170	41	2	2	1	4	3	223
09:55	170	41	2	2	1	4	3	223
10:00	170	41	2	2	1	4	3	223
10:05	170	41	2	2	1	4	3	223
10:10	170	41	2	2	1	4	3	223
10:15	170	41	2	2	1	4	3	223
10:20	170	41	2	2	1	4	3	223
10:25	170	41	2	2	1	4	3	223
10:30	170	41	2	2	1	4	3	223
10:35	170	41	2	2	1	4	3	223
10:40	170	41	2	2	1	4	3	223
10:45	170	41	2	2	1	4	3	223
10:50	170	41	2	2	1	4	3	223
10:55	170	41	2	2	1	4	3	223
11:00	170	41	2	2	1	4	3	223
11:05	170	41	2	2	1	4	3	223
11:10	170	41	2	2	1	4	3	223
11:15	170	41	2	2	1	4	3	223
11:20	170	41	2	2	1	4	3	223
11:25	170	41	2	2	1	4	3	223
11:30	170	41	2	2	1	4	3	223
11:35	170	41	2	2	1	4	3	223
11:40	170	41	2	2	1	4	3	223
11:45	170	41	2	2	1	4	3	

PERFORMANCE		All measurements include three trials									
		50'	100'	150'	200'	250'	300'	350'	400'	450'	500'
2017-18	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2016-17	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2015-16	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2014-15	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2013-14	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2012-13	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2011-12	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2010-11	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2009-10	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2008-09	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2007-08	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2006-07	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2005-06	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2004-05	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2003-04	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2002-03	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2001-02	505.34	1785	1481	8	0	0	0	0	12	100	511.1
2000-01	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1999-00	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1998-99	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1997-98	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1996-97	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1995-96	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1994-95	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1993-94	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1992-93	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1991-92	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1990-91	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1989-90	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1988-89	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1987-88	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1986-87	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1985-86	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1984-85	505.34	1785	1481	8	0	0	0	0	12	100	511.1
1983-84	505.34	1									





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Junction name: Maddoxford Lane / Winchester Road

Survey Date: 24/06/2025
Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	170	41	2	2	1	4	3	223	222.8
08:00	08:15	179	34	2	3	1	1	5	225	226.3
08:15	08:30	243	18	3	1	0	1	8	274	269.8
08:30	08:45	193	41	2	4	2	0	2	244	250.6

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	179	40	2	0	2	1	0	224	226.4
17:00	17:15	191	26	2	0	1	5	4	229	224.8
17:15	17:30	188	27	1	0	3	1	1	221	223.1
17:30	17:45	189	22	0	0	0	2	1	214	212

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:15	until:	08:30	total flow: 274
PM Peak	from:	17:00	until:	17:15	total flow: 229

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	07:45	until:	08:45	total flow: 966
PM Peak	from:	16:45	until:	17:45	total flow: 888



Project ID and Name: IW0405 Maddoxford Lane, Botley
 Junction name: Maddoxford Lane / Winchester Road

Survey Date: 24/06/2025
 Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles			
	A	B	C
A	0	16	68
B	23	0	3
C	82	0	0

PCU			
	A	B	C
A	0	14.6	69.3
B	23	0	3
C	82.7	0	0

Hourly Junction Flow

Time interval starting: 07:45:00

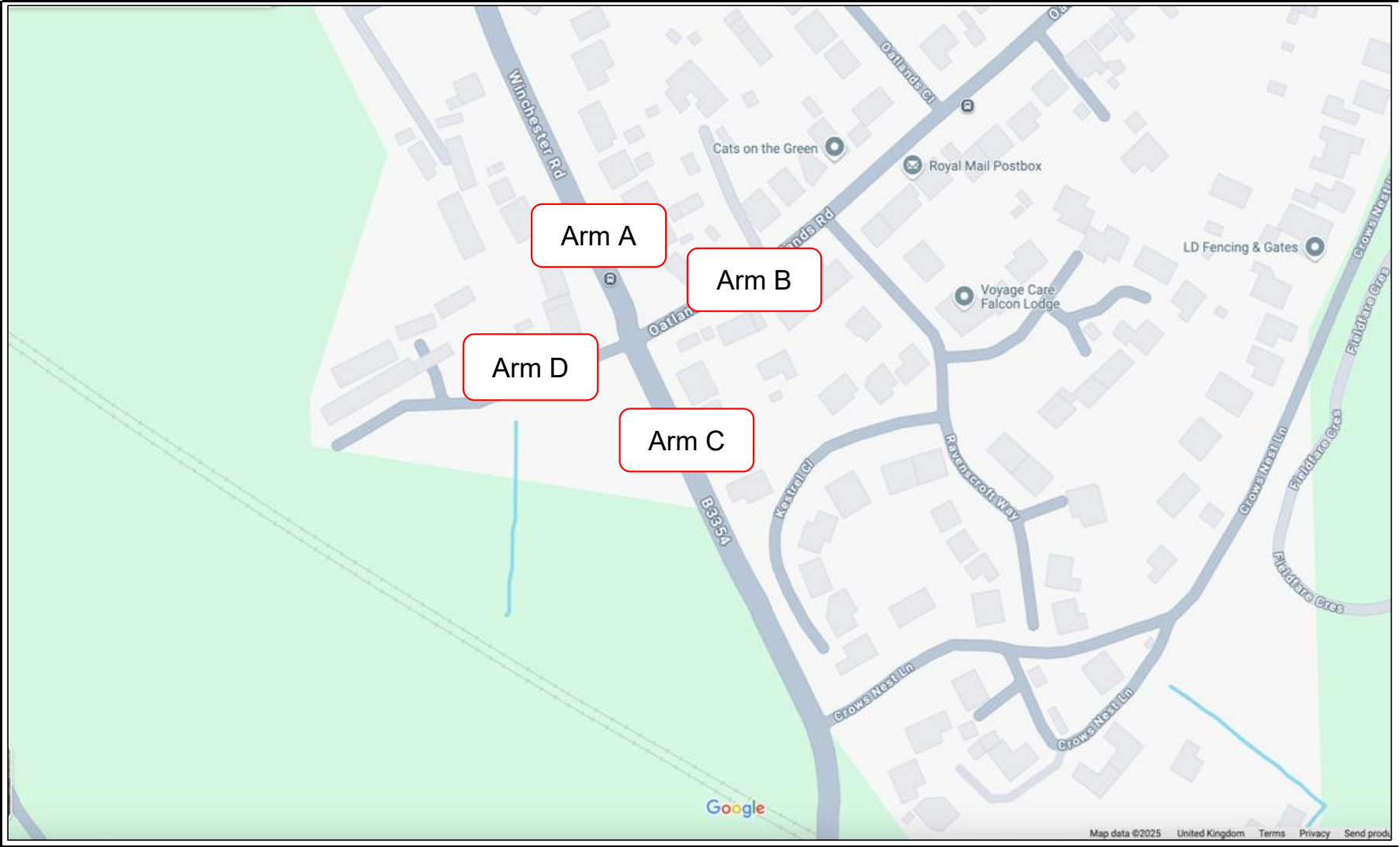
Select the time from the drop-down in cell C24 to show the hourly data for that period

Vehicles			
	A	B	C
A	0	77	426
B	68	0	20
C	367	8	0

PCU			
	A	B	C
A	0	76.4	422.2
B	70.8	0	18.4
C	373.7	8	0

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Oatlands Road / Winchester Road	50.925941, -1.279299	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



[illegible]

B - 4-16 months intervals										B - 8-16 months intervals										B - C 16 months intervals										B - C 16 months intervals									
Year	Car	Lor	QD1	QD2	PERIOD	Bic	Pic	Year	BCP	Car	Lor	QD1	QD2	PERIOD	Bic	Pic	Year	BCP	Car	Lor	QD1	QD2	PERIOD	Bic	Pic	Year	BCP	Car	Lor	QD1	QD2	PERIOD	Bic	Pic	Year	BCP			
2000	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2001	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2002	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2003	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2004	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2005	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2006	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2007	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2008	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2009	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2010	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2011	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2012	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2013	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2014	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2015	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2016	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2017	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2018	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2019	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2020	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2021	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2022	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2023	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2024	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2025	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2026	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2027	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2028	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2029	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2030	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2031	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2032	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2033	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2034	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2035	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2036	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2037	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2038	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2039	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2040	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2041	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2042	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2043	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2044	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2045	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2046	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1			
2047	0.01	0.01	1	1	1	1	1	1	1	0.00	0.00	1	1	1	1	1	1	1	0.00	0.00	1	1	1																

Survey Date: 24/06/2025

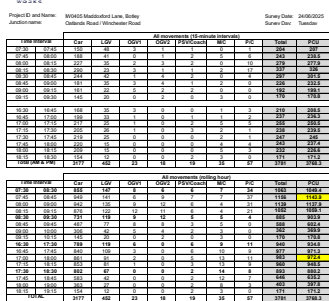
Survey Date: 24/06/2025

[illegible]



Survey Date: 24/06/2025
Survey Day: Tuesday

Ann 1 - Day 10 (week 10)										Ann 2 - Day 10 (week 10)									
TIME SERVICE	Car	Load	DOY1	DOY2	PERCENTAGE	Min	Max	Total	PCU	TIME SERVICE	Car	Load	DOY1	DOY2	PERCENTAGE	Min	Max	Total	PCU
08:00 - 09:00	0	0	0	0	0	0	0	0	0	08:00 - 09:00	0	0	0	0	0	0	0	0	0
09:00 - 10:00	0	0	0	0	0	0	0	0	0	09:00 - 10:00	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	10:00 - 11:00	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	11:00 - 12:00	0	0	0	0	0	0	0	0	0
12:00 - 13:00	0	0	0	0	0	0	0	0	0	12:00 - 13:00	0	0	0	0	0	0	0	0	0
13:00 - 14:00	0	0	0	0	0	0	0	0	0	13:00 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 15:00	0	0	0	0	0	0	0	0	0	14:00 - 15:00	0	0	0	0	0	0	0	0	0
15:00 - 16:00	0	0	0	0	0	0	0	0	0	15:00 - 16:00	0	0	0	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0	0	0	0	16:00 - 17:00	0	0	0	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0	0	0	0	17:00 - 18:00	0	0	0	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0	0	0	0	18:00 - 19:00	0	0	0	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0	0	0	0	19:00 - 20:00	0	0	0	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0	0	0	0	20:00 - 21:00	0	0	0	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0	0	0	0	21:00 - 22:00	0	0	0	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0	0	0	0	22:00 - 23:00	0	0	0	0	0	0	0	0	0
23:00 - 24:00	0	0	0	0	0	0	0	0	0	23:00 - 24:00	0	0	0	0	0	0	0	0	0
24:00 - 01:00	0	0	0	0	0	0	0	0	0	24:00 - 01:00	0	0	0	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0	0	0	0	01:00 - 02:00	0	0	0	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0	0	0	0	02:00 - 03:00	0	0	0	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0	0	0	0	03:00 - 04:00	0	0	0	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0	0	0	0	04:00 - 05:00	0	0	0	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0	0	0	0	05:00 - 06:00	0	0	0	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0	0	0	0	06:00 - 07:00	0	0	0	0	0	0	0	0	0
07:00 - 08:00	0	0	0	0	0	0	0	0	0	07:00 - 08:00	0	0	0	0	0	0	0	0	0
08:00 - 09:00	0	0	0	0	0	0	0	0	0	08:00 - 09:00	0	0	0	0	0	0	0	0	0
09:00 - 10:00	0	0	0	0	0	0	0	0	0	09:00 - 10:00	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	10:00 - 11:00	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	11:00 - 12:00	0	0	0	0	0	0	0	0	0
12:00 - 13:00	0	0	0	0	0	0	0	0	0	12:00 - 13:00	0	0	0	0	0	0	0	0	0
13:00 - 14:00	0	0	0	0	0	0	0	0	0	13:00 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 15:00	0	0	0	0	0	0	0	0	0	14:00 - 15:00	0	0	0	0	0	0	0	0	0
15:00 - 16:00	0	0	0	0	0	0	0	0	0	15:00 - 16:00	0	0	0	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0	0	0	0	16:00 - 17:00	0	0	0	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0	0	0	0	17:00 - 18:00	0	0	0	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0	0	0	0	18:00 - 19:00	0	0	0	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0	0	0	0	19:00 - 20:00	0	0	0	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0	0	0	0	20:00 - 21:00	0	0	0	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0	0	0	0	21:00 - 22:00	0	0	0	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0	0	0	0	22:00 - 23:00	0	0	0	0	0	0	0	0	0
23:00 - 24:00	0	0	0	0	0	0	0	0	0	23:00 - 24:00	0	0	0	0	0	0	0	0	0
24:00 - 01:00	0	0	0	0	0	0	0	0	0	24:00 - 01:00	0	0	0	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0	0	0	0	01:00 - 02:00	0	0	0	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0	0	0	0	02:00 - 03:00	0	0	0	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0	0	0	0	03:00 - 04:00	0	0	0	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0	0	0	0	04:00 - 05:00	0	0	0	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0	0	0	0	05:00 - 06:00	0	0	0	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0	0	0	0	06:00 - 07:00	0	0	0	0	0	0	0	0	0
07:00 - 08:00	0	0	0	0	0	0	0	0	0	07:00 - 08:00	0	0	0	0	0	0	0	0	0
08:00 - 09:00	0	0	0	0	0	0	0	0	0	08:00 - 09:00	0	0	0	0	0	0	0	0	0
09:00 - 10:00	0	0	0	0	0	0	0	0	0	09:00 - 10:00	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	10:00 - 11:00	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	11:00 - 12:00	0	0	0	0	0	0	0	0	0
12:00 - 13:00	0	0	0	0	0	0	0	0	0	12:00 - 13:00	0	0	0	0	0	0	0	0	0
13:00 - 14:00	0	0	0	0	0	0	0	0	0	13:00 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 15:00	0	0	0	0	0	0	0	0	0	14:00 - 15:00	0	0	0	0	0	0	0	0	0
15:00 - 16:00	0	0	0	0	0	0	0	0	0	15:00 - 16:00	0	0	0	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0	0	0	0	16:00 - 17:00	0	0	0	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0	0	0	0	17:00 - 18:00	0	0	0	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0	0	0	0	18:00 - 19:00	0	0	0	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0	0	0	0	19:00 - 20:00	0	0	0	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0	0	0	0	20:00 - 21:00	0	0	0	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0	0	0	0	21:00 - 22:00	0	0	0	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0	0	0	0	22:00 - 23:00	0	0	0	0	0	0	0	0	0
23:00 - 24:00	0	0	0	0	0	0	0	0	0	23:00 - 24:00	0	0	0	0	0	0	0	0	0
24:00 - 01:00	0	0	0	0	0	0	0	0	0	24:00 - 01:00	0	0	0	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0	0	0	0	01:00 - 02:00	0	0	0	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0	0	0	0	02:00 - 03:00	0	0	0	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0	0	0	0	03:00 - 04:00	0	0	0	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0	0	0	0	04:00 - 05:00	0	0	0	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0	0	0	0	05:00 - 06:00	0	0	0	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0	0	0	0	06:00 - 07:00	0	0	0	0	0	0	0	0	0
07:00 - 08:00	0	0	0	0	0	0	0	0	0	07:00 - 08:00	0	0	0	0	0	0	0	0	0
08:00 - 09:00	0	0	0	0	0	0	0	0	0	08:00 - 09:00	0	0	0	0	0	0	0	0	0
09:00 - 10:00	0	0	0	0	0	0	0	0	0	09:00 - 10:00	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	10:00 - 11:00	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	11:00 - 12:00	0	0	0	0	0	0	0	0	0
12:00 - 13:00	0	0	0	0	0	0	0	0	0	12:00 - 13:00	0	0	0	0	0	0	0	0	0
13:00 - 14:00	0	0	0	0	0	0	0	0	0	13:00 - 14:00	0	0	0	0	0	0	0	0	0
14:00 - 15:00	0	0	0	0	0	0	0	0	0	14:00 - 15:00	0	0	0	0	0	0	0	0	0
15:00 - 16:00	0	0	0	0	0	0	0	0	0	15:00 - 16:00	0	0	0	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0	0	0	0	16:00 - 17:00	0	0	0	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0	0	0	0	17:00 - 18:00	0	0	0	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0	0	0	0	18:00 - 19:00	0	0	0	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0	0	0	0	19:									





Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Oatlands Road / Winchester Road

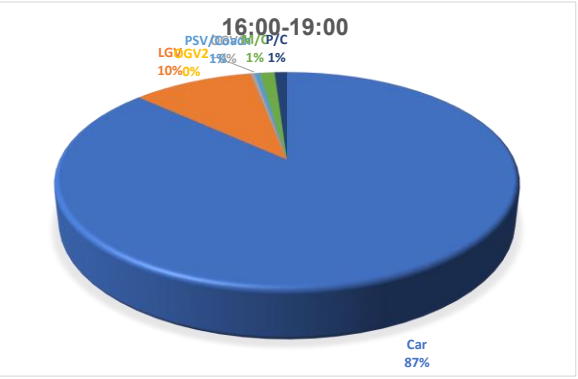
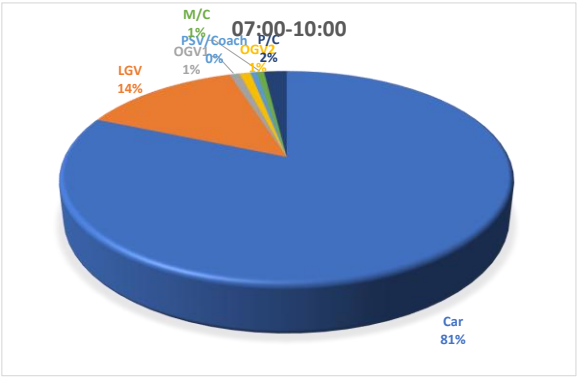
Survey Date: 24/06/2025
Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	188	41	0	1	2	5	6	243	238.5
08:00	08:15	227	35	2	3	2	0	10	279	277.9
08:15	08:30	290	23	3	1	1	2	17	337	326
08:30	08:45	244	42	1	4	2	0	4	297	301.5

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
17:00	17:15	217	25	1	0	2	5	5	255	250.5
17:15	17:30	205	26	1	0	3	2	1	238	239.5
17:30	17:45	219	25	0	0	0	2	1	247	245
17:45	18:00	220	15	0	0	0	4	4	243	237.4

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:15	until:	08:30	total flow: 337
PM Peak	from:	17:00	until:	17:15	total flow: 255

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	07:45	until:	08:45	total flow: 1156
PM Peak	from:	17:00	until:	18:00	total flow: 983





Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Oatlands Road / Winchester Road

Survey Date: 24/06/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles				
	A	B	C	D
A	0	1	68	0
B	2	0	28	0
C	80	24	0	0
D	1	0	0	0

PCU				
	A	B	C	D
A	0	1	69.3	0
B	2	0	28.5	0
C	80.7	24.5	0	0
D	1	0	0	0

Hourly Junction Flow

Time interval starting: 07:30:00

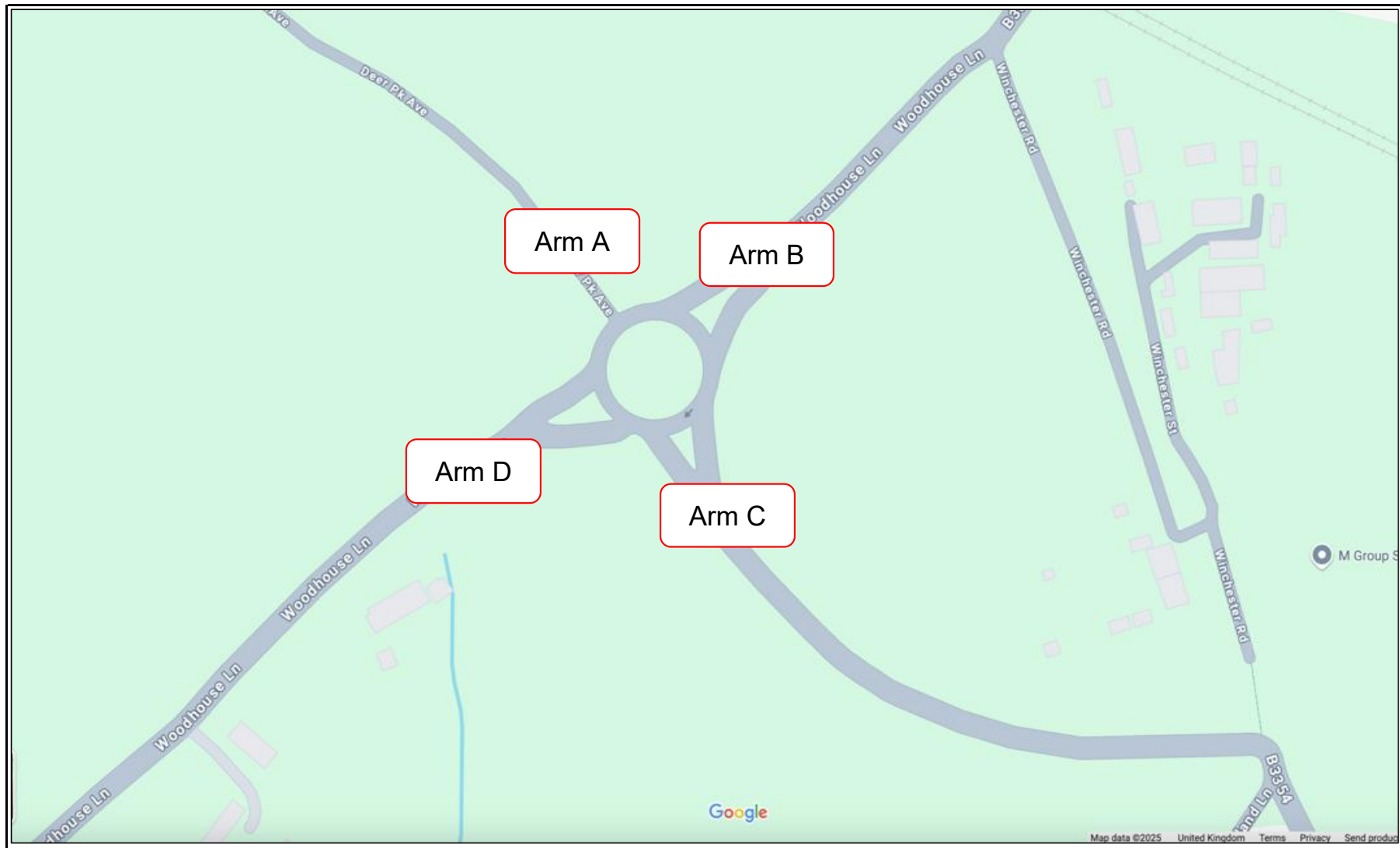
Select the time from the drop-down in cell C23 to show the hourly data for that period

Vehicles				
	A	B	C	D
A	0	6	390	0
B	8	0	191	0
C	354	113	0	0
D	1	0	0	0

PCU				
	A	B	C	D
A	0	6	383.1	0
B	8	0	178.5	0
C	357.3	115.5	0	0
D	1	0	0	0

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Woodhouse Lane / Deer Park Avenue	50.922934, -1.280229	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



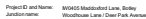
[illegible]

[illegible]

[illegible]

D-4 submission summary													D-5 submission summary													D-6 submission summary													D-7 submission summary																	
TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU	TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU	TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU	TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU					
10:00	10:00	0	0	0	0	0	0	0	0	0	0	0	10:00	10:00	0	0	0	0	0	0	0	0	0	0	0	10:00	10:00	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				
10:00	10:01	0	0	0	0	0	0	0	0	0	0	0	10:01	10:01	0	0	0	0	0	0	0	0	0	0	0	10:01	10:01	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	0	0		
10:00	10:02	0	0	0	0	0	0	0	0	0	0	0	10:02	10:02	0	0	0	0	0	0	0	0	0	0	0	10:02	10:02	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	0	0		
10:00	10:03	0	0	0	0	0	0	0	0	0	0	0	10:03	10:03	0	0	0	0	0	0	0	0	0	0	0	10:03	10:03	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	0	0		
10:00	10:04	0	0	0	0	0	0	0	0	0	0	0	10:04	10:04	0	0	0	0	0	0	0	0	0	0	0	10:04	10:04	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	0	0		
10:00	10:05	0	0	0	0	0	0	0	0	0	0	0	10:05	10:05	0	0	0	0	0	0	0	0	0	0	0	10:05	10:05	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	0	0		
10:00	10:06	0	0	0	0	0	0	0	0	0	0	0	10:06	10:06	0	0	0	0	0	0	0	0	0	0	0	10:06	10:06	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	0	0		
10:00	10:07	0	0	0	0	0	0	0	0	0	0	0	10:07	10:07	0	0	0	0	0	0	0	0	0	0	0	10:07	10:07	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	0	0		
10:00	10:08	0	0	0	0	0	0	0	0	0	0	0	10:08	10:08	0	0	0	0	0	0	0	0	0	0	0	10:08	10:08	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	0	0		
10:00	10:09	0	0	0	0	0	0	0	0	0	0	0	10:09	10:09	0	0	0	0	0	0	0	0	0	0	0	10:09	10:09	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	0	0		
10:00	10:10	0	0	0	0	0	0	0	0	0	0	0	10:10	10:10	0	0	0	0	0	0	0	0	0	0	0	10:10	10:10	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	0	0		
10:00	10:11	0	0	0	0	0	0	0	0	0	0	0	10:11	10:11	0	0	0	0	0	0	0	0	0	0	0	10:11	10:11	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	0	0		
10:00	10:12	0	0	0	0	0	0	0	0	0	0	0	10:12	10:12	0	0	0	0	0	0	0	0	0	0	0	10:12	10:12	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	0	0		
D-4 submission summary													D-5 submission summary													D-6 submission summary													D-7 submission summary																	
TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU	TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU	TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU	TRF		Car	Loop	OSD1	OSD2	PERIOD	Min	Max	PC	PC	Total	PCU					
10:12	10:12	0	0	0	0	0	0	0	0	0	0	0	10:12	10:12	0	0	0	0	0	0	0	0	0	0	0	10:12	10:12	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	0	0		
10:12	10:13	0	0	0	0	0	0	0	0	0	0	0	10:13	10:13	0	0	0	0	0	0	0	0	0	0	0	10:13	10:13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:12	10:14	0	0	0	0	0	0	0	0	0	0	0	10:14	10:14	0	0	0	0	0	0	0	0	0	0	0	10:14	10:14	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	0	0	0	0
10:12	10:15	0	0	0	0	0	0	0	0	0	0	0	10:15	10:15	0	0	0	0	0	0	0	0	0	0	0	10:15	10:15	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	0	0	0	0
10:12	10:16	0	0	0	0	0	0	0	0	0	0	0	10:16	10:16	0	0	0	0	0	0	0	0	0	0	0	10:16	10:16	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	0	0	0	0
10:12	10:17	0	0	0	0	0	0	0	0	0	0	0	10:17	10:17	0	0	0	0	0	0	0	0	0	0	0	10:17	10:17	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	0	0	0	0
10:12	10:18	0	0	0	0	0	0	0	0	0	0	0	10:18	10:18	0	0	0	0	0	0	0	0	0	0	0	10:18	10:18	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	0	0	0	0
10:12	10:19	0	0	0	0	0	0	0	0	0	0	0	10:19	10:19	0	0	0	0	0	0	0	0	0	0	0	10:19	10:19	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	0	0	0	0
10:12	10:20	0	0	0	0	0	0	0	0	0	0	0	10:20	10:20	0	0	0	0	0	0	0	0	0	0	0	10:20	10:20	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	0	0	0	0
10:12	10:21	0	0	0	0	0	0	0	0	0	0	0	10:21	10:21	0	0	0	0	0	0	0	0	0	0	0	10:21	10:21	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	0	0	0	0
10:12	10:22	0	0	0	0	0	0	0	0	0	0	0	10:22	10:22	0	0	0	0	0	0	0	0	0	0	0	10:22	10:22	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	0	0	0	0
10:12	10:23	0	0	0	0	0	0	0	0	0	0	0	10:23	10:23	0	0	0	0	0	0	0	0	0	0	0	10:23	10:23	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	0	0	0	0
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[illegible]



Survey Date: 24/06/2025
Survey Day: Tuesday

[illegible]

[illegible]



Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Woodhouse Lane / Deer Park Avenue

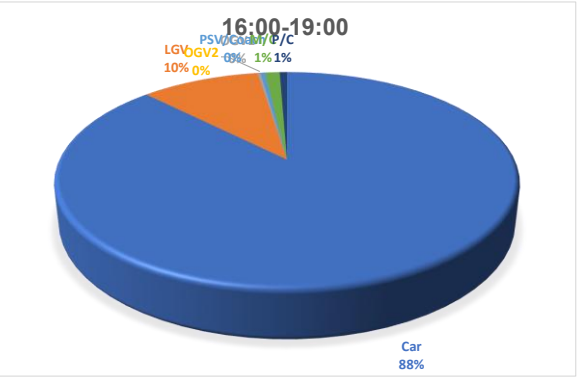
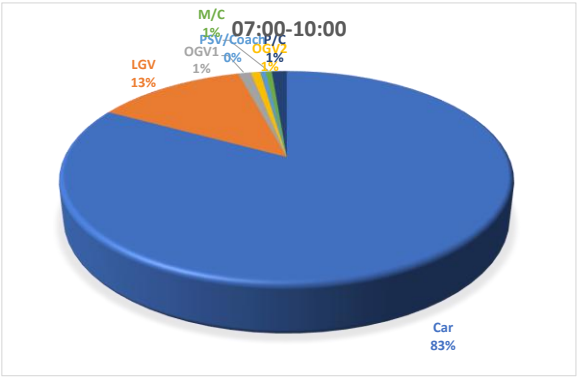
Survey Date: 24/06/2025
Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	235	53	2	1	1	5	2	299	297.7
08:00	08:15	296	46	2	4	2	1	7	358	360
08:15	08:30	399	30	6	1	2	3	15	456	448.5
08:30	08:45	351	50	1	4	1	1	6	414	415.3

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	246	42	2	0	1	1	2	294	293.8
17:00	17:15	275	33	1	0	2	5	2	318	315.9
17:15	17:30	255	29	1	0	3	3	1	292	292.9
17:30	17:45	248	25	0	0	0	3	0	276	274.2

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:15	until:	08:30	total flow: 456
PM Peak	from:	17:00	until:	17:15	total flow: 318

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	07:45	until:	08:45	total flow: 1527
PM Peak	from:	16:45	until:	17:45	total flow: 1180





Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Woodhouse Lane / Deer Park Avenue

Survey Date: 24/06/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles				
	A	B	C	D
A	0	2	0	0
B	1	0	34	71
C	2	29	0	10
D	0	86	5	0

PCU				
	A	B	C	D
A	0	2	0	0
B	1	0	34	72.8
C	2	28.2	0	10
D	0	88	5	0

Hourly Junction Flow

Time interval starting: 07:30:00

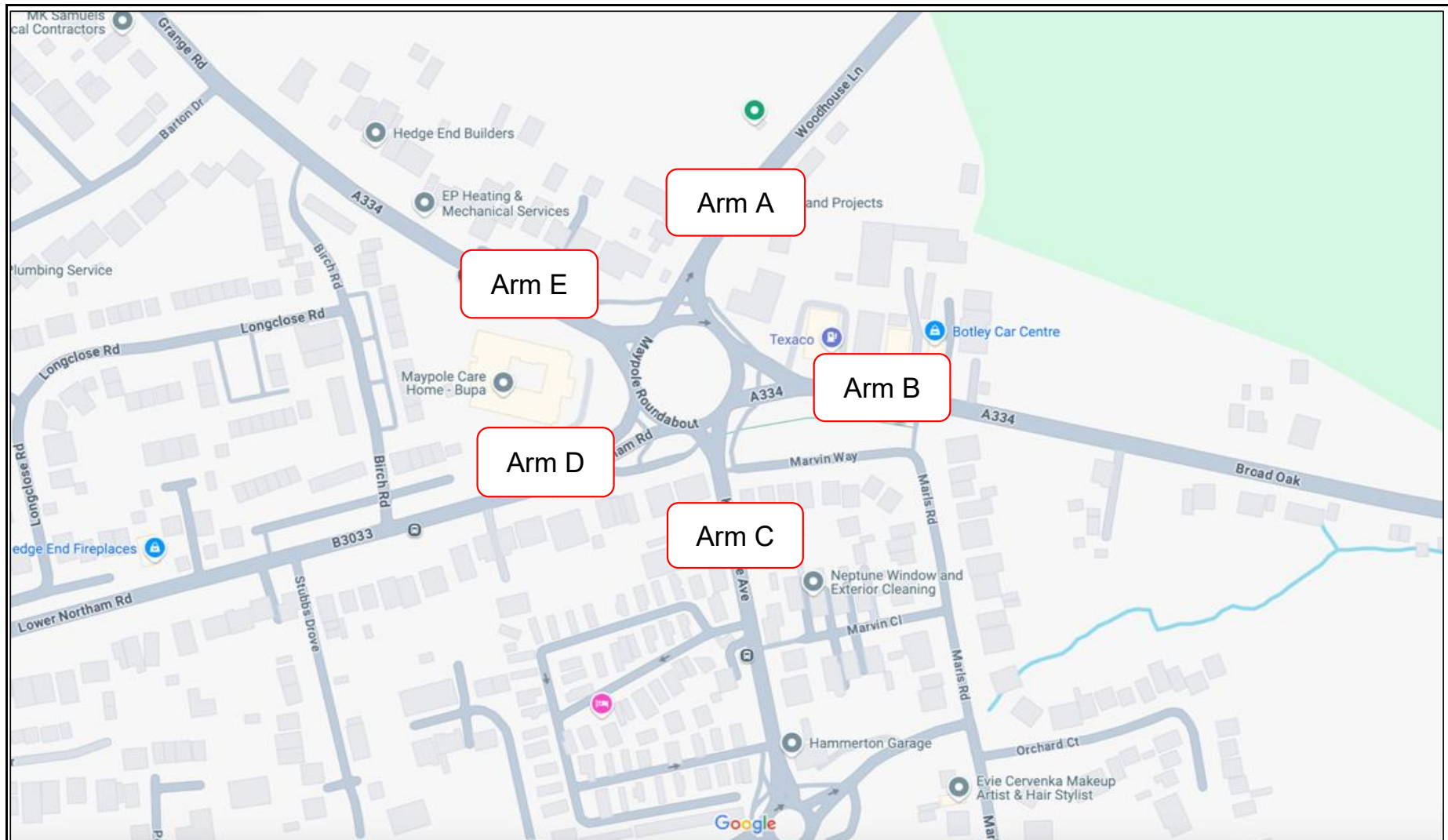
Select the time from the drop-down in cell C23 to show the hourly data for that period

Vehicles				
	A	B	C	D
A	0	36	20	42
B	73	1	195	373
C	28	129	1	53
D	0	350	45	7

PCU				
	A	B	C	D
A	0	36	21.3	42
B	54.6	1	194.5	377.5
C	28	128.1	1	53.4
D	0	358.8	46	7

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Maypole Roundabout	50.916422, -1.291223	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



[illegible]

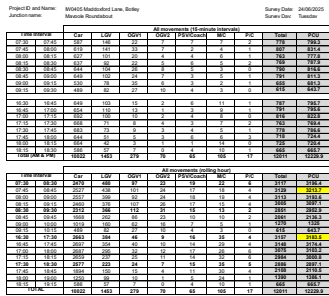
[illegible]

[illegible]

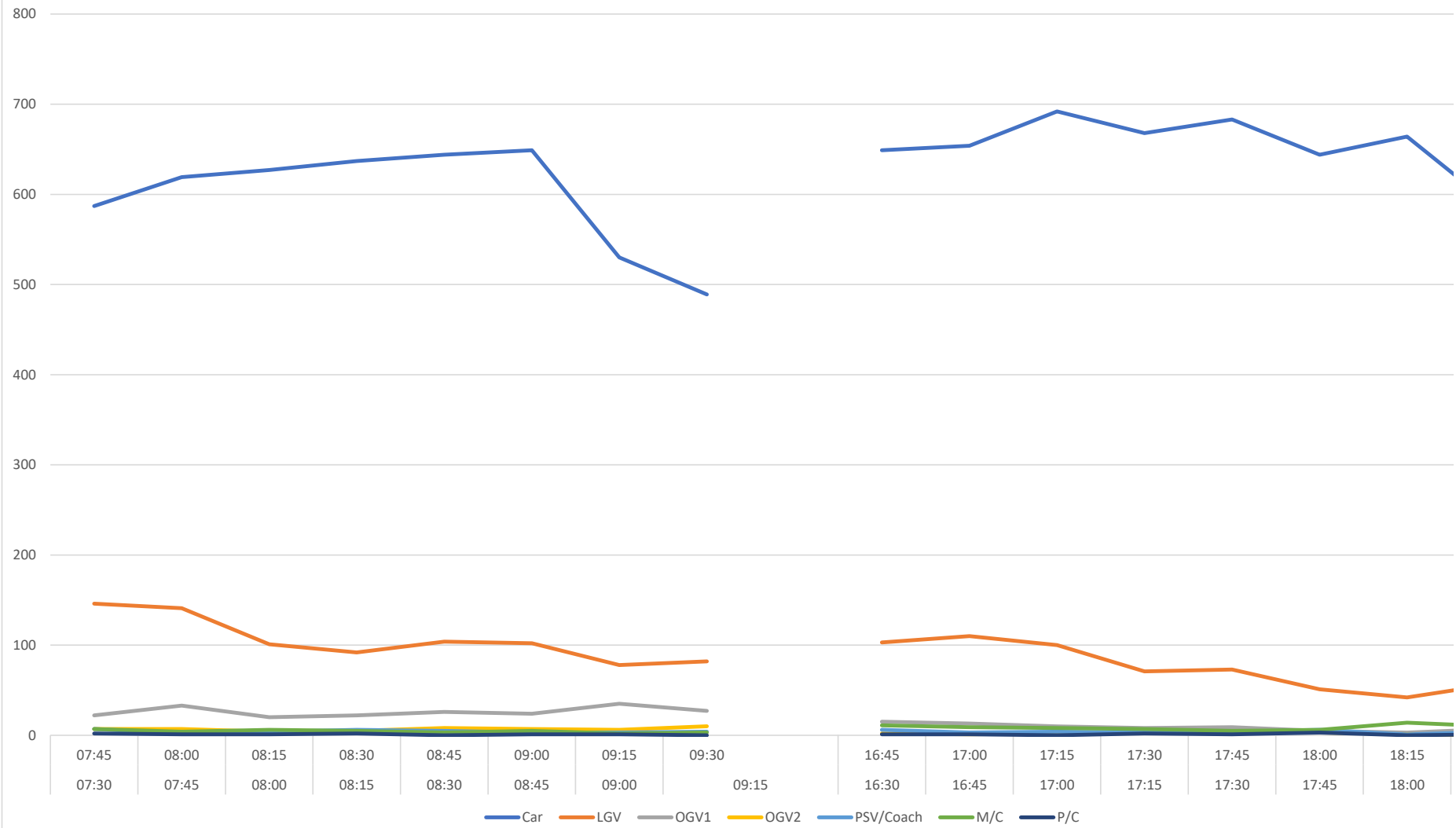
[illegible]

[illegible]

Survey Date: 24/06/2025



All movements (15-minute intervals)







Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Maypole Roundabout

Survey Date: 24/06/2025
Survey Day: Tuesday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	23	4	1	0	0	0	0	28	28.5
08:00	08:15	39	8	1	0	1	0	0	49	50.5
08:15	08:30	25	2	0	0	1	0	0	28	29
08:30	08:45	24	4	1	0	0	0	0	29	29.5

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	23	4	1	0	0	0	0	28	28.5
16:45	17:00	31	2	0	0	0	0	0	33	33
17:00	17:15	29	3	0	0	0	0	0	32	32
17:15	17:30	26	2	0	0	0	0	0	28	28



Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Maypole Roundabout

Survey Date: 24/06/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles					
	A	B	C	D	E
A	1	8	28	28	16
B	17	0	18	47	157
C	41	35	0	11	57
D	25	63	1	0	17
E	28	135	24	16	0

PCU					
	A	B	C	D	E
A	1	9.8	29	28	21
B	18.5	0	18	48.4	161.9
C	41.5	35	0	12	55.8
D	24.7	63.5	1	0	17
E	31.1	140.6	24	17.5	0

Hourly Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C24 to show the hourly data for that period

Vehicles					
	A	B	C	D	E
A	2	36	110	195	98
B	73	1	73	195	527
C	212	153	0	49	256
D	130	187	17	0	105
E	124	400	105	69	0

PCU					
	A	B	C	D	E
A	2	40.8	110.4	196.5	100
B	79.4	1	73.9	204.3	543.5
C	213.4	155.5	0	50.5	255.5
D	132.7	188.4	17.5	0	107.5
E	128.1	417.6	107	70.9	0

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	A334 / Locke Road roundabout	50.921407, -1.299270	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals





SurveyDate: 24/06/2025
SurveyDay: Tuesday

A - 2-persons segment													B - 2-persons segment													C - 2-persons segment												
Year	Age	Sex	Mar	Occp	Education	Mar	Yr	Mar	Occp	Education	Year	Age	Sex	Mar	Occp	Education	Mar	Yr	Mar	Occp	Education	Year	Age	Sex	Mar	Occp	Education	Mar	Yr	Mar	Occp	Education						
1970	16-20	M	0	0	0	0	0	0	0	0	1970	21-25	M	0	0	0	0	0	0	0	0	0	1970	26-30	M	0	0	0	0	0	0	0	0					
1970	16-20	F	0	0	0	0	0	0	0	0	1970	21-25	F	0	0	0	0	0	0	0	0	0	1970	26-30	F	0	0	0	0	0	0	0	0					
1970	31-35	M	0	0	0	0	0	0	0	0	1970	36-40	M	0	0	0	0	0	0	0	0	0	1970	41-45	M	0	0	0	0	0	0	0	0					
1970	31-35	F	0	0	0	0	0	0	0	0	1970	36-40	F	0	0	0	0	0	0	0	0	0	1970	41-45	F	0	0	0	0	0	0	0	0					
1970	46-50	M	0	0	0	0	0	0	0	0	1970	51-55	M	0	0	0	0	0	0	0	0	0	1970	56-60	M	0	0	0	0	0	0	0	0					
1970	46-50	F	0	0	0	0	0	0	0	0	1970	51-55	F	0	0	0	0	0	0	0	0	0	1970	56-60	F	0	0	0	0	0	0	0	0					
1970	61-65	M	0	0	0	0	0	0	0	0	1970	66-70	M	0	0	0	0	0	0	0	0	0	1970	71-75	M	0	0	0	0	0	0	0	0					
1970	61-65	F	0	0	0	0	0	0	0	0	1970	66-70	F	0	0	0	0	0	0	0	0	0	1970	71-75	F	0	0	0	0	0	0	0	0					
1970	76-80	M	0	0	0	0	0	0	0	0	1970	81-85	M	0	0	0	0	0	0	0	0	0	1970	86-90	M	0	0	0	0	0	0	0	0					
1970	76-80	F	0	0	0	0	0	0	0	0	1970	81-85	F	0	0	0	0	0	0	0	0	0	1970	86-90	F	0	0	0	0	0	0	0	0					
1970	91-95	M	0	0	0	0	0	0	0	0	1970	96-100	M	0	0	0	0	0	0	0	0	0	1970	101-105	M	0	0	0	0	0	0	0	0					
1970	91-95	F	0	0	0	0	0	0	0	0	1970	96-100	F	0	0	0	0	0	0	0	0	0	1970	101-105	F	0	0	0	0	0	0	0	0					
1970	106-110	M	0	0	0	0	0	0	0	0	1970	111-115	M	0	0	0	0	0	0	0	0	0	1970	116-120	M	0	0	0	0	0	0	0	0					
1970	106-110	F	0	0	0	0	0	0	0	0	1970	111-115	F	0	0	0	0	0	0	0	0	0	1970	116-120	F	0	0	0	0	0	0	0	0					
1970	121-125	M	0	0	0	0	0	0	0	0	1970	126-130	M	0	0	0	0	0	0	0	0	0	1970	131-135	M	0	0	0	0	0	0	0	0					
1970	121-125	F	0	0	0	0	0	0	0	0	1970	126-130	F	0	0	0	0	0	0	0	0	0	1970	131-135	F	0	0	0	0	0	0	0	0					
1970	136-140	M	0	0	0	0	0	0	0	0	1970	141-145	M	0	0	0	0	0	0	0	0	0	1970	146-150	M	0	0	0	0	0	0	0	0					
1970	136-140	F	0	0	0	0	0	0	0	0	1970	141-145	F	0	0	0	0	0	0	0	0	0	1970	146-150	F	0	0	0	0	0	0	0	0					
1970	151-155	M	0	0	0	0	0	0	0	0	1970	156-160	M	0	0	0	0	0	0	0	0	0	1970	161-165	M	0	0	0	0	0	0	0	0					
1970	151-155	F	0	0	0	0	0	0	0	0	1970	156-160	F	0	0	0	0	0	0	0	0	0	1970	161-165	F	0	0	0	0	0	0	0	0					
1970	166-170	M	0	0	0	0	0	0	0	0	1970	171-175	M	0	0	0	0	0	0	0	0	0	1970	176-180	M	0	0	0	0	0	0	0	0					
1970	166-170	F	0	0	0	0	0	0	0	0	1970	171-175	F	0	0	0	0	0	0	0	0	0	1970	176-180	F	0	0	0	0	0	0	0	0					
1970	181-185	M	0	0	0	0	0	0	0	0	1970	186-190	M	0	0	0	0	0	0	0	0	0	1970	191-195	M	0	0	0	0	0	0	0	0					
1970	181-185	F	0	0	0	0	0	0	0	0	1970	186-190	F	0	0	0	0	0	0	0	0	0	1970	191-195	F	0	0	0	0	0	0	0	0					
1970	196-200	M	0	0	0	0	0	0	0	0	1970	201-205	M	0	0	0	0	0	0	0	0	0	1970	206-210	M	0	0	0	0	0	0	0	0					
1970	196-200	F	0	0	0	0	0	0	0	0	1970	201-205	F	0	0	0	0	0	0	0	0	0	1970	206-210	F	0	0	0	0	0	0	0	0					
1970	211-215	M	0	0	0	0	0	0	0	0	1970	216-220	M	0	0	0	0	0	0	0	0	0	1970	221-225	M	0	0	0	0	0	0	0	0					
1970	211-215	F	0	0	0	0	0	0	0	0	1970	216-220	F	0	0	0	0	0	0	0	0	0	1970	221-225	F	0	0	0	0	0	0	0	0					
1970	226-230	M	0	0	0	0	0	0	0	0	1970	231-235	M	0	0	0	0	0	0	0	0	0	1970	236-240	M	0	0	0	0	0	0	0	0					
1970	226-230	F	0	0	0	0	0	0	0	0	1970	231-235	F	0	0	0	0	0	0	0	0	0	1970	236-240	F	0	0	0	0	0	0	0	0					
1970	241-245	M	0	0	0	0	0	0	0	0	1970	246-250	M	0	0	0	0	0	0	0	0	0	1970	251-255	M	0	0	0	0	0	0	0	0					
1970	241-245	F	0	0	0	0	0	0	0	0	1970	246-250	F	0	0	0	0	0	0	0	0	0	1970	251-255	F	0	0	0	0	0	0	0	0					
1970	256-260	M	0	0	0	0	0	0	0	0	1970	261-265	M	0	0	0	0	0	0	0	0	0	1970	266-270	M	0	0	0	0	0	0	0	0					
1970	256-260	F	0	0	0	0	0	0	0	0	1970	261-265	F	0	0	0	0	0	0	0	0	0	1970	266-270	F	0	0	0	0	0	0	0	0					
1970	271-275	M	0	0	0	0	0	0	0	0	1970	276-280	M	0	0	0	0	0	0	0	0	0	1970	281-285	M	0	0	0	0	0	0	0	0					
1970	271-275	F	0	0	0	0	0	0	0	0	1970	276-280	F	0	0	0	0	0	0	0	0	0	1970	281-285	F	0	0	0	0	0	0	0	0					
1970	286-290	M	0	0	0	0	0	0	0	0	1970	291-295	M	0	0	0	0	0	0	0	0	0	1970	296-300	M	0	0	0	0	0	0	0	0					
1970	286-290	F	0	0	0	0	0	0	0	0	1970	291-295	F	0	0	0	0	0	0	0	0	0	1970	296-300	F	0	0	0	0	0	0	0	0					
1970	301-305	M	0	0	0	0	0	0	0	0	1970	306-310	M	0	0	0	0	0	0	0	0	0	1970	311-315	M	0	0	0	0	0	0	0	0					
1970	301-305	F	0	0	0	0	0	0	0	0	1970	306-310	F	0	0	0	0	0	0	0	0	0	1970	311-315	F	0	0	0	0	0	0	0	0					
1970	316-320	M	0	0	0	0	0	0	0	0	1970	321-325	M	0	0	0	0	0	0	0	0	0	1970	326-330	M	0	0	0	0	0	0	0	0					
1970	316-320	F	0	0	0	0	0	0	0	0	1970	321-325	F	0	0	0	0	0	0	0	0	0	1970	326-330	F	0	0	0	0	0	0	0	0					
1970	331-335	M	0	0	0	0	0	0	0	0	1970	336-340	M	0	0	0	0	0	0	0	0	0	1970	341-345	M	0	0	0	0	0	0	0	0					
1970	331-335	F	0	0	0	0	0	0	0	0	1970	336-340	F	0	0	0	0	0	0	0	0	0	1970	341-345	F	0	0	0	0	0	0	0	0					
1970	346-350	M	0	0	0	0	0	0	0	0	1970	351-355	M	0	0	0	0	0	0	0	0	0	1970	356-360	M	0	0	0	0	0	0	0	0					
1970	346-350	F	0	0	0	0	0	0	0	0	1970	351-355	F	0	0	0	0	0	0	0	0	0	1970	356-360	F	0	0	0	0	0	0	0	0					
1970	361-365	M	0	0	0	0	0	0	0	0	1970	366-370	M	0	0	0	0	0	0	0	0	0	1970	371-375	M	0	0	0	0	0	0	0	0					
1970	361-365	F	0	0	0	0	0	0	0	0	1970	366-370	F	0	0	0	0	0	0	0	0	0	1970	371-375	F	0	0	0	0	0	0	0	0					
1970	376-380	M	0	0	0	0	0	0	0	0	1970	381-385	M	0	0	0	0	0	0	0	0	0	1970	386-390	M	0	0	0	0	0	0	0	0					
1970	376-380	F	0	0	0	0	0	0	0	0	1970	381-385	F	0	0	0	0	0	0	0	0	0	1970	386-390	F	0	0	0	0	0	0	0	0					
1970	391-395	M	0	0	0	0	0	0	0	0	1970	396-400	M	0	0	0	0	0	0	0	0	0	1970	401-405	M	0	0	0	0	0	0	0	0					
1970	391-395	F	0	0	0	0	0	0	0	0	1970	396-400	F	0	0	0	0	0	0	0	0	0	1970	401-405	F	0	0	0	0	0	0	0	0					
1970	406-410	M	0	0	0	0	0	0	0	0	1970	411-415	M	0	0	0																						

[illegible]

[illegible]

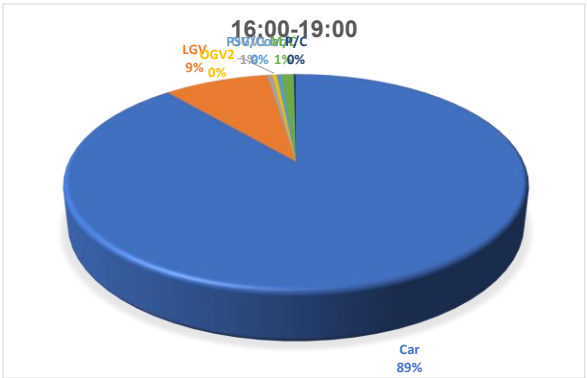
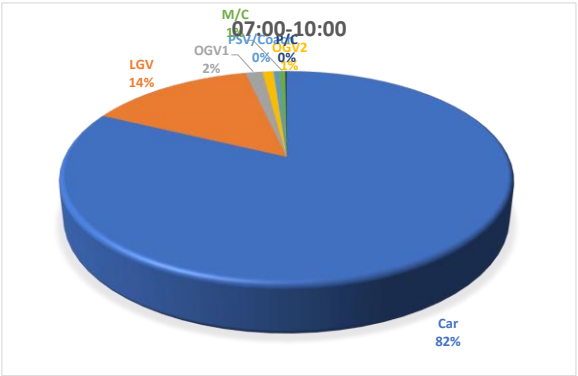
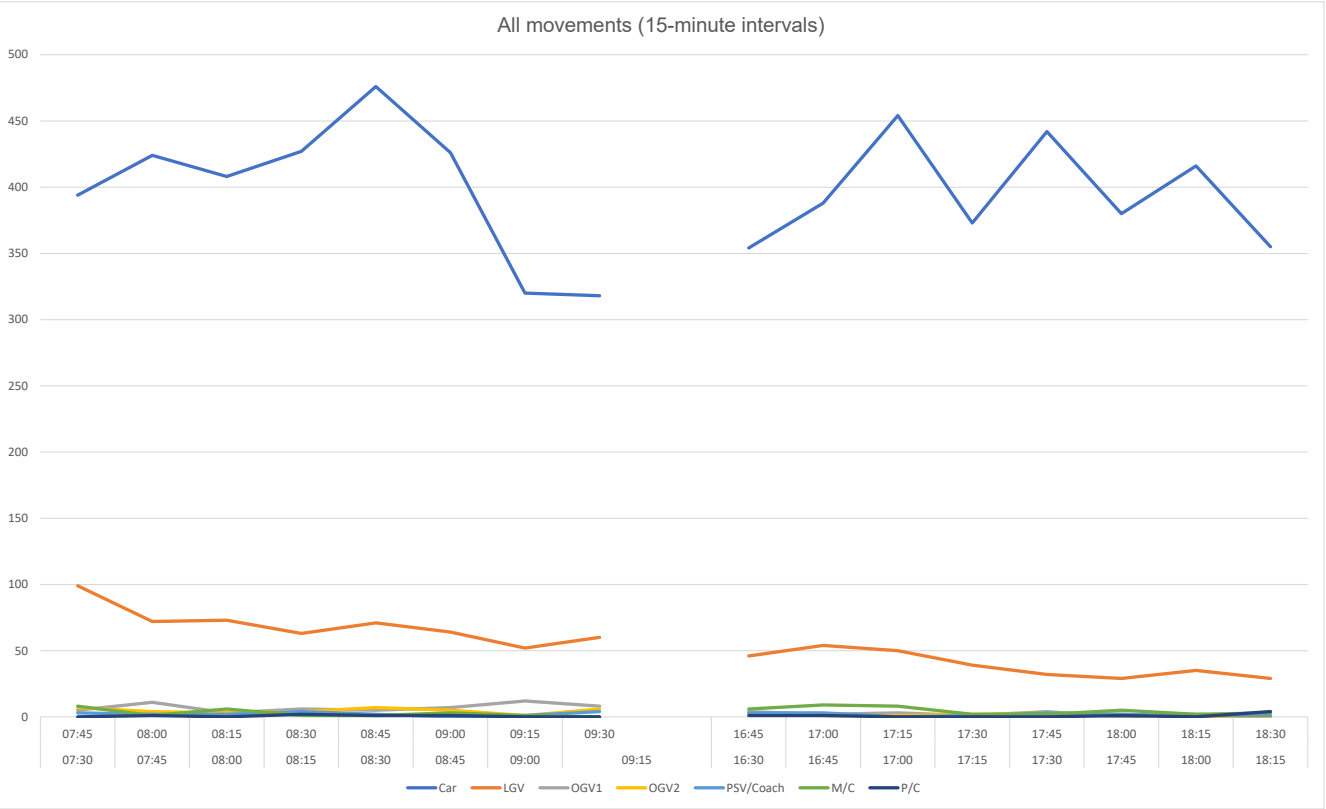
[illegible]



Project ID and Name: 202001 Mainland Lane, Boley
Address Name: 4204 Lundy Street Landfill

Survey Date: 24/06/2025
Survey Time: 10:00am

Time Interval		All Measurements (15-minute intervals)										Total	POT
Start	End	Lat	Long	OGPT	Height	Pressure	Temp	Hum	Wind	Dir	Pow	Temp	POT
07:30	07:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	219	222.5
07:45	08:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	219	222.5
08:00	08:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	225	228.5
08:15	08:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	227	231.5
08:30	08:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	232	236.5
08:45	09:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	235	239.5
09:00	09:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	237	241.5
09:15	09:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	238	242.5
09:30	09:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	239	243.5
09:45	10:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	240	244.5
10:00	10:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	241	245.5
10:15	10:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	242	246.5
10:30	10:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	243	247.5
10:45	11:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	244	248.5
11:00	11:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	245	249.5
11:15	11:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	246	250.5
11:30	11:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	247	251.5
11:45	12:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	248	252.5
12:00	12:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	249	253.5
12:15	12:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	250	254.5
12:30	12:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	251	255.5
12:45	13:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	252	256.5
13:00	13:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	253	257.5
13:15	13:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	254	258.5
13:30	13:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	255	259.5
13:45	14:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	256	260.5
14:00	14:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	257	261.5
14:15	14:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	258	262.5
14:30	14:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	259	263.5
14:45	15:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	260	264.5
15:00	15:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	261	265.5
15:15	15:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	262	266.5
15:30	15:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	263	267.5
15:45	16:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	264	268.5
16:00	16:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	265	269.5
16:15	16:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	266	270.5
16:30	16:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	267	271.5
16:45	17:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	268	272.5
17:00	17:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	269	273.5
17:15	17:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	270	274.5
17:30	17:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	271	275.5
17:45	18:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	272	276.5
18:00	18:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	273	277.5
18:15	18:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	274	278.5
18:30	18:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	275	279.5
18:45	19:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	276	280.5
19:00	19:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	277	281.5
19:15	19:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	278	282.5
19:30	19:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	279	283.5
19:45	20:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	280	284.5
20:00	20:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	281	285.5
20:15	20:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	282	286.5
20:30	20:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	283	287.5
20:45	21:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	284	288.5
21:00	21:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	285	289.5
21:15	21:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	286	290.5
21:30	21:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	287	291.5
21:45	22:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	288	292.5
22:00	22:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	289	293.5
22:15	22:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	290	294.5
22:30	22:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	291	295.5
22:45	23:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	292	296.5
23:00	23:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	293	297.5
23:15	23:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	294	298.5
23:30	23:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	295	299.5
23:45	00:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	296	300.5
00:00	00:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	297	301.5
00:15	00:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	298	302.5
00:30	00:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	299	303.5
00:45	01:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	300	304.5
01:00	01:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	301	305.5
01:15	01:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	302	306.5
01:30	01:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	303	307.5
01:45	02:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	304	308.5
02:00	02:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	305	309.5
02:15	02:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	306	310.5
02:30	02:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	307	311.5
02:45	03:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	308	312.5
03:00	03:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	309	313.5
03:15	03:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	310	314.5
03:30	03:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	311	315.5
03:45	04:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	312	316.5
04:00	04:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	313	317.5
04:15	04:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	314	318.5
04:30	04:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	315	319.5
04:45	05:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	316	320.5
05:00	05:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	317	321.5
05:15	05:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	318	322.5
05:30	05:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	319	323.5
05:45	06:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	320	324.5
06:00	06:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	321	325.5
06:15	06:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	322	326.5
06:30	06:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	323	327.5
06:45	07:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	324	328.5
07:00	07:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	325	329.5
07:15	07:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	326	330.5
07:30	07:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	327	331.5
07:45	08:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	328	332.5
08:00	08:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	329	333.5
08:15	08:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	330	334.5
08:30	08:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	331	335.5
08:45	09:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	332	336.5
09:00	09:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	333	337.5
09:15	09:30	53.5	-1.0	287	1.1	2	10	9	0	0	2	334	338.5
09:30	09:45	53.5	-1.0	287	1.1	2	10	9	0	0	2	335	339.5
09:45	10:00	53.5	-1.0	287	1.1	2	10	9	0	0	2	336	340.5
10:00	10:15	53.5	-1.0	287	1.1	2	10	9	0	0	2	337	3





Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: A334 / Locke Road roundabout

Survey Date: 24/06/2025
Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	424	72	11	4	2	1	1	515	526.3
08:00	08:15	408	73	3	3	2	6	0	495	498.8
08:15	08:30	427	63	6	4	4	1	2	507	517
08:30	08:45	476	71	5	7	2	1	1	563	575.2

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	388	54	2	1	3	9	1	458	457.1
17:00	17:15	454	50	3	1	0	8	0	516	514
17:15	17:30	373	39	1	2	1	2	0	418	420.9
17:30	17:45	442	32	4	3	3	2	0	486	493.7

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:30	until:	08:45	total flow: 563
PM Peak	from:	17:00	until:	17:15	total flow: 516

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	07:45	until:	08:45	total flow: 2080
PM Peak	from:	16:45	until:	17:45	total flow: 1878



Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: A334 / Locke Road roundabout

Survey Date: 24/06/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles			
	A	B	C
A	2	35	50
B	24	1	227
C	8	169	0

PCU			
	A	B	C
A	2	34.4	49.4
B	25	1	229.1
C	8	176.9	0

Hourly Junction Flow

Time interval starting: 07:30:00

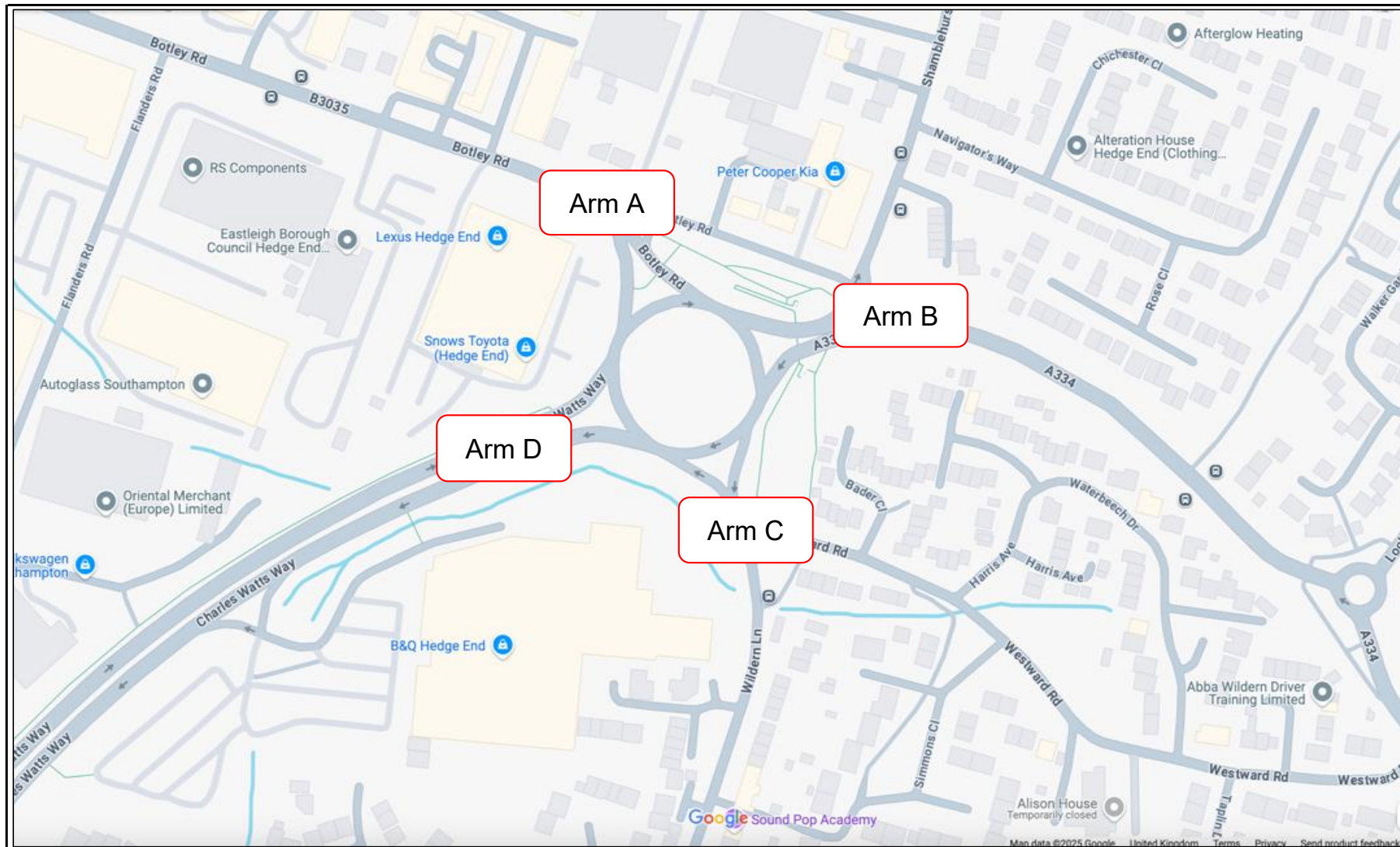
Select the time from the drop-down in cell C24 to show the hourly data for that period

Vehicles			
	A	B	C
A	4	208	161
B	203	5	825
C	59	568	0

PCU			
	A	B	C
A	4	207.4	161.4
B	203.6	5	840.5
C	59	587	0

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	A334 / Botley Road roundabout	50.922447, -1.304372	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

10-15	10-15	202	20	2	2	2	4	0	222	222	10-15	10-15	221	27	2	0	0	2	0	249	249
10-15	10-15	150	29	1	1	1	4	0	222	222	10-15	10-15	120	16	1	0	0	2	0	148	147.3
TOTAL		2785	508	87	42	14	33	1	3551	2643.8	TOTAL		2587	480	181	27	2	28	8	3128	3205

[illegible]



Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: A334 / Botley Road roundabout

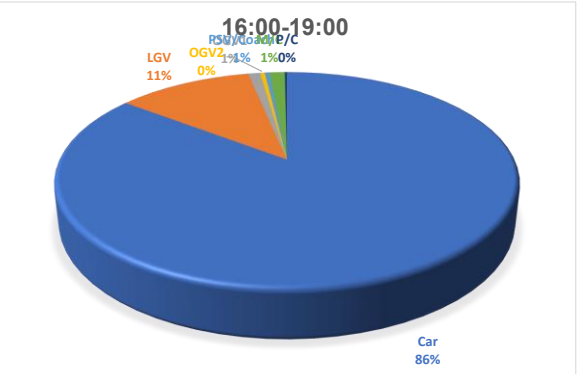
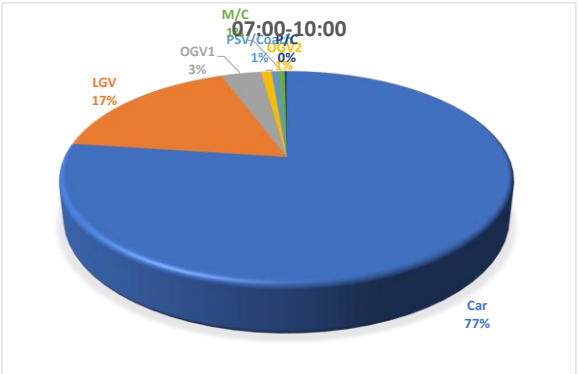
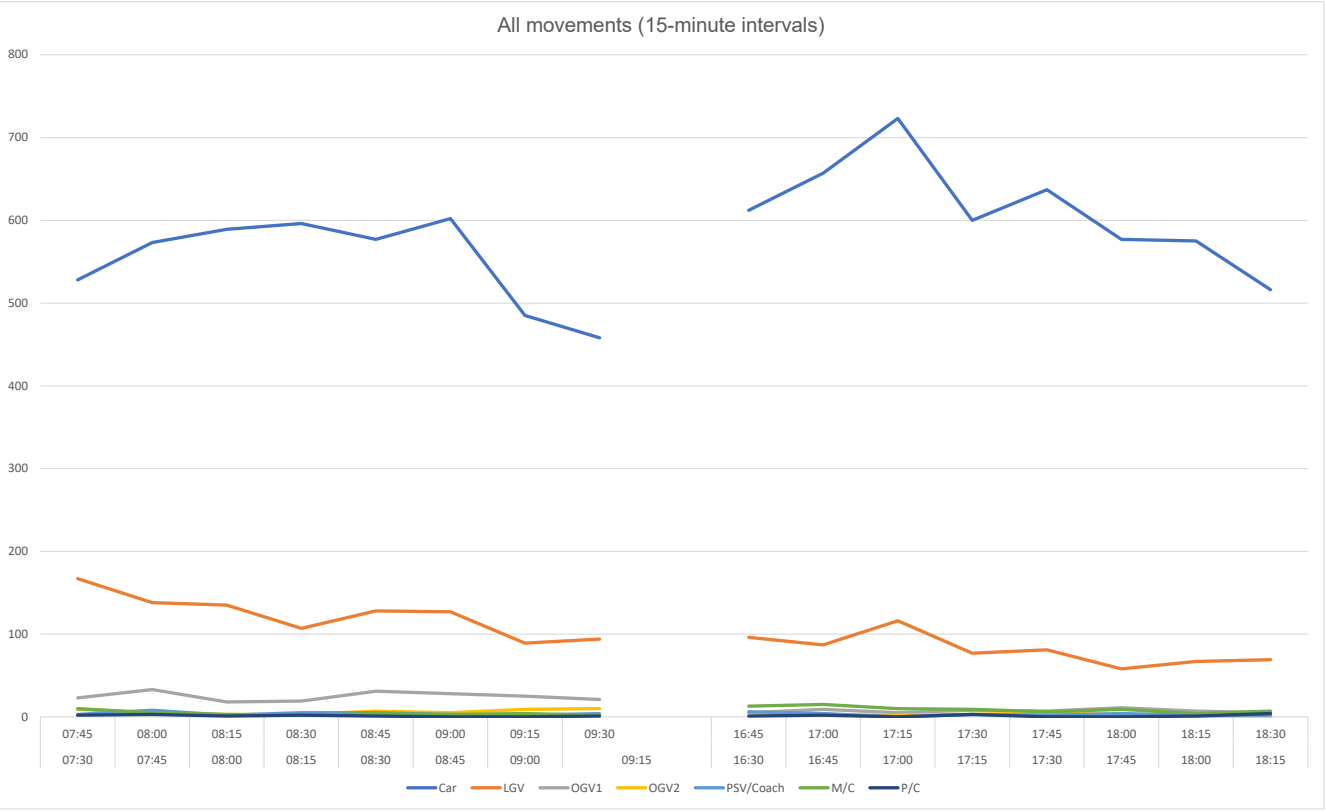
Survey Date: 24/06/2025
Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	573	138	33	5	8	5	3	765	790.6
08:00	08:15	589	135	18	3	2	3	1	751	763.3
08:15	08:30	596	107	19	3	5	2	2	734	749.6
08:30	08:45	577	128	31	7	5	4	1	753	779.4

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	657	87	9	2	4	15	2	776	776.5
17:00	17:15	723	116	5	2	0	10	0	856	855.1
17:15	17:30	600	77	8	3	3	9	3	703	706.1
17:30	17:45	637	81	7	5	2	6	0	738	746.4

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:45	until:	09:00	total flow: 768
PM Peak	from:	17:00	until:	17:15	total flow: 856

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	08:00	until:	09:00	total flow: 3006
PM Peak	from:	16:30	until:	17:30	total flow: 3073





Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: A334 / Botley Road roundabout

Survey Date: 24/06/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles				
	A	B	C	D
A	0	66	36	24
B	87	8	18	228
C	50	13	0	30
D	41	123	16	2

PCU				
	A	B	C	D
A	0	65.8	35.4	27.3
B	87.8	8	16.4	230.6
C	52	13	0	30
D	43.2	133.1	16	2

Hourly Junction Flow

Time interval starting: 07:30:00

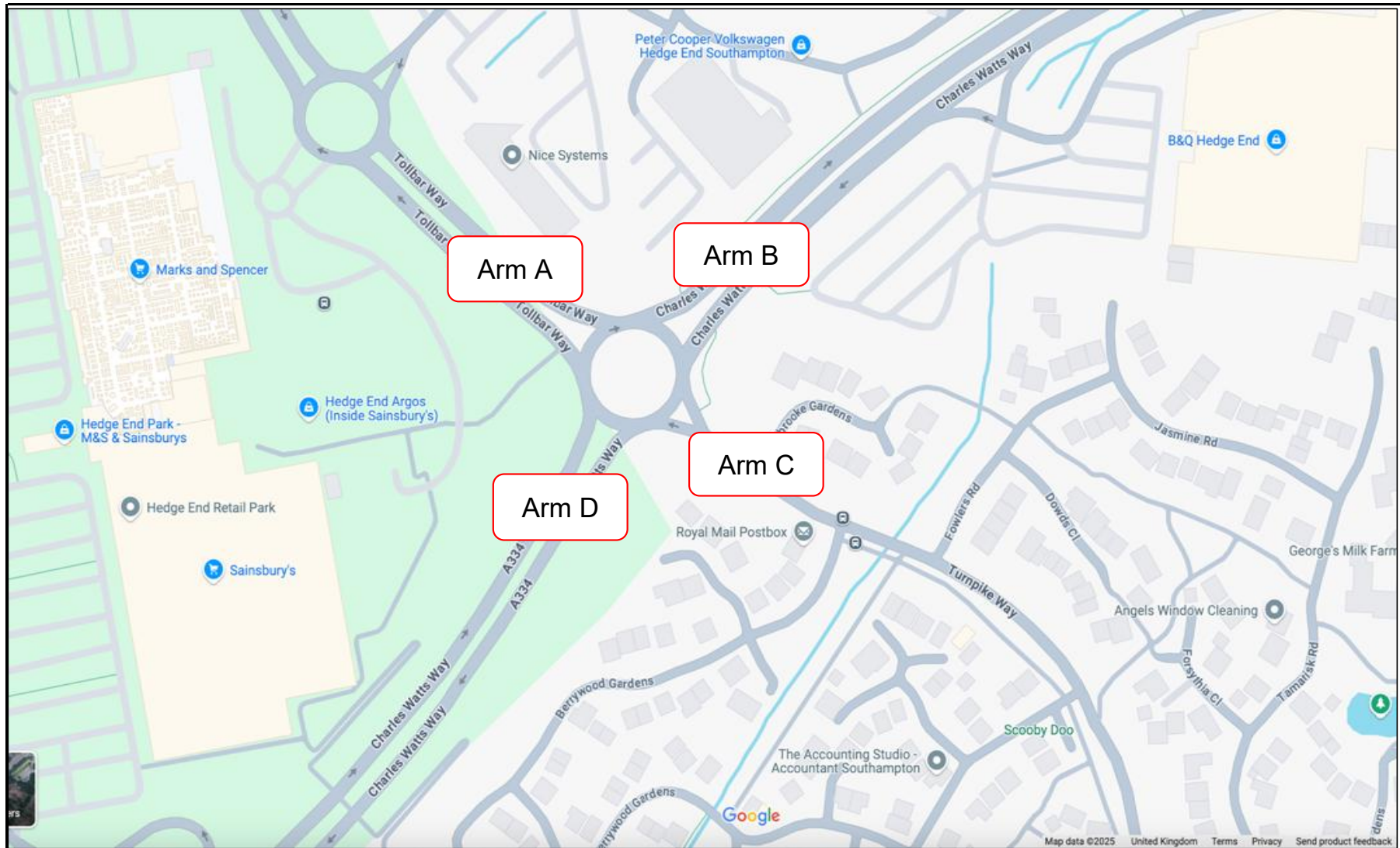
Select the time from the drop-down in cell C23 to show the hourly data for that period

Vehicles				
	A	B	C	D
A	5	319	195	106
B	377	44	87	762
C	260	75	0	124
D	159	390	72	17

PCU				
	A	B	C	D
A	5	327.4	195.9	112.6
B	381.4	44.5	84.3	780.1
C	261.8	75.5	0	123.4
D	168.9	412.9	72.1	18.3

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	A334 / Tollbar Way roundabout	50.920253, -1.310112	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



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[illegible]

[illegible]

[illegible]



TIME PERIOD	ALL REVENUES INCLUDING TAXES									
	GOVT	LAND	STATE	LOCAL	FED	INTL	FSC	SSSD	PS&R	
1970-71	2020	2197	1087	356	12	21	21	2851	2054	
1971-72	2020	2197	1087	356	12	21	21	2851	2054	
1972-73	2020	2197	1087	356	12	21	21	2851	2054	
1973-74	2020	2197	1087	356	12	21	21	2851	2054	
1974-75	2020	2197	1087	356	12	21	21	2851	2054	
1975-76	2020	2197	1087	356	12	21	21	2851	2054	
1976-77	2020	2197	1087	356	12	21	21	2851	2054	
1977-78	2020	2197	1087	356	12	21	21	2851	2054	
1978-79	2020	2197	1087	356	12	21	21	2851	2054	
1979-80	2020	2197	1087	356	12	21	21	2851	2054	
1980-81	2020	2197	1087	356	12	21	21	2851	2054	
1981-82	2020	2197	1087	356	12	21	21	2851	2054	
1982-83	2020	2197	1087	356	12	21	21	2851	2054	
1983-84	2020	2197	1087	356	12	21	21	2851	2054	
1984-85	2020	2197	1087	356	12	21	21	2851	2054	
1985-86	2020	2197	1087	356	12	21	21	2851	2054	
1986-87	2020	2197	1087	356	12	21	21	2851	2054	
1987-88	2020	2197	1087	356	12	21	21	2851	2054	
1988-89	2020	2197	1087	356	12	21	21	2851	2054	
1989-90	2020	2197	1087	356	12	21	21	2851	2054	
1990-91	2020	2197	1087	356	12	21	21	2851	2054	
1991-92	2020	2197	1087	356	12	21	21	2851	2054	
1992-93	2020	2197	1087	356	12	21	21	2851	2054	
1993-94	2020	2197	1087	356	12	21	21	2851	2054	
1994-95	2020	2197	1087	356	12	21	21	2851	2054	
1995-96	2020	2197	1087	356	12	21	21	2851	2054	
1996-97	2020	2197	1087	356	12	21	21	2851	2054	
1997-98	2020	2197	1087	356	12	21	21	2851	2054	
1998-99	2020	2197	1087	356	12	21	21	2851	2054	
1999-00	2020	2197	1087	356	12	21	21	2851	2054	
2000-01	2020	2197	1087	356	12	21	21	2851	2054	
2001-02	2020	2197	1087	356	12	21	21	2851	2054	
2002-03	2020	2197	1087	356	12	21	21	2851	2054	
2003-04	2020	2197	1087	356	12	21	21	2851	2054	
2004-05	2020	2197	1087	356	12	21	21	2851	2054	
2005-06	2020	2197	1087	356	12	21	21	2851	2054	
2006-07	2020	2197	1087	356	12	21	21	2851	2054	
2007-08	2020	2197	1087	356	12	21	21	2851	2054	
2008-09	2020	2197	1087	356	12	21	21	2851	2054	
2009-10	2020	2197	1087	356	12	21	21	2851	2054	
2010-11	2020	2197	1087	356	12	21	21	2851	2054	
2011-12	2020	2197	1087	356	12	21	21	2851	2054	
2012-13	2020	2197	1087	356	12	21	21	2851	2054	
2013-14	2020	2197	1087	356	12	21	21	2851	2054	
2014-15	2020	2197	1087	356	12	21	21	2851	2054	
2015-16	2020	2197	1087	356	12	21	21	2851	2054	
2016-17	2020	2197	1087	356	12	21	21	2851	2054	
2017-18	2020	2197	1087	356	12	21	21	2851	2054	
2018-19	2020	2197	1087	356	12	21	21	2851	2054	
2019-20	2020	2197	1087	356	12	21	21	2851	2054	
2020-21	2020	2197	1087	356	12	21	21	2851	2054	
2021-22	2020	2197	1087	356	12	21	21	2851	2054	
2022-23	2020	2197	1087	356	12	21	21	2851	2054	
2023-24	2020	2197	1087	356	12	21	21	2851	2054	
2024-25	2020	2197	1087	356	12	21	21	2851	2054	
2025-26	2020	2197	1087	356	12	21	21	2851	2054	
2026-27	2020	2197	1087	356	12	21	21	2851	2054	
2027-28	2020	2197	1087	356	12	21	21	2851	2054	
2028-29	2020	2197	1087	356	12	21	21	2851	2054	
2029-30	2020	2197	1087	356	12	21	21	2851	2054	
2030-31	2020	2197	1087	356	12	21	21	2851	2054	
2031-32	2020	2197	1087	356	12	21	21	2851	2054	
2032-33	2020	2197	1087	356	12	21	21	2851	2054	
2033-34	2020	2197	1087	356	12	21	21	2851	2054	
2034-35	2020	2197	1087	356	12	21	21	2851	2054	
2035-36	2020	2197	1087	356	12	21	21	2851	2054	
2036-37	2020	2197	1087	356	12	21	21	2851	2054	
2037-38	2020	2197	1087	356	12	21	21	2851	2054	
2038-39	2020	2197	1087	356	12	21	21	2851	2054	
2039-40	2020	2197	1087	356	12	21	21	2851	2054	
2040-41	2020	2197	1087	356	12	21	21	2851	2054	
2041-42	2020	2197	1087	356	12	21	21	2851	2054	
2042-43	2020	2197	1087	356	12	21	21	2851	2054	
2043-44	2020	2197	1087	356	12	21	21	2851	2054	
2044-45	2020	2197	1087	356	12	21	21	2851	2054	
2045-46	2020	2197	1087	356	12	21	21	2851	2054	
2046-47	2020	2197	1087	356	12	21	21	2851	2054	
2047-48	2020	2197	1087	356	12	21	21	2851	2054	
2048-49	2020	2197	1087	356	12	21	21	2851	2054	
2049-50	2020	2197	1087	356	12	21	21	2851	2054	
2050-51	2020	2197	1087	356	12	21	21	2851	2054	
2051-52	2020	2197	1087	356	12	21	21	2851	2054	
2052-53	2020	2197	1087	356	12	21	21	2851	2054	
2053-54	2020	2197	1087	356	12	21	21	2851	2054	
2054-55	2020	2197	1087	356	12	21	21	2851	2054	
2055-56	2020	2197	1087	356	12	21	21	2851	2054	
2056-57	2020	2197	1087	356	12	21	21	2851	2054	
2057-58	2020	2197	1087	356	12	21	21	2851	2054	
2058-59	2020	2197	1087	356	12	21	21	2851	2054	
2059-60	2020	2197	1087	356	12	21	21	2851	2054	
2060-61	2020	2197	1087	356	12	21	21	2851	2054	
2061-62	2020	2197	1087	356	12	21	21	2851	2054	
2062-63	2020	2197	1087	356	12	21	21	2851	2054	
2063-64	2020	2197	1087	356	12	21	21	2851	2054	
2064-65	2020	2197	1087	356	12	21	21	2851	2054	
2065-66	2020	2197	1087	356	12	21	21	2851	2054	
2066-67	2020	2197	1087	356	12	21	21	2851	2054	
2067-68	2020	2197	1087	356	12	21	21	2851	2054	
2068-69	2020	2197	1087	356	12	21	21	2851	2054	
2069-70	2020	2197	1087	356	12	21	21	2851	2054	
2070-71	2020	2197	1087	356	12	21	21	2851	2054	
2071-72	2020	2197	1087	356	12	21	21	2851	2054	
2072-73	2020	2197	1087	356	12	21	21	2851	2054	
2073-74	2020	2197	1087	356	12	21	21	2851	2054	
2074-75	2020	2197	1087	356	12	21	21	2851	2054	
2075-76	2020	2197	1087	356	12	21	21	2851	2054	
2076-77	2020	2197	1087	356	12	21	21	2851	2054	
2077-78	2020	2197	1087	356	12	21	21	2851	2054	
2078-79	2020	2197	1087	356	12	21	21	2851	2054	
2079-80	2020	2197	1087	356	12	21	21	2851	2054	
2080-81	2020	2197	1087	356	12	21	21	2851	2054	
2081-82	2020	2197	1087	356	12	21	21	2851	2054	
2082-83	2020	2197	1087	356	12	21	21	2851	2054	
2083-84	2020	2197	1087	356	12	21	21	2851	2054	
2084-85	2020	2197	1087	356	12	21	21	2851	2054	
2085-86	2020	2197	1087	356	12	21	21	2851	2054	
2086-87	2020	2197	1087	356	12	21	21	2851	2054	
2087-88	2020	2197	1087	356	12	21	21	2851	2054	
2088-89	2020	2197	1087	356	12	21	21	2851	2054	
2089-90	2020	2197	1087	356	12	21	21	2851	2054	
2090-91	2020	2197	1087	356	12	21	21	2851	2054	
2091-92	2020	2197	1087	356	12	21	21	2851	2054	
2092-93	2020	2197	1087	356	12	21	21	2851	2054	
2093-94	2020	2197	1087	356	12	21	21	2851	2054	
2094-95	2020	2197	1087	356	12	21	21	2851	2054	
2095-96	2020	2197	1087	356	12	21	21	2851	2054	
2096-97	2020	2197	1087	356	12	21	21	2851	2054	
2097-98	2020	2197	1087	356	12	21	21	2851	2054	
2098-99	2020	2197	1087	356	12	21	21	2851	2054	
2099-00	2020	2197	1087	356	12	21	21	2851	2054	
2100-01	2020	2197	1087	356	12	21				



Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: A334 / Tollbar Way roundabout

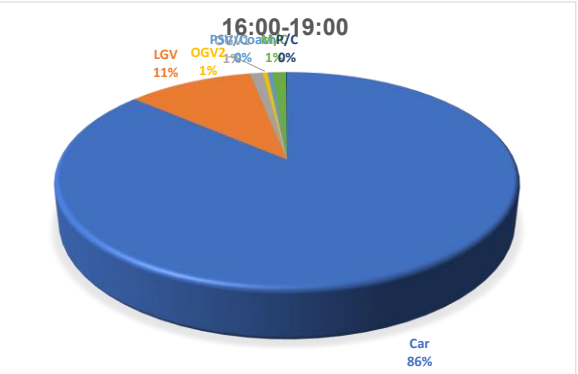
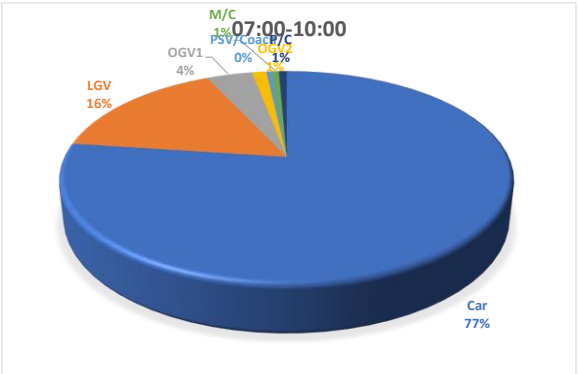
Survey Date: 24/06/2025
Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	533	126	22	3	0	5	7	696	702.3
08:15	08:30	586	106	24	9	4	4	19	752	762.1
08:30	08:45	579	104	26	7	6	4	3	729	752.3
08:45	09:00	607	125	32	9	2	4	1	780	806.5

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	657	102	9	5	2	10	1	786	792.2
16:45	17:00	733	84	10	2	5	13	1	848	852
17:00	17:15	737	109	7	2	0	7	0	862	863.9
17:15	17:30	675	80	14	4	4	12	1	790	798.2

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:45	until:	09:00	total flow: 780
PM Peak	from:	17:00	until:	17:15	total flow: 862

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	08:00	until:	09:00	total flow: 2957
PM Peak	from:	16:30	until:	17:30	total flow: 3286





Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: A334 / Tollbar Way roundabout

Survey Date: 24/06/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles				
	A	B	C	D
A	3	18	9	155
B	22	5	5	260
C	15	6	0	24
D	62	149	1	3

PCU				
	A	B	C	D
A	3	18	10	157.1
B	22.5	5	5	264.9
C	15.5	6	0	24
D	63.4	161.4	1	3

Hourly Junction Flow

Time interval starting: 07:30:00

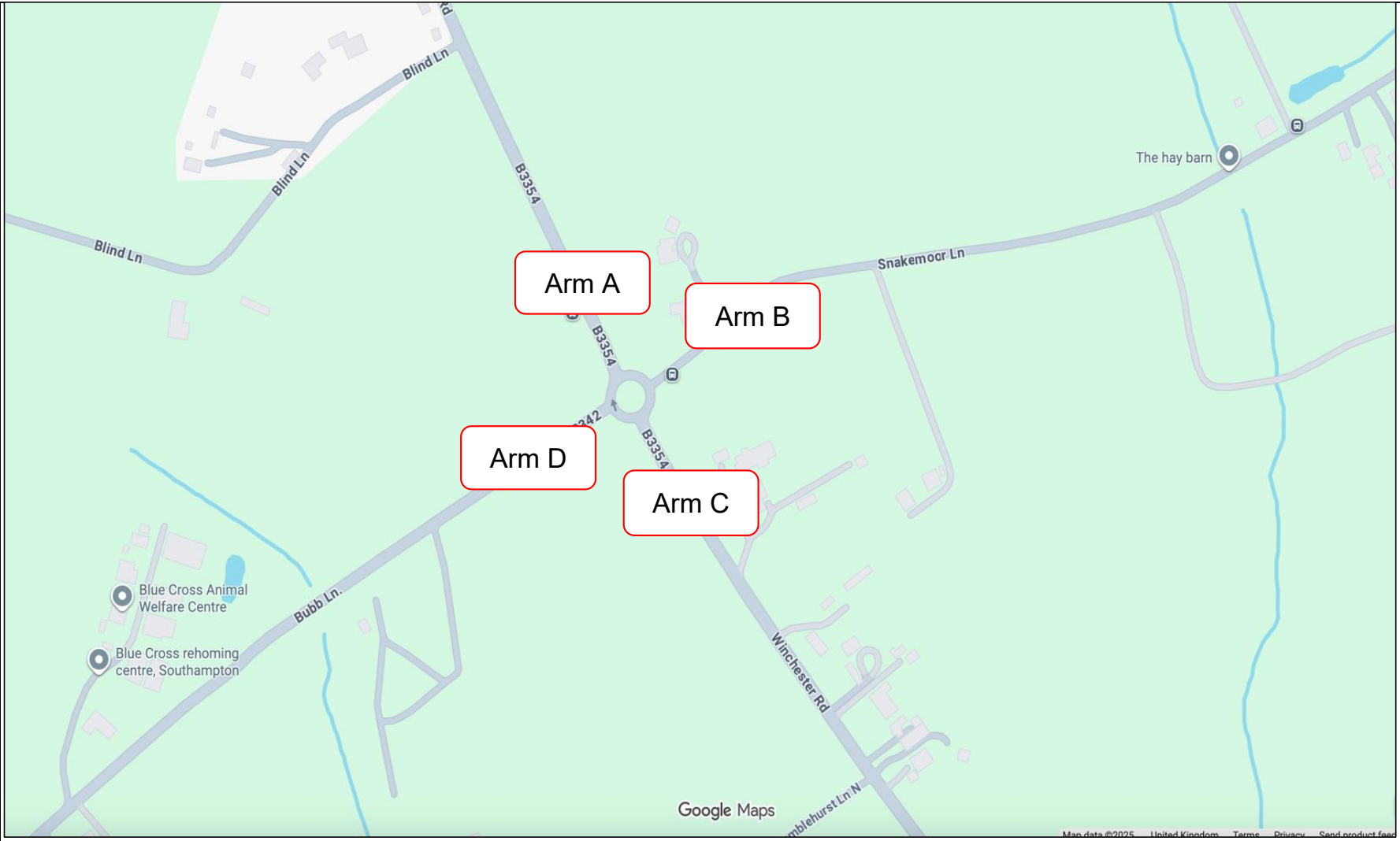
Select the time from the drop-down in cell C23 to show the hourly data for that period

Vehicles				
	A	B	C	D
A	11	61	114	581
B	105	11	40	851
C	123	45	0	79
D	318	523	14	15

PCU				
	A	B	C	D
A	11	60.6	90.9	593.9
B	105.9	11	42	873.6
C	125.1	46	0	79
D	328.9	558	14	15

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0452	Botley	Botley Road / Winchester Road / Snakemoor Lane / Bubb Lane	50.942763, -1.292965	07/10/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Dry





Project ID and Name: B04022 B0401
Project Name: Bulbin Road / Bulbin Road / Galeswood Lane / Bulbin Lane

Survey Date: 07/10/2025
Survey Date: Tuesday

A - 4 (10m maximum width)										A - 4 (10m maximum width)										A - 4 (10m maximum width)										A - 4 (10m maximum width)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Time Interval	SG	LD	OD	NO	PD	PD	PD	PD	PD	Time Interval	SG	LD	OD	NO	PD	PD	PD	PD	PD	Time Interval	SG	LD	OD	NO	PD	PD	PD	PD	PD	Time Interval	SG	LD	OD	NO	PD	PD	PD	PD	PD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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09:40	0	0	0	0	0	0	0	0	0	09:40 - 09:45	0	0	0	0	0	0	0	0	0	09:45 - 09:50	0	0	0	0	0	0	0	0	0	09:50 - 09:55	0	0	0	0	0	0	0	0	0	09:55 - 10:00	0	0	0	0	0	0	0	0	0	10:00 - 10:05	0	0	0	0	0	0	0	0	0	10:05 - 10:10	0	0	0	0	0	0	0	0	0	10:10 - 10:15	0	0	0	0	0	0	0	0	0	10:15 - 10:20	0	0	0	0	0	0	0	0	0	10:20 - 10:25	0	0	0	0	0	0	0	0	0	10:25 - 10:30	0	0	0	0	0	0	0	0	0	10:30 - 10:35	0	0	0	0	0	0	0	0	0	10:35 - 10:40	0	0	0	0	0	0	0	0	0	10:40 - 10:45	0	0	0	0	0	0	0	0	0	10:45 - 10:50	0	0	0	0	0	0	0	0	0	10:50 - 10:55	0	0	0	0	0	0	0	0	0	10:55 - 11:00	0	0	0	0	0	0	0	0	0	11:00 - 11:05	0	0	0	0	0	0	0	0	0	11:05 - 11:10	0	0	0	0	0	0	0	0	0	11:10 - 11:15	0	0	0	0	0	0	0	0	0	11:15 - 11:20	0	0	0	0	0	0	0	0	0	11:20 - 11:25	0	0	0	0	0	0	0	0	0	11:25 - 11:30	0	0	0	0	0	0	0	0	0	11:30 - 11:35	0	0	0	0	0	0	0	0	0	11:35 - 11:40	0	0	0	0	0	0	0	0	0	11:40 - 11:45	0	0	0	0	0	0	0	0	0	11:45 - 11:50	0	0	0	0	0	0	0	0	0	11:50 - 11:55	0	0	0	0	0	0	0	0	0	11:55 - 12:00	0	0	0	0	0	0	0	0	0	12:00 - 12:05	0	0	0	0	0	0	0	0	0	12:05 - 12:10	0	0	0	0	0	0	0	0	0	12:10 - 12:15	0	0	0	0	0	0	0	0	0	12:15 - 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[illegible]

[illegible]

Ann A - Empty (no income responses)															Ann B - Empty (no income responses)															Ann C - Empty (no income responses)															Ann D - Empty (no income responses)														
FRM	CD	LEV	DP1	QO1	PERCENT	BCF	PC	TOTAL	FRM	CD	LEV	DP1	QO1	PERCENT	BCF	PC	TOTAL	FRM	CD	LEV	DP1	QO1	PERCENT	BCF	PC	TOTAL	FRM	CD	LEV	DP1	QO1	PERCENT	BCF	PC	TOTAL																								
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0000	0001	000	0	0	0	0	0	1	188	188	000	0	0	0	0	0	0	1	188	188	000	0	0	0	0	0	0	1	188	188	000	0	0	0	0	0	1	188	188																				
0000	0001	000	0	0	0	0	0	1	188	188	000	0	0	0	0	0	0	1	188	188	000	0	0	0	0	0	0	1	188	188	000	0	0	0	0	0	1	188	188																				
0000	0001	000	0	0	0	0	0	1	188	188	000	0	0	0	0	0	0	1	188	188	000	0	0	0	0	0																																	



Survey Date: 07/10/2025
Survey Time: 12:00pm

[illegible]

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Project ID and Name: IW0452 Botley
 Junction name: Botley Road / Winchester Road / Snakemoor Lane / Bubb Lane

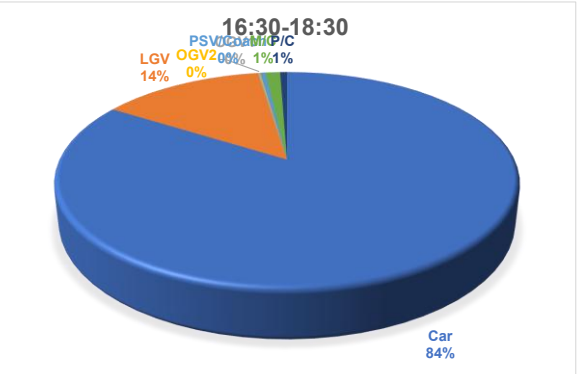
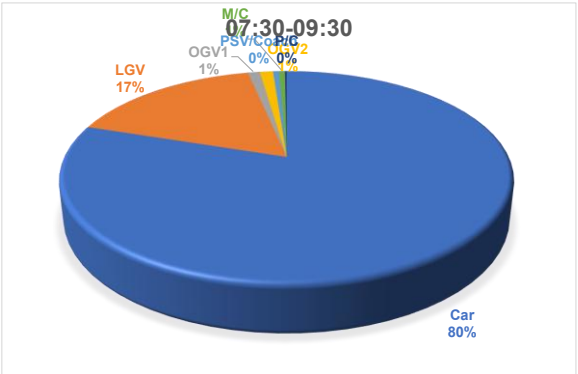
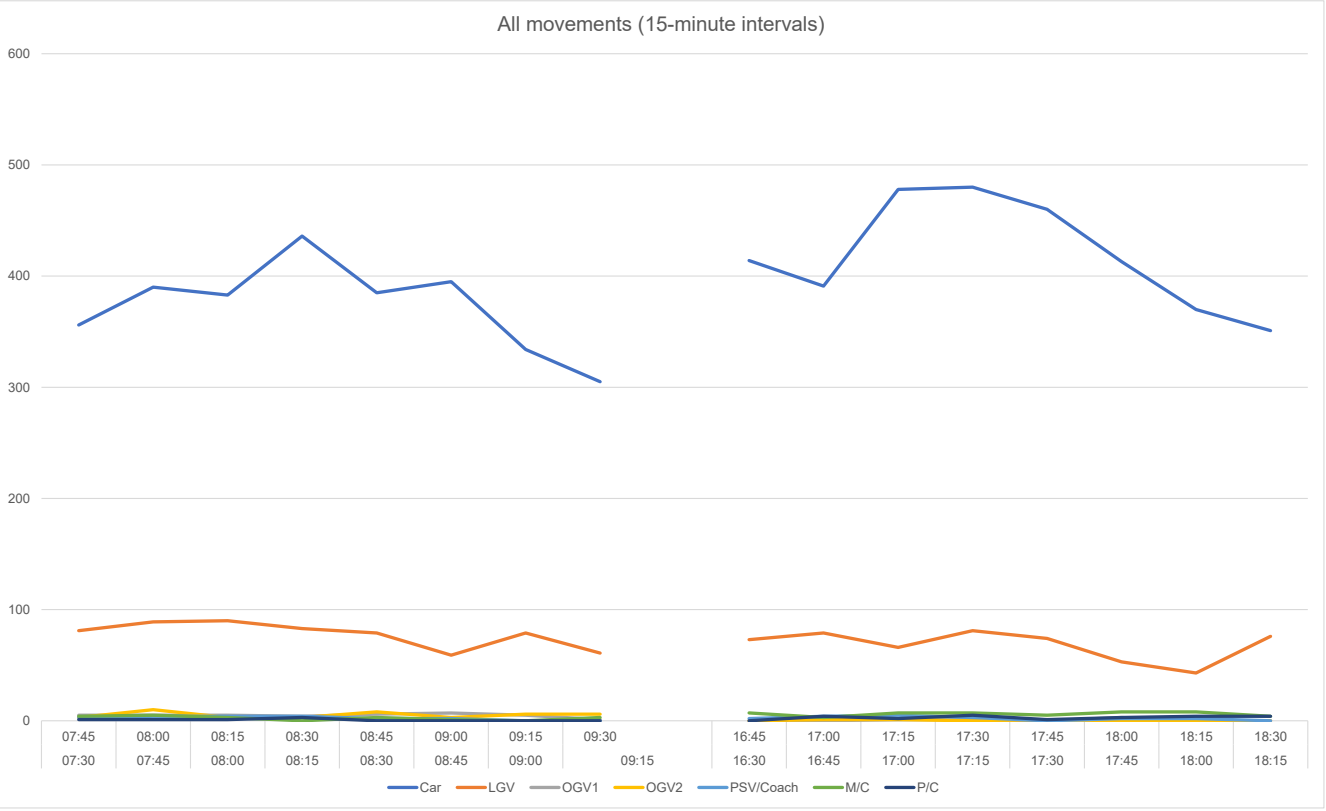
Survey Date: 07/10/2025
 Survey Day: Tuesday

Peak Hour (AM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	390	89	5	10	4	5	1	504	519.7
08:00	08:15	383	90	5	3	4	3	1	489	496.8
08:15	08:30	436	83	4	3	4	0	3	533	540.5
08:30	08:45	385	79	6	8	2	3	0	483	496.6

Peak Hour (PM)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	391	79	0	1	4	3	4	482	482.3
17:00	17:15	478	66	1	1	5	7	2	560	561
17:15	17:30	480	81	1	0	3	7	5	577	572.3
17:30	17:45	460	74	0	1	0	5	1	541	538.5

Maximum 15-minute Vehicle Junction Flow:					
AM Peak	from:	08:15	until:	08:30	total flow: 533
PM Peak	from:	17:15	until:	17:30	total flow: 577

Maximum Hourly Vehicle Junction Flow:					
AM Peak	from:	07:45	until:	08:45	total flow: 2009
PM Peak	from:	16:45	until:	17:45	total flow: 2160





Project ID and Name: IW0452 Botley
Junction name: Botley Road / Winchester Road / Snakemoor Lane / Bubb Lane

Survey Date: 07/10/2025
Survey Day: Tuesday

15-minute Junction Flow

Time interval starting: 07:30:00

Select the time from the drop-down in cell C11 to show the 15-minute data for that period

Vehicles				
	A	B	C	D
A	0	8	54	58
B	6	0	4	39
C	76	28	0	59
D	48	64	9	0

PCU				
	A	B	C	D
A	0	8	56.8	58.6
B	6	0	4	39.5
C	75.6	28	0	59.9
D	48.5	64	10.3	0

Hourly Junction Flow

Time interval starting: 07:30:00

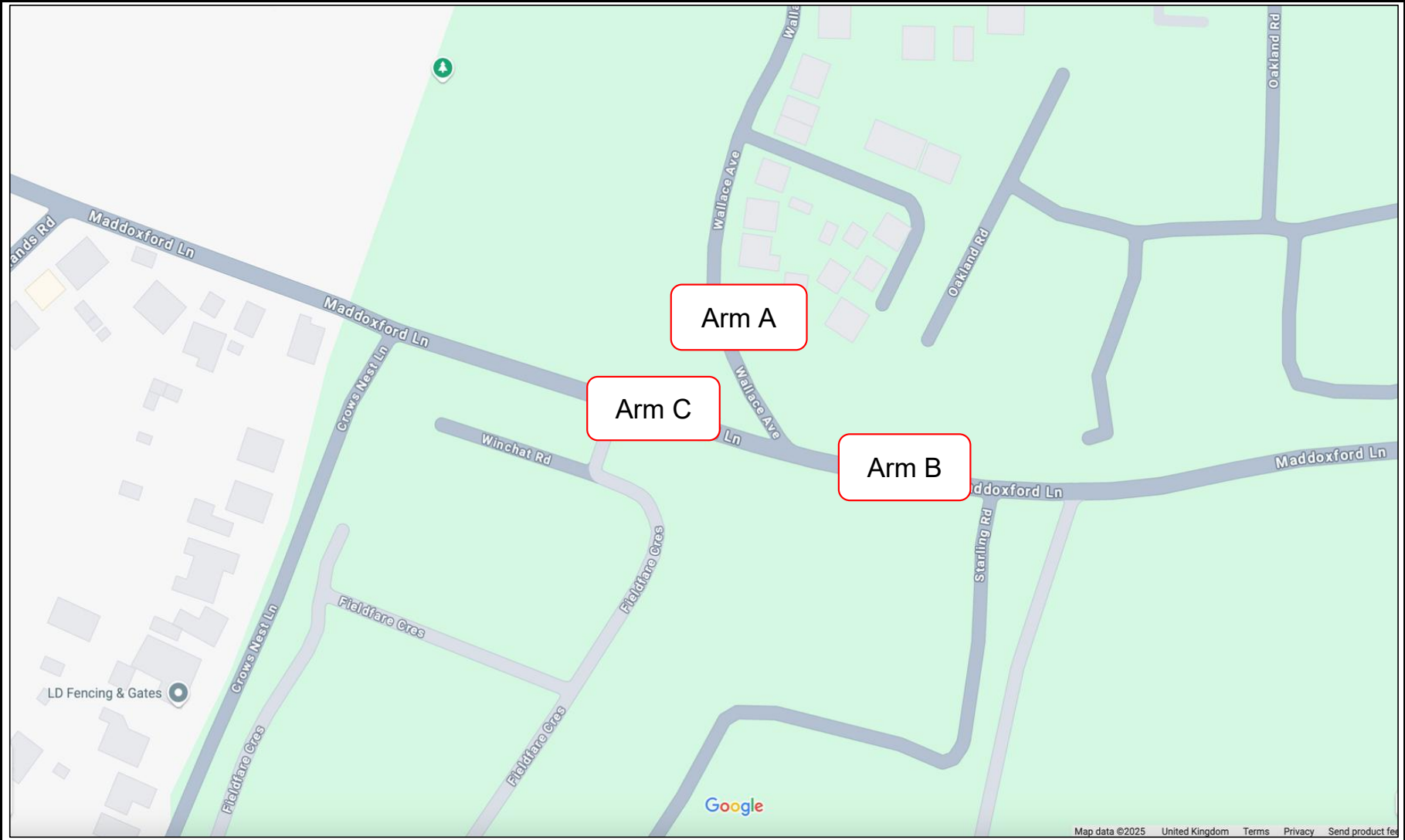
Select the time from the drop-down in cell C23 to show the hourly data for that period

Vehicles				
	A	B	C	D
A	0	48	208	264
B	23	1	45	160
C	306	113	0	264
D	195	241	111	0

PCU				
	A	B	C	D
A	0	48	215.7	272.8
B	23	1	46.2	158.7
C	314.2	114.5	0	268.5
D	197.2	241	115.4	0

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Maddoxford Lane / Wallace Avenue	50.926889, -1.272925	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals





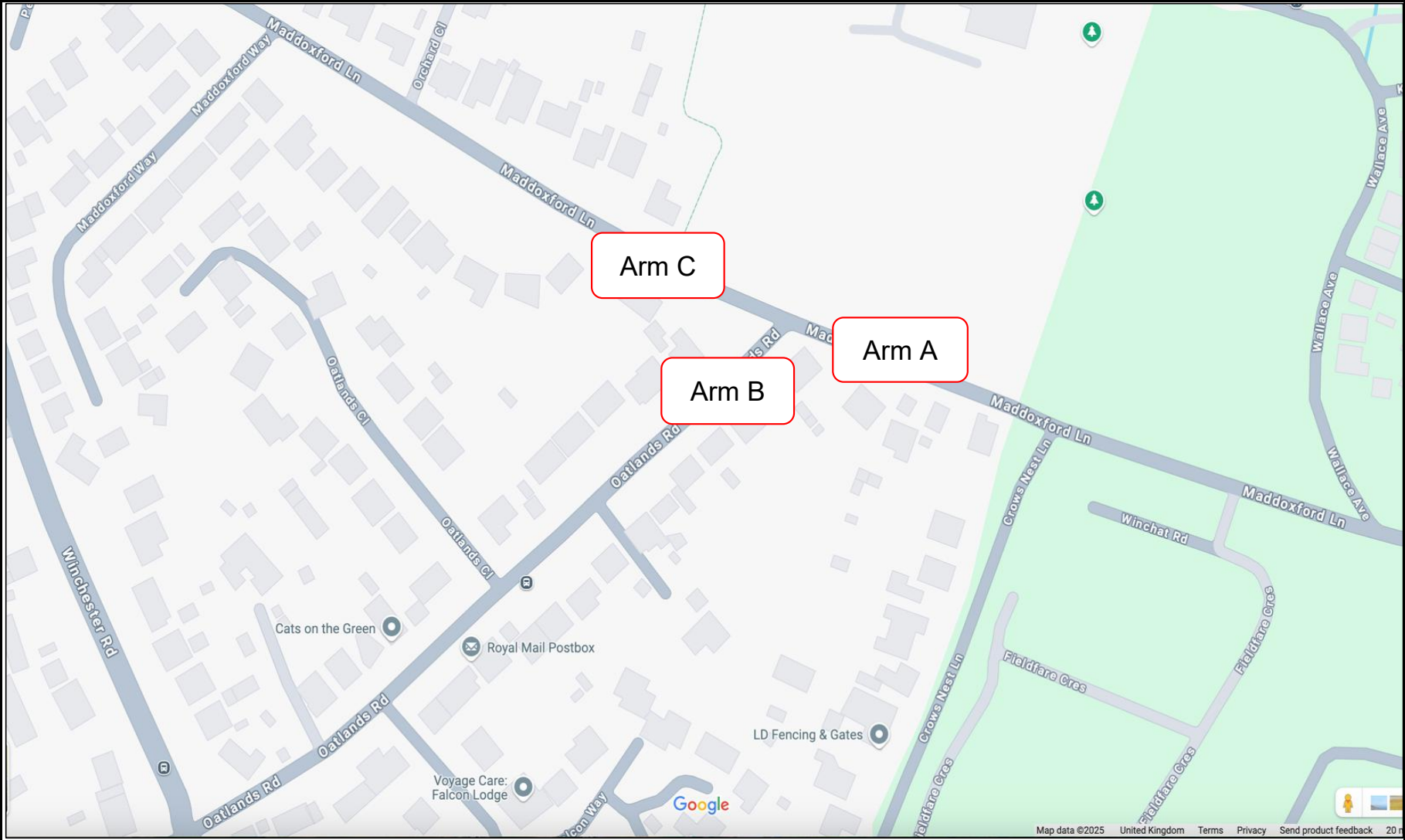
Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Maddoxford Lane / Wallace Avenue

Survey Date: 24/06/2025
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)								Arm B (Maximum Queue within the 5-minute interval)								Arm C (Maximum Queue within the 5-minute interval)							
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	1	0	0	0	1	1	07:30	07:35	0	0	0	0	0	0	07:30	07:35	1	0	0	0	1	1
07:35	07:40	2	1	0	0	3	3.5	07:35	07:40	0	0	0	0	0	0	07:35	07:40	1	0	0	0	1	1
07:40	07:45	1	0	0	0	1	1	07:40	07:45	0	0	0	0	0	0	07:40	07:45	1	0	0	0	1	1
07:45	07:50	1	0	0	0	1	1	07:45	07:50	0	0	0	0	0	0	07:45	07:50	2	0	0	0	2	2
07:50	07:55	5	0	0	0	5	5	07:50	07:55	0	0	0	0	0	0	07:50	07:55	2	0	0	0	2	2
07:55	08:00	0	0	0	0	0	0	07:55	08:00	0	0	0	0	0	0	07:55	08:00	2	0	0	0	2	2
08:00	08:05	0	0	0	0	0	0	08:00	08:05	0	0	0	0	0	0	08:00	08:05	2	0	0	0	2	2
08:05	08:10	0	0	0	0	0	0	08:05	08:10	0	0	0	0	0	0	08:05	08:10	5	0	0	0	5	5
08:10	08:15	1	0	0	0	1	1	08:10	08:15	0	0	0	0	0	0	08:10	08:15	3	0	0	0	3	3
08:15	08:20	2	0	0	0	2	2	08:15	08:20	0	0	0	0	0	0	08:15	08:20	2	0	0	0	2	2
08:20	08:25	4	0	0	0	4	4	08:20	08:25	0	0	0	0	0	0	08:20	08:25	3	0	0	0	3	3
08:25	08:30	3	0	0	0	3	3	08:25	08:30	0	0	0	0	0	0	08:25	08:30	1	0	0	0	1	1
08:30	08:35	1	0	0	0	1	1	08:30	08:35	0	0	0	0	0	0	08:30	08:35	3	0	0	0	3	3
08:35	08:40	0	0	0	0	0	0	08:35	08:40	0	0	0	0	0	0	08:35	08:40	2	0	0	0	2	2
08:40	08:45	1	0	0	0	1	1	08:40	08:45	0	0	0	0	0	0	08:40	08:45	2	0	0	0	2	2
08:45	08:50	1	0	0	0	1	1	08:45	08:50	0	0	0	0	0	0	08:45	08:50	1	0	0	0	1	1
08:50	08:55	1	0	0	0	1	1	08:50	08:55	0	0	0	0	0	0	08:50	08:55	1	0	0	0	1	1
08:55	09:00	0	0	0	0	0	0	08:55	09:00	0	0	0	0	0	0	08:55	09:00	0	1	0	0	1	1.5
09:00	09:05	1	0	0	0	1	1	09:00	09:05	0	0	0	0	0	0	09:00	09:05	1	0	0	0	1	1
09:05	09:10	0	0	0	0	0	0	09:05	09:10	0	0	0	0	0	0	09:05	09:10	1	0	0	0	1	1
09:10	09:15	0	0	0	0	0	0	09:10	09:15	0	0	0	0	0	0	09:10	09:15	1	0	0	0	1	1
09:15	09:20	0	0	0	0	0	0	09:15	09:20	0	0	0	0	0	0	09:15	09:20	0	0	0	0	0	0
09:20	09:25	1	0	0	0	1	1	09:20	09:25	0	0	0	0	0	0	09:20	09:25	2	0	0	0	2	2
09:25	09:30	1	0	0	0	1	1	09:25	09:30	0	0	0	0	0	0	09:25	09:30	2	0	0	0	2	2

16:30	16:35	0	0	0	0	0	0	16:30	16:35	0	0	0	0	0	0	16:30	16:35	1	0	0	0	1	1
16:35	16:40	1	0	0	0	1	1	16:35	16:40	0	0	0	0	0	0	16:35	16:40	1	0	0	0	1	1
16:40	16:45	1	0	0	0	1	1	16:40	16:45	0	0	0	0	0	0	16:40	16:45	1	0	0	0	1	1
16:45	16:50	2	0	0	0	2	2	16:45	16:50	0	0	0	0	0	0	16:45	16:50	1	0	0	0	1	1
16:50	16:55	1	0	0	0	1	1	16:50	16:55	0	0	0	0	0	0	16:50	16:55	2	0	0	0	2	2
16:55	17:00	0	0	0	0	0	0	16:55	17:00	0	0	0	0	0	0	16:55	17:00	2	0	0	0	2	2
17:00	17:05	0	0	0	0	0	0	17:00	17:05	0	0	0	0	0	0	17:00	17:05	3	0	0	0	3	3
17:05	17:10	0	0	0	0	0	0	17:05	17:10	0	0	0	0	0	0	17:05	17:10	2	0	0	0	2	2
17:10	17:15	0	0	0	0	0	0	17:10	17:15	0	0	0	0	0	0	17:10	17:15	3	0	0	0	3	3
17:15	17:20	0	0	0	0	0	0	17:15	17:20	0	0	0	0	0	0	17:15	17:20	1	0	0	0	1	1
17:20	17:25	1	0	0	0	1	1	17:20	17:25	0	0	0	0	0	0	17:20	17:25	2	0	0	0	2	2
17:25	17:30	1	0	0	0	1	1	17:25	17:30	0	0	0	0	0	0	17:25	17:30	6	0	0	0	6	6
17:30	17:35	0	0	0	0	0	0	17:30	17:35	0	0	0	0	0	0	17:30	17:35	1	0	0	0	1	1
17:35	17:40	0	0	0	0	0	0	17:35	17:40	0	0	0	0	0	0	17:35	17:40	2	0	0	0	2	2
17:40	17:45	1	0	0	0	1	1	17:40	17:45	0	0	0	0	0	0	17:40	17:45	2	0	0	0	2	2
17:45	17:50	0	0	0	0	0	0	17:45	17:50	0	0	0	0	0	0	17:45	17:50	1	0	0	0	1	1
17:50	17:55	1	0	0	0	1	1	17:50	17:55	0	0	0	0	0	0	17:50	17:55	2	0	0	0	2	2
17:55	18:00	2	0	0	0	2	2	17:55	18:00	0	0	0	0	0	0	17:55	18:00	2	0	0	0	2	2
18:00	18:05	0	0	0	0	0	0	18:00	18:05	0	0	0	0	0	0	18:00	18:05	1	0	0	0	1	1
18:05	18:10	1	0	0	0	1	1	18:05	18:10	0	0	0	0	0	0	18:05	18:10	3	0	0	0	3	3
18:10	18:15	0	0	0	0	0	0	18:10	18:15	0	0	0	0	0	0	18:10	18:15	1	0	0	0	1	1
18:15	18:20	0	0	0	0	0	0	18:15	18:20	0	0	0	0	0	0	18:15	18:20	1	0	0	0	1	1
18:20	18:25	0	0	0	0	0	0	18:20	18:25	0	0	0	0	0	0	18:20	18:25	0	0	0	0	0	0
18:25	18:30	0	0	0	0	0	0	18:25	18:30	0	0	0	0	0	0	18:25	18:30	1	0	0	0	1	1

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Maddoxford Lane / Oatlands Road	50.927552, -1.276056	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals





Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Maddoxford Lane / Oatlands Road

Survey Date: 24/06/2025
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)								Arm B (Maximum Queue within the 5-minute interval)								Arm C (Maximum Queue within the 5-minute interval)							
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	0	0	07:30	07:35	0	1	0	0	1	1.5	07:30	07:35	0	0	0	0	0	0
07:35	07:40	0	0	0	0	0	0	07:35	07:40	2	0	0	0	2	2	07:35	07:40	0	0	0	0	0	0
07:40	07:45	0	0	0	0	0	0	07:40	07:45	1	0	0	0	1	1	07:40	07:45	0	0	0	0	0	0
07:45	07:50	0	0	0	0	0	0	07:45	07:50	2	0	0	0	2	2	07:45	07:50	0	0	0	0	0	0
07:50	07:55	0	0	0	0	0	0	07:50	07:55	2	0	0	0	2	2	07:50	07:55	0	0	0	0	0	0
07:55	08:00	0	0	0	0	0	0	07:55	08:00	0	0	0	1	1	2	07:55	08:00	0	0	0	0	0	0
08:00	08:05	0	0	0	0	0	0	08:00	08:05	2	0	0	0	2	2	08:00	08:05	0	0	0	0	0	0
08:05	08:10	3	0	0	0	3	3	08:05	08:10	2	0	0	0	2	2	08:05	08:10	0	0	0	0	0	0
08:10	08:15	0	0	0	0	0	0	08:10	08:15	1	0	0	0	1	1	08:10	08:15	0	0	0	0	0	0
08:15	08:20	0	0	0	0	0	0	08:15	08:20	1	0	0	0	1	1	08:15	08:20	0	0	0	0	0	0
08:20	08:25	2	0	0	0	2	2	08:20	08:25	2	0	0	0	2	2	08:20	08:25	0	0	0	0	0	0
08:25	08:30	1	0	0	0	1	1	08:25	08:30	3	0	0	0	3	3	08:25	08:30	0	0	0	0	0	0
08:30	08:35	1	0	0	0	1	1	08:30	08:35	1	1	0	0	2	2.5	08:30	08:35	2	0	0	0	2	2
08:35	08:40	1	0	0	0	1	1	08:35	08:40	2	0	0	0	2	2	08:35	08:40	0	0	0	0	0	0
08:40	08:45	0	0	0	0	0	0	08:40	08:45	2	0	0	0	2	2	08:40	08:45	0	0	0	0	0	0
08:45	08:50	0	0	0	0	0	0	08:45	08:50	3	0	0	0	3	3	08:45	08:50	0	0	0	0	0	0
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08:55	09:00	0	0	0	0	0	0	08:55	09:00	2	0	0	0	2	2	08:55	09:00	0	0	0	0	0	0
09:00	09:05	0	0	0	0	0	0	09:00	09:05	2	0	0	0	2	2	09:00	09:05	0	0	0	0	0	0
09:05	09:10	0	0	0	0	0	0	09:05	09:10	2	0	0	0	2	2	09:05	09:10	0	0	0	0	0	0
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09:20	09:25	0	0	0	0	0	0	09:20	09:25	1	0	0	0	1	1	09:20	09:25	0	0	0	0	0	0
09:25	09:30	0	0	0	0	0	0	09:25	09:30	0	1	0	0	1	1.5	09:25	09:30	0	0	0	0	0	0
16:30	16:35	0	0	0	0	0	0	16:30	16:35	2	0	0	0	2	2	16:30	16:35	0	0	0	0	0	0
16:35	16:40	0	0	0	0	0	0	16:35	16:40	2	0	0	0	2	2	16:35	16:40	0	0	0	0	0	0
16:40	16:45	0	0	0	0	0	0	16:40	16:45	3	0	0	0	3	3	16:40	16:45	0	0	0	0	0	0
16:45	16:50	1	0	0	0	1	1	16:45	16:50	2	0	0	0	2	2	16:45	16:50	1	0	0	0	1	1
16:50	16:55	0	0	0	0	0	0	16:50	16:55	2	0	0	0	2	2	16:50	16:55	0	0	0	0	0	0
16:55	17:00	0	0	0	0	0	0	16:55	17:00	2	0	0	0	2	2	16:55	17:00	0	0	0	0	0	0
17:00	17:05	0	0	0	0	0	0	17:00	17:05	2	0	0	0	2	2	17:00	17:05	0	0	0	0	0	0
17:05	17:10	0	0	0	0	0	0	17:05	17:10	3	0	0	0	3	3	17:05	17:10	0	0	0	0	0	0
17:10	17:15	0	0	0	0	0	0	17:10	17:15	2	0	0	0	2	2	17:10	17:15	0	0	0	0	0	0
17:15	17:20	0	0	0	0	0	0	17:15	17:20	1	0	0	0	1	1	17:15	17:20	0	0	0	0	0	0
17:20	17:25	0	0	0	0	0	0	17:20	17:25	2	0	0	0	2	2	17:20	17:25	0	0	0	0	0	0
17:25	17:30	0	0	0	0	0	0	17:25	17:30	4	0	0	0	4	4	17:25	17:30	0	0	0	0	0	0
17:30	17:35	0	0	0	0	0	0	17:30	17:35	2	0	0	0	2	2	17:30	17:35	0	0	0	0	0	0
17:35	17:40	0	0	0	0	0	0	17:35	17:40	1	0	0	0	1	1	17:35	17:40	0	0	0	0	0	0
17:40	17:45	0	0	0	0	0	0	17:40	17:45	1	0	0	0	1	1	17:40	17:45	0	0	0	0	0	0
17:45	17:50	0	0	0	0	0	0	17:45	17:50	3	0	0	0	3	3	17:45	17:50	0	0	0	0	0	0
17:50	17:55	0	0	0	0	0	0	17:50	17:55	3	0	0	0	3	3	17:50	17:55	0	0	0	0	0	0
17:55	18:00	0	0	0	0	0	0	17:55	18:00	4	0	0	0	4	4	17:55	18:00	0	0	0	0	0	0
18:00	18:05	0	0	0	0	0	0	18:00	18:05	2	0	0	0	2	2	18:00	18:05	0	0	0	0	0	0
18:05	18:10	0	0	0	0	0	0	18:05	18:10	2	0	0	0	2	2	18:05	18:10	0	0	0	0	0	0
18:10	18:15	0	0	0	0	0	0	18:10	18:15	3	0	0	0	3	3	18:10	18:15	0	0	0	0	0	0
18:15	18:20	1	0	0	0	1	1	18:15	18:20	1	0	0	0	1	1	18:15	18:20	0	0	0	0	0	0
18:20	18:25	0	0	0	0	0	0	18:20	18:25	1	0	0	0	1	1	18:20	18:25	0	0	0	0	0	0
18:25	18:30	0	0	0	0	0	0	18:25	18:30	1	0	0	0	1	1	18:25	18:30	0	0	0	0	0	0

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Maddoxford Lane / Winchester Road	50.928952, -1.281310	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



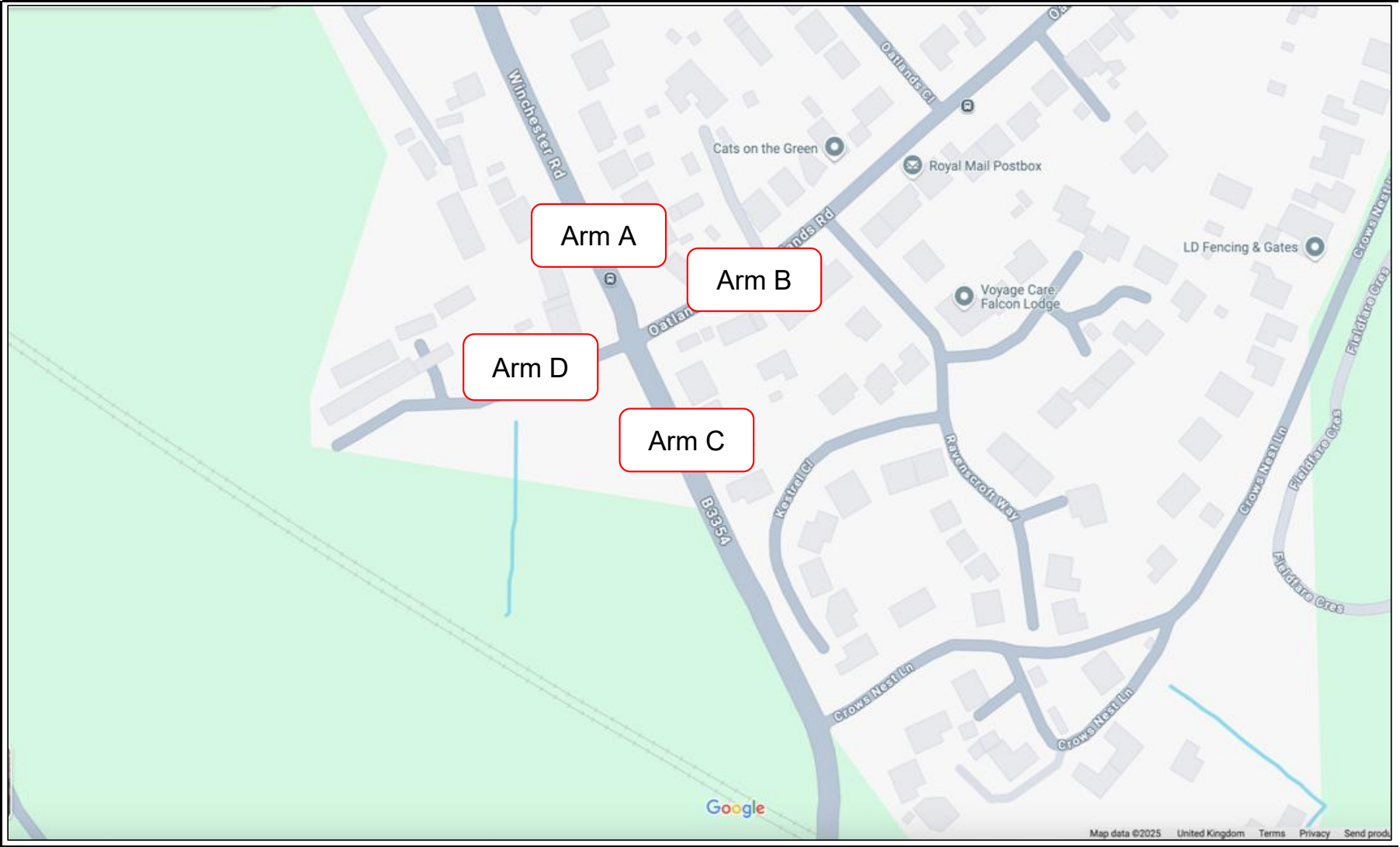


Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Maddoxford Lane / Winchester Road

Survey Date: 24/06/2025
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)								Arm B (Maximum Queue within the 5-minute interval)								Arm C (Maximum Queue within the 5-minute interval)							
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	0	0	07:30	07:35	1	0	0	0	1	1	07:30	07:35	0	0	0	0	0	0
07:35	07:40	1	0	0	0	1	1	07:35	07:40	2	0	0	0	2	2	07:35	07:40	0	0	0	0	0	0
07:40	07:45	0	0	0	0	0	0	07:40	07:45	3	0	0	0	3	3	07:40	07:45	0	0	0	0	0	0
07:45	07:50	0	0	0	0	0	0	07:45	07:50	2	0	0	0	2	2	07:45	07:50	0	0	0	0	0	0
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07:55	08:00	0	0	0	0	0	0	07:55	08:00	2	1	0	0	3	3.5	07:55	08:00	0	0	0	0	0	0
08:00	08:05	0	0	0	0	0	0	08:00	08:05	3	0	0	0	3	3	08:00	08:05	0	0	0	0	0	0
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18:05	18:10	0	0	0	0	0	0	18:05	18:10	2	0	0	0	2	2	18:05	18:10	0	0	0	0	0	0
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Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Oatlands Road / Winchester Road	50.925941, -1.279299	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



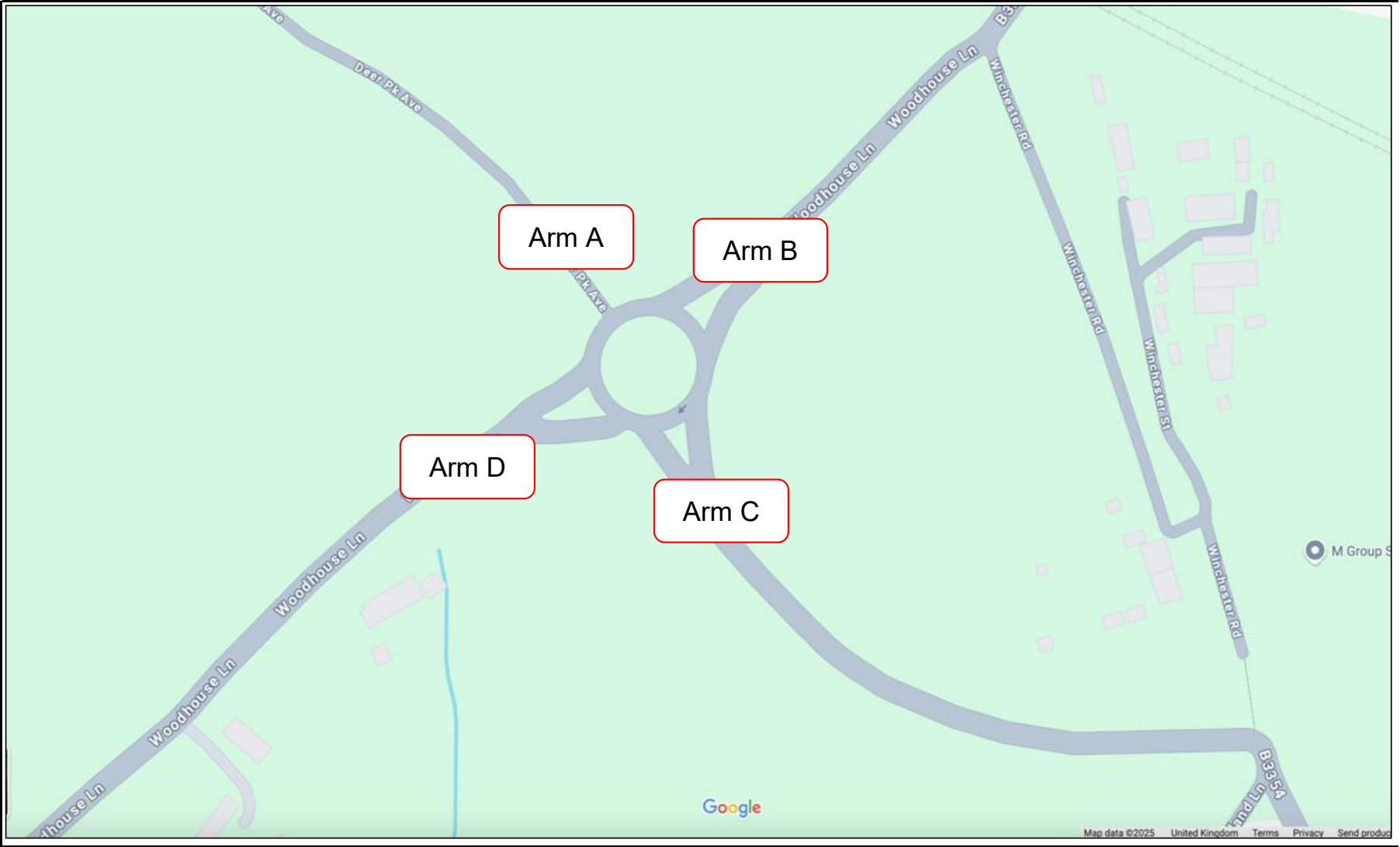


Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: Oatlands Road / Winchester Road

Survey Date: 24/06/2025
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)								Arm B (Maximum Queue within the 5-minute interval)								Arm C (Maximum Queue within the 5-minute interval)								Arm D (Maximum Queue within the 5-minute interval)							
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	0	0	07:30	07:35	1	0	0	0	1	1	07:30	07:35	3	0	0	0	3	3	07:30	07:35	0	0	0	0	0	0
07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	1	0	0	1	1.5	07:35	07:40	0	0	0	0	0	0	07:35	07:40	0	0	0	0	0	0
07:40	07:45	0	0	0	0	0	0	07:40	07:45	3	0	0	0	3	3	07:40	07:45	2	0	0	0	2	2	07:40	07:45	0	0	0	0	0	0
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08:10	08:15	0	0	0	0	0	0	08:10	08:15	2	0	0	0	2	2	08:10	08:15	1	0	0	0	1	1	08:10	08:15	0	0	0	0	0	0
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Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Woodhouse Lane / Deer Park Avenue	50.922934, -1.280229	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals

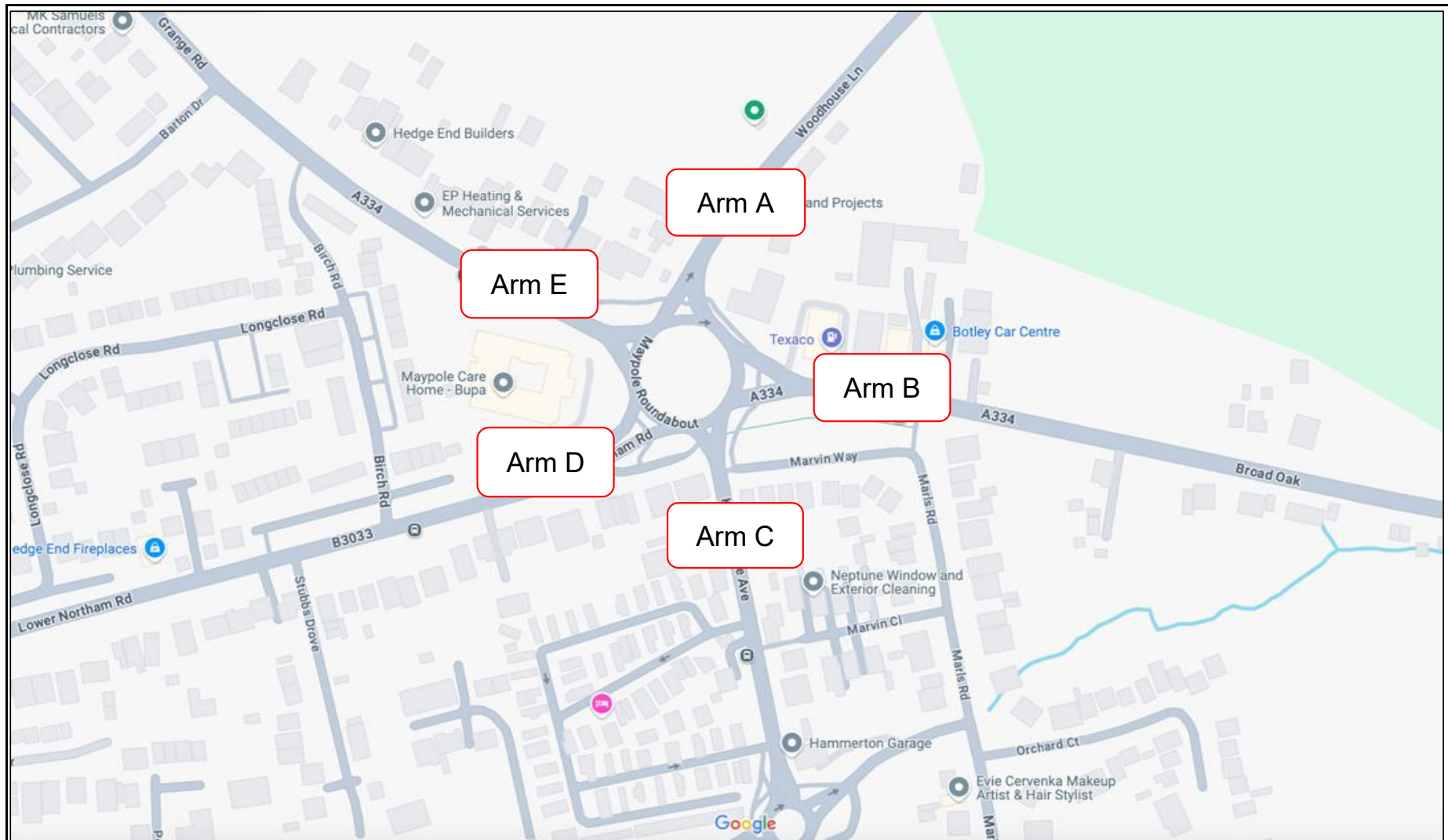




Survey Date: 24/06/2025
Survey Day: Tuesday

[illegible]

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	Maypole Roundabout	50.916422, -1.291223	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



[illegible]

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	A334 / Locke Road roundabout	50.921407, -1.299270	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals





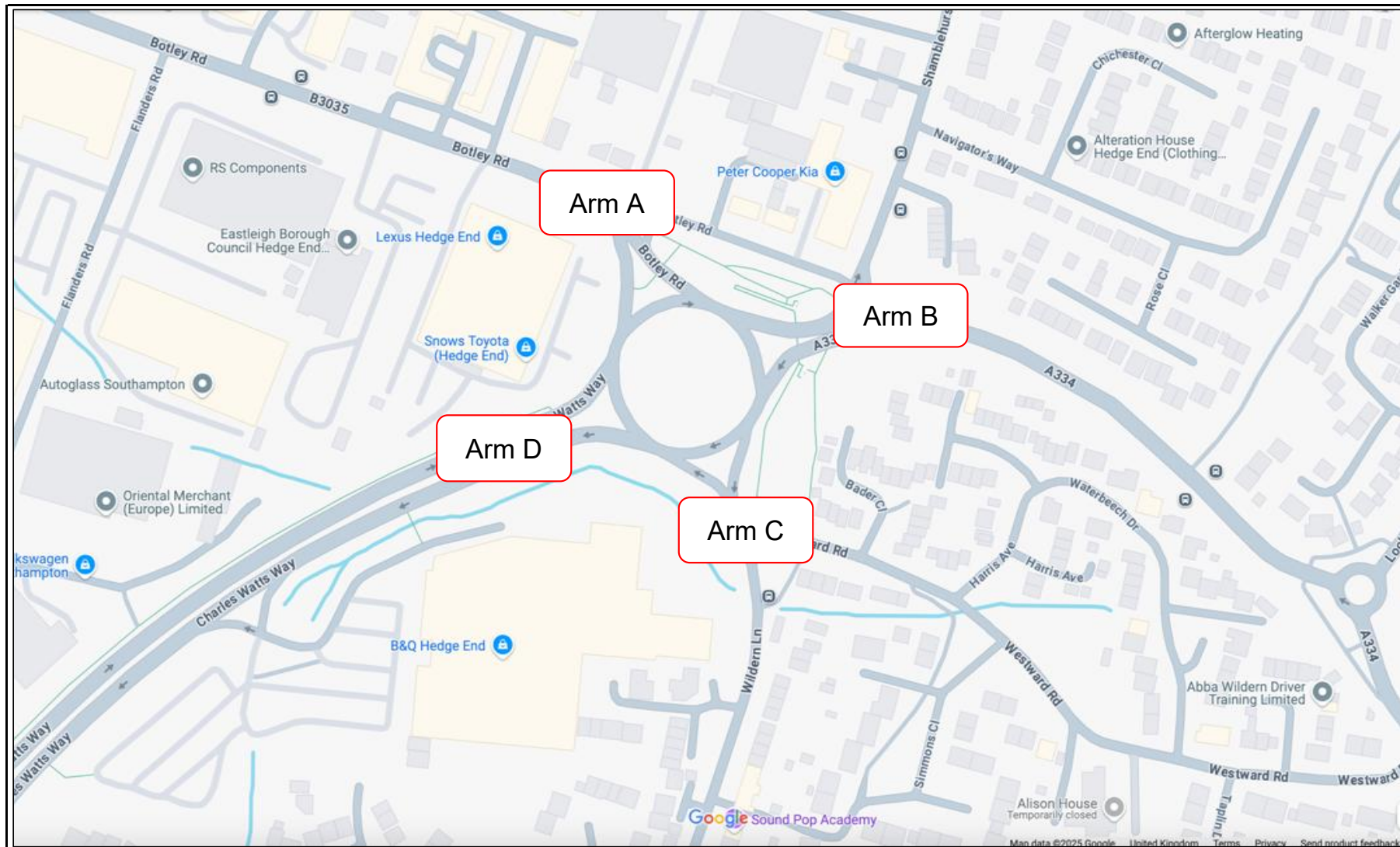
Project ID and Name: IW0405 Maddoxford Lane, Botley
Junction name: A334 / Locke Road roundabout

Survey Date: 24/06/2025
Survey Day: Tuesday

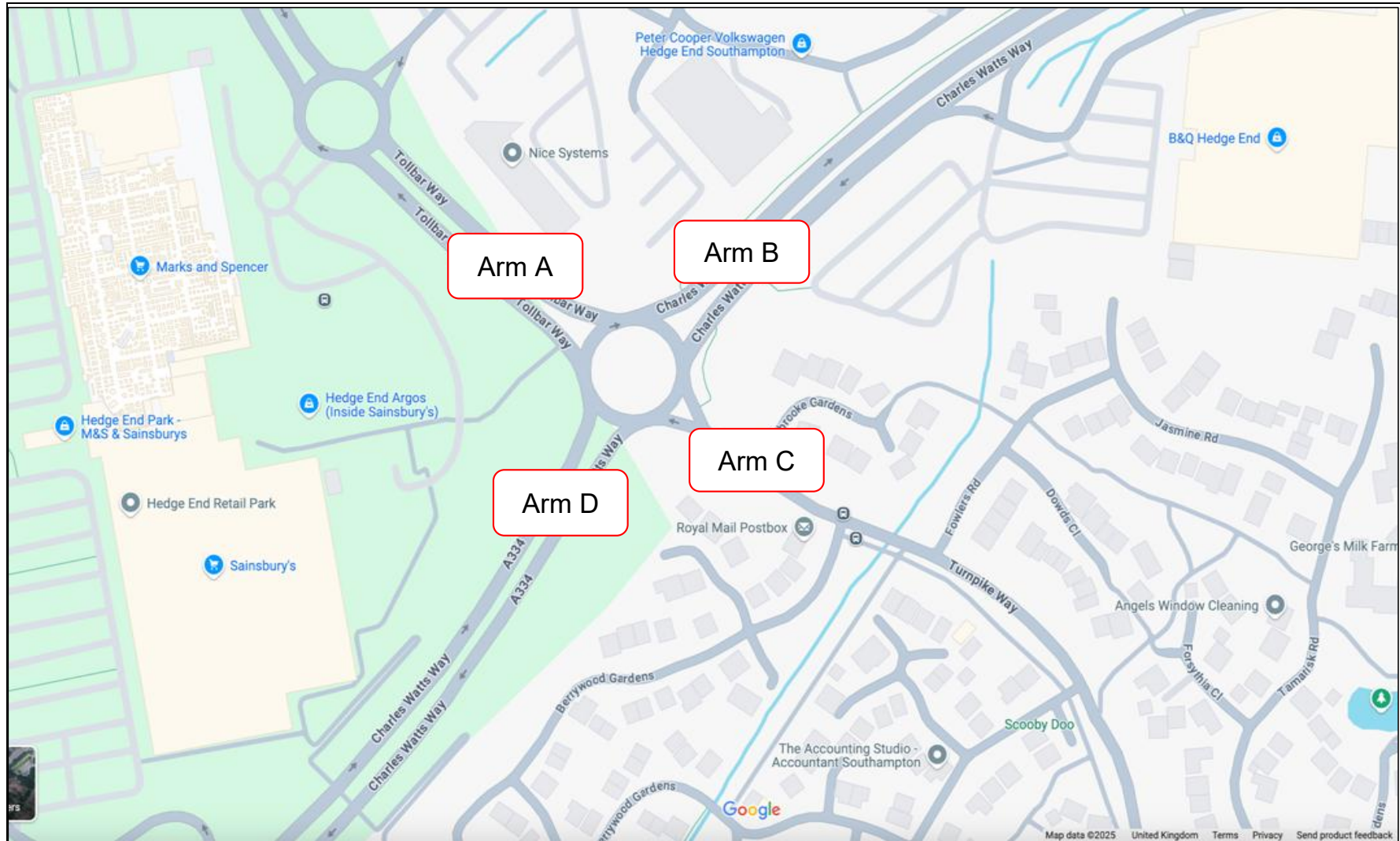
Arm B														Arm C (Maximum Queue within the 5-minute interval)													
Arm A (Maximum Queue within the 5-minute interval)							Arm B - Near Side Lane (Maximum Queue within the 5-minute interval)							Arm B - Far Lane (Maximum Queue within the 5-minute interval)							Arm C (Maximum Queue within the 5-minute interval)						
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30 07:35	3	0	0	0	3	3	07:30 07:35	8	0	0	0	8	8	07:30 07:35	1	0	0	0	1	1	07:30 07:35	3	0	0	0	3	3
07:35 07:40	5	0	0	0	5	5	07:35 07:40	3	0	0	0	3	3	07:35 07:40	1	0	0	0	1	1	07:35 07:40	6	0	0	0	6	6
07:40 07:45	4	0	0	0	4	4	07:40 07:45	12	0	0	0	12	12	07:40 07:45	1	0	0	0	1	1	07:40 07:45	3	0	0	0	3	3
07:45 07:50	6	0	0	0	6	6	07:45 07:50	27	4	0	0	31	33	07:45 07:50	1	0	0	0	1	1	07:45 07:50	3	0	0	0	3	3
07:50 07:55	2	0	0	0	2	2	07:50 07:55	18	0	0	0	18	18	07:50 07:55	2	0	0	0	2	2	07:50 07:55	5	0	0	0	5	5
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08:00 08:05	5	0	0	0	5	5	08:00 08:05	4	0	0	0	4	4	08:00 08:05	3	0	0	0	3	3	08:00 08:05	11	0	0	0	11	11
08:05 08:10	6	0	0	0	6	6	08:05 08:10	5	0	0	0	5	5	08:05 08:10	1	0	0	0	1	1	08:05 08:10	6	0	0	0	6	6
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08:25 08:30	7	0	0	0	7	7	08:25 08:30	1	0	0	0	1	1	08:25 08:30	1	0	0	0	1	1	08:25 08:30	9	0	1	0	10	11.3
08:30 08:35	4	0	0	0	4	4	08:30 08:35	4	0	1	0	5	6.3	08:30 08:35	1	0	0	0	1	1	08:30 08:35	11	0	0	0	11	11
08:35 08:40	10	0	0	0	10	10	08:35 08:40	8	0	0	0	8	8	08:35 08:40	5	0	0	0	5	5	08:35 08:40	7	0	0	0	7	7
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09:20 09:25	1	0	0	0	1	1	09:20 09:25	0	0	0	0	0	0	09:20 09:25	1	0	0	0	1	1	09:20 09:25	5	0	1	0	6	7.3
09:25 09:30	3	0	0	0	3	3	09:25 09:30	6	0	0	0	6	6	09:25 09:30	0	0	0	0	0	0	09:25 09:30	0	0	0	0	0	0

16:30 16:35	4	1	0	0	5	5.5	16:30 16:35	1	0	0	0	1	1	1	0	0	0	1	1	16:30 16:35	3	0	0	0	3	3
16:35 16:40	2	0	0	0	2	2	16:35 16:40	6	0	0	0	6	6	1	0	0	0	0	0	16:35 16:40	4	0	0	0	4	4
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17:10 17:15	2	0	0	0	2	2	17:10 17:15	1	0	0	0	1	1	0	0	0	0	0	0	17:10 17:15	8	0	0	0	8	8
17:15 17:20	2	0	0	0	2	2	17:15 17:20	0	0	0	0	0	0	1	0	0	0	1	1	17:15 17:20	10	0	0	0	10	10
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17:35 17:40	10	0	0	0	10	10	17:35 17:40	0	0	0	0	0	0	1	0	0	0	1	1	17:35 17:40	6	0	0	0	6	6
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18:00 18:05	3	0	0	0	3	3	18:00 18:05	0	0	0	0	0	0	0	0	0	0	0	0	18:00 18:05	18	0	0	0	18	18
18:05 18:10	4	0	0	0	4	4	18:05 18:10	1	0	0	0	1	1	0	0	0	0	0	0	18:05 18:10	7	0	0	0	7	7
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18:15 18:20	1	0	0	0	1	1	18:15 18:20	0	0	0	0	0	0	0	0	0	0	0	0	18:15 18:20	1	0	0	0	1	1
18:20 18:25	5	0	0	0	5	5	18:20 18:25	1	0	0	0	1	1	0	0	0	0	0	0	18:20 18:25	9	0	0	0	9	9
18:25 18:30	2	0	0	0	2	2	18:25 18:30	1	0	0	0	1	1	0	0	0	0	0	0	18:25 18:30	6	0	0	0	6	6

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	A334 / Botley Road roundabout	50.922447, -1.304372	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



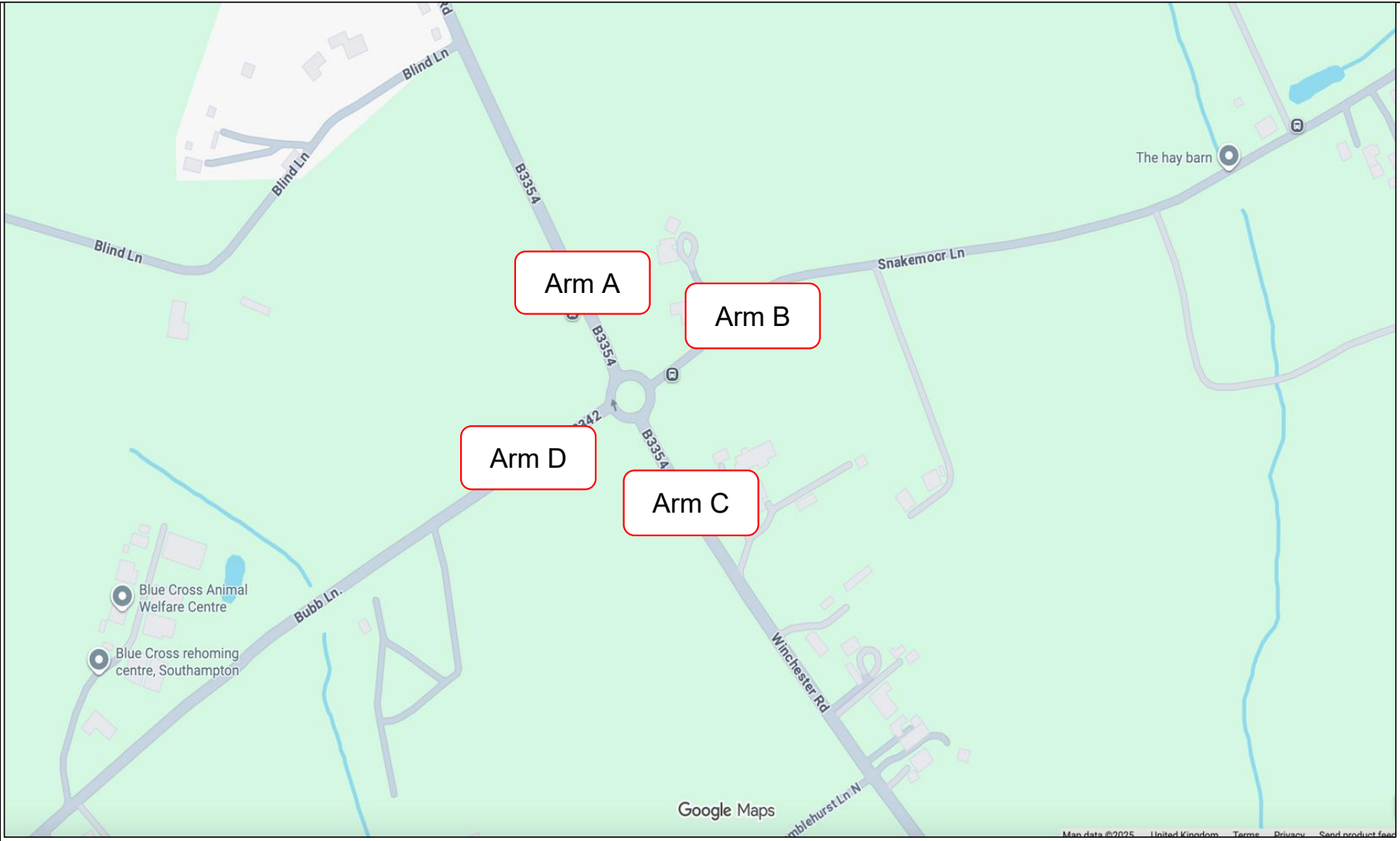
Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0405	Maddoxford Lane, Botley	A334 / Tollbar Way roundabout	50.920253, -1.310112	24/06/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Sunny Intervals



Arm A																																	Arm B																																	Arm C																																	Arm D																																
Arm A - Near Side Lane (Maximum Queue within the 5-minute Interval)											Arm A - Far Lane (Maximum Queue within the 5-minute Interval)											Arm B - Near Side Lane (Maximum Queue within the 5-minute Interval)											Arm B - Far Lane (Maximum Queue within the 5-minute Interval)											Arm C - Near Side Lane (Maximum Queue within the 5-minute Interval)											Arm C - Far Lane (Maximum Queue within the 5-minute Interval)											Arm D - Near Side Lane (Maximum Queue within the 5-minute Interval)											Arm D - Far Lane (Maximum Queue within the 5-minute Interval)																																																						
Time Interval	Can/LGV	GVV1	GVV2	PV/Cash	Total	PCU	Can/LGV	GVV1	GVV2	PV/Cash	Total	PCU	Time Interval	Can/LGV	GVV1	GVV2	PV/Cash	Total	PCU	Can/LGV	GVV1	GVV2	PV/Cash	Total	PCU	Time Interval	Can/LGV	GVV1	GVV2	PV/Cash	Total	PCU	Time Interval	Can/LGV	GVV1	GVV2	PV/Cash	Total	PCU	Time Interval	Can/LGV	GVV1	GVV2	PV/Cash	Total	PCU																																																																																					
07:30 - 07:35	3	0	0	0	3	3	4	0	0	0	4	4	07:30 - 07:35	15	1	0	0	16	16.5	3	1	0	0	4	4.5	07:30 - 07:35	4	0	0	0	4	4	2	1	0	0	3	3.3	07:30 - 07:35	1	0	0	0	1	1	07:30 - 07:35	3	1	0	0	4	4.5	1	0	0	0	1	1																																																																									
07:35 - 07:40	2	1	0	0	3	3.5	3	0	0	0	3	3	07:35 - 07:40	10	1	0	0	11	11.5	10	1	0	0	11	11.5	07:35 - 07:40	3	0	0	0	3	3	07:35 - 07:40	3	1	0	0	4	4.5	1	0	1	0	2	2.5	07:35 - 07:40	3	1	0	0	4	4.5	1	0	1	0	2	2.5																																																																									
07:40 - 07:45	5	0	0	0	5	5	5	0	0	0	5	5	07:40 - 07:45	9	0	0	0	9	9	5	0	0	0	5	5	07:40 - 07:45	4	0	0	0	4	4	1	1	0	0	2	2	07:40 - 07:45	2	0	0	0	2	2	07:40 - 07:45	2	0	0	0	2	2	0	0	0	0	1	1																																																																									
07:45 - 07:50	6	0	1	0	7	8.3	2	0	0	0	2	2	07:45 - 07:50	10	1	0	0	11	11.5	12	1	0	0	13	13.5	07:45 - 07:50	3	0	0	1	4	5	0	0	0	0	1	1	07:45 - 07:50	3	0	1	0	4	5.3	1	0	0	0	1	1																																																																																
07:50 - 07:55	5	0	0	0	5	5.5	4	0	0	0	4	4	07:50 - 07:55	7	0	0	0	7	7	9	0	0	0	9	9	07:50 - 07:55	4	0	0	0	4	4	0	0	0	0	1	1	07:50 - 07:55	2	0	0	0	2	2	07:50 - 07:55	3	0	0	0	3	3	0	0	0	0	1	1																																																																									
07:55 - 08:00	5	0	0	0	5	5	4	0	1	0	5	5.5	07:55 - 08:00	7	0	0	0	7	7	5	0	0	0	5	5	07:55 - 08:00	4	0	0	0	4	4	0	0	0	0	1	1	07:55 - 08:00	2	0	0	0	2	2	07:55 - 08:00	2	0	0	0	2	2	1	0	0	0	1	1																																																																									
08:00 - 08:05	2	0	0	0	2	2	2	0	0	0	2	2	08:00 - 08:05	10	0	0	0	10	10	10	0	0	0	10	10	08:00 - 08:05	3	0	0	0	3	3	0	0	0	0	2	2	08:00 - 08:05	3	0	0	0	3	3	0	0	0	0	1	1																																																																																
08:05 - 08:10	0	1	0	0	1	1.5	3	1	1	0	4	4.5	08:05 - 08:10	24	0	0	0	24	24	17	0	0	0	17	17	08:05 - 08:10	5	0	0	0	5	5	2	0	0	0	2	2	08:05 - 08:10	1	0	0	0	1	1	0	0	0	0	0	0																																																																																
08:10 - 08:15	2	0	0	0	2	2	2	0	0	0	2	2	08:10 - 08:15	6	0	0	0	6	6	4	0	0	0	4	4	08:10 - 08:15	5	0	0	0	5	5	2	0	0	0	2	2	08:10 - 08:15	6	0	0	0	6	6	4	0	0	0	4	4																																																																																
08:15 - 08:20	4	0	1	0	5	6.3	0	0	0	0	0	0	08:15 - 08:20	5	0	0	0	5	5	5	0	0	0	5	5	08:15 - 08:20	3	0	0	0	3	3	2	0	0	0	2	2	08:15 - 08:20	5	0	0	0	5	5.5	2	0	0	0	4	4																																																																																
08:20 - 08:25	2	0	0	0	2	2	2	0	0	0	2	2	08:20 - 08:25	5	0	0	0	5	5	4	0	0	0	4	4	08:20 - 08:25	5	0	0	0	5	5	2	0	0	0	2	2	08:20 - 08:25	5	0	0	0	5	5	4	0	0	0	4	4																																																																																
08:25 - 08:30	3	1	0	0	4	4.5	4	0	0	0	4	4	08:25 - 08:30	5	0	0	0	5	5	3	0	0	0	3	3	08:25 - 08:30	7	0	1	0	8	8.3	2	0	0	0	2	2	08:25 - 08:30	5	0	0	0	5	5.5	1	0	0	0	1	1																																																																																
08:30 - 08:35	5	0	0	0	5	5	5	0	0	0	5	5	08:30 - 08:35	5	1	0	0	6	6.5	3	1	0	0	4	4.5	08:30 - 08:35	2	1	0	0	3	3.5	2	0	0	0	2	2	08:30 - 08:35	5	0	0	0	5	5.5	2	0	0	0	2	2																																																																																
08:35 - 08:40	8	0	0	0	8	8	10	0	0	0	10	10	08:35 - 08:40	5	0	0	0	5	5	5	0	0	0	5	5	08:35 - 08:40	4	0	0	0	4	4	2	0	0	0	2	2	08:35 - 08:40	4	0	0	0	4	4	1	0	0	0	1	1																																																																																
08:40 - 08:45	2	0	0	0	2	2	4	0	0	0	4	4	08:40 - 08:45	5	0	0	0	5	5	5	0	0	0	5	5	08:40 - 08:45	4	0	0	0	4	4	2	0	0	0	2	2	08:40 - 08:45	6	0	0	0	6	6	2	0	0	0	2	2																																																																																
08:45 - 08:50	5	1	1	0	7	7.5	7	0	0	0	7	7	08:45 - 08:50	2	1	1	0	4	4.5	6	0	0	0	6	6	08:45 - 08:50	2	1	0	0	3	3.5	1	0	0	0	1	1	08:45 - 08:50	15	0	0	0	15	15.5	2	0	0	0	2	2																																																																																
08:50 - 08:55	4	0	0	0	4	4	5	0	0	0	5	5	08:50 - 08:55	3	0	0	0	3	3	4	0	0	0	4	4	08:50 - 08:55	1	0	0	0	1	1	1	0	0	0	1	1	08:50 - 08:55	5	0	0	0	5	5	1	0	0	0	1	1																																																																																
08:55 - 09:00	4	0	0	0	4	4	4	0	0	0	4	4	08:55 - 09:00	3	0	0	0	3	3	5	0	0	0	5	5	08:55 - 09:00	1	0	0	0	1	1	1	0	0	0	1	1	08:55 - 09:00	5	0	0	0	5	5	1	0	0	0	1	1																																																																																
09:00 - 09:05	2	0	0	0	2	2	2	0	0	0	2	2	09:00 - 09:05	3	0	0	0	3	3	5	0	0	0	5	5	09:00 - 09:05	2	0	0	0	2	2	2	0	0	0	2	2	09:00 - 09:05	5	0	0	0	5	5	1	0	0	0	1	1																																																																																
09:05 - 09:10	2	2	0	0	4	5	0	0	0	0	0	0	09:05 - 09:10	7	1	0	0	8	8.5	5	0	0	0	5	5	09:05 - 09:10	2	0	0	0	2	2	3	0	0	0	3	3	09:05 - 09:10	7	0	0	0	7	7	2	0	0	0	2	2																																																																																
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09:20 - 09:25	2	0	0	0	2	2	2	0	0	0	2	2	09:20 - 09:25	2	1	0	0	3	3.5	1	0	0	0	1	1	09:20 - 09:25	2	0	0	0	2	2	2	0	0	0	2	2	09:20 - 09:25	10	0	0	0	10	10	1	0	0	0	1	1																																																																																
09:25 - 09:30	2	0	0	0	2	2	2	0	0	0	2	2	09:25 - 09:30	2	1	0	0	3	3.5	1	0	0	0	1	1	09:25 - 09:30	2	0	0	0	2	2	2	0	0	0	2	2	09:25 - 09:30	10	0	0	0	10	10	1	0	0	0	1	1																																																																																
10:30 - 10:35	4	0	0	1	5	6	0	1	0	0	6	6.5	10:30 - 10:35	2	0	0	0	2	2	1	0	0	0	1	1	10:30 - 10:35	1	0	0	0	1	1	1	0	0	0	1	1	10:30 - 10:35	13	0	0	0	13	13	6	0	0	0	6	6																																																																																
10:35 - 10:40	5	0	0	0	5	5	0	0	0	0	5	5.5	10:35 - 10:40	2	0	0	0	2	2	3	0	0	0	3	3	10:35 - 10:40	2	0	0	0	2	2	1	0	0	0	1	1	10:35 - 10:40	8	0	0	0	8	8	0	0	0	0	1	1																																																																																
10:40 - 10:45	3	0	0	0	3	3	0	0	0	0	3	3	10:40 - 10:45	3	0	0	0	3	3	2	0	0	0	2	2	10:40 - 10:45	1	0	0	0	1	1	2	0	0	0	2	2	10:40 - 10:45	14	0	0	0	14	14	5	0	0	0	5	5																																																																																
10:45 - 10:50	4	0	0	0	4	4	4	0	0	0	4	4	10:45 - 10:50	1	0	0	0	1	1	1	0	0	0	1	1	10:45 - 10:50	2	0	0	1	3	4	2	0	0	0	2	2	10:45 - 10:50	13	1	0	0	14	15.5	5	0	0	0	5	5																																																																																
10:50 - 10:55	4	0	0	0	4	4	7	0	0	0	7	7	10:50 - 10:55	1	0	0	0	1	1	1	0	0	0	1	1	10:50 - 10:55	2	0	0	1	3	4	2	0	0	0	2	2	10:50 - 10:55	8	0	0	0	8	8	2	0	0	0	2	2																																																																																
10:55 - 11:00	5	0	0	0	5	5	5	0	0	0	5	5	10:55 - 11:00	2	0	0	0	2	2	3	0	0	0	3	3	10:55 - 11:00	2	0	0	0	2	2	2	0	0	0	2	2	10:55 - 11:00	10	0	0	0	10	10	5	0	0	0	5	5																																																																																
11:00 - 11:05	5	0	0	0	5	5	5	0	0	0	5	5	11:00 - 11:05	2	0	0	0	2	2	3	0	0	0	3	3	11:00 - 11:05	2	0	0	0	2	2	2	0	0	0	2	2	11:00 - 11:05	10	0	0	0	10	10	5	0	0	0	5	5																																																																																
11:05 - 11:10	3	0	0	0	3	3	3	0	0	0	3	3	11:05 - 11:10	2	0	0	0</																																																																																																																		

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0452	Botley	Botley Road / Winchester Road / Snakemoor Lane / Bubb Lane	50.942763, -1.292965	07/10/2025	Tuesday	0730-0930 and 1630-1830hrs	Dry	Dry





Project ID and Name: IW0452 Botley
Junction name: Botley Road / Winchester Road / Snakemoor Lane / Bubb Lane

Survey Date: 07/10/2025
Survey Day: Tuesday

Arm A (Maximum Queue within the 5-minute interval)							Arm B (Maximum Queue within the 5-minute interval)							Arm C (Maximum Queue within the 5-minute interval)							Arm D (Maximum Queue within the 5-minute interval)						
Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30 07:35	1	0	1	0	2	3.3	07:30 07:35	2	0	0	0	2	2	07:30 07:35	3	0	0	0	3	3	07:30 07:35	3	0	0	0	3	3
07:35 07:40	1	0	0	0	1	1	07:35 07:40	1	0	0	0	1	1	07:35 07:40	2	0	0	0	2	2	07:35 07:40	6	0	0	0	6	6
07:40 07:45	1	1	0	0	2	2.5	07:40 07:45	5	0	0	0	5	5	07:40 07:45	7	0	0	0	7	7	07:40 07:45	3	0	0	0	3	3
07:45 07:50	0	0	1	0	1	2.3	07:45 07:50	2	0	0	0	2	2	07:45 07:50	11	0	1	0	12	13.3	07:45 07:50	4	0	0	0	4	4
07:50 07:55	2	1	1	0	4	5.8	07:50 07:55	4	0	0	0	4	4	07:50 07:55	4	0	0	0	4	4	07:50 07:55	3	0	0	0	3	3
07:55 08:00	6	1	0	0	7	7.5	07:55 08:00	3	0	0	0	3	3	07:55 08:00	8	0	0	0	8	8	07:55 08:00	5	0	0	0	5	5
08:00 08:05	9	0	0	0	9	9	08:00 08:05	3	0	0	0	3	3	08:00 08:05	6	0	0	0	6	6	08:00 08:05	6	0	0	0	6	6
08:05 08:10	3	0	0	0	3	3	08:05 08:10	3	0	0	1	4	5	08:05 08:10	2	0	0	0	2	2	08:05 08:10	3	0	0	0	3	3
08:10 08:15	6	0	0	0	6	6	08:10 08:15	5	0	0	0	5	5	08:10 08:15	4	0	0	0	4	4	08:10 08:15	9	0	0	0	9	9
08:15 08:20	8	0	0	0	8	8	08:15 08:20	3	0	0	0	3	3	08:15 08:20	7	0	0	0	7	7	08:15 08:20	7	0	0	0	7	7
08:20 08:25	5	0	0	0	5	5	08:20 08:25	5	0	0	0	5	5	08:20 08:25	6	0	1	0	7	8.3	08:20 08:25	4	0	0	0	4	4
08:25 08:30	5	0	0	0	5	5	08:25 08:30	8	0	0	0	8	8	08:25 08:30	5	0	0	0	5	5	08:25 08:30	3	0	0	0	3	3
08:30 08:35	3	0	0	0	3	3	08:30 08:35	2	0	0	0	2	2	08:30 08:35	6	0	0	0	6	6	08:30 08:35	3	0	0	0	3	3
08:35 08:40	13	0	1	0	14	15.3	08:35 08:40	4	0	0	0	4	4	08:35 08:40	7	0	0	0	7	7	08:35 08:40	3	0	0	0	3	3
08:40 08:45	2	0	1	0	3	4.3	08:40 08:45	3	0	0	0	3	3	08:40 08:45	5	0	0	0	5	5	08:40 08:45	6	0	0	0	6	6
08:45 08:50	6	0	0	0	6	6	08:45 08:50	5	0	0	0	5	5	08:45 08:50	2	0	0	0	2	2	08:45 08:50	9	1	0	0	10	10.5
08:50 08:55	2	0	0	0	2	2	08:50 08:55	3	0	0	0	3	3	08:50 08:55	7	0	0	0	7	7	08:50 08:55	5	0	0	0	5	5
08:55 09:00	3	0	0	0	3	3	08:55 09:00	2	0	0	0	2	2	08:55 09:00	3	0	0	0	3	3	08:55 09:00	3	0	0	0	3	3
09:00 09:05	0	0	0	0	0	0	09:00 09:05	4	0	0	0	4	4	09:00 09:05	8	0	0	0	8	8	09:00 09:05	2	0	1	0	3	4.3
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09:10 09:15	2	0	0	0	2	2	09:10 09:15	8	0	0	0	8	8	09:10 09:15	1	0	0	0	1	1	09:10 09:15	4	0	0	0	4	4
09:15 09:20	2	0	0	0	2	2	09:15 09:20	8	0	0	0	8	8	09:15 09:20	3	0	0	0	3	3	09:15 09:20	5	0	0	0	5	5
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09:25 09:30	4	0	0	0	4	4	09:25 09:30	3	0	0	0	3	3	09:25 09:30	4	0	0	0	4	4	09:25 09:30	1	0	0	0	1	1

16:30 16:35	4	0	0	0	4	4	16:30 16:35	3	0	0	0	3	3	16:30 16:35	3	0	0	0	3	3	16:30 16:35	3	0	0	0	3	3
16:35 16:40	5	0	0	0	5	5	16:35 16:40	2	0	0	0	2	2	16:35 16:40	2	0	0	0	2	2	16:35 16:40	3	0	0	0	3	3
16:40 16:45	3	0	0	0	3	3	16:40 16:45	4	0	0	0	4	4	16:40 16:45	5	0	0	0	5	5	16:40 16:45	5	0	0	0	5	5
16:45 16:50	2	0	0	0	2	2	16:45 16:50	5	0	0	0	5	5	16:45 16:50	6	0	0	0	6	6	16:45 16:50	3	0	1	0	4	5.3
16:50 16:55	5	0	0	0	5	5	16:50 16:55	5	0	0	0	5	5	16:50 16:55	5	0	0	0	5	5	16:50 16:55	6	0	0	0	6	6
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17:00 17:05	8	0	0	1	9	10	17:00 17:05	2	0	0	0	2	2	17:00 17:05	6	0	0	0	6	6	17:00 17:05	4	0	0	0	4	4
17:05 17:10	5	0	0	0	5	5	17:05 17:10	12	0	0	0	12	12	17:05 17:10	4	0	0	0	4	4	17:05 17:10	6	0	0	0	6	6
17:10 17:15	6	0	0	0	6	6	17:10 17:15	6	0	0	0	6	6	17:10 17:15	6	0	0	0	6	6	17:10 17:15	8	0	0	0	8	8
17:15 17:20	7	0	0	0	7	7	17:15 17:20	13	0	0	0	13	13	17:15 17:20	3	0	0	0	3	3	17:15 17:20	7	0	0	0	7	7
17:20 17:25	5	0	0	0	5	5	17:20 17:25	12	0	0	0	12	12	17:20 17:25	7	0	0	0	7	7	17:20 17:25	5	0	0	0	5	5
17:25 17:30	4	0	0	0	4	4	17:25 17:30	4	0	0	0	4	4	17:25 17:30	8	0	0	1	9	10	17:25 17:30	5	0	0	0	5	5
17:30 17:35	7	0	0	0	7	7	17:30 17:35	13	0	0	0	13	13	17:30 17:35	4	0	0	0	4	4	17:30 17:35	6	0	0	0	6	6
17:35 17:40	7	0	0	0	7	7	17:35 17:40	13	0	0	0	13	13	17:35 17:40	5	0	0	0	5	5	17:35 17:40	7	0	0	0	7	7
17:40 17:45	6	0	0	0	6	6	17:40 17:45	5	0	0	0	5	5	17:40 17:45	4	0	0	0	4	4	17:40 17:45	7	0	0	0	7	7
17:45 17:50	4	0	0	0	4	4	17:45 17:50	4	0	0	0	4	4	17:45 17:50	2	0	0	0	2	2	17:45 17:50	5	0	0	0	5	5
17:50 17:55	4	0	0	0	4	4	17:50 17:55	5	0	0	0	5	5	17:50 17:55	5	0	0	0	5	5	17:50 17:55	4	0	0	0	4	4
17:55 18:00	3	0	0	0	3	3	17:55 18:00	5	0	0	0	5	5	17:55 18:00	4	0	0	0	4	4	17:55 18:00	7	0	0	0	7	7
18:00 18:05	7	0	0	0	7	7	18:00 18:05	4	0	0	0	4	4	18:00 18:05	3	0	0	0	3	3	18:00 18:05	5	0	0	0	5	5
18:05 18:10	2	0	0	0	2	2	18:05 18:10	2	0	0	0	2	2	18:05 18:10	3	0	0	0	3	3	18:05 18:10	4	0	0	0	4	4
18:10 18:15	0	0	0	0	0	0	18:10 18:15	1	0	0	0	1	1	18:10 18:15	2	0	0	0	2	2	18:10 18:15	4	0	0	0	4	4
18:15 18:20	0	0	0	0	0	0	18:15 18:20	3	0	0	0	3	3	18:15 18:20	5	0	0	0	5	5	18:15 18:20	5	0	0	0	5	5
18:20 18:25	6	0	0	0	6	6	18:20 18:25	3	0	0	0	3	3	18:20 18:25	5	0	0	0	5	5	18:20 18:25	10	0	0	0	10	10
18:25 18:30	5	0	0	0	5	5	18:25 18:30	7	0	0	0	7	7	18:25 18:30	3	0	0	0	3	3	18:25 18:30	6	0	0	0	6	6

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

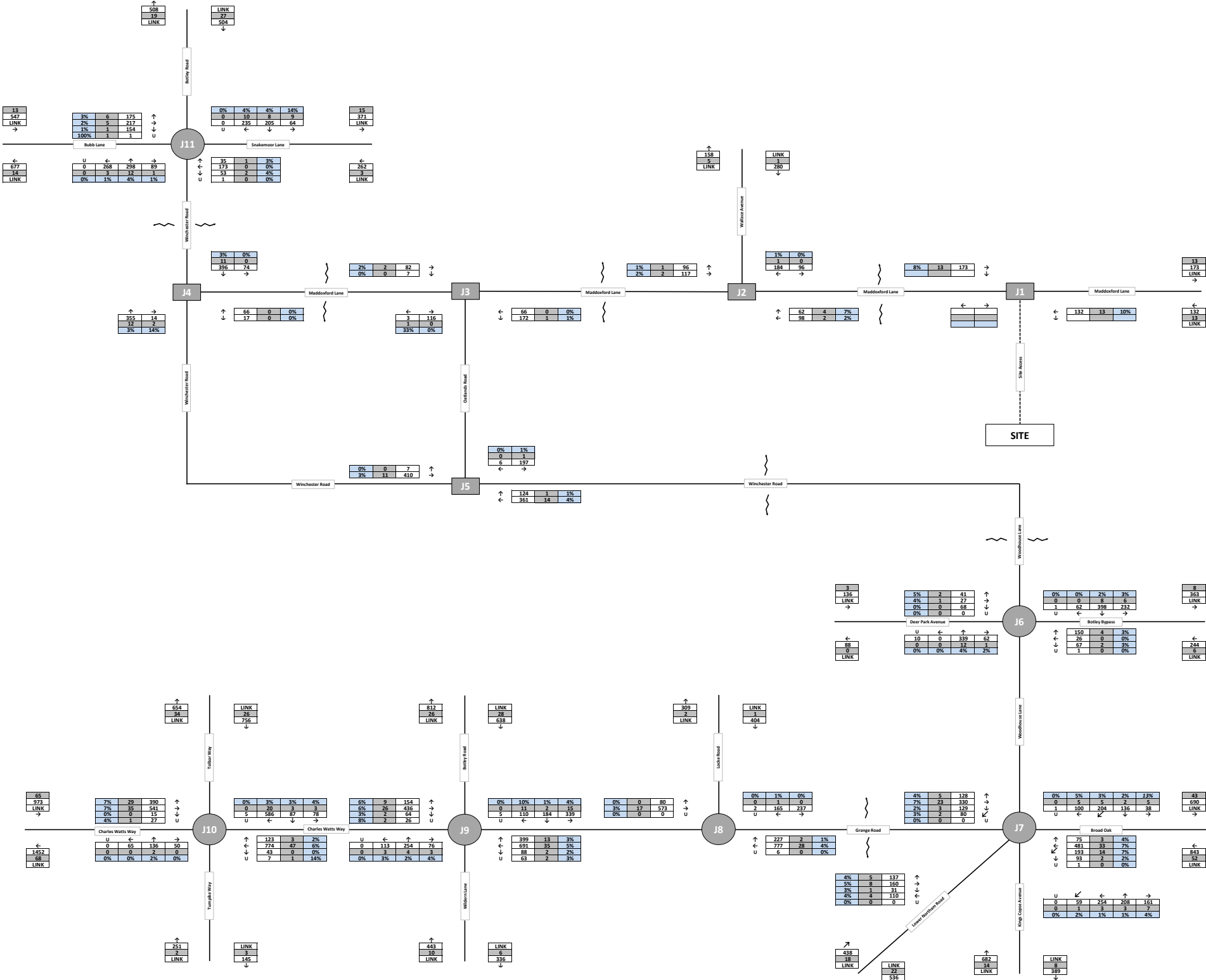
Appendix E
Traffic Flow Diagrams

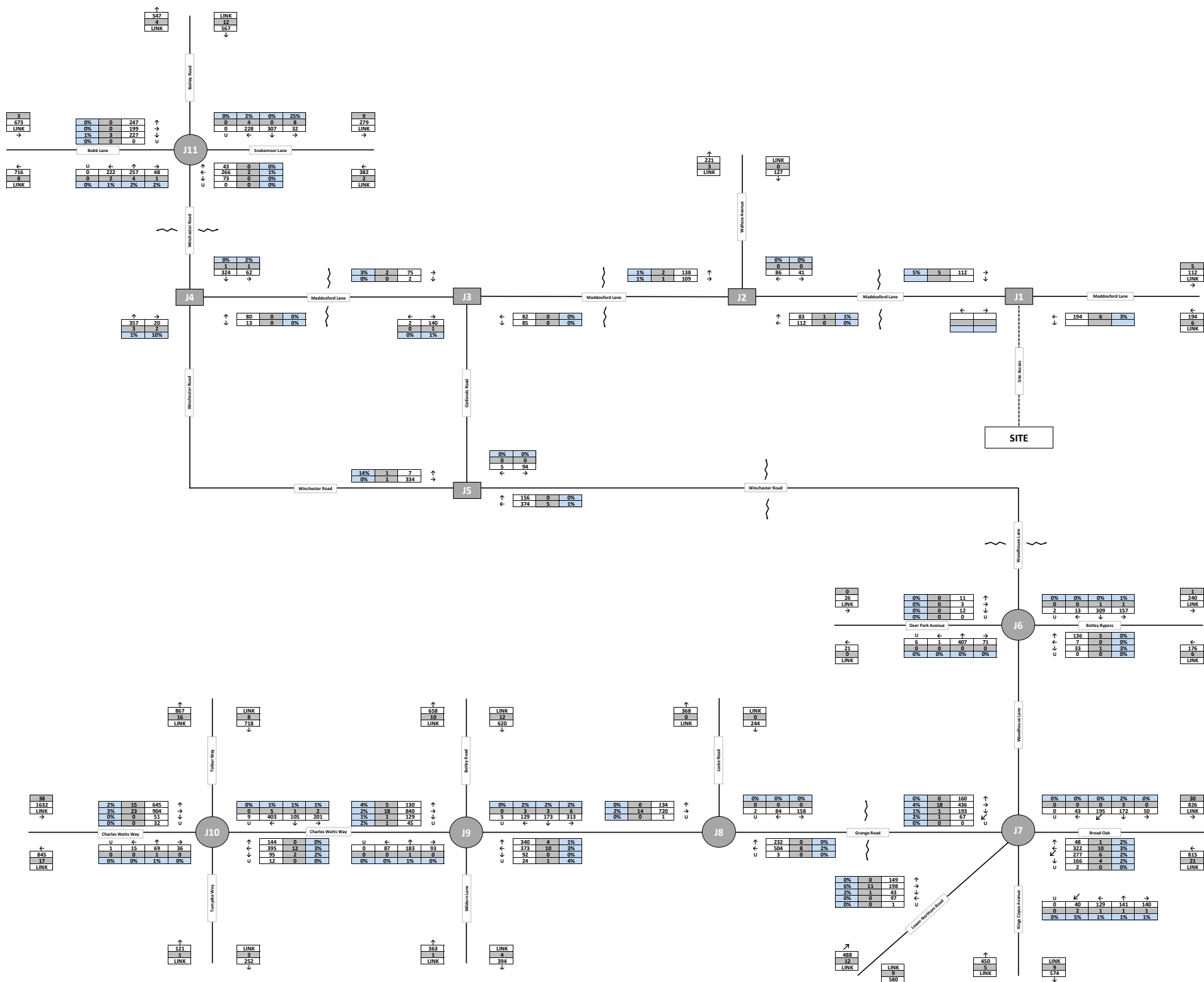
KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Notes:

- Turning Movement
- All Vehicle Movements
- HGV Movements
- HGV Percentages
- Junctions on Link Not Shown



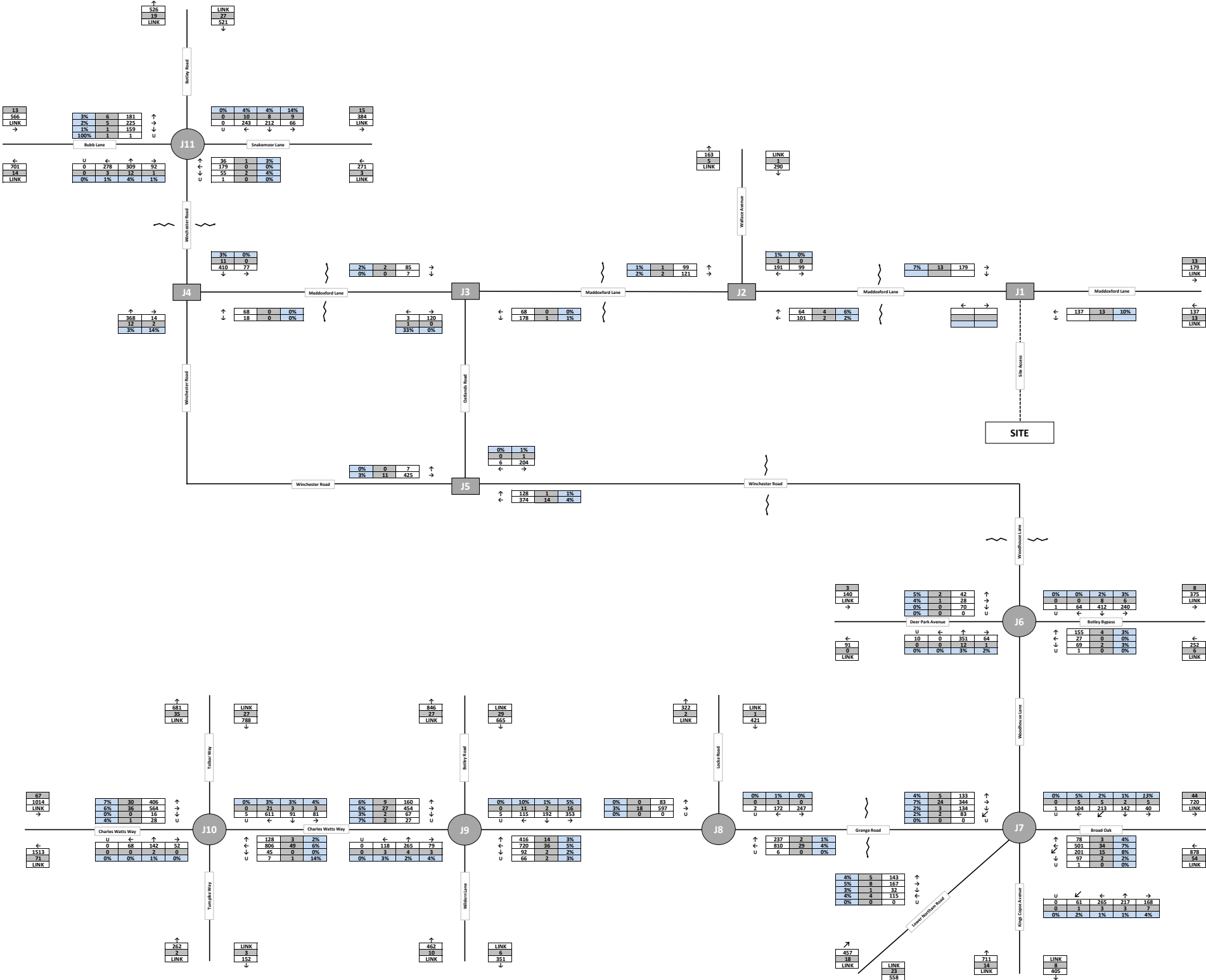


KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes: J1 to J6 use TEMPro Factors for Eastleigh 010 MSDA - 1.0355 AM; 1.0362 PM
J7 to J10 use TEMPro Factors for Eastleigh 011 MSDA - 1.0419 AM; 1.0418 PM



KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes: J1 to J6 use TEMPro Factors for Eastleigh 010 MSDA - 1.0355 AM; 1.0362 PM
J7 to J10 use TEMPro Factors for Eastleigh 011 MSDA - 1.0419 AM; 1.0418 PM

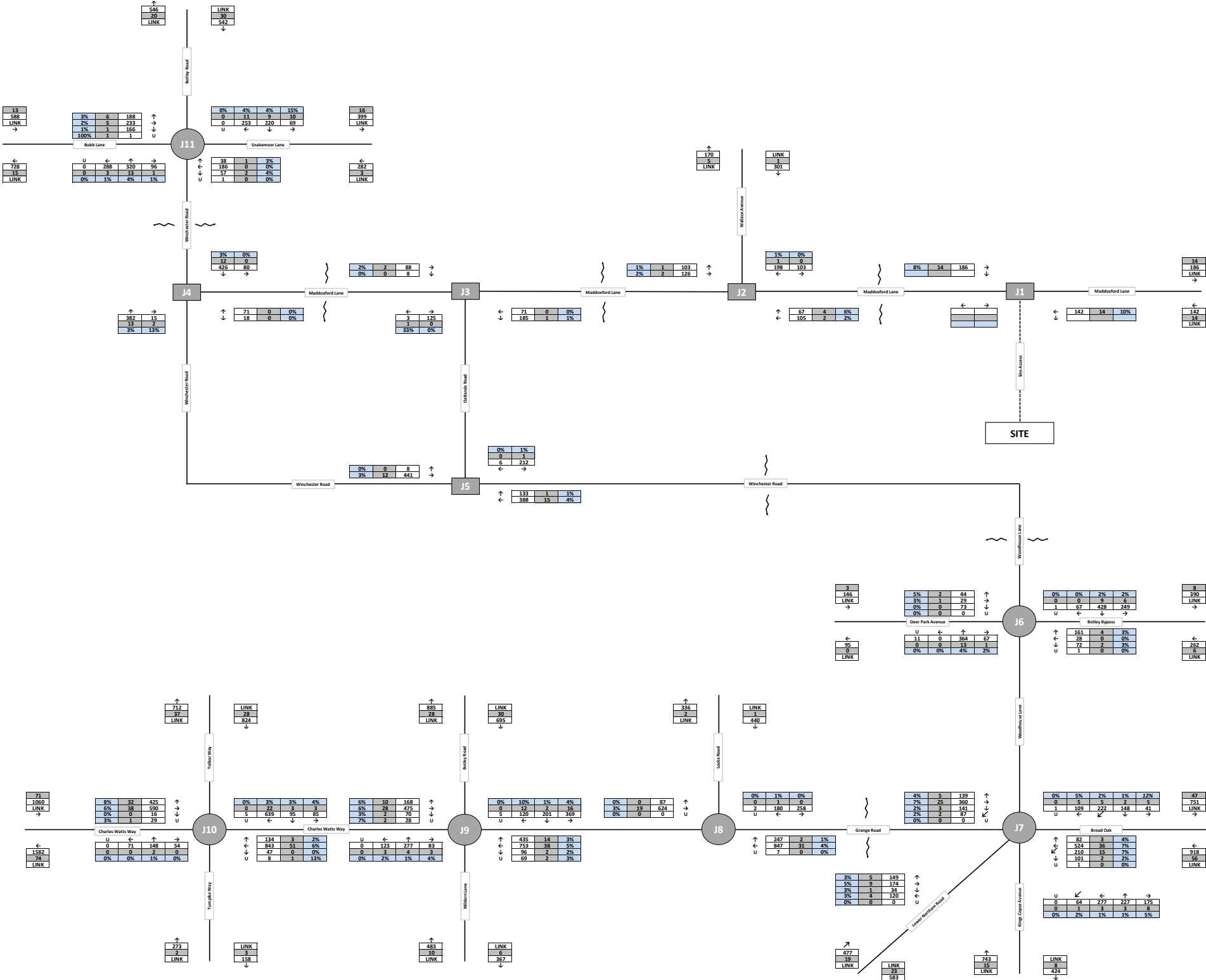


KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes: J1 to J6 use TEMPro Factors for Eastleigh 010 MSDA - 1.0717 AM; 1.0767 PM
J7 to J10 use TEMPro Factors for Eastleigh 011 MSDA - 1.0897 AM; 1.0897 PM

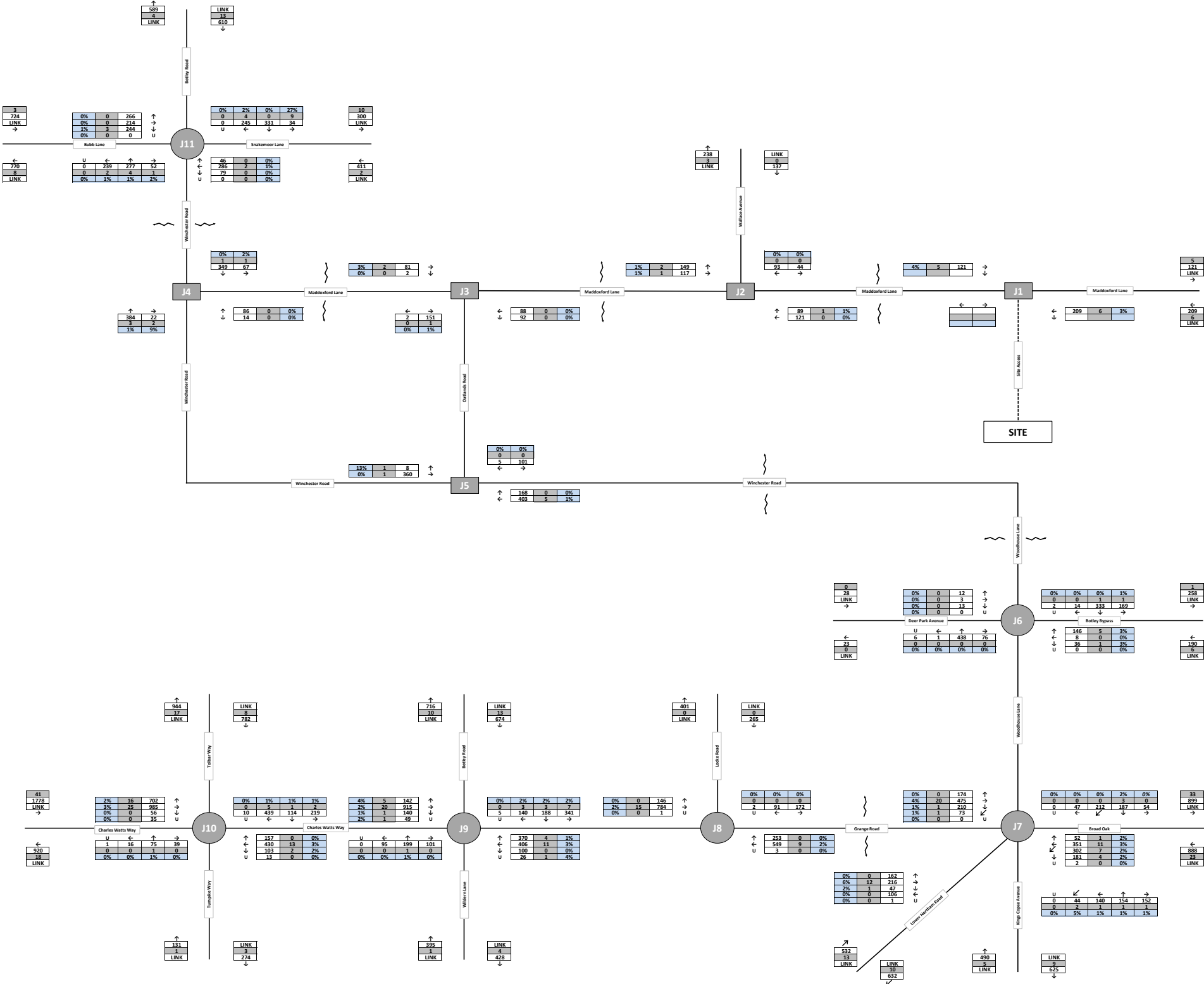


KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes: J1 to J6 use TEMPro Factors for Eastleigh 010 MSDA - 1.0717 AM; 1.0767 PM
J7 to J10 use TEMPro Factors for Eastleigh 011 MSDA - 1.0897 AM; 1.0897 PM



KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement

All Vehicle Movements

HGVs Movements

HGV Percentages

Junctions on Link Not Shown

Notes:

ARDENT

CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF7

COMMITTED DEVELOPMENT FLOWS

AM PEAK HOUR (08:00-09:00)

LAND SOUTH OF MADDOXFORD LANE

JOB NUMBER: Z501890_A

DRAWN BY: JE

KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

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≡

Turning Movement

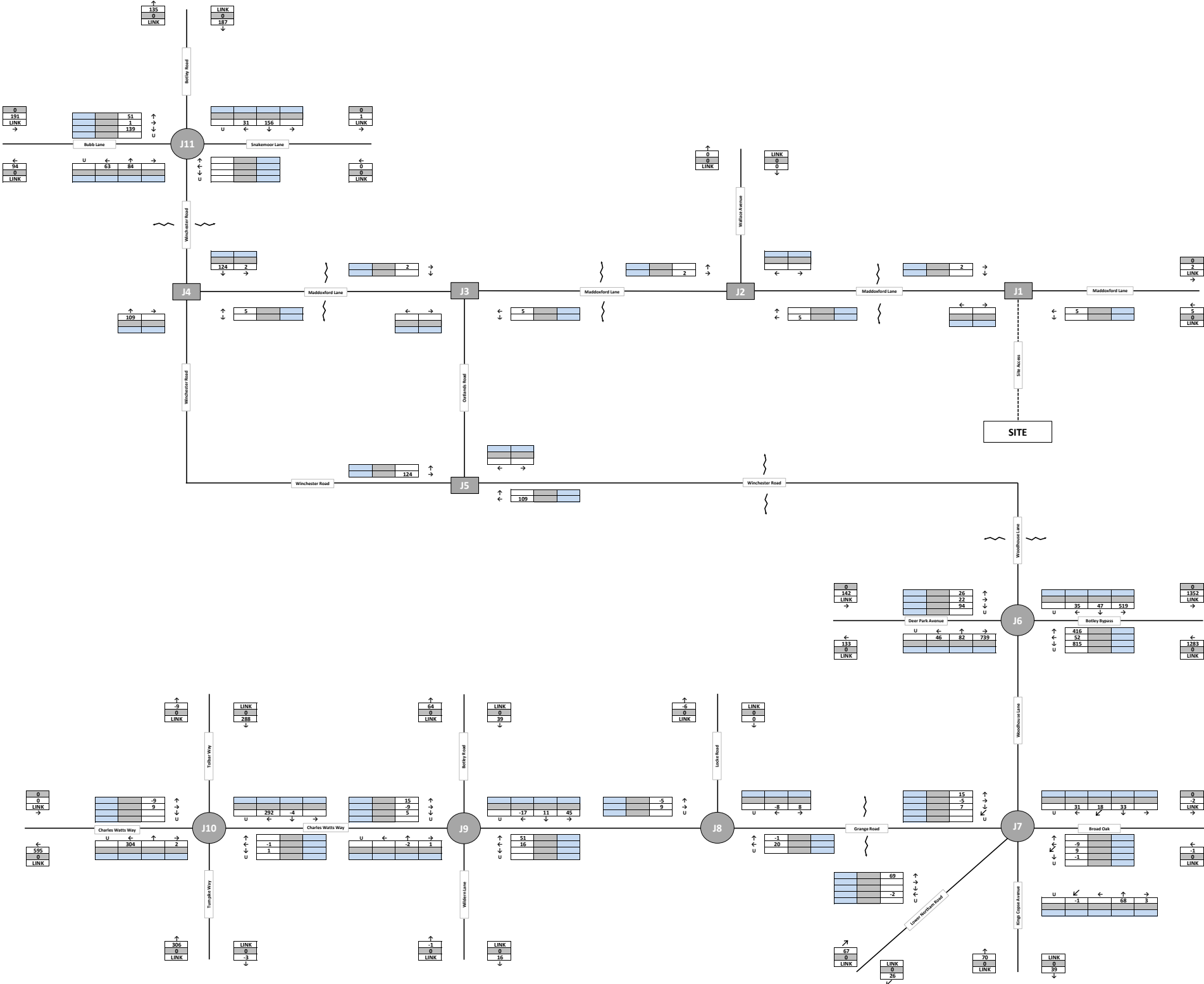
All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:



KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

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Turning Movement

All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:

ARDENT

CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF9

2030 FUTURE BASELINE + COMMITTED DEVELOPMENT

AM PEAK HOUR (08:00-09:00)

LAND SOUTH OF MADDOXFORD LANE

JOB NUMBER: Z501890_A

DRAWN BY: JE

KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement

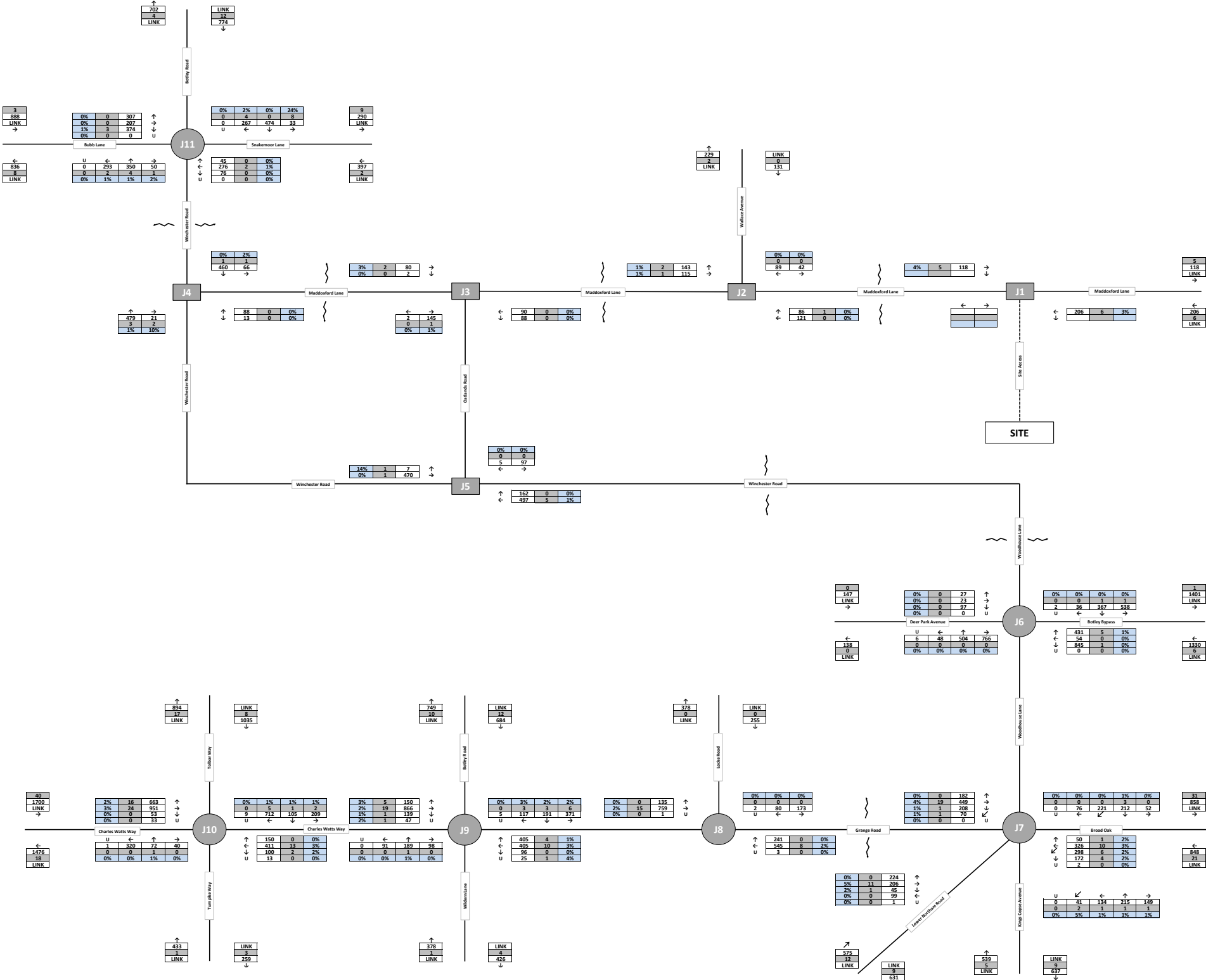
All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:

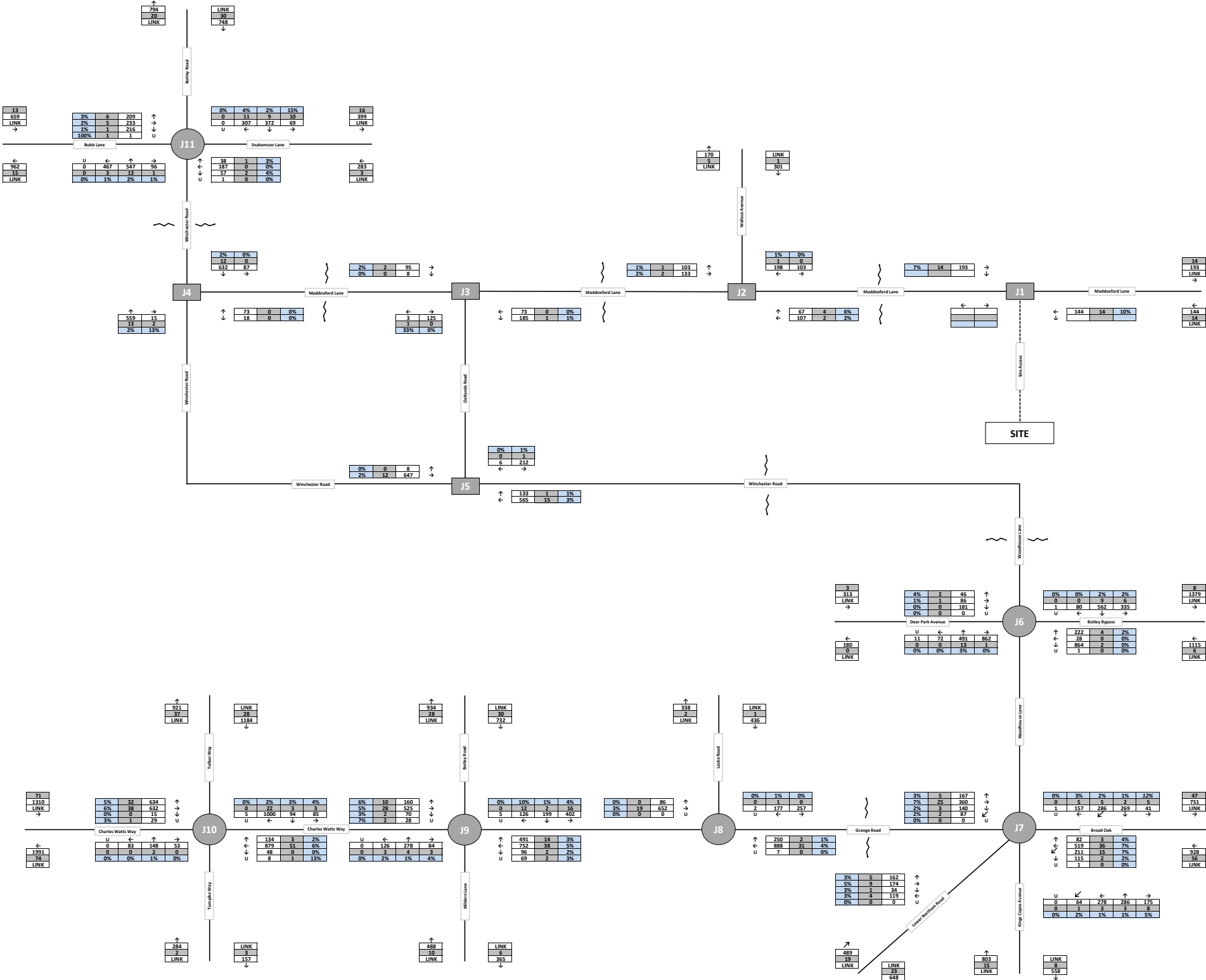


KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes:



KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes:



KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

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Turning Movement

All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:

No.	Route	% Dist.
1	Maddoxford Lane (W) - A334 (E) via Botley Bypass	11.6%
2	Maddoxford Lane (E) - Botley Road (N)	1.4%
3	Maddoxford Lane (W) - Kings Copse Ave (S) via Woodhouse Lane	12.2%
4	Maddoxford Lane (W) - A334 (W) via Woodhouse Lane	21.2%
5	Maddoxford Lane (W) - M27 (N) via A334 (W)	24.5%
6	Maddoxford Lane (W) - M27 (S) via Kings Copse Ave (S)	3.4%
7	Maddoxford Lane (W) - B3354 (N)	19.1%
8	Maddoxford Lane (E) - Netherhill Lane (N)	6.6%
TOTAL		100.0%

Destination for Those Taking Route 4	%Dist
Grange Drive Business Park	7%
Herald Industrial Estate	27%
Hedge End Business Park	6%
Southampton	60%
TOTAL	100%

ARDENT

CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF13

DEVELOPMENT TRAFFIC DISTRIBUTION

ARRIVALS

LAND SOUTH OF MADDOXFORD LANE

JOB NUMBER: Z501890_A

DRAWN BY: JE

KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

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Turning Movement

All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:

No.	Route	% Dist.
1	Maddoxford Lane (W) - A334 (E) via Botley Bypass	11.6%
2	Maddoxford Lane (E) - Botley Road (N)	1.4%
3	Maddoxford Lane (W) - Kings Copse Ave (S) via Woodhouse Lane	12.2%
4	Maddoxford Lane (W) - A334 (W) via Woodhouse Lane	21.2%
5	Maddoxford Lane (W) - M27 (N) via A334 (W)	24.5%
6	Maddoxford Lane (W) - M27 (S) via Kings Copse Ave (S)	3.4%
7	Maddoxford Lane (W) - B3354 (N)	19.1%
8	Maddoxford Lane (E) - Netherhill Lane (N)	6.6%
TOTAL		100.0%

Destination for Those Taking Route 4	%Dist
Grange Drive Business Park	7%
Herald Industrial Estate	27%
Hedge End Business Park	6%
Southampton	60%
TOTAL	100%

ARDENT

CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF14

DEVELOPMENT TRAFFIC DISTRIBUTION

DEPARTURES

LAND SOUTH OF MADDOXFORD LANE

JOB NUMBER: Z501890_A

DRAWN BY: JE

KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

≡

≡

≡

≡

Turning Movement

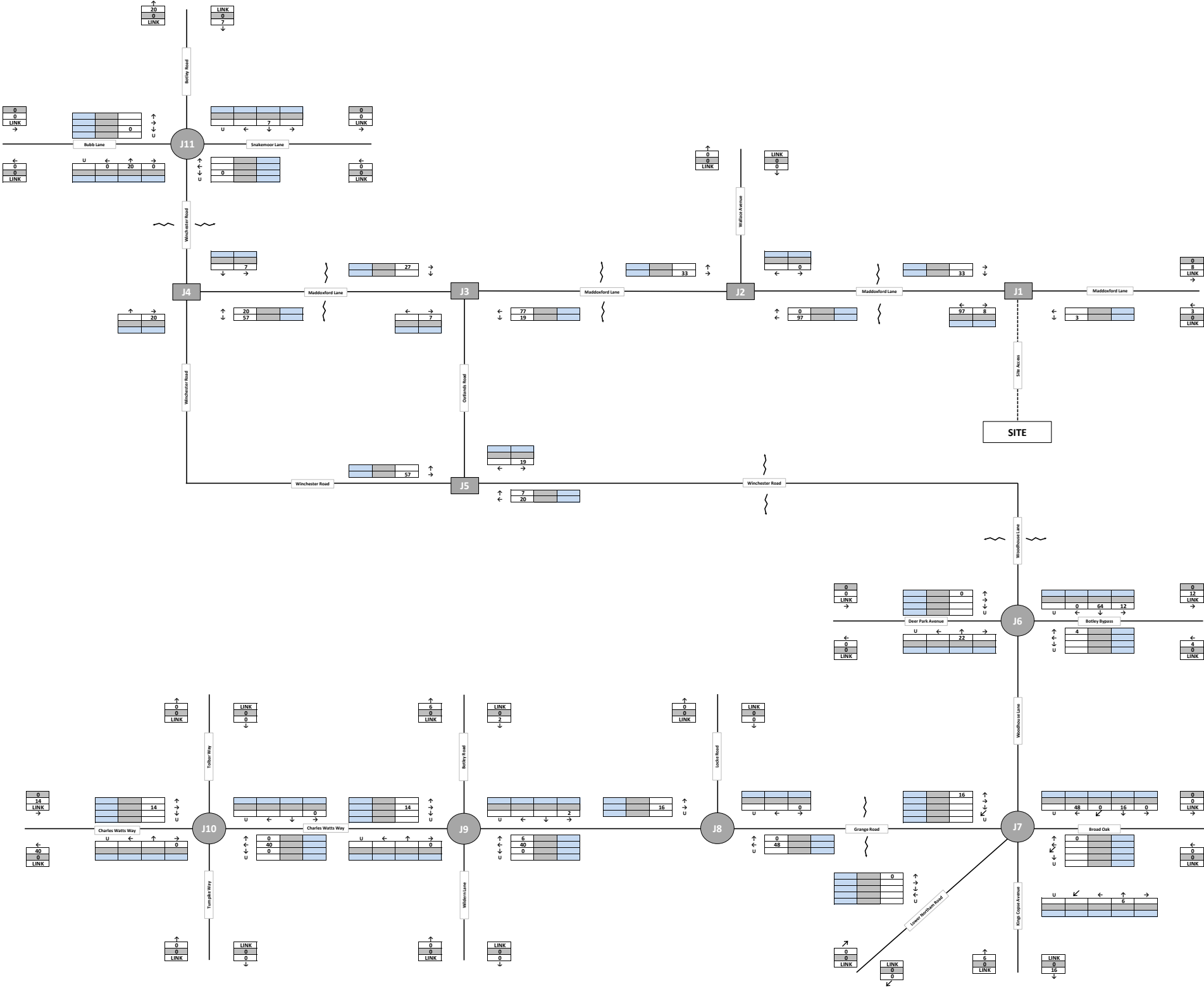
All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:



KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

≡

≡

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≡

Turning Movement

All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:

The diagram illustrates the development traffic assignment for the Land South of Maddoxford Lane. It shows a network of roads and junctions (J1 through J11) with traffic flow indicated by arrows and numbers. The roads include Bubb Lane, Snakemoor Lane, Maddoxford Lane, Winchester Road, and various local streets like Toller Way, Charles Watts Way, and Broad Oak. Junctions are labeled J1 through J11. Traffic flow is indicated by arrows and numbers, with some links marked as 'LINK'. A 'SITE' is located near junction J1. The diagram includes a key for turning movements and junction types, and a notes section.

ARDENT

CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF16

DEVELOPMENT TRAFFIC ASSIGNMENT

PM PEAK HOUR (17:00-18:00)

LAND SOUTH OF MADDOXFORD LANE

JOB NUMBER: Z501890_A

DRAWN BY: JE

KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Notes:

- Turning Movement
- All Vehicle Movements
- HGV Movements
- HGV Percentages
- Junctions on Link Not Shown

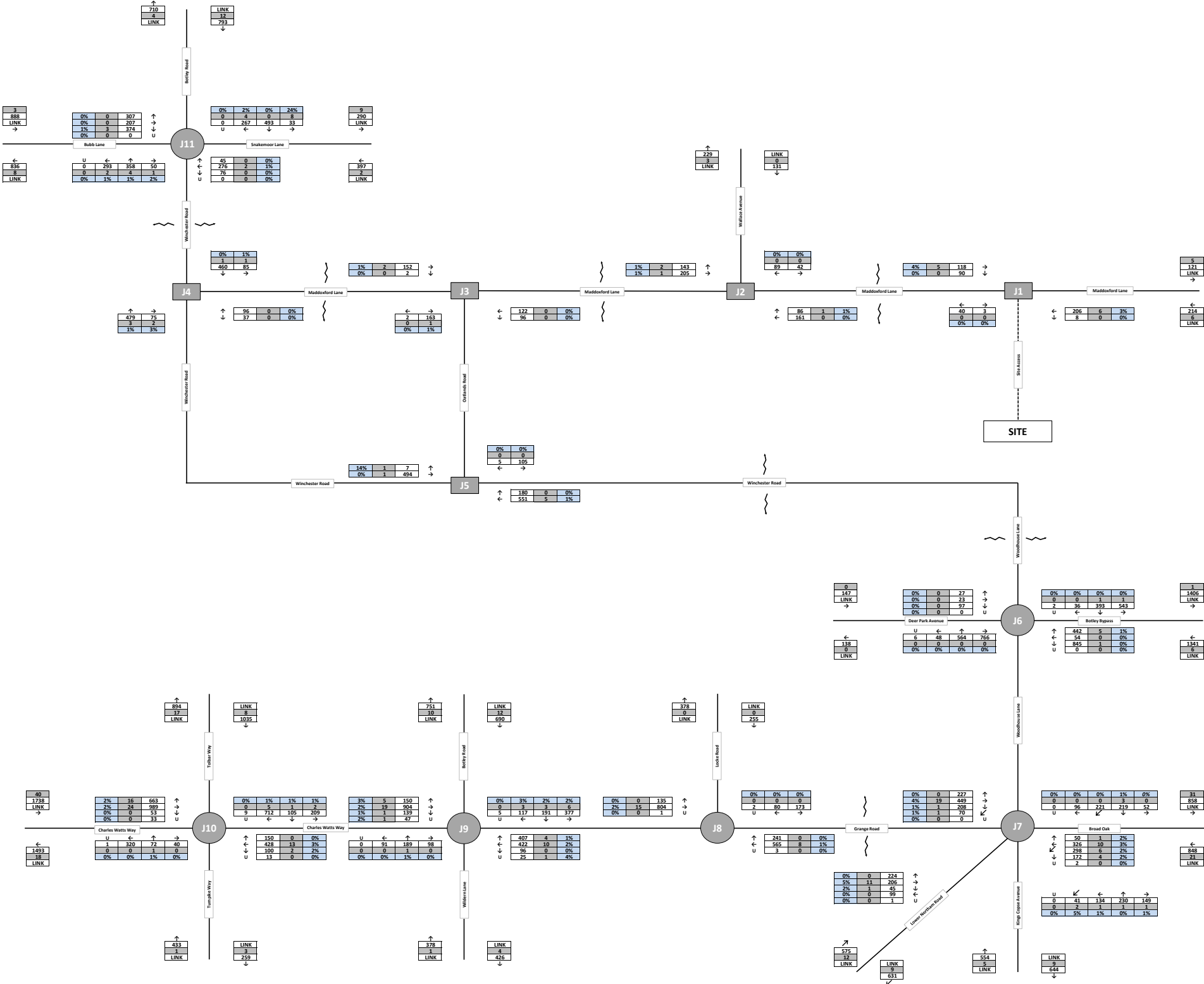


KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes:



KEY

←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

≡

≡

≡

≡

Turning Movement

All Vehicle Movements

HGV Movements

HGV Percentages

Junctions on Link Not Shown

Notes:

ARDENT

CONSULTING ENGINEERS

AN EMPLOYEE OWNED COMPANY

FIGURE TF19

2036 + COMMITTED DEVELOPMENT + DEVELOPMENT

AM PEAK HOUR (08:00-09:00)

LAND SOUTH OF MADDOXFORD LANE

JOB NUMBER: Z501890_A

DRAWN BY: JE

KEY

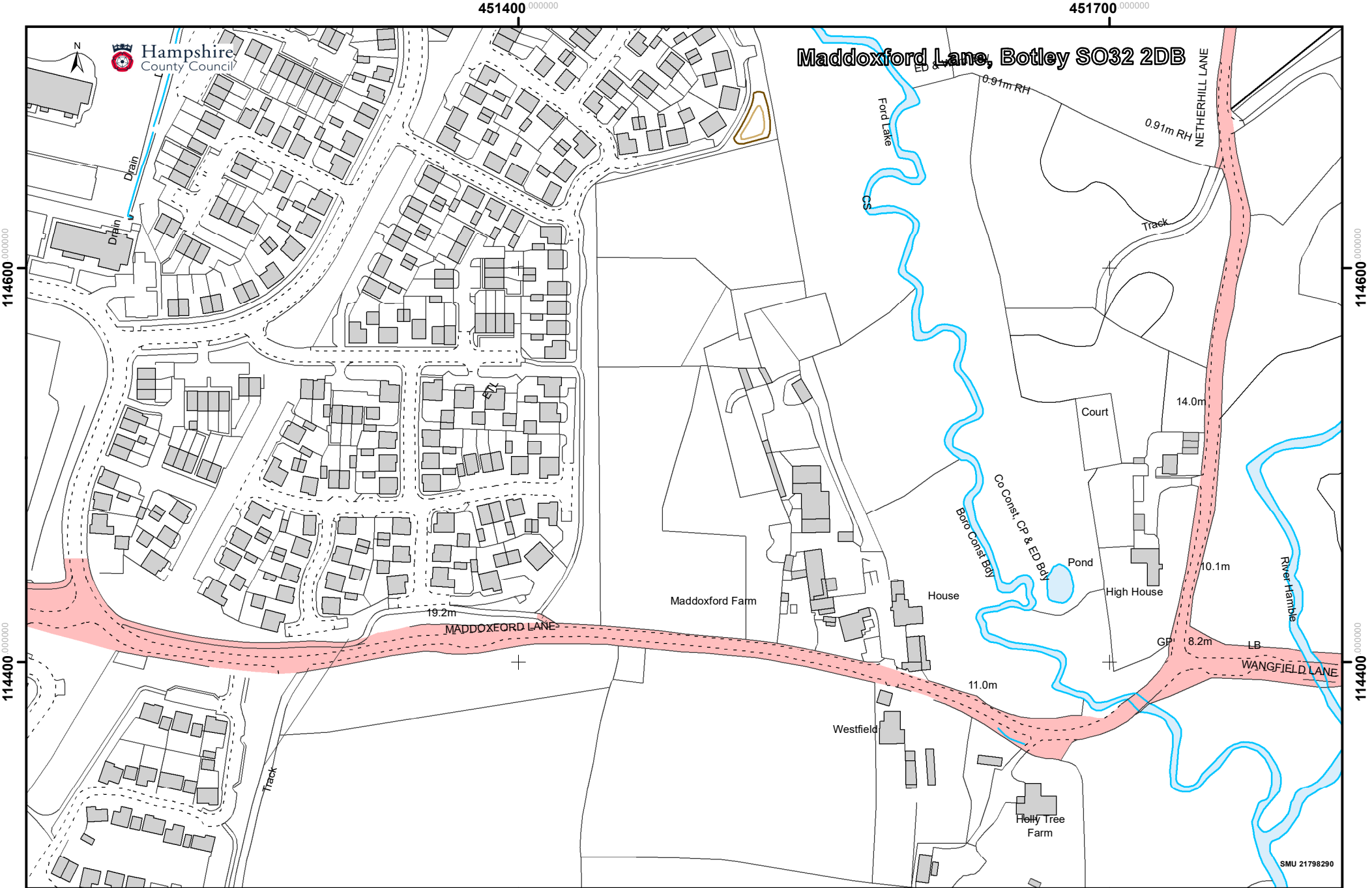
←	↑	→
X	X	X
Y	Y	Y
2%	2%	2%

Turning Movement
All Vehicle Movements
HGV Movements
HGV Percentages
Junctions on Link Not Shown

Notes:



Appendix F
Highway Boundary Extent



The extent of the highway provided is specific to the property enquired upon and shall not be applicable to any other property.

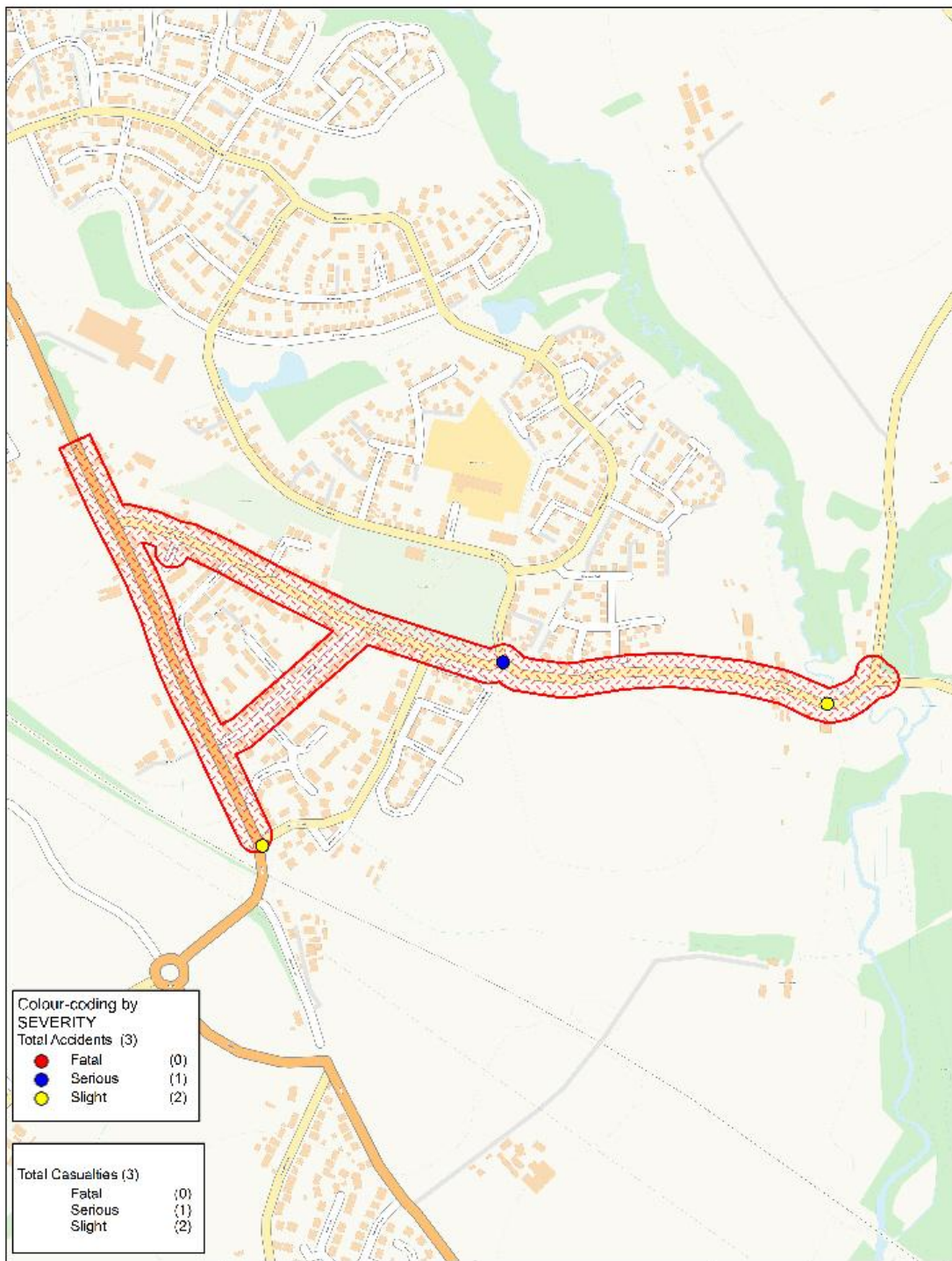
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Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey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

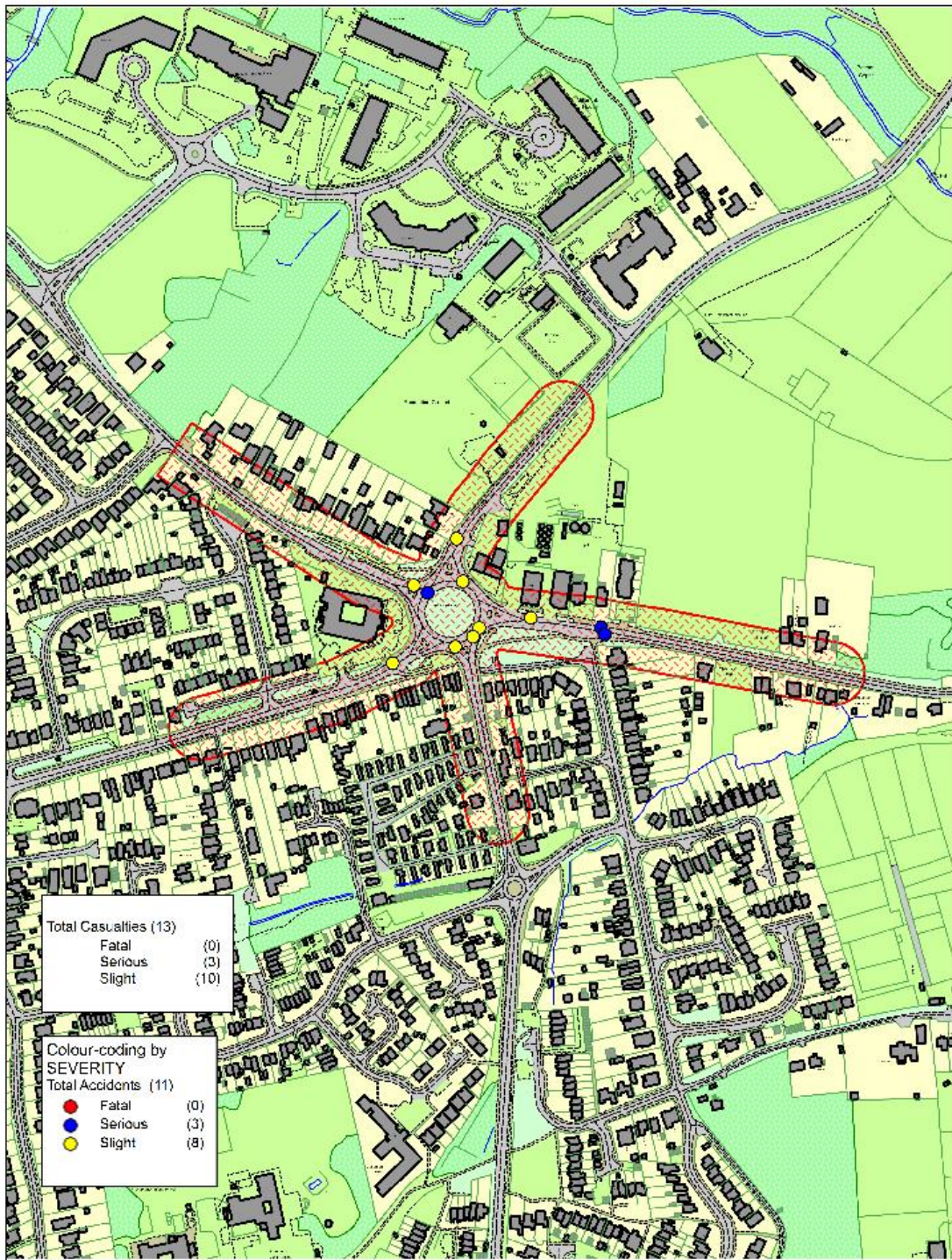
For questions about the responsibility for ditches please refer to Hampshire County Council's website at: <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/floodprevention>

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

Appendix G
HCC Constabulary Collision Data Records

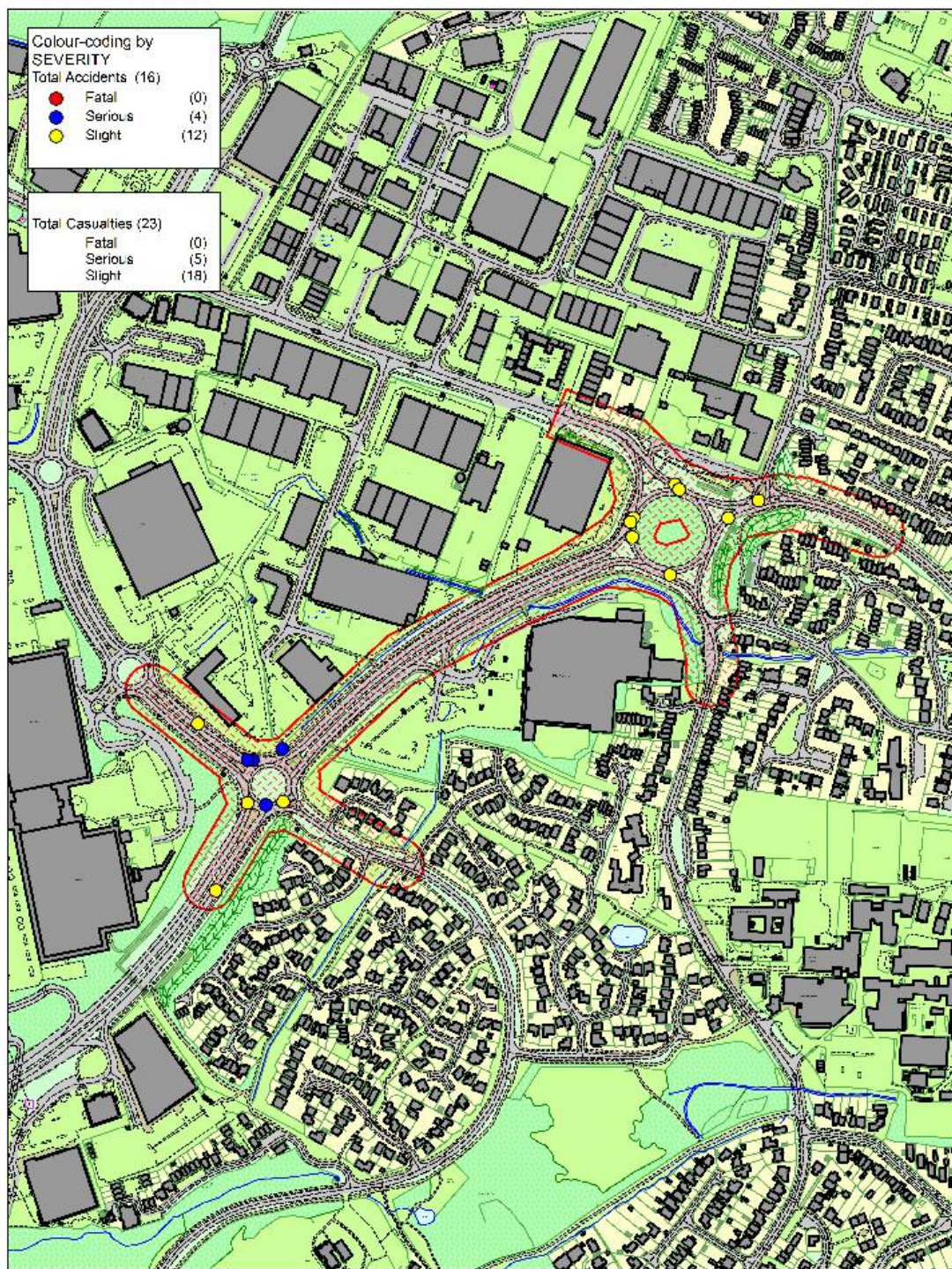


	© Crown copyright. All rights reserved		SCALE	1 : 7500
	Hampshire Police		DATE	27/11/2025
	Licence No. 01021C 2025		DRAWING No.	
			Drawn by	



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Hampshire Police
Licence No. 01021C 2025

SCALE	1 : 4000
DATE	27/11/2025
DRAWING No.	
Drawn by	



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Hampshire Police
Licence No. 01021C 2025

SCALE	1 : 4960
DATE	27/11/2025
DRAWING No.	
Drawn by	

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

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

Notes:

Selected Polygon:MADDOXFORD LANE

44210054323 12/02/2021 Time 2125 Vehicles 1 Casualties 1 Slight
E:451667 N: 114365 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING E ALONG MADDOXFORD LANE HAS LOST CONTROL ON THE ICY ROAD SURFACE AND FALLEN FROM THEIR VEH.

Occurred on MADDOXFORD LANE, OUTSIDE HOLLY TREE FARM, BOTLEY, SOUTHAMPTON, 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 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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

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

44220004956 05/01/2022 Time 1004 Vehicles 2 Casualties 1 Serious
E:451183 N: 114427 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ALONG WALLACE AVENUE TURNED RIGHT ONTO MADDOXFORD LANE WITHOUT GIVING WAY TO VEH2 (P/CYCLE) WHO WAS TRAVELLING W ALONG MADDOXFORD LANE AND FOLLOWING THE ROAD ROUND ONTO WALLACE AVENUE.

Occurred on WALLACE AVENUE AT JUNCTION WITH MADDOXFORD LANE, BOORLEY GREEN, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
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 Pedal Cycle Going ahead other
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 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

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

44240398423 16/09/2024 Time 2047 Vehicles 2 Casualties 1 Slight
E:450824 N: 114153 First Road: B 3354 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:	Poor turn or manoeuvre	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) WAS TRAVELLING SE ALONG B3354 WINCHESTER ROAD WHEN VEH 2 (CAR)
TRAVELLING SW PULLED OUT FROM CROWS NEST LANE AND COLLIDED WITH THE NEAR SIDE OF VEH 1.
VEH 1 STAYED UPRIGHT FOR A TIME BEFORE LOSING CONTROL AND FALLING.

Occurred on B3354 WINCHESTER ROAD AT JUNCTION WITH CROWS NEST LANE, BOORLEY GREEN,
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 Mid Junction - on roundabout or r First impact Near side 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: 1 Age: 16 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 NE to SW 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

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

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	0	0
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	1	0	1
Horses & other	0	0	0	0
Total	0	1	2	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	2	2
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	2	3

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SW/
WOODHOUSE LANE")

Notes:

Selected Polygon:SW/ WOODHOUSE LANE

44200308273 13/08/2020 Time 1320 Vehicles 1 Casualties 1 Slight
E:449940 N: 113220 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: 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:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG A334 GRANGE ROAD APPORACHING RBT HAS MOUNTED CENTRAL ISLAND, THE DRIVER CONFUSES THE PEDALS AND DEPRESSED ACCELERATOR CAUSING VEH 1 TO INCREASE SPEED AND MOUNT THE CENTRAL RBT AND COLLIDE WITH A TREE.

Occurred on A334 GRANGE ROAD AT JUNCTION WITH KINGS COPSE AVENUE, HEDGE END, 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 Entering roundabout First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: Tree
Nearside Age of Driver 78 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 78 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

44200441312 14/11/2020 Time 0922 Vehicles 2 Casualties 3 Serious
E:450037 N: 113220 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Stop sign 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 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S, EXITING BOTLEY CAR CENTRE HAS TURNED RIGHT (WESTBOUND) ON TO A334 BROAD OAK. VEH 2 (CAR) TRAVELLING E ALONG A334 HAS COLLIDED WITH THE NEARSIDE OF VEH 1 AS THEY HAVE DRIVEN ACROSS THEIR PATH.

Occurred on A334 BROAD OAK, AT JUNCTION WITH BOTLEY CAR CENTRE LTD, BOTLEY, SOUTHAMPTON, 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 63 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 33 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SW/
WOODHOUSE LANE")

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	W	to E	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or r	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	18
			Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	2	Age:	18	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt		Not Applicable		Cycle helmet: Not a cyclist					

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

Notes:

44210211780 31/05/2021 Time 1655 Vehicles 2 Casualties 1 Slight
E:449935 N: 113213 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight 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 signal/Misleading signal	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE AROUND MAYPOLE RBT IN LANE1 UNDERTOOK VEH2 (P/CYCLE) TRAVELLING E AROUND MAYPOLE RBT IN LANE 2, WHO HAD ARM STUCK OUT TO SIGNAL EXITING ONTO KINGS COPSE AVENUE. VEH1 MADE CONTACT WITH VEH2 CAUSING RIDER TO FALL OFF.
Occurred on A334 MAYPOLE ROUNDABOUT AT JUNCTION WITH KINGS COPSE AVENUE, 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 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 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Changing lane to left
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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

44210248299 24/06/2021 Time 1311 Vehicles 2 Casualties 1 Serious
E:450040 N: 113215 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 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 signal/Misleading signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING W ALONG A334 GRANGE ROAD, STUCK IN SLOW MOVING TRAFFIC, STARTED TO PULL OUT OF THE TRAFFIC TO PERFORM A U-TURN AND COLLIDED WITH VEH2 (M/CYCLE) TRAVELLING W ALONG A334 GRANGE ROAD, FILTERING PAST TRAFFIC ON THE OFFSIDE.
Occurred on A334 GRANGE ROAD, 95 METERS E OF JUNCTION WITH KINGS COPSE AVENUE, EASTLEIGH, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from E 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 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Overtaking moving vehicle O/S
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 24 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

Notes:

44210384769 24/09/2021 Time 1637 Vehicles 2 Casualties 1 Slight
E:449871 N: 113192 First Road: B 3033 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout 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: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 002	Very Likely
2nd:	Defective brakes	Vehicle 002	Possible
3rd:	Failed to look properly	Vehicle 001	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW TO NE ON LOWER NORTHAM ROAD WAITING AT LIGHTS IS STRUCK BY
VEH 2 (ESCOOTER) TRAVELLING NE TO SW, FAILING TO BRAKE
Occurred on RBT AT THE MAYPOLE NURSING HOME

Vehicle Reference 1 Car Going ahead but held up
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 51 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Other Vehicle Starting
Vehicle movement from NE to SW No tow / articulation Leaving the main road
9 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 21 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

44210490949 07/12/2021 Time 1720 Vehicles 1 Casualties 1 Slight
E:449922 N: 113291 First Road: A 334 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 Raining with 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 001	Possible
2nd:	Poor turn or manoeuvre	Vehicle 001	Possible
3rd:	Failed to look properly	Casualty 001	Possible
4th:	Failed to judge vehicles path or speed	Casualty 001	Possible
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N AND LEAVING RBT ONTO WOODHOUSE LANE COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING E ACROSS WOODHOUSE LANE

Occurred on MAYPOLE ROUNDABOUT HEDGE END, N ON WOODSIDE LANE

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 Leaving roundabout First impact Nearside 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: 1 Age: 29 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere E bound
Driver's nearside

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

44220472435 21/11/2022 Time 0940 Vehicles 2 Casualties 1 Slight

E:449981 N: 113228 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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (MOPED) TRAVELLING E HAS STOPPED TO LET ANOTHER VEHICLE (UNINVOLVED) OUT OF THE FUELLING STATION. VEH 2 (CAR) TRAVELLING E BEHIND VEHICLE 1 HAS FAILED TO SEE VEHICLE 1 STOP AND HAS COLLIDED WITH REAR OF VEHICLE 1 ON A334 GRANGE ROAD, OUTSIDE TEXAC

Occurred on A334 GRANGE ROAD, OUTSIDE TEXACO FUELING STATION, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under 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 Back 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 Driver not contacted
 Left hand drive: No

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

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 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 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

Notes:

44230414317 10/10/2023 Time 0800 Vehicles 2 Casualties 1 Slight
E:449927 N: 113257 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: 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: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (P/CYCLE) WAS TRAVELLING E ON MAYPOLE RBT. VEH 2 (CAR) TRAVELLING S FROM WOODHOUSE LANE ENTERED THE RBT AND COLLIDED WITH VEH 1.

Occurred on MAYPOLE ROUNDABOUT AT JUNCTION WITH WOODHOUSE LANE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 15 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Starting
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 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

Notes:

44230484996 27/11/2023 Time 0820 Vehicles 2 Casualties 1 Slight
E:449921 N: 113205 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
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 KINGS COPSE AVENUE MISJUDEGED THE PATH OF VEH1 (P/CYCLE) TRAVELLING N ALONG KINGS COPSE AVENUE AHEAD, ENTERING THE ROUNDABOUT, CAUSING A COLLISION

Occurred on KINGS COPSE AVENUE AT ROUNDABOUT WITH A334 GRANGE ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test 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: Not known

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 Entering roundabout 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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

44240344601 11/08/2024 Time 0915 Vehicles 2 Casualties 1 Serious
E:449899 N: 113248 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: 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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 RIDING V1 (P/CYCLE) TRAVELLING E ON LOWER NORTHAM ROAD ENTERING MAYPOLE RBT. VEH2 (CAR) TRAVELLING SE ON GRANGE ROAD FAILS TO GIVE WAY AT RBT JUNCTION. C1 TAKES EVAISIVE ACTION, COLLIDES WITH KERB AND FALLS OFF VEH1.

Occurred on A334 GRANGE ROAD, AT JUNCTION WITH MAYPOLE ROUNDABOUT, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead right bend
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 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 Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 56 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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 Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

44250067944 13/02/2025 Time 1710 Vehicles 2 Casualties 1 Slight
E:449888 N: 113254 First Road: A 334 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

	Factor:	Causation	Participant:	Confidence:
1st:	Cyclist entering road from pavement		Vehicle 2	Possible
2nd:				
3rd:				
4th:				
5th:				
6th:				

VEH1 (CAR) TRAVELLING E BOUND, HAD BEEN SLOWING DOWN FOR ROUNDABOUT AND WATCHING SPACE FOR TRAFFIC TO SLOW DOWN WHEN VEH2 (P/CYCLE) HAS CROSSED THE ROAD TRAVELLING SW AND COLLIDED WITH VEH1

Occurred on GRANGE ROAD, A334, MAYPOLE ROUNDABOUT, HEDGE END

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 Entering roundabout First impact Front 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 Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Nearside 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 64 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ WOODHOUSE LANE")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	3	4
2-wheeled motor vehicles	0	1	1	2
Pedal cycles	0	1	4	5
Horses & other	0	0	0	0
Total	0	3	8	11

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	3	4
Passenger	0	0	1	1
Motorcycle rider	0	1	1	2
Cyclist	0	1	4	5
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	3	10	13

Accidents between dates **01/03/2020 and 28/02/2025** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SW/
BOTLEY ROAD"); Refined using Accidents within selected
Polygons -HC - RPU Statistics Request ("SW/ BOTLEY
ROAD")

Notes:

Selected Polygon:SW/ BOTLEY ROAD

AccsMap - Accident Analysis System

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44200416135 26/10/2020 Time 1539 Vehicles 2 Casualties 3 Serious
 E:448577 N: 113666 First Road: A 334 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 look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG TOLLBAR WAY FAILS TO STOP IN TIME AND COLLIDES WITH REAR OF VEH 2 (CAR) TRAVELLING SE IN FRONT WAITING TO TURN LEFT AT RBT.

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

Vehicle Reference 1 Car Going ahead other
 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 Jct Approach 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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Vehicle Reference 2 Car Waiting to turn 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 Entering roundabout First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 2 Age: 11 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 3 Vehicle: 2 Age: 8 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44200487598 18/12/2020 Time 1716 Vehicles 2 Casualties 1 Slight
E:448523 N: 113702 First Road: B 3342 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING SE ALONG B3342 TOLLBAR WAY FAILS TO SLOW FOR TRAFFIC AHEAD AND COLLIDES INTO THE REAR OF VEH1 (CAR) ALSO TRAVELLING SE. VEH2 DRIVES OFF AND FTS.

Occurred on B3342 TOLLBAR WAY, 65 METRES NW FROM JUNCTION WITH CHARLES WATTS WAY, HEDGE END, 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 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 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

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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44210001649 02/01/2021 Time 1600 Vehicles 1 Casualties 1 Slight

E:448541 N: 113538 First Road: A 337 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:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY HAS GONE ONTO THE NEARSIDIE VERGE AND OVERTURNED.

Occurred on A334 CHARLES WATTS WAY, 88 METERS SW OF JUNCITON WITH TURNPIKE 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 Overturned
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 69 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Notes:

44210175647 07/05/2021 Time 1703 Vehicles 2 Casualties 1 Slight
E:448950 N: 113885 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout 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:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING NW AROUND A334 CHARLES WATTS WAY RBT HAD TO STOP DUE TO A LORRY PULLING OUT OTNO THE RBT IN FRONT. VEH1 (CAR) TRAVELLING NW BEHIND COLLIDED WITH THE REAR OF VEH2.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH B3035 BOTLEY ROAD, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE 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 45 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44210402128 06/10/2021 Time 2348 Vehicles 1 Casualties 1 Serious
E:448606 N: 113677 First Road: U Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 001	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S TO N ON CHARLES WATTS WAY LOSES CONTROL, HITS A LAMP POST AND ENDS UP ON A GRASS BANK

Occurred on ROUNDABOUT AT JUNCTION OF CHARLES WATTS WAY/TURNPIKE/TOLLBAR WAY

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 41 Male
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44210469482 22/11/2021 Time 1649 Vehicles 1 Casualties 1 Slight
E:448572 N: 113624 First Road: U Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) IS WAVED ACROSS ROAD BY VAN IN LANE 1 AND COLLIDES WITH VEH 1 (CAR) TRAVELLING IN LANE 2 OF CHARLES WATTS WAY
Occurred on ROUNDABOUT AT JUNCTION OF CHARLES WATTS WAY/TOLLBAR WAY HEDGE END

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 Front 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 Not requested Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere E bound
Driver's nearside

AccsMap - Accident Analysis System

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44210500705 14/12/2021 Time 1656 Vehicles 4 Casualties 3 Slight
 E:448951 N: 113904 First Road: B 3035 Road Type 1 A 334
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled
 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:	Following too close	Vehicle 002	Possible
2nd:	Failed to look properly	Vehicle 002	Possible
3rd:	Stationary or parked vehicle	Vehicle 001	Very Likely
4th:	Inexperience with type of vehicle	Vehicle 003	Very Likely
5th:	Slippery road (due to weather)	Vehicle 004	Very Likely
6th:			

VEH 1 (CAR) TRAVELLING NE ON A334 IS SHUNTED IN THE REAR BY VEH 2 (VAN) AND PARKED VEH 3 (CAR) IS ALSO HIT IN THE REAR BY VEH 4 (M/CYCLE) AVOIDING RTA

Occurred on ROUNDABOUT AT JUNCTION OF CHARLES WATTS WAY/BOTLEY ROAD

Vehicle Reference 1 Car Going ahead but held up
 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 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 requested Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 43 Female 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 but held up
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Not requested 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

AccsMap - Accident Analysis System

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Vehicle Reference 3 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 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 44 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 4 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 Skidded
 Location at impact Mid Junction - on roundabout or r 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 Not requested
 Left hand drive: No

Casualty Reference: 3 Vehicle: 4 Age: 18 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Notes:

44220055229 08/02/2022 Time 0725 Vehicles 2 Casualties 1 Slight
E:449044 N: 113904 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: Footbridge or subway 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 ALONG RBT BY ATS HEADING E TOWARDS BOTLEY IS STRUCK BY VEH 2 (VAN) TRAVELLING W WHICH HAS FAILED TO ADHERE TO RED LIGHT
Occurred on ROUNDABOUT TRAFFIC LIGHTS BY PETER COOPER A334

Vehicle Reference 1 Car Turning right
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 Jct Approach First impact Front 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 Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 43 Female 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 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 45 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44220364007 06/09/2022 Time 0700 Vehicles 2 Casualties 1 Slight
E:448948 N: 113900 First Road: A 334 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: Footbridge or subway Road surface Wet/Damp
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 NE ALONG CHARLES WATTS WAY ENTERED THE ROUNDABOUT WITHOUT GIVING WAY AND COLLIDED WITH VEH1 (P/CYCLE) TRAVELLING W ALONG GRANGE ROAD ALREADY ON THE ROUNDABOUT

Occurred on A334 GRANGE ROAD AT ROUNDABOUT WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E 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 36 Male
Not hit and run Breath test Not applicable
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 known

Vehicle Reference 2 Car Changing lane to 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 Entering roundabout First impact Offside 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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44230047966 04/02/2023 Time 1155 Vehicles 2 Casualties 1 Slight
E:448987 N: 113848 First Road: A 334 Road Type 1
Speed limit: 20 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG WILDERN LANE IS REAR ENDED BY VEH 2 (CAR) WHICH IS ALSO TRAVELLING NW AND HAS FAILED TO SLOW AT RBT

Occurred on RBT AT JUNCTION OF A334/BOTLEY ROAD/WILDERN LANE/CHARLES WATTS WAY, HEDGE
END

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S 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 36 Male
Not hit and run Breath test Driver not contacted
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 Stopping
Vehicle movement from S 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 29 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44230048973 05/02/2023 Time 1110 Vehicles 2 Casualties 2 Serious
E:448590 N: 113622 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 3342
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 judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAV SE ENTERED CHARLES WATTS RBT FROM TOLLBAR WAY AND MISSED FIRST EXIT. VEH 1 CONTINUED ON RBT AND CHANGED LANES TO OFFSIDE AS PASSING THIRD EXIT TO CHARLES WATTS WAY. VEH 2 (CAR) TRAV NW ON RBT THEN COLLIDED WITH VEH 1'S OFFSIDE.
Occurred on A334 CHARLES WATTS WAY ROUNDABOUT AT JUNCTION WITH B3342 TOLLBAR WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Changing lane to 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 Offside 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: 33 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 48 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Vehicle Reference	2	Car	Going ahead right bend
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 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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44230479991 23/11/2023 Time 1611 Vehicles 2 Casualties 2 Slight
E:448607 N: 113625 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: 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	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ON THE RBT FROM A334 CHARLES WATTS WAY MERGED FROM LANE 2 TO LANE 1 AND COLLIDED WITH THE OFFSIDE WHEEL OF VEH 2 IN LANE 1.

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

Vehicle Reference 1 Car Changing lane to left
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 Nearside 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

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact 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 Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 27 Female Passenger Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44240233554 03/06/2024 Time 1730 Vehicles 2 Casualties 1 Slight
E:448992 N: 113937 First Road: B 3055 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:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SE ALONG B3035 BOTLEY ROAD STOPPED TO GIVE WAY AT THE A334 GRANGE ROAD RBT. VEH 2 (VAN) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on A3035 BOTLEY ROAD AT JUNCTION WITH A334 GRANGE ROAD ROUNDABOUT, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc 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: 1 Age: 24 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 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 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44240291257 10/07/2024 Time 0835 Vehicles 1 Casualties 2 Slight
E:449074 N: 113921 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG A334 GRANGE ROAD FILTERING PAST TRAFFIC COLLIDED WITH CAS 1 (PEDESTRIAN) WHO CROSSED FROM THE NEARSIDE AT A PEDESTRIAN CROSSING WHILE LIGHTS WERE GREEN FOR TRAFFIC.

Occurred on A334 GRANGE ROAD AT JUNCTION WITH SHAMBLEHURST LANE SOUTH, HEDGE 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 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: 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: 15 Male Pedestrian Severity: Slight

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing

S bound

Driver's nearside

Casualty Reference: 2 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Notes:

44240494794 13/11/2024 Time 1255 Vehicles 2 Casualties 1 Slight
E:448996 N: 113932 First Road: B 3035 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 look properly	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (VAN) TRAVELLING E ALONG BOTLEY ROAD IN LANE 2 HAS ATTEMPTED TO MOVE INTO LANE 1 WITHOUT CHECKING TRAFFIC BEHIND AND COLLIDED WITH VEH1 (CAR) TRAVELLING E ALONG BOTLEY ROAD.

Occurred on B3035 BOTLEY ROAD AT ROUNDABOUT ENTERANCE TOWARDS A334 GRANGE ROAD, HEDGE 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 i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 31 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Changing lane to left
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 i First impact Back 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 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

44240520292 29/11/2024 Time 1151 Vehicles 2 Casualties 1 Serious
E:448572 N: 113666 First Road: U Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation 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:	Cyclist entering road from pavement	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1(BICYCLE) TRAVELLING N CROSSING TOLLBAR CARRIAGEWAY COLLIDED WITH VEH2(CAR)
TRAVELLING W AT ROUNDABOUT JUNCTION WITH TOLLBAR WAY

Occurred on ROUNDABOUT JUNCTION BETWEEN CHARLES WATTS WAY AND TOLLBAR WAY HEDGE END
HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: 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 Leaving roundabout 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 **01/03/2020 and 28/02/2025** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SW/ BOTLEY ROAD")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	8	10
2-wheeled motor vehicles	0	1	3	4
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	4	12	16

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	9	11
Passenger	0	1	3	4
Motorcycle rider	0	1	3	4
Cyclist	0	1	1	2
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	5	18	23

Appendix H
Visibility Splay Calculator

Dry Weather Vehicle speed	37.80 mph	Formula: $SSD = vt + v^2/2(d+0.1a)$																	
Wet Weather Vehicle speed	64.82 kph																		
	18.01 v (m/s)																		
	324.20 v ²																		
Driver Perception-Reaction time	2 t (s)	<table border="1"> <thead> <tr> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum decel.)</th> <th>All traffic (Desirable Decel.)</th> </tr> </thead> <tbody> <tr> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>		Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)	1.5s	1.5s	2s	2s	0.45g	0.375g	0.375g	0.25g
Manual for Streets 2				DMRB															
Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)			All traffic (Maximum decel.)	All traffic (Desirable Decel.)														
1.5s	1.5s			2s	2s														
0.45g	0.375g	0.375g	0.25g																
	36.01 v x t																		
Deceleration Rate	0.25 g																		
	2.45 d (m/s)																		
	4.91 50	Perception-Reaction Time (t) Deceleration Rate (g = 9.81m/s²)																	
Gradient	0.00 a*																		
	2.45 d+0.1a																		
	4.905 2(d+0.1a)																		
Stopping Sight Distance (SSD) =	vt + v² / 2(d+0.1a) = SSD 36.01 + 66.10 = 102.11	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																	

* for simplicity, gradient will be given as zero where details of levels are unavailable and / or observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

VISIBILITY SPLAY CALCULATOR: MADDOXFORD FARM (ATC 2) - EASTBOUND

Dry Weather Vehicle speed	33.78 mph	Formula: $SSD = vt + v^2/2(d+0.1a)$	<table border="1"> <thead> <tr> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum decel.)</th> <th>All traffic (Desirable Decel.)</th> </tr> </thead> <tbody> <tr> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>				Manual for Streets 2		DMRB		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)	1.5s	1.5s	2s	2s	0.45g	0.375g	0.375g	0.25g
Manual for Streets 2							DMRB															
Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)		All traffic (Maximum decel.)	All traffic (Desirable Decel.)																		
1.5s	1.5s		2s	2s																		
0.45g	0.375g	0.375g	0.25g																			
Wet Weather Vehicle speed	58.35 kph																					
	16.21 v (m/s)																					
	262.73 v ²																					
Driver Perception-Reaction time	1.5 t (s)																					
	24.31 v x t																					
Deceleration Rate	0.375 g																					
	3.68 d (m/s)																					
	7.36	50																				
Gradient	0.00 a*		Enter gradient as positive for uphill towards junction and negative for downhill towards junction																			
	3.68 d+0.1a																					
	7.3575 2(d+0.1a)																					
Stopping Sight Distance (SSD) =	v t	+	$v^2 / 2(d+0.1a)$	=	SSD																	
	24.31	+	35.71	=	60.02																	

* for simplicity, gradient will be given as zero where details of levels are unavailable and / or observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

VISIBILITY SPLAY CALCULATOR: MADDOXFORD FARM (ATC 3) - WESTBOUND

Appendix I
WCHAR Assessment

BLOOR HOMES

LAND SOUTH OF MADDOXFORD LANE

**WALKING, CYCLING AND HORSE-RIDING
ASSESSMENT REPORT**

2501890_A-ACE-XX-XX-RP-C-0104

December 2025

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2. WCHAR Assessment	5
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4. Walking, Cycling and Horse-Riding Assessment Team Statement	19

Drawings

2501890_A-ACE-XX-XX-DR-C-0101G – Proposed Access Arrangement

Appendices

- A. Personal Injury Collision (PIC) data
- B. Site Visit Photos
- C. Healthy Streets Assessments

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	JE/SS	PR	DRAFT	12.12.2025
-	2 nd Draft Issue	JE	JE <i>JE</i>	PR <i>PR</i>	19.12.2025

Distribution

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1. Scheme Details

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1.3 Design Team Leader

Name: Paul Rynton

Organisation: Ardent Consulting Engineers

Email: prynton@ardent-ce.co.uk

Tel: 0207 680 4088

1.4 Scheme Location and Description of Highway Works

The site is located south of Maddoxford Lane, Boorley Green, within the Eastleigh Borough of Hampshire. The site, indicatively shown in red in **Figure 1.1**.



Figure 1.1: Aerial View of the Site (Source: Google Maps)

The application site comprises of an area of approximately 13.5 and comprises agricultural land, residential dwellings located by the northeast boundary, and a commercial business relating to automobiles

At present there is no vehicular access point to the development, except for gated field access points at the western and eastern extents of the frontage onto Maddoxford Lane, however the farms to the northeast of the site have their own vehicular accesses off Maddoxford Lane. There was a temporary access created into the site for the installation of an Esso pipeline along the site's frontage with Maddoxford Lane; however, this has since been replanted with hedgerow.

Within the vicinity of the site, Maddoxford Lane is a single lane country road that borders the site to the north, extending in an east to west alignment and subject to a 30mph speed limit. This was previously 60mph, however, a traffic regulation order (TRO) was approved in December 2024 to extend the existing 30mph zone. The TRO was "to impose a 30 miles per hour limit on Wangfield Lane and on Maddoxford Lane between a point 158 metres east of its junction with Crows Nest Lane to its junction with Wangfield Lane".

Further afield, Maddoxford Lane meets Netherhill Lane and Wangfield Lane to the east, which are country roads subject to the national speed limit. Wangfield Lane provides a connection to the B3035 and the A334 to the east and Netherhill Lane serves local settlements to the north.

To the west, Maddoxford Lane meets Wallace Avenue which is a road that serves the residential development of Boorley Park, which is provided with footways on both sides of the road and street lighting at regular intervals.

Further west, Maddoxford Lane meets the B3354 at a simple priority junction. The B3354 provides a route to the north to access Fair Oak, Eastleigh and Chandler's Ford and it connects to the A334 to the southwest, which in turn connects to the wider strategic road network.

To the south, the B3354 merges into Woodhouse Lane. From Woodhouse Lane, a new roundabout junction has been constructed to serve a new bypass around Botley, which is currently under construction. The aim of the bypass is to alleviate traffic congestion through Botley and offer an alternative route which avoids the centre of the village. The bypass will connect from the junction with Woodhouse Lane to a new junction with the A334/A3051 to the east of the village.

1.5 WCHAR Study Area

The WCHAR study area was agreed with HCC through the pre-application process. The extent of the WCHAR is shown in **Figure 1.2** and covers the key desire lines from the development to local facilities and the local school. The area assessed covers five key routes, as follows:

- Sports pavilion/community centre/primary school via the outside of the neighbouring development (light blue in the Figure)
- Sports pavilion/community centre/primary school through the neighbouring development (yellow)
- Shops at the junction between Winchester Road and Kingsman Drive (red)

- Secondary school/sports centre via Crows Nest Lane (navy blue)
- Secondary school/sports centre via Oatlands Road (purple)

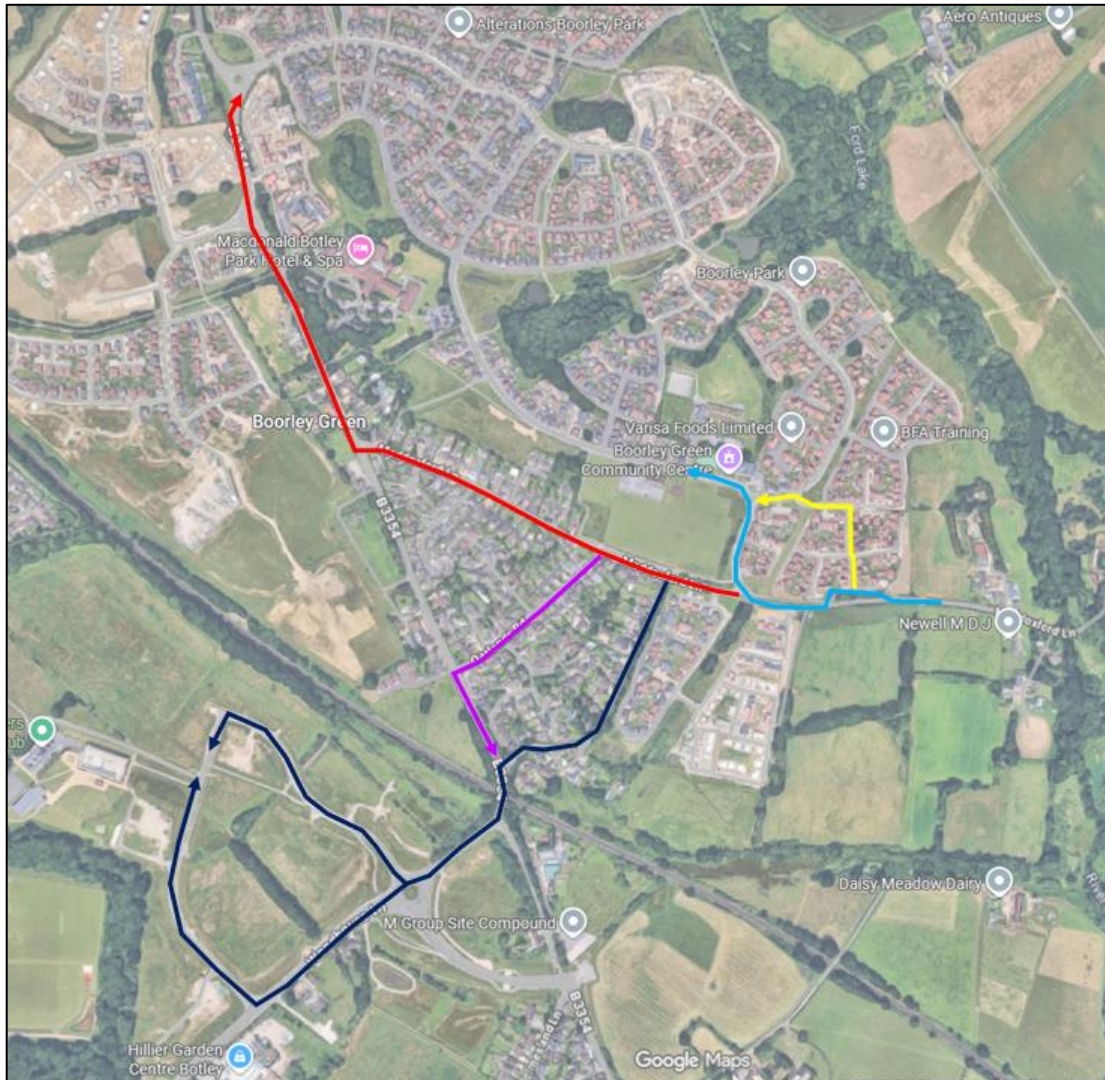


Figure 1.2: WCHAR Study Area (Source: Google Maps)

2. WCHAR Assessment

2.1 Assessment of Walking, Cycling and Horse-Riding Policies and Strategies

The National Planning Policy Framework (NPPF; December 2024, amended February 2025) recognises the importance of sustainable and active travel stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places." (Ref: Paragraph 109)

The NPPF also recognises the differences between walking and cycling provision in urban and less urban areas, stating:

"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." (Ref: Paragraph 110)

Hampshire County Council TG19 - Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been reviewed which states:

"The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses. This shall include the needs of all potential users such as people using mobility aids, prams/buggies and the range of cycles available. It is important to identify these issues at an early stage as this will help the Design Team to achieve the best possible outcome for these users." (Ref: TG19 1.3).

In addition, TG19 states:

"The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review." (Ref: TG19 2.1).

HCC's Local Transport Plan 4 (LTP4; February 2024) has also been reviewed and states:

"there is a need to increase the choice of travel options and significantly reduce our dependency on the private car, in order to address the challenges we face in terms of our changing climate, environment, and economy. We also need to ensure that our transport system enables all members of society to live healthy, happy and inclusive lives.." (Ref: LTP4 pg.20).

In addition LTP4 provides a number of long-term vision statements, including:

"Vision G: A network that supports and enables active travel and active lifestyles to improve our health and wellbeing." (Ref: LTP4 2011-2031 pg.45).

2.2 Collision Data

Personal Injury Collision (PIC) data was obtained from Hampshire Constabulary for the most recently available five-year period between 01/03/2020 and 28/02/2025. The search area included Maddoxford Lane to the east and west of the site, between the junctions with Winchester Road and Wangfield Lane, Oatlands Road and Winchester Road from just north of the junction with Maddoxford Lane and just south of the junction with Oatlands Road. The study area and location of collisions is illustrated in **Figure 2.1** and the PIC data reports are contained within **Appendix A**.

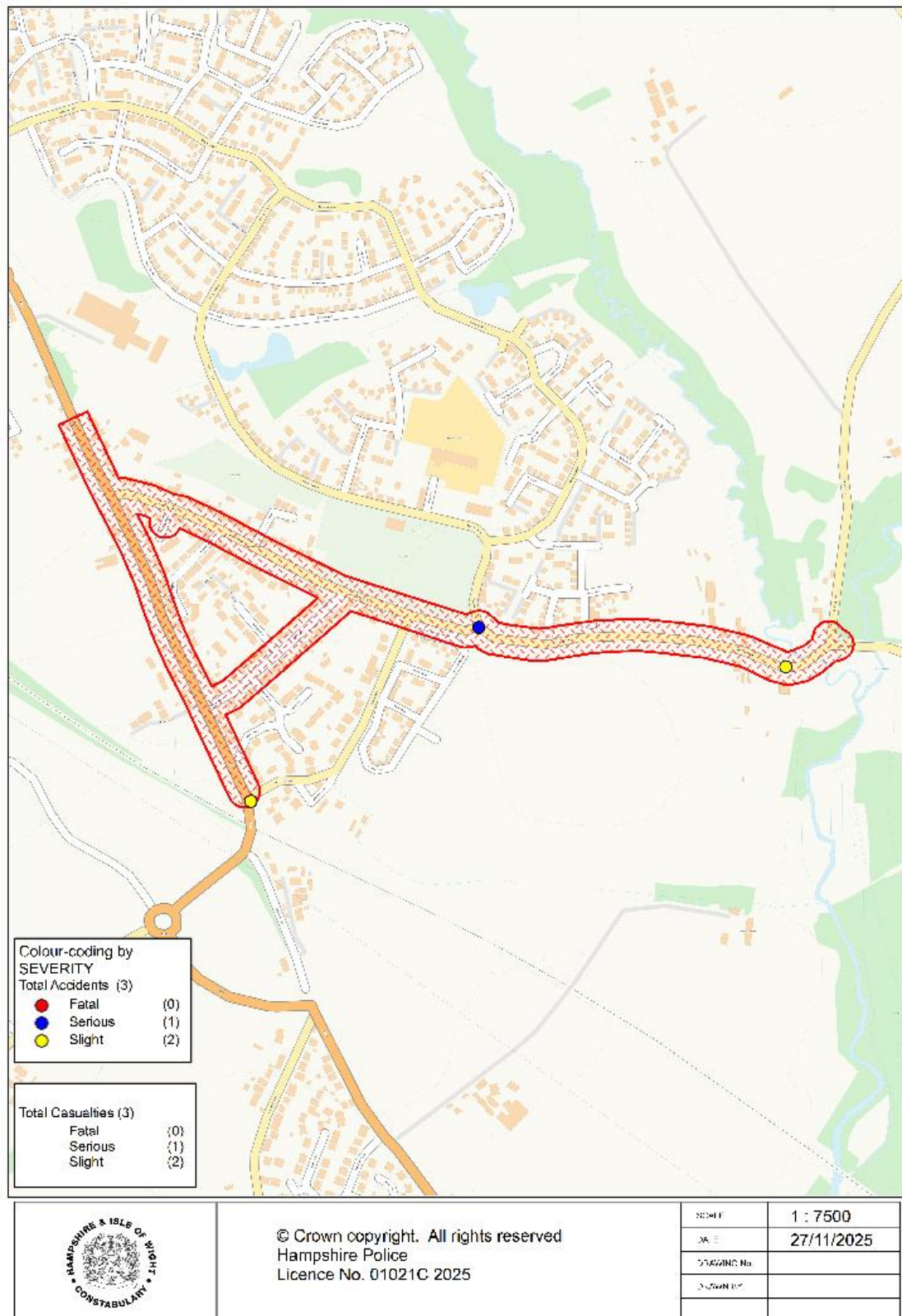


Figure 2.1: Study Area and Location of Collisions (Source: Hampshire Constabulary)

As can be seen in **Figure 2.1**, three road traffic collisions have been recorded within the period, of which two are classed as slight and one as serious.

The first collision, occurring 12/02/2021, involved a single motorcyclist travelling east along Maddoxford Lane, who lost control on an icy road surface and fell from the vehicle. The collision occurred in darkness with no street lighting and in cold conditions. No other vehicles were involved, and the rider sustained slight injuries. The primary contributory factor recorded was a "*slippery road (due to weather).*"

The second collision, occurring on 05/01/2022, involved a car travelling south on Wallace Avenue turned right into Maddoxford Lane without giving way, colliding with a pedal cyclist who was following the bend of Maddoxford Lane westbound into Wallace Avenue. The cyclist suffered serious injuries. Reported contributory factors related to the car driver included "*failed to look properly*" and "*poor turn or manoeuvre*". This collision occurred in daylight, on a dry road surface, at a give-way controlled T-junction.

The third collision, occurring 16/09/2024, involved a motorcycle travelling southeast on the B3354 which was struck on the nearside by a car pulling out from Crows Nest Lane. The motorcyclist initially remained upright but subsequently lost control and fell. The rider sustained slight injuries. Contributory factors attributed to the car involved "*failed to look properly*" and "*poor turn or manoeuvre.*" The collision occurred at night but with street lighting present, and in fine, dry conditions.

It is considered that these collisions were caused by factors other than the road infrastructure (driver error or poor weather conditions). Additionally, three accidents (of which two are considered slight) within a 5-year period is not considered to be an indicator of any issues relating to the safety of the road overall.

Additional roads along the WCHAR routes were considered in terms of their safety using CrashMap data. It was found that the presence of logged road traffic collisions was low enough to not necessitate further study.

2.3 Multi-Modal Transport Services and Interchange Information

Bus

The nearest bus services are situated on Wallace Avenue approximately within 350m walking distance to the west of the potential site access. Stops can be found on both

sides of the road (Boorley Park Outside Primary School and Boorley Park Opposite Primary School) and benefit from a flag and pole arrangement with real-time services information. **Table 2.1** shows the available services from the nearest stops.

Number	Bus Route	Approximate Frequency		
		Mon-Fri	Saturday	Sunday
3	Southampton – Eastleigh (Operated by Bluestar)	Hourly	Hourly	80 mins
425	Barton Perevil College - Botley CofE Primary School - Eastleigh College - Cherbourg Primary School (Operated by Bluestar)	School Service	-	-
608	Boorley Park Primary School – Whiteley Primary School – Cornerstone Primary School – Botley Primary School - Barton Perevil College (Operated by Bluestar)	School Service	-	-

Table 2.1: Summary of Bus Times for the Closest Bus Stops to the Site

Rail

Botley Railway Station is circa 1.9km from the site, which can be reached via cycle, bus or car. This station provides direct services to London Waterloo and Portsmouth Harbour. Intermediate stops include Woking, Basingstoke, Winchester and Fareham. Four cycle parking spaces are available at Botley station.

2.4 Trip Generators

Full details of the trip generation methodology for the proposed development is set out in the accompanying Transport Assessment (TA; 2501890_A-ACE-XX-XX-RP-C-0102). This is based on the methodology at previous applications in the area. The resultant multi modal person trips are set out in **Table 2.2**.

Mode	Share	AM			PM			Daily		
		In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Train	1%	0	1	2	1	1	2	8	8	15
Bus	1%	0	1	2	1	1	2	8	8	15
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	1	2	1	1	2	8	8	15
Car Driver	83%	36	105	141	98	43	141	633	641	1,273
Car Passenger	5%	2	6	8	6	3	8	38	39	77
Bicycle	2%	1	3	3	2	1	3	15	15	31
Pedestrian	5%	2	6	8	6	3	8	38	39	77
Other	1%	0	1	2	1	1	2	8	8	15
Total	100%	43	127	170	118	52	170	763	772	1,534

Table 2.2: Residential Dwellings Multi-modal Trips (any discrepancies are a result of rounding)

Table 2.2 shows that the proposed development on land south of Maddoxford Lane is forecast to generate approximately 170 two-way total person trips in both the AM and PM peak hours.

2.5 Site Visits

A site visit was undertaken on 22nd October 2025, the five walking routes set out in **Section 1.0** were assessed and photographed, with the photographs included in **Appendix B**. The routes were completed in the mid-morning to early afternoon, with clear weather.

A summary of the site visit routes follows. Appraisal of these routes is contained within Section 2.7. In addition, Healthy Streets Design Checks for each route have been completed and are included in **Appendix C**.

Route 1 (Light Blue)

Route 1 commences westward on Maddoxford Lane on the carriageway, running for circa 180m before transitioning to a shared footway/cycleway running parallel with

the carriageway. The route continues down this footway/cycleway before transitioning to Wallace Avenue in a northward direction towards Boorley Green Sports Pavillion, Boorley Green Community Centre, and Boorley Park Primary School.

Route 2 (Yellow)

Route 2 commences at the previously mentioned shared footway/cycleway, continuing northward along a shared surface onto Oakland Road to a priority T junction with Gleneagles Road. From here the route continues westward along Gleneagles Road and onto Kingsman Drive.

Route 3 (Red)

Route 3 begins at the junction between Maddoxford Lane and Wallace Avenue, continuing westward on a shared footway/cycleway along Maddoxford Lane to its junction with Winchester Road. At this point, the route continues northward along Winchester Road before terminating at the Asda Express on Armfield Way.

Route 4 (Dark Blue/Navy)

Route 4 begins at the northern end of Crows Nest Lane, running southward to its junction with Winchester Road. From here the route continues south along Winchester Road and Woodhouse Lane, meeting the Winchester Road / Winchester Street / Deer Park Avenue roundabout. The route then splits into two, with one going northwest along Deer Park Avenue; and the other continuing along Woodhouse Lane before turning northwest onto Sika Avenue and continuing along this road. Both routes terminate at Deer Park Sports Centre.

Route 5 (Pink)

Route 5 begins at the Maddoxford Lane / Oatlands Road junction, running southwest to the Winchester Road / Oatlands Road junction. From here the route continues southward along Winchester Road to meet the Winchester Road / Crows Nest Lane junction.

2.6 Liaison with Key Stakeholders

This WCHAR follows on from pre-application discussions with Hampshire County Council (HCC) after a Transport Scoping Note (**TSN; 2501890_A-ACE-XX-XX-RP-C-0101A**) was provided for review which outlines the proposals, and primarily requests that *'The main scope of the advice will be around principle of access, trip generation & distribution, and the proposed extent of study area for capacity assessment'*. Of note is that a Walking, Cycling and Horse-Riding Assessment and Review was required as part of the planning application.

2.7 Existing Pedestrian, Cyclist and Equestrian Facilities

The following section assesses the conditions observed during the site visit conducted on 22nd October 2025. The immediate surroundings of the site, alongside the WCHAR routes are assessed. Further details and context are available from the site photos contained in **Appendix B** and the Healthy Streets Assessments contained in **Appendix C**.

2.8 General Observations

For brevity of the appraisals, it is noted as a general observation that no equestrian facilities were present along any of the routes. In this instance it is assumed that any equestrian activities would take place along the carriageway of the routes. Similarly, pedestrian priority side entry treatments were not present along any of the routes. In general, seats and benches are lacking along all routes, and there are numerous opportunities to provide opportunities for rest, shade, and shelter.

For context, **Figure 2.2** overleaf shows the cycle facilities in the local area.

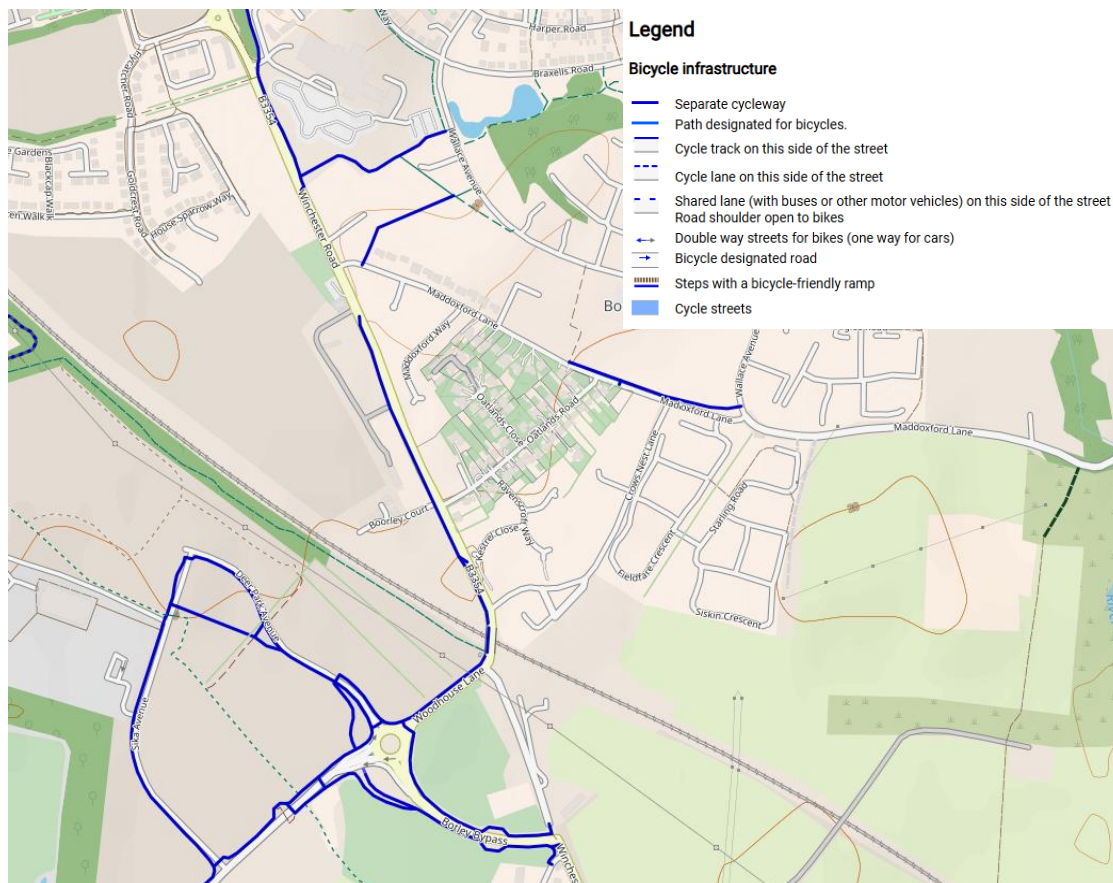


Figure 2.2: Local cycle facilities (Source: OpenStreetMap, CycLOSM layer)

Currently there is no footway provision that exists on either side of the road towards the northeast of the site. To the west, opposite the proposed access, there is footway provision that connects to the wider network, providing access to Boorley Green. The footway/cycleway is surfaced, street lit, has dropped kerbs and tactile paving to allow for preferred desire lines. As mentioned before, the site doesn't currently have cycle connections, but as part of the proposals, the site will provide a cycleway that connects to the existing footway/cycleway routes.

Route 1

In regard to the issues present along Route 1, the worst section of the route is the first 180m, running along a live carriageway with no pedestrian or cycle facilities. It should be noted that as part the proposed development, a new footway/cycleway will be installed along the frontage of the site, which should alleviate some of these issues. Additional concerns were raised regarding the modal filter at the beginning and end of the footway/cycleway, limiting permeability for wheelchair users and raising the risk of cycle accidents at night; such an arrangement is not in line with

Route 2

Route 3

Following this section, the reemergence of shared footway/cycleway facilities makes for a more pleasant experience via active travel modes, with bollards used as modal filters; cyclists were observed on this section of the route. Some side entry treatments along this section of the route were observed to be set back from the bellmouth of the junction with no appropriate side entry treatments. At a crossing

Route 4

Route 5

2.9 Walking, Cycling and Horse-Riding Survey

Whilst the assessor was on the site visit and walking the routes (for a period of approximately two hours), four cyclists were observed. Two were using designated cycle routes, one was using an in-carriageway cycle path and one was cycling in the road. No horses were observed and no measurements were taken of pedestrian movements. Notwithstanding this, pre-application discussions with HCC have

indicated that providing good connections from the site for pedestrians and cyclists are important.

As shown in **Table 2.2**, the proposals are unlikely to substantially increase the number of pedestrian and cycle movements in the vicinity of the site. This data indicates daily increases of 77 pedestrians and 31 cyclists, although it is noted that a number of the estimated 15 daily rail journeys and 15 bus journeys will initially be made by cycle or on foot.

2.10 Liaison with Local User Groups and Wider Public

A meeting with the Hedge End, West End & Botley (HEWEB) Local Area Committee was attended by the Consultant on 3rd November 2025.

3. User Opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

3.1 General

Whilst not confirmed or specific at this stage, HCC has confirmed in its pre-application response that developer contributions would be expected towards the implementation of highway works. The response states:

"Whilst justification will be provided for the contributions should the development proposals be permitted, it is likely at this stage that the contributions will go towards:

*- Public Transport subsidisation and infrastructure improvements in the local area;
and*

- Pedestrian and cycle improvements in the local area."

Any necessary, justified, contributions and/or obligations would be agreed during the application process and secured by a legal agreement (S106).

3.2 Strategic Opportunities

There are no strategic opportunities within the WCHAR study area.

3.3 Walking Specific Opportunities

As shown on **Drawing No. 2105890_A-ACE-XX-XX-DR-C-0101G**, a 3 metres wide shared footway/cycleway is provided to the south of Maddoxford Lane. The route is not shown immediately adjacent to the carriageway edge on Maddoxford Lane. For drainage reasons, an existing ditch on the southern carriageway edge is required to be retained. The ditch is not deep at circa 300mm and therefore no protective measures are proposed, although the footway/cycleway will be separated from the ditch by a new hedge in any case. A crossing point is provided to the existing

cycle connection to the north of Maddoxford Lane. No dedicated provision is proposed to the east of the main site access junction as it is considered that there are no desire lines in this direction.

Beyond this point, the majority of routes benefit from improved/new footways and crossings introduced as part of nearby development. This means that pedestrians are able to access the majority of amenities in the local area on good footways, with suitable crossing facilities, subject to the delivery of the connection from the site referred to above.

The exception is on Crows Nest Lane, which is a narrow single-track road with no pedestrian provision. It is considered that opportunities to provide improvements in this location are limited in scope by a lack of available land and public highway. Whilst this is the most direct route to Deer Park secondary school, it is considered that the already improved infrastructure leads pedestrians towards Oatlands Road, which offers a route along footways towards the school. Improvements on Crows Nest Lane can be explored in further detail as the planning application progresses.

3.4 Cycle Specific Opportunities

Through pre-application discussions with HCC and as confirmed whilst on-site, the key area of improvement for cycle movements will be to connect the development to the existing infrastructure on the northern side of Maddoxford Lane, particularly to support cycle trips to schools in the vicinity of the site. As noted above, a connection is proposed to the northern side of the road via a 3 metres wide shared route. This will then provide opportunities for cyclists to join the existing network and travel further afield.

3.5 Horse-Riding Specific Opportunities

There are no horse-riding specific opportunities within the WCHAR study area.

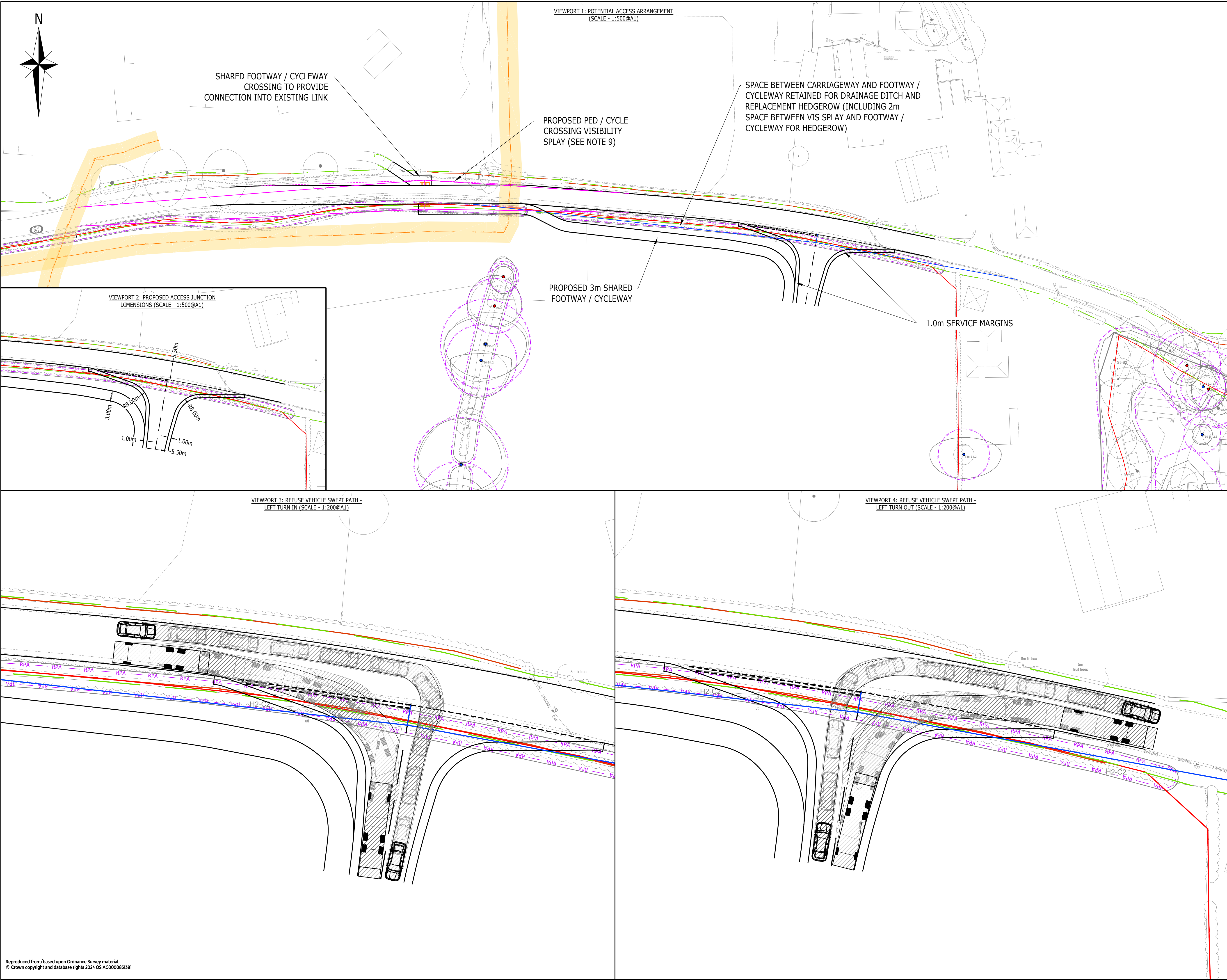
4. Walking, Cycling and Horse-Riding Assessment Team Statement

4.1 Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Joe Earp
Title/Position:	Senior Transport Planner
Organisation:	Ardent Consulting Engineers
Signature:	<i>Joe Earp</i>
Date:	12.12.25

Drawings



NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
- SUBJECT TO FURTHER DISCUSSION WITH HCC.
- SUBJECT TO CAPACITY ASSESSMENT.
- VISIBILITY BASED ON MEASURED SPEEDS RECORDED BY AUTOMATIC TRAFFIC COUNTER BY INNOWISE BETWEEN THURSDAY 5TH JUNE AND WEDNESDAY 11TH JUNE 2025. CALCULATIONS BASED ON MIS / DMBS AS FOLLOWS.

102.1m JUNCTION VISIBILITY SPLAY TO THE WEST BASED ON 85%ILE EASTBOUND SPEEDS OF 37.8mph (≈ 64.8kph)
60.0m JUNCTION VISIBILITY SPLAY TO THE EAST BASED ON 85%ILE WESTBOUND SPEEDS OF 33.8mph (≈ 58.4kph)
- TOPOGRAPHICAL SURVEY BASED ON INFORMATION RECEIVED FROM ENCOMPASS GEOSPATIAL DATED JUNE 2025 (DRAWING REF. 01MX02D/REV E).
- TREE SURVEY BASED ON INFORMATION RECEIVED FROM ARBO-ECO CONSULTANCY DATED 24.04.2025 (DRAWING REF. MB25403-01-01 REV A).
- SUBJECT TO LEVELS, TREE AND UTILITIES REVIEWS.
- HIGHWAY BOUNDARY INDICATIVELY PLOTTED BASED ON OS MAPPING IN LINE WITH INFORMATION RECEIVED FROM HCC.
- SITE BOUNDARY INFORMATION INDICATIVELY PLOTTED AND SUBJECT TO CONFIRMATION FROM ARCHITECT.
- SUBJECT TO SIGNAGE REVIEW.
- PEDESTRIAN AND CYCLE CONNECTIONS TO BE REVIEWED IN FURTHER DETAIL AS LAYOUT PROGRESSES.

KEY:

- INDICATIVE SITE BOUNDARY
- HIGHWAY BOUNDARY (SEE NOTE 13)
- TREE SURVEY ROOT PROTECTION AREA
- HEDGEROW STEMLINE
- JUNCTION VISIBILITY SPLAYS (SEE NOTE 9)
- PEDESTRIAN / CYCLIST VISIBILITY SPLAYS (SEE NOTE 9)
- TANGENTIAL PEDESTRIAN / CYCLIST VISIBILITY SPLAYS
- EXISTING FUEL MAIN
- EXISTING GAS PIPE EASEMENT

VEHICLES USED:

Phoenix 2 Duo (P2-15M with Elite 6x4 chassis)
Overall length: 11.100m
Overall body height: 3.100m
Max body ground clearance: 0.350m
Link to rock step: 4.000m
Kerb to Kerb Turning Radius: 9.500m

Skoda Octavia
Overall length: 4.572m
Overall width: 1.800m
Overall body height: 1.488m
Max body ground clearance: 0.175m
Link to rock step: 4.100m
Kerb to Kerb Turning Radius: 2.100m

Rev	Description	Drn	Chk	App	Date
C	UPDATED TO REFLECT CLIENT COMMENTS	SL	JE	PR	19.12.25
F	EMERGENCY ACCESS REMOVED	SL	SL	PR	12.11.25
E	REVISED ACCESS LOCATION SHOWN	SL	SL	PR	23.10.25
D	UPDATED TO REFLECT CLIENT COMMENTS	JE	JE	PR	06.08.25
C	UPDATED TO REFLECT LATEST TOPO	JE	JE	PR	01.07.25
B	UPDATED TO REFLECT SPEED SURVEY DATA	JE	JE	PR	20.06.25
A	UPDATED TO REFLECT ARBORICULTURAL ADVICE	JE	JE	PR	28.05.25

Purpose: PRELIMINARY

Status: -

ARDENT CONSULTING ENGINEERS
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Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client

BLOOR HOMES

Project Title:

LAND SOUTH OF MADDOXFORD LANE

Drawing Title:

PROPOSED ACCESS ARRANGEMENT

Drawn by	Checked by	Approved by	Revision
SL	JE	PR	G

Scale	Date	Revision
AS SHOWN	MAY 2025	G

Drawing Number
2105890_A-ACE-XX-XX-DR-C-0101

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Appendix A
Personal Injury Collision (PIC) Data

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

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

Notes:

Selected Polygon:MADDOXFORD LANE

44210054323 12/02/2021 Time 2125 Vehicles 1 Casualties 1 Slight
E:451667 N: 114365 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING E ALONG MADDOXFORD LANE HAS LOST CONTROL ON THE ICY ROAD SURFACE AND FALLEN FROM THEIR VEH.

Occurred on MADDOXFORD LANE, OUTSIDE HOLLY TREE FARM, BOTLEY, SOUTHAMPTON, 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 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 01/03/2020 and 28/02/2025 (60) months

Selection:

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

Notes:

44220004956 05/01/2022 Time 1004 Vehicles 2 Casualties 1 Serious
E:451183 N: 114427 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ALONG WALLACE AVENUE TURNED RIGHT ONTO MADDOXFORD LANE WITHOUT GIVING WAY TO VEH2 (P/CYCLE) WHO WAS TRAVELLING W ALONG MADDOXFORD LANE AND FOLLOWING THE ROAD ROUND ONTO WALLACE AVENUE.

Occurred on WALLACE AVENUE AT JUNCTION WITH MADDOXFORD LANE, BOORLEY GREEN, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
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 Pedal Cycle Going ahead other
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 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2020 and 28/02/2025 (60) months

Selection:

Notes:

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

44240398423 16/09/2024 Time 2047 Vehicles 2 Casualties 1 Slight
E:450824 N: 114153 First Road: B 3354 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:	Poor turn or manoeuvre	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) WAS TRAVELLING SE ALONG B3354 WINCHESTER ROAD WHEN VEH 2 (CAR)
TRAVELLING SW PULLED OUT FROM CROWS NEST LANE AND COLLIDED WITH THE NEAR SIDE OF VEH 1.
VEH 1 STAYED UPRIGHT FOR A TIME BEFORE LOSING CONTROL AND FALLING.

Occurred on B3354 WINCHESTER ROAD AT JUNCTION WITH CROWS NEST LANE, BOORLEY GREEN,
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 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 16 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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 Entering main road 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 01/03/2020 and 28/02/2025 (60) months

Selection:

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

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	0	0
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	1	0	1
Horses & other	0	0	0	0
Total	0	1	2	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	2	2
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	2	3

Appendix B
Site Visit Photos