

APPENDIX F. Walking, Cycling and Horse-Riding
Assessment and Review (WCHAR)

Hamble Airfield

Walking, Cycling and Horse-Riding Assessment Report

Job No:

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1. Scheme Details

1.1. Scheme Client / Developer

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1.5. Scheme Location and Description of Highway Works

CEMEX have submitted a planning application in relation to a proposed extraction of minerals from land at the former Hamble Airfield. The development proposal is for the temporary erection of a new processing plant and related infrastructure. The site will be progressively restored for nature conservation and public access through backfilling with inert restoration materials and in-situ overburden soils. The site is identified in the adopted Hampshire County Council Minerals and Waste Plan (2013).

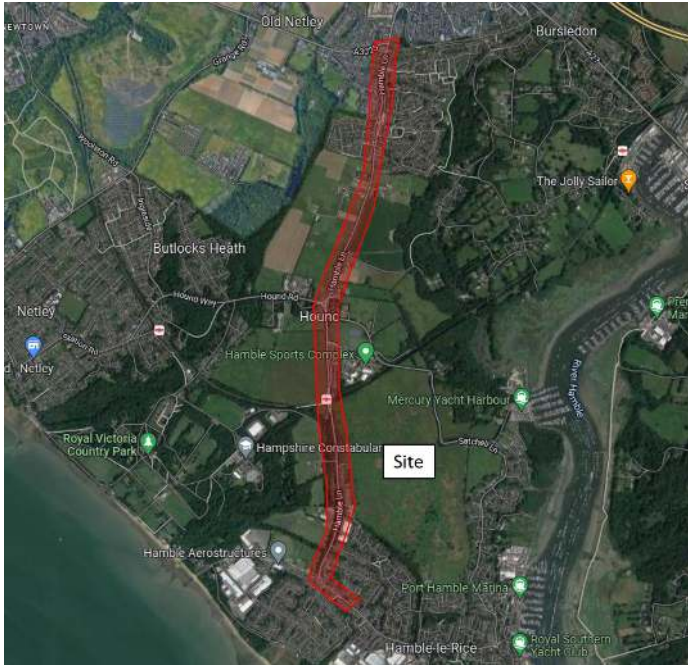
Hamble Lane forms the western boundary of the site and is a single carriageway road with a 30mph speed limit. A continuous shared use footway/cycleway (the Dani King cycleway) is provided on the eastern side of Hamble Lane along the site frontage. To the south of Hamble Railway Station there is also a shared use footway/cycleway along the western side of Hamble Lane, providing an additional facility for pedestrians and cyclists between the Rail Station and Hampshire Constabulary's training facilities.

The proposed access is located circa 270m south of the railway bridge and 65m north of the existing Hampshire Constabulary Training Centre access. An optioneering exercise has been undertaken, which demonstrates that the location of the access has been designed to minimise the impact on trees and ecology. It is intended that all HGVs arriving and departing the site would arrive and depart to the north (towards the M27). As such, the access has been designed to help physically prevent any vehicles arriving or departing from the south. The proposed access has width of 7.3m and has a kerb radius of 4.0m to the left / south of the junction to help physically prevent HGVs from turning left out of the junction, whilst still enabling cars and small commercial vehicles such as panel vans to turn south towards Hamble. It is proposed that a 3.0m wide shared footway / cycleway would continue into the site on at least one side of the access road. The proposed site access arrangement is shown on drawing ITB13040-SK-006F

1.6. WCHAR Study Area

The site has an area of approximately 62 hectares and is located to the north of the existing residential area of Hamble-le-Rice, while Hamble Rail Station and the existing residential area of Bursledon is located to the north of the site. The WCHAR study area is shown below and covers the extent of Hamble Lane from the Portsmouth Road junction in the residential area of Bursledon, to the centre of Hamble-le-Rice to the south. The study area covers key walking and cycling routes to / from the site from the surrounding residential areas of Hamble and Bursledon. There are limited horse-riding facilities within the vicinity of the site. The study area also includes a connection to National Cycle Network Route 2, which in the vicinity of the site provides a link between Hamble and Southampton.

Whilst the site is located in proximity to good links of the strategic highway network there is unlikely to be a significant proportion of people travelling to/from the site via sustainable / active travel modes as it is anticipated that there will only be a maximum of 20 staff or visitors on the site at any time. Other traffic movements associated with the site will be HGVs associated with the operation of the quarry and restoration activities.



2. WCHAR Assessment

2.1. Assessment of walking, cycling and horse-riding policies and strategies

The National Planning Policy Framework, July 2021 recognises the difference in walking, cycling and horse-riding provision in different areas and states:

“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 105).

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:

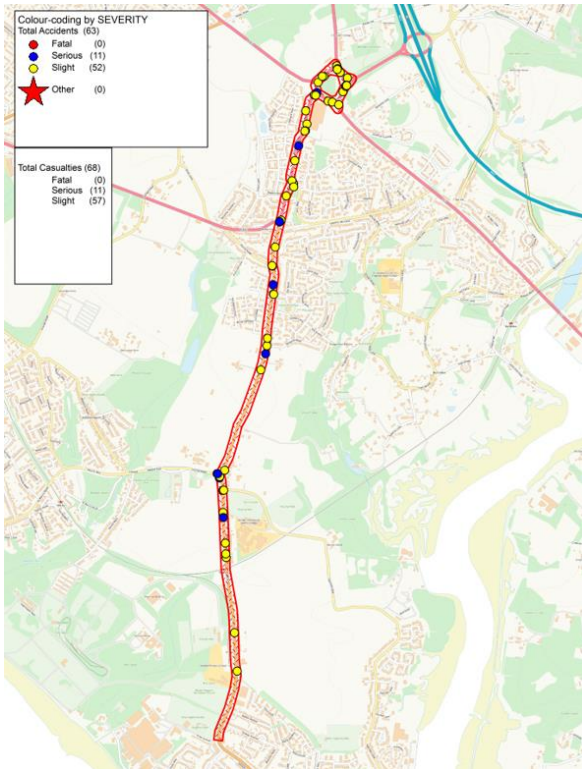
“The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review.” (Ref: TG19 2.1).

Hampshire Local Transport Plan 2011-2031 has been reviewed which states:

“Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.” (Ref: HLTP 2011-2031 pg.20).

2.2. Collision data

Personal Injury Accident (PIA) data was obtained from Hampshire Constabulary for the most recently available five-year period between 1st December 2016 and 30th November 2021. The search area included the Windhover Roundabout to the north, and to the priority junction with Kings Avenue to the south. The study area and location of accidents is illustrated below.



A total of 68 injury accidents have occurred within the study area. 57 of these were classed as slight injuries, and 11 were serious. The majority of accidents occurred within Bursledon and at the Windhover Roundabout. Two slight incidents were recorded along Hamble Lane within the vicinity of the site access, and three slight accidents were recorded just north of the railway line, to the north of the proposed site. These accidents are summarised below.

A slight incident also occurred when a car entered Hamble Lane without giving way to a cyclist. This happened at the Hamble Self Storage access (to the south of the site).

A slight incident occurred just outside the junction with the Hampshire Constabulary training facility and involved a single car that misjudged the edge of the carriageway, causing the vehicle to swerve off the road and collide with a tree.

A slight incident involved a bus that was travelling along Hamble Lane that collided with a pedestrian as they stepped out into the road. Minor injuries were sustained by the pedestrian.

A further incident caused slight injuries to a pedestrian that was walking along the footway but suddenly ran into the road across the path of a car travelling Hamble Lane.

An incident occurred at the junction with The Broadway when a car turned left into Hamble Lane but failed to give way to a cyclist travelling along Hamble Lane, causing slight injuries to the cyclist.

2.3. Multi-modal transport services and interchange information

The nearest bus stop to the site is located on the B3397 Hamble Lane, approximately 200m south from the proposed site access, a 2-minute walk. There is a continuous footway on the eastern side of the A3397 Hamble Lane which provides a route from the proposed development site to the southbound bus stop. An uncontrolled crossing point with dropped kerbs, tactile paving and a pedestrian refuge island is provided to help enable pedestrians to cross to the northbound bus stop. The bus stops in both directions consist of a flag and pole and provide timetable information. The northbound bus stop also provides seating. The bus stops are served by route 6 between Southampton City Centre and Hamble-le-Rice village centre. The first service arrives at the bus stops near the site at 06:19 from Hamble and 06:01 from Southampton. The last service departing leaves the stops nearest the site at 21:40 to Hamble and 21:52 to Southampton with buses departing every 30 minutes on weekdays and every hour on Saturdays.

Hamble Railway Station is located approximately 300m north of the site access, a 3-minute walk. There is a continuous footway on the eastern side of the A3397 Hamble Lane which provides a route from the proposed development site towards the railway station. To the south of the railway bridge pedestrians are required to cross the B3397 Hamble Lane at an uncontrolled crossing point to access the station from the western side of the carriageway. The station is an approximate two-minute cycle from the site and has bike storage in the form of wheel racks for four bikes. The station is managed by South Western Railway who operate the majority of services and provides services towards a range of destinations which include London Victoria, London Waterloo, Bournemouth, Salisbury, Portsmouth, Cardiff, and Brighton. Trains depart hourly to Southampton and Portsmouth.

2.4. Trip generators

Given the proposed use of the development site as an aggregate extraction site, it is anticipated that there will be a relatively low number of trips associated with staff / visitors, with the majority of trips associated with the operational use of the site, with most trips being undertaken by HGVs.

The operational traffic generation of the site has been calculated based on a first principles assessment and traffic profiles from similar quarry sites have been applied to anticipated trip generation to provide the likely breakdown of vehicle movements across the day, as summarised in the Table below:

Time	Trip Profile	Number of two-way trips per hour		
		Traffic Phase 1	Traffic Phase 2	Traffic Phase 3
06:00-07:00	0%	0	0	0
07:00-08:00	18%	17	26	17
08:00-09:00	12%	11	17	11
09:00-10:00	13%	12	19	12
10:00-11:00	11%	10	16	10
11:00-12:00	9%	8	12	8
12:00-13:00	7%	6	10	6
13:00-14:00	9%	8	12	8
14:00-15:00	10%	9	15	9
15:00-16:00	8%	7	11	7
16:00-17:00	3%	3	5	3
17:00-18:00	0%	0	0	0

Time	Trip Profile	Number of two-way trips per hour		
		Traffic Phase 1	Traffic Phase 2	Traffic Phase 3
18:00-19:00	0%	0	0	0
Daily Total	100%	90	144	90

The operation of the site will generate between 90 – 144 two-way HGV vehicle movements per day. Based on the traffic flow profile from similar aggregate extraction sites, the anticipated number of two-way vehicle movements per hour is set out below:

There are also likely to be a small number of staff and visitors travelling to / from the site each day. The site will provide 20 parking spaces, whilst it is not anticipated that all of these spaces would be used each day. In order to provide a robust assessment, it has been assumed that 10 of the 20 staff / visitors would arrive during the morning network peak (07:30-08:30), with the other 10 staff arriving prior to the morning peak period as the site is anticipated to open at 07:00 (therefore it is anticipated that most staff would actually arrive at or slightly before the site opens). The proposed development is anticipated to close at 17:00 therefore to ensure a robust assessment it is assumed all staff / visitors would leave during the evening peak period.

2.5. Site Visits

A site visit was undertaken on 23rd June 2017 and a walking route along the site frontage and proposed access was assessed and photographed.

2.6. Liaison with key stakeholders

Pre-application discussions have been held with Hampshire County Council and a Pre-Application Design Review was also undertaken with HCC to gauge a more detailed view of the proposed access. The information from these pre-application discussions was used to inform the development proposals submitted.

Following submission of the Transport Assessment, Hampshire County Council have provided two Highways Consultation Responses (dated March and August 2022) requesting additional information in relation to the proposed development, which prompted the requirement for a WCHAR report. Further discussions with HCC have subsequently been undertaken to ensure that the additional information is prepared on an agreed basis.

2.7. Existing pedestrian, cyclist, and equestrian facilities

A continuous shared use footway/cycleway (the Dani King cycleway) is provided on the eastern side of Hamble Lane along the site frontage, providing a link between Bursledon and Hamble and giving access to the rail station, sports complex, health centre and Hamble Primary School. To the south of Hamble Railway Station there is also a shared use footway/cycleway along the western side of Hamble Lane, providing an additional facility for pedestrians and cyclists between the Rail Station and Hampshire Constabulary's training facilities.

There is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving, and a pedestrian refuge island approximately 35m to the north of the access to Hampshire Constabulary's Training Centre, which helps enable safe pedestrian crossing to the Hampshire Constabulary's Training Centre, Hamble FC training ground, Hamble allotments, Hamble Primary School and the employment land uses located off Kings Avenue.

To the north of the proposed development site there is a signalised pedestrian crossing circa 110m to the south of Satchell Lane, which helps enable safe pedestrian access to The Hamble School, Hamble Sports Complex and the Blackthorn Health Centre.

Hamble Lane also provides direct cycle access to National Cycle Route 2 which is a long-distance route between Dover and St Austell, Cornwall. However, in the vicinity of the site, it provides access to the centre of Hamble-Le-Rice to the south east and Netley to the west. Continuing west the route provides access to Weston, Woolston and Southampton via a

network of traffic free and on-road routes. The route can be accessed to the south of the site, via the Dani King Cycleway on the eastern side of Hamble Lane. This leads to a toucan crossing south of the school where cyclists can then access the cycleway on the western side of the carriageway before following this south to the signposted NCN Route 2 which routes west through the recreation ground towards Southampton or continues south into Hamble-le-Rice. The below image shows the location of the cycle route in relation to the site.



A public footpath runs from north to south along the eastern boundary of the site and is known as the 'Strawberry Trail'. The path leads from Satchell Lane to the north-east of the site and leads out to Hamble House Gardens. A bridleway is also present from Satchell Lane and leads north-east through Badnam Copse and Piland's Wood towards Bursledon. Although the bridleway is accessed off Satchell Lane, the development is not expected to increase any movements along this route, and it is expected that all traffic will be routing to/from the M27 to the north. A plan of the PRow routes is shown on the below image.



2.8. Walking, cycling and horse-riding survey data (Large schemes only)

A survey of pedestrian movements on the existing shared use footway / cycleway adjacent to Hamble Lane was undertaken to consider the adequacy of the pedestrian facilities at the proposed access. The survey was undertaken on Thursday 13 July 2017, during school term time at 08:00-09:00 and 15:00-16:00. The results are summarised in the table below.

	Morning Peak Hour		Evening Peak Hour	
	Pedestrians	Cycles	Pedestrians	Cycles
Southbound	4	12	61	14
Northbound	53	13	7	12
Two-Way	57	25	68	26

During the morning peak hour, an average of 82 pedestrians and cyclists tend to use the footway / cycleway along Hamble Lane, and 94 during the evening peak hour.

In the morning peak period, the majority (approx. 80%) of pedestrian and cycle movements are northbound on Hamble Lane. In the evening peak, the majority (approx. 82%) of pedestrian and cycle movements are southbound on Hamble Lane. The direction and timing of pedestrian and cycle movements appears to coincide with the start and finish times of The Hamble School, located to the north of the proposed minerals site. The school day starts at 08:30 and finishes at 14:55.

The design of the proposed site access has been developed to ensure that it does not create any new pinch points for pedestrians and cyclists (with 3.0m wide shared footway/cycleways around the bell mouth of the junction - which are in excess of current shared footway/cycleway widths along the eastern side of Hamble Lane). The pedestrian / cycle

refuge provided across the site access junction provides a dimension of at least 7m x 4m (between the pedestrian guardrails) and thus is capable of accommodating a number of pedestrians and cyclists.

As previously outlined, the proposed development is unlikely to substantially increase the number of pedestrian and cycle movements in the vicinity of the site as the majority of movements generated are associated with the operation of the site. There are good opportunities for staff and visitors to travel to the site by sustainable mode, however, any movements associated with these users are likely to occur outside of the school peak periods.

2.9. Liaison with local user groups and wider public (Large schemes only)

N/A

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

There is currently a continuous shared footway / cycleway for pedestrians and cyclists to access the site between the rail station and Hamble-le-Rice. As outlined in Section 1.6, due to the land use of the site there will only be a small number of employees and visitors (max. 20) entering the site each day, with other movements associated with the operational use of the site. It is unknown what transport methods will be used by staff / visitors travelling to the site at this time, but any additional active travel modes will be relatively small on the network and are unlikely to coincide with the school peak periods when pedestrian and cycle movements on Hamble Lane along the site frontage are the highest. Nevertheless, some potential improvements to improve the existing walking and cycling facilities are identified in the following sections.

3.2. Strategic Opportunities

There are no strategic opportunities within the WCHAR study area.

3.3. Walking Specific Opportunities

The existing walking and cycling facilities in the vicinity of the proposed development site are good and enable local residents as well as future employees of the site a realistic alternative to using the private car. This is confirmed in the recently adopted Local Cycling and Walking Infrastructure Plan (LCWIP), which states that along the Windhover Roundabout to Hamble Route (Route Ref: 338.3):

“There is considerable existing infrastructure for cyclists and pedestrians along this section of route 338. Footpaths are available for its entire length, with crossing points at regular intervals. Shared use footpaths are present for much of this section, in addition to some segregated paths”.

It is however noted that to the south of the proposed development site there is an access to Hamble Self Storage. The access takes the form of a simple priority junction with Hamble Lane, dropped kerbs are provided to help enable pedestrians to cross the proposed access road, however no tactile paving is provided to assist visually impaired users. As such, there is an opportunity to add tactile paving to the existing crossing to help enable safe pedestrian crossing for all users.

• Cycling Specific Opportunities

The proposed cycling facilities at the proposed access have been designed in accordance with LTN 1/20 and will tie in with existing Dani King Cycleway routing along Hamble Lane. A pedestrian / cycle refuge island will help facilitate cyclists to cross safely, and the existing shared footway / cycleway in the vicinity of the access will be widened to 3.0m. Cycle parking for 10 bicycles will be provided on site.

The LCWIP also identifies the following cycling opportunities in the vicinity of the site (which are not believed to require third party land purchases or liaison with Network Rail and therefore are considered deliverable):

- *338.3.1 Between Windhover roundabout and the Tesco roundabout there is space to provide a segregated cycle track by reallocating space from the central verge.*

- *338.3.5 It is feasible to widen the Hamble trail but this will require significant tree loss. Consider improving the surface quality by providing a bound surface.*
- *338.3.6 Spitfire Way is a residential road with low traffic flows and could be made suitable for mixed traffic with a 20mph speed limit.*
- *338.3.7 Woodpecker Walk is only two metres wide and should be widened to provide a segregated cycle track.*
- *338.3.8 Hamble House Gardens and Meadow Lane are residential roads with low traffic flows so is appropriate for mixed traffic, which could be further reinforced with a 20mph limit.*

CEMEX have confirmed that they would be willing to provide a contribution towards helping to deliver some of the identified walking and cycling improvements, which will help make walking and cycling more attractive and encourage a mode shift away from the reliance on the private car and thus mitigating the development impact on the local highway network.

3.4. 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

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:	Imogen Nicholson
Title/Position:	Associate
Organisation:	i-Transport LLP
Signature:	<i>I Nicholson</i>
Date:	22/11/2022

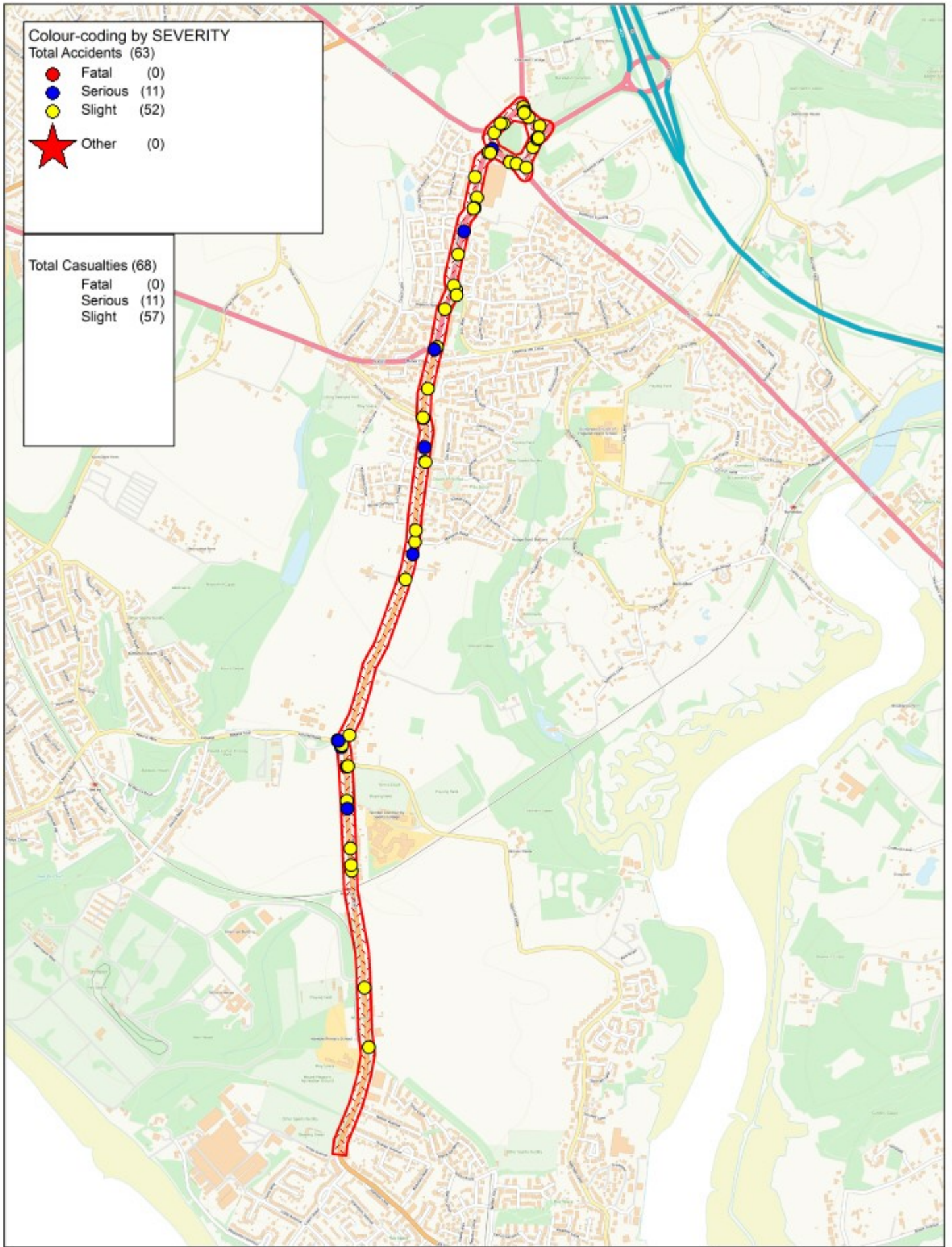
Scheme Client Team Leader

As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:	
Title/Position:	
Organisation:	
Signature:	
Date:	

APPENDIX G. Personal Injury Accident Data



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 Hampshire Police
 Selected map area Licence No. 01021C 2022

	1 : 18440
DATE	08/09/2022
DRAWING No.	
DRAWN BY	

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Selected Polygon: SJ Hamble Lane 096

160480439 21/12/2016 Time 1610 Vehicles 2 Casualties 1 Slight
 E:447599 N:109484 First Road: B 339 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lighting unknown 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 2	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 2	Possible
4th:	Failed to signal/Misleading signal	Vehicle 1	Possible
5th:			
6th:			

VH2 (M/CYCLE) FILTERING THROUGH SLOW MOVING TRAFFIC N ON B339 HAMBLE LANE FAILS TO NOTICE THAT VH1 (UNMARKERED P/CAR) TRAVELLING N ON B339 IS TURNING RIGHT INTO MALLARDS WAY. VH1 BREAKS WHEN SEES VH2, VH2 ALSO APPLIES BREAKS AND FALLS OF BIKE.

Occurred on B339 HAMBLE LAND AT JUNCTION WITH MALLARDS WAY, HAMBLE, HAMPSHIRE

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

Vehicle Reference 2 Motorcycle - unknown cc Overtaking moving vehicle O/S
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway Skidded
 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 24 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170019079 10/01/2017 Time 1815 Vehicles 2 Casualties 1 Slight
 E:447829 N:110761 First Road: A 3025 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE AND COLLIDES WITH THE REAR OF VEH 1 (CAR) TRAVELLING IN THE SAME DIRECTION

Occurred on A3025 HAMBLE LANE OUTSIDE OF TESCO SUPERSTORE, BURSLEDON, HAMPSHIRE

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170033174 26/01/2017 Time 2003 Vehicles 2 Casualties 1 Slight
 E:448001 N:111095 First Road: A 27 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit 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	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SOUTH ON A27 TOWARDS WINDHOVER ROUNDABOUT HAS CHANGED FROM LANE 1 TO 2 AND COLLIDED WITH NEARSIDE OF VEH 2 (CAR) WHICH WAS TRAVELLING IN THE SAME DIRECTION ALREADY IN LANE 2.

Occurred on A27 WEST END ROAD 25 METRES NORTH OF WINDHOVER ROUNDABOUT, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to right
 Vehicle movement from N to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact 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 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: Road sign / ATS
 O/S Age of Driver 30 Male
 Not hit and run Breath test Negative
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170048178 07/02/2017 Time 0706 Vehicles 2 Casualties 1 Serious
 E:447886 N:110941 First Road: A 3025 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A(M) 27
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING NORTH FROM A3025 HAMBLE LANE ONTO WINDOVER ROUNDABOUT. VEH 2 (CAR) HAS BEEN HELD UP BY TRAFFIC AND COME TO A STOP. VEH 1 COLLIDES WITH THE REAR OF VEH 2.

Occurred on A3025 HAMBLE LANE JUNCTION WITH A27 BURSLEDON ROAD, BURSLEDON, 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 Front 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 Not applicable
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170068291 12/02/2017 Time 1530 Vehicles 2 Casualties 1 Slight
 E:447871 N:110927 First Road: A 3024 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3025
 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: Following too close	Vehicle 2	Possible
2nd: Failed to look properly	Vehicle 2	Possible
3rd:		
4th:		
5th:		
6th:		

VH2 (CAR) TRAVELLING NE ON A3025 HAMBLE LANE HAS COLLIDED WITH THE REAR OF VH1 (CAR) TRAVELLING NE ON A3025 HAMBLE LANE IN SLOW MOVING TRAFFIC.

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

Vehicle Reference 1 Car Stopping
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back 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

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170066380 20/02/2017 Time 1327 Vehicles 1 Casualties 1 Slight
 E:447412 N:107832 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 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:	Swerved	Vehicle 1	Possible
2nd:	Fatigue	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG DRIVING ALONG B3397 HAMBLE LANE MISJUDGES THE EDGE OF CARRIAGEWAY MARKINGS AND STRAYS ONTO THE VERGE COLLIDING WITH A TREE CAUSING VEH 1 TO SWERVE OFF THE ROAD.

Occurred on B3397 HAMBLE LANE OUTSIDE OF NUMBER 108, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Tree
 Nearside Age of Driver 32 Female
 Not hit and run Breath test Negative
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170160841 30/04/2017 Time 1425 Vehicles 1 Casualties 1 Slight
 E:447951 N:110892 First Road: A 27 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3025
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW AROUND A27 PROVIDENCE HILL ON WINDHOVER RBT WHEN VEH LEFT THE ROAD TO THE NEARSIDE COLLIDING WITH A TREE AND THE GROUNDS OF TESCO AND ENTERED A DITCH.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from NE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: Tree
 Nearside Age of Driver 21 Male
 Not hit and run Breath test Negative
 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 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170180453 13/05/2017 Time 0816 Vehicles 2 Casualties 2 Slight
 E:448055 N:110980 First Road: A 3024 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT RBT WAITING TO TURN LEFT ONTO A27 PROVIDENCE HILL.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
 Vehicle movement from NE 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 32 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

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

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

Front seat

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170197172 25/05/2017 Time 0700 Vehicles 2 Casualties 1 Slight
 E:448011 N:111069 First Road: A 27 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG A27 WEST END ROAD IN LANE 2 APPROACHING RBT SQUEEZES BY VEH 1 (M/CYCLE) TRAVELLING IN THE SAME DIRECTION IN LANE 1 AND COLLIDES.

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Starting
 Vehicle movement from N to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside 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 Driver not contacted
 Left hand drive: No

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170204347 30/05/2017 Time 1820 Vehicles 3 Casualties 1 Slight
 E:447822 N:110837 First Road: A 3025 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 3 (CAR) TRAVELLING N ALONG A3025 HAMBLE LANE FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 2 (CAR) SLOWING IN FRONT. VEH 2 WAS PUSHED INTO REAR OF VEH 1 (CAR) SLOWING IN FRONT. TRAFFIC WAS SLOWING FOR A PASSING AMBULANCE.

Occurred on A3025 HAMBLE LANE 130 METRES SOUTH OF A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

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

Vehicle Reference 2 Car Stopping
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Vehicle Reference 3 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 6 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170318351 17/08/2017 Time 1542 Vehicles 2 Casualties 2 Slight
 E:448010 N:111068 First Road: A 27 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 3024
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG A27 WEST END ROAD AND COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY AT RBT.

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44170345008 06/09/2017 Time 0300 Vehicles 1 Casualties 1 Slight
 E:447820 N:110722 First Road: A 3025 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE, LOSES CONTROL ON APPROACH TO RBT, OVERTURNS AND BACK ONTO IT'S WHEELS.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH TESCO SUPERSTORE, BURSLEDON, 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 Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170386329 29/09/2017 Time 0001 Vehicles 2 Casualties 2 Slight
 E:447816 N:110720 First Road: A 3025 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 lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) IN QUEUE OF TRAFFIC IN FRONT.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH TESCO, BURSLEDON, HAMPSHIRE

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

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

Casualty Reference: 2 Vehicle: 1 Age: 49 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170382714 03/10/2017 Time 0813 Vehicles 3 Casualties 1 Slight
 E:447312 N:108748 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
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 STATIONARY AT ROUNDABOUT ON HOUND ROAD AT JUNCTION WITH HAMBLE LANE IN LANE 2, VEH 2 WAS ALSO STATIONARY IN LANE 2 BEHIND VEH 1. VEH 3 HAS THEN DRIVEN INTO LANE 1 AND HIT NEARSIDE REAR OF VEH 2 PUSHING VEH 2 INTO VEH 1.

Occurred on HOUND ROAD APPROACHING ROUNDABOUT WITH HAMBLE LANE

Vehicle Reference 1 Car Waiting to turn right
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 76 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 45 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 15 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Back seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Vehicle Reference	3	Car		Overtaking nearside	
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	88	Male
Not hit and run	Breath test	Negative			
			Left hand drive:	No	

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170394580 11/10/2017 Time 1054 Vehicles 2 Casualties 2 Slight
 E:447602 N:109527 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight 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:	Swerved	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 TRAVELLING SOUTH ON HAMBLE LANE HAS SWERVED TO AVOID VEH 2 CAUSING VEH 1 TO LOSE CONTROL AND CRASH THROUGH BRICK WALL AND HEDGE.

Occurred on B3397 HAMBLE LANE OUTSIDE LYNTON, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: Wall or fence
 Nearside Age of Driver 49 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 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 S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Unknown
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 28 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170412864 24/10/2017 Time 0725 Vehicles 2 Casualties 1 Slight
 E:448051 N:110979 First Road: A 27 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (VAN) TRAVELLING SW ALONG A3024 BERT BETTS WAY ENTERS RBT ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING SE AROUND RBT AND COLLIDES.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170472899 05/12/2017 Time 1520 Vehicles 1 Casualties 1 Slight
 E:447360 N:108348 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 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	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (BUS) TRAVELLING S ON B3397 HAMBLE LANE COLLIDES WITH CAS1 (PEDESTRIAN) AFTER THEY STEP OUT INTO ROAD IN FRONT OF VEH1. MINOR INJURIES SUSTAINED BY CAS1.

Occurred on B3397 HAMBLE LANE, APPROX 60 METRES NORTH FROM SOUTH JUNCTION WITH BROADWAY, HAMBLE, HAMPSHIRE.

Vehicle Reference 1 Bus or coach Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Female Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere W bound

Driver's nearside

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180016055 13/01/2018 Time 0945 Vehicles 2 Casualties 1 Slight
 E:448055 N:110983 First Road: A 3024 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ON A3024 BURSLEDON ROAD GOES TO ENTER RBT BUT THEN HESITATES AND IS STRUCK IN THE REAR BY VEH2 (CAR) FOLLOWING BEHIND. DRIVER OF VEH1 SUFFERS MINOR NECK PAIN.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back 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 Negative
 Left hand drive: No

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

Vehicle Reference 2 Car Starting
 Vehicle movement from NE to SW 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 31 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180044322 02/02/2018 Time 1627 Vehicles 2 Casualties 1 Serious
 E:447635 N:109835 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING N ON B3397 HAMBLE LANE IN HEAVY TRAFFIC GOES TO PULL OUT AND COMPLETE A U-TURN AND COLLIDES WITH VEH2 (M/CYCLE) FILTERING PAST TRAFFIC ON THE OFFSIDE. RIDER OF VEH2 IS KNOCKED OFF AND SUSTAINS SERIOUS INJURY.

Occurred on B3397 HAMBLE LANE, APPROX 50 METRES N FROM CHAMBERLAYNE ROAD, BURSLEDON, HAMPSHIRE.

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

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Overtaking stat vehicle O/S
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 49 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180049318 06/02/2018 Time 1511 Vehicles 1 Casualties 1 Slight
 E:447365 N:108265 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Casualty 1	Very Likely
2nd: Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd: Failed to judge vehicles path or speed	Casualty 1	
4th:		
5th:		
6th:		

CAS 1 (PEDESTRIAN) TRAVELLING S ALONG B3397 HAMBLE LANE ON W PAVEMENT IS TALKING WITH PEDESTRIAN ON OTHER SIDE OF ROAD, SUDDENLY WITHOUT WARNING RUNS INTO THE ROAD ACROSS PATH OF VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE AND COLLIDES.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH BROADWAY, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 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
 In carr elsewhere E bound
 Driver's offside

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180125453 05/04/2018 Time 2045 Vehicles 2 Casualties 1 Slight
 E:447893 N: 111001 First Road: A 3025 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3024
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING N AROUND WINDHOVER ROUNDABOUT SLOWS FOR AMBER LIGHT, BUT VEH2 (CAR) TRAVELLING N THINKS VEH1 IS GOING TO ACCELERATE THROUGH AMBER LIGHT SO DOESN'T SLOW IN TIME AND COLLIDES WITH REAR OF VEH1.

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

Vehicle Reference 1 Car Stopping
 Vehicle movement from S to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 71 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 8 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180154235 26/04/2018 Time 1818 Vehicles 2 Casualties 1 Slight
 E:447975 N:110887 First Road: A 27 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024
 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:	Aggressive driving	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NW ALONG A27 PROVIDENCE HILL PULLED OUT ONTO A27 WINDHOVER RBT AND COLLIDED WITH VEH 1 (CAR) TRAVELLING SW AROUND A27 WINDHOVER RBT FROM A3024 BERT BETTS WAY. VEH 1 TRAVELLING SLOWLY DUE TO TRAFFIC ON RBT.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BERT BETTS WAY, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
 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 Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180205434 02/06/2018 Time 2201 Vehicles 2 Casualties 1 Slight
 E:447672 N:110199 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025
 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: Failed to look properly	Vehicle 1	Possible
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING E A3025 PORTSMOUTH ROAD TURNS RIGHT TO TRAVEL S ON B3397 HAMBLE LANE AND COLLIDES WITH VEH2 (CAR) TRAVELLING N ON B3397.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORTSMOUTH ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
 Vehicle movement from W to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside 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 Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 51 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 51 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180262615 12/07/2018 Time 0800 Vehicles 2 Casualties 1 Slight
 E:448006 N:111080 First Road: A 27 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING S ALONG A27 KANES HILL STOPS AT GIVE WAY LINES BEFORE ROUNDABOUT AND HIS IT IN THE REAR BY VEH2 (CAR) TRAVELLING S ALONG A27 KANES HILL BEHIND. Occurred on A27 KANES HILL AT JUNCTION WIHT A3024, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Going ahead but held up
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact 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 Car Stopping
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180287010 29/07/2018 Time 1908 Vehicles 1 Casualties 1 Slight
 E:448020 N: 111058 First Road: A 27 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining with high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ON A27 WEST END ROAD ENTERS THE WINDHOVER RBT IN ORDER TO TURN ONTO THE A3024 JUNCTION 8 SLIP ROAD BUT LOSES CONTROL IN WET CONDITIONS AND COLLIDES WITH NEARSIDE BARRIER.

Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH A3024 JUNCTION 8 SLIP ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from N to E No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: Near / off crash barrier
 Nearside Age of Driver 25 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180310165 16/08/2018 Time 0906 Vehicles 1 Casualties 1 Slight
 E:447752 N:110418 First Road: A 3025 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING S ON A3025 HAMBLE LANE TURNS LEFT AT RBT ONTO JURD WAY BUT LOSES CONTROL IN WET WEATHER CAUSING THE RIDER TO FALL OFF.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH JURD WAY, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Motorcycle 50cc and under Turning left
 Vehicle movement from N to SE No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180330066 31/08/2018 Time 1904 Vehicles 2 Casualties 1 Slight
 E:447927 N:111035 First Road: A 3025 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ALONG A3025 HAMBLE LANE JOINS THE ROUNDABOUT AND HAS TO STOP MID-ROUNDABOUT DUE TO TRAFFIC AND IS HIT IN THE REAR BY VEH2 (CAR) TRAVELLING AROUND THE ROUNDABOUT BEHIND.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH A27 WEST END ROAD, BURSLEDON, HAMPSHIRE.

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 1 First impact Back 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

Casualty Reference: 1 Vehicle: 1 Age: 29 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 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 1 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 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180366313 28/09/2018 Time 1654 Vehicles 2 Casualties 1 Slight
 E:447681 N:110207 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (VAN) TRAVELLING S ALONG B3397 HAMBLE LANE SLOWS ON APPROACH TO JUNCTION. VEH2 (VAN) TRAVELLING S ALONG B3397 HAMBLE LANE BEHIND VEH1 FAILS TO SLOW IN TIME AND COLLIDES WITH THE REAR.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORTSMOUTH ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Stopping
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back 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

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180412860 03/11/2018 Time 0015 Vehicles 1 Casualties 1 Slight
 E:448062 N:111026 First Road: A 3024 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface 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: Aggressive driving	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd: Impaired by alcohol	Casualty 1	
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NE ALONG A3024 BERT BETTS WAY AFTER EXITING RBT MOVES OFF AFTER STOPPING TO LET OUT REAR PASSENGER AFTER HAVING AN ARGUMENT AND ALLEGEDLY HAS RUN OVER THE FOOT OF CAS 1 (PEDESTRIAN) CAUSING CAS TO FALL OVER.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 BURSLEDON ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 In carr elsewhere Direction Unknown
 Movement U/K

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180470687 19/12/2018 Time 1028 Vehicles 1 Casualties 1 Slight
 E:447347 N:108525 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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: Sudden braking	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE FAILED TO STOP FOR CAS1 (PEDESTRIAN) WHO WAS CROSSING B3397 HAMBLE LANE ON THE PEDESTRIAN CROSSING TRAVELLING E.

Occurred on B3397 HAMBLE LANE 28 METRES NORTH OF IRENIC, NETLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 17 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 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 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190044299 05/02/2019 Time 1510 Vehicles 2 Casualties 1 Slight
 E:447362 N:108286 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SE ALONG BROADWAY TURNED LEFT ONTO HAMBLE ROAD WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING S ALONG HAMBLE ROAD.

Occurred on HAMBLE LANE AT JUNCTION WITH BROAD WAY, HAMBLE-LE-RICE, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
 Vehicle movement from NE to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 61 Female
 Not hit and run Breath test Driver not contacted
 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 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 14 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190043671 05/02/2019 Time 1734 Vehicles 2 Casualties 1 Slight
 E:447428 N:107611 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING W OUT OF HAMBLE SELF STORAGE PULLED OUT ONTO HAMBLE LANE WITHOUT GIVING WAY TO VEH1 (P/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE. Occurred on B3397 HAMBLE LANE AT JUNCTION WITH HAMBLE SELF STORAGE LTD, HAMBLE-LE-RICE, HAMPSHIRE.

Vehicle Reference 1 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 Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 14 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Starting
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside 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 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190081547 08/03/2019 Time 0830 Vehicles 2 Casualties 1 Slight
 E:448055 N:110981 First Road: A 3024 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING SW ALONG A3024 WAS STATIONARY WAITING TO ENTER ROUNDABOUT. VEH1 (CAR) WAS STATIONARY BEHIND. VEH1 BELIEVED VEH2 TO HAVE MOVED OFF, SO VEH1 MOVED OFF AND COLLIDED WITH REAR OF VEH2.

Occurred on A3024 AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Starting
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 63 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back 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 Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 27 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190123346 09/04/2019 Time 2130 Vehicles 2 Casualties 1 Slight
 E:448036 N:110947 First Road: A 3024 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING W AROUND WINDHOVER ROUNDABOUT IS STRUCK BY VEH2 (CAR) FROM BEHIND, CAUSING VEH1 TO LOSE CONTROL AND HIT A TREE. VEH2 FAILS TO STOP AT SCENE.

Occurred on A3024 AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, 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 Back Hit vehicle:
 Hit object in road None Off road: Tree
 Nearside Age of Driver 27 Male
 Not hit and run Breath test Negative
 Left hand drive: No

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44190123245 09/04/2019 Time 2111 Vehicles 2 Casualties 1 Slight
 E:448052 N:110977 First Road: A 27 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024
 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: Disobeyed Give Way or Stop sign or markings		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH2 (VAN) TRAVELLING SW ON A3024 ENTERS A27 BURSLEDON ROAD RBT AND FAILS TO GIVE WAY TO AND COLLIDES WITH VEH1 (CAR) THAT WAS TRAVLLING S AROUND THE RBT ON A27.

Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH A3024, BURSLEDON, HAMPSHIRE

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

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44190194059 05/05/2019 Time 0810 Vehicles 1 Casualties 1 Serious
 E:447591 N:109438 First Road: A 3379 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

CAS 1 (PEDESTRIAN ON SCOOTER) WAS TRAVELLING S A LONG B3397 HAMBLE LANE ON THE PAVEMENT. VEH1 (P/CYCLE) TRAVELLING N ALONG HAMBLE LANE ON THE PAVEMENT AS THERE WAS A PEDESTRIAN IN THE CYCLE LANE. THE TWO HANDLEBARS COLLIDED AND CAS 1 FELL.
 Occurred on B3397 HAMBLE LANE, 40 METERS S OF JUNCTION WITH MALLARDS ROAD, BURSLEDON, 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 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 Not traced
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 12 Female Pedestrian Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 On footpath / verge S bound
 In carr back to traffic

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190177858 23/05/2019 Time 2110 Vehicles 1 Casualties 1 Serious
 E:447348 N:108496 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ALONG B3397 HAMBLE LANE, CLIPS THE KERB CAUSING THE RIDER TO FALL OFF, CRASHING THROUGH A ROAD A ROAD SIGN AND GOT WEDGED AGAINST THE SIGN.

Occurred on B3397 HAMBLE LANE OUTSIDE OF IRENIC, NETLEY, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road Kerb Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190247079 16/07/2019 Time 1331 Vehicles 2 Casualties 1 Serious
 E:447346 N:108652 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING W ALONG SATCHELL LANE TURNS RIGHT INTO HAMBLE LANE FAILING TO SEE VEH2 (M/CYCLE) TRAVELLING S ALONG HAMBLE LANE AND COLLIDES
 Occurred on B3397 HAMBLE LANE AT JUNCTION WITH SATCHELL LANE SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from E to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 75 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190321966 09/09/2019 Time 2330 Vehicles 1 Casualties 2 Slight
 E:448012 N:110872 First Road: A 27 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) LEFT ROUNDABOUT TO TRAVEL SE ALONG A27 PROVIDENCE HILL BUT FAILS TO NEGOTIATE NEARSIDE BEND AND LEAVES ROAD TO THE NEARSIDE, MOUNTING THE PAVEMENT AND COLLIDING WITH A LAMP POST BEFORE OVERTURNING.

Occurred on A27 PROVIDENCE HILL, 25 METERS SE OF JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 28 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 29 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190329383 15/09/2019 Time 1616 Vehicles 2 Casualties 1 Slight
 E:448056 N:110984 First Road: A 3024 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY AND COLLIDES WITH THE REAR OF VEH 2 (CAR) IN SLOW MOVING TRAFFIC APPROACHING WINDHOVER RBT.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Starting
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 70 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 70 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44190340042 24/09/2019 Time 1445 Vehicles 1 Casualties 1 Serious
 E:447326 N:108723 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING W ACROSS B3397 HAMBLE LANE ATTEMPTS TO MOUNT PAVEMENT BUT LOSES CONTROL ON SPIKED DETERRANT PAVING ON THE PAVEMENT AND FALLS OFF.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH HOUND ROAD, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 9 Skidded
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 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: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190357767 07/10/2019 Time 0710 Vehicles 2 Casualties 1 Serious
 E:447636 N:109782 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
 Darkness: no street lighting 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 2	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
4th: Careless/Reckless/In a hurry	Vehicle 2	Very Likely
5th:		
6th:		

VEH2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE TURNED RIGHT AT CROSSROADS INTO CHAMERLAYNE ROAD AND COLLIDED WITH VEH1 (M/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE FILTERING PAST STATIONARY TRAFFIC.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH CHAMERLAYNE ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc 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 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 40 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

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

Vehicle Reference 2 Car Turning right
 Vehicle movement from S 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 32 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190384492 26/10/2019 Time 2004 Vehicles 3 Casualties 1 Slight
 E:447672 N:110197 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025
 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:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE TURNED RIGHT ONTO A3025 PORTSMOUTH ROAD ACROSS THE PATH OF VEH2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE. VEH2 IS SHUNTED INTO THE OFFSIDE OF VEH3 (CAR) TRAVELLING E ALONG A3025 PORSTMOUTH ROAD WAITING TO Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORSMOUTH ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
 Vehicle movement from N to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 38 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Vehicle Reference	3	Car	Waiting to turn left
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	Jct Approach		First impact Offside
Hit object in road	None		Off road: None
Did not leave carr			Age of Driver 23
			Male
Not hit and run	Breath test	Negative	
			Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190418715 20/11/2019 Time 1700 Vehicles 2 Casualties 1 Slight
 E:447647 N:110052 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE TURNED RIGHT INTO THE TALL SHIPS CHIPPY AND COLLIDED WITH VEH1 (P/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE ON THE EASTERN PAVEMENT, KNOCKING THE RIDER OFF.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH THE TALL SHIP CHIPPY, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 Cycleway or shared use footway (not part of main car 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 37 Female
 Not hit and run Breath test Not applicable
 Left hand drive: No

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190446698 10/12/2019 Time 0615 Vehicles 2 Casualties 1 Serious
 E:447672 N:110198 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE TURNS RIGHT INTO A3025 PORTSMOUTH ROAD BUT FAILS TO GIVE WAY AND COLLIDIES WITH VEH1 (M/CYCLE) TRAVELLING N ALONG B3397 HAMBLE LANE.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORTSMOUTH ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 64 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
 Vehicle movement from N to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 38 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190444882 11/12/2019 Time 1031 Vehicles 2 Casualties 1 Slight
 E:447328 N:108731 First Road: B 3397 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 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: Careless/Reckless/In a hurry	Vehicle 1	
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE ENTERS RBT ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING SW AROUND RBT AND COLLIDES.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH HOUND ROAD, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from S to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead right bend
 Vehicle movement from N to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 79 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 79 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44200037189 30/01/2020 Time 0530 Vehicles 2 Casualties 1 Serious
 E:447630 N:109943 First Road: A 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 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: Junction overshoot	Vehicle 2	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:		
4th:		
5th:		
6th:		

VEH 2 (P/CYCLE) TRAVELLING SE ALONG POUND ROAD, TURNS RIGHT ONTO B3397 HAMBLE LANE ACROSS THE PATH OF VEH 1 (VAN) TRAVELLING N ALONG B3397 HAMBLE LANE AND COLLIDES
 Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning right
 Vehicle movement from NW to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 38 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44200088105 08/03/2020 Time 1422 Vehicles 2 Casualties 1 Slight
 E:448055 N:110982 First Road: A 3024 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG A3024 BURSLEDON ROAD HAS BEEN LOOKING AT WHAT IS HAPPENING ON THE RBT AND NOT WATCHING WHAT VEH 1 (CAR) STATIONARY AT RBT WAS DOING AND COLLIDES WITH THE REAR OF VEH 1.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 55 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44200140939 19/04/2020 Time 1840 Vehicles 2 Casualties 1 Slight
 E:447743 N:110434 First Road: A 3025 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG HAMBLE LANE IN QUEING TRAFFIC OVERTAKES VEH 2 (CAR) IN FRONT AS CARRIAGEWAY SPLITS BEFORE RBT AND COLLIDES WITH OS OF VEH 2.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH LIONHEART WAY, HAMBLE, HAMPSHIRE

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

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

Casualty Reference: 1 Vehicle: 2 Age: 56 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44200200616 04/06/2020 Time 1842 Vehicles 3 Casualties 1 Slight
 E:447629 N:109945 First Road: B 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG POUND LANE, TURNS RIGHT ONTO B3397 HAMBLE LANE AS LET OUT BY VEH 2 (BUS) TRAVELLING SW ALONG B3397 HAMBLE LANE INTENDING TO TURN RIGHT INTO POUND LANE. AS VEH 1 TURNS IT COLLIDES WITH VEH 3 (M/CYCLE) TRAVELLING NW ALONG B3 Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
 Vehicle movement from NW to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 30 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Bus or coach Waiting to turn 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 Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 39 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Vehicle Reference 3 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 30 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

44200385183 04/10/2020 Time 1705 Vehicles 1 Casualties 1 Slight
 E:447917 N:111035 First Road: A 3024 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface 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: Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NE ALONG A3024 ON THE WINDHOVER ROUNDABOUT, HAS LOST CONTROL, LEFT CARRIAGEWAY TO NEARSIDE AND OVERTURNED.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 WEST END ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway Overturned
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: Road sign / ATS
 Nearside Age of Driver 25 Male
 Not hit and run Breath test Negative
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210167633 02/05/2021 Time 1326 Vehicles 2 Casualties 1 Slight
 E:447879 N:110926 First Road: A 3025 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3024
 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:	Vehicle in course of crime	Vehicle 1	Very Likely
2nd:	Illegal turn or direction of travel	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG HAMBLE LANE ON INCORRECT CARRIAGEWAY OFF RBT COLLIDES WITH VEH 2 (CAR) TRAVELLING NE ALONG HAMBLE LANE, STATIONARY AT ATS.

Occurred on WINDHOVER ROUNDABOUT, HAMBLE LANE A3025 AT JUNCTION WITH BURSLEDON ROAD A3024, BURSLEDON, 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 Leaving roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 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 Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Back seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210280748 16/07/2021 Time 1322 Vehicles 2 Casualties 1 Slight
 E:447356 N:108768 First Road: B 3397 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:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE, DRIVER HAS MEDICAL EPISODE & SHARPLY VEERS RIGHT COLLIDING WITH VEH 2 (CAR) TRAVELLING IN THE OPPOSITE DIRECTION. VEH 1 PARTIALLY LEAVES THE CARRIAGEWAY COLLIDING INTO A WOODEN FENCE OF A FIELD.

Occurred on B3397 HAMBLE LANE 26 METERS NORTH OF HOUND ROAD, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Kerb Off road: Wall or fence
 O/S Age of Driver 61 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210300589 28/07/2021 Time 1455 Vehicles 2 Casualties 1 Serious
 E:447316 N:108747 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3397
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG HOUND ROAD, SLOWED FOR ROUNDABOUT INTENDING TO TURN RIGHT, WHEN VEH 2 (CAR) TRAVELLING BEHIND FAILED TO STOP IN TIME AND COLLIDED INTO THE REAR OF VEH 1.

Occurred on HOUND ROAD AT THE JUNCTION WITH B3397 HAMBLE LANE, HAMBLE, HAMPSHIRE

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

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44210374966 18/09/2021 Time 0340 Vehicles 1 Casualties 1 Slight
 E:447753 N:110399 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3025
 Crossing: Control None Facilities: None within 50m Road surface Dry
 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:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING N TO S ON A3025 HAMBLE LANE SWERVES TO AVOID CYCLISTS AND LOSES CONTROL OF VEHICLE, COLLIDING WITH LAMPPOST

Occurred on JUNCTION OF JURD WAY AND HAMBLE LANE A 3025

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 25 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210392783 29/09/2021 Time 1620 Vehicles 2 Casualties 1 Serious
 E:447781 N:110635 First Road: A 3025 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: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING N TO S ON PAVEMENT OF HAMBLE LANE IS STRUCK BY OPENING CAR DOOR OF UNKNOWN VEH 2 (CAR) TRAVELLING N TO S AND STOPPING TO LET PASSENGER OUT
 Occurred on JUST PAST SMILEMAKERS ON HAMBLE LANE

Vehicle Reference 1 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 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 43 Female
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Female Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not known

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44210413429 14/10/2021 Time 1906 Vehicles 2 Casualties 1 Slight
 E:447638 N:109780 First Road: A 3397 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ON HAMBLE LANE TURNS RIGHT TOWARDS CHAMBERLAYNE ROAD AND COLLIDES WITH VEH 2 (CAR) TRAVELLING S ON HAMBLE LANE
 Occurred on JUNCTION OF HAMBLE LANE B3397/CHAMBERLAYNE ROAD

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

Casualty Reference: 1 Vehicle: 1 Age: 17 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210431541 27/10/2021 Time 1616 Vehicles 2 Casualties 1 Slight
 E:448004 N:111075 First Road: A 27 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024
 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 001	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ON WEST END ROAD FAILS TO SLOW AND COLLIDES WITH REAR OF VEH 2 (CAR) ALSO TRAVELLING SE AND WAITING TO ENTER RBT
 Occurred on WEST END ROAD JOINING THE A27 WINDHOVER ROUNDABOUT

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

Vehicle Reference 2 Car Starting
 Vehicle movement from N to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Back 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: 2 Age: 31 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210447259 07/11/2021 Time 1235 Vehicles 2 Casualties 1 Slight
 E:447710 N:110347 First Road: A 3025 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ALONG A3025 WAS DISTRACTED BY A VEHICLE TAILGATING THEM. VEH1 FAILED TO NOTICE VEH2 (VAN) SLOWING AHEAD AND COLLIDED WITH THE REAR OF VEH2.

Occurred on A3025 HAMBLE LANE, 62 METERS S OF JUNCTION WITH LIONHEART WAY, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

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

Front seat

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210460305 16/11/2021 Time 1253 Vehicles 3 Casualties 1 Slight
 E:447759 N:110550 First Road: A 3025 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE FAILS TO NOTICE TRAFFIC SLOWING AHEAD AND COLLIDES WITH THE REAR OF VEH2 (CAR) TRAVELLING SW IN FRONT, SHUNTING IT INTO THE REAR OF VEH3 (CAR) ALSO TRAVELLING SW.

Occurred on A3025 HAMBLE LANE, 124 METERS N OF JUNCTION WITH JURD WAY, NETLEY, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 34 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	NE	to SW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Back
Did not leave carr			Off road: None
Not hit and run	Breath test	Not requested	Age of Driver 31
			Hit vehicle: Female
			Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210472802 24/11/2021 Time 1958 Vehicles 2 Casualties 1 Slight
 E:448057 N:110982 First Road: A 3024 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING W ALONG A3025 BERT BETTS WAY FAILED TO SLOW IN TIME ON APPROACH TO THE RBT AND COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING W ALONG A3025 BERT BETTS WAY IN FRONT, STATIONARY WAITING TO ENTER THE ROUNDABOUT.

Occurred on A3025 BERT BETTS WAY AT JUNCTION WITH A27 WINDHOVER ROUNDABOUT, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 56 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

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

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210475460 26/11/2021 Time 1532 Vehicles 2 Casualties 1 Slight
 E:447351 N:108653 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG SATCHELL LANE PULLS OUT INTO HAMBLE LANE AND COLLIDES WITH VEH 2 (CAR) TRAVELLING S ON HAMBLE LANE
 Occurred on JUNCTION OF SATCHELL LANE/HAMBLE LANE

Vehicle Reference 1 Car Turning right
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 40 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44210479170 29/11/2021 Time 1426 Vehicles 2 Casualties 1 Slight
 E:447564 N:109345 First Road: B 3397 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 001	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING S ON HAMBLE LANE FAILS TO SEE VEH 2 (CAR) HAS STOPPED TO TURN R AND COLLIDES WITH REAR OF VEH 1

Occurred on B3397 HAMBLE LANE AT TURNING INTO ITCHEN FARM FRUIT SHOP

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

Vehicle Reference 2 Car Waiting to turn right
 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 Leaving main road First impact Back 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: 2 Age: 33 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Front seat

Accidents between dates **01/12/2016** and **30/11/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	43	44
2-wheeled motor vehicles	0	5	5	10
Pedal cycles	0	5	4	9
Horses & other	0	0	0	0
Total	0	11	52	63

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	32	33
Passenger	0	0	13	13
Motorcycle rider	0	5	4	9
Cyclist	0	4	4	8
Pedestrian	0	1	4	5
Other	0	0	0	0
Total	0	11	57	68

APPENDIX H. CEMEX Quarry Dispatch Data

Hamer Warren Raw Dispatch Data

Plant Name	Dispatched Time	Creation date	Day
Hamer Warren Quarry	07:32:47	03/01/2017	Tuesday
Hamer Warren Quarry	07:18:43	04/01/2017	Wednesday
Hamer Warren Quarry	09:10:40	04/01/2017	Wednesday
Hamer Warren Quarry	09:37:34	04/01/2017	Wednesday
Hamer Warren Quarry	14:59:32	04/01/2017	Wednesday
Hamer Warren Quarry	07:21:29	05/01/2017	Thursday
Hamer Warren Quarry	07:29:35	05/01/2017	Thursday
Hamer Warren Quarry	10:04:03	05/01/2017	Thursday
Hamer Warren Quarry	07:22:09	05/01/2017	Thursday
Hamer Warren Quarry	12:56:32	05/01/2017	Thursday
Hamer Warren Quarry	15:10:12	05/01/2017	Thursday
Hamer Warren Quarry	15:17:07	05/01/2017	Thursday
Hamer Warren Quarry	08:33:31	06/01/2017	Friday
Hamer Warren Quarry	11:10:45	06/01/2017	Friday
Hamer Warren Quarry	12:20:49	06/01/2017	Friday
Hamer Warren Quarry	13:18:07	06/01/2017	Friday
Hamer Warren Quarry	07:16:09	06/01/2017	Friday
Hamer Warren Quarry	07:32:17	06/01/2017	Friday
Hamer Warren Quarry	00:00:00	09/01/2017	Monday
Hamer Warren Quarry	08:21:10	09/01/2017	Monday
Hamer Warren Quarry	10:09:57	09/01/2017	Monday
Hamer Warren Quarry	10:12:27	09/01/2017	Monday
Hamer Warren Quarry	10:07:13	09/01/2017	Monday
Hamer Warren Quarry	10:27:34	09/01/2017	Monday
Hamer Warren Quarry	07:02:31	09/01/2017	Monday
Hamer Warren Quarry	10:47:45	09/01/2017	Monday
Hamer Warren Quarry	12:42:29	09/01/2017	Monday
Hamer Warren Quarry	13:53:31	09/01/2017	Monday
Hamer Warren Quarry	09:30:01	09/01/2017	Monday
Hamer Warren Quarry	08:28:20	10/01/2017	Tuesday
Hamer Warren Quarry	08:32:42	10/01/2017	Tuesday
Hamer Warren Quarry	09:02:51	10/01/2017	Tuesday
Hamer Warren Quarry	10:43:48	10/01/2017	Tuesday
Hamer Warren Quarry	07:05:58	10/01/2017	Tuesday
Hamer Warren Quarry	07:53:08	10/01/2017	Tuesday
Hamer Warren Quarry	11:46:50	10/01/2017	Tuesday
Hamer Warren Quarry	07:17:42	10/01/2017	Tuesday
Hamer Warren Quarry	08:26:50	11/01/2017	Wednesday
Hamer Warren Quarry	11:29:41	11/01/2017	Wednesday
Hamer Warren Quarry	14:21:00	11/01/2017	Wednesday
Hamer Warren Quarry	07:05:08	11/01/2017	Wednesday
Hamer Warren Quarry	15:29:44	11/01/2017	Wednesday
Hamer Warren Quarry	11:15:47	11/01/2017	Wednesday
Hamer Warren Quarry	08:34:49	12/01/2017	Thursday
Hamer Warren Quarry	08:40:46	12/01/2017	Thursday
Hamer Warren Quarry	10:29:50	12/01/2017	Thursday
Hamer Warren Quarry	10:32:25	12/01/2017	Thursday
Hamer Warren Quarry	11:42:13	12/01/2017	Thursday
Hamer Warren Quarry	12:02:46	12/01/2017	Thursday
Hamer Warren Quarry	07:21:12	12/01/2017	Thursday
Hamer Warren Quarry	07:49:44	12/01/2017	Thursday
Hamer Warren Quarry	15:39:25	12/01/2017	Thursday
Hamer Warren Quarry	16:15:07	12/01/2017	Thursday
Hamer Warren Quarry	09:35:24	13/01/2017	Friday
Hamer Warren Quarry	13:59:16	13/01/2017	Friday
Hamer Warren Quarry	07:22:39	13/01/2017	Friday
Hamer Warren Quarry	09:57:01	13/01/2017	Friday
Hamer Warren Quarry	09:39:41	16/01/2017	Monday
Hamer Warren Quarry	09:55:58	16/01/2017	Monday
Hamer Warren Quarry	12:53:39	16/01/2017	Monday
Hamer Warren Quarry	07:18:27	16/01/2017	Monday
Hamer Warren Quarry	08:59:12	17/01/2017	Tuesday
Hamer Warren Quarry	07:23:06	17/01/2017	Tuesday
Hamer Warren Quarry	13:24:28	17/01/2017	Tuesday
Hamer Warren Quarry	13:32:26	17/01/2017	Tuesday
Hamer Warren Quarry	14:07:26	17/01/2017	Tuesday
Hamer Warren Quarry	08:39:16	17/01/2017	Tuesday
Hamer Warren Quarry	14:11:42	17/01/2017	Tuesday
Hamer Warren Quarry	11:04:01	18/01/2017	Wednesday
Hamer Warren Quarry	11:26:36	18/01/2017	Wednesday
Hamer Warren Quarry	07:20:25	18/01/2017	Wednesday
Hamer Warren Quarry	14:05:11	18/01/2017	Wednesday
Hamer Warren Quarry	15:05:39	18/01/2017	Wednesday
Hamer Warren Quarry	15:10:41	18/01/2017	Wednesday
Hamer Warren Quarry	09:16:18	19/01/2017	Thursday
Hamer Warren Quarry	10:20:45	19/01/2017	Thursday
Hamer Warren Quarry	07:20:48	19/01/2017	Thursday
Hamer Warren Quarry	07:23:44	19/01/2017	Thursday
Hamer Warren Quarry	08:23:17	20/01/2017	Friday
Hamer Warren Quarry	09:07:31	20/01/2017	Friday
Hamer Warren Quarry	09:58:54	20/01/2017	Friday
Hamer Warren Quarry	07:54:06	20/01/2017	Friday
Hamer Warren Quarry	00:00:00	20/01/2017	Friday
Hamer Warren Quarry	07:07:12	20/01/2017	Friday
Hamer Warren Quarry	11:03:38	23/01/2017	Monday
Hamer Warren Quarry	07:31:12	23/01/2017	Monday
Hamer Warren Quarry	07:27:05	23/01/2017	Monday
Hamer Warren Quarry	08:31:42	24/01/2017	Tuesday
Hamer Warren Quarry	07:17:21	24/01/2017	Tuesday
Hamer Warren Quarry	13:48:21	24/01/2017	Tuesday

Hamer Warren Traffic Profile

Time	Number of Vehicles	% Traffic
06:00:00-07:00:00	35	2%
07:00:00-08:00:00	232	12%
08:00:00-09:00:00	224	12%
09:00:00-10:00:00	217	12%
10:00:00-11:00:00	212	11%
11:00:00-12:00:00	172	9%
12:00:00-13:00:00	151	8%
13:00:00-14:00:00	177	10%
14:00:00-15:00:00	195	10%
15:00:00-16:00:00	153	8%
16:00:00-17:00:00	88	5%
17:00:00-18:00:00	7	0%
18:00:00-19:00:00	0	0%
Total	1863	100%

Hamer Warren Quarry	08:42:35	24/01/2017	Tuesday
Hamer Warren Quarry	16:21:02	24/01/2017	Tuesday
Hamer Warren Quarry	07:12:35	25/01/2017	Wednesday
Hamer Warren Quarry	08:03:07	25/01/2017	Wednesday
Hamer Warren Quarry	07:04:07	25/01/2017	Wednesday
Hamer Warren Quarry	10:37:28	25/01/2017	Wednesday
Hamer Warren Quarry	12:07:28	25/01/2017	Wednesday
Hamer Warren Quarry	12:22:39	25/01/2017	Wednesday
Hamer Warren Quarry	13:34:00	25/01/2017	Wednesday
Hamer Warren Quarry	13:56:59	25/01/2017	Wednesday
Hamer Warren Quarry	14:04:32	25/01/2017	Wednesday
Hamer Warren Quarry	14:07:38	25/01/2017	Wednesday
Hamer Warren Quarry	07:17:36	25/01/2017	Wednesday
Hamer Warren Quarry	14:22:54	25/01/2017	Wednesday
Hamer Warren Quarry	14:59:40	25/01/2017	Wednesday
Hamer Warren Quarry	16:00:39	25/01/2017	Wednesday
Hamer Warren Quarry	10:22:33	25/01/2017	Wednesday
Hamer Warren Quarry	08:44:02	26/01/2017	Thursday
Hamer Warren Quarry	10:01:48	26/01/2017	Thursday
Hamer Warren Quarry	13:36:03	26/01/2017	Thursday
Hamer Warren Quarry	09:48:00	26/01/2017	Thursday
Hamer Warren Quarry	07:33:07	26/01/2017	Thursday
Hamer Warren Quarry	13:52:15	26/01/2017	Thursday
Hamer Warren Quarry	07:12:32	26/01/2017	Thursday
Hamer Warren Quarry	07:12:25	26/01/2017	Thursday
Hamer Warren Quarry	14:27:36	26/01/2017	Thursday
Hamer Warren Quarry	14:38:37	26/01/2017	Thursday
Hamer Warren Quarry	14:32:40	26/01/2017	Thursday
Hamer Warren Quarry	10:14:45	26/01/2017	Thursday
Hamer Warren Quarry	14:36:12	26/01/2017	Thursday
Hamer Warren Quarry	07:22:14	26/01/2017	Thursday
Hamer Warren Quarry	07:54:07	27/01/2017	Friday
Hamer Warren Quarry	10:13:31	27/01/2017	Friday
Hamer Warren Quarry	11:44:15	27/01/2017	Friday
Hamer Warren Quarry	11:51:35	27/01/2017	Friday
Hamer Warren Quarry	00:00:00	27/01/2017	Friday
Hamer Warren Quarry	13:12:45	27/01/2017	Friday
Hamer Warren Quarry	14:11:47	27/01/2017	Friday
Hamer Warren Quarry	11:11:47	27/01/2017	Friday
Hamer Warren Quarry	10:42:49	27/01/2017	Friday
Hamer Warren Quarry	08:49:21	30/01/2017	Monday
Hamer Warren Quarry	09:54:23	30/01/2017	Monday
Hamer Warren Quarry	10:20:31	30/01/2017	Monday
Hamer Warren Quarry	10:17:26	30/01/2017	Monday
Hamer Warren Quarry	07:19:23	30/01/2017	Monday
Hamer Warren Quarry	11:04:46	30/01/2017	Monday
Hamer Warren Quarry	11:24:35	30/01/2017	Monday
Hamer Warren Quarry	12:15:56	30/01/2017	Monday
Hamer Warren Quarry	13:12:09	30/01/2017	Monday
Hamer Warren Quarry	13:52:41	30/01/2017	Monday
Hamer Warren Quarry	13:56:46	30/01/2017	Monday
Hamer Warren Quarry	14:21:01	30/01/2017	Monday
Hamer Warren Quarry	07:44:53	31/01/2017	Tuesday
Hamer Warren Quarry	08:50:18	31/01/2017	Tuesday
Hamer Warren Quarry	09:48:56	31/01/2017	Tuesday
Hamer Warren Quarry	11:14:21	31/01/2017	Tuesday
Hamer Warren Quarry	07:16:03	31/01/2017	Tuesday
Hamer Warren Quarry	07:22:18	31/01/2017	Tuesday
Hamer Warren Quarry	00:00:00	31/01/2017	Tuesday
Hamer Warren Quarry	09:25:16	01/02/2017	Wednesday
Hamer Warren Quarry	11:24:40	01/02/2017	Wednesday
Hamer Warren Quarry	12:20:52	01/02/2017	Wednesday
Hamer Warren Quarry	07:05:30	01/02/2017	Wednesday
Hamer Warren Quarry	14:32:24	01/02/2017	Wednesday
Hamer Warren Quarry	14:35:24	01/02/2017	Wednesday
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Hamer Warren Quarry	09:09:06	01/02/2017	Wednesday
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Hamer Warren Quarry	13:12:55	01/02/2017	Wednesday
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Hamer Warren Quarry	08:19:23	02/02/2017	Thursday
Hamer Warren Quarry	08:57:54	02/02/2017	Thursday
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Hamer Warren Quarry	11:36:55	02/02/2017	Thursday
Hamer Warren Quarry	13:50:23	02/02/2017	Thursday
Hamer Warren Quarry	07:08:55	02/02/2017	Thursday
Hamer Warren Quarry	11:33:57	02/02/2017	Thursday
Hamer Warren Quarry	14:58:38	02/02/2017	Thursday
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Hamer Warren Quarry	12:50:33	03/02/2017	Friday
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Hamer Warren Quarry	14:03:21	03/02/2017	Friday
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Hamer Warren Quarry	14:24:53	03/02/2017	Friday
Hamer Warren Quarry	11:09:43	06/02/2017	Monday
Hamer Warren Quarry	10:29:14	06/02/2017	Monday
Hamer Warren Quarry	09:14:42	06/02/2017	Monday
Hamer Warren Quarry	13:06:31	06/02/2017	Monday
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Hamer Warren Quarry	07:11:13	06/02/2017	Monday
Hamer Warren Quarry	14:46:04	06/02/2017	Monday
Hamer Warren Quarry	07:06:07	06/02/2017	Monday
Hamer Warren Quarry	16:00:30	06/02/2017	Monday
Hamer Warren Quarry	16:14:40	06/02/2017	Monday
Hamer Warren Quarry	12:51:45	06/02/2017	Monday
Hamer Warren Quarry	07:51:27	07/02/2017	Tuesday
Hamer Warren Quarry	08:52:32	07/02/2017	Tuesday
Hamer Warren Quarry	08:58:12	07/02/2017	Tuesday
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Hamer Warren Quarry	09:11:49	07/02/2017	Tuesday
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Hamer Warren Quarry	11:53:27	13/02/2017	Monday
Hamer Warren Quarry	07:10:09	13/02/2017	Monday
Hamer Warren Quarry	13:21:08	13/02/2017	Monday
Hamer Warren Quarry	07:10:58	13/02/2017	Monday
Hamer Warren Quarry	07:23:30	13/02/2017	Monday
Hamer Warren Quarry	14:58:52	13/02/2017	Monday

Hamer Warren Quarry	15:24:40	13/02/2017	Monday
Hamer Warren Quarry	15:28:17	13/02/2017	Monday
Hamer Warren Quarry	15:52:45	13/02/2017	Monday
Hamer Warren Quarry	08:25:30	14/02/2017	Tuesday
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Hamer Warren Quarry	15:26:53	14/02/2017	Tuesday
Hamer Warren Quarry	09:07:22	14/02/2017	Tuesday
Hamer Warren Quarry	09:02:20	14/02/2017	Tuesday
Hamer Warren Quarry	11:59:19	14/02/2017	Tuesday
Hamer Warren Quarry	12:33:20	14/02/2017	Tuesday
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Hamer Warren Quarry	09:53:12	15/02/2017	Wednesday
Hamer Warren Quarry	12:37:42	15/02/2017	Wednesday
Hamer Warren Quarry	12:49:33	15/02/2017	Wednesday
Hamer Warren Quarry	09:21:46	15/02/2017	Wednesday
Hamer Warren Quarry	08:07:35	15/02/2017	Wednesday
Hamer Warren Quarry	13:41:06	15/02/2017	Wednesday
Hamer Warren Quarry	14:06:13	15/02/2017	Wednesday
Hamer Warren Quarry	08:29:14	15/02/2017	Wednesday
Hamer Warren Quarry	07:19:30	15/02/2017	Wednesday
Hamer Warren Quarry	14:37:41	15/02/2017	Wednesday
Hamer Warren Quarry	14:51:44	15/02/2017	Wednesday
Hamer Warren Quarry	08:07:48	16/02/2017	Thursday
Hamer Warren Quarry	00:00:00	16/02/2017	Thursday
Hamer Warren Quarry	10:27:43	16/02/2017	Thursday
Hamer Warren Quarry	15:29:57	16/02/2017	Thursday
Hamer Warren Quarry	10:43:51	16/02/2017	Thursday
Hamer Warren Quarry	11:10:07	16/02/2017	Thursday
Hamer Warren Quarry	09:28:04	16/02/2017	Thursday
Hamer Warren Quarry	08:39:34	16/02/2017	Thursday
Hamer Warren Quarry	07:27:26	16/02/2017	Thursday
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Hamer Warren Quarry	08:24:23	17/02/2017	Friday
Hamer Warren Quarry	08:51:47	17/02/2017	Friday
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Hamer Warren Quarry	11:17:12	17/02/2017	Friday
Hamer Warren Quarry	11:18:58	17/02/2017	Friday
Hamer Warren Quarry	14:03:29	17/02/2017	Friday
Hamer Warren Quarry	12:14:50	17/02/2017	Friday
Hamer Warren Quarry	12:18:43	17/02/2017	Friday
Hamer Warren Quarry	13:11:49	17/02/2017	Friday
Hamer Warren Quarry	13:34:41	17/02/2017	Friday
Hamer Warren Quarry	13:45:50	17/02/2017	Friday
Hamer Warren Quarry	07:17:10	17/02/2017	Friday
Hamer Warren Quarry	15:56:37	17/02/2017	Friday
Hamer Warren Quarry	15:59:30	17/02/2017	Friday
Hamer Warren Quarry	17:00:19	17/02/2017	Friday
Hamer Warren Quarry	08:18:19	20/02/2017	Monday
Hamer Warren Quarry	08:53:39	20/02/2017	Monday
Hamer Warren Quarry	10:19:07	20/02/2017	Monday
Hamer Warren Quarry	10:54:23	20/02/2017	Monday
Hamer Warren Quarry	11:01:37	20/02/2017	Monday
Hamer Warren Quarry	11:10:15	20/02/2017	Monday
Hamer Warren Quarry	11:19:49	20/02/2017	Monday
Hamer Warren Quarry	11:44:23	20/02/2017	Monday
Hamer Warren Quarry	12:48:50	20/02/2017	Monday
Hamer Warren Quarry	14:31:12	20/02/2017	Monday
Hamer Warren Quarry	07:11:54	20/02/2017	Monday
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Hamer Warren Quarry	10:37:27	20/02/2017	Monday
Hamer Warren Quarry	15:19:55	20/02/2017	Monday
Hamer Warren Quarry	15:40:08	20/02/2017	Monday
Hamer Warren Quarry	16:18:16	20/02/2017	Monday
Hamer Warren Quarry	07:33:10	21/02/2017	Tuesday
Hamer Warren Quarry	08:41:16	21/02/2017	Tuesday
Hamer Warren Quarry	09:19:03	21/02/2017	Tuesday
Hamer Warren Quarry	11:24:54	21/02/2017	Tuesday
Hamer Warren Quarry	13:21:47	21/02/2017	Tuesday
Hamer Warren Quarry	11:47:17	21/02/2017	Tuesday
Hamer Warren Quarry	13:19:57	21/02/2017	Tuesday
Hamer Warren Quarry	13:35:36	21/02/2017	Tuesday
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Hamer Warren Quarry	14:22:19	21/02/2017	Tuesday
Hamer Warren Quarry	14:32:33	21/02/2017	Tuesday
Hamer Warren Quarry	09:06:54	21/02/2017	Tuesday
Hamer Warren Quarry	14:52:14	21/02/2017	Tuesday

Hamer Warren Quarry	14:55:49	21/02/2017	Tuesday
Hamer Warren Quarry	15:09:22	21/02/2017	Tuesday
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Hamer Warren Quarry	07:00:52	22/02/2017	Wednesday
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Hamer Warren Quarry	10:05:24	22/02/2017	Wednesday
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Hamer Warren Quarry	07:55:32	24/02/2017	Friday
Hamer Warren Quarry	12:57:28	24/02/2017	Friday
Hamer Warren Quarry	08:09:35	24/02/2017	Friday
Hamer Warren Quarry	08:06:37	24/02/2017	Friday
Hamer Warren Quarry	08:24:50	24/02/2017	Friday
Hamer Warren Quarry	09:04:05	24/02/2017	Friday
Hamer Warren Quarry	09:34:09	24/02/2017	Friday
Hamer Warren Quarry	07:13:32	24/02/2017	Friday
Hamer Warren Quarry	00:00:00	24/02/2017	Friday
Hamer Warren Quarry	12:11:48	24/02/2017	Friday
Hamer Warren Quarry	12:34:43	24/02/2017	Friday
Hamer Warren Quarry	14:30:31	24/02/2017	Friday
Hamer Warren Quarry	14:48:23	24/02/2017	Friday
Hamer Warren Quarry	08:58:22	24/02/2017	Friday
Hamer Warren Quarry	10:56:27	24/02/2017	Friday
Hamer Warren Quarry	15:13:18	24/02/2017	Friday
Hamer Warren Quarry	10:18:55	24/02/2017	Friday
Hamer Warren Quarry	08:30:42	27/02/2017	Monday
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Hamer Warren Quarry	12:54:45	12/05/2017	Friday
Hamer Warren Quarry	13:11:02	12/05/2017	Friday
Hamer Warren Quarry	13:36:08	12/05/2017	Friday
Hamer Warren Quarry	13:55:17	12/05/2017	Friday
Hamer Warren Quarry	14:10:29	12/05/2017	Friday
Hamer Warren Quarry	14:01:21	12/05/2017	Friday
Hamer Warren Quarry	14:38:02	12/05/2017	Friday
Hamer Warren Quarry	14:43:20	12/05/2017	Friday
Hamer Warren Quarry	14:13:42	12/05/2017	Friday
Hamer Warren Quarry	15:06:34	12/05/2017	Friday
Hamer Warren Quarry	14:45:52	12/05/2017	Friday
Hamer Warren Quarry	13:23:27	12/05/2017	Friday
Hamer Warren Quarry	07:20:14	12/05/2017	Friday
Hamer Warren Quarry	15:42:15	12/05/2017	Friday
Hamer Warren Quarry	14:31:27	12/05/2017	Friday
Hamer Warren Quarry	07:33:35	15/05/2017	Monday
Hamer Warren Quarry	07:53:42	15/05/2017	Monday
Hamer Warren Quarry	08:28:33	15/05/2017	Monday
Hamer Warren Quarry	08:55:47	15/05/2017	Monday
Hamer Warren Quarry	09:04:39	15/05/2017	Monday
Hamer Warren Quarry	10:20:41	15/05/2017	Monday
Hamer Warren Quarry	13:09:37	15/05/2017	Monday
Hamer Warren Quarry	10:43:48	15/05/2017	Monday
Hamer Warren Quarry	10:29:28	15/05/2017	Monday
Hamer Warren Quarry	10:45:35	15/05/2017	Monday
Hamer Warren Quarry	10:48:38	15/05/2017	Monday
Hamer Warren Quarry	10:53:31	15/05/2017	Monday
Hamer Warren Quarry	10:56:25	15/05/2017	Monday

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Hamer Warren Quarry	11:04:37	15/05/2017	Monday
Hamer Warren Quarry	11:42:38	15/05/2017	Monday
Hamer Warren Quarry	11:58:14	15/05/2017	Monday
Hamer Warren Quarry	12:00:55	15/05/2017	Monday
Hamer Warren Quarry	00:00:00	15/05/2017	Monday
Hamer Warren Quarry	05:34:01	15/05/2017	Monday
Hamer Warren Quarry	12:49:46	15/05/2017	Monday
Hamer Warren Quarry	13:32:46	15/05/2017	Monday
Hamer Warren Quarry	13:56:24	15/05/2017	Monday
Hamer Warren Quarry	13:39:02	15/05/2017	Monday
Hamer Warren Quarry	14:02:57	15/05/2017	Monday
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Hamer Warren Quarry	14:20:26	15/05/2017	Monday
Hamer Warren Quarry	14:11:41	15/05/2017	Monday
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Hamer Warren Quarry	08:56:59	16/05/2017	Tuesday
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Hamer Warren Quarry	15:19:16	22/05/2017 Monday
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Hamer Warren Quarry	11:42:19	23/05/2017 Tuesday
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Hamer Warren Quarry	09:38:28	25/05/2017	Thursday
Hamer Warren Quarry	09:45:22	25/05/2017	Thursday
Hamer Warren Quarry	09:58:42	25/05/2017	Thursday
Hamer Warren Quarry	10:49:13	25/05/2017	Thursday
Hamer Warren Quarry	10:55:28	25/05/2017	Thursday
Hamer Warren Quarry	11:13:37	25/05/2017	Thursday
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Hamer Warren Quarry	07:59:05	26/05/2017	Friday
Hamer Warren Quarry	08:44:43	26/05/2017	Friday
Hamer Warren Quarry	08:02:02	26/05/2017	Friday
Hamer Warren Quarry	08:20:52	26/05/2017	Friday
Hamer Warren Quarry	08:25:32	26/05/2017	Friday
Hamer Warren Quarry	08:45:19	26/05/2017	Friday
Hamer Warren Quarry	08:57:41	26/05/2017	Friday
Hamer Warren Quarry	09:00:35	26/05/2017	Friday
Hamer Warren Quarry	09:04:16	26/05/2017	Friday
Hamer Warren Quarry	10:04:37	26/05/2017	Friday
Hamer Warren Quarry	10:43:25	26/05/2017	Friday
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Hamer Warren Quarry	12:49:19	26/05/2017	Friday
Hamer Warren Quarry	13:52:07	26/05/2017	Friday
Hamer Warren Quarry	13:59:32	26/05/2017	Friday
Hamer Warren Quarry	14:06:34	26/05/2017	Friday
Hamer Warren Quarry	14:12:57	26/05/2017	Friday
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Hamer Warren Quarry	07:36:23	26/05/2017	Friday
Hamer Warren Quarry	08:21:05	30/05/2017	Tuesday
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Hamer Warren Quarry	15:01:39	31/05/2017 Wednesday
Hamer Warren Quarry	16:28:07	31/05/2017 Wednesday

Bramshill Quarry Dispatch Data

Plant Name	Dispatched Time	Dispatched Date	Day
Bramshill Quarry	12:00:02	03/01/2017	Tuesday
Bramshill Quarry	10:36:17	04/01/2017	Wednesday
Bramshill Quarry	11:51:17	04/01/2017	Wednesday
Bramshill Quarry	12:36:58	04/01/2017	Wednesday
Bramshill Quarry	13:44:12	04/01/2017	Wednesday
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Bramshill Quarry	14:36:41	09/01/2017	Monday
Bramshill Quarry	07:08:24	09/01/2017	Monday
Bramshill Quarry	07:14:30	09/01/2017	Monday
Bramshill Quarry	09:04:07	09/01/2017	Monday
Bramshill Quarry	13:09:32	09/01/2017	Monday
Bramshill Quarry	08:15:22	09/01/2017	Monday
Bramshill Quarry	07:17:21	09/01/2017	Monday
Bramshill Quarry	13:07:14	09/01/2017	Monday
Bramshill Quarry	12:22:28	09/01/2017	Monday
Bramshill Quarry	07:13:41	10/01/2017	Tuesday
Bramshill Quarry	07:38:56	10/01/2017	Tuesday
Bramshill Quarry	08:14:55	10/01/2017	Tuesday
Bramshill Quarry	09:28:34	10/01/2017	Tuesday
Bramshill Quarry	09:37:35	10/01/2017	Tuesday
Bramshill Quarry	16:21:59	10/01/2017	Tuesday
Bramshill Quarry	11:41:49	10/01/2017	Tuesday
Bramshill Quarry	11:52:11	10/01/2017	Tuesday
Bramshill Quarry	15:02:33	10/01/2017	Tuesday
Bramshill Quarry	09:22:49	10/01/2017	Tuesday
Bramshill Quarry	07:05:49	10/01/2017	Tuesday
Bramshill Quarry	09:48:35	10/01/2017	Tuesday
Bramshill Quarry	07:01:14	10/01/2017	Tuesday
Bramshill Quarry	08:26:52	10/01/2017	Tuesday
Bramshill Quarry	09:21:24	10/01/2017	Tuesday
Bramshill Quarry	10:37:23	11/01/2017	Wednesday
Bramshill Quarry	11:19:52	11/01/2017	Wednesday
Bramshill Quarry	11:24:23	11/01/2017	Wednesday
Bramshill Quarry	12:10:40	11/01/2017	Wednesday
Bramshill Quarry	16:08:25	11/01/2017	Wednesday
Bramshill Quarry	09:55:07	11/01/2017	Wednesday
Bramshill Quarry	07:16:15	11/01/2017	Wednesday
Bramshill Quarry	08:05:29	11/01/2017	Wednesday
Bramshill Quarry	10:41:19	11/01/2017	Wednesday
Bramshill Quarry	08:15:19	12/01/2017	Thursday
Bramshill Quarry	09:17:10	12/01/2017	Thursday
Bramshill Quarry	09:47:54	12/01/2017	Thursday
Bramshill Quarry	16:03:53	12/01/2017	Thursday
Bramshill Quarry	11:00:24	12/01/2017	Thursday
Bramshill Quarry	12:50:33	12/01/2017	Thursday
Bramshill Quarry	12:59:34	12/01/2017	Thursday
Bramshill Quarry	08:27:52	12/01/2017	Thursday
Bramshill Quarry	08:46:57	12/01/2017	Thursday
Bramshill Quarry	11:13:13	12/01/2017	Thursday
Bramshill Quarry	07:37:36	13/01/2017	Friday
Bramshill Quarry	07:44:00	13/01/2017	Friday
Bramshill Quarry	07:48:50	13/01/2017	Friday
Bramshill Quarry	07:50:42	13/01/2017	Friday
Bramshill Quarry	09:47:19	13/01/2017	Friday
Bramshill Quarry	10:03:37	13/01/2017	Friday
Bramshill Quarry	10:09:15	13/01/2017	Friday
Bramshill Quarry	10:51:39	13/01/2017	Friday
Bramshill Quarry	14:54:20	13/01/2017	Friday
Bramshill Quarry	07:39:21	13/01/2017	Friday
Bramshill Quarry	12:44:05	13/01/2017	Friday
Bramshill Quarry	09:12:46	13/01/2017	Friday
Bramshill Quarry	14:03:30	13/01/2017	Friday
Bramshill Quarry	16:03:52	16/01/2017	Monday
Bramshill Quarry	07:43:03	16/01/2017	Monday

Bramshill Quarry Traffic Profile

Time	Number of Vehicles	% Traffic
06:00:00-07:00:00	4	0%
07:00:00-08:00:00	208	12%
08:00:00-09:00:00	217	12%
09:00:00-10:00:00	295	17%
10:00:00-11:00:00	235	13%
11:00:00-12:00:00	185	11%
12:00:00-13:00:00	113	6%
13:00:00-14:00:00	143	8%
14:00:00-15:00:00	168	10%
15:00:00-16:00:00	114	7%
16:00:00-17:00:00	58	3%
17:00:00-18:00:00	0	0%
18:00:00-19:00:00	2	0%
Total	1742	100%

Bramshill Quarry	09:10:34	16/01/2017	Monday
Bramshill Quarry	09:14:04	16/01/2017	Monday
Bramshill Quarry	09:30:48	16/01/2017	Monday
Bramshill Quarry	10:53:04	16/01/2017	Monday
Bramshill Quarry	13:31:02	16/01/2017	Monday
Bramshill Quarry	12:25:50	16/01/2017	Monday
Bramshill Quarry	07:09:18	16/01/2017	Monday
Bramshill Quarry	13:14:25	16/01/2017	Monday
Bramshill Quarry	11:20:38	16/01/2017	Monday
Bramshill Quarry	10:13:14	16/01/2017	Monday
Bramshill Quarry	09:34:58	16/01/2017	Monday
Bramshill Quarry	13:26:51	16/01/2017	Monday
Bramshill Quarry	14:09:44	16/01/2017	Monday
Bramshill Quarry	07:05:03	16/01/2017	Monday
Bramshill Quarry	09:45:20	17/01/2017	Tuesday
Bramshill Quarry	14:12:23	17/01/2017	Tuesday
Bramshill Quarry	07:31:36	17/01/2017	Tuesday
Bramshill Quarry	16:13:44	17/01/2017	Tuesday
Bramshill Quarry	09:04:17	17/01/2017	Tuesday
Bramshill Quarry	09:09:13	17/01/2017	Tuesday
Bramshill Quarry	09:51:55	17/01/2017	Tuesday
Bramshill Quarry	10:27:07	17/01/2017	Tuesday
Bramshill Quarry	11:34:50	17/01/2017	Tuesday
Bramshill Quarry	12:07:25	17/01/2017	Tuesday
Bramshill Quarry	16:01:25	17/01/2017	Tuesday
Bramshill Quarry	10:41:35	17/01/2017	Tuesday
Bramshill Quarry	13:58:49	17/01/2017	Tuesday
Bramshill Quarry	14:33:24	17/01/2017	Tuesday
Bramshill Quarry	12:50:42	17/01/2017	Tuesday
Bramshill Quarry	15:15:27	17/01/2017	Tuesday
Bramshill Quarry	14:25:19	17/01/2017	Tuesday
Bramshill Quarry	14:20:52	17/01/2017	Tuesday
Bramshill Quarry	08:13:13	17/01/2017	Tuesday
Bramshill Quarry	10:25:00	17/01/2017	Tuesday
Bramshill Quarry	08:39:31	17/01/2017	Tuesday
Bramshill Quarry	11:06:48	17/01/2017	Tuesday
Bramshill Quarry	10:38:14	18/01/2017	Wednesday
Bramshill Quarry	11:52:10	18/01/2017	Wednesday
Bramshill Quarry	13:11:00	18/01/2017	Wednesday
Bramshill Quarry	13:58:26	18/01/2017	Wednesday
Bramshill Quarry	07:27:00	18/01/2017	Wednesday
Bramshill Quarry	08:29:01	18/01/2017	Wednesday
Bramshill Quarry	08:17:13	18/01/2017	Wednesday
Bramshill Quarry	09:29:07	18/01/2017	Wednesday
Bramshill Quarry	07:57:48	18/01/2017	Wednesday
Bramshill Quarry	10:00:19	19/01/2017	Thursday
Bramshill Quarry	10:34:29	19/01/2017	Thursday
Bramshill Quarry	10:51:18	19/01/2017	Thursday
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Bramshill Quarry	16:14:54	19/01/2017	Thursday
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Bramshill Quarry	07:57:56	19/01/2017	Thursday
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Bramshill Quarry	10:50:10	20/01/2017	Friday
Bramshill Quarry	14:33:24	20/01/2017	Friday
Bramshill Quarry	09:25:38	20/01/2017	Friday
Bramshill Quarry	07:10:50	20/01/2017	Friday
Bramshill Quarry	12:04:35	20/01/2017	Friday
Bramshill Quarry	07:34:25	23/01/2017	Monday
Bramshill Quarry	10:28:20	23/01/2017	Monday
Bramshill Quarry	10:53:54	23/01/2017	Monday
Bramshill Quarry	11:14:09	23/01/2017	Monday
Bramshill Quarry	16:02:48	23/01/2017	Monday
Bramshill Quarry	12:22:47	23/01/2017	Monday
Bramshill Quarry	15:14:39	23/01/2017	Monday
Bramshill Quarry	07:13:41	23/01/2017	Monday
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Bramshill Quarry	09:30:36	23/01/2017	Monday
Bramshill Quarry	09:43:16	23/01/2017	Monday
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Bramshill Quarry	07:37:40	24/01/2017	Tuesday
Bramshill Quarry	07:52:47	24/01/2017	Tuesday
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Bramshill Quarry	15:58:28	24/01/2017	Tuesday
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Bramshill Quarry	14:55:43	24/01/2017	Tuesday
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Bramshill Quarry	10:06:30	24/01/2017	Tuesday
Bramshill Quarry	09:42:22	24/01/2017	Tuesday
Bramshill Quarry	09:25:05	24/01/2017	Tuesday
Bramshill Quarry	07:16:17	24/01/2017	Tuesday
Bramshill Quarry	07:19:45	24/01/2017	Tuesday
Bramshill Quarry	09:15:05	25/01/2017	Wednesday

Bramshill Quarry	12:01:54	25/01/2017	Wednesday
Bramshill Quarry	14:19:35	25/01/2017	Wednesday
Bramshill Quarry	10:17:13	25/01/2017	Wednesday
Bramshill Quarry	09:33:30	25/01/2017	Wednesday
Bramshill Quarry	15:48:58	25/01/2017	Wednesday
Bramshill Quarry	07:04:42	25/01/2017	Wednesday
Bramshill Quarry	07:24:51	26/01/2017	Thursday
Bramshill Quarry	09:43:33	26/01/2017	Thursday
Bramshill Quarry	16:07:17	26/01/2017	Thursday
Bramshill Quarry	11:35:12	26/01/2017	Thursday
Bramshill Quarry	12:42:49	26/01/2017	Thursday
Bramshill Quarry	14:36:20	26/01/2017	Thursday
Bramshill Quarry	10:11:07	26/01/2017	Thursday
Bramshill Quarry	11:25:38	26/01/2017	Thursday
Bramshill Quarry	10:00:04	26/01/2017	Thursday
Bramshill Quarry	11:07:34	26/01/2017	Thursday
Bramshill Quarry	09:27:37	26/01/2017	Thursday
Bramshill Quarry	08:45:35	26/01/2017	Thursday
Bramshill Quarry	09:08:12	27/01/2017	Friday
Bramshill Quarry	09:20:07	27/01/2017	Friday
Bramshill Quarry	11:02:43	27/01/2017	Friday
Bramshill Quarry	11:26:05	27/01/2017	Friday
Bramshill Quarry	12:07:18	27/01/2017	Friday
Bramshill Quarry	13:51:05	27/01/2017	Friday
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Bramshill Quarry	12:26:30	27/01/2017	Friday
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Bramshill Quarry	14:49:10	27/01/2017	Friday
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Bramshill Quarry	09:16:21	27/01/2017	Friday
Bramshill Quarry	09:31:55	27/01/2017	Friday
Bramshill Quarry	08:37:02	28/01/2017	Saturday
Bramshill Quarry	09:52:41	28/01/2017	Saturday
Bramshill Quarry	10:05:25	28/01/2017	Saturday
Bramshill Quarry	09:07:03	28/01/2017	Saturday
Bramshill Quarry	07:49:40	28/01/2017	Saturday
Bramshill Quarry	15:38:59	30/01/2017	Monday
Bramshill Quarry	08:44:53	30/01/2017	Monday
Bramshill Quarry	10:22:28	30/01/2017	Monday
Bramshill Quarry	11:23:04	30/01/2017	Monday
Bramshill Quarry	15:09:52	30/01/2017	Monday
Bramshill Quarry	14:32:24	30/01/2017	Monday
Bramshill Quarry	15:05:04	30/01/2017	Monday
Bramshill Quarry	15:25:23	30/01/2017	Monday
Bramshill Quarry	09:46:19	30/01/2017	Monday
Bramshill Quarry	07:12:29	30/01/2017	Monday
Bramshill Quarry	09:57:52	30/01/2017	Monday
Bramshill Quarry	07:06:35	30/01/2017	Monday
Bramshill Quarry	08:35:31	30/01/2017	Monday
Bramshill Quarry	09:07:19	30/01/2017	Monday
Bramshill Quarry	09:44:13	30/01/2017	Monday
Bramshill Quarry	10:27:14	30/01/2017	Monday
Bramshill Quarry	14:09:58	30/01/2017	Monday
Bramshill Quarry	15:45:46	31/01/2017	Tuesday
Bramshill Quarry	08:55:17	31/01/2017	Tuesday
Bramshill Quarry	09:21:38	31/01/2017	Tuesday
Bramshill Quarry	09:24:52	31/01/2017	Tuesday
Bramshill Quarry	14:33:46	31/01/2017	Tuesday
Bramshill Quarry	13:51:14	31/01/2017	Tuesday
Bramshill Quarry	08:36:38	31/01/2017	Tuesday
Bramshill Quarry	10:00:51	31/01/2017	Tuesday
Bramshill Quarry	09:19:35	31/01/2017	Tuesday
Bramshill Quarry	09:35:10	31/01/2017	Tuesday
Bramshill Quarry	07:16:30	01/02/2017	Wednesday
Bramshill Quarry	08:32:55	01/02/2017	Wednesday
Bramshill Quarry	08:57:31	01/02/2017	Wednesday
Bramshill Quarry	10:02:26	01/02/2017	Wednesday
Bramshill Quarry	15:55:33	01/02/2017	Wednesday
Bramshill Quarry	10:30:40	01/02/2017	Wednesday
Bramshill Quarry	11:11:18	01/02/2017	Wednesday
Bramshill Quarry	12:12:14	01/02/2017	Wednesday
Bramshill Quarry	12:14:57	01/02/2017	Wednesday
Bramshill Quarry	16:17:05	01/02/2017	Wednesday
Bramshill Quarry	10:13:41	01/02/2017	Wednesday
Bramshill Quarry	08:31:13	01/02/2017	Wednesday
Bramshill Quarry	09:45:48	01/02/2017	Wednesday
Bramshill Quarry	10:59:34	01/02/2017	Wednesday
Bramshill Quarry	15:58:06	02/02/2017	Thursday
Bramshill Quarry	08:28:20	02/02/2017	Thursday
Bramshill Quarry	16:01:45	02/02/2017	Thursday
Bramshill Quarry	10:29:23	02/02/2017	Thursday
Bramshill Quarry	12:04:32	02/02/2017	Thursday
Bramshill Quarry	13:58:46	02/02/2017	Thursday
Bramshill Quarry	14:44:28	02/02/2017	Thursday
Bramshill Quarry	15:18:38	02/02/2017	Thursday
Bramshill Quarry	15:48:08	02/02/2017	Thursday
Bramshill Quarry	12:34:59	02/02/2017	Thursday
Bramshill Quarry	08:12:46	02/02/2017	Thursday
Bramshill Quarry	09:21:32	03/02/2017	Friday
Bramshill Quarry	09:35:57	03/02/2017	Friday
Bramshill Quarry	10:21:03	03/02/2017	Friday
Bramshill Quarry	10:51:14	03/02/2017	Friday
Bramshill Quarry	07:02:26	03/02/2017	Friday
Bramshill Quarry	10:03:08	03/02/2017	Friday
Bramshill Quarry	09:42:50	03/02/2017	Friday
Bramshill Quarry	10:17:47	03/02/2017	Friday
Bramshill Quarry	09:00:05	03/02/2017	Friday
Bramshill Quarry	10:00:22	03/02/2017	Friday
Bramshill Quarry	11:37:23	06/02/2017	Monday
Bramshill Quarry	16:08:15	06/02/2017	Monday

Bramshill Quarry	14:30:34	06/02/2017	Monday
Bramshill Quarry	16:10:37	06/02/2017	Monday
Bramshill Quarry	15:17:28	06/02/2017	Monday
Bramshill Quarry	15:58:43	06/02/2017	Monday
Bramshill Quarry	15:12:50	06/02/2017	Monday
Bramshill Quarry	07:09:23	06/02/2017	Monday
Bramshill Quarry	14:10:18	06/02/2017	Monday
Bramshill Quarry	09:45:23	06/02/2017	Monday
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Bramshill Quarry	11:07:27	06/02/2017	Monday
Bramshill Quarry	07:23:10	07/02/2017	Tuesday
Bramshill Quarry	07:20:46	07/02/2017	Tuesday
Bramshill Quarry	08:31:55	07/02/2017	Tuesday
Bramshill Quarry	08:56:01	07/02/2017	Tuesday
Bramshill Quarry	09:37:56	07/02/2017	Tuesday
Bramshill Quarry	10:06:10	07/02/2017	Tuesday
Bramshill Quarry	10:50:26	07/02/2017	Tuesday
Bramshill Quarry	11:39:00	07/02/2017	Tuesday
Bramshill Quarry	11:44:49	07/02/2017	Tuesday
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Bramshill Quarry	10:18:09	07/02/2017	Tuesday
Bramshill Quarry	08:51:05	07/02/2017	Tuesday
Bramshill Quarry	15:18:01	07/02/2017	Tuesday
Bramshill Quarry	07:24:42	08/02/2017	Wednesday
Bramshill Quarry	07:48:14	08/02/2017	Wednesday
Bramshill Quarry	15:35:40	08/02/2017	Wednesday
Bramshill Quarry	10:12:40	08/02/2017	Wednesday
Bramshill Quarry	10:51:39	08/02/2017	Wednesday
Bramshill Quarry	11:54:22	08/02/2017	Wednesday
Bramshill Quarry	14:34:20	08/02/2017	Wednesday
Bramshill Quarry	15:41:19	08/02/2017	Wednesday
Bramshill Quarry	07:38:14	08/02/2017	Wednesday
Bramshill Quarry	13:42:00	08/02/2017	Wednesday
Bramshill Quarry	09:56:22	08/02/2017	Wednesday
Bramshill Quarry	09:17:50	08/02/2017	Wednesday
Bramshill Quarry	08:01:16	09/02/2017	Thursday
Bramshill Quarry	08:20:47	09/02/2017	Thursday
Bramshill Quarry	08:46:54	09/02/2017	Thursday
Bramshill Quarry	09:01:43	09/02/2017	Thursday
Bramshill Quarry	07:05:39	09/02/2017	Thursday
Bramshill Quarry	08:11:10	09/02/2017	Thursday
Bramshill Quarry	07:28:52	10/02/2017	Friday
Bramshill Quarry	07:42:04	10/02/2017	Friday
Bramshill Quarry	07:49:23	10/02/2017	Friday
Bramshill Quarry	07:46:39	10/02/2017	Friday
Bramshill Quarry	07:57:11	10/02/2017	Friday
Bramshill Quarry	08:04:02	10/02/2017	Friday
Bramshill Quarry	08:11:21	10/02/2017	Friday
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Bramshill Quarry	08:20:59	10/02/2017	Friday
Bramshill Quarry	09:37:47	10/02/2017	Friday
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Bramshill Quarry	13:40:39	10/02/2017	Friday
Bramshill Quarry	14:38:04	10/02/2017	Friday
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Bramshill Quarry	08:43:26	13/02/2017	Monday
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Bramshill Quarry	15:56:38	13/02/2017	Monday
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Bramshill Quarry	09:31:47	13/02/2017	Monday
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Bramshill Quarry	08:49:37	13/02/2017	Monday
Bramshill Quarry	10:36:01	13/02/2017	Monday
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Bramshill Quarry	09:33:51	05/05/2017	Friday
Bramshill Quarry	10:42:30	05/05/2017	Friday
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Bramshill Quarry	07:19:38	22/05/2017	Monday

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Bramshill Quarry	08:23:04	23/05/2017	Tuesday
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Bramshill Quarry	09:24:15	25/05/2017	Thursday
Bramshill Quarry	10:15:05	25/05/2017	Thursday
Bramshill Quarry	10:56:30	25/05/2017	Thursday
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Bramshill Quarry	11:37:14	25/05/2017	Thursday
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Bramshill Quarry	11:25:31	25/05/2017	Thursday
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Bramshill Quarry	13:37:36	25/05/2017	Thursday
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Bramshill Quarry	09:59:42	26/05/2017	Friday
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Bramshill Quarry	13:54:48	26/05/2017	Friday
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Bramshill Quarry	08:54:59	30/05/2017	Tuesday
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Bramshill Quarry	16:16:32	31/05/2017	Wednesday
Bramshill Quarry	08:50:27	31/05/2017	Wednesday
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Bramshill Quarry	13:54:17	31/05/2017	Wednesday
Bramshill Quarry	08:08:39	31/05/2017	Wednesday
Bramshill Quarry	07:13:37	31/05/2017	Wednesday

Denge Quarry Raw Dispatch Data

Plant Name	Dispatched Time	Dispatched Date	Day
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Denge Quarry	07:32:51	04/01/2017	Wednesday
Denge Quarry	07:34:10	04/01/2017	Wednesday
Denge Quarry	08:59:21	04/01/2017	Wednesday
Denge Quarry	09:39:21	04/01/2017	Wednesday
Denge Quarry	10:03:01	04/01/2017	Wednesday
Denge Quarry	11:04:46	04/01/2017	Wednesday
Denge Quarry	11:43:29	04/01/2017	Wednesday
Denge Quarry	13:17:46	04/01/2017	Wednesday
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Denge Quarry	14:20:40	04/01/2017	Wednesday
Denge Quarry	14:43:54	04/01/2017	Wednesday
Denge Quarry	15:08:40	04/01/2017	Wednesday
Denge Quarry	15:25:54	04/01/2017	Wednesday
Denge Quarry	15:39:41	04/01/2017	Wednesday
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Denge Quarry	15:23:29	05/01/2017	Thursday
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Denge Quarry	10:23:14	09/01/2017	Monday
Denge Quarry	10:31:17	09/01/2017	Monday
Denge Quarry	12:42:16	09/01/2017	Monday
Denge Quarry	13:13:54	09/01/2017	Monday
Denge Quarry	13:16:04	09/01/2017	Monday
Denge Quarry	14:26:49	09/01/2017	Monday
Denge Quarry	14:31:06	09/01/2017	Monday
Denge Quarry	13:52:14	09/01/2017	Monday
Denge Quarry	08:42:05	09/01/2017	Monday
Denge Quarry	07:23:43	09/01/2017	Monday
Denge Quarry	07:16:51	09/01/2017	Monday
Denge Quarry	06:59:50	09/01/2017	Monday
Denge Quarry	07:03:33	09/01/2017	Monday
Denge Quarry	07:12:24	09/01/2017	Monday
Denge Quarry	07:51:30	09/01/2017	Monday
Denge Quarry	11:38:35	09/01/2017	Monday
Denge Quarry	09:48:47	09/01/2017	Monday
Denge Quarry	09:48:18	10/01/2017	Tuesday
Denge Quarry	07:21:27	10/01/2017	Tuesday
Denge Quarry	09:21:01	10/01/2017	Tuesday
Denge Quarry	10:29:17	10/01/2017	Tuesday
Denge Quarry	08:30:16	10/01/2017	Tuesday
Denge Quarry	10:04:34	10/01/2017	Tuesday
Denge Quarry	09:13:48	10/01/2017	Tuesday
Denge Quarry	09:22:49	10/01/2017	Tuesday
Denge Quarry	09:58:20	10/01/2017	Tuesday

Denge Quarry Traffic Profile

Time	Number of Vehicles	% Traffic
06:00:00-07:00:00	6	0%
07:00:00-08:00:00	490	28%
08:00:00-09:00:00	184	11%
09:00:00-10:00:00	198	11%
10:00:00-11:00:00	140	8%
11:00:00-12:00:00	107	6%
12:00:00-13:00:00	101	6%
13:00:00-14:00:00	138	8%
14:00:00-15:00:00	194	11%
15:00:00-16:00:00	156	9%
16:00:00-17:00:00	32	2%
17:00:00-18:00:00	0	0%
18:00:00-19:00:00	0	0%
Total	1746	100%

Denge Quarry	08:26:57	10/01/2017	Tuesday
Denge Quarry	08:53:48	10/01/2017	Tuesday
Denge Quarry	09:25:25	10/01/2017	Tuesday
Denge Quarry	09:45:49	10/01/2017	Tuesday
Denge Quarry	12:05:17	10/01/2017	Tuesday
Denge Quarry	12:11:53	10/01/2017	Tuesday
Denge Quarry	12:52:35	10/01/2017	Tuesday
Denge Quarry	13:03:55	10/01/2017	Tuesday
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Denge Quarry	16:43:23	10/01/2017	Tuesday
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Denge Quarry	11:53:00	10/01/2017	Tuesday
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Denge Quarry	07:16:26	11/01/2017	Wednesday
Denge Quarry	07:10:38	11/01/2017	Wednesday
Denge Quarry	09:51:56	11/01/2017	Wednesday
Denge Quarry	07:02:07	11/01/2017	Wednesday
Denge Quarry	08:16:36	12/01/2017	Thursday
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Denge Quarry	08:56:44	12/01/2017	Thursday
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Denge Quarry	11:06:09	12/01/2017	Thursday
Denge Quarry	11:15:42	12/01/2017	Thursday
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Denge Quarry	15:20:29	03/04/2017	Monday
Denge Quarry	07:12:58	03/04/2017	Monday
Denge Quarry	12:17:56	03/04/2017	Monday
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Denge Quarry	11:28:10	03/04/2017	Monday
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Denge Quarry	07:09:22	16/05/2017	Tuesday
Denge Quarry	09:22:12	16/05/2017	Tuesday
Denge Quarry	07:04:43	16/05/2017	Tuesday
Denge Quarry	10:03:46	16/05/2017	Tuesday
Denge Quarry	07:38:35	16/05/2017	Tuesday
Denge Quarry	14:23:38	17/05/2017	Wednesday
Denge Quarry	07:17:07	17/05/2017	Wednesday
Denge Quarry	07:43:22	17/05/2017	Wednesday
Denge Quarry	08:33:11	17/05/2017	Wednesday
Denge Quarry	08:48:05	17/05/2017	Wednesday
Denge Quarry	09:31:04	17/05/2017	Wednesday
Denge Quarry	10:52:54	17/05/2017	Wednesday
Denge Quarry	11:51:36	17/05/2017	Wednesday
Denge Quarry	12:02:06	17/05/2017	Wednesday
Denge Quarry	12:44:45	17/05/2017	Wednesday
Denge Quarry	12:58:30	17/05/2017	Wednesday
Denge Quarry	13:17:13	17/05/2017	Wednesday
Denge Quarry	14:08:21	17/05/2017	Wednesday
Denge Quarry	15:10:59	17/05/2017	Wednesday
Denge Quarry	15:15:51	17/05/2017	Wednesday
Denge Quarry	07:30:36	17/05/2017	Wednesday
Denge Quarry	07:15:38	17/05/2017	Wednesday
Denge Quarry	07:01:31	17/05/2017	Wednesday
Denge Quarry	10:37:38	18/05/2017	Thursday
Denge Quarry	14:29:46	18/05/2017	Thursday
Denge Quarry	07:20:13	18/05/2017	Thursday
Denge Quarry	07:37:59	18/05/2017	Thursday
Denge Quarry	08:03:22	18/05/2017	Thursday
Denge Quarry	10:22:47	18/05/2017	Thursday
Denge Quarry	11:02:07	18/05/2017	Thursday
Denge Quarry	12:42:26	18/05/2017	Thursday
Denge Quarry	13:14:09	18/05/2017	Thursday
Denge Quarry	14:47:35	18/05/2017	Thursday
Denge Quarry	14:13:11	18/05/2017	Thursday
Denge Quarry	15:24:34	18/05/2017	Thursday
Denge Quarry	09:01:44	18/05/2017	Thursday
Denge Quarry	08:46:37	18/05/2017	Thursday
Denge Quarry	07:18:50	18/05/2017	Thursday
Denge Quarry	09:13:02	19/05/2017	Friday
Denge Quarry	11:53:18	19/05/2017	Friday
Denge Quarry	15:02:52	19/05/2017	Friday
Denge Quarry	15:32:07	19/05/2017	Friday
Denge Quarry	09:29:46	19/05/2017	Friday
Denge Quarry	09:22:08	19/05/2017	Friday
Denge Quarry	08:40:34	19/05/2017	Friday
Denge Quarry	13:15:36	19/05/2017	Friday
Denge Quarry	14:17:04	19/05/2017	Friday
Denge Quarry	07:06:28	19/05/2017	Friday
Denge Quarry	06:57:29	19/05/2017	Friday
Denge Quarry	08:41:43	22/05/2017	Monday
Denge Quarry	07:24:44	22/05/2017	Monday
Denge Quarry	08:02:50	22/05/2017	Monday
Denge Quarry	09:45:06	22/05/2017	Monday
Denge Quarry	10:46:30	22/05/2017	Monday
Denge Quarry	11:00:00	22/05/2017	Monday
Denge Quarry	15:16:03	22/05/2017	Monday
Denge Quarry	15:18:15	22/05/2017	Monday
Denge Quarry	15:31:24	22/05/2017	Monday
Denge Quarry	09:26:27	22/05/2017	Monday
Denge Quarry	14:25:44	22/05/2017	Monday
Denge Quarry	07:37:55	22/05/2017	Monday
Denge Quarry	07:32:48	22/05/2017	Monday
Denge Quarry	10:07:32	22/05/2017	Monday
Denge Quarry	07:21:30	22/05/2017	Monday
Denge Quarry	13:31:30	23/05/2017	Tuesday
Denge Quarry	07:55:52	23/05/2017	Tuesday
Denge Quarry	08:09:03	23/05/2017	Tuesday
Denge Quarry	11:10:06	23/05/2017	Tuesday
Denge Quarry	07:19:43	23/05/2017	Tuesday

Denge Quarry	08:39:40	23/05/2017	Tuesday
Denge Quarry	09:20:24	23/05/2017	Tuesday
Denge Quarry	10:25:20	23/05/2017	Tuesday
Denge Quarry	10:29:12	23/05/2017	Tuesday
Denge Quarry	11:16:23	23/05/2017	Tuesday
Denge Quarry	12:30:24	23/05/2017	Tuesday
Denge Quarry	12:58:19	23/05/2017	Tuesday
Denge Quarry	14:11:11	23/05/2017	Tuesday
Denge Quarry	15:00:08	23/05/2017	Tuesday
Denge Quarry	09:16:28	23/05/2017	Tuesday
Denge Quarry	14:03:42	23/05/2017	Tuesday
Denge Quarry	07:01:41	23/05/2017	Tuesday
Denge Quarry	12:57:25	23/05/2017	Tuesday
Denge Quarry	13:09:05	23/05/2017	Tuesday
Denge Quarry	09:54:24	23/05/2017	Tuesday
Denge Quarry	07:42:18	23/05/2017	Tuesday
Denge Quarry	07:14:55	24/05/2017	Wednesday
Denge Quarry	08:55:01	24/05/2017	Wednesday
Denge Quarry	08:00:19	24/05/2017	Wednesday
Denge Quarry	07:35:34	24/05/2017	Wednesday
Denge Quarry	10:53:18	24/05/2017	Wednesday
Denge Quarry	11:42:45	24/05/2017	Wednesday
Denge Quarry	12:24:14	24/05/2017	Wednesday
Denge Quarry	15:06:43	24/05/2017	Wednesday
Denge Quarry	15:01:59	24/05/2017	Wednesday
Denge Quarry	07:42:13	24/05/2017	Wednesday
Denge Quarry	11:58:07	24/05/2017	Wednesday
Denge Quarry	08:42:28	24/05/2017	Wednesday
Denge Quarry	07:33:19	25/05/2017	Thursday
Denge Quarry	07:48:14	25/05/2017	Thursday
Denge Quarry	09:55:41	25/05/2017	Thursday
Denge Quarry	13:05:39	25/05/2017	Thursday
Denge Quarry	13:44:05	25/05/2017	Thursday
Denge Quarry	13:46:05	25/05/2017	Thursday
Denge Quarry	14:28:15	25/05/2017	Thursday
Denge Quarry	10:11:33	25/05/2017	Thursday
Denge Quarry	09:57:33	25/05/2017	Thursday
Denge Quarry	07:55:51	26/05/2017	Friday
Denge Quarry	07:22:59	26/05/2017	Friday
Denge Quarry	09:34:54	26/05/2017	Friday
Denge Quarry	07:13:37	26/05/2017	Friday
Denge Quarry	15:07:18	30/05/2017	Tuesday
Denge Quarry	14:19:23	30/05/2017	Tuesday
Denge Quarry	07:13:52	30/05/2017	Tuesday
Denge Quarry	08:41:44	30/05/2017	Tuesday
Denge Quarry	09:05:20	30/05/2017	Tuesday
Denge Quarry	10:57:14	30/05/2017	Tuesday
Denge Quarry	11:53:38	30/05/2017	Tuesday
Denge Quarry	12:46:58	30/05/2017	Tuesday
Denge Quarry	15:14:52	30/05/2017	Tuesday
Denge Quarry	07:19:08	30/05/2017	Tuesday
Denge Quarry	08:28:30	31/05/2017	Wednesday
Denge Quarry	09:11:22	31/05/2017	Wednesday
Denge Quarry	13:40:22	31/05/2017	Wednesday
Denge Quarry	13:54:11	31/05/2017	Wednesday
Denge Quarry	10:47:33	31/05/2017	Wednesday
Denge Quarry	07:59:46	31/05/2017	Wednesday

Combined Trip Profile

Time	No. of Trips	Trip Profile
06:00:00-07:00:00	45	0.8%
07:00:00-08:00:00	930	17.4%
08:00:00-09:00:00	625	11.7%
09:00:00-10:00:00	710	13.3%
10:00:00-11:00:00	587	11.0%
11:00:00-12:00:00	464	8.7%
12:00:00-13:00:00	365	6.8%
13:00:00-14:00:00	458	8.6%
14:00:00-15:00:00	557	10.4%
15:00:00-16:00:00	423	7.9%
16:00:00-17:00:00	178	3.3%
17:00:00-18:00:00	7	0.1%
18:00:00-19:00:00	2	0.0%
Total Trips	5351	100%

Actual Trip Profile / Assignment

Time	Trip Profile	Number of two-way trips per hour		
		Year 1	Years 2-7	Years 8-13
06:00-07:00	1%	1	1	1
07:00-08:00	17%	16	25	16
08:00-09:00	12%	11	17	11
09:00-10:00	13%	12	19	12
10:00-11:00	11%	10	16	10
11:00-12:00	9%	8	12	8
12:00-13:00	7%	6	10	6
13:00-14:00	9%	8	12	8
14:00-15:00	10%	9	15	9
15:00-16:00	8%	7	11	7
16:00-17:00	3%	3	5	3
17:00-18:00	0%	0	0	0
18:00-19:00	0%	0	0	0
Total	100%	90	144	90

Re-Assigned Trip Profile (avoiding trips between 06:00-07:00)

Time	Trip Profile	Number of two-way trips per hour		
		Year 1	Years 2-7	Years 8-13
06:00-07:00	0%	0	0	0
07:00-08:00	18%	17	26	17
08:00-09:00	12%	11	17	11
09:00-10:00	13%	12	19	12
10:00-11:00	11%	10	16	10
11:00-12:00	9%	8	12	8
12:00-13:00	7%	6	10	6
13:00-14:00	9%	8	12	8
14:00-15:00	10%	9	15	9
15:00-16:00	8%	7	11	7
16:00-17:00	3%	3	5	3
17:00-18:00	0%	0	0	0
18:00-19:00	0%	0	0	0
Total	100%	90	144	90

APPENDIX I. Turning Count and Queue Length
Survey Data



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Junction Number: Site 1
Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Satchall Lane
Junction Type: T-Junction

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - MCC Site 1 - 18.10.2022			

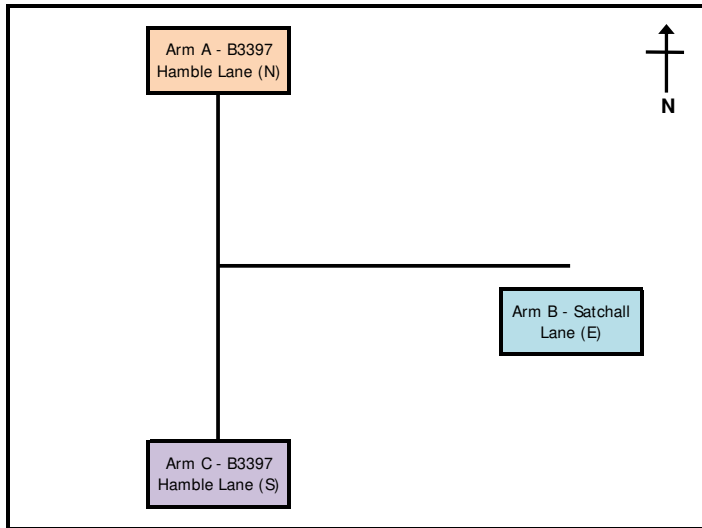
Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3397 Hamble Lane / Satchall Lane
 Junction Number: Site 1 Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link
50.875497	-1.328415	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Clear	Clear	Clear

Junction Layout

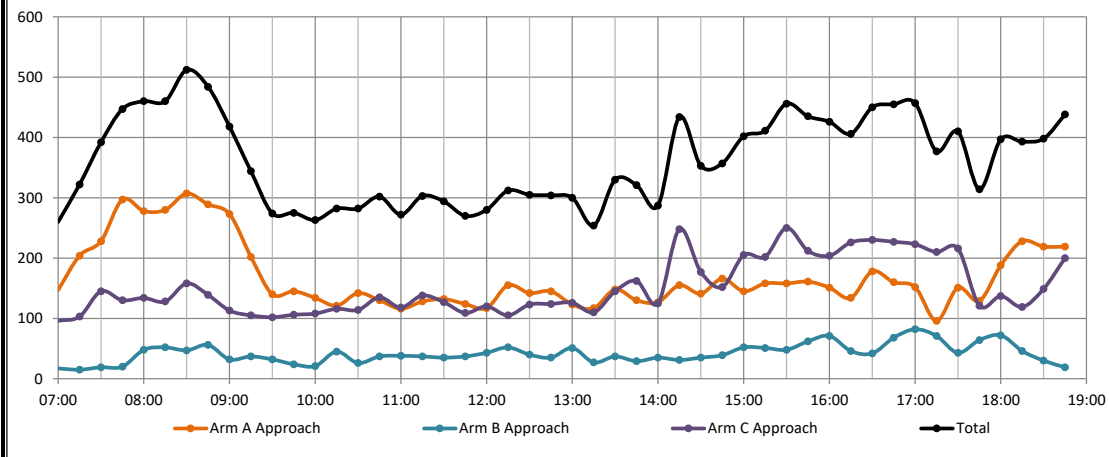


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: i-Transport
 Project Number: ID06792
 Junction Number: Site 1

Date of Survey: 18.10.2022
 Junction Name: B3397 Hamble Lane / Satchall Lane
 Junction Type: T-Junction

Arm A: B3397 Hamble Lane (N)
 Arm B: Satchall Lane (E)
 Arm C: B3397 Hamble Lane (S)



Time	A to A							A to C							A to B									
	Cars	LGV	OGV1	OGV2	Busess	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Busess	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Busess	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	115	5	2	1	0	4	1	128	18	1	0	0	0	0	0	19
07:15	0	0	0	0	0	0	0	0	146	22	0	2	1	1	1	173	25	4	1	0	0	1	0	31
07:30	0	0	0	0	0	0	0	0	141	35	0	1	0	1	0	178	49	1	0	0	0	0	0	50
07:45	0	0	0	0	0	0	0	0	188	41	2	1	0	3	4	239	54	4	0	0	0	0	0	58
08:00	0	0	0	0	0	0	0	0	162	33	3	0	1	0	0	199	75	4	0	0	0	0	0	79
08:15	0	0	0	0	0	0	0	0	166	29	2	0	1	0	1	199	76	3	1	0	0	1	0	81
08:30	0	0	0	0	0	0	0	0	234	21	4	2	1	4	0	266	37	4	0	0	0	0	0	41
08:45	0	0	0	0	0	0	0	0	222	25	4	2	0	1	1	255	29	5	0	0	0	0	0	34
09:00	0	0	0	0	0	0	0	0	184	37	2	2	2	0	0	227	41	4	1	0	0	0	0	46
09:15	0	0	0	0	0	0	0	0	121	32	5	0	0	3	0	161	31	9	1	0	0	0	0	41
09:30	0	0	0	0	0	0	0	0	89	21	3	2	1	0	0	116	19	5	0	0	0	0	0	24
09:45	0	0	0	0	0	0	0	0	106	16	1	0	0	0	0	123	18	4	0	0	0	0	0	22
10:00	0	0	0	0	0	0	0	0	67	28	4	2	1	1	0	103	27	4	0	0	0	0	0	31
10:15	0	0	0	0	0	0	0	0	68	20	0	2	0	0	0	90	29	1	0	0	0	1	0	31
10:30	0	0	0	0	0	0	0	0	83	26	2	1	1	0	0	112	22	7	1	0	0	0	0	30
10:45	0	0	0	0	0	0	0	0	79	16	2	2	1	0	0	100	25	5	0	0	0	0	0	30
11:00	0	0	0	0	0	0	0	0	63	16	2	3	0	1	0	85	25	6	0	0	0	0	0	31
11:15	0	0	0	0	0	0	0	0	81	15	1	1	0	0	0	98	28	1	0	0	0	1	0	30
11:30	0	0	0	0	0	0	0	0	81	17	1	1	2	0	0	102	26	3	1	0	0	0	0	30
11:45	0	0	0	0	0	0	0	0	74	16	0	1	0	0	0	91	29	4	0	0	0	0	0	33
12:00	0	0	0	0	0	0	0	0	69	18	2	4	1	0	0	95	18	3	1	0	0	0	0	22
12:15	0	0	0	0	0	0	0	0	94	26	3	1	1	1	0	126	23	4	2	0	0	0	1	30
12:30	0	0	0	0	0	0	0	0	85	17	1	2	0	1	0	106	31	3	1	0	0	1	0	36
12:45	0	0	0	0	0	0	0	0	79	25	1	2	1	1	0	109	29	7	0	0	0	0	0	36
13:00	0	0	0	0	0	0	0	0	68	18	2	1	1	1	0	91	27	3	1	0	0	0	1	32
13:15	0	0	0	0	0	0	0	0	73	20	1	1	1	2	0	98	17	2	0	0	0	0	0	19
13:30	0	0	0	0	0	0	0	0	96	26	2	2	0	0	1	127	19	2	0	0	0	0	0	21
13:45	0	0	0	0	0	0	0	0	90	15	2	0	0	4	1	112	16	2	0	0	0	0	0	18
14:00	0	0	0	0	0	0	0	0	80	19	0	2	1	2	0	104	14	7	1	0	0	1	0	23
14:15	0	0	0	0	0	0	0	0	102	15	0	1	1	2	0	122	31	1	0	0	1	0	0	33
14:30	0	0	0	0	0	0	0	0	74	21	3	0	0	1	0	99	40	2	0	0	0	0	0	42
14:45	0	0	0	0	0	0	0	0	99	16	3	0	0	2	0	120	41	4	0	0	0	1	0	46
15:00	0	0	0	0	0	0	0	0	105	15	1	0	1	0	2	124	20	1	0	0	0	0	0	21
15:15	0	0	0	0	0	0	0	0	96	20	0	2	0	5	1	124	27	4	0	0	0	3	0	34
15:30	0	0	0	0	0	0	0	0	89	15	2	1	1	1	0	109	46	3	0	0	0	0	0	49
15:45	0	0	0	0	0	0	0	0	88	16	1	0	0	2	0	107	50	3	0	0	0	0	0	54
16:00	0	0	0	0	0	0	0	0	83	21	1	0	1	0	1	107	40	4	0	0	0	0	0	44
16:15	0	0	0	0	0	0	0	0	83	19	0	1	0	0	0	103	27	4	0	0	0	0	0	31
16:30	0	0	0	0	0	0	0	0	95	14	0	0	3	0	0	112	54	11	0	0	0	1	0	66
16:45	0	0	0	0	0	0	0	0	86	16	1	0	0	1	0	104	50	1	0	0	0	1	0	56
17:00	0	0	0	0	0	0	0	0	108	10	0	0	1	4	0	123	26	3	0	0	0	0	0	29
17:15	0	0	0	0	0	0	0	0	67	5	1	0	0	1	0	74	20	2	0	0	0	0	0	22
17:30	0	0	0	0	0	0	0	0	84	20	0	0	1	1	0	106	43	2	0	0	0	0	0	45
17:45	0	0	0	0	0	0	0	0	74	11	0	0	0	3	0	86	36	5	0	0	0	0	0	41
18:00	0	0	0	0	0	0	0	0	132	21	0	0	1	3	0	157	31	0	0	0	0	0	0	31
18:15	0	0	0	0	0	0	0	0	161	18	0	0	0	1	0	180	43	4	1	0	0	0	0	48
18:30	0	0	0	0	0	0	0	0	178	11	0	2	0	1	0	191	28	0	0	0	0	0	0	28
18:45	0	0	0	0	0	0	0	0	170	11	0	2	0	1	0	184	30	4	0	0	0	1	0	35
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	590	103	4	5	1	9	6	718	146	10	1	0	0	1	0	156
07:15	0	0	0	0	0	0	0	0	637	131	5	4	2	5	5	789	203	13	1	0	0	1	0	218
07:30	0	0	0	0	0	0	0	0	657	138	7	2	2	4	5	815	254	12	1	0	0	1	0	288
07:45	0	0	0	0	0	0	0	0	750	124	11	3	3	7	5	923	242	15	1	0	0	1	0	259
08:00	0	0	0	0	0	0	0	0	784	108	13	4	3	5	2	919	217	16	1	0	0	1	0	235
08:15	0	0	0	0	0	0	0	0	806	112	12	6	4	5	2	947	183	16	2	0	0	1	0	202
08:30	0	0	0	0	0	0	0	0	761	115	15	6	3	8	1	909	138	22	2	0	0	0	0	162
08:45	0	0	0	0	0	0	0	0	616	115	14	6	3	4	1	759	120	23	2	0	0	0	0	145
09:00	0	0	0	0	0	0	0	0	500	106	11	4	3	3	0	627	109	22	2	0	0	0	0	133
09:15	0	0	0	0	0	0	0	0	383	97	13	4	2	3	1	503	95	22	1	0	0	0	0	118
09:30	0	0	0	0	0	0	0	0	330	85	8	6	2	0	1	432	93	14	0	0	0	1	0	108
09:45	0	0	0	0	0	0	0	0	324	89	7	5	2	0	1	428	96	16	1	0	0	1	0	114
10:00	0	0	0	0	0	0	0	0	297	89	8	7	3	3	0	405	103	17	1	0	0	1	0	122
10:15	0	0	0	0	0	0	0	0	293	77	6	8	2	1	0	387	101	19	1	0	0	1	0	122
10:30	0	0	0	0	0	0	0	0	306	72	7	7	2	1	0	395	100	19	1	0	0	1	0	121
10:45	0	0	0	0	0	0	0	0	304	64	6	7	3	1	0	385	104	15	1	0	0	1	0	121
11:00	0	0	0	0	0	0	0	0	296	64	4	6	2	1	0	376	106	14	1	0	0	1	0	124
11:15	0	0	0	0	0	0	0	0	305	66	4	7	3	0	1	386	101	11	2	0	0	1	0	115
11:30	0	0	0	0	0	0	0	0	318	76	6	7	4	1	1	413	96	14	4	0	0	0	1	115
11:45	0	0	0	0	0	0	0	0	322	76	6	8	2	2	1	417	101	14	4	0	0	0	1	121
12:00	0	0	0	0	0	0	0	0	327	85	7	9	3	3	1	435	101	17	4	0	0	1	1	124
12:15	0	0	0	0	0	0	0	0	326	85	7	6	3	4	0	431	110	17	4	0	0	1	2	134
12:30	0	0	0	0	0	0	0	0	305</															

Intelligent Data Collection Limited

Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3397 Hamble Lane / Satchall Lane Arm A: B3397 Hamble Lane (N)
 Junction Number: Site 1 Junction Type: T-Junction Arm B: Satchall Lane (E) Arm C: B3397 Hamble Lane (S)



Time	B to B							B to A							B to C										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	0	12	5	0	0	0	0	0	5	
07:15	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	0	10	4	0	1	0	0	0	5	
07:30	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	15	4	0	0	0	0	0	4	
07:45	0	0	0	0	0	0	0	0	16	0	0	0	0	0	1	0	17	2	1	0	0	0	0	3	
08:00	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	0	41	6	1	0	0	0	0	7	
08:15	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	0	43	8	1	0	0	0	0	9	
08:30	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	0	38	7	1	1	0	0	0	9	
08:45	0	0	0	0	0	0	0	0	26	2	1	0	0	0	0	0	29	13	8	0	0	0	0	27	
09:00	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	19	9	3	0	0	0	1	13	
09:15	0	0	0	0	0	0	0	0	22	2	1	0	0	0	0	0	25	8	4	0	0	0	0	12	
09:30	0	0	0	0	0	0	0	0	20	3	0	0	0	0	0	0	23	5	4	0	0	0	0	9	
09:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	16	4	3	0	0	0	1	8	
10:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	9	9	3	0	0	0	0	12	
10:15	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	1	34	8	2	1	0	0	0	11	
10:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	1	0	17	6	3	0	0	0	0	9	
10:45	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	0	29	4	4	0	0	0	0	8	
11:00	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	0	27	9	2	0	0	0	0	11	
11:15	0	0	0	0	0	0	0	0	19	3	0	0	0	0	1	0	23	9	5	0	0	0	0	14	
11:30	0	0	0	0	0	0	0	0	20	3	1	0	0	0	0	0	24	10	1	0	0	0	0	11	
11:45	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	0	29	7	1	0	0	0	0	8	
12:00	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	0	33	8	2	0	0	0	0	10	
12:15	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	0	35	12	4	1	0	0	0	17	
12:30	0	0	0	0	0	0	0	0	21	6	0	0	0	0	1	0	28	9	1	0	1	0	1	12	
12:45	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	20	12	2	1	0	0	0	15	
13:00	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	0	39	10	2	0	0	0	0	12	
13:15	0	0	0	0	0	0	0	0	13	2	1	0	0	0	0	0	16	11	1	0	0	0	0	11	
13:30	0	0	0	0	0	0	0	0	21	4	1	0	0	0	0	0	26	7	3	0	0	0	0	1	11
13:45	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	17	10	1	0	0	0	0	12	
14:00	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	0	19	10	6	0	0	0	0	16	
14:15	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	0	24	9	0	0	0	0	0	9	
14:30	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0	26	9	0	0	0	0	0	9	
14:45	0	0	0	0	0	0	0	0	32	3	0	0	0	0	1	0	36	1	2	0	0	0	0	3	
15:00	0	0	0	0	0	0	0	0	47	2	0	0	0	0	0	0	49	3	0	0	0	0	0	3	
15:15	0	0	0	0	0	0	0	0	35	5	0	0	1	0	0	0	41	7	1	0	0	0	2	10	
15:30	0	0	0	0	0	0	0	0	31	3	0	0	0	0	2	0	34	12	2	0	0	0	0	14	
15:45	0	0	0	0	0	0	0	0	46	8	0	0	0	0	0	0	54	8	0	0	0	0	0	8	
16:00	0	0	0	0	0	0	0	0	52	3	0	0	0	0	1	0	56	15	0	0	0	0	0	15	
16:15	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	0	39	5	2	0	0	0	0	7	
16:30	0	0	0	0	0	0	0	0	32	5	1	0	0	0	0	0	38	4	0	0	0	0	0	4	
16:45	0	0	0	0	0	0	0	0	53	2	0	0	0	0	0	0	55	12	1	0	0	0	0	13	
17:00	0	0	0	0	0	0	0	0	59	7	1	0	0	0	0	0	67	15	0	0	0	0	0	15	
17:15	0	0	0	0	0	0	0	0	47	7	0	0	0	0	1	0	55	16	0	0	0	0	0	16	
17:30	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	0	35	8	0	0	0	0	0	8	
17:45	0	0	0	0	0	0	0	0	50	1	0	0	0	2	0	0	53	11	1	0	0	0	0	11	
18:00	0	0	0	0	0	0	0	0	54	5	0	0	0	0	2	0	60	11	1	0	0	0	0	12	
18:15	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	0	37	9	0	0	0	0	0	9	
18:30	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	0	24	6	0	0	0	0	0	6	
18:45	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	13	4	2	0	0	0	0	6	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total	
07:00	0	0	0	0	0	0	0	0	46	5	1	0	0	0	2	0	54	15	1	1	0	0	0	0	17
07:15	0	0	0	0	0	0	0	0	74	7	1	0	0	0	1	0	83	16	2	1	0	0	0	0	19
07:30	0	0	0	0	0	0	0	0	109	6	0	0	0	0	1	0	116	20	3	0	0	0	0	23	
07:45	0	0	0	0	0	0	0	0	134	4	0	0	0	0	1	0	139	23	4	0	0	0	0	28	
08:00	0	0	0	0	0	0	0	0	144	6	1	0	0	0	0	0	151	40	11	1	0	0	0	52	
08:15	0	0	0	0	0	0	0	0	122	6	1	0	0	0	0	0	129	43	13	1	0	0	1	58	
08:30	0	0	0	0	0	0	0	0	102	7	2	0	0	0	0	0	111	43	16	1	0	0	1	61	
08:45	0	0	0	0	0	0	0	0	85	9	2	0	0	0	0	0	96	41	19	0	0	0	1	61	
09:00	0	0	0	0	0	0	0	0	73	9	1	0	0	0	0	0	83	26	14	0	0	0	2	42	
09:15	0	0	0	0	0	0	0	0	63	9	1	0	0	0	0	0	73	26	14	0	0	0	1	41	
09:30	0	0	0	0	0	0	0	0	72	9	0	0	0	0	1	1	82	26	12	1	0	0	1	40	
09:45	0	0	0	0	0	0	0	0	67	7	0	0	0	0	1	1	76	27	11	1	0	0	1	40	
10:00	0	0	0	0	0	0	0	0	78	9	0	0	0	0	1	1	89	27	12	1	0	0	0	40	
10:15	0	0	0	0	0	0	0	0	96	9	0	0	0	0	1	1	107	27	11	1	0	0	0	39	
10:30	0	0	0	0	0	0	0	0	84	10	0	0	0	0	2	0	96	28	14	0	0	0	0	42	
10:45	0	0	0	0	0	0	0	0	89	12	1	0	0	0	1	0	103	32	12	0	0	0	0	44	
11:00	0	0	0	0	0	0	0	0	92	8	1	0	0	0	1	0	103	35	9	0	0	0	0	44	
11:15	0	0	0	0	0	0	0	0	98	9	1	0	0	0	1	0	109	34	9	0	0	0	0	43	
11:30	0	0	0	0	0	0	0	0	111	9	1	0	0	0	0	0	121	37	8	1	0	0	0	46	
11:45	0	0	0	0	0	0	0	0	112	12	0	0	0	0	1	0	125	36	8	1	1	0	1	47	
12:00	0	0	0	0	0	0	0	0	101	14	0	0	0	0	1	0	116	41	9	2	1	0	1	54	
12:15	0	0	0	0	0	0	0	0	105	16	0	0	0	0	1	0	122	43	9	2	1	0	1	56	
12:30	0	0	0	0	0	0	0	0	86	15	1	0	0	0	1	0	103	42	5	1	1	0	1	50	
12:45	0	0	0	0	0	0	0	0	86	13	2	0	0	0	0	0	101	40	7	1	0	0	1	49	
13:00	0	0	0	0	0	0	0	0	84	12</															

Intelligent Data Collection Limited

Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3397 Hamble Lane / Satchall Lane Arm A: B3397 Hamble Lane (N)
 Junction Number: Site 1 Junction Type: T-Junction Arm B: Satchall Lane (E) Arm C: B3397 Hamble Lane (S)



Time	C to C								C to B								C to A										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
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			
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour								Total
07:00	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	28	350	87	5	2	3	4	0	451		
07:15	0	0	0	0	0	0	0	0	0	27	0	1	0	0	0	0	28	369	100	8	2	2	4	0	484		
07:30	0	0	0	0	0	0	0	0	0	37	0	2	0	0	0	0	39	386	98	7	1	2	4	0	498		
07:45	0	0	0	0	0	0	0	0	0	36	1	2	0	0	0	0	39	343	94	6	2	2	2	0	511		
08:00	0	0	0	0	0	0	0	0	0	31	2	2	0	0	0	0	35	420	86	11	2	3	2	0	524		
08:15	0	0	0	0	0	0	0	0	0	31	3	1	0	0	0	0	35	410	77	9	2	4	1	0	503		
08:30	0	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32	387	77	11	3	4	1	0	483		
08:45	0	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	28	346	66	8	3	4	3	0	431		
09:00	0	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25	320	63	8	4	3	2	1	401		
09:15	0	0	0	0	0	0	0	0	0	18	7	0	0	0	1	0	26	311	65	8	5	2	3	1	395		
09:30	0	0	0	0	0	0	0	0	0	21	8	0	0	0	1	0	30	323	62	6	5	2	3	1	402		
09:45	0	0	0	0	0	0	0	0	0	22	7	0	0	0	1	0	30	327	67	9	7	2	1	1	414		
10:00	0	0	0	0	0	0	0	0	0	27	7	0	0	0	1	0	35	334	80	12	8	2	1	1	438		
10:15	0	0	0	0	0	0	0	0	0	27	6	0	0	0	0	0	33	340	87	12	8	2	0	1	450		
10:30	0	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	30	357	88	13	10	2	4	1	475		
10:45	0	0	0	0	0	0	0	0	0	28	6	0	0	0	0	0	34	367	91	10	8	2	5	1	484		
11:00	0	0	0	0	0	0	0	0	0	23	5	0	0	0	0	0	28	356	87	5	7	3	6	0	464		
11:15	0	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	28	362	82	3	6	3	9	1	466		
11:30	0	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24	336	83	5	4	3	5	1	437		
11:45	0	0	0	0	0	0	0	0	0	19	3	0	0	0	1	0	23	333	82	6	4	3	5	1	434		
12:00	0	0	0	0	0	0	0	0	0	21	4	1	0	0	1	0	27	344	81	9	4	2	4	1	445		
12:15	0	0	0	0	0	0	0	0	0	18	5	1	0	0	1	0	25	345	85	11	6	3	3	0	453		
12:30	0	0	0	0	0	0	0	0	0	16	5	1	0	0	1	0	23	353	84	10	7	3	3	0	460		
12:																											

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3997 Humble Lane / Satchall Lane
 Junction Number: Site 1 Junction Type: T-Junction

Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	133	6	2	1	0	4	1	147	92	9	1	0	1	2	0	105
07:15	171	26	1	2	1	2	1	204	83	26	2	1	1	0	0	113
07:30	189	36	0	1	0	1	0	228	113	33	3	1	0	2	0	152
07:45	242	45	2	1	0	3	4	297	108	24	0	0	1	1	0	135
08:00	237	37	3	0	1	0	0	278	138	24	4	0	0	1	0	167
08:15	242	32	3	0	1	1	1	280	136	23	0	0	1	0	0	160
08:30	271	25	4	2	1	4	0	307	155	27	4	2	0	0	0	188
08:45	251	30	4	2	0	1	1	289	135	18	4	0	2	2	1	160
09:00	225	41	3	2	2	0	0	273	106	15	2	0	1	0	0	124
09:15	152	41	6	0	0	3	0	202	93	24	3	1	1	0	0	122
09:30	108	26	3	2	1	0	0	140	97	18	2	2	0	2	0	121
09:45	124	20	1	0	0	0	0	145	97	15	2	1	1	0	1	117
10:00	94	32	4	2	1	1	0	134	87	2	2	1	0	0	0	108
10:15	97	21	0	2	0	1	0	121	114	21	0	1	1	0	1	138
10:30	105	32	3	1	1	0	0	142	96	21	5	4	4	0	1	127
10:45	104	21	2	2	1	0	0	130	115	30	5	2	1	0	1	154
11:00	88	22	2	3	0	0	0	115	111	24	2	1	0	0	0	138
11:15	109	16	1	1	0	1	0	128	119	23	1	3	1	5	0	152
11:30	107	20	2	1	2	0	0	132	111	26	3	2	2	0	1	143
11:45	103	20	0	1	0	0	0	124	107	23	0	1	2	1	0	134
12:00	87	21	3	4	1	0	1	117	123	19	0	0	0	3	1	146
12:15	117	29	5	1	1	1	1	155	108	24	3	1	1	1	0	135
12:30	116	20	2	2	0	2	0	142	109	28	3	2	0	2	0	144
12:45	108	32	1	2	1	1	0	145	107	24	3	1	1	0	0	136
13:00	95	21	3	1	1	1	1	123	128	25	2	2	1	2	0	160
13:15	90	22	1	1	1	2	0	117	95	22	3	2	1	0	0	123
13:30	115	28	2	2	0	0	1	148	137	21	3	1	0	0	0	162
13:45	106	17	2	0	0	4	1	130	140	25	2	2	1	1	0	171
14:00	94	26	1	2	1	3	0	127	119	18	2	2	0	2	0	137
14:15	133	16	0	1	2	2	1	155	232	23	2	1	1	8	1	268
14:30	114	23	3	0	0	1	0	141	157	31	1	1	1	0	2	183
14:45	140	20	3	0	0	3	0	166	151	28	2	0	1	2	1	185
15:00	125	16	1	0	1	0	2	145	200	26	3	3	0	2	12	246
15:15	123	24	0	2	0	8	1	158	191	38	2	0	2	2	1	236
15:30	135	18	2	1	1	1	0	158	253	23	1	2	0	4	0	283
15:45	138	19	1	0	0	2	1	161	209	35	1	1	1	7	1	255
16:00	123	25	1	0	1	0	1	151	216	31	0	0	0	9	0	256
16:15	110	23	0	1	0	0	0	134	228	24	1	0	1	5	0	259
16:30	149	25	0	0	3	1	0	178	219	38	1	1	0	2	1	262
16:45	136	21	1	0	0	2	0	160	231	29	0	1	3	3	0	265
17:00	134	13	0	0	1	4	0	152	240	35	1	2	0	1	0	279
17:15	87	7	1	0	0	1	0	96	221	28	0	1	1	3	1	255
17:30	127	22	0	0	1	1	0	151	215	23	0	0	0	0	0	238
17:45	110	16	0	0	0	3	0	129	150	13	0	1	1	5	0	170
18:00	163	21	0	0	1	3	0	188	176	18	0	0	0	1	0	195
18:15	204	22	1	0	0	1	0	228	129	14	0	0	0	1	1	146
18:30	206	11	0	2	0	0	0	219	158	11	0	0	0	2	1	172
18:45	200	15	0	2	0	2	0	219	189	15	1	0	0	1	1	207
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	736	113	5	5	1	10	6	876	396	92	6	2	3	6	0	505
07:15	840	144	6	4	2	6	5	1007	442	107	9	2	2	5	0	567
07:30	911	150	8	2	2	5	5	1083	495	104	7	1	2	5	0	614
07:45	992	130	12	3	3	6	5	1152	537	98	8	2	2	3	0	650
08:00	1001	124	14	4	3	6	2	1154	564	92	12	2	2	2	0	675
08:15	989	128	14	6	4	6	2	1149	532	83	10	2	4	1	0	632
08:30	899	137	17	6	3	8	1	1071	489	84	13	3	4	1	0	594
08:45	736	138	16	6	3	4	1	924	431	75	11	3	4	3	0	527
09:00	699	128	13	4	3	3	0	769	393	72	9	4	3	2	1	484
09:15	478	119	14	4	2	3	1	621	374	74	9	5	2	3	1	468
09:30	423	99	8	6	2	1	1	540	395	71	6	5	2	3	2	484
09:45	420	105	8	5	2	1	1	542	394	74	9	7	2	2	2	490
10:00	400	106	9	7	3	1	1	527	412	89	12	8	2	2	2	527
10:15	394	96	7	8	2	2	0	509	436	96	12	8	2	1	2	557
10:30	406	91	8	7	2	2	0	516	441	98	13	10	2	6	1	571
10:45	408	79	7	7	3	2	0	506	456	103	11	8	2	6	1	587
11:00	407	78	5	6	2	2	0	500	446	96	6	7	3	7	0	567
11:15	406	77	6	7	3	1	1	501	460	91	4	6	3	10	1	575
11:30	414	90	10	7	4	1	2	528	447	92	6	4	3	5	1	558
11:45	423	90	10	8	2	3	2	538	445	94	6	4	3	6	1	559
12:00	428	102	11	9	3	4	2	559	445	95	9	4	2	5	1	561
12:15	436	102	11	8	3	5	2	565	450	101	11	6	3	4	0	575
12:30	409	95	7	6	3	6	1	527	439	99	11	7	3	4	0	563
12:45	408	103	7	6	3	4	2	533	467	92	11	6	3	2	0	581
13:00	406	88	8	4	2	7	3	518	500	93	10	7	3	3	0	616
13:15	405	93	6	5	2	9	2	522	485	86	10	7	2	3	0	583
13:30	448	87	5	5	3	9	3	560	522	87	9	6	2	11	1	738
13:45	447	82	6	3	3	10	2	553	642	97	7	6	2	13	2	769
14:00	481	85	7	3	3	9	1	580	653	100	7	4	2	14	3	783
14:15	512	75	7	1	3	6	3	607	740	108	8	5	2	14	15	892
14:30	592	83	7	2	1	12	3	610	699	123	8	4	3	8	15	860
14:45	523	78	6	3	2	12	3	627	792	115	8	5	3	10	14	947
15:00	521	77	4	3	2	11	4	622	850	122	7	6	3	15	14	1017
15:15	519	86	4	3	2	11	3	628	866	127	4	3	3	22	2	1027
15:30	506	85	4	2	2	3	2	604	903	113	3	2	2	25	1	1060
15:45	509	92	2	1	4	3	2	604	872	128	3	2	2	23	2	1032
16:00	518	94	2	1	4	3	1	623	894	122	2	2	4	18	1	1043
16:15	529	82	1	1	4	7	0	624	918	126	3	4	4	10	1	1066
16:30	506	86	2	0	4	8	0	586	911	130	2	5	4	8	2	1062
16:45	484	83	2	0	2	8	0	559	907	115	1	4	4	6	1	1038
17:00	458	58	1	0	2	9	0	528	826	99	1	4	2	9	1	942
17:15	487	66	1	0	2	8	0	564	762	82	0	2	2	9	1	858
17:30	604	81	1	0	2	8	0	696	670	68	0	1	2	7	1	749
17:45	683	70	1	2	1	7	0	764	613	56	0	1	2	9	2	683
18:00	778	69	1	4	1	6	0	854	652	58	1	0	1	5	3	720

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3997 Humble Lane / Satchall Lane
 Junction Number: Site 1 Junction Type: T-Junction

Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	16	0	0	0	0	1	0	17	19	2	0	0	0	1	0	22
07:15	11	2	2	0	0	0	0	15	25	4	1	0	0	1	0	31
07:30	16	3	0	0	0	0	0	19	57	17	0	0	0	0	0	58
07:45	18	1	0	0	0	1	0	20	66	4	0	0	0	0	0	70
08:00	45	3	0	0	0	0	0	48	82	4	1	0	0	0	0	87
08:15	50	2	0	0	0	0	0	52	86	3	2	0	0	1	0	92
08:30	44	2	1	0	0	0	0	47	44	5	0	0	0	0	0	49
08:45	45	10	1	0	0	0	0	56	36	6	0	0	0	0	0	42
09:00	26	5	0	0	0	1	0	32	48	5	1	0	0	0	0	54
09:15	30	6	1	0	0	0	0	37	38	10	1	0	0	0	0	49
09:30	25	7	0	0	0	0	0	32	22	6	0	0	0	0	0	28
09:45	18	5	0	0	0	1	0	24	22	5	0	0	0	0	0	27
10:00	16	5	0	0	0	0	0	21	31	3	0	0	0	0	0	40
10:15	39	4	1	0	0	0	1	45	39	3	0	0	0	1	0	43
10:30	21	4	0	0	0	1	0	26	26	7	1	0	0	0	0	34
10:45	29	8	0	0	0	0	0	37	34	6	0	0	0	0	0	40
11:00	24	4	0	0	0	0	0	28	29	9	0	0	0	0	0	36
11:15	28	8	0	0	0	1	0	37	37	1	0	0	0	1	0	39
11:30	30	4	1	0	0	0	0	35	32	5	1	0	0	0	0	38
11:45	35	2	0	0	0	0	0	37	33	4	0	0	0	0	0	37
12:00	39	4	0	0	0	0	0	43	23	5	1	0	0	0	0	29
12:15	44	7	1	0	0	0	0	52	28	4	2	1	0	0	1	36
12:30	30	7	0	1	0	2	0	40	36	4	1	0	0	2	0	43
12:45	29	5	1	0	0	0	0	35	35	8	1	0	0	0	0	44
13:00	45	6	0	0	0	0	0	51	29	6	1	0	0	0	1	37
13:15	24	2	1	0	0	0	0	27	20	2	0	0	0	0	0	22
13:30	28	7	1	0	0	0	1	37	26	4	0	0	0	0	0	30
13:45	25	3	0	0	0	0	1	29	22	4	0	0	0	0	0	26
14:00	27	7	1	0	0	0	0	35	21	7	1	0	0	1	0	30
14:15	28	2	1	0	0	0	0	31	34	2	0	0	1	0	0	37
14:30	33	2	0	0	0	0	0	35	49	3	0	0	0	0	0	52
14:45	33	5	0	0	0	1	0	39	44	4	0	0	0	1	0	49
15:00	50	2	0	0	0	0	0	52	26	3	0	0	0	0	0	29
15:15	42	6	0	0	1	0	2	51	33	5	0	0	0	3	0	41
15:30	43	5	0	0	0	0	0	48	50	4	0	0	0	0	0	53
15:45	54	8	0	0	0	0	0	62	60	4	0	0	0	0	1	65
16:00	67	3	0	0	0	1	0	71	44	4	0	0	0	0	0	48
16:15	40	6	0	0	0	0	0	46	31	5	1	0	0	0	0	37
16:30	36	5	1	0	0	0	0	42	60	11	0	0	0	1	0	72
16:45	65	3	0	0	0	0	0	68	62	7	1	0	0	2	0	72
17:00	74	7	1	0	0	0	0	82	35	4	0	0	0	1	0	40
17:15	63	7	0	0	0	1	0	71	28	4	0	0	0	0	0	32
17:30	39	4	0	0	0	0	0	43	36	2	0	0	0	0	0	38
17:45	61	1	0	0	0	2	0	64	40	5	0	0	0	0	0	45
18:00	65	6	0	0	0	1	0	72	33	0	0	0	0	0	0	33
18:15	42	4	0	0	0	0	0	46	52	4	1	0	0	1	0	58
18:30	29	1	0	0	0	0	0	30	28	1	0	0	0	0	0	29
18:45	14	5	0	0	0	0	0	19	35	4	0	0	0	2	0	41
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	61	6	2	0	0	2	0	71	167	11	1	0	0	2	0	181
07:15	90	9	2	0	0	1	0	102	230	13	2	0	0	1	0	246
07:30	129	9	0	0	0	1	0	139	291	12	3	0	0	1	0	307
07:45	157	8	1	0	0	1	0	167	273	16	3	0	0	1	0	296
08:00	184	17	2	0	0	0	0	203	248	18	3	0	0	1	0	270
08:15	165	19	2	0	0	1	0	187	214	19	3	0	0	1	0	237
08:30	145	23	3	0	0	1	0	172	166	26	2	0	0	0	0	194
08:45	126	28	2	0	0	1	0	157	144	27	2	0	0	0	0	173
09:00	99	23	1	0	0	2	0	125	130	26	2	0	0	0	0	158
09:15	89	23	1	0	0	1	0	114	113	29	1	0	0	1	0	144
09:30	98	21	1	0	0	1	1	122	114	22	0	0	0	2	0	138
09:45	94	18	1	0	0	2	1	116	118	23	1	0	0	2	0	144
10:00	105	21	1	0	0	1	1	129	130	24	1	0	0	2	0	157
10:15	123	20	1	0	0	1	1	146	128	25	1	0	0	1	0	155
10:30	112	24	0	0	0	2	0	138	126	23	1	0	0	1	0	151
10:45	121	24	1	0	0	1	0	147	132	21	1	0	0	1	0	155
11:00	127	18	1	0	0	1	0	147	131	19	1	0	0	1	0	152
11:15	132	18	1	0	0	1	0	152	125	15	2	0	0	1	0	143
11:30	148	17	2	0	0	0	0	167	116	18	4	0	0	0	1	139
11:45	148	20	1	1	0	2	0	172	120	17	4	0	0	2	1	144
12:00	142	23	2	1	0	2	0	170	122	21	5	0	0	2	1	151
12:15	148	25	2	1	0	2	0	176	126	22	5	0	0	2	2	159
12:30	128	20	2	1	0	2	0	153	120	20	3	0	0	2	1	146
12:45	126	20	3	0	0	0	1	150	110	20	2	0	0	0	1	133
13:00	122	18	2	0	0	0	2	144	97	16	1	0	0	0	1	115
13:15	104	19	3	0	0	0	2	128	86	17	1	0	0	1	0	108
13:30	106	19	3	0	0	0	2	132	103	17	1	0	1	1	0	123
13:45	113	14	2	0	0	0	1	130	126	16	1	0	1	1	0	145
14:00	121	16	2	0	0	1	0	140	148	16	1	0	1	2	0	168
14:15	144	11	1	0	0	1	0	157	153	12	0	0	1	1	0	167
14:30	150	15	0	0	1	1	2	177	152	15	0	0	0	4	0	171
14:45	168	18	0	0	1	1	2	190	153	15	0	0	0	4	0	172
15:00	189	21	0	0	1	0	2	213	169	15	0	0	0	3	1	188
15:15	206	22	0	0	1	1	2	232	187	16	0	0	0	3	1	207
15:30	204	22	0	0	0	1	0	227	185	16	1	0	0	0	1	203
15:45	197	22	1	0	0	1	0	221	195	24	1	0	0	1	1	222
16:00	208	17	1	0	0	1	0	227	197	27	2	0	0	3	0	229
16:15	215	21	2	0	0	0	0	238	188	27	2	0	0	4	0	221
16:30	238	22	2	0	0	1	0	263	185	26	1	0	0	4	0	216
16:45	241	21	1	0	0	1	0	264	191	17	1	0	0	3	0	202
17:00	237	19	1	0	0	3	0	260	159	15	0	0	0	1	0	175
17:15	228	18	0	0	0	4	0	250	157	11	0	0	0	0	0	168
17:30	207	15	0	0	0	3	0	225	181	11	1	0	0	1	0	194
17:45	197	12	0	0	0	3	0	212	153	10	1	0	0	1	0	165
18:00	150	16	0	0	0	1	0	167	146	9	1	0	0	3	0	161

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: I06792 Junction Name: B3997 Humble Lane / Satchall Lane
 Junction Type: Site 1 T-Junction

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	82	10	1	0	1	2	0	96	120	5	2	1	0	4	1	133
07:15	76	24	1	1	1	0	0	103	150	22	1	2	1	1	1	178
07:30	109	30	3	1	0	2	0	145	145	35	0	1	0	1	0	182
07:45	104	24	0	0	1	1	0	130	190	42	2	1	1	0	3	242
08:00	106	22	5	0	0	1	0	134	168	34	3	0	1	0	0	206
08:15	104	22	1	0	1	0	0	128	174	30	2	0	1	0	1	208
08:30	125	27	4	2	0	0	0	158	241	22	5	2	1	4	0	275
08:45	116	17	3	0	2	1	0	139	241	33	4	2	0	1	1	282
09:00	96	14	2	0	1	0	0	113	193	40	2	2	2	1	0	240
09:15	78	23	2	1	1	0	0	105	129	36	5	0	0	3	0	173
09:30	80	16	2	2	0	2	0	102	94	25	3	2	1	0	0	125
09:45	87	14	2	1	1	0	1	106	110	19	1	0	0	1	0	131
10:00	84	19	2	1	0	2	0	108	76	31	4	2	1	0	1	115
10:15	93	21	0	1	1	0	0	116	76	22	1	2	0	0	0	101
10:30	85	20	5	4	0	0	0	114	89	28	2	1	1	1	0	121
10:45	99	27	5	2	1	0	1	135	83	20	2	2	1	0	0	108
11:00	90	26	2	1	0	0	0	119	72	18	2	3	0	1	0	96
11:15	109	20	1	3	1	4	0	138	90	20	1	1	0	0	0	112
11:30	97	25	2	2	0	1	0	127	91	18	1	1	2	0	0	113
11:45	83	22	0	1	2	1	0	109	81	17	0	1	0	0	0	99
12:00	97	19	0	0	0	3	1	120	77	20	2	4	1	0	1	105
12:15	79	21	3	1	1	0	0	105	106	29	4	1	1	1	0	142
12:30	93	23	3	2	0	2	0	123	94	18	1	3	0	2	0	118
12:45	96	22	4	1	1	0	0	124	91	27	2	2	1	1	0	124
13:00	95	24	2	2	1	2	0	126	78	20	2	1	1	1	0	103
13:15	85	20	2	2	1	0	0	110	84	20	1	1	1	2	0	109
13:30	123	19	2	1	0	0	0	145	103	29	2	2	0	0	2	138
13:45	131	25	2	2	1	1	0	162	100	16	2	0	0	4	2	124
14:00	103	17	1	2	0	2	0	125	90	25	0	2	1	2	0	120
14:15	213	22	2	1	1	8	1	249	108	15	1	1	1	2	1	128
14:30	142	30	1	1	0	2	1	177	83	21	3	0	0	0	0	108
14:45	122	25	2	0	1	1	1	152	100	18	3	0	0	2	0	123
15:00	159	26	3	3	0	2	12	205	108	15	1	0	1	0	2	127
15:15	182	34	2	0	1	2	1	202	103	21	0	2	0	5	3	134
15:30	223	20	1	2	0	4	0	250	101	17	2	1	1	1	0	123
15:45	173	28	1	1	1	7	1	212	96	16	1	0	0	2	0	115
16:00	168	28	0	0	0	8	0	204	98	21	1	0	1	0	1	122
16:15	197	21	2	0	1	5	0	226	88	21	0	1	0	0	0	110
16:30	193	33	0	1	0	2	1	230	99	14	0	0	3	0	0	116
16:45	190	29	1	1	3	3	0	227	98	17	1	0	1	0	1	117
17:00	190	29	0	2	0	2	0	223	123	10	0	0	1	4	0	138
17:15	182	23	0	1	1	2	1	210	83	5	1	0	0	1	0	90
17:30	197	19	0	0	1	0	0	216	92	20	0	0	1	1	0	114
17:45	104	12	0	1	1	3	0	121	85	11	0	0	0	0	0	99
18:00	124	13	0	0	0	0	0	137	143	22	0	0	1	3	0	169
18:15	105	10	0	0	1	2	1	119	170	18	0	0	0	1	0	189
18:30	135	11	0	0	0	2	1	149	184	11	0	2	0	0	0	197
18:45	184	12	1	0	0	2	1	200	174	13	0	2	0	1	0	190
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	371	88	5	2	3	5	0	474	605	104	5	5	1	9	6	735
07:15	395	100	9	2	2	4	0	512	653	133	6	4	2	5	5	808
07:30	423	98	9	1	2	4	0	537	677	141	7	2	2	4	5	838
07:45	439	96	10	2	2	2	0	559	773	128	12	3	3	7	5	931
08:00	451	88	13	2	3	2	0	559	824	119	14	4	3	5	2	971
08:15	441	80	10	2	4	1	0	538	849	125	13	6	4	6	2	1005
08:30	415	81	11	3	4	1	0	515	804	131	15	6	3	9	1	970
08:45	370	70	9	3	4	3	0	459	657	134	14	6	3	5	1	820
09:00	341	67	8	4	3	2	1	426	526	120	11	4	3	5	0	669
09:15	329	72	8	5	2	4	1	421	409	111	13	4	2	4	1	544
09:30	344	70	6	5	2	4	1	432	356	97	9	6	2	1	1	472
09:45	349	74	9	7	2	2	1	444	351	100	8	5	2	1	1	468
10:00	351	87	12	8	2	2	1	473	324	101	9	7	3	0	1	445
10:15	367	93	12	8	2	0	1	483	320	88	7	8	2	1	0	426
10:30	383	92	13	10	2	4	1	505	334	86	7	7	2	1	0	437
10:45	395	97	10	8	2	5	1	518	336	76	6	7	3	1	0	429
11:00	379	92	5	7	3	6	0	492	334	73	4	6	2	1	0	420
11:15	396	86	3	6	3	9	1	494	339	75	4	7	3	0	1	429
11:30	356	87	5	4	3	5	1	461	355	84	7	7	4	1	1	459
11:45	352	85	6	4	3	6	1	457	358	84	7	9	2	3	1	464
12:00	365	85	10	4	2	5	1	472	365	94	9	10	3	4	1	489
12:15	383	90	12	6	3	4	0	478	369	94	9	7	3	5	0	497
12:30	369	89	11	7	3	4	0	483	347	85	6	7	3	6	0	454
12:45	399	85	10	6	3	2	0	505	356	96	7	6	3	4	2	474
13:00	434	88	8	7	3	3	0	543	365	85	7	4	2	7	4	474
13:15	442	81	7	7	2	3	0	542	377	90	5	5	2	8	4	491
13:30	570	83	7	6	2	11	1	680	401	85	5	5	2	8	5	511
13:45	589	94	6	6	2	13	2	712	381	77	6	3	2	9	3	481
14:00	580	94	6	4	2	13	3	702	381	79	7	3	2	7	1	480
14:15	636	103	8	5	2	13	15	782	399	69	8	1	2	5	3	487
14:30	636	115	8	4	2	7	15	786	394	75	7	2	1	8	5	492
14:45	666	105	8	5	2	9	14	809	412	71	6	3	2	8	5	507
15:00	717	108	7	6	2	15	14	869	408	69	4	3	2	8	5	499
15:15	726	110	4	3	2	21	2	868	398	75	4	3	2	8	4	494
15:30	781	97	4	3	2	24	1	892	383	75	4	2	2	3	1	470
15:45	731	110	3	2	2	22	2	872	381	72	2	1	4	2	1	463
16:00	748	111	3	2	4	18	1	887	383	73	2	1	4	1	1	465
16:15	770	112	3	4	4	12	1	906	408	62	1	1	4	5	0	481
16:30	755	114	1	5	4	9	2	890	403	46	2	0	4	6	0	461
16:45	759	100	1	4	4	7	1	876	396	52	2	0	2	7	0	459
17:00	673	83	0	4	2	7	1	770	383	46	1	0	2	9	0	441
17:15	607	67	0	2	2	5	1	684	403	58	1	0	2	8	0	472
17:30	530	54	0	1	2	5	1	593	490	71	0	0	2	8	0	571
17:45	468	48	0	1	2	7	2	526	582	62	0	2	1	7	0	654
18:00	546	46	1	0	1	6	3	605	671	64	0	4	1	5	0	746

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3997 Hamble Lane / Satchall Lane
 Junction Number: Site 1 Junction Type: T-Junction

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	231	16	3	1	1	7	1	260
07:15	258	52	4	3	2	2	1	322
07:30	315	69	3	2	0	3	0	392
07:45	364	70	2	1	1	5	4	447
08:00	388	62	8	0	1	1	0	460
08:15	396	56	4	0	2	1	1	460
08:30	440	54	9	4	1	4	0	512
08:45	412	57	8	2	2	2	1	484
09:00	347	60	5	2	3	1	0	418
09:15	260	70	9	1	1	3	0	344
09:30	213	49	5	4	1	2	0	274
09:45	229	39	3	1	1	1	1	275
10:00	194	56	3	3	1	2	1	263
10:15	229	46	1	3	1	1	1	282
10:30	211	56	8	5	1	1	0	282
10:45	232	56	7	4	2	0	1	302
11:00	212	51	4	3	2	2	0	272
11:15	246	44	2	4	1	6	0	303
11:30	234	49	5	3	2	1	0	294
11:45	221	44	0	2	2	1	0	270
12:00	223	44	3	4	1	3	2	280
12:15	240	57	9	2	2	1	1	312
12:30	239	50	5	5	0	6	0	305
12:45	233	59	6	3	2	1	0	304
13:00	235	51	5	3	2	3	1	300
13:15	199	44	4	4	2	2	0	254
13:30	266	54	5	3	0	0	2	330
13:45	282	45	4	2	1	5	2	321
14:00	224	50	3	4	1	5	0	287
14:15	374	40	3	2	3	10	2	434
14:30	289	55	4	1	0	3	1	353
14:45	295	50	5	0	1	5	1	357
15:00	334	44	4	3	1	2	14	402
15:15	327	84	2	2	2	10	4	411
15:30	401	43	3	3	1	5	0	456
15:45	365	55	2	1	1	9	2	435
16:00	358	56	1	0	1	9	1	426
16:15	347	50	2	1	1	5	0	406
16:30	378	63	1	1	3	3	1	450
16:45	391	53	2	1	3	5	0	455
17:00	398	49	1	2	1	6	0	457
17:15	332	37	1	1	1	4	1	377
17:30	363	45	0	0	1	1	0	410
17:45	275	29	0	0	1	1	9	314
18:00	352	40	0	0	1	4	0	397
18:15	351	36	1	0	1	3	1	383
18:30	370	23	0	2	0	2	1	398
18:45	398	32	1	2	0	4	1	438
Start Time	Rolling Hour							Total
07:00	1168	207	12	7	4	17	6	1421
07:15	1325	253	17	6	4	11	5	1621
07:30	1463	257	17	3	4	10	5	1759
07:45	1596	242	23	5	5	11	5	1879
08:00	1636	229	29	6	6	8	2	1916
08:15	1595	227	26	8	8	8	2	1874
08:30	1459	241	31	9	7	10	1	1758
08:45	1232	236	27	9	7	9	1	1520
09:00	1049	215	22	8	6	7	1	1311
09:15	896	214	23	9	4	8	2	1156
09:30	865	190	15	11	4	6	3	1094
09:45	863	197	18	12	4	5	3	1102
10:00	866	214	22	15	5	4	3	1129
10:15	884	209	20	16	4	3	2	1138
10:30	901	207	21	17	4	8	1	1159
10:45	924	200	18	15	5	8	1	1171
11:00	913	186	11	13	5	9	0	1139
11:15	924	181	10	13	6	11	2	1147
11:30	918	194	17	11	7	6	3	1156
11:45	923	195	17	13	5	11	3	1167
12:00	935	210	23	14	5	11	3	1201
12:15	947	217	25	13	6	11	2	1221
12:30	906	204	20	14	6	12	2	1163
12:45	933	208	20	12	6	6	3	1188
13:00	962	194	18	11	5	10	5	1205
13:15	951	193	16	12	4	12	4	1192
13:30	1126	189	15	11	5	20	6	1322
13:45	1149	190	14	9	5	23	5	1395
14:00	1182	195	15	7	5	23	4	1431
14:15	1292	189	16	6	5	20	18	1546
14:30	1245	213	15	6	4	20	20	1523
14:45	1357	201	14	8	5	22	19	1626
15:00	1427	206	11	9	5	26	20	1704
15:15	1451	218	8	6	5	33	7	1728
15:30	1471	204	8	5	4	28	3	1723
15:45	1448	224	6	3	6	25	4	1717
16:00	1474	222	6	3	8	22	2	1737
16:15	1514	215	6	5	8	19	1	1768
16:30	1499	202	5	5	8	18	2	1739
16:45	1494	194	4	4	6	16	1	1699
17:00	1368	160	2	4	4	19	1	1558
17:15	1322	151	1	2	4	17	1	1498
17:30	1341	150	1	1	4	16	1	1514
17:45	1348	126	1	3	3	17	2	1502
18:00	1471	131	2	4	2	15	3	1626



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Junction Number: Site 2
Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Access Road / Hound Road
Junction Type: 4-arm Roundabout

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - MCC Site 2 - 18.10.2022			

Issue Record

Issued to	Date			
	09.11.2022			
Imogen Nicholson	E-mail			

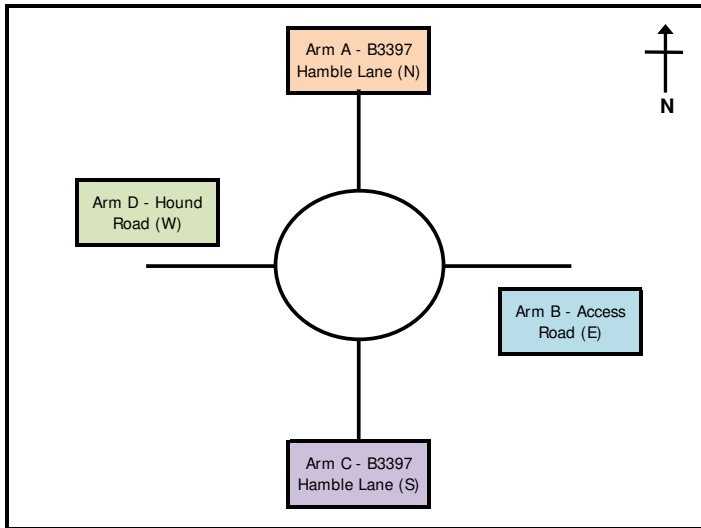
Intelligent Data Collection Limited



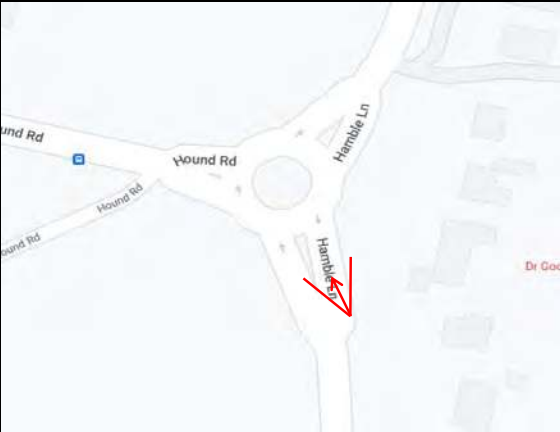
Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3397 Hamble Lane / Access Road / Hound Road
 Junction Number: Site 2 Junction Type: 4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
50.876239	-1.328660	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Cloudy	Clear	Clear

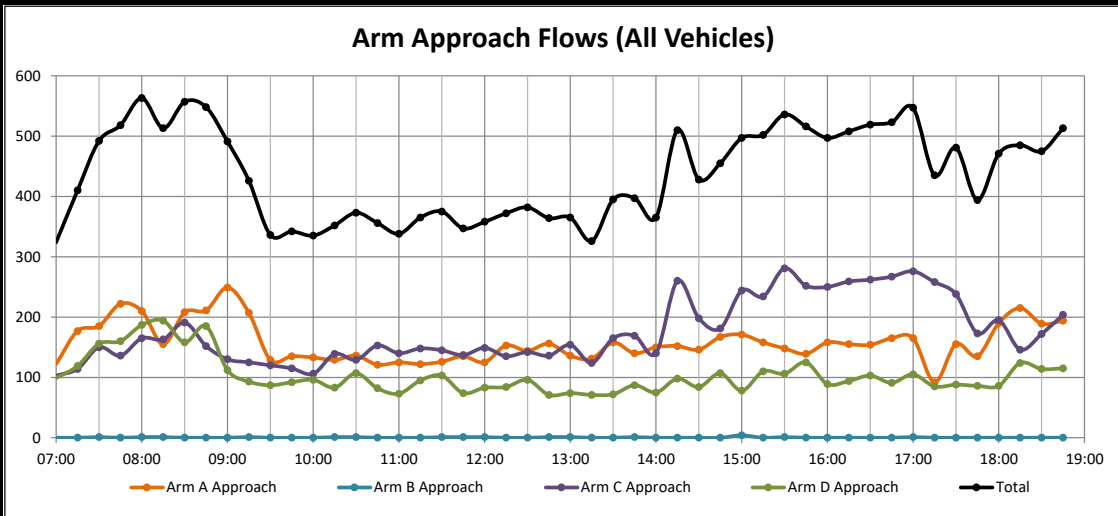
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID06792
Junction Number: Site 2

Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Access Road / Hound Road
Junction Type: 4-arm Roundabout

Arm A: B3397 Hamble Lane (N)
Arm B: Access Road (E)

Arm C: B3397 Hamble Lane (S)
Arm D: Hound Road (W)



Time	A to A							A to D							A to C							Total		
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle			
07:00	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14	98	3	2	1	0	3	1	108	
07:15	0	0	0	0	0	0	0	10	8	0	1	0	0	0	19	133	21	1	2	0	1	0	158	
07:30	0	0	0	0	0	0	0	20	5	0	0	0	0	2	27	133	23	0	1	0	1	0	158	
07:45	0	0	0	0	0	0	0	11	3	1	0	0	0	0	15	166	32	2	1	0	3	0	207	
08:00	4	1	0	0	0	0	0	5	15	7	1	0	0	0	23	155	24	2	0	0	0	0	181	
08:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	5	119	22	4	0	0	2	0	147	
08:30	0	0	0	0	0	0	0	12	4	0	0	1	0	0	16	172	16	2	2	0	0	0	192	
08:45	0	0	0	0	0	0	0	19	7	0	1	0	0	0	27	156	22	3	2	0	1	0	184	
09:00	0	0	0	0	0	0	0	32	8	0	0	0	0	1	41	171	31	3	2	1	0	0	208	
09:15	1	0	0	0	0	0	0	1	41	8	1	0	0	0	50	118	29	6	0	0	2	0	155	
09:30	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	76	23	2	2	0	0	0	103	
09:45	0	0	0	0	0	0	0	24	8	0	0	0	0	0	32	87	16	0	0	0	0	0	103	
10:00	0	0	0	0	0	0	0	29	8	0	0	0	0	0	40	61	26	4	2	0	0	0	93	
10:15	0	1	0	0	0	0	0	1	36	9	0	0	0	0	45	68	13	0	2	0	0	0	83	
10:30	0	0	0	0	0	0	0	3	35	3	2	0	0	0	40	75	19	1	1	0	0	0	96	
10:45	0	0	0	0	0	0	0	27	8	0	0	0	0	0	35	89	13	2	2	0	0	0	95	
11:00	0	0	0	0	0	0	0	1	27	12	1	0	0	0	40	60	18	2	3	0	1	0	84	
11:15	1	0	0	0	0	0	0	1	29	5	2	0	0	0	36	72	11	0	1	0	1	0	85	
11:30	0	0	0	0	0	0	0	0	31	3	1	0	0	0	35	70	16	2	1	1	0	0	90	
11:45	1	1	0	0	0	0	0	2	36	9	0	0	0	0	46	71	15	0	1	0	0	0	87	
12:00	1	0	0	0	0	0	0	1	26	6	0	0	0	0	35	68	14	3	4	0	0	0	89	
12:15	0	1	0	0	0	0	0	1	31	5	0	0	0	0	39	83	24	4	1	0	1	0	113	
12:30	1	0	0	0	0	0	0	1	30	5	1	0	0	0	36	89	11	2	2	0	2	0	106	
12:45	1	0	0	0	0	0	0	1	37	6	1	0	0	0	44	82	25	1	2	0	1	0	111	
13:00	0	0	0	0	0	0	0	0	37	3	0	0	0	0	41	71	19	3	1	0	1	0	95	
13:15	0	0	0	0	0	0	0	0	41	5	0	0	0	1	48	86	12	1	1	0	1	0	93	
13:30	0	0	0	0	0	0	0	0	31	7	0	0	0	0	38	89	26	2	2	0	0	1	120	
13:45	0	0	0	0	0	0	0	0	41	13	0	0	0	0	54	72	8	1	0	0	4	1	86	
14:00	0	0	0	0	0	0	0	0	45	9	0	0	0	0	54	72	19	1	2	0	2	0	96	
14:15	0	0	0	0	0	0	0	0	39	2	2	0	0	0	43	68	12	0	1	1	2	0	109	
14:30	0	1	0	0	0	0	0	1	41	8	0	0	0	0	49	73	24	3	0	0	0	0	96	
14:45	0	0	0	0	0	0	0	0	51	6	0	0	0	0	57	89	13	3	0	0	3	0	108	
15:00	1	0	0	0	0	0	0	1	48	9	1	0	0	2	60	91	15	1	0	0	0	2	109	
15:15	0	0	0	0	0	0	0	0	42	8	0	0	0	1	51	81	17	0	2	0	4	2	106	
15:30	0	0	0	0	0	0	0	0	41	4	0	1	0	2	50	84	10	2	1	0	1	0	98	
15:45	1	0	0	0	0	0	0	1	38	12	0	0	0	0	51	77	9	1	0	0	0	0	87	
16:00	1	0	0	0	0	0	0	1	46	8	0	0	0	1	55	81	19	1	0	0	0	1	102	
16:15	0	0	0	0	0	0	0	0	47	19	0	1	0	0	66	72	16	0	1	0	0	0	89	
16:30	0	0	0	0	0	0	0	0	38	6	0	0	0	0	45	92	15	0	0	1	1	0	109	
16:45	0	0	0	0	0	0	0	0	50	10	0	0	0	0	70	76	15	1	0	0	1	0	95	
17:00	0	0	0	0	0	0	0	0	50	13	0	0	0	1	64	89	9	0	0	0	3	0	101	
17:15	0	0	0	0	0	0	0	0	33	7	0	0	0	0	40	46	4	1	0	0	1	0	52	
17:30	0	0	0	0	0	0	0	0	51	7	0	0	0	0	58	82	14	0	0	0	1	0	97	
17:45	0	0	0	0	0	0	0	0	52	4	0	0	0	0	56	70	8	0	0	0	1	0	79	
18:00	0	0	0	0	0	0	0	0	50	8	0	0	0	1	59	113	15	0	0	0	3	0	131	
18:15	0	1	0	0	0	0	0	1	58	4	0	0	0	1	63	131	18	1	0	0	1	0	151	
18:30	0	0	0	0	0	0	0	0	44	2	0	0	0	1	47	135	5	0	2	0	0	0	142	
18:45	1	0	0	0	0	0	0	1	46	1	0	0	0	0	47	130	12	0	0	2	0	0	146	
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	51	20	1	1	0	0	2	75	530	79	5	5	0	8	4	631	
07:15	4	1	0	0	0	0	0	5	56	23	2	1	0	0	84	587	100	5	4	0	5	3	704	
07:30	6	1	0	0	0	0	0	7	51	15	2	0	0	0	70	573	101	8	2	0	6	3	693	
07:45	6	1	0	0	0	0	0	7	43	14	2	0	0	0	59	512	94	10	3	0	5	3	727	
08:00	6	1	0	0	0	0	0	7	51	18	1	1	0	0	71	602	84	11	4	0	3	0	704	
08:15	2	0	0	0	0	0	0	2	68	19	0	1	0	0	89	618	91	12	6	1	3	0	731	
08:30	1	0	0	0	0	0	0	1	104	27	1	1	0	0	134	617	98	14	6	1	3	0	739	
08:45	1	0	0	0	0	0	0	1	114	26	1	1	0	0	143	621	105	14	6	1	3	0	650	
09:00	1	0	0	0	0	0	0	1	119	27	1	0	0	0	148	652	99	11	4	1	2	0	669	
09:15	1	0	0	0	0	0	0	1	116	25	1	0	0	5	147	642	94	12	4	0	2	0	654	
09:30	0	1	0	0	0	0	0	1	111	26	0	0	0	5	142	692	78	6	6	0	0	0	682	
09:45	0	1	0	0	0	0	0	1	124	26	2	0	0	5	157	691	74	5	5	0	0	0	675	
10:00	0	1	0	0	0	0	0	1	127	26	2	0	0	5	160	673	71	7	7	0	0	0	658	
10:15	0	1	0	0	0	0	0	2	125	32	3	0	0	0	160	672	63	5	8	0	0	1	649	
10:30	1	0	1	0	0	0	0	2	118	28	5	0	0	0	151	676	61	5	7	0	2	0	651	
10:45	1	0	1	0	0	0	0	2	114	28	4	0	0	0	146	671	58	6	7	1	2	0	645	
11:00	2	1	1	0	0	0	0	4	123	29	4	0	0	0	157	673	60	4	6	1	2	0	646	
11:15	3	1	0	0	0	0	0	4	122	23	4	2	0	0	152	681	56	5	7	1	1	0	651	
11:30	2	2	0	0	0	0	0	4	124	26	2	2	0	0	155	692	69	9	7	1	1	0	679	
11:45	3	2	0	0	0	0	0	5	123	28	2	2	0	0	156	611	64	9	8	0	3	0	695	
12:00	3	1	0	0	0	0	0	4	124	25	3	2	0	0	154	622	74	10	9	0	4	0	619	
12:15	2	1	0	0	0	0	0	3	135	22	2	0	0	1	160	625	79	10	6	0	5	0	625	
12:30	2	0	0	0	0	0	0	2	145	19	2	0	0	1	169	610	67	7	6	0	5	0	695	
12:45	1	0	0	0	0	0	0	1	146	21	1	0	0	1	171	610	82	7	6	0	3	1	609	
13:00	0	0	0	0	0	0	0	0	150	28	0	0	0	1	2	181	600	65	7	4	0	6	2	684
13:15	0	0	0	0	0	0	0	0	156	34	0	0	0	1	194	60								

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID06792
Junction Number: Site 2

Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Access Road / Hound Road
Junction Type: 4-arm Roundabout

Arm A: B3397 Hamble Lane (N)
Arm B: Access Road (E)

Arm C: B3397 Hamble Lane (S)
Arm D: Hound Road (W)



Time	A to B							B to B							B to A									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time								Total								Total								Total

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
Project Number: ID06792 Junction Name: B3397 Hamble Lane / Access Road / Hound Road Arm A: B3397 Hamble Lane (N) Arm C: B3397 Hamble Lane (S)
Junction Number: Site 2 Junction Type: 4-arm Roundabout Arm B: Access Road (E) Arm D: Hound Road (W)

Time	D to D							D to C							D to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	34	5	0	0	0	1	0	40	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	40	5	0	0	1	1	1	48	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	57	12	0	0	0	0	0	69	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	77	13	1	0	0	0	1	92	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	87	12	0	0	1	0	1	101	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	121	10	0	0	1	0	1	133	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	94	10	1	0	1	3	0	109	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	37	5	0	0	0	0	0	42	0	0	0	0	0	0	0	0
09:00	0	0	0	1	0	0	0	1	47	12	0	0	1	0	0	60	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	36	8	0	0	0	1	0	45	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	31	4	1	0	1	0	0	37	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	37	5	0	0	0	0	0	42	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	31	5	0	0	1	0	0	40	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	27	9	0	0	0	1	0	37	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	31	12	1	0	1	0	0	45	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	35	5	0	0	1	0	0	41	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	37	4	1	0	0	0	0	42	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	35	3	0	0	1	0	0	39	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	30	6	0	0	0	0	0	36	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	18	6	0	0	1	0	1	26	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	35	7	1	0	1	0	1	45	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	30	8	0	0	0	0	0	38	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	25	6	0	0	1	0	0	32	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	24	2	0	0	1	0	0	27	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	24	3	0	0	1	1	0	28	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	29	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	33	6	0	0	0	0	0	39	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	21	9	0	0	1	1	0	32	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	38	3	0	0	1	0	0	42	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	40	3	0	0	0	1	0	44	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	47	8	0	0	0	0	0	55	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	35	1	0	0	1	0	0	37	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1	45	7	0	0	0	4	0	56	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	48	6	0	0	1	1	0	56	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	59	10	0	0	0	2	1	72	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	41	8	0	0	1	0	0	50	0	0	0	0	0	0	0	0
16:15	1	1	0	0	0	0	0	2	38	7	0	0	0	0	0	45	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	57	9	0	0	2	0	0	68	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	56	7	0	0	0	1	0	64	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	48	5	0	0	0	1	1	55	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	42	3	0	0	0	0	0	45	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	43	10	0	0	1	0	0	54	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	40	10	0	0	0	2	0	52	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	50	5	0	0	1	0	0	56	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	76	3	0	0	0	0	0	79	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	71	8	0	0	0	0	0	79	1	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	69	3	0	0	0	0	0	72	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	208	35	1	0	1	2	2	249	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	261	42	1	0	2	1	3	310	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	342	47	1	0	2	0	3	395	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	379	45	2	0	3	3	3	435	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	3	398	38	2	0	3	3	3	447	0	0	0	0	0	0	0	0
08:15	1	1	0	1	0	0	0	3	358	38	2	0	3	3	2	406	0	0	0	0	0	0	0	0
08:30	0	1	0	1	0	0	0	2	273	36	2	0	2	4	1	318	0	0	0	0	0	0	0	0
08:45	0	1	0	1	0	0	0	2	210	30	2	0	2	1	1	246	0	0	0	0	0	0	0	0
09:00	0	0	0	1	0	0	0	1	151	29	1	0	2	1	0	184	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	135	23	2	0	2	1	1	164	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	126	24	2	0	2	1	1	156	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	126	32	2	0	2	1	1	164	0	1	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	124	32	2	0	3	3	1	163	0	1	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	122	29	1	0	2	1	0	155	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	132	24	2	0	2	0	0	160	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	136	15	1	0	2	0	0	154	1	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	131	16	1	0	1	0	0	149	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	120	19	1	0	2	0	1	143	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	118	22	1	0	3	0	2	146	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	113	27	1	0	2	0	2	145	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	0	0	1	108	27	1	0	3	0	2	141	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	114	23	1	0	3	0	1	142	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	103	25	0	0	3	1	0	132	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	98	21	0	0	3	1	0	123	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	106	21	0	0	2	1	0	130	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	103	28	0	0	2	2	0	135	0	0	0	0				

Intelligent Data Collection Limited



Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3397 Hamble Lane / Access Road / Hound Road
 Junction Number: Site 2 Junction Type: 4-arm Roundabout

Arm A: B3397 Hamble Lane (N) Arm C: B3397 Hamble Lane (S)
 Arm B: Access Road (E) Arm D: Hound Road (W)

D to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	45	14	0	0	0	0	0	59
07:15	62	9	0	0	0	0	0	71
07:30	68	19	0	0	0	0	1	87
07:45	56	11	0	0	0	1	0	68
08:00	72	13	0	0	0	0	0	85
08:15	51	9	0	0	0	0	0	60
08:30	35	13	1	0	0	0	0	49
08:45	69	11	0	0	0	0	0	80
09:00	43	8	0	0	0	0	0	51
09:15	40	5	1	2	0	0	0	48
09:30	41	4	0	0	0	0	0	50
09:45	38	11	1	0	0	0	0	50
10:00	48	6	1	0	0	0	1	56
10:15	41	5	0	0	0	0	0	46
10:30	48	10	2	0	0	0	1	61
10:45	34	7	0	0	0	0	0	41
11:00	38	3	0	0	0	0	0	41
11:15	48	4	0	0	0	0	0	53
11:30	57	6	0	0	0	0	0	63
11:45	34	4	0	0	0	0	0	38
12:00	45	11	1	0	0	0	0	57
12:15	30	8	1	0	0	0	0	39
12:30	45	10	0	0	0	3	0	58
12:45	31	7	0	0	0	0	0	38
13:00	37	6	1	0	1	2	0	47
13:15	26	9	0	1	0	0	0	36
13:30	38	3	0	0	0	2	0	43
13:45	38	8	1	0	0	1	0	48
14:00	33	8	1	0	0	1	0	43
14:15	45	11	0	0	0	0	0	56
14:30	30	9	1	0	0	0	0	40
14:45	44	6	1	0	1	0	0	52
15:00	30	9	0	0	0	0	0	39
15:15	42	9	1	0	0	0	1	53
15:30	38	12	0	0	0	0	0	50
15:45	44	8	0	0	0	1	0	53
16:00	26	12	0	0	0	0	0	39
16:15	37	8	1	1	0	0	0	47
16:30	30	4	0	0	0	0	0	34
16:45	20	6	0	0	0	0	0	26
17:00	37	13	0	0	0	0	0	50
17:15	34	4	0	0	0	2	0	40
17:30	24	8	0	0	0	1	0	33
17:45	32	1	0	0	0	0	1	34
18:00	24	6	0	0	0	0	0	30
18:15	37	7	0	0	0	1	0	45
18:30	30	4	0	0	0	0	0	34
18:45	38	5	0	0	0	0	0	43
Start Time	Rolling Hour							Total
07:00	231	53	0	0	0	1	0	285
07:15	258	52	0	0	0	1	0	311
07:30	247	52	0	0	0	1	0	300
07:45	214	46	1	0	0	1	0	262
08:00	227	46	1	0	0	0	0	274
08:15	198	41	1	0	0	0	0	240
08:30	187	37	2	2	0	0	0	228
08:45	193	33	1	2	0	0	0	229
09:00	162	33	2	2	0	0	0	199
09:15	167	31	3	2	0	0	1	204
09:30	168	31	2	0	0	0	1	202
09:45	175	32	4	0	0	0	2	213
10:00	171	28	3	0	0	0	2	204
10:15	161	25	2	0	0	0	1	189
10:30	168	25	2	0	0	0	1	196
10:45	177	21	0	0	0	0	0	198
11:00	177	18	0	0	0	0	0	195
11:15	184	26	1	0	0	0	0	211
11:30	166	29	2	0	0	0	0	197
11:45	154	33	2	0	0	3	0	182
12:00	151	36	2	0	0	3	0	192
12:15	143	31	2	0	1	5	0	182
12:30	139	32	1	1	1	5	0	179
12:45	132	25	1	1	1	4	0	164
13:00	139	26	2	1	1	5	0	174
13:15	135	28	2	1	0	4	0	170
13:30	154	30	2	0	0	4	0	190
13:45	146	36	3	0	0	2	0	187
14:00	152	34	3	0	1	1	0	191
14:15	149	35	2	0	1	0	0	187
14:30	146	33	3	0	1	0	1	184
14:45	154	36	2	0	1	0	1	194
15:00	154	38	1	0	0	1	1	195
15:15	150	41	1	0	0	2	1	195
15:30	145	40	1	1	0	2	0	189
15:45	137	32	1	1	0	2	0	173
16:00	113	30	1	1	0	1	0	146
16:15	124	31	1	1	0	0	0	157
16:30	121	27	0	0	0	2	0	150
16:45	115	31	0	0	0	3	0	149
17:00	127	26	0	0	0	3	1	157
17:15	114	19	0	0	0	3	1	137
17:30	117	22	0	0	0	2	1	142
17:45	123	18	0	0	0	1	1	143
18:00	129	22	0	0	0	1	0	152

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3997 Humble Lane / Access Road / Hound Road
 Junction Number: Site 2 Junction Type: 4-arm Roundabout



Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	108	7	2	1	0	3	1	122	108	22	0	0	0	2	0	132
07:15	143	29	1	3	0	1	0	177	118	32	2	1	0	0	0	153
07:30	153	28	0	1	0	1	2	185	152	48	2	1	0	2	0	205
07:45	177	36	3	1	0	3	2	222	136	25	0	0	0	1	0	162
08:00	175	32	3	0	0	0	0	210	166	31	4	0	0	1	0	202
08:15	127	22	4	0	0	2	0	155	139	24	0	0	0	0	0	163
08:30	184	20	2	2	0	0	0	208	126	27	4	2	0	0	0	159
08:45	175	29	3	3	0	1	0	211	163	22	3	0	0	1	0	189
09:00	203	39	3	2	1	0	1	249	119	21	0	0	0	0	0	140
09:15	161	37	7	0	0	2	0	207	108	22	4	3	0	0	0	137
09:30	98	27	2	2	0	0	0	129	116	21	0	2	0	2	0	141
09:45	111	24	0	0	0	0	0	135	104	20	3	1	0	0	0	128
10:00	90	32	4	2	0	5	0	133	107	20	2	1	0	0	1	132
10:15	104	23	0	2	0	0	0	129	126	22	0	1	0	0	1	150
10:30	110	22	3	1	0	0	0	136	114	26	6	4	0	1	1	152
10:45	96	21	2	2	0	0	0	121	115	30	5	2	0	0	1	153
11:00	87	30	4	3	0	0	0	124	119	25	2	1	1	0	0	144
11:15	102	18	2	1	0	1	0	122	129	20	0	3	0	2	0	154
11:30	102	19	3	1	1	0	0	126	133	29	3	2	0	1	0	168
11:45	108	25	0	1	0	0	1	135	107	22	0	1	0	1	0	131
12:00	95	20	4	6	0	0	0	125	142	23	1	0	0	3	1	170
12:15	114	33	4	1	0	1	0	153	104	26	4	1	1	0	0	136
12:30	121	16	3	2	0	2	0	144	127	26	2	2	0	4	0	161
12:45	120	31	2	2	0	1	0	156	100	25	3	1	0	0	0	129
13:00	108	22	3	1	0	1	1	136	119	27	2	2	2	3	0	155
13:15	109	17	1	1	0	2	1	131	106	26	3	3	0	0	0	138
13:30	120	33	2	2	0	0	1	158	136	18	4	1	0	2	0	161
13:45	113	21	1	0	0	4	1	140	153	26	2	2	0	1	0	184
14:00	117	28	1	2	0	2	0	150	110	23	3	2	0	2	0	140
14:15	132	14	2	1	1	2	0	152	211	32	2	1	0	7	0	253
14:30	114	29	3	0	0	0	0	146	145	34	2	1	1	0	2	184
14:45	141	20	3	0	0	3	0	167	151	24	3	0	1	0	0	179
15:00	141	24	2	0	0	2	2	171	164	29	3	2	0	2	0	200
15:15	124	25	0	2	0	5	2	158	187	37	3	1	1	1	2	232
15:30	125	16	2	2	0	3	0	148	213	27	0	2	0	3	0	251
15:45	116	21	1	0	0	0	1	139	199	26	1	1	0	6	0	233
16:00	128	27	1	0	0	1	1	158	169	31	0	0	0	6	0	206
16:15	119	35	0	1	0	0	0	155	204	15	2	1	0	2	0	224
16:30	130	21	0	1	1	1	0	154	175	24	0	1	0	2	0	202
16:45	138	25	1	0	0	0	0	165	165	24	1	1	0	0	0	193
17:00	139	22	0	0	0	4	0	165	201	39	1	2	0	1	0	244
17:15	79	11	1	0	0	1	0	92	177	19	0	1	0	4	0	201
17:30	133	21	0	0	0	1	0	155	175	27	0	0	0	1	0	203
17:45	122	12	0	0	0	1	0	135	140	12	0	1	1	0	4	158
18:00	163	23	0	0	0	4	0	190	139	18	0	0	0	1	0	158
18:15	189	23	1	0	0	1	1	215	122	19	0	0	0	1	0	142
18:30	179	7	0	2	0	0	1	189	133	11	0	0	0	1	0	145
18:45	177	13	0	0	0	2	0	194	162	12	1	0	0	0	0	175
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	581	99	6	6	0	8	6	706	514	127	4	2	0	5	0	652
07:15	648	124	7	5	0	5	5	784	572	136	8	2	0	4	0	722
07:30	632	117	10	2	0	6	5	772	593	128	6	1	0	4	0	732
07:45	653	109	12	3	0	5	3	776	567	107	8	2	0	2	0	686
08:00	661	103	12	5	0	3	0	784	594	104	11	2	0	2	0	713
08:15	689	110	12	7	1	3	1	823	547	94	7	2	0	1	0	651
08:30	723	125	15	7	1	3	1	875	516	92	11	5	0	1	0	625
08:45	637	132	15	7	1	3	1	796	505	86	7	5	0	3	0	607
09:00	573	127	12	4	1	2	1	720	447	84	7	6	0	2	0	546
09:15	460	120	13	4	0	7	0	604	435	83	9	7	0	3	1	538
09:30	403	106	6	6	0	5	0	526	453	83	5	5	0	3	2	551
09:45	415	101	7	5	0	5	0	533	451	88	11	7	0	2	3	562
10:00	400	98	9	7	0	5	0	519	462	96	13	8	0	2	4	597
10:15	397	96	9	8	0	1	0	511	473	103	13	8	0	1	3	601
10:30	395	89	11	7	0	2	0	504	476	101	13	10	0	3	2	605
10:45	387	86	11	7	1	2	0	494	495	104	10	8	0	3	1	621
11:00	399	90	9	6	1	2	1	508	497	96	5	7	0	4	0	599
11:15	407	90	9	9	1	1	1	508	511	94	4	6	0	7	1	623
11:30	419	97	11	9	1	1	1	539	486	100	8	4	0	5	1	604
11:45	438	94	11	10	0	3	1	557	480	97	7	4	0	8	1	597
12:00	450	100	13	11	0	4	0	578	473	100	10	4	0	7	1	595
12:15	463	102	12	6	0	5	1	589	450	104	11	6	2	7	0	580
12:30	458	86	9	6	0	6	2	567	452	104	10	8	2	7	0	583
12:45	457	103	8	6	0	4	3	581	461	96	12	7	2	5	0	583
13:00	450	93	7	4	0	7	4	565	514	97	11	8	2	6	0	638
13:15	459	99	5	5	0	8	3	579	505	93	12	8	0	5	0	623
13:30	482	96	6	5	1	8	2	600	510	99	11	6	0	12	0	728
13:45	476	92	7	3	1	8	1	588	619	115	9	6	0	12	0	761
14:00	504	91	9	3	1	7	0	615	617	113	10	4	1	11	0	756
14:15	528	87	10	1	1	7	2	636	671	119	10	4	1	11	0	816
14:30	520	98	9	2	0	10	4	642	547	124	11	4	2	5	2	795
14:45	531	85	7	4	0	13	4	644	721	117	9	5	2	6	2	862
15:00	506	86	5	4	0	10	5	616	769	119	7	6	1	12	2	916
15:15	493	89	4	4	0	9	4	603	774	121	4	4	1	16	2	922
15:30	488	98	4	3	0	4	2	600	791	99	3	4	0	17	0	914
15:45	493	104	2	2	1	2	2	606	747	96	3	3	0	16	0	865
16:00	515	108	2	2	1	3	1	632	714	94	3	3	0	11	0	825
16:15	526	103	1	2	1	6	0	639	746	102	4	5	0	6	0	863
16:30	486	79	2	1	1	7	0	576	719	106	2	5	0	8	0	840
16:45	489	79	2	0	0	7	0	577	719	109	2	4	0	7	0	841
17:00	473	66	1	0	0	7	0	547	693	97	1	4	0	10	1	806
17:15	497	67	1	0	0	7	0	572	631	76	0	2	0	10	1	720
17:30	607	79	1	0	0	7	1	695	576	76	0	1	0	7	1	661
17:45	653	65	1	2	0	6	2	729	534	60	0	1	0	7	1	603
18:00	706	66	1	4	0	7	2	786	556	60	1	0	0	3	0	620

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3997 Hamble Lane / Access Road / Hound Road
 Junction Number: Site 2 Junction Type: 4-arm Roundabout

Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
11:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
12:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
15:00	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	6
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
07:30	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5
07:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
08:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
09:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
09:45	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	3
10:00	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	3
10:15	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	3
10:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2
10:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
11:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5
11:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	7
11:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	7
11:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5
12:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
12:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
12:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
12:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
14:15	3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	8
14:30	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	9
14:45	4	1	0	0	0	0	0	5	4	1	0	0	0	0	0	10
15:00	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	8
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
16:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3997 Humble Lane / Access Road / Hound Road
 Junction Number: Site 2 Junction Type: 4-arm Roundabout

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	90	9	0	0	1	2	1	103	132	8	2	1	0	4	1	148
07:15	83	26	3	1	1	0	0	114	173	26	1	2	1	2	1	206
07:30	119	34	3	1	0	2	0	159	191	36	0	1	0	1	0	229
07:45	109	24	0	0	1	2	0	136	243	45	3	1	1	0	3	299
08:00	137	23	4	0	0	1	0	165	242	36	2	0	1	0	1	282
08:15	137	25	0	0	1	0	0	163	241	32	4	0	1	2	1	281
08:30	159	26	4	2	0	0	0	191	268	26	3	2	1	3	0	303
08:45	132	13	4	0	2	1	0	152	253	29	4	2	0	1	1	290
09:00	110	17	2	0	1	0	0	130	218	43	3	2	2	0	0	268
09:15	94	26	3	1	1	0	0	125	155	39	6	0	0	3	0	203
09:30	98	16	2	2	0	2	0	120	107	27	3	2	1	0	0	140
09:45	96	15	2	1	1	0	0	115	125	21	0	0	0	0	0	146
10:00	97	15	2	1	0	1	0	106	93	32	5	2	1	0	1	134
10:15	114	22	0	1	1	0	1	139	95	22	0	2	0	1	0	120
10:30	95	24	5	4	0	1	0	129	107	32	3	1	1	0	0	144
10:45	114	30	5	2	1	0	1	153	104	19	2	2	1	0	0	128
11:00	111	26	2	1	0	0	0	140	89	21	2	3	0	1	0	116
11:15	118	20	1	3	1	5	0	148	109	15	1	1	0	1	0	127
11:30	114	25	3	2	0	1	0	145	108	19	2	1	2	0	0	132
11:45	107	26	0	1	2	1	0	137	103	21	0	1	0	0	0	125
12:00	127	18	0	0	0	3	1	149	87	21	3	4	1	0	1	117
12:15	106	24	3	1	1	0	0	135	118	31	5	1	1	1	1	158
12:30	109	26	3	2	0	2	0	142	119	19	2	2	0	2	0	144
12:45	105	26	3	1	1	0	0	136	107	31	1	2	1	1	0	143
13:00	125	23	1	2	1	2	0	154	96	21	3	1	1	1	0	123
13:15	97	21	3	2	1	0	0	124	92	21	1	1	1	2	0	118
13:30	137	22	4	1	0	0	1	165	115	30	2	2	0	0	1	150
13:45	138	25	2	2	1	1	0	169	105	14	2	0	0	4	1	126
14:00	117	17	2	2	0	2	0	140	93	28	1	2	1	3	0	128
14:15	225	23	2	1	1	8	0	260	131	15	0	1	2	2	0	151
14:30	163	30	1	1	0	2	1	198	113	23	3	0	0	0	0	140
14:45	146	29	2	0	1	2	1	181	136	21	3	0	0	3	0	163
15:00	201	24	3	2	0	3	11	244	127	16	1	0	1	0	2	147
15:15	190	35	2	1	2	2	2	234	126	24	0	2	0	8	2	162
15:30	248	26	1	2	0	4	0	274	133	17	2	1	1	1	0	155
15:45	214	27	1	1	1	7	1	262	136	19	1	0	0	2	1	159
16:00	213	29	0	0	0	8	0	250	122	27	1	0	1	0	1	152
16:15	229	23	1	0	1	5	0	259	111	23	0	1	0	0	0	135
16:30	220	39	0	1	0	2	0	262	148	24	0	0	3	1	0	177
16:45	231	29	1	1	3	2	0	267	134	22	1	0	0	0	0	159
17:00	237	35	1	2	0	1	0	276	137	14	0	0	1	4	0	156
17:15	224	28	0	1	1	3	1	258	88	7	1	0	0	1	0	97
17:30	210	26	0	0	1	0	2	238	125	24	0	0	1	1	0	151
17:45	151	15	0	1	1	5	0	173	110	18	0	0	0	0	0	131
18:00	177	17	0	0	0	1	0	195	163	20	0	0	1	3	0	187
18:15	125	18	0	0	1	1	1	146	207	21	1	0	0	1	0	230
18:30	158	12	0	0	0	2	0	172	206	13	0	2	0	0	0	221
18:45	187	15	1	0	0	0	1	204	200	15	0	0	0	2	0	215
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	392	93	6	2	3	6	1	503	739	115	6	5	1	10	6	882
07:15	439	107	10	2	2	5	0	565	849	143	6	4	2	2	6	1016
07:30	493	106	7	1	2	5	0	614	917	149	9	2	2	6	6	1091
07:45	542	96	6	2	2	9	0	655	994	139	12	3	3	6	8	1165
08:00	565	87	12	2	3	2	0	671	1004	123	13	4	3	6	3	1156
08:15	538	81	10	2	4	1	0	636	980	130	14	6	4	6	2	1142
08:30	495	82	13	3	4	1	0	598	894	137	16	6	3	7	1	1064
08:45	434	72	11	3	4	3	0	527	733	138	16	6	3	4	1	901
09:00	399	74	9	4	3	2	0	490	605	130	12	4	3	3	0	757
09:15	375	72	9	5	2	3	0	466	480	119	14	4	2	3	1	623
09:30	395	68	6	5	2	3	1	480	420	102	8	6	2	1	1	540
09:45	392	76	9	7	2	2	1	489	420	107	8	5	2	1	1	544
10:00	410	91	12	8	2	2	2	527	399	105	10	7	3	3	1	526
10:15	434	102	12	8	2	1	2	561	395	94	7	8	2	2	0	508
10:30	438	100	13	10	2	6	1	570	409	87	8	7	2	2	0	515
10:45	457	101	11	8	2	6	1	586	410	74	7	7	3	2	0	503
11:00	450	97	6	7	3	7	0	570	409	76	5	6	2	2	0	500
11:15	466	89	4	6	3	10	1	579	407	76	6	7	3	1	1	501
11:30	454	93	6	4	3	5	1	566	416	92	10	7	4	1	2	532
11:45	449	94	6	4	3	6	1	563	427	92	10	8	2	3	2	544
12:00	447	94	9	4	2	5	1	562	431	102	11	9	3	4	2	562
12:15	445	99	10	6	3	4	0	567	440	102	11	6	3	5	1	568
12:30	436	96	10	7	3	4	0	556	414	92	7	6	3	6	0	528
12:45	464	92	11	6	3	2	1	579	410	103	7	6	3	4	1	534
13:00	497	91	10	7	3	3	1	612	408	86	8	4	2	7	2	517
13:15	489	85	11	7	2	3	1	598	405	93	6	5	2	9	2	522
13:30	617	87	10	6	2	11	1	734	444	87	5	5	3	9	2	555
13:45	643	95	7	6	2	13	1	767	442	80	6	3	3	10	1	545
14:00	651	99	7	4	2	14	2	779	473	87	7	3	3	9	0	582
14:15	735	106	8	4	2	15	13	883	507	75	7	1	3	6	2	601
14:30	700	118	6	4	3	9	15	857	502	84	7	2	1	12	4	612
14:45	785	114	8	5	3	11	14	940	522	78	6	3	2	12	4	627
15:00	853	112	7	6	3	16	14	1011	522	76	4	3	2	11	5	623
15:15	865	117	4	4	3	21	3	1017	517	87	4	3	2	11	4	628
15:30	904	105	3	3	2	24	1	1042	502	86	4	2	2	3	2	601
15:45	876	118	2	2	2	22	1	1029	518	93	2	1	4	3	2	623
16:00	893	120	2	2	4	17	0	1038	516	96	2	1	4	3	1	623
16:15	917	126	3	4	4	10	0	1064	531	83	1	1	4	7	0	627
16:30	912	131	2	5	4	8	1	1063	508	67	2	0	4	8	0	589
16:45	909	123	2	4	4	6	3	1039	494	67	2	0	2	6	0	563
17:00	822	104	1	4	2	9	3	945	460	63	1	0	2	9	0	538
17:15	782	86	0	2	2	9	3	864	486	69	1	0	2	8	0	566
17:30	663	76	0	1	2	7	3	752	605	83	1	0	2	8	0	699
17:45	611	62	0	1	2	9	1	686	686	72	1	2	1	7	0	769
18:00	647	62	1	0	1	4	2	717	776	69	1	4	1	6	0	867

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: B3997 Hamble Lane / Access Road / Hound Road
 Junction Type: Site 2 Junction Type: 4-arm Roundabout

Time	Arm D Approach							Arm D Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	79	19	0	0	0	1	0	99	37	5	0	0	1	0	1	44
07:15	102	14	0	0	1	1	1	119	37	11	1	1	1	0	0	51
07:30	125	31	0	0	0	0	0	156	46	9	1	0	0	3	2	58
07:45	133	24	1	0	0	1	1	160	40	13	1	0	1	2	0	57
08:00	160	25	0	0	1	0	1	187	64	13	1	0	0	0	0	78
08:15	173	19	0	0	1	0	1	194	57	10	0	0	1	0	0	68
08:30	129	23	2	0	1	3	0	158	78	16	1	0	1	0	0	95
08:45	165	18	1	0	0	0	1	185	56	9	1	1	2	0	0	69
09:00	90	20	0	1	1	0	0	112	68	12	2	1	1	0	1	83
09:15	76	13	1	2	0	1	0	93	68	15	1	0	1	0	0	85
09:30	72	13	1	0	1	0	0	87	45	7	2	0	0	0	0	54
09:45	75	16	1	0	0	0	0	92	53	14	0	0	1	0	0	68
10:00	79	12	2	0	1	0	2	96	56	7	1	0	0	5	0	69
10:15	68	14	0	0	0	1	0	83	65	16	0	0	1	0	0	82
10:30	79	23	3	0	1	0	1	107	63	11	2	0	0	0	0	76
10:45	69	12	0	0	1	0	0	82	60	14	0	0	1	0	0	75
11:00	67	6	0	0	0	0	0	73	58	16	2	0	0	0	0	76
11:15	85	9	1	0	0	0	0	95	67	10	3	0	0	1	3	84
11:30	93	9	0	0	1	0	0	103	67	5	1	0	0	0	0	73
11:45	64	10	0	0	0	0	0	74	69	18	0	0	2	0	1	90
12:00	63	17	1	0	1	0	1	83	56	11	1	2	0	0	0	70
12:15	65	15	2	0	1	0	1	84	63	15	0	0	1	1	0	79
12:30	75	18	0	0	0	3	0	96	58	15	2	0	0	1	0	76
12:45	57	13	0	0	1	0	0	71	76	14	1	0	1	0	0	92
13:00	61	8	1	0	2	2	0	74	80	5	0	0	0	1	1	87
13:15	50	18	0	1	1	1	0	71	58	9	0	0	1	1	1	70
13:30	63	7	0	0	0	2	0	72	69	14	0	0	0	0	1	84
13:45	71	14	1	0	0	1	0	87	65	20	0	0	1	1	0	87
14:00	54	17	1	0	1	2	0	75	85	11	0	0	0	1	0	97
14:15	63	14	0	0	1	0	0	78	98	4	2	0	1	1	0	106
14:30	70	12	1	0	0	1	0	84	88	14	0	0	0	0	1	104
14:45	91	14	1	0	1	0	0	107	90	17	0	0	1	2	1	111
15:00	67	10	0	0	1	0	0	78	119	14	1	0	0	3	11	148
15:15	88	16	1	0	0	4	1	110	88	15	0	0	1	2	1	107
15:30	67	18	0	0	1	1	0	86	109	16	1	1	0	3	0	130
15:45	103	18	0	0	0	3	1	125	98	21	0	0	1	2	2	124
16:00	67	20	0	0	1	1	0	89	117	18	0	0	0	4	0	139
16:15	76	16	1	1	0	0	0	94	109	36	0	0	1	3	0	149
16:30	88	13	0	0	2	0	0	103	114	25	0	1	0	0	0	140
16:45	76	14	0	0	0	1	0	91	145	21	0	0	3	3	0	170
17:00	85	18	0	0	1	1	0	105	124	22	0	0	0	1	0	147
17:15	76	7	0	0	0	2	0	85	114	20	0	0	1	1	1	137
17:30	68	18	0	0	1	1	0	88	111	14	0	0	0	0	2	127
17:45	72	11	0	0	0	2	0	85	95	8	0	0	1	1	0	105
18:00	74	11	0	0	1	0	0	86	112	13	0	0	0	1	0	126
18:15	113	10	0	0	0	1	0	124	98	11	0	0	1	1	2	113
18:30	102	12	0	0	0	0	0	114	99	7	0	0	0	1	1	108
18:45	107	8	0	0	0	0	0	115	109	9	0	0	0	0	1	119
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	439	88	1	0	1	3	2	534	160	38	3	1	3	2	3	210
07:15	520	94	1	0	2	2	3	622	187	46	4	1	2	2	2	244
07:30	591	99	1	0	2	1	3	697	207	45	3	0	2	2	2	261
07:45	656	91	3	0	3	4	3	699	239	52	3	0	2	2	0	296
08:00	627	85	3	0	3	3	3	724	255	48	3	1	3	0	0	310
08:15	557	80	3	1	3	3	2	649	257	47	4	2	4	0	1	315
08:30	460	74	4	3	2	4	1	548	268	52	5	2	4	0	1	332
08:45	403	64	3	3	2	1	1	477	235	43	6	2	4	0	1	291
09:00	313	62	3	3	2	1	0	394	232	48	5	1	3	0	1	290
09:15	302	54	5	2	2	1	2	368	222	43	4	0	2	5	0	276
09:30	294	55	4	0	2	1	2	358	219	44	3	0	2	5	0	273
09:45	301	65	6	0	2	1	3	378	237	48	3	0	2	5	0	295
10:00	295	61	5	0	3	1	3	368	244	46	3	0	2	5	0	302
10:15	283	55	3	0	2	1	1	345	246	57	4	0	2	0	0	309
10:30	300	50	4	0	2	0	1	357	248	51	7	0	2	3	0	311
10:45	314	36	1	0	2	0	0	353	252	45	6	0	2	3	0	308
11:00	309	34	1	0	1	0	0	345	261	49	6	0	3	3	1	323
11:15	305	45	2	0	2	0	1	355	259	44	5	2	3	3	1	317
11:30	285	51	3	0	3	0	2	344	255	49	2	2	3	0	1	312
11:45	267	60	3	0	2	3	2	337	246	59	3	2	3	1	1	315
12:00	260	63	3	0	3	3	2	334	253	55	4	2	2	1	0	317
12:15	258	54	3	0	4	5	1	325	277	49	3	0	2	2	1	334
12:30	243	57	1	1	4	6	0	312	272	43	3	0	2	3	2	325
12:45	231	46	1	1	4	5	0	288	283	42	1	0	2	2	3	333
13:00	245	47	2	1	3	6	0	304	272	48	0	0	2	3	3	329
13:15	238	56	2	1	2	6	0	305	277	54	0	0	2	3	2	336
13:30	271	52	2	0	2	5	0	332	317	49	2	0	2	3	1	374
13:45	278	57	3	0	2	4	0	344	337	49	2	0	2	3	1	394
14:00	298	57	3	0	3	3	0	364	362	46	2	0	2	4	2	418
14:15	311	50	2	0	3	1	0	367	396	49	3	0	2	6	13	469
14:30	316	52	3	0	2	5	1	379	385	60	1	0	2	7	14	470
14:45	333	58	2	0	3	4	1	401	406	62	2	1	2	10	13	496
15:00	345	62	1	0	2	7	2	419	414	66	2	1	2	10	14	509
15:15	345	72	1	0	2	8	2	430	412	70	1	1	2	11	3	500
15:30	333	72	1	1	2	4	1	414	433	61	1	1	2	12	2	542
15:45	334	67	1	1	3	4	1	411	438	100	0	1	2	9	2	552
16:00	307	63	1	1	3	2	0	377	485	100	0	1	4	8	0	598
16:15	325	61	1	1	3	2	0	393	492	104	0	1	4	5	0	606
16:30	325	52	0	0	3	4	0	384	497	88	0	1	4	3	1	594
16:45	305	57	0	0	2	5	0	369	494	77	0	0	4	3	3	581
17:00	301	54	0	0	2	6	1	364	444	64	0	0	2	3	3	516
17:15	290	47	0	0	2	5	1	345	432	55	0	0	2	3	3	495
17:30	327	50	0	0	2	4	1	384	416	46	0	0	2	3	4	471
17:45	361	44	0	0	1	3	1	410	404	39	0	0	2	4	3	452
18:00	396	41	0	0	1	1	0	438	416	40	0	0	1	3	4	466

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: B3997 Roundabout / Access Road / Hound Road
 Junction Number: Site 2 Junction Type: 4-arm Roundabout

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	277	35	2	1	1	6	2	324
07:15	328	69	4	4	2	2	1	410
07:30	369	36	3	2	0	3	2	462
07:45	419	83	4	1	1	6	4	518
08:00	473	80	7	0	1	1	1	563
08:15	438	66	4	0	2	2	1	513
08:30	472	69	8	4	1	3	0	557
08:45	472	60	8	3	2	2	1	548
09:00	403	76	5	3	3	0	1	491
09:15	332	76	11	3	1	3	0	426
09:30	268	56	5	4	1	2	0	336
09:45	262	55	3	1	1	0	0	342
10:00	256	59	8	3	1	6	2	335
10:15	286	60	0	3	1	1	1	352
10:30	284	70	11	5	1	1	1	373
10:45	279	63	7	4	2	0	1	356
11:00	256	62	6	4	0	1	0	329
11:15	305	45	4	4	1	6	0	365
11:30	310	53	6	3	2	1	0	375
11:45	280	61	0	2	2	1	1	347
12:00	286	55	5	6	1	3	2	358
12:15	286	72	9	2	2	1	1	372
12:30	305	60	6	4	0	7	0	382
12:45	283	70	5	3	2	1	0	364
13:00	295	53	5	3	3	5	1	365
13:15	256	56	4	4	2	3	1	328
13:30	320	62	6	3	0	2	2	395
13:45	323	60	4	2	1	6	1	397
14:00	288	62	4	4	1	6	0	365
14:15	440	51	4	2	3	10	0	510
14:30	347	71	5	1	0	3	1	428
14:45	378	63	6	0	2	5	1	455
15:00	412	59	5	2	1	5	13	497
15:15	402	76	3	3	2	11	5	502
15:30	461	60	3	4	1	7	0	536
15:45	433	66	2	1	1	10	3	516
16:00	408	76	1	0	1	10	1	497
16:15	424	74	2	2	1	5	0	508
16:30	438	73	0	2	3	3	0	519
16:45	445	68	2	1	3	4	0	523
17:00	462	75	1	2	1	6	0	547
17:15	379	46	1	1	1	6	1	435
17:30	411	65	0	0	1	2	2	481
17:45	345	38	0	0	1	9	1	394
18:00	414	51	0	0	1	5	0	471
18:15	427	51	1	0	1	3	2	485
18:30	439	31	0	2	0	2	1	475
18:45	471	36	1	0	0	2	1	513
Start Time	Rolling Hour							Total
07:00	1413	280	13	8	4	17	9	1744
07:15	1609	325	18	7	4	12	8	1983
07:30	1719	322	18	3	4	12	8	2086
07:45	1802	296	23	5	5	12	6	2151
08:00	1855	275	27	7	6	8	3	2181
08:15	1785	271	25	10	8	7	3	2109
08:30	1679	281	32	13	7	8	2	2022
08:45	1475	268	29	13	7	7	2	1801
09:00	1285	263	24	11	6	5	1	1526
09:15	1138	246	27	11	4	11	2	1439
09:30	1092	230	16	11	4	9	3	1365
09:45	1108	244	22	12	4	8	4	1402
10:00	1105	252	26	15	5	8	5	1416
10:15	1114	255	24	16	4	3	3	1419
10:30	1133	240	28	17	4	8	2	1432
10:45	1159	223	23	15	5	8	1	1434
11:00	1160	221	16	13	5	9	1	1425
11:15	1181	214	15	15	6	11	3	1445
11:30	1161	241	20	13	7	6	4	1452
11:45	1156	248	20	14	5	12	4	1459
12:00	1159	257	25	15	5	12	3	1476
12:15	1168	255	25	12	7	14	2	1483
12:30	1139	239	20	14	7	16	2	1437
12:45	1154	241	20	13	7	11	4	1450
13:00	1194	231	19	12	6	16	5	1483
13:15	1187	240	18	13	4	17	4	1483
13:30	1371	235	18	11	5	24	3	1567
13:45	1398	244	17	9	5	25	2	1700
14:00	1453	247	19	7	6	24	2	1758
14:15	1577	244	20	5	6	23	15	1890
14:30	1539	269	19	6	5	24	20	1862
14:45	1653	259	17	9	6	28	19	1990
15:00	1708	261	13	10	5	33	21	2051
15:15	1704	278	9	8	5	38	9	2051
15:30	1726	276	8	7	4	32	4	2057
15:45	1703	289	5	5	6	25	4	2040
16:00	1715	291	5	5	8	22	1	2047
16:15	1769	290	5	7	8	18	0	2097
16:30	1724	262	4	6	8	19	1	2024
16:45	1697	254	4	4	9	18	3	1986
17:00	1597	224	2	4	4	22	4	1857
17:15	1549	200	1	2	4	21	4	1781
17:30	1597	205	1	1	4	18	5	1831
17:45	1625	171	1	3	3	18	4	1825
18:00	1751	169	2	4	2	12	4	1944



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Junction Number: Site 3
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
Junction Type: T-Junction

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - MCC Site 3 - 18.10.2022			

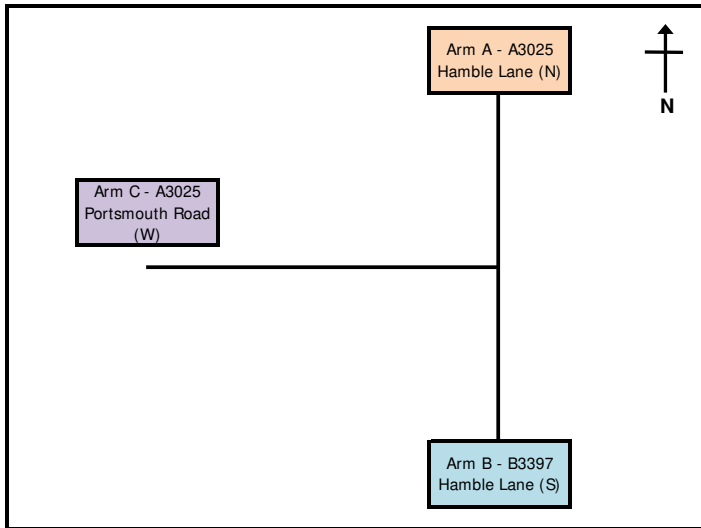
Issue Record

Issued to	Date			
	09.11.2022			
Imogen Nicholson	E-mail			

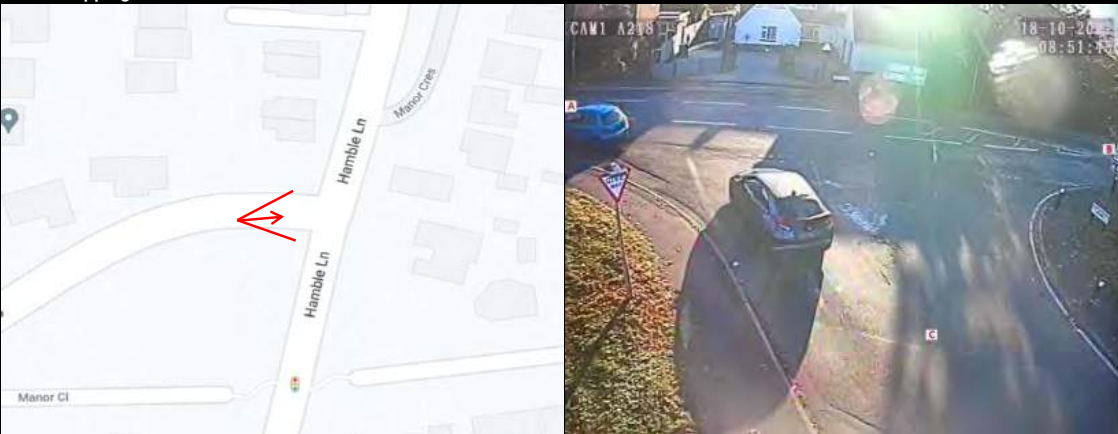
Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
 Junction Number: Site 3 Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link
50.889314	-1.323555	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Clear

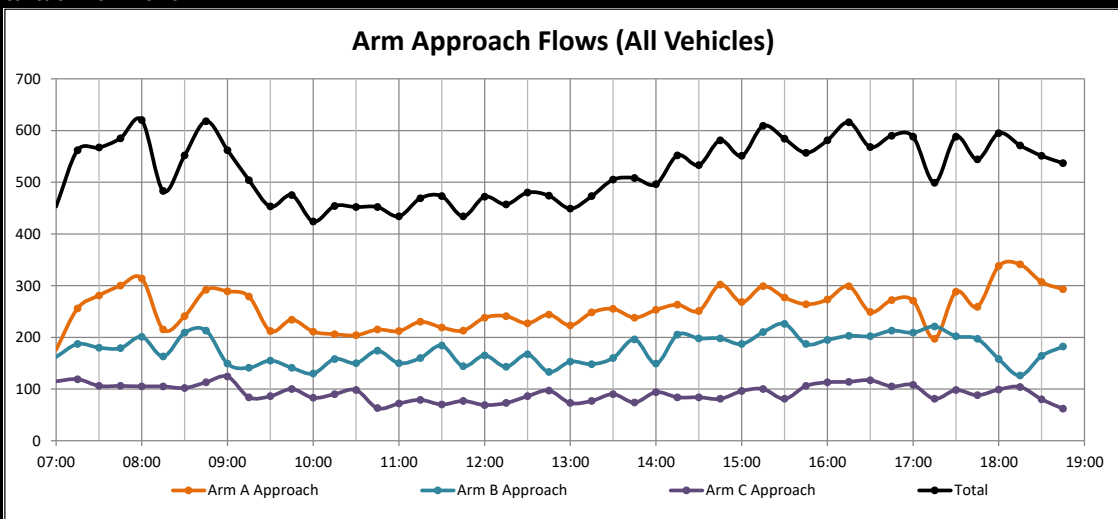
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 3

Date of Survey: 18.10.2022
 Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
 Junction Type: T-Junction

Arm A: A3025 Hamble Lane (N)
 Arm B: B3397 Hamble Lane (S)
 Arm C: A3025 Portsmouth Road (W)



Time	A to A							A to C							A to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	235	43	3	6	0	8	0	295	583	112	8	6	1	6	2	716
07:15	0	0	0	0	0	0	0	0	267	44	3	3	0	7	0	324	672	133	9	5	2	4	2	827
07:30	0	0	0	0	0	0	0	0	279	46	6	1	0	10	0	342	632	112	12	3	3	4	2	788
07:45	0	0	0	0	0	0	0	0	294	53	8	3	0	3	0	367	578	100	13	4	4	3	1	703
08:00	0	0	0	0	0	0	0	0	292	57	8	6	0	7	0	370	580	89	11	6	4	2	0	692
08:15	0	0	0	0	0	0	0	0	303	67	10	9	0	5	0	394	532	86	11	8	4	1	1	643
08:30	0	0	0	0	0	0	0	0	307	71	12	8	0	2	0	400	556	119	11	7	5	2	1	701
08:45	0	0	0	0	0	0	0	0	275	70	13	8	0	3	0	369	553	124	11	7	5	2	1	703
09:00	0	0	0	0	0	0	0	0	290	60	16	7	0	4	0	377	490	124	10	4	5	3	1	637
09:15	0	0	0	0	0	0	0	0	277	53	16	7	0	4	0	357	434	119	8	5	4	9	0	579
09:30	0	0	0	0	0	0	0	0	262	48	14	12	0	4	0	340	405	96	4	7	3	8	0	523
09:45	0	0	0	0	0	0	0	0	266	42	13	11	0	2	1	335	403	93	8	5	3	8	0	520
10:00	0	0	0	0	0	0	0	0	265	46	13	10	0	1	1	328	390	93	8	7	3	7	0	508
10:15	0	0	0	0	0	0	0	0	248	42	12	9	0	3	1	315	395	104	10	8	3	2	0	522
10:30	0	0	0	0	0	0	0	0	267	43	12	7	0	3	1	333	406	102	10	6	2	2	0	528
10:45	0	0	0	0	0	0	0	0	279	54	12	7	1	3	0	356	400	98	9	7	3	2	1	520
11:00	0	0	0	0	0	0	0	0	274	47	9	7	1	3	0	341	406	103	10	7	2	2	1	533
11:15	0	0	0	0	0	0	0	0	290	53	9	7	1	1	0	361	420	89	7	8	3	1	1	539
11:30	0	0	0	0	0	0	0	0	284	55	8	5	1	2	0	355	423	106	12	10	3	1	1	556
11:45	0	0	0	0	0	0	0	0	291	44	5	5	0	3	0	348	437	108	10	11	3	2	0	571
12:00	0	0	0	0	0	0	0	0	297	46	4	5	0	3	0	355	459	109	10	11	4	2	0	595
12:15	0	0	0	0	0	0	0	0	262	43	5	4	0	3	0	337	474	98	12	7	4	3	0	598
12:30	0	0	0	0	0	0	0	0	289	44	5	3	0	1	0	342	480	97	9	6	4	3	0	600
12:45	0	0	0	0	0	0	0	0	293	47	9	5	0	0	0	354	485	110	7	6	2			

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
Project Number: ID06792 Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road Arm A: A3025 Hamble Lane (N)
Junction Number: Site 3 Junction Type: T-Junction Arm B: B3397 Hamble Lane (S) Arm C: A3025 Portsmouth Road (W)



Time	B to B							B to A							B to C									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	127	31	0	0	0	2	0	160	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	144	36	0	1	0	1	0	182	3	1	1	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	136	40	2	0	0	2	0	180	6	0	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	144	33	1	1	0	0	0	179	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	168	29	1	0	0	2	0	200	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	135	22	2	0	0	1	0	160	3	0	0	0	0	0	0	3
08:30	0	0	0	0	0	0	0	0	175	28	2	1	0	0	0	206	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	171	27	3	1	1	1	0	204	7	1	1	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	125	18	0	0	1	1	0	145	4	0	0	0	0	0	0	4
09:15	0	0	0	0	0	0	0	0	113	21	2	3	0	1	0	140	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	124	21	1	2	2	2	1	153	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	110	23	3	1	0	0	0	137	3	1	0	0	0	0	0	4
10:00	0	0	0	0	0	0	0	0	107	20	4	1	0	0	0	129	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	124	23	1	1	2	1	1	153	5	0	0	0	0	0	0	5
10:30	0	0	0	0	0	0	0	0	115	21	4	3	0	1	1	145	3	1	1	0	0	0	0	5
10:45	0	0	0	0	0	0	0	0	129	29	5	3	1	0	0	168	4	2	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0	115	26	1	1	1	0	0	146	3	1	0	0	0	0	0	4
11:15	0	0	0	0	0	0	0	0	128	23	0	3	1	2	0	157	2	1	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	148	26	3	2	0	0	0	179	3	1	0	0	0	1	0	5
11:45	0	0	0	0	0	0	0	0	106	26	0	1	1	1	0	135	5	4	0	0	0	0	0	9
12:00	0	0	0	0	0	0	0	0	137	20	0	0	1	3	1	162	2	0	0	0	0	1	0	3
12:15	0	0	0	0	0	0	0	0	105	27	3	4	2	1	0	142	5	1	0	0	0	0	0	8
12:30	0	0	0	0	0	0	0	0	123	27	3	2	0	4	0	159	7	1	0	0	0	0	0	8
12:45	0	0	0	0	0	0	0	0	102	23	4	1	1	0	0	131	1	1	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	111	23	2	1	2	2	0	141	9	3	0	0	0	0	0	12
13:15	0	0	0	0	0	0	0	0	105	27	3	4	2	1	0	142	5	1	0	0	0	0	0	8
13:30	0	0	0	0	0	0	0	0	130	18	4	1	0	1	0	154	4	2	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	157	27	1	2	1	1	0	189	5	2	0	0	0	0	0	7
14:00	0	0	0	0	0	0	0	0	116	20	2	2	1	3	0	144	2	2	1	0	0	0	0	5
14:15	0	0	0	0	0	0	0	0	164	29	2	1	1	4	0	200	4	0	0	0	0	1	0	5
14:30	0	0	0	0	0	0	0	0	158	32	1	1	1	0	0	193	3	2	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	163	28	3	0	1	0	0	195	3	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	154	23	3	2	1	1	0	184	3	0	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	168	29	1	1	2	1	0	202	6	2	0	0	0	0	0	8
15:30	0	0	0	0	0	0	0	0	181	34	1	2	0	3	0	221	5	1	0	0	0	0	0	5
15:45	0	0	0	0	0	0	0	0	155	22	1	1	1	3	0	183	4	0	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	165	22	0	0	1	4	0	192	2	1	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	170	24	1	1	1	3	1	201	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	176	19	1	1	1	2	0	200	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	163	23	1	1	0	1	0	209	3	1	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	168	37	1	1	1	1	0	209	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	192	20	0	2	0	3	1	218	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	173	22	0	0	2	2	0	199	1	1	0	0	0	1	0	3
17:45	0	0	0	0	0	0	0	0	169	15	0	1	0	3	2	190	6	1	0	0	0	0	0	7
18:00	0	0	0	0	0	0	0	0	139	14	0	0	0	1	0	154	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	108	12	0	0	0	1	0	122	4	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	146	8	1	0	0	1	0	156	8	0	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	160	14	1	0	0	1	0	176	6	0	0	0	0	0	0	6
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	551	140	3	2	0	5	0	701	5	1	1	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	592	138	4	2	0	5	0	741	4	1	1	0	0	0	0	6
07:30	0	0	0	0	0	0	0	0	583	124	6	1	0	5	0	719	4	0	0	0	0	0	0	4
07:45	0	0	0	0	0	0	0	0	522	112	6	2	0	3	0	642	6	1	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	649	106	8	2	1	4	0	770	13	2	1	0	0	0	0	16
08:15	0	0	0	0	0	0	0	0	606	95	7	2	2	3	0	715	16	2	1	0	0	0	0	19
08:30	0	0	0	0	0	0	0	0	584	94	7	5	2	3	0	695	13	3	1	0	0	0	0	17
08:45	0	0	0	0	0	0	0	0	533	87	6	6	4	5	1	642	13	2	1	0	0	0	0	16
09:00	0	0	0	0	0	0	0	0	472	83	6	6	3	4	1	575	9	2	0	0	0	0	0	11
09:15	0	0	0	0	0	0	0	0	454	85	7	7	2	3	1	559	6	2	0	0	0	0	0	8
09:30	0	0	0	0	0	0	0	0	465	87	6	5	4	3	2	572	11	1	0	0	0	0	0	12
09:45	0	0	0	0	0	0	0	0	456	87	9	5	2	2	2	564	12	2	1	0	0	0	0	15
10:00	0	0	0	0	0	0	0	0	475	93	11	8	3	3	2	605	13	3	1	0	0	0	0	17
10:15	0	0	0	0	0	0	0	0	483	101	11	8	4	2	3	612	15	4	1	0	0	0	0	20
10:30	0	0	0	0	0	0	0	0	487	101	10	10	3	3	2	616	12	5	1	0	0	0	0	18
10:45	0	0	0	0	0	0	0	0	520	106	9	9	3	2	1	650	12	5	0	0	0	1	0	18
11:00	0	0	0	0	0	0	0	0	497	103	4	7	3	3	0	617	13	7	0	0	0	1	0	21
11:15	0	0	0	0	0	0	0	0	519	95	3	6	3	6	1	633	12	6	0	0	0	2	0	20
11:30	0	0	0	0	0	0	0	0	500	92	7	4	3	4	1	611	14	8	1	0	0	2	0	25
11:45	0	0	0	0	0	0	0	0	475	93	7	4	3	8	1	591	18	8	1	0	0	1	0	28
12:00	0	0	0	0	0	0	0	0	471	90	11	4	3	7	1	587	14	5	1	0	0	1	0	21
12:15	0	0	0	0	0	0	0	0	445	93	13	5	4	6	0	566	21	8	1	0	0	0	0	30
12:30	0	0	0	0	0	0	0	0	441	100	12	8	5	7	0	573	22	6	0	0	0	0	0	28
12:45	0	0	0	0	0	0	0	0	448	91	13	7	5	4	0	568	19	7	0	0	0	0	0	26
13:00	0	0	0	0	0	0	0	0	503	9														

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: I066792 Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
 Junction Type: T-Junction

Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	142	21	3	4	0	6	0	176	203	65	1	0	0	4	0	273
07:15	205	41	2	6	0	2	0	256	236	59	1	4	0	1	0	301
07:30	232	43	1	1	0	3	1	281	217	59	5	0	0	4	0	285
07:45	238	50	5	1	1	3	1	300	232	49	2	1	0	1	0	285
08:00	263	43	4	0	1	3	0	314	247	48	2	4	0	3	0	304
08:15	177	22	8	2	1	5	0	215	225	36	3	0	0	1	0	265
08:30	193	38	4	4	1	1	0	241	253	43	5	4	0	3	0	308
08:45	239	43	3	6	1	0	0	292	264	43	4	1	1	1	2	315
09:00	226	50	6	5	1	0	1	289	225	34	3	2	1	3	0	268
09:15	205	59	10	0	2	3	0	279	175	36	4	5	0	2	0	222
09:30	158	42	5	4	1	2	0	212	184	34	8	5	2	3	1	237
09:45	191	33	5	2	1	2	0	234	187	37	8	3	0	0	0	235
10:00	157	38	4	6	0	6	0	211	177	29	2	1	1	1	0	210
10:15	161	31	4	7	1	2	0	206	192	40	4	1	2	1	1	241
10:30	160	33	8	1	1	0	1	204	186	39	6	5	0	4	1	241
10:45	167	39	5	3	1	0	0	215	178	38	6	5	1	1	2	231
11:00	156	43	6	0	0	2	0	212	171	37	1	5	1	1	3	213
11:15	191	30	4	3	0	2	0	230	186	35	5	5	1	2	0	234
11:30	166	40	7	2	3	0	1	219	198	38	7	5	0	0	0	248
11:45	170	37	3	3	0	0	0	213	167	33	2	2	1	2	0	207
12:00	183	45	2	7	1	0	0	238	197	26	1	1	1	3	1	230
12:15	188	38	8	3	0	3	0	241	170	28	6	1	1	1	0	206
12:30	187	31	2	3	2	2	0	227	184	44	6	2	0	6	0	242
12:45	198	40	2	3	1	0	0	244	170	42	6	1	1	3	0	223
13:00	183	31	5	2	1	1	0	223	163	36	3	7	2	3	0	214
13:15	201	39	5	1	0	1	0	248	171	32	6	5	2	3	0	219
13:30	196	47	4	5	0	3	0	255	199	30	5	3	0	3	0	240
13:45	191	37	3	2	2	3	0	238	217	38	2	2	1	2	0	262
14:00	203	39	2	7	0	2	0	253	185	37	5	4	1	3	0	235
14:15	214	37	2	3	2	5	0	263	227	43	5	2	0	5	0	282
14:30	202	38	4	3	1	3	0	251	218	45	2	5	1	1	0	274
14:45	242	49	3	4	1	3	0	302	225	47	3	0	1	0	0	276
15:00	214	41	7	1	1	3	1	268	228	37	6	6	1	2	0	280
15:15	240	44	4	3	0	8	0	299	248	39	2	4	2	7	0	302
15:30	224	41	4	4	0	7	0	277	245	45	2	3	0	4	0	302
15:45	204	51	4	2	2	1	0	264	238	37	3	3	2	5	0	288
16:00	204	61	2	0	0	6	0	273	254	38	1	3	1	8	0	305
16:15	239	54	3	1	1	1	0	299	262	41	2	2	1	6	1	315
16:30	199	43	1	1	2	3	0	249	271	36	1	1	1	4	0	314
16:45	218	49	3	0	0	2	0	272	280	29	1	1	1	3	0	314
17:00	220	45	1	0	0	4	1	271	265	47	1	2	1	1	0	317
17:15	173	20	1	1	1	1	0	197	263	26	0	2	0	4	1	296
17:30	238	43	0	0	0	7	0	288	260	30	0	0	2	4	0	296
17:45	231	23	1	1	1	2	0	259	245	22	0	1	0	6	2	276
18:00	290	41	1	0	1	5	0	338	225	23	0	0	0	3	1	252
18:15	306	30	1	0	0	4	0	341	197	25	0	0	1	2	0	225
18:30	274	28	0	3	0	2	0	307	212	17	1	1	1	2	0	234
18:45	280	29	0	0	3	0	0	309	214	22	1	0	1	0	0	286
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	818	155	11	12	1	14	2	1013	888	232	9	5	0	10	0	1144
07:15	939	177	12	8	2	11	2	1151	932	215	10	9	0	9	0	1175
07:30	911	158	18	4	3	14	2	1110	921	192	12	5	0	9	0	1139
07:45	872	153	21	7	4	12	1	1070	857	176	12	9	0	6	0	1162
08:00	872	146	19	12	4	9	0	1062	989	170	14	9	1	9	0	1192
08:15	835	153	21	17	4	6	1	1037	967	156	15	7	2	9	0	1156
08:30	863	190	23	15	5	4	1	1101	917	156	16	12	2	10	0	1113
08:45	828	194	24	15	5	5	1	1072	848	147	19	13	4	10	1	1042
09:00	780	184	26	11	5	7	1	1014	771	141	23	15	3	8	1	952
09:15	711	172	24	12	4	13	0	936	723	136	22	14	3	5	1	904
09:30	667	144	18	19	3	12	0	863	740	140	22	10	5	4	2	923
09:45	689	135	21	18	3	10	1	855	742	145	20	10	3	5	2	927
10:00	645	141	21	17	3	8	1	836	733	146	18	12	4	6	4	925
10:15	643	146	22	17	3	5	1	837	727	154	17	16	4	9	4	931
10:30	673	145	22	13	2	5	1	861	721	149	18	20	3	10	3	924
10:45	679	152	21	14	4	5	1	876	733	148	19	20	3	6	2	931
11:00	682	156	19	14	3	5	1	874	722	143	15	17	3	7	0	907
11:15	710	152	16	15	4	2	1	900	748	152	15	13	3	7	1	919
11:30	707	161	20	15	4	3	1	911	732	125	16	9	3	5	1	891
11:45	728	152	15	16	3	5	0	919	718	131	15	6	3	11	1	885
12:00	756	155	14	16	4	5	0	950	721	140	19	5	3	12	1	901
12:15	756	141	17	11	4	6	0	935	697	150	21	11	4	12	0	885
12:30	769	141	14	9	4	4	0	942	688	154	21	15	5	15	0	898
12:45	778	157	16	11	2	5	1	970	703	140	20	16	5	12	0	896
13:00	771	154	17	10	3	8	1	964	750	136	16	17	5	11	0	935
13:15	791	162	14	15	2	9	1	984	772	137	18	14	4	11	0	966
13:30	804	160	11	17	4	13	0	1009	828	148	17	11	2	13	0	1019
13:45	810	151	11	15	5	13	0	1005	847	163	14	13	3	13	0	1053
14:00	861	163	11	17	4	13	0	1069	855	172	15	11	3	11	0	1067
14:15	872	165	16	11	5	14	1	1084	898	172	16	13	3	10	0	1112
14:30	898	172	19	11	3	17	1	1120	919	168	13	15	5	12	0	1132
14:45	920	175	19	12	2	19	1	1148	949	168	13	13	4	13	0	1160
15:00	882	177	19	10	3	16	1	1108	962	158	13	16	5	18	0	1172
15:15	872	197	14	9	2	19	0	1113	988	159	8	13	5	24	0	1197
15:30	871	207	13	7	3	12	0	1114	1002	161	8	11	4	23	1	1210
15:45	846	205	10	4	5	11	0	1085	1025	152	7	9	5	23	1	1222
16:00	860	207	9	2	3	12	0	1093	1067	144	5	7	3	21	1	1248
16:15	876	191	8	2	3	10	1	1091	1078	153	5	6	3	14	1	1260
16:30	810	157	6	2	3	10	1	989	1079	138	3	6	2	12	1	1241
16:45	849	157	5	1	1	14	1	1028	1068	132	2	5	3	12	1	1223
17:00	862	131	3	2	2	14	1	1015	1033	125	1	5	3	15	3	1185
17:15	932	127	3	2	3	15	0	1082	993	101	0	3	2	17	4	1120
17:30	1065	137	3	1	2	18	0	1226	927	100	0	1	3	15	3	1049
17:45	1101	122	3	4	2	13	0	1245	879	87	1	2	2	13	3	997
18:00	1130	126	2	4	1	14	0	1279	846	87	2	1	3	7	1	949

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
 Junction Number: Site 3 Junction Type: T-Junction

Time	Arm B Approach										Arm B Exit											
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total						
07:00	129	31	0	0	0	2	0	162	103	13	3	1	0	3	0	123						
07:15	147	37	1	0	0	1	0	187	146	31	1	3	0	1	0	182						
07:30	136	40	2	0	0	2	0	180	152	34	0	1	0	1	1	199						
07:45	144	33	1	0	0	0	0	179	175	34	4	1	1	1	1	217						
08:00	169	29	1	0	0	2	0	201	190	35	4	0	0	1	1	231						
08:15	138	22	2	0	0	0	0	163	106	10	4	1	1	1	0	123						
08:30	177	29	2	1	0	0	0	209	107	22	1	2	1	0	0	133						
08:45	179	28	4	1	1	1	0	213	179	23	2	3	1	1	0	208						
09:00	129	18	0	0	1	1	0	149	143	31	4	2	1	0	1	182						
09:15	113	22	2	3	0	1	0	141	132	43	4	0	2	2	0	183						
09:30	126	21	1	2	2	2	1	155	105	28	1	2	1	0	0	137						
09:45	113	24	3	1	0	0	0	141	115	24	1	0	1	1	0	142						
10:00	108	20	5	2	0	0	0	130	87	26	3	3	0	6	0	125						
10:15	129	23	1	1	2	1	1	158	103	20	0	2	1	1	0	127						
10:30	118	22	5	3	0	1	1	150	103	26	5	0	0	1	0	134						
10:45	133	31	5	3	1	0	1	174	101	23	1	2	1	0	0	128						
11:00	118	29	1	1	1	0	0	150	91	37	4	4	0	1	0	137						
11:15	130	24	0	3	1	2	0	160	114	18	0	0	0	1	0	133						
11:30	151	27	3	2	0	1	0	184	97	20	4	1	2	0	1	125						
11:45	111	30	0	1	1	1	0	144	114	28	2	2	0	0	0	146						
12:00	139	20	0	0	1	4	1	165	104	33	1	5	1	0	0	144						
12:15	113	23	5	1	1	0	0	143	117	26	5	2	0	1	0	150						
12:30	130	28	3	2	0	4	0	167	112	22	2	2	2	2	0	142						
12:45	103	24	4	1	1	0	0	133	134	31	2	2	1	0	0	170						
13:00	120	26	2	1	2	2	0	153	118	22	3	1	1	1	0	146						
13:15	110	28	3	4	2	1	0	148	121	24	2	1	0	1	1	150						
13:30	134	20	4	1	0	1	0	160	118	35	1	2	0	3	0	159						
13:45	162	29	1	2	1	1	0	196	121	18	1	0	2	2	0	144						
14:00	118	22	3	2	1	3	0	149	121	25	1	3	0	1	0	151						
14:15	189	29	2	1	0	5	0	206	127	20	1	0	2	2	0	152						
14:30	161	34	1	1	1	0	0	198	122	22	3	0	1	2	0	150						
14:45	166	28	3	0	1	0	0	198	143	25	2	0	1	1	0	172						
15:00	157	23	3	2	1	1	0	187	127	26	3	0	0	1	3	161						
15:15	174	31	1	1	2	1	0	210	142	24	2	2	0	7	0	177						
15:30	186	34	1	2	0	3	0	226	124	20	1	2	0	2	0	149						
15:45	159	22	1	1	1	3	0	187	124	22	1	0	0	2	0	149						
16:00	167	23	0	0	1	4	0	195	109	27	0	0	0	1	0	137						
16:15	172	24	1	1	1	3	1	203	126	32	0	1	1	0	0	160						
16:30	178	19	1	1	1	2	0	202	97	24	0	1	2	0	0	124						
16:45	186	24	1	1	1	0	0	213	121	18	1	0	0	0	1	141						
17:00	168	37	1	1	1	1	0	209	106	16	1	0	0	3	1	127						
17:15	195	20	0	2	0	3	1	221	86	8	1	0	0	1	1	77						
17:30	174	23	0	0	2	3	0	202	127	22	0	0	0	3	0	152						
17:45	175	16	0	1	0	3	2	197	114	11	0	0	1	0	0	127						
18:00	143	14	0	0	0	1	0	158	153	25	0	0	1	4	0	183						
18:15	112	12	0	0	1	1	0	126	183	21	1	0	0	2	1	208						
18:30	154	8	1	0	0	1	0	164	179	14	0	3	0	1	0	197						
18:45	166	14	1	0	0	0	0	181	178	22	0	0	0	2	0	201						
Start Time	Rolling Hour										Total	Rolling Hour										Total
07:00	566	141	4	2	0	5	0	708	586	112	8	6	1	6	2	721						
07:15	596	139	5	2	0	5	0	747	673	134	9	5	2	4	2	829						
07:30	587	124	6	1	0	5	0	723	633	113	12	3	3	4	2	770						
07:45	628	113	6	2	0	3	0	752	573	101	13	4	4	3	1	704						
08:00	662	109	9	2	1	4	0	786	582	90	11	6	4	2	0	695						
08:15	622	97	8	2	2	3	0	734	535	86	11	8	4	1	1	646						
08:30	597	97	8	5	2	3	0	712	561	119	11	7	5	2	1	706						
08:45	546	89	7	6	4	5	1	658	559	125	11	7	5	2	1	710						
09:00	491	85	6	6	3	4	1	596	495	126	10	4	5	3	1	644						
09:15	460	87	7	7	2	3	1	567	439	121	9	5	4	9	0	587						
09:30	476	88	6	5	4	3	2	584	410	98	5	7	3	8	0	531						
09:45	488	89	10	6	2	2	2	579	408	95	9	5	3	8	0	528						
10:00	489	96	12	8	3	2	3	612	394	94	9	7	3	7	0	514						
10:15	498	105	12	8	4	2	3	632	398	105	10	8	3	2	0	526						
10:30	499	106	11	10	3	3	2	634	409	103	10	6	2	2	0	532						
10:45	532	111	9	9	3	3	1	668	403	98	9	7	3	2	1	523						
11:00	510	110	4	7	3	4	0	638	416	103	10	7	2	2	1	541						
11:15	531	101	3	6	3	8	1	653	429	99	7	8	3	1	1	548						
11:30	514	100	8	4	3	6	1	636	432	106	12	10	3	1	1	565						
11:45	493	101	8	4	3	9	1	619	447	108	10	11	3	3	0	582						
12:00	485	95	12	4	3	8	1	608	467	111	10	11	4	3	0	606						
12:15	496	101	14	5	4	6	0	596	491	100	12	7	4	4	0	608						
12:30	463	106	12	8	5	7	0	601	485	99	9	6	4	4	1	608						
12:45	467	98	13	7	5	4	0	594	491	112	8	6	2	5	1	625						
13:00	526	103	10	8	5	5	0	657	478	99	7	4	3	7	1	599						
13:15	524	99	11	9	4	6	0	653	481	102	5	6	2	7	1	604						
13:30	582	100	10	6	2	10	0	710	487	98	4	5	4	8	0	606						
13:45	609	114	7	6	3	9	0	748	491	85	6	3	5	7	0	597						
14:00	613	113	9	4	3	8	0	750	513	92	7	3	4	6	0	625						
14:15	632	114	9	4	3	6	0	788	519	93	9	0	5	8	1	635						
14:30	658	116	8	4	5	2	0	783	534	97	10	2	3	13	1	660						
14:45	683	116	8	5	4	5	0	821	536	95	8	4	2	13	1	659						
15:00	676	110	6	6	4	8	0	810	517	92	7	4	3	12	1	636						
15:15	686	110	3	4	4	11	0	818	499	93	4	4	2	10	0	612						
15:30	684	103	3	4	3	13	1	811	483	101	2	3	3	3	0	595						
15:45	676	88	3	3	4	12	1	787	456	105	1	2	5	1	0	570						
16:00	703	90	3	3	3	10	1	813	453	101	1	2	3	2	0	562						
16:15	704	104	4	4	3	7	1	827	450	90	2	2	3	4	1	552						
16:30	727	100	3	5	2	7	1	845	390	66	3	1	3	5	1	489						
16:45	723	104	2	4	3	8	1	845	420	64	3	0	1	8	1	497						
17:00	712	96	1	4	3	10	3	829	413	57	2	0	2	8	1	483						
17:15	687	73	0	3	2	10	3	778	460	66	1	0	3	9	0	539						
17:30	604	65	0	1	3	8	2	683	577	79	1	0	2	10	1	670						
17:45	584	50	1	1	1	6	2	645	629	71	1	3	2	8	1	715						
18:00	576	48	2	0	2	3	0	630	691	82	1	4	1	9	1	769						

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
 Junction Number: Site 3 Junction Type: T-Junction

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	78	34	1	0	0	2	0	115	43	8	0	3	0	3	0	57
07:15	92	23	1	3	0	0	0	119	62	11	2	3	0	1	0	79
07:30	92	19	3	0	0	2	0	106	71	9	1	0	0	2	0	83
07:45	88	16	1	0	0	1	0	106	64	16	1	0	0	0	0	83
08:00	79	20	1	4	0	1	0	105	74	9	0	0	0	2	0	85
08:15	90	14	1	0	0	0	0	105	74	12	4	1	0	4	0	95
08:30	78	15	3	3	0	3	0	102	88	17	3	2	0	1	0	111
08:45	95	16	1	0	0	1	0	113	69	21	2	3	0	0	0	95
09:00	101	16	3	2	0	2	0	124	88	19	2	3	0	0	0	112
09:15	64	15	2	2	0	1	0	84	75	17	6	0	0	1	0	99
09:30	61	14	7	3	0	1	0	86	56	15	4	2	0	2	0	79
09:45	78	15	5	2	0	0	0	100	80	11	4	2	0	1	0	98
10:00	71	9	2	0	1	0	0	83	72	12	2	3	0	0	0	89
10:15	70	17	3	0	0	0	0	90	65	11	4	5	0	1	0	86
10:30	72	19	2	2	0	3	0	98	61	10	4	1	0	0	1	77
10:45	49	9	1	2	0	1	1	63	70	18	4	1	0	0	0	93
11:00	56	9	0	3	0	1	0	72	67	7	1	2	0	2	0	79
11:15	60	12	5	2	0	0	0	79	81	13	4	3	0	1	0	102
11:30	51	12	4	3	0	0	0	70	73	21	3	1	1	1	0	100
11:45	66	7	2	1	0	1	0	77	66	13	1	1	0	0	0	81
12:00	61	6	1	1	0	0	0	69	82	12	1	2	0	1	0	98
12:15	63	8	2	0	0	0	0	73	77	17	4	1	0	2	0	101
12:30	63	17	3	0	0	3	0	86	84	10	0	1	0	1	0	96
12:45	71	21	2	0	0	3	0	97	68	12	0	1	0	0	0	81
13:00	52	13	1	6	0	1	0	73	74	12	2	1	0	0	0	89
13:15	66	5	3	1	0	2	0	77	85	16	3	0	0	0	0	104
13:30	72	12	2	2	0	2	0	90	85	14	4	3	0	0	0	106
13:45	60	12	1	0	0	1	0	74	75	22	2	2	0	1	0	102
14:00	71	18	3	2	0	0	0	94	86	17	2	4	0	1	0	110
14:15	65	14	3	1	0	1	0	84	93	17	1	3	0	4	0	116
14:30	61	15	1	4	0	3	0	84	84	20	1	3	0	1	0	109
14:45	62	19	0	0	0	0	0	81	102	24	1	4	0	2	0	133
15:00	74	14	3	4	0	1	0	96	90	15	4	1	0	0	0	110
15:15	80	10	1	3	0	6	0	100	104	22	2	1	0	1	0	130
15:30	67	11	1	0	0	1	0	81	105	21	3	2	0	2	0	133
15:45	84	15	2	2	1	2	0	106	85	29	3	2	0	1	0	120
16:00	89	16	1	3	0	4	0	113	97	35	2	0	0	5	0	139
16:15	92	17	1	1	0	3	0	114	115	22	3	0	0	1	0	141
16:30	97	18	0	0	0	2	0	117	106	20	3	0	0	3	0	130
16:45	97	6	0	0	0	2	0	105	100	32	2	0	0	1	0	135
17:00	97	10	0	1	0	0	0	108	114	29	0	0	0	1	0	144
17:15	72	8	0	0	0	1	0	81	111	14	0	1	0	0	0	126
17:30	88	8	0	0	0	2	0	98	113	22	0	0	0	5	0	140
17:45	77	7	0	0	0	4	0	88	124	13	1	1	0	2	0	141
18:00	87	9	0	0	0	2	1	99	142	16	1	0	0	1	0	160
18:15	89	13	0	0	0	1	1	104	127	9	0	0	0	2	0	138
18:30	68	9	0	1	1	1	0	80	105	14	0	0	0	1	0	120
18:45	64	8	0	0	0	0	0	72	90	7	0	0	0	1	0	86
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	340	92	6	3	0	5	0	446	240	44	4	6	0	8	0	302
07:15	341	78	6	7	0	4	0	436	271	45	4	3	0	7	0	330
07:30	339	69	6	4	0	4	0	422	283	46	6	1	0	10	0	346
07:45	326	65	6	7	0	5	0	419	300	54	8	3	0	9	0	374
08:00	342	65	6	7	0	5	0	425	305	59	9	6	0	7	0	386
08:15	364	61	8	5	0	6	0	444	319	69	11	9	0	5	0	413
08:30	338	62	9	7	0	7	0	423	320	74	13	8	0	2	0	417
08:45	321	61	13	7	0	5	0	407	286	72	14	8	0	3	0	385
09:00	304	60	17	9	0	4	0	394	299	82	16	7	0	4	0	388
09:15	274	53	16	7	1	2	0	363	283	55	16	7	0	4	0	365
09:30	280	55	17	5	1	3	0	359	273	49	14	12	0	4	0	352
09:45	291	60	12	4	1	3	0	371	278	44	14	11	0	2	1	350
10:00	262	54	8	4	1	4	1	334	266	51	14	10	0	1	1	345
10:15	247	54	6	8	0	7	1	323	263	46	13	9	0	3	1	335
10:30	237	49	8	10	0	7	1	312	279	48	13	7	0	3	1	351
10:45	216	42	10	11	0	4	1	284	291	59	12	7	1	4	0	374
11:00	233	40	11	10	0	4	0	298	297	54	9	7	1	4	0	362
11:15	238	37	12	7	0	1	0	295	302	59	9	7	1	3	0	381
11:30	241	33	9	5	0	1	0	289	298	63	9	5	1	4	0	380
11:45	253	38	8	2	0	4	0	305	309	52	6	5	0	4	0	376
12:00	258	52	8	1	0	6	0	325	311	51	5	5	0	4	0	376
12:15	249	59	8	6	0	7	0	329	303	51	6	4	0	3	0	367
12:30	252	56	9	7	0	9	0	333	311	50	5	3	0	1	0	370
12:45	261	51	8	9	0	8	0	337	312	54	9	5	0	0	0	380
13:00	250	42	7	9	0	6	0	314	319	64	11	6	0	1	0	401
13:15	269	47	8	5	0	5	0	335	331	69	11	9	0	2	0	422
13:30	266	56	9	5	0	4	0	342	339	70	9	12	0	6	0	436
13:45	257	59	8	7	0	5	0	336	338	76	6	12	0	7	0	439
14:00	259	66	7	7	0	4	0	343	365	78	5	14	0	8	0	470
14:15	282	62	7	9	0	5	0	345	369	76	7	11	0	7	0	470
14:30	277	58	5	11	0	10	0	351	380	81	8	9	0	4	0	482
14:45	283	54	5	8	0	8	0	358	401	82	10	8	0	5	0	506
15:00	305	50	7	10	1	10	0	383	384	87	12	6	0	4	0	493
15:15	320	52	5	9	1	13	0	400	391	107	10	5	0	9	0	522
15:30	332	58	4	7	1	10	0	414	402	107	11	4	0	9	0	533
15:45	362	66	4	6	1	11	0	450	403	108	9	2	0	10	0	530
16:00	375	57	2	4	0	11	0	449	418	109	8	0	0	10	0	545
16:15	383	51	1	2	0	7	0	444	435	103	6	0	0	6	0	550
16:30	383	42	0	1	0	5	0	411	431	95	3	1	0	5	0	535
16:45	354	32	0	1	0	5	0	392	438	97	2	1	0	7	0	545
17:00	334	33	0	1	0	7	0	375	462	78	1	2	0	8	0	551
17:15	324	32	0	0	0	9	1	366	490	65	2	2	0	8	0	567
17:30	341	37	0	0	0	9	2	389	506	60	2	1	0	10	0	579
17:45	321	38	0	1	1	8	2	371	496	52	2	1	0	6	0	559
18:00	296	39	0	1	1	4	2	345	464	46	1	0	0	5	0	516

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
 Junction Number: Site 3 Junction Type: T-Junction

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	349	86	4	4	0	10	0	453
07:15	444	101	4	10	0	3	0	562
07:30	450	102	6	7	0	7	1	567
07:45	471	99	3	2	1	4	1	585
08:00	511	92	6	4	1	6	0	620
08:15	405	58	11	2	1	6	0	483
08:30	448	82	9	8	1	4	0	552
08:45	512	87	8	7	2	2	0	618
09:00	456	84	9	7	2	3	1	562
09:15	382	96	14	5	2	5	0	504
09:30	345	77	13	9	3	5	1	453
09:45	362	72	13	5	1	2	0	475
10:00	336	67	3	7	1	6	0	424
10:15	360	71	8	8	3	3	1	454
10:30	350	74	15	6	1	4	2	452
10:45	349	79	11	8	2	1	2	452
11:00	329	81	6	11	1	5	0	434
11:15	381	66	9	8	1	4	0	469
11:30	368	79	14	7	3	1	1	473
11:45	347	74	5	5	1	2	0	434
12:00	383	71	3	8	2	4	1	472
12:15	364	70	15	4	1	3	0	457
12:30	380	76	8	5	2	9	0	480
12:45	372	85	8	4	2	3	0	474
13:00	355	70	8	9	3	4	0	449
13:15	377	72	11	6	2	4	1	473
13:30	402	79	10	8	0	6	0	505
13:45	413	78	5	4	3	5	0	508
14:00	392	79	8	11	1	5	0	496
14:15	447	80	7	5	2	11	0	552
14:30	424	87	6	8	2	6	0	533
14:45	470	96	6	4	2	3	0	581
15:00	445	78	13	7	2	5	1	551
15:15	494	85	6	7	2	15	0	609
15:30	477	86	6	7	0	8	0	584
15:45	447	88	7	5	4	6	0	557
16:00	460	100	3	3	1	14	0	581
16:15	503	95	5	3	2	7	1	616
16:30	474	80	2	2	3	7	0	568
16:45	501	79	4	1	0	5	0	590
17:00	485	92	2	2	1	5	1	588
17:15	440	48	1	3	1	5	1	499
17:30	500	74	0	0	2	12	0	598
17:45	483	46	1	2	1	9	2	544
18:00	520	64	1	0	1	8	1	595
18:15	507	55	1	0	1	6	1	571
18:30	496	45	1	4	1	4	0	551
18:45	480	51	1	1	3	0	0	537
Start Time	Rolling Hour							Total
07:00	1714	388	21	17	1	24	2	2167
07:15	1876	394	23	17	2	20	2	2334
07:30	1837	351	30	9	3	23	2	2255
07:45	1836	331	33	15	4	20	1	2240
08:00	1876	319	34	21	5	18	0	2273
08:15	1821	311	37	24	6	15	1	2215
08:30	1798	349	40	27	7	14	1	2236
08:45	1695	344	44	28	9	15	2	2137
09:00	1565	329	49	25	8	15	2	1994
09:15	1445	312	47	26	7	18	1	1856
09:30	1423	287	41	29	8	16	2	1806
09:45	1428	284	43	26	6	15	3	1805
10:00	1395	291	41	29	7	14	5	1762
10:15	1388	305	40	33	7	14	5	1792
10:30	1409	300	41	33	5	15	4	1807
10:45	1427	305	40	34	7	12	3	1828
11:00	1425	300	34	31	6	13	1	1810
11:15	1479	290	31	28	7	11	2	1848
11:30	1462	294	37	24	7	10	2	1836
11:45	1474	291	31	22	6	18	1	1843
12:00	1499	302	34	21	7	19	1	1883
12:15	1471	301	39	22	8	19	0	1860
12:30	1484	303	35	24	9	20	0	1876
12:45	1506	306	37	27	7	17	1	1901
13:00	1547	299	34	27	8	19	1	1935
13:15	1584	308	34	29	6	20	1	1982
13:30	1554	316	30	28	6	27	0	2061
13:45	1676	324	26	28	8	27	0	2089
14:00	1733	342	27	28	7	25	0	2162
14:15	1786	341	32	24	8	25	1	2217
14:30	1833	346	31	26	9	29	1	2274
14:45	1886	345	31	25	6	31	1	2325
15:00	1863	337	32	26	8	34	1	2301
15:15	1878	359	22	22	7	43	0	2331
15:30	1887	369	21	18	7	35	1	2338
15:45	1884	363	17	13	10	34	1	2322
16:00	1938	354	14	9	6	33	1	2355
16:15	1963	346	13	8	6	24	2	2362
16:30	1900	299	9	8	5	22	2	2245
16:45	1926	293	7	6	4	27	2	2255
17:00	1908	260	4	7	5	31	4	2219
17:15	1943	232	3	5	5	34	4	2226
17:30	2010	239	3	2	5	35	4	2298
17:45	2006	210	4	6	4	27	4	2261
18:00	2003	215	4	5	4	21	2	2254



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Junction Number: Site 4
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / Lionheart way
Junction Type: 3-arm Roundabout

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - MCC Site 4 - 18.10.2022			

Issue Record

Issued to	Date			
	09.11.2022			
Imogen Nicholson	E-mail			

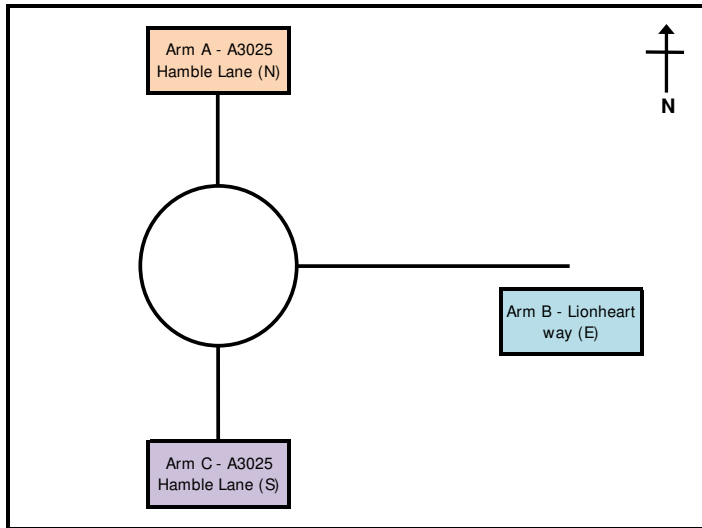
Intelligent Data Collection Limited



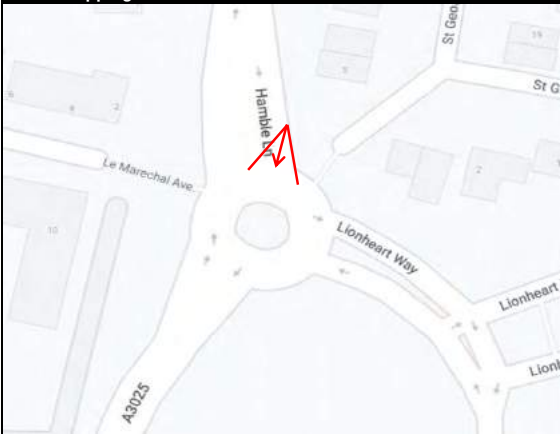
Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Lionheart way
 Junction Number: Site 4 Junction Type: 3-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
50.891226	-1.322589	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Clear

Junction Layout

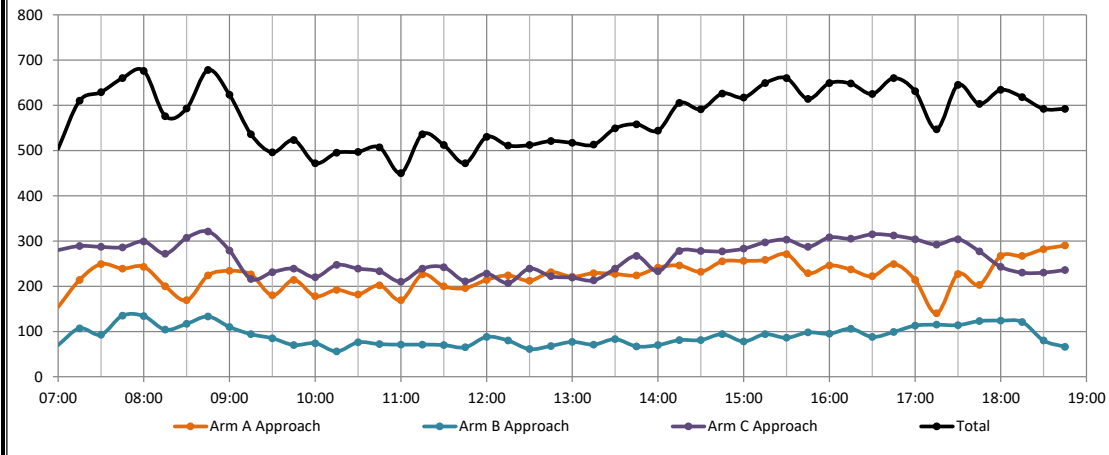


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: i-Transport
 Project Number: ID06792
 Junction Number: Site 4

Date of Survey: 18.10.2022
 Junction Name: A3025 Hamble Lane / Lionheart way
 Junction Type: 3-arm Roundabout

Arm A: A3025 Hamble Lane (N)
 Arm B: Lionheart way (E)
 Arm C: A3025 Hamble Lane (S)



Time	A to A							A to C							A to B							Total		
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses		M/C	Cycle
07:00	0	0	0	0	0	0	0	0	117	21	3	4	0	5	0	150	3	1	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	159	37	1	6	0	0	0	203	8	3	0	0	0	0	0	11
07:30	0	0	0	0	0	0	0	0	196	35	1	1	0	1	2	236	11	0	0	0	0	0	0	11
07:45	0	0	0	0	0	0	0	0	181	37	4	1	0	0	1	224	9	4	2	0	0	0	0	15
08:00	0	0	0	0	0	0	0	0	182	37	6	0	0	0	1	226	9	5	3	0	0	0	0	17
08:15	0	0	0	0	0	0	0	0	139	24	6	3	0	1	0	173	27	0	0	0	0	0	0	27
08:30	0	0	0	0	0	0	0	0	122	23	5	4	0	1	0	155	8	4	1	0	0	1	0	14
08:45	0	1	0	0	0	0	0	1	173	34	3	4	4	1	0	215	7	0	0	0	0	1	0	8
09:00	0	0	0	0	0	0	0	0	153	33	6	5	0	0	1	198	30	6	0	0	0	0	0	36
09:15	0	0	0	0	0	0	0	0	147	52	8	0	0	2	0	209	14	3	0	0	0	0	0	17
09:30	0	0	0	0	0	0	0	0	120	32	4	4	0	0	0	160	15	5	0	0	0	0	0	20
09:45	0	0	0	0	0	0	0	0	158	26	5	2	0	1	0	192	20	2	0	0	0	0	0	22
10:00	0	0	0	0	0	0	0	1	117	26	4	6	0	2	0	158	16	3	0	0	0	0	0	19
10:15	0	0	0	0	0	0	0	0	128	25	3	7	0	1	0	164	25	3	0	0	0	0	0	28
10:30	1	0	0	0	0	0	0	1	126	26	7	1	0	0	0	159	18	4	0	0	0	0	0	22
10:45	1	0	0	0	0	0	0	1	131	30	5	3	0	0	0	169	27	3	1	0	0	1	0	32
11:00	0	0	0	0	0	0	0	0	133	35	3	8	0	0	0	179	31	4	0	0	0	0	0	18
11:15	0	0	0	0	0	0	0	0	165	31	4	0	0	1	1	203	21	4	0	0	0	0	0	28
11:30	0	0	0	0	0	0	0	0	164	25	5	3	0	1	0	198	25	2	0	0	0	0	0	28
11:45	0	0	0	0	0	0	0	0	132	31	6	2	1	0	2	174	21	5	0	0	0	0	0	26
12:00	0	0	0	0	0	0	0	0	137	26	3	3	0	0	0	169	24	2	1	0	0	0	0	27
12:15	0	0	0	0	0	0	0	0	133	35	3	8	0	0	0	179	31	4	0	0	0	0	0	35
12:30	0	0	0	0	0	0	0	0	153	30	6	3	0	1	0	195	26	3	0	0	0	0	0	29
12:45	0	0	0	0	0	0	0	0	158	27	2	2	0	1	0	190	16	4	0	0	0	2	0	22
13:00	0	0	0	0	0	0	0	0	160	33	2	3	0	0	0	198	30	3	0	0	0	0	0	33
13:15	0	0	0	0	0	0	0	0	152	23	5	3	0	1	2	186	32	3	0	0	0	0	0	35
13:30	0	0	0	0	0	0	0	0	166	31	4	0	0	1	1	203	21	4	0	0	0	0	1	26
13:45	0	1	0	0	0	0	0	1	148	28	3	3	0	3	0	192	32	3	0	0	0	0	0	35
14:00	0	0	0	0	0	0	0	0	160	33	4	7	0	1	0	205	26	9	0	1	0	0	0	36
14:15	0	0	0	0	0	0	0	0	152	31	0	3	1	2	0	208	33	4	0	0	1	0	0	38
14:30	0	0	0	0	0	0	0	0	158	26	4	4	0	3	0	195	33	3	0	0	1	1	0	37
14:45	1	0	0	0	0	0	0	1	177	35	3	3	0	2	2	222	31	1	0	0	0	0	0	32
15:00	0	0	0	0	0	0	0	0	165	31	7	1	0	3	0	207	43	4	0	0	0	2	0	49
15:15	0	0	0	0	0	0	0	0	185	41	3	2	0	5	0	236	16	6	0	0	0	0	0	22
15:30	0	0	0	0	0	0	0	0	172	39	2	4	0	3	1	220	47	4	0	0	0	0	0	26
15:45	0	0	0	0	0	0	0	0	156	31	4	2	0	1	0	194	31	4	0	0	0	0	0	35
16:00	0	0	0	0	0	0	0	0	148	57	2	0	0	1	0	208	29	8	0	0	0	1	0	38
16:15	0	0	0	0	0	0	0	0	170	33	4	1	1	0	0	209	23	5	0	0	0	0	0	28
16:30	0	0	0	0	0	0	0	0	152	35	0	1	0	1	0	189	28	4	0	0	0	1	0	33
16:45	0	0	0	0	0	0	0	0	160	43	3	0	0	2	0	208	39	3	0	0	0	1	0	41
17:00	0	0	0	0	0	0	0	0	165	26	1	0	0	2	1	195	16	2	0	0	0	1	0	19
17:15	0	0	0	0	0	0	0	0	99	17	1	1	0	0	0	118	21	1	0	0	0	0	0	22
17:30	1	0	0	0	0	0	0	1	164	26	2	0	0	3	0	195	29	2	0	0	0	0	0	31
17:45	0	0	0	0	0	0	0	0	158	14	0	1	0	0	0	173	28	2	0	0	0	0	0	30
18:00	0	0	0	0	0	0	0	0	205	28	1	0	0	3	0	237	28	2	0	0	0	0	0	30
18:15	0	0	0	0	0	0	0	0	214	19	1	0	0	3	0	237	28	2	0	0	0	0	0	30
18:30	0	0	0	0	0	0	0	0	229	21	0	3	0	0	1	254	24	4	0	0	0	0	0	28
18:45	0	0	0	0	0	0	0	0	219	27	0	0	0	3	0	250	38	2	0	0	0	0	0	40
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	655	130	9	12	0	6	3	815	31	8	2	0	0	0	0	41
07:15	0	0	0	0	0	0	0	0	720	146	12	8	0	2	3	891	37	12	5	0	0	0	0	54
07:30	0	0	0	0	0	0	0	0	700	133	17	5	0	3	3	861	56	9	5	0	0	0	0	70
07:45	0	1	0	0	0	0	0	1	524	121	21	8	0	3	1	778	53	13	6	0	0	1	0	73
08:00	0	1	0	0	0	0	0	1	616	118	20	11	1	3	0	769	51	9	4	0	0	2	0	66
08:15	0	1	0	0	0	0	0	1	587	114	20	16	1	2	1	741	72	10	1	0	0	2	0	85
08:30	0	1	0	0	0	0	0	1	595	142	22	13	1	3	1	777	59	13	1	0	0	2	0	75
08:45	0	1	0	0	0	0	0	1	593	151	21	13	1	2	1	782	66	14	0	0	0	1	0	81
09:00	0	0	0	0	0	0	0	0	578	143	23	11	0	3	1	759	79	16	0	0	0	0	0	95
09:15	0	0	1	0	0	0	0	1	542	139	21	12	0	5	0	719	65	13	0	0	0	0	0	78
09:30	0	0	1	0	0	0	0	1	523	112	16	19	0	4	0	674	76	13	0	0	0	0	0	89
09:45	1	0	1	0	0	0	0	2	529	105	19	16	0	4	0	673	79	12	0	0	0	0	0	91
10:00	2	0	1	0	0	0	0	3	522	109	19	17	0	3	0	650	86	13	1	0	0	1	0	101
10:15	2	0	0	0	0	0	0	2	494	113	18	17	0	1	0	643	83	15	1	0	0	1	0	100
10:30	2	0	0	0	0	0	0	2	530	113	20	13	0	1	0	677	84	14	1	0	0	1	0	100
10:45	1	0	0	0	0	0	0	1	536	119	19	14	1	1	2	692	87	15	1	0	0	1	0	104
11:00	0	0	0	0	0	0	0	0	542	115	17	14	1	1	2	692	84	14	1	0	0	0	0	99
11:15	0	0	0	0	0	0	0	0	566	117	17	16	1	1	2	720	102	13	1	0	0	0	0	116
11:30	0	0	0	0	0	0	0	0	555	122	20	16	1	1	2	717	102	14	1	0	0	0	0	117
11:45	0	0	0	0	0	0	0	0	581	118	16	16	0	2	0	733	97	13	1	0	0	2	0	113
12:00	0	0	0	0	0	0	0	0	604	125	15	16	0	2	0	762	103	14	0	0	0	2	0	119
12:15	0	0	0	0	0	0	0	0	623	113	17	11	0	3	2	769	104	13	0	0	0	2	0	119
12:30																								

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Lionheart way Arm A: A3025 Hamble Lane (N)
 Junction Number: Site 4 Junction Type: 3-arm Roundabout Arm B: Lionheart way (E) Arm C: A3025 Hamble Lane (S)

Time	B to B								B to A								B to C								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	0	0	0	0	0	0	0	0	33	7	1	0	0	0	0	41	26	2	0	0	0	0	0	29	
07:15	0	0	0	0	0	0	0	0	47	9	0	0	0	0	0	56	45	4	0	0	0	1	1	51	
07:30	0	0	0	0	0	0	0	0	33	8	0	0	0	0	2	43	40	6	0	0	0	1	1	50	
07:45	0	0	0	0	0	0	0	0	48	8	0	0	0	1	0	54	66	12	0	0	0	0	3	81	
08:00	0	0	0	0	0	0	0	0	44	4	1	0	0	0	0	49	77	5	0	0	1	1	1	85	
08:15	0	0	0	0	0	0	0	0	37	4	0	0	0	1	1	43	52	4	0	0	1	4	0	61	
08:30	0	0	0	0	0	0	0	0	38	5	1	0	0	0	1	45	62	9	0	0	1	0	0	72	
08:45	0	0	0	0	0	0	0	0	20	2	0	0	0	1	0	23	36	9	0	0	0	1	0	44	
09:00	0	0	0	0	0	0	0	0	19	6	0	0	0	0	0	25	73	10	1	0	1	0	0	85	
09:15	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31	49	9	2	0	2	1	0	63	
09:30	0	0	0	0	0	0	0	0	25	8	0	0	0	0	0	33	41	8	0	0	1	2	0	52	
09:45	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	23	36	9	0	0	0	0	0	47	
10:00	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	19	42	8	0	0	1	3	0	55	
10:15	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	28	5	0	0	0	1	0	34	
10:30	0	0	0	0	0	0	0	0	28	1	0	0	0	1	0	30	36	8	0	0	1	0	1	46	
10:45	0	0	0	0	0	0	0	0	18	3	0	0	0	1	0	22	39	10	0	0	1	0	0	50	
11:00	0	0	0	0	0	0	0	0	17	7	0	0	0	0	0	21	40	5	2	0	0	3	0	50	
11:15	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	36	28	8	0	0	0	1	0	35	
11:30	0	0	0	0	0	0	0	0	14	7	0	0	2	3	0	26	33	9	0	0	2	0	0	44	
11:45	0	0	0	0	0	0	0	0	18	2	0	0	1	1	0	21	34	10	0	0	0	0	0	44	
12:00	0	0	0	0	0	0	0	0	24	4	0	0	0	1	0	30	48	8	0	0	1	1	0	58	
12:15	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35	37	7	0	0	0	1	1	45	
12:30	0	0	0	0	0	0	0	0	19	2	2	0	0	0	0	23	30	4	0	0	2	1	1	38	
12:45	0	0	0	0	0	0	0	0	22	4	0	0	0	1	0	27	34	6	0	0	1	0	0	41	
13:00	0	0	0	0	0	0	0	0	29	2	0	0	0	2	0	33	34	9	0	0	1	0	0	44	
13:15	0	0	0	0	0	0	0	0	17	7	0	0	0	0	0	25	36	9	1	0	0	3	0	45	
13:30	0	0	0	0	0	0	0	0	22	4	0	0	0	2	1	29	44	10	0	0	0	0	0	54	
13:45	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	38	6	0	0	2	1	0	47	
14:00	0	0	0	0	0	0	0	0	20	2	1	0	0	0	0	23	42	4	0	0	1	1	0	47	
14:15	0	0	0	0	0	0	0	0	23	2	0	0	0	1	0	26	45	6	0	0	1	3	0	55	
14:30	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24	45	11	0	0	1	1	0	57	
14:45	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	63	13	0	0	1	1	0	78	
15:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	49	7	0	0	1	0	0	57	
15:15	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25	58	7	0	0	0	4	0	69	
15:30	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	52	8	1	0	1	3	0	65	
15:45	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	24	54	18	0	0	2	0	0	74	
16:00	0	0	0	0	0	0	0	0	23	7	0	0	0	0	0	30	49	12	0	0	0	4	0	65	
16:15	1	0	0	0	0	0	0	0	14	5	0	0	0	0	0	19	69	14	0	0	1	3	0	87	
16:30	1	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	54	9	0	0	0	0	0	84	
16:45	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	59	12	0	0	0	1	0	72	
17:00	0	0	0	0	0	0	0	0	27	4	0	0	0	1	0	32	63	17	0	0	0	1	0	81	
17:15	0	0	0	0	0	0	0	0	26	6	1	0	0	1	0	34	73	6	0	0	1	1	0	81	
17:30	0	0	0	0	0	0	0	0	20	3	0	0	0	0	1	24	71	15	0	0	0	4	0	90	
17:45	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34	77	6	0	0	1	2	0	99	
18:00	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30	82	8	0	0	1	3	0	94	
18:15	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24	87	10	0	0	0	0	0	97	
18:30	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	50	8	0	0	0	1	0	59	
18:45	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	46	3	0	0	0	0	0	49	
Start Time	Rolling Hour								Rolling Hour								Rolling Hour								Total
07:00	0	0	0	0	0	0	0	0	161	29	1	0	1	2	0	194	177	26	0	0	1	7	0	211	
07:15	0	0	0	0	0	0	0	0	172	26	1	0	1	2	0	202	228	29	0	0	2	7	1	267	
07:30	0	0	0	0	0	0	0	0	162	21	1	0	1	3	1	189	235	29	0	0	3	9	1	277	
07:45	0	0	0	0	0	0	0	0	167	18	2	0	1	1	2	191	267	30	0	0	3	8	0	299	
08:00	0	0	0	0	0	0	0	0	166	15	2	0	0	1	2	186	263	30	0	0	3	5	1	302	
08:15	0	0	0	0	0	0	0	0	141	17	1	0	0	1	2	162	259	35	1	0	3	4	0	302	
08:30	0	0	0	0	0	0	0	0	131	17	1	0	0	0	1	150	256	40	3	0	4	1	0	304	
08:45	0	0	0	0	0	0	0	0	118	20	0	0	0	0	0	138	235	39	3	0	4	3	0	284	
09:00	0	0	0	0	0	0	0	0	91	20	0	0	1	1	0	112	199	38	3	0	5	4	0	247	
09:15	0	0	0	0	0	0	0	0	87	18	0	0	1	0	0	106	168	34	3	0	5	7	0	217	
09:30	0	0	0	0	0	0	0	0	79	17	0	0	1	0	0	97	147	30	1	0	3	7	0	188	
09:45	0	0	0	0	0	0	0	0	82	10	0	0	1	1	0	94	142	30	1	0	3	5	1	182	
10:00	0	0	0	0	0	0	0	0	90	11	0	0	0	2	0	93	145	31	1	0	3	4	1	185	
10:15	0	0	0	0	0	0	0	0	82	11	0	0	0	2	0	95	143	28	2	0	2	4	1	180	
10:30	0	0	0	0	0	0	0	0	95	12	0	0	0	2	0	109	141	31	2	0	2	4	1	181	
10:45	0	0	0	0	0	0	0	0	81	18	0	0	2	4	0	105	138	32	2	0	3	4	0	179	
11:00	0	0	0	0	0	0	0	0	81	17	0	0	3	3	0	104	133	32	2	0	2	4	0	173	
11:15	0	0	0	0	0	0	0	0	88	17	0	0	4	4	0	113	141	35	0	0	3	2	0	181	
11:30	0	0	0	0	0	0	0	0	87	17	0	0	4	4	0	112	152	34	0	0	3	2	0	191	
11:45	0	0	0	0	0	0	0	0	92	12	2	0	2	1	0	109	149	29	0	0	3	3	1	185	
12:00	0	0	0	0	0	0	0	0	96	14	2	0	1	2	0	115	149	25	0	0	4	3	1	182	
12:15	0	0	0	0	0	0	0	0	101	12	2	0	0	3	0	116	135	26	0	0	4	2	1	168	
12:30	0	0	0	0	0	0	0	0	87	15	2	0	0	4	0	108	134	28	1	0	4	1	1	169	
12:45	0	0	0	0	0	0	0	0	90	17	0	0	0	6	1	114	148								

Intelligent Data Collection Limited

Client: i-Transport
 Project Number: ID06792
 Junction Number: Site 4

Date of Survey: 18.10.2022
 Junction Name: A3025 Hambie Lane / Lionheart way
 Junction Type: 3-arm Roundabout

Arm A: A3025 Hambie Lane (N)
 Arm B: Lionheart way (E)
 Arm C: A3025 Hambie Lane (S)



Time	C to C								C to B								C to A								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	0	0	0	0	0	0	0	29	9	0	0	0	0	2	0	40	182	56	0	0	0	0	0	240	
07:15	0	0	0	0	0	0	0	35	5	0	0	0	0	0	0	40	194	49	2	3	1	0	1	249	
07:30	0	0	0	0	0	0	0	39	6	0	0	0	0	4	0	51	172	57	5	1	0	0	1	236	
07:45	0	0	0	0	0	0	0	42	7	0	0	0	0	0	0	49	192	40	5	1	0	1	1	237	
08:00	0	0	0	0	0	0	0	43	7	0	0	0	0	3	0	53	199	42	3	2	0	0	0	246	
08:15	0	0	0	0	0	0	0	31	3	1	0	0	0	0	0	35	194	38	2	2	2	0	1	237	
08:30	0	0	0	0	0	0	0	43	4	0	0	0	0	2	0	49	212	38	4	4	0	0	0	238	
08:45	0	0	0	0	0	0	0	28	8	0	0	0	0	0	0	36	159	32	9	3	0	0	0	203	
09:00	0	0	0	0	0	0	0	45	5	1	0	1	1	0	53	188	32	2	2	0	2	0	2	226	
09:15	0	0	0	0	0	0	0	34	9	0	0	0	0	1	0	44	138	24	4	5	0	1	0	172	
09:30	0	0	0	0	0	0	0	22	10	1	0	2	0	0	35	161	21	6	5	0	3	0	0	196	
09:45	0	0	0	0	0	0	0	28	8	0	0	0	0	0	36	162	23	2	1	0	0	0	0	188	
10:00	0	0	0	0	0	0	0	40	10	1	0	1	0	0	53	157	30	4	1	0	1	0	1	194	
10:15	0	0	0	0	0	0	0	30	5	0	0	0	0	0	35	155	33	6	5	0	0	4	1	204	
10:30	0	0	0	0	0	0	0	33	11	1	0	1	1	0	47	146	29	4	5	0	0	0	2	186	
10:45	0	0	0	0	0	0	0	29	7	0	0	1	3	0	40	139	31	1	5	0	0	0	0	170	
11:00	0	0	0	0	0	0	0	35	8	0	1	1	1	0	46	156	27	5	4	0	0	1	0	193	
11:15	0	0	0	0	0	0	0	34	5	0	0	0	0	0	39	158	34	6	5	0	0	0	0	203	
11:30	0	0	0	0	0	0	0	26	6	0	0	1	1	0	34	146	25	3	2	0	1	0	0	177	
11:45	0	0	0	0	0	0	0	33	7	0	0	1	0	0	41	172	19	1	1	0	3	1	0	187	
12:00	0	0	0	0	0	0	0	26	4	1	0	1	0	0	32	147	22	5	1	0	0	0	0	175	
12:15	0	0	0	0	0	0	0	33	9	0	0	0	1	0	43	149	35	6	2	0	4	0	0	196	
12:30	0	0	0	0	0	0	0	36	11	0	0	1	4	0	52	134	29	6	1	0	0	0	0	170	
12:45	0	0	0	0	0	0	0	39	6	1	0	1	4	0	48	129	30	2	7	1	2	0	0	171	
13:00	0	0	0	0	0	0	0	29	4	0	0	2	0	0	35	136	28	6	5	0	3	0	0	178	
13:15	0	0	0	0	0	0	0	34	3	1	0	0	1	0	39	168	23	4	3	0	2	0	0	200	
13:30	0	0	0	0	0	0	0	50	8	0	0	1	1	0	60	173	29	2	2	0	1	0	0	207	
13:45	0	0	0	0	0	0	0	37	5	0	0	1	1	0	44	143	35	5	4	0	2	0	0	189	
14:00	0	0	0	0	0	0	0	50	13	0	0	0	1	0	64	172	31	6	1	0	4	0	2	214	
14:15	0	0	0	0	0	0	0	42	8	0	0	1	1	0	52	185	34	2	6	0	2	0	0	226	
14:30	0	0	0	0	0	0	0	41	10	0	0	1	0	0	52	184	38	3	0	0	0	0	0	225	
14:45	1	0	0	0	0	0	0	47	10	0	0	1	0	0	58	184	27	5	6	0	2	0	0	224	
15:00	0	0	0	0	0	0	0	39	6	0	0	1	1	0	46	203	35	2	4	1	6	0	0	251	
15:15	0	0	0	0	0	0	0	44	4	0	0	0	2	0	51	207	38	2	3	0	2	0	0	252	
15:30	0	0	0	0	0	0	0	38	6	1	0	1	2	0	49	199	30	2	3	1	3	0	0	238	
15:45	0	0	0	0	0	0	0	50	6	0	0	1	4	0	61	206	34	1	2	0	4	0	0	247	
16:00	0	0	0	0	0	0	0	50	9	1	0	1	2	0	63	203	31	1	3	0	4	0	0	242	
16:15	0	0	0	0	0	0	0	49	10	0	0	0	1	0	60	221	28	1	1	0	3	1	0	255	
16:30	0	0	0	0	0	0	0	48	5	0	0	1	1	0	55	201	23	1	1	0	2	0	0	257	
16:45	0	0	0	0	0	0	0	53	6	1	0	1	0	0	61	205	35	0	2	0	1	0	0	243	
17:00	0	0	0	0	0	0	0	53	2	0	0	0	1	0	56	210	22	0	2	0	2	0	0	236	
17:15	0	0	0	0	0	0	0	44	5	0	0	2	2	0	53	222	26	0	0	0	2	1	0	251	
17:30	0	0	0	0	0	0	0	62	8	0	0	0	5	0	75	191	13	1	1	0	1	0	1	302	
17:45	2	0	0	0	0	0	0	52	6	0	0	0	2	1	61	167	12	0	0	0	1	0	0	180	
18:00	0	0	0	0	0	0	0	50	8	0	0	1	1	0	60	152	17	0	0	0	0	1	0	170	
18:15	0	0	0	0	0	0	0	44	3	0	0	0	0	0	47	167	12	0	1	1	2	0	0	183	
18:30	0	0	0	0	0	0	0	44	6	0	0	1	0	0	51	174	10	1	0	0	0	0	0	185	
18:45	0	0	0	0	0	0	0	44	6	0	0	1	0	0	51	174	10	1	0	0	0	0	0	185	
Start Time	Rolling Hour								Rolling Hour								Rolling Hour								Total
07:00	0	0	0	0	0	0	0	145	29	0	0	0	6	0	180	740	202	9	5	0	4	2	0	962	
07:15	0	0	0	0	0	0	0	159	27	0	0	0	7	0	193	757	188	12	7	0	0	2	2	968	
07:30	0	0	0	0	0	0	0	155	25	1	0	0	7	0	188	757	177	12	6	0	2	2	2	956	
07:45	0	0	0	0	0	0	0	159	21	1	0	0	5	0	186	767	158	11	9	0	2	0	0	978	
08:00	0	0	0	0	0	0	0	164	25	1	0	1	6	0	197	824	152	14	9	0	3	0	0	1002	
08:15	0	0	0	0	0	0	0	166	23	2	0	2	4	0	197	813	142	13	9	0	5	0	0	982	
08:30	0	0	0	0	0	0	0	169	29	1	0	2	5	0	206	757	128	15	12	0	5	0	0	917	
08:45	0	0	0	0	0	0	0	148	35	2	0	4	3	0	192	706	111	17	13	0	8	0	0	855	
09:00	0	0	0	0	0	0	0	129	32	2	0	3	2	0	169	646	109	21	15	0	6	0	0	797	
09:15	0	0	0	0	0	0	0	108	32	1	0	4	2	0	147	620	100	21	14	0	4	0	0	759	
09:30	0	0	0	0	0	0	0	114	33	2	0	5	1	1	156	639	106	21	10	0	4	1	0	781	
09:45	0	0	0	0	0	0	0	122	28	1	0	3	1	1	156	633	118	21	10	0	5	2	0	789	
10:00	0	0	0	0	0	0	0	127	31	2	0	4	2	1	157	620	115	16	12	0	5	4	0	772	
10:15	0	0	0	0	0	0	0	132	33	2	0	3	4	1	175	591	123	15	16	0	5	4	0	754	
10:30	0	0	0	0	0	0	0	127	31	1	1	3	5	0	168	590	120	16	19	0	5	3	0	753	
10:45	0	0	0	0	0	0	0	131	31	1	1	3	5	0	172	593	121	16	19	0	1	2	0	752	
11:00	0	0	0	0	0	0	0	124	26	0	1	3	5	0	159	593	117	15	16	0	2	0	0	743	
11:15	0	0	0	0	0	0	0	128	26	0	1	3	2	0	160	622	105	15	12	0	5	1	0	760	
11:30	0	0	0	0	0	0	0	119	22	1	0	3	1	0	146	613	100	15	9	0	4	1	0	742	
11:45	0	0	0	0	0	0	0	118	26	1	0	3	2	0	150	604	101	15	6	0	8	1	0	735	
12:00	0	0	0	0	0	0	0	128	31	1	0	3	5	0	168	592	105	18	5	0	7	1	0	728	
12:15	0	0	0	0	0	0	0	134	30	2	0	3	6	0	175	559	116	19	11	1	6	0	0	712	
12																									

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: A3025 Hamble Lane / Lionheart way
 Junction Type: Site 4 3-arm Roundabout

Time	Arm A Approach							Arm A Exit							Total	
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle		
07:00	120	22	3	4	0	5	0	154	215	63	1	0	0	2	0	281
07:15	167	40	1	6	0	0	0	214	241	58	2	3	0	1	0	305
07:30	209	36	1	1	0	1	2	249	295	66	5	1	0	2	1	279
07:45	190	41	5	1	0	0	1	238	240	46	2	1	1	1	1	251
08:00	191	42	9	0	0	1	0	243	243	46	4	2	0	0	0	295
08:15	166	24	6	3	0	1	0	200	231	42	2	2	0	2	1	280
08:30	130	27	6	4	0	2	0	169	250	43	5	4	0	0	1	303
08:45	180	35	3	4	1	1	0	224	266	37	5	1	0	0	2	311
09:00	183	39	6	5	0	0	1	234	207	38	2	2	0	2	0	251
09:15	161	55	8	0	0	2	0	226	165	28	4	5	0	1	0	203
09:30	135	37	4	4	0	0	0	180	186	29	6	5	0	3	0	229
09:45	178	28	5	2	0	1	0	214	178	34	8	3	1	0	0	226
10:00	133	32	6	3	0	2	0	178	177	27	3	1	0	0	0	206
10:15	153	28	3	7	0	1	0	192	176	33	4	1	0	1	1	216
10:30	145	29	7	1	0	0	0	182	184	34	6	5	0	5	1	235
10:45	159	33	6	3	0	1	0	202	165	32	4	5	0	1	2	209
11:00	122	38	6	0	0	0	1	169	150	35	1	5	0	0	0	191
11:15	190	27	5	3	0	1	0	226	188	31	5	4	0	1	0	229
11:30	153	36	6	2	1	0	2	200	172	41	6	5	2	3	0	229
11:45	161	28	4	3	0	0	0	196	164	27	3	2	1	1	0	198
12:00	164	39	3	8	0	0	0	214	186	23	1	1	1	4	1	217
12:15	179	33	8	3	0	1	0	224	178	26	5	1	1	0	0	210
12:30	174	31	2	2	0	3	0	212	168	37	8	2	0	4	0	219
12:45	190	36	2	3	0	0	0	231	156	33	6	1	0	1	0	197
13:00	184	26	5	3	0	1	2	221	158	32	2	7	1	4	0	204
13:15	187	35	4	0	0	2	1	229	153	35	6	5	0	4	0	203
13:30	176	39	4	5	0	3	0	227	190	27	4	3	0	4	1	229
13:45	181	32	4	3	0	4	0	224	191	32	2	2	0	1	0	228
14:00	186	42	4	8	0	1	0	241	163	37	6	4	0	2	0	212
14:15	204	35	0	3	1	3	0	246	195	33	6	1	0	5	0	240
14:30	191	29	4	4	1	3	0	229	205	35	2	6	0	2	0	260
14:45	209	35	3	3	0	2	2	255	200	39	3	0	0	0	0	242
15:00	208	35	7	1	0	5	0	256	202	30	5	6	0	2	0	245
15:15	201	47	3	2	0	5	0	258	225	38	2	4	1	6	0	276
15:30	219	43	4	3	0	4	0	271	228	40	2	3	0	4	0	279
15:45	187	35	4	2	0	1	0	229	220	33	2	3	1	3	0	262
16:00	177	65	2	0	0	2	0	246	229	41	1	2	0	4	0	277
16:15	193	38	4	1	1	0	0	237	217	36	1	3	0	4	0	261
16:30	180	39	0	1	1	1	0	222	240	32	1	1	0	3	1	278
16:45	198	44	3	0	0	0	0	249	205	35	1	1	0	0	0	284
17:00	181	28	1	0	0	3	1	214	232	39	0	2	0	2	0	276
17:15	120	18	1	1	0	0	0	140	236	28	1	2	0	3	0	270
17:30	194	28	2	0	0	3	0	227	243	29	0	0	0	3	1	276
17:45	186	16	0	1	0	0	0	203	214	16	1	1	0	1	1	236
18:00	233	30	0	0	0	3	0	267	195	14	0	0	0	1	0	210
18:15	242	21	1	0	0	3	0	267	172	21	0	0	0	1	0	194
18:30	253	25	0	3	0	0	1	282	187	13	0	1	1	2	0	204
18:45	257	29	0	0	3	0	0	290	189	12	1	0	0	0	0	202
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	686	138	11	12	0	6	3	856	901	231	10	5	1	6	2	1156
07:15	757	158	17	8	0	2	3	945	929	214	13	7	1	4	2	1170
07:30	796	142	22	5	0	3	3	931	919	198	13	6	1	5	3	1145
07:45	677	134	27	8	0	4	1	851	964	175	13	9	1	3	3	1169
08:00	667	128	24	11	1	5	0	836	990	168	16	9	0	4	2	1189
08:15	659	125	21	16	1	4	1	827	954	160	14	9	0	6	2	1145
08:30	654	156	23	13	1	5	1	853	888	146	16	12	0	5	1	1068
08:45	659	166	21	13	1	3	1	864	824	132	17	13	0	8	0	994
09:00	657	159	23	11	0	3	1	854	737	129	21	15	1	6	0	906
09:15	607	152	22	12	0	5	0	798	707	118	22	14	1	4	0	866
09:30	599	125	17	19	0	4	0	764	718	123	22	10	1	4	1	879
09:45	609	117	20	16	0	4	0	766	716	128	22	10	1	6	2	885
10:00	690	122	21	17	0	4	0	754	702	126	17	12	0	7	4	866
10:15	579	128	19	17	0	2	0	745	675	134	15	16	0	7	4	851
10:30	616	127	21	13	0	2	0	779	687	132	16	19	0	7	3	864
10:45	624	134	20	14	1	2	2	797	675	139	16	19	2	5	2	858
11:00	626	129	18	14	1	1	2	791	674	134	15	16	3	5	0	847
11:15	666	130	18	16	1	1	2	836	710	122	15	12	4	9	1	873
11:30	657	136	21	16	1	1	2	834	700	117	15	9	4	8	1	854
11:45	678	131	17	16	0	4	0	846	696	113	17	6	2	9	1	844
12:00	707	139	15	16	0	4	0	881	685	119	20	5	1	9	1	843
12:15	727	126	17	11	0	5	2	888	660	128	21	11	1	9	0	830
12:30	735	128	13	8	0	6	3	893	635	137	22	15	1	13	0	823
12:45	737	136	15	11	0	6	3	908	657	127	18	16	1	13	1	833
13:00	728	132	17	11	0	10	3	901	692	126	14	17	1	13	1	864
13:15	730	148	16	16	0	10	1	921	697	131	18	14	0	11	1	872
13:30	747	148	12	19	1	11	0	938	729	129	18	10	0	12	1	909
13:45	762	138	12	18	2	11	0	943	754	137	16	13	0	10	0	930
14:00	790	142	11	18	2	9	2	974	763	144	17	11	0	9	0	944
14:15	812	135	14	11	2	13	2	989	802	137	16	13	0	9	0	977
14:30	809	147	17	10	1	15	2	1001	832	142	12	16	1	10	0	1013
14:45	837	161	15	10	0	15	2	1040	853	147	12	13	1	10	0	1036
15:00	815	160	16	9	0	14	0	1014	873	141	11	16	2	13	0	1056
15:15	784	190	11	8	0	11	0	1004	900	152	7	12	2	15	0	1088
15:30	776	191	12	7	1	6	0	983	892	150	6	11	1	13	0	1073
15:45	737	177	10	4	2	4	0	934	906	142	5	9	1	14	1	1076
16:00	749	186	9	2	2	6	0	954	941	134	4	7	0	13	1	1100
16:15	753	149	8	2	2	7	1	922	944	132	3	7	0	11	1	1098
16:30	680	129	5	2	1	7	1	825	963	124	3	6	0	10	1	1107
16:45	694	118	7	1	0	9	1	830	966	121	2	5	0	10	1	1105
17:00	681	90	4	2	0	6	1	784	925	114	2	5	0	9	2	1057
17:15	733	92	4	2	0	6	0	837	888	89	2	3	0	8	2	992
17:30	855	95	4	1	0	9	0	964	824	82	1	1	0	6	2	916
17:45	914	92	2	4	0	6	1	1019	768	66	1	2	1	5	1	844
18:00	986	106	2	4	0	9	1	1106	743	60	1	1	1	4	0	810

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: A3025 Hamble Lane / Lionheart way
 Junction Type: Site 4 Junction Type: 3-arm Roundabout

Time	Arm B Approach						Arm B Exit									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	59	9	1	0	0	1	0	70	32	10	0	0	0	2	0	44
07:15	92	13	0	0	0	2	0	107	43	8	0	0	0	4	0	51
07:30	73	16	0	0	1	3	0	93	56	8	0	0	0	4	0	62
07:45	114	17	0	0	1	3	0	135	51	11	2	0	0	0	0	64
08:00	121	9	1	0	1	1	1	134	52	12	3	0	0	3	0	70
08:15	89	8	0	0	1	5	1	104	58	3	1	0	0	0	0	62
08:30	100	14	1	0	1	0	1	117	51	8	1	0	0	3	0	63
08:45	119	14	0	0	0	0	0	133	54	11	0	0	1	2	0	68
09:00	92	16	1	0	1	0	0	110	75	11	1	0	1	1	0	89
09:15	76	13	2	0	2	1	0	94	48	12	0	0	0	1	0	61
09:30	66	16	0	0	1	2	0	85	37	15	1	0	2	0	0	55
09:45	56	11	0	0	2	1	0	70	48	10	0	0	0	0	0	58
10:00	57	12	1	0	1	3	0	74	40	8	0	0	2	0	0	51
10:15	47	8	0	0	0	1	0	56	65	13	1	0	1	0	1	81
10:30	64	9	0	0	1	1	1	76	48	9	0	0	0	0	0	57
10:45	57	13	0	0	1	1	0	72	60	14	2	0	1	2	0	79
11:00	57	9	2	0	0	1	0	71	42	12	0	0	1	1	0	58
11:15	58	12	0	0	0	1	0	71	61	10	0	1	1	1	0	74
11:30	47	16	0	0	4	3	0	70	55	10	0	0	0	0	0	65
11:45	52	12	0	0	1	0	0	65	50	8	1	0	1	1	0	61
12:00	72	12	0	0	2	2	0	88	64	11	0	0	1	0	0	76
12:15	68	11	0	0	0	1	0	80	52	7	1	0	1	0	0	61
12:30	49	6	2	0	2	1	1	61	49	13	0	0	0	3	0	65
12:45	56	10	0	0	1	1	0	68	66	14	0	0	1	4	0	85
13:00	63	11	0	0	1	2	0	77	71	9	1	0	1	1	0	83
13:15	53	16	1	0	0	1	0	71	50	8	0	0	2	1	0	61
13:30	66	14	0	0	0	2	1	83	66	6	1	0	0	1	0	74
13:45	56	8	0	0	2	1	0	67	83	11	1	0	1	2	0	98
14:00	62	6	1	0	0	1	0	70	63	14	0	1	1	1	0	80
14:15	68	8	0	0	1	4	0	81	63	17	0	0	0	2	0	102
14:30	68	12	0	0	1	0	0	81	75	11	0	0	2	1	0	89
14:45	78	14	0	0	1	1	0	94	72	11	0	0	1	0	0	84
15:00	67	10	0	0	1	0	0	78	90	14	0	0	1	2	0	107
15:15	80	10	0	0	0	4	0	94	54	12	0	0	1	1	0	68
15:30	71	10	1	0	1	3	0	86	91	9	0	0	0	0	0	102
15:45	75	21	0	0	2	0	0	98	70	10	1	0	1	2	0	84
16:00	72	19	0	0	0	4	0	95	79	14	0	0	1	5	0	99
16:15	83	19	0	0	1	3	0	106	73	14	1	0	1	2	0	91
16:30	74	13	0	0	1	0	0	88	78	14	0	0	1	1	0	94
16:45	84	14	0	0	0	1	0	99	87	8	0	0	1	1	0	95
17:00	90	21	0	0	0	2	0	113	69	8	1	0	1	1	0	80
17:15	99	12	1	0	1	2	0	115	74	3	0	0	0	1	0	78
17:30	91	18	0	0	0	5	0	114	73	7	0	0	2	2	0	84
17:45	110	10	0	0	1	2	0	123	90	10	0	0	0	5	0	105
18:00	110	10	0	0	1	3	0	124	80	8	0	0	0	2	1	91
18:15	107	14	0	0	0	0	0	121	78	10	0	0	1	1	0	90
18:30	70	9	0	0	0	1	0	80	68	7	0	0	0	0	0	75
18:45	61	5	0	0	0	0	0	66	82	8	0	0	1	0	0	91
Start Time	Rolling Hour						Total	Rolling Hour						Total		
07:00	338	55	1	0	2	9	0	405	178	37	2	0	0	6	0	221
07:15	400	55	1	0	3	9	1	469	196	39	5	0	0	7	0	247
07:30	397	50	1	0	4	12	2	466	211	34	6	0	0	7	0	258
07:45	424	48	2	0	4	9	3	490	212	34	7	0	0	6	0	259
08:00	429	45	2	0	3	6	3	488	215	34	5	0	1	8	0	263
08:15	400	52	2	0	3	5	2	464	238	33	3	0	2	6	0	282
08:30	387	57	4	0	4	1	1	454	229	42	2	0	2	7	0	281
08:45	353	59	3	0	4	3	0	422	214	49	2	0	4	4	0	273
09:00	290	56	3	0	6	4	0	359	208	48	2	0	3	2	0	263
09:15	255	52	3	0	6	7	0	323	173	45	1	0	4	2	0	225
09:30	226	47	1	0	4	7	0	285	190	46	2	0	5	1	1	245
09:45	224	40	1	0	4	6	1	276	201	40	1	0	3	1	1	247
10:00	225	42	1	0	3	6	1	278	213	44	3	0	4	3	1	262
10:15	225	39	2	0	2	6	1	275	215	48	3	0	3	5	1	275
10:30	236	43	2	0	2	6	1	290	211	45	2	1	3	6	0	268
10:45	219	50	2	0	5	8	0	284	218	46	2	1	3	6	0	276
11:00	214	49	2	0	5	7	0	277	206	40	1	1	3	5	0	256
11:15	229	52	0	0	7	6	0	294	220	39	1	1	3	2	0	276
11:30	239	51	0	0	7	6	0	303	221	36	2	0	3	1	0	263
11:45	241	41	2	0	5	4	1	294	215	39	2	0	3	4	0	263
12:00	245	39	2	0	5	5	1	297	231	45	1	0	3	7	0	287
12:15	236	38	2	0	4	5	1	286	235	43	2	0	3	6	0	294
12:30	221	43	3	0	4	5	1	277	236	44	1	0	4	9	0	294
12:45	238	51	1	0	2	6	1	299	253	37	2	0	4	7	0	303
13:00	238	49	1	0	3	6	1	298	270	34	3	0	4	5	0	316
13:15	237	44	2	0	2	5	1	291	262	39	2	1	4	5	0	313
13:30	292	38	1	0	3	8	1	301	295	48	2	1	2	6	0	354
13:45	264	34	1	0	4	6	0	299	304	53	1	1	4	6	0	369
14:00	276	40	1	0	3	6	0	326	293	53	0	1	4	4	0	355
14:15	281	44	0	0	4	5	0	334	320	53	0	0	4	5	0	382
14:30	293	46	0	0	3	5	0	347	291	48	0	0	5	4	0	343
14:45	296	44	1	0	3	8	0	352	307	46	0	0	3	5	0	361
15:00	293	51	1	0	4	7	0	356	305	45	1	0	3	7	0	361
15:15	298	60	1	0	3	11	0	373	294	45	1	0	3	10	0	353
15:30	301	69	1	0	4	10	0	385	313	47	2	0	3	11	0	376
15:45	304	72	0	0	4	7	0	387	300	52	2	0	4	10	0	368
16:00	313	65	0	0	2	8	0	388	317	48	1	0	4	10	0	380
16:15	331	67	0	0	2	6	0	406	307	42	2	0	4	6	0	361
16:30	347	60	1	0	2	5	0	415	308	31	1	0	3	5	0	348
16:45	354	65	1	0	1	10	0	441	303	24	1	0	4	6	0	338
17:00	390	61	1	0	2	11	0	465	306	28	1	0	3	9	0	347
17:15	410	50	1	0	3	12	0	476	317	28	0	0	2	10	1	358
17:30	418	52	0	0	2	10	0	482	321	35	0	0	3	10	1	370
17:45	397	43	0	0	2	6	0	448	316	35	0	0	1	8	1	361
18:00	348	38	0	0	1	4	0	391	308	33	0	0	2	3	1	347

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Humble Lane / Lionheart way
 Junction Number: Site 4 Junction Type: 3-arm Roundabout

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	211	65	0	0	0	4	0	280	143	23	3	4	0	6	0	179
07:15	229	54	2	3	0	1	0	289	204	41	1	6	0	2	0	254
07:30	211	65	5	1	0	4	1	287	235	43	1	1	1	3	2	285
07:45	234	47	2	1	0	1	0	286	247	49	4	1	1	0	3	305
08:00	242	49	3	2	0	3	0	299	259	42	6	0	1	2	1	311
08:15	225	41	3	2	0	1	0	272	191	28	6	3	1	5	0	234
08:30	255	42	4	4	0	2	0	307	184	32	5	4	1	1	0	227
08:45	266	45	5	1	1	3	0	321	245	46	3	4	1	1	0	299
09:00	233	37	3	2	1	3	0	279	225	43	7	5	1	0	1	283
09:15	172	33	4	5	0	2	0	216	196	61	10	0	2	3	0	272
09:30	183	31	7	5	2	3	0	231	161	40	4	4	1	2	0	212
09:45	167	40	9	3	0	0	0	239	194	35	5	2	1	2	0	239
10:00	186	28	2	2	1	1	0	220	150	37	5	6	1	5	0	213
10:15	197	40	5	1	1	1	2	247	156	30	3	7	0	2	0	198
10:30	185	38	6	5	0	4	1	239	162	33	7	1	1	0	1	205
10:45	179	40	5	5	1	1	2	233	170	40	5	3	1	0	0	219
11:00	182	38	2	5	1	1	0	219	149	38	5	6	0	0	0	201
11:15	191	35	5	5	1	2	0	239	190	33	5	3	0	2	0	233
11:30	192	39	6	5	0	0	0	242	165	40	6	2	3	0	2	218
11:45	172	31	3	2	1	2	0	211	171	36	3	3	0	0	0	213
12:00	195	28	1	1	1	3	1	228	181	43	3	8	1	1	0	237
12:15	173	28	6	1	1	1	0	207	190	37	8	3	0	2	0	240
12:30	182	44	6	2	0	5	0	239	188	31	2	2	2	2	1	228
12:45	170	40	6	1	1	4	0	222	194	39	2	3	1	0	0	239
13:00	188	36	3	7	2	3	0	219	186	32	5	3	1	1	2	230
13:15	185	32	6	5	2	3	0	213	202	40	5	0	0	1	1	249
13:30	202	28	5	3	0	3	0	239	188	46	4	5	0	3	0	246
13:45	223	37	2	2	1	2	0	267	186	34	3	3	2	4	0	232
14:00	180	40	5	4	1	3	0	233	202	37	4	7	0	2	0	252
14:15	222	44	6	1	0	5	0	278	216	37	0	3	2	5	0	263
14:30	224	42	2	6	1	3	0	278	203	37	4	4	1	1	3	262
14:45	225	48	3	0	1	0	0	277	240	48	3	3	1	3	2	300
15:00	232	37	5	6	1	2	0	283	215	38	7	1	1	1	3	265
15:15	241	41	2	4	2	7	0	297	243	48	3	2	0	9	0	305
15:30	251	43	2	3	0	4	0	303	224	47	3	4	1	6	0	285
15:45	238	38	3	3	2	5	0	287	210	49	4	2	2	2	1	268
16:00	256	40	1	2	1	8	0	308	197	69	2	0	0	5	0	273
16:15	253	40	2	3	1	6	0	305	239	47	4	1	2	3	0	296
16:30	270	38	1	1	0	4	1	315	206	44	0	1	1	1	0	253
16:45	278	28	1	1	1	3	0	312	219	55	3	0	0	3	0	290
17:00	258	41	1	2	1	1	0	304	228	43	1	0	0	3	1	276
17:15	283	24	0	2	0	3	0	292	172	23	1	1	1	1	0	199
17:30	296	31	0	0	2	4	1	304	235	41	2	0	0	7	0	285
17:45	243	25	1	1	0	6	1	277	235	23	0	1	1	1	0	262
18:00	221	18	0	0	0	3	1	243	289	36	1	0	1	6	0	333
18:15	202	25	0	0	1	2	0	230	301	29	1	0	0	3	0	334
18:30	211	15	0	1	1	2	0	230	279	29	0	3	0	1	1	313
18:45	218	16	1	0	1	0	0	236	265	30	0	0	0	3	0	289
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	885	231	9	5	0	10	2	1142	832	156	9	12	1	13	3	1026
07:15	916	215	12	7	0	9	2	1161	948	175	12	8	2	9	4	1158
07:30	912	202	13	6	0	9	2	1144	935	162	17	5	3	12	4	1138
07:45	956	179	12	9	0	7	1	1164	881	151	21	9	3	11	2	1077
08:00	988	177	15	9	1	9	0	1199	879	148	20	11	4	8	1	1071
08:15	979	165	15	9	2	9	0	1179	846	149	21	16	4	6	1	1043
08:30	926	157	16	12	2	10	0	1123	851	182	25	13	5	4	1	1081
08:45	854	146	19	13	4	11	0	1047	828	190	24	13	5	5	1	1066
09:00	775	141	23	15	3	8	0	955	777	179	25	11	5	7	1	1006
09:15	728	132	22	14	4	6	0	906	710	173	24	12	5	12	0	936
09:30	753	139	23	10	5	5	2	937	670	142	17	19	3	11	0	862
09:45	735	146	22	10	3	6	3	945	671	135	20	16	3	9	1	855
10:00	747	146	18	12	4	7	5	939	647	140	20	17	3	7	1	835
10:15	723	156	17	16	3	9	5	929	637	141	20	17	2	5	1	823
10:30	717	151	17	20	3	10	3	921	671	144	22	13	2	5	1	858
10:45	724	152	17	20	3	6	2	924	674	151	21	14	4	5	2	871
11:00	717	143	15	17	3	7	0	902	675	147	19	14	3	5	2	865
11:15	750	131	15	13	3	7	1	920	707	152	17	16	4	3	2	901
11:30	732	122	16	9	3	5	1	888	707	156	20	16	4	3	2	908
11:45	722	127	16	6	3	10	1	885	730	147	16	16	3	5	1	918
12:00	720	136	19	5	3	12	1	896	753	150	15	16	4	5	1	944
12:15	693	146	21	11	4	12	0	887	758	139	17	11	4	5	3	937
12:30	685	152	21	15	5	15	0	893	770	142	14	8	4	4	4	946
12:45	705	134	20	16	5	13	0	893	770	157	16	11	2	5	3	964
13:00	758	131	16	17	5	11	0	938	762	152	17	11	3	9	3	957
13:15	770	135	18	14	4	11	0	952	778	157	16	15	2	10	1	979
13:30	827	135	18	10	2	13	0	1017	792	154	11	18	4	14	0	993
13:45	849	163	15	13	3	13	0	1056	807	145	11	17	5	14	0	999
14:00	851	174	16	11	3	11	0	1056	861	159	11	17	4	13	2	1067
14:15	903	171	16	13	3	10	0	1116	874	160	14	11	5	14	2	1080
14:30	922	168	12	16	5	12	0	1126	901	171	17	10	3	18	2	1122
14:45	949	169	12	13	4	13	0	1160	922	181	16	10	3	21	2	1155
15:00	962	157	12	16	5	18	0	1170	892	182	17	9	4	19	0	1123
15:15	986	160	8	12	5	24	0	1195	874	213	12	8	3	21	0	1131
15:30	998	159	8	11	4	23	0	1203	870	212	13	7	5	15	0	1122
15:45	1017	154	7	9	4	23	1	1215	892	209	10	4	5	10	0	1090
16:00	1057	146	5	7	3	21	1	1240	881	215	9	2	3	12	0	1102
16:15	1059	147	5	7	3	14	1	1236	892	189	8	2	3	10	1	1105
16:30	1069	131	3	6	2	11	1	1223	825	165	5	2	2	8	1	1008
16:45	1065	124	2	5	4	11	0	1212	854	162	7	1	1	14	1	1040
17:00	1030	121	2	5	3	14	2	1177	870	130	4	2	2	13	1	1022
17:15	993	98	1	3	2	16	3	1116	931	123	4	2	3	16	0	1079
17:30	932	99	1	1	3	15	3	1054	1060	129	4	1	2	18	0	1214
17:45	877	83	1	2	2	13	2	980	1104	117	2	4	2	12	1	1242
18:00	892	74	1	1	3	7	1	999	1134	124	2	4	1	13	1	1279

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Lionheart way
 Junction Number: Site 4 Junction Type: 3-arm Roundabout

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	390	96	4	4	0	10	0	504
07:15	488	107	3	9	0	3	0	610
07:30	493	116	6	2	1	8	3	629
07:45	538	105	8	2	1	4	2	660
08:00	554	100	13	2	1	5	1	676
08:15	480	73	9	5	1	7	1	576
08:30	485	83	11	8	1	4	1	593
08:45	565	94	8	5	2	4	0	678
09:00	508	92	10	7	2	3	1	623
09:15	409	101	14	5	2	5	0	536
09:30	384	84	11	9	3	5	0	496
09:45	421	79	14	5	2	2	0	523
10:00	376	72	8	17	3	6	0	472
10:15	397	76	8	8	1	3	2	495
10:30	394	76	13	6	1	5	2	497
10:45	395	86	11	8	2	3	2	507
11:00	341	85	6	11	1	6	0	450
11:15	439	74	10	8	1	4	0	536
11:30	392	91	12	7	5	3	2	512
11:45	385	71	7	5	2	2	0	472
12:00	431	77	4	9	3	5	1	530
12:15	420	70	14	4	1	2	0	511
12:30	405	81	10	4	2	9	1	512
12:45	416	86	8	4	2	5	0	521
13:00	415	73	8	10	3	6	2	517
13:15	405	83	11	5	2	6	1	513
13:30	444	79	9	8	0	8	1	549
13:45	460	77	6	5	3	7	0	558
14:00	428	88	10	12	1	5	0	544
14:15	464	87	6	4	2	12	0	605
14:30	483	83	6	10	3	6	0	601
14:45	512	98	6	3	2	3	2	626
15:00	507	82	12	7	2	7	0	617
15:15	522	98	5	6	2	16	0	649
15:30	641	96	6	7	1	10	0	761
15:45	500	92	7	5	4	6	0	614
16:00	505	124	3	2	1	14	0	649
16:15	529	97	6	4	3	9	0	648
16:30	524	90	1	2	2	5	1	625
16:45	561	86	4	1	1	7	0	660
17:00	529	90	2	2	1	6	1	631
17:15	482	54	2	3	1	5	0	547
17:30	551	77	2	0	2	12	1	645
17:45	638	51	1	2	1	8	1	693
18:00	564	58	1	0	1	9	1	634
18:15	551	60	1	0	1	5	0	618
18:30	534	49	0	4	1	3	1	592
18:45	536	50	1	1	3	0	0	596
Start Time	Rolling Hour							Total
07:00	1909	424	21	17	2	25	5	2403
07:15	2073	428	30	15	3	20	6	2575
07:30	2065	394	36	11	4	24	7	2541
07:45	2057	361	41	17	4	20	5	2505
08:00	2084	350	41	20	5	20	3	2523
08:15	2038	342	38	25	6	18	3	2470
08:30	1967	370	43	25	7	16	2	2430
08:45	1886	371	43	26	9	17	1	2333
09:00	1722	356	49	25	9	15	1	2178
09:15	1590	336	47	26	10	18	0	2027
09:30	1578	311	41	29	9	16	2	1986
09:45	1588	303	43	26	7	16	4	1987
10:00	1562	310	40	29	7	17	6	1971
10:15	1527	323	38	33	5	17	6	1949
10:30	1569	321	40	33	5	18	4	1990
10:45	1567	336	39	34	9	16	4	2005
11:00	1557	321	35	31	9	15	2	1970
11:15	1647	315	33	29	11	14	3	2050
11:30	1628	309	37	25	11	12	3	2025
11:45	1641	299	35	22	8	18	2	2025
12:00	1672	314	36	21	8	21	2	2074
12:15	1656	310	40	22	8	22	3	2061
12:30	1641	323	37	23	9	26	4	2063
12:45	1680	321	36	27	7	25	4	2100
13:00	1724	312	34	28	8	27	4	2137
13:15	1737	327	36	30	6	26	2	2164
13:30	1828	331	31	29	6	32	1	2256
13:45	1865	335	28	31	9	30	0	2298
14:00	1917	356	28	29	8	26	2	2366
14:15	1996	350	30	24	9	28	2	2439
14:30	2024	361	29	26	9	32	2	2483
14:45	2082	374	28	23	7	36	2	2552
15:00	2070	368	29	25	9	39	0	2540
15:15	2068	410	20	20	8	46	0	2572
15:30	2075	409	21	18	9	39	0	2571
15:45	2058	403	17	13	10	34	1	2536
16:00	2119	397	14	9	7	35	1	2582
16:15	2143	363	13	9	7	27	2	2564
16:30	2096	320	9	8	5	23	2	2463
16:45	2123	307	10	6	5	30	2	2483
17:00	2101	272	7	7	5	31	3	2426
17:15	2136	240	6	5	5	34	3	2429
17:30	2205	246	5	2	5	34	3	2500
17:45	2188	218	3	6	4	25	3	2447
18:00	2166	217	3	5	4	20	2	2438



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Junction Number: Site 5
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
Junction Type: 4-arm Roundabout

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - MCC Site 5 - 18.10.2022			

Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

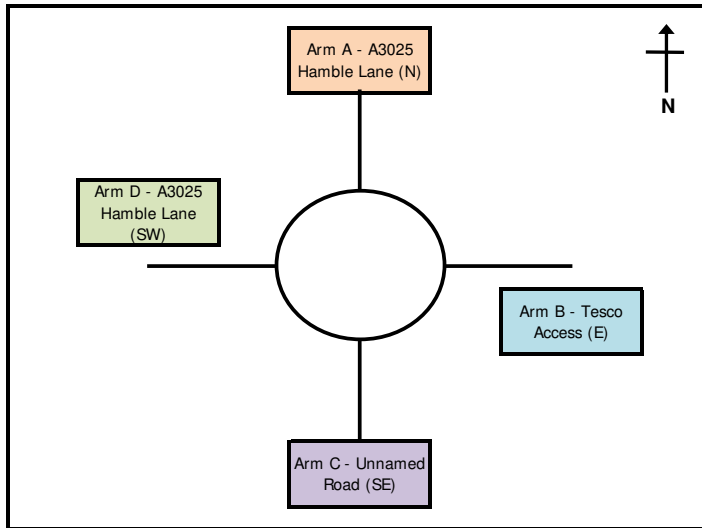
Intelligent Data Collection Limited



Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Number: Site 5 Junction Type: 4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
50.893823	-1.321600	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Clear

Junction Layout

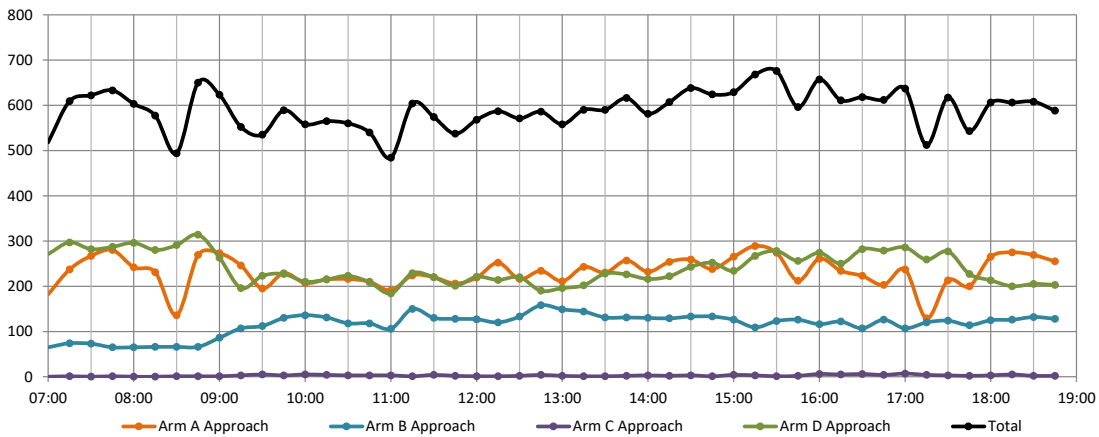


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 5

Date of Survey: 18.10.2022
 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Type: 4-arm Roundabout

Arm A: A3025 Hamble Lane (N)
 Arm B: Tesco Access (E)

Arm C: Unnamed Road (SE)
 Arm D: A3025 Hamble Lane (SW)



Time	A to A								A to D								A to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	107	13	4	4	0	3	0	131	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	150	33	2	1	0	0	0	190	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	186	30	1	1	0	1	0	219	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	179	47	7	0	0	0	0	234	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	171	29	10	0	0	0	0	210	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	169	28	4	4	0	0	0	205	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	84	17	4	3	0	2	0	110	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	124	24	5	2	0	1	0	156	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	156	33	5	3	0	1	1	199	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	113	44	6	0	0	1	0	164	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	92	29	3	4	0	0	0	128	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	2	124	24	5	2	0	1	0	156	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	1	93	22	7	2	0	2	0	131	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	112	32	4	6	0	0	0	154	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	119	21	6	2	0	1	0	149	0	0	0	0	0	0	0	0
10:45	1	1	0	0	0	0	0	3	105	30	6	3	0	0	0	144	0	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	0	1	85	24	3	6	0	0	0	119	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	133	25	5	3	0	1	0	167	1	0	0	0	0	0	0	1
11:30	0	1	0	0	0	0	0	1	113	25	6	2	1	0	1	148	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	1	122	22	4	3	0	0	0	151	0	0	0	0	0	0	0	0
12:00	3	0	0	0	0	0	0	3	110	32	4	8	0	0	0	154	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	133	31	7	2	0	1	0	174	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	123	28	2	2	0	1	0	156	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	126	29	3	3	0	0	0	161	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	1	114	25	6	3	0	1	0	149	0	0	0	0	0	0	0	0
13:15	0	0	0	1	0	0	0	1	129	30	3	0	0	2	0	164	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	133	27	4	5	0	3	0	172	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	148	31	4	3	0	3	0	189	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	134	32	4	7	0	1	0	178	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	143	27	1	2	1	3	0	177	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	1	149	31	3	5	1	4	0	193	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	138	31	3	2	0	1	0	175	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	158	36	8	1	0	5	0	208	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	175	41	4	2	0	5	0	227	0	0	0	0	0	0	0	0
15:30	3	0	0	0	0	0	0	3	174	38	2	5	0	2	0	219	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	127	33	4	2	0	0	0	166	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	142	62	1	0	0	2	0	207	0	0	0	0	0	0	0	0
16:15	1	0	0	1	0	0	0	2	139	31	3	2	2	0	0	177	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	135	40	0	1	0	1	0	177	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	120	35	3	0	0	1	1	160	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	157	27	1	0	0	3	0	188	0	0	0	0	0	0	0	0
17:15	1	0	0	1	0	0	0	2	75	13	1	1	0	1	0	91	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	118	26	2	0	0	0	0	146	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	130	13	0	1	0	1	0	145	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	184	22	1	0	0	1	0	208	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	190	19	1	1	0	3	0	214	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	192	20	0	2	0	0	0	214	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	174	20	0	0	1	0	0	196	0	0	0	0	0	0	0	0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Total								Total								Total							
07:00	0	0	0	0	0	0	0	1	622	123	14	10	0	4	1	774	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	2	686	139	20	6	0	1	1	853	0	0	0	0	0	0	0	0
07:30	1	1	0	0	0	0	0	2	705	134	22	5	0	1	1	868	1	0	0	0	0	0	0	1
07:45	1	1	0	0	0	0	0	2	820	121	25	7	0	2	1	976	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1	596	105	22	13	0	2	0	738	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	581	109	17	16	0	3	1	727	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	525	125	19	12	0	4	1	686	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	533	137	18	13	0	2	1	704	0	0	0	0	0	0	0	0
09:00	3	0	0	0	0	0	0	3	685	130	19	9	0	3	1	847	0	0	0	0	0	0	0	0
09:15	3	0	1	0	0	0	0	4	422	119	21	13	0	4	0	579	0	1	0	0	0	0	0	1
09:30	2	0	1	0	0	0	0	3	421	107	19	19	0	3	0	569	0	1	0	0	0	0	0	1
09:45	3	0	1	0	0	0	0	4	448	99	22	17	0	4	0	590	0	1	0	0	0	0	0	1
10:00	2	1	2	0	0	0	0	5	425	105	23	18	0	3	0	578	0	1	0	0	0	0	0	1
10:15	3	1	1	0	0	0	0	5	422	107	19	17	0	1	0	566	0	0	0	0	0	0	0	0
10:30	3	1	1	0	0	0	0	5	443	100	20	14	0	2	0	579	1	0	0	0	0	0	0	1
10:45	2	2	1	0	0	0	0	5	437	104	20	14	1	1	1	578	1	0	0	0	0	0	0	1
11:00	1	1	1	0	0	0	0	3	454	96	18	14	1	1	1	585	1	0	0	0	0	0	0	1
11:15	3	1	1	0	0	0	0	5	476	104	19	16	1	1	1	620	1	0	0	0	0	0	0	1
11:30	4	1	1	0	0	0	0	6	478	110	21	15	1	1	1	627	0	0	0	0	0	0	0	0
11:45	5	0	1	0	0	0	0	6	488	113	17	15	0	2	0	635	0	0	0	0	0	0	0	0
12:00	6	0	0	0	0	0	0	6	492	120	16	15	0	2	0	645	0	0	0	0	0	0	0	0
12:15	3	1	0	0	0	0	0	4	496	113	18	10	0	3	0	640	0	0	0	0	0	0	0	0
12:30	2	1	0	1	0	0	0	4	492	112	14	8	0	4	0	630								

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 5

Date of Survey: 18.10.2022
 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Type: 4-arm Roundabout

Arm A: A3025 Hamble Lane (N)
 Arm B: Tesco Access (E)
 Arm C: Unnamed Road (SE)
 Arm D: A3025 Hamble Lane (SW)



Time	A to B							B to B							B to A									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	36	13	1	0	0	1	0	51	1	0	0	0	0	0	0	1	31	15	1	0	0	1	0	48
07:15	37	9	0	0	0	1	0	47	1	0	0	0	0	0	0	1	28	12	1	1	0	1	0	43
07:30	41	7	0	0	0	1	0	49	3	0	0	0	0	0	0	3	33	6	0	0	0	0	0	39
07:45	35	8	1	0	0	1	0	45	0	0	0	0	0	0	0	0	28	3	1	0	0	0	0	32
08:00	22	8	0	0	0	1	0	31	1	0	0	0	0	0	0	1	28	10	0	0	0	0	0	38
08:15	19	5	1	0	0	0	0	25	0	0	0	0	0	0	0	0	26	14	0	0	0	0	1	41
08:30	20	5	0	0	0	1	0	26	0	0	0	0	0	0	0	0	32	8	0	0	0	1	0	41
08:45	50	4	1	0	1	0	0	56	1	0	0	0	0	0	0	1	33	7	0	0	0	0	0	42
09:00	68	5	1	0	0	0	0	74	0	0	0	0	0	0	0	0	46	6	0	0	0	0	0	52
09:15	75	5	1	0	0	0	0	81	0	0	0	0	0	0	0	0	47	17	0	0	0	1	0	65
09:30	57	9	0	0	1	0	0	67	2	0	0	0	0	0	0	2	57	6	1	0	0	0	0	64
09:45	61	9	0	0	0	1	0	71	0	0	0	0	0	0	0	0	54	9	1	0	0	0	0	74
10:00	66	8	0	0	0	0	0	74	1	0	0	0	0	0	0	1	70	10	0	0	0	0	0	80
10:15	59	2	0	0	0	0	0	61	1	0	0	0	0	0	0	1	76	12	0	0	0	0	0	88
10:30	56	9	0	0	0	1	0	66	7	1	1	0	0	0	0	2	69	7	0	0	0	2	0	78
10:45	57	6	0	0	0	0	0	63	0	1	1	0	0	0	0	1	57	5	0	0	0	0	0	62
11:00	62	9	0	0	0	0	0	71	1	1	0	0	0	0	0	1	57	4	0	0	0	0	0	61
11:15	43	13	0	0	0	0	0	56	2	0	0	0	0	0	0	2	82	6	0	0	0	0	0	88
11:30	63	6	1	1	0	0	0	71	2	0	0	0	0	0	0	2	70	12	0	0	1	1	0	84
11:45	51	3	0	0	0	0	0	54	0	0	0	0	0	0	0	0	70	6	1	0	0	1	0	77
12:00	51	11	0	0	0	0	0	62	1	0	0	0	0	0	0	1	70	2	0	0	0	0	0	72
12:15	71	6	5	0	0	0	0	77	0	0	0	0	0	0	0	0	58	6	0	0	0	0	0	65
12:30	56	3	0	0	0	0	0	59	0	0	0	0	0	0	0	0	70	10	0	0	0	1	0	81
12:45	69	3	0	0	0	0	0	72	5	1	0	0	0	0	0	6	79	4	0	0	0	0	0	83
13:00	54	7	0	0	0	0	0	61	1	0	0	0	0	0	0	1	67	11	0	0	0	0	0	78
13:15	68	9	0	1	0	0	0	78	2	0	0	0	0	0	0	2	64	11	0	0	1	1	0	76
13:30	48	9	0	1	0	0	0	58	2	0	0	0	0	0	0	2	61	9	0	0	0	2	0	72
13:45	60	7	0	0	0	1	0	68	0	0	0	0	0	0	0	0	65	10	1	0	0	2	0	78
14:00	47	6	1	0	0	0	0	54	1	0	0	0	0	0	0	1	55	12	0	1	0	0	0	68
14:15	62	15	0	0	0	0	0	77	0	1	0	0	0	0	0	1	57	10	0	0	0	0	0	67
14:30	58	8	0	0	0	0	0	66	0	0	0	0	0	0	0	0	66	8	0	0	0	0	0	74
14:45	57	4	0	0	0	2	0	63	0	0	0	0	0	0	0	0	60	12	0	0	0	1	0	73
15:00	42	13	0	0	0	0	1	56	2	1	0	0	0	0	0	3	50	4	2	0	0	1	0	57
15:15	53	6	0	0	0	0	0	61	0	0	0	0	0	0	0	0	55	8	0	0	0	1	0	64
15:30	44	7	0	0	0	1	0	52	0	0	0	0	0	0	0	0	60	4	0	0	0	0	0	65
15:45	40	5	0	0	0	1	0	46	0	0	0	0	0	0	0	0	60	10	0	0	0	0	0	70
16:00	41	11	0	0	0	2	0	54	0	1	0	0	0	0	0	1	58	6	0	0	0	1	0	65
16:15	47	7	0	1	0	0	0	55	0	0	0	0	0	0	0	0	56	6	0	1	0	1	0	64
16:30	40	1	0	0	0	3	0	44	0	0	0	0	0	0	0	0	51	3	0	0	0	0	0	54
16:45	36	5	0	0	0	1	0	42	0	0	0	0	0	1	0	2	54	3	0	0	0	0	0	57
17:00	39	8	0	0	0	0	1	48	1	0	0	0	0	0	0	1	46	7	0	0	0	0	0	53
17:15	33	3	0	0	0	0	0	36	1	0	0	0	0	0	0	1	64	7	0	0	0	0	0	71
17:30	60	5	0	0	0	1	0	66	0	0	0	0	0	0	0	0	51	5	0	1	0	0	0	57
17:45	50	6	0	0	0	0	0	56	0	0	0	0	0	0	0	0	52	4	0	0	0	1	0	57
18:00	49	6	0	0	0	0	0	55	0	0	0	0	0	0	0	0	54	3	0	0	0	1	0	58
18:15	58	2	0	1	0	0	0	61	2	0	0	0	0	0	0	2	58	8	0	0	0	1	0	67
18:30	48	4	0	0	0	1	0	53	0	0	0	0	0	0	0	0	66	3	0	0	0	0	0	69
18:45	56	1	0	0	0	1	0	58	0	0	0	0	0	0	0	0	48	3	0	0	0	0	0	52
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	149	37	2	0	0	3	0	191	5	6	0	0	0	0	0	5	120	42	3	1	0	2	0	168
07:15	135	32	1	0	0	3	0	171	37	5	0	0	0	0	0	5	117	37	2	1	0	1	0	158
07:30	117	28	2	0	0	2	0	149	4	0	0	0	0	0	0	4	115	39	1	0	0	0	1	156
07:45	96	26	2	0	0	3	0	127	1	1	0	0	0	0	0	1	114	41	0	0	0	1	1	158
08:00	111	22	2	0	1	2	0	138	2	0	0	0	0	0	0	2	119	39	0	0	0	1	1	160
08:15	157	19	3	0	1	1	0	181	1	0	0	0	0	0	0	1	137	35	0	0	0	1	1	174
08:30	213	19	3	0	1	1	0	237	1	0	0	0	0	0	0	1	158	38	0	0	0	2	0	198
08:45	259	23	3	0	2	0	0	278	3	0	0	0	0	0	0	3	183	36	1	0	0	1	0	221
09:00	291	28	2	0	1	1	0	293	2	0	0	0	0	0	0	2	214	38	2	0	0	1	0	255
09:15	259	31	1	0	1	1	0	293	3	0	0	0	0	0	0	3	238	42	2	0	0	1	0	283
09:30	243	28	0	0	1	1	0	273	4	0	0	0	0	0	0	4	267	37	2	0	0	0	0	306
09:45	242	28	0	0	0	2	0	272	3	1	0	0	0	0	0	4	279	38	1	0	0	2	0	320
10:00	238	25	0	0	1	0	0	264	3	2	0	0	0	0	0	5	272	34	0	0	0	2	0	308
10:15	234	26	0	0	0	1	0	261	3	2	0	0	0	0	0	5	259	28	0	0	0	2	0	289
10:30	218	37	0	0	0	1	0	256	4	2	0	0	0	0	0	6	265	22	0	0	0	2	0	289
10:45	225	34	1	1	0	0	0	261	5	1	0	0	0	0	0	6	266	27	0	0	1	1	0	295
11:00	219	31	1	1	0	0	0	252	5	0	0	0	0	0	0	5	279	28	1	0	1	1	0	310
11:15	208	33	1	1	0	0	0	243	5	0	0	0	0	0	0	5	292	28	1	0	1	1	0	321
11:30	236	26	1	1	0	0	0	264	3	0	0	0	0	0	0	3	268	27	1	0	1	1	0	298
11:45	229	23	0	0	0	0	0	252	1	0	0	0	0	0	0	1	268	25	1	0	0	1	0	295
12:00	247	23	0	0	0	0	0	270	6	1	0	0	0	0	0	7	277	23	0	0	0	1	0	301
12:15	250	19	0	0	0	0	0	269	6	1	0	0	0	0	0	7	274	32	0	0	0	1	0	307
12:30	247	22	0	1	0	0	0	270	8	1	0	0	0	0	0	9	280	36	0	0	1</			

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 5

Date of Survey: 18.10.2022
 Junction Name: A3025 Hambly Lane / Unnamed Road / Tesco Access
 Junction Type: 4-arm Roundabout

Arm A: A3025 Hambly Lane (N)
 Arm B: Tesco Access (E)

Arm C: Unnamed Road (SE)
 Arm D: A3025 Hambly Lane (SW)



Time	B to D							B to C							C to C									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	12	3	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	24	6	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	24	7	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	25	2	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	17	8	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	19	3	1	0	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	18	5	0	0	1	1	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	30	3	1	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	33	8	1	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	41	4	1	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	53	3	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	46	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	39	2	0	0	0	0	1	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	34	3	0	0	0	0	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	46	9	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	37	7	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	55	5	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	38	6	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	45	6	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	53	1	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	52	2	0	1	1	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	47	4	0	0	0	0	1	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	65	4	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	69	1	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	59	7	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	48	9	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	51	1	0	0	0	0	1	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	54	7	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	56	5	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	53	6	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	55	5	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	59	6	0	0	0	0	1	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	37	8	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	46	0	0	0	0	0	2	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	52	3	0	0	0	0	1	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	43	6	0	0	0	0	1	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	52	6	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	48	4	0	0	0	0	1	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	60	5	0	0	0	0	2	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	48	4	0	0	0	0	1	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	44	4	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	62	3	0	0	0	0	2	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	54	3	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	60	6	0	0	0	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	51	6	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	55	7	0	0	0	0	0	62	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	22	2	0	0	0	0	2	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	85	18	0	0	0	1	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	90	23	0	0	0	1	0	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	85	20	1	0	0	2	1	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	82	17	1	0	0	2	1	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	75	20	1	0	0	1	3	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	88	15	2	0	1	2	1	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	102	20	2	0	1	1	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	122	20	3	0	1	1	0	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	157	18	3	0	0	0	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	173	24	2	0	0	0	0	199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	179	18	1	0	0	1	0	199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	172	17	0	0	0	1	1	191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	165	23	0	0	0	1	1	190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	156	21	0	0	0	1	1	179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	172	24	0	0	0	0	1	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	176	27	0	0	0	0	0	203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	175	24	0	0	0	0	0	199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	191	18	0	0	0	0	0	209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	188	15	0	1	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	197	13	0	1	0	1	0	212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	217	11	0	1	0	1	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	233	11	0	1	0	1	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	240	16	0	0	0	1	0	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	241	21	0	0	0	0	0	262	0															

Intelligent Data Collection Limited

Client: i-Transport Date of Survey: 18.10.2022 Project Number: ID06792 Junction Number: Site 5 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access Junction Type: 4-arm Roundabout Arm A: A3025 Hamble Lane (N) Arm B: Tesco Access (E) Arm C: Unnamed Road (SE) Arm D: A3025 Hamble Lane (SW)

Table with columns for Time, C to B, C to A, and C to D, each containing sub-columns for Cars, LGV, OGV1, OGV2, Buses, M/C, and Cycle. Includes a Total column for each direction and a Rolling Hour section at the bottom.

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 5

Date of Survey: 18.10.2022
 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Type: 4-arm Roundabout

Arm A: A3025 Hamble Lane (N)
 Arm B: Tesco Access (E)

Arm C: Unnamed Road (SE)
 Arm D: A3025 Hamble Lane (SW)



Time	D to D							D to C							D to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	9	0	0	0	0	0	35
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	8	0	0	0	0	0	30
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	1	30
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	10	1	0	0	0	0	35
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	1	0	0	0	0	27
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	1	28
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	7	0	0	0	0	0	41
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	9	0	0	0	0	0	57
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	5	0	0	0	0	1	49
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	5	0	0	0	0	0	41
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	6	2	0	0	0	0	57
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	5	0	0	0	0	0	55
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	5	0	0	0	0	0	54
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	2	0	0	0	0	0	50
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	8	0	0	0	0	1	50
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4	0	0	0	0	0	49
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	5	0	0	0	0	0	40
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	7	0	0	0	0	0	56
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	4	0	0	0	0	1	58
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	5	0	0	0	0	0	53
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	5	0	0	0	0	0	53
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	4	0	0	0	0	1	53
12:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	41	8	0	0	0	0	1	50
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	4	0	0	0	0	0	44
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	3	0	0	0	1	0	41
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	3	0	0	0	2	0	38
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	4	1	0	0	0	2	46
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39
14:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36	10	0	0	0	0	0	46
14:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	38	4	0	0	0	0	0	42
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	41
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	3	1	0	0	0	0	37
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	3	0	0	0	0	1	34
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	0	1	47
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	0	0	0	34
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46	4	0	0	0	0	2	52
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	2	0	0	0	0	1	40
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	6	0	0	0	0	0	49
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	38
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31	6	0	0	0	0	0	38
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45	5	0	0	0	0	1	51
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	2	0	0	0	0	0	44
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	7	0	0	0	0	0	47
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	2	0	0	0	0	1	50
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	3	0	0	0	0	0	41
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	29	1	0	0	0	1	121
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	21	2	0	0	0	1	113
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	14	2	0	0	0	1	111
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	19	2	0	0	1	1	131
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	16	1	0	0	0	1	153
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	20	0	0	0	0	2	175
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	24	0	0	0	0	1	188
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	23	2	0	0	0	1	204
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	25	2	0	0	0	1	202
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	25	2	0	0	0	0	207
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	191	22	2	0	0	0	1	216
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	24	0	0	0	0	1	209
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	19	0	0	0	0	1	203
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	19	0	0	0	0	1	189
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	24	0	0	0	0	1	195
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	20	0	0	0	0	1	203
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	21	0	0	0	0	1	207
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198	21	0	0	0	0	1	220
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	19	0	0	0	0	2	217
11:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	184	23	0	0	0	0	2	209
12:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	176	22	0	0	0	0	2	200
12:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	165	20	0	0	0	1	2	186
12:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	151	18	0	0	0	1	3	173
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	14	1	0	0	1	4	169
13:00	0	0																						

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 16.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Number: Site 5 Junction Type: 4-arm Roundabout

Arm A: A3025 Hamble Lane (N) Arm C: Unnamed Road (SE)
 Arm B: Tesco Access (E) Arm D: A3025 Hamble Lane (SW)

D to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	183	52	0	0	0	1	0	236
07:15	210	50	3	2	0	2	0	267
07:30	195	58	5	1	0	2	0	261
07:45	209	39	1	1	1	1	0	262
08:00	221	45	1	2	0	0	0	269
08:15	200	45	4	2	0	1	0	252
08:30	212	30	5	2	0	0	1	250
08:45	218	29	5	3	0	2	0	257
09:00	169	40	2	2	0	1	0	214
09:15	123	23	3	5	0	1	0	155
09:30	131	23	5	4	0	3	0	166
09:45	132	24	11	4	1	0	0	172
10:00	132	21	3	0	0	0	0	156
10:15	127	31	4	2	0	1	0	165
10:30	133	24	6	5	0	4	1	173
10:45	119	30	4	5	0	1	1	160
11:00	107	31	2	4	0	0	0	144
11:15	140	24	5	4	0	0	0	173
11:30	116	34	5	4	1	2	0	162
11:45	111	28	4	3	1	1	0	148
12:00	144	18	1	1	1	2	1	169
12:15	130	24	4	2	0	1	0	151
12:30	131	26	8	2	0	2	0	169
12:45	108	30	6	1	0	1	0	146
13:00	114	29	1	7	0	4	0	155
13:15	119	32	7	4	0	2	0	164
13:30	152	22	2	4	0	2	0	182
13:45	151	30	3	2	0	1	0	187
14:00	130	27	6	3	1	2	0	169
14:15	142	24	5	2	0	5	0	178
14:30	162	30	2	6	0	2	0	202
14:45	174	38	2	1	0	0	0	215
15:00	163	26	5	6	0	1	0	200
15:15	182	28	1	4	1	4	0	220
15:30	198	39	2	3	0	2	0	244
15:45	167	34	1	3	1	2	0	208
16:00	191	33	2	2	0	3	0	221
16:15	175	39	1	3	0	3	1	222
16:30	210	27	0	1	0	3	1	242
16:45	202	25	1	0	0	2	0	230
17:00	208	36	0	2	0	2	0	248
17:15	201	25	1	3	0	2	0	232
17:30	212	22	0	0	0	4	0	238
17:45	160	12	1	1	0	0	1	175
18:00	152	16	0	0	0	0	0	169
18:15	137	15	0	0	0	1	0	153
18:30	136	14	0	1	1	3	0	155
18:45	146	15	1	0	0	0	0	162
Start Time	Rolling Hour							Total
07:00	797	199	9	4	1	6	0	1016
07:15	835	192	10	6	1	5	0	1049
07:30	825	187	11	6	1	4	0	1034
07:45	842	159	11	7	1	2	1	1023
08:00	851	149	15	9	0	3	1	1028
08:15	799	144	16	9	0	4	1	973
08:30	722	122	15	12	0	4	1	876
08:45	641	115	15	14	0	7	0	792
09:00	555	110	21	15	1	5	0	707
09:15	518	91	22	13	1	4	0	649
09:30	522	99	23	10	1	4	0	659
09:45	524	100	24	11	1	5	1	665
10:00	511	106	17	12	0	6	2	654
10:15	486	116	16	16	0	6	2	642
10:30	499	109	17	18	0	5	2	650
10:45	462	119	16	17	1	3	1	639
11:00	474	117	16	15	2	3	0	627
11:15	511	104	15	12	3	5	1	651
11:30	501	104	14	10	3	6	1	638
11:45	516	96	17	8	2	5	1	646
12:00	513	98	19	6	1	6	1	644
12:15	483	109	19	12	0	8	0	631
12:30	472	117	22	14	0	9	0	634
12:45	465	113	16	16	0	9	0	647
13:00	536	113	13	17	0	9	0	688
13:15	552	111	18	13	1	7	0	702
13:30	575	103	16	11	1	10	0	716
13:45	585	111	16	13	1	10	0	736
14:00	608	119	15	12	1	9	0	764
14:15	640	118	14	15	0	8	0	795
14:30	680	122	10	17	1	7	0	837
14:45	716	131	10	14	1	7	0	879
15:00	709	127	9	16	2	9	0	872
15:15	728	134	8	12	2	11	0	893
15:30	721	145	6	11	1	10	1	895
15:45	733	133	4	9	1	11	2	893
16:00	768	124	4	6	0	11	2	915
16:15	795	127	2	6	0	10	2	942
16:30	821	113	2	6	0	9	1	952
16:45	823	108	2	5	0	10	0	948
17:00	781	95	2	6	0	8	1	893
17:15	725	76	2	4	0	7	1	814
17:30	661	65	1	1	1	6	1	736
17:45	585	57	1	2	1	5	1	652
18:00	571	60	1	1	1	5	0	639

Intelligent Data Collection Limited



Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Number: Site 5 Junction Type: 4-arm Roundabout

Time	Arm A Approach								Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	143	26	5	4	0	4	0	182	214	67	1	0	0	2	0	284	
07:15	187	42	2	5	0	1	0	237	238	63	4	3	0	3	0	311	
07:30	227	37	1	1	0	1	0	267	225	64	5	1	0	2	0	303	
07:45	214	56	3	0	0	1	0	280	237	49	2	1	1	1	0	291	
08:00	194	37	10	0	0	1	0	242	250	55	1	2	0	0	0	308	
08:15	189	33	5	4	0	0	0	231	226	59	4	2	0	1	1	293	
08:30	104	22	4	3	0	3	0	136	244	38	5	2	0	1	1	291	
08:45	222	35	5	6	1	0	0	269	252	36	5	3	0	2	0	293	
09:00	224	38	6	3	0	1	1	273	216	46	2	2	0	1	0	267	
09:15	189	49	7	0	0	1	0	246	171	40	3	5	0	2	0	221	
09:30	149	38	3	4	1	0	0	195	191	29	6	4	0	3	0	233	
09:45	167	33	5	2	0	2	0	229	198	33	12	4	1	0	0	248	
10:00	159	31	3	7	0	2	0	207	204	32	4	0	0	0	0	240	
10:15	171	34	4	6	0	0	0	215	204	43	4	2	0	1	0	254	
10:30	176	30	6	2	0	2	0	216	204	31	6	5	0	6	1	253	
10:45	163	37	7	3	0	0	0	210	178	36	5	5	0	1	1	226	
11:00	149	33	0	2	0	0	0	184	165	35	2	4	0	0	0	207	
11:15	177	38	5	3	0	1	0	224	223	30	5	4	0	0	0	262	
11:30	176	32	7	3	1	0	1	220	187	47	5	4	2	3	0	248	
11:45	173	25	5	3	0	0	0	206	182	34	6	3	1	1	0	227	
12:00	164	43	4	8	0	0	0	219	218	20	1	1	1	2	1	244	
12:15	205	37	7	2	0	1	0	252	189	31	4	2	0	1	0	227	
12:30	180	31	2	2	0	1	0	216	204	36	8	2	0	3	0	253	
12:45	196	32	3	3	0	0	0	234	191	34	6	1	0	1	0	233	
13:00	188	33	6	3	0	1	0	231	183	41	1	7	0	4	0	236	
13:15	197	39	3	2	0	2	0	243	183	44	7	5	1	2	0	242	
13:30	181	36	4	6	0	3	0	230	213	31	2	4	0	4	0	254	
13:45	208	38	4	3	0	4	0	257	217	40	4	2	0	3	0	266	
14:00	181	38	5	7	0	1	0	232	188	39	6	4	1	2	0	240	
14:15	205	42	1	2	1	3	0	254	199	34	5	2	0	5	0	245	
14:30	207	39	3	5	1	4	0	259	229	38	2	6	0	2	0	277	
14:45	195	35	3	2	0	3	0	238	234	50	2	1	0	1	0	288	
15:00	201	49	8	1	0	5	1	265	216	30	7	6	0	2	0	261	
15:15	229	49	4	2	0	5	0	289	239	37	1	4	1	5	0	287	
15:30	221	45	2	5	0	1	0	274	262	43	3	3	0	3	0	313	
15:45	167	38	4	2	0	1	0	212	227	44	1	3	1	2	0	278	
16:00	183	73	1	0	0	4	0	261	241	39	2	2	0	4	0	288	
16:15	187	38	3	4	2	0	0	234	235	45	1	5	0	4	1	291	
16:30	177	41	0	1	0	4	0	223	265	31	0	1	0	3	1	301	
16:45	157	40	3	0	0	2	0	203	258	28	1	0	0	2	0	285	
17:00	197	35	1	0	0	3	1	237	260	43	0	2	0	2	0	307	
17:15	109	16	1	2	0	1	0	129	267	33	1	4	0	2	0	307	
17:30	179	31	2	0	0	1	0	213	265	27	0	1	0	4	0	297	
17:45	186	18	0	1	0	1	0	206	214	16	1	1	0	1	0	234	
18:00	235	28	0	0	0	1	0	265	209	19	0	0	0	2	0	230	
18:15	248	21	1	2	0	3	0	275	197	23	0	0	0	2	0	222	
18:30	242	24	0	2	0	1	0	269	203	17	0	1	1	3	0	225	
18:45	230	21	0	2	0	2	0	255	196	18	1	0	0	0	0	216	
Start Time	Rolling Hour								Rolling Hour								Total
07:00	771	161	16	10	0	7	1	966	917	243	12	5	1	8	0	1186	
07:15	822	172	21	6	0	4	1	1028	953	231	12	7	1	6	0	1210	
07:30	824	163	24	5	0	3	1	1020	941	227	12	6	1	4	1	1192	
07:45	701	148	27	7	0	6	0	889	957	201	12	7	1	3	2	1163	
08:00	709	127	24	13	1	4	0	878	972	188	15	9	0	4	2	1190	
08:15	739	128	20	16	1	4	1	938	179	16	9	0	5	2	1149		
08:30	739	144	22	12	1	5	1	924	883	160	15	12	0 <td>6</td> <td>1</td> <td>1077</td>	6	1	1077	
08:45	784	160	21	13	2	2	1	963	830	151	16	14	0	8	0	1019	
09:00	749	158	21	9	1	4	1	943	775	148	23	15	1	6	0	955	
09:15	684	151	23	13	1	5	0	877	764	134	25	13	1	5	0	942	
09:30	666	136	20	19	1	4	0	846	797	137	26	10	1	4	0	975	
09:45	693	128	23	17	0	6	0	867	810	139	26	11	1	7	1	995	
10:00	659	132	25	18	0	4	0	848	790	142	19	12	0	8	2	973	
10:15	659	134	20	17	0	2	0	832	752	145	17	16	0	8	2	940	
10:30	665	138	21	14	0	3	0	841	771	132	18	18	0	7	2	948	
10:45	665	140	22	15	1	1	1	845	754	148	17	17	2	4	1	943	
11:00	675	128	20	15	1	1	1	841	756	146	18	15	3	4	0	944	
11:15	690	138	21	17	1	1	1	869	810	131	17	12	4	6	1	981	
11:30	718	137	23	16	1	1	1	897	776	132	16	10	4	7	1	946	
11:45	722	136	18	15	0 <th>2 <th>0</th> <td>893</td> <td>793</td> <td>121</td> <td>19</td> <td>8</td> <td>2</td> <td>7</td> <td>1</td> <td>951</td> </th>	2 <th>0</th> <td>893</td> <td>793</td> <td>121</td> <td>19</td> <td>8</td> <td>2</td> <td>7</td> <td>1</td> <td>951</td>	0	893	793	121	19	8	2	7	1	951	
12:00	745	143	16	15	0 <th>2 <th>0</th> <td>921</td> <td>802</td> <td>121</td> <td>19</td> <td>6</td> <td>1</td> <td>7</td> <td>1</td> <td>957</td> </th>	2 <th>0</th> <td>921</td> <td>802</td> <td>121</td> <td>19</td> <td>6</td> <td>1</td> <td>7</td> <td>1</td> <td>957</td>	0	921	802	121	19	6	1	7	1	957	
12:15	749	133	18	10	0 <th>3 <th>0</th> <td>913</td> <td>767</td> <td>142</td> <td>19</td> <td>12</td> <td>0</td> <td>9</td> <td>0</td> <td>949</td> </th>	3 <th>0</th> <td>913</td> <td>767</td> <td>142</td> <td>19</td> <td>12</td> <td>0</td> <td>9</td> <td>0</td> <td>949</td>	0	913	767	142	19	12	0	9	0	949	
12:30	741	135	14	10	0 <th>4 <th>0</th> <td>904</td> <td>761</td> <td>155</td> <td>22</td> <td>15</td> <td>1</td> <td>10</td> <td>0</td> <td>964</td> </th>	4 <th>0</th> <td>904</td> <td>761</td> <td>155</td> <td>22</td> <td>15</td> <td>1</td> <td>10</td> <td>0</td> <td>964</td>	0	904	761	155	22	15	1	10	0	964	
12:45	742	140	16	14	0 <th>6 <th>0</th> <td>918</td> <td>770</td> <td>150</td> <td>16</td> <td>17</td> <td>1</td> <td>11</td> <td>0</td> <td>965</td> </th>	6 <th>0</th> <td>918</td> <td>770</td> <td>150</td> <td>16</td> <td>17</td> <td>1</td> <td>11</td> <td>0</td> <td>965</td>	0	918	770	150	16	17	1	11	0	965	
13:00	754	146	17	14	0 <th>10</th> <th>0</th> <td>941</td> <td>796</td> <td>156</td> <td>14</td> <td>18</td> <td>1</td> <td>13</td> <td>0</td> <td>998</td>	10	0	941	796	156	14	18	1	13	0	998	
13:15	767	151	16	18	0 <th>10</th> <th>0</th> <td>962</td> <td>801</td> <td>154</td> <td>19</td> <td>15</td> <td>2</td> <td>11</td> <td>0</td> <td>1002</td>	10	0	962	801	154	19	15	2	11	0	1002	
13:30	775	156	14	18	1	11	0	973	817	144	17	12	1	14	0	1005	
13:45	801	157	13	17	2 <th>12 <th>0</th> <td>1002</td> <td>833</td> <td>151</td> <td>17</td> <td>14</td> <td>1</td> <td>12</td> <td>0</td> <td>1028</td> </th>	12 <th>0</th> <td>1002</td> <td>833</td> <td>151</td> <td>17</td> <td>14</td> <td>1</td> <td>12</td> <td>0</td> <td>1028</td>	0	1002	833	151	17	14	1	12	0	1028	
14:00	788	154	12	16	2 <th>11 <th>0</th> <td>983</td> <td>850</td> <td>161</td> <td>15</td> <td>13</td> <td>1</td> <td>10</td> <td>0</td> <td>1050</td> </th>	11 <th>0</th> <td>983</td> <td>850</td> <td>161</td> <td>15</td> <td>13</td> <td>1</td> <td>10</td> <td>0</td> <td>1050</td>	0	983	850	161	15	13	1	10	0	1050	
14:15	808	165	15	10	2 <th>15</th> <th>1</th> <td>1016</td> <td>878</td> <td>152</td> <td>18</td> <td>15</td> <td>0</td> <td>10</td> <td>0</td> <td>1071</td>	15	1	1016	878	152	18	15	0	10	0	1071	
14:30	832	172	18	10	1 <th>17</th> <th>1</th> <td>1051</td> <td>918</td> <td>155</td> <td>12</td> <td>17</td> <td>1</td> <td>10</td> <td>0</td> <td>1113</td>	17	1	1051	918	155	12	17	1	10	0	1113	
14:45	846	178	17	10	0 <th>14</th> <th>1</th> <td>1066</td> <td>951</td> <td>160</td> <td>13</td> <td>14</td> <td>1</td> <td>10</td> <td>0</td> <td>1149</td>	14	1	1066	951	160	13	14	1	10	0	1149	
15:00	818	181	18	10 <th>0 <th>12 <th>1</th> <td>1040</td> <td>944</td> <td>154</td> <td>12</td> <td>16</td> <td>2</td> <td>11</td> <td>0</td> <td>1139</td> </th></th>	0 <th>12 <th>1</th> <td>1040</td> <td>944</td> <td>154</td> <td>12</td> <td>16</td> <td>2</td> <td>11</td> <td>0</td> <td>1139</td> </th>	12 <th>1</th> <td>1040</td> <td>944</td> <td>154</td> <td>12</td> <td>16</td> <td>2</td> <td>11</td> <td>0</td> <td>1139</td>	1	1040	944	154	12	16	2	11	0	1139	
15:15	800	205	11	9 <th>0 <th>11 <th>0</th> <td>1038</td> <td>969</td> <td>163</td> <td>7</td> <td>12</td> <td>2</td> <td>13</td> <td>0</td> <td>1166</td> </th></th>	0 <th>11 <th>0</th> <td>1038</td> <td>969</td> <td>163</td> <td>7</td> <td>12</td> <td>2</td> <td>13</td> <td>0</td> <td>1166</td> </th>	11 <th>0</th> <td>1038</td> <td>969</td> <td>163</td> <td>7</td> <td>12</td> <td>2</td> <td>13</td> <td>0</td> <td>1166</td>	0	1038	969	163	7	12	2	13	0	1166	
15:30	758	194	10	11 <th>2 <th>6 <th>0</th> <td>981</td> <td>965</td> <td>171</td> <td>7</td> <td>13</td> <td>1</td> <td>12</td> <td>1</td> <td>1170</td> </th></th>	2 <th>6 <th>0</th> <td>981</td> <td>965</td> <td>171</td> <td>7</td> <td>13</td> <td>1</td> <td>12</td> <td>1</td> <td>1170</td> </th>	6 <th>0</th> <td>981</td> <td>965</td> <td>171</td> <td>7</td> <td>13</td> <td>1</td> <td>12</td> <td>1</td> <td>1170</td>	0	981	965	171	7	13	1	12	1	1170	
15:45	714	190	8	7 <th>2 <th>9 <th>0</th> <td>930</td> <td>965</td> <td>159</td> <td>4</td> <td>11</td> <td>1</td> <td>13</td> <td>2</td> <td>1158</td> </th></th>	2 <th>9 <th>0</th> <td>930</td> <td>965</td> <td>159</td> <td>4</td> <td>11</td> <td>1</td> <td>13</td> <td>2</td> <td>1158</td> </th>	9 <th>0</th> <td>930</td> <td>965</td> <td>159</td> <td>4</td> <td>11</td> <td>1</td> <td>13</td> <td>2</td> <td>1158</td>	0	930	965	159	4	11	1	13	2	1158	
16:00	704	192	7	5 <th>2 <th>10 <th>1</th> <td>921</td> <td>999</td> <td>143</td> <td>4</td> <td>8</td> <td>0</td> <td>13</td> <td>2</td> <td>1169</td> </th></th>	2 <th>10 <th>1</th> <td>921</td> <td>999</td> <td>143</td> <td>4</td> <td>8</td> <td>0</td> <td>13</td> <td>2</td> <td>1169</td> </th>	10 <th>1</th> <td>921</td> <td>999</td> <td>143</td> <td>4</td> <td>8</td> <td>0</td> <td>13</td> <td>2</td> <td>1169</td>	1	921	999	143	4	8	0	13	2	1169	
16:15	718	154	7	5 <th>2 <th>9 <th>2</th> <td>897</td> <td>1018</td> <td>147</td> <td>2</td> <td>8</td> <td>0</td> <td>11</td> <td>2</td> <td>1188</td> </th></th>	2 <th>9 <th>2</th> <td>897</td> <td>1018</td> <td>147</td> <td>2</td> <td>8</td> <td>0</td> <td>11</td> <td>2</td> <td>1188</td> </th>	9 <th>2</th> <td>897</td> <td>1018</td> <td>147</td> <td>2</td> <td>8</td> <td>0</td> <td>11</td> <td>2</td> <td>1188</td>	2	897	1018	147	2	8	0	11	2	1188	
16:30	640	132	5	3 <th>0 <th>10 <th>2</th> <td>792</td> <td>1050</td> <td>135</td> <td>2</td> <td>7</td> <td>0</td> <td>9</td> <td>1</td> <td>1204</td> </th></th>	0 <th>10 <th>2</th> <td>792</td> <td>1050</td> <td>135</td> <td>2</td> <td>7</td> <td>0</td> <td>9</td> <td>1</td> <td>1204</td> </th>	10 <th>2</th> <td>792</td> <td>1050</td> <td>135</td> <td>2</td> <td>7</td> <td>0</td> <td>9</td> <td>1</td> <td>1204</td>	2	792	1050	135	2	7	0	9	1	1204	
16:45	642	122	7 <th>2 <th>0 <th>7 <th>2</th> <td>782</td> <td>1050</td> <td>131</td> <td>2</td> <td>7</td> <td>0</td> <td>10</td> <td>0</td> <td>1200</td> </th></th></th>	2 <th>0 <th>7 <th>2</th> <td>782</td> <td>1050</td> <td>131</td> <td>2</td> <td>7</td> <td>0</td> <td>10</td> <td>0</td> <td>1200</td> </th></th>	0 <th>7 <th>2</th> <td>782</td> <td>1050</td> <td>131</td> <td>2</td> <td>7</td> <td>0</td> <td>10</td> <td>0</td> <td>1200</td> </th>	7 <th>2</th> <td>782</td> <td>1050</td> <td>131</td> <td>2</td> <td>7</td> <td>0</td> <td>10</td> <td>0</td> <td>1200</td>	2	782	1050	131	2	7	0	10	0	1200	
17:00	665	100	4	3 <th>0 <th>6 <th>1</th> <td>779</td> <td>1006</td> <td>119</td> <td>2</td> <td>8</td> <td>0</td> <td>9</td> <td>1</td> <td>1145</td> </th></th>	0 <th>6 <th>1</th> <td>779</td> <td>1006</td> <td>119</td> <td>2</td> <td>8</td> <td>0</td> <td>9</td> <td>1</td> <td>1145</td> </th>	6 <th>1</th> <td>779</td> <td>1006</td> <td>119</td> <td>2</td> <td>8</td> <td>0</td> <td>9</td> <td>1</td> <td>1145</td>	1	779	1006	119	2	8	0	9	1	1145	
17:15	703	93	4	3 <th>0 <th>4 <th>0</th> <td>807</td> <td>955</td> <td>95</td> <td>2</td> <td>6</td> </th></th>	0 <th>4 <th>0</th> <td>807</td> <td>955</td> <td>95</td> <td>2</td> <td>6</td> </th>	4 <th>0</th> <td>807</td> <td>955</td> <td>95</td> <td>2</td> <td>6</td>	0	807	955	95	2	6					

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Number: Site 5 Junction Type: 4-arm Roundabout

Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	44	18	1	0	0	2	0	65	62	22	1	0	0	2	0	87
07:15	53	18	1	0	1	0	0	74	60	17	0	0	0	1	0	78
07:30	60	13	0	0	0	0	0	73	62	8	0	0	0	0	1	72
07:45	53	11	1	0	0	0	0	65	58	18	2	0	0	0	0	86
08:00	46	18	0	0	0	1	0	65	48	9	1	0	0	1	0	59
08:15	45	17	1	0	0	1	2	66	45	6	1	0	0	1	0	53
08:30	53	12	0	0	0	1	0	66	54	12	0	0	0	1	0	67
08:45	52	12	0	0	1	1	0	66	101	11	1	0	1	0	0	114
09:00	76	9	1	0	0	0	0	86	111	10	1	0	0	1	0	123
09:15	80	25	1	0	0	1	0	107	111	10	1	0	0	0	0	122
09:30	100	10	2	0	0	0	0	112	109	15	2	0	1	0	0	127
09:45	117	12	1	0	0	0	0	130	108	18	0	0	0	1	0	127
10:00	117	19	0	0	0	0	0	136	117	13	0	0	0	0	0	130
10:15	116	14	0	0	0	1	0	131	107	4	0	0	0	0	1	112
10:30	104	11	0	0	0	2	1	118	98	18	0	0	0	2	0	118
10:45	103	11	0	0	0	0	0	118	102	12	0	0	0	0	0	114
11:00	95	11	0	0	0	0	0	106	98	14	0	0	0	0	0	112
11:15	139	11	0	0	0	0	0	150	94	20	0	0	0	0	0	114
11:30	110	18	0	0	1	1	0	130	118	10	1	1	0	1	0	131
11:45	115	12	1	0	0	0	0	128	99	8	0	0	0	0	0	107
12:00	124	3	0	0	0	0	0	127	100	16	0	0	0	0	0	116
12:15	110	9	0	1	0	0	0	120	118	11	0	0	0	1	0	130
12:30	117	14	0	0	0	2	0	133	97	11	0	0	0	1	0	109
12:45	149	9	0	0	0	0	0	158	114	8	0	0	0	0	0	122
13:00	137	12	0	0	0	0	0	149	92	10	0	0	1	0	0	103
13:15	125	18	0	0	1	0	0	144	103	12	0	1	0	2	0	118
13:30	111	18	0	0	0	2	0	131	89	13	1	1	0	2	0	106
13:45	116	11	1	0	0	3	0	131	98	8	0	0	0	1	0	107
14:00	110	19	0	1	0	0	0	130	84	16	1	0	0	0	0	101
14:15	113	16	0	0	0	0	0	129	100	20	0	0	0	0	0	129
14:30	119	14	0	0	0	3	0	133	97	11	0	0	0	0	0	108
14:45	115	17	0	0	0	1	0	133	90	7	1	0	0	2	0	100
15:00	111	11	2	0	0	2	0	126	74	17	0	0	0	1	1	93
15:15	92	16	0	0	0	1	0	109	96	11	0	0	0	1	0	108
15:30	106	14	1	0	0	2	0	123	74	11	0	0	0	0	0	96
15:45	112	13	0	0	0	1	0	126	88	7	0	0	0	1	0	94
16:00	101	13	0	0	0	2	0	116	88	16	0	0	0	4	0	108
16:15	108	12	0	1	0	1	0	122	76	7	0	1	0	0	0	84
16:30	99	7	0	0	0	1	0	107	77	3	0	0	0	4	0	84
16:45	114	9	0	0	0	3	0	126	80	12	0	0	2	0	0	94
17:00	95	11	0	0	0	1	0	107	78	9	0	0	0	0	1	88
17:15	109	11	0	0	0	0	0	120	60	4	0	0	0	0	0	64
17:30	113	8	0	1	0	2	0	124	91	11	0	0	0	1	1	104
17:45	106	7	0	0	0	1	0	114	96	10	0	0	0	0	0	106
18:00	114	9	0	0	0	2	0	125	91	8	0	0	0	0	0	99
18:15	111	14	0	0	0	1	0	126	101	9	0	1	0	0	0	111
18:30	122	10	0	0	0	0	0	132	95	6	0	0	0	2	0	103
18:45	120	5	0	0	0	2	0	128	94	4	0	0	0	1	0	100
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	210	60	3	1	0	3	0	277	243	66	3	0	0	4	1	317
07:15	212	60	2	1	0	2	0	277	229	53	3	0	0	3	1	289
07:30	204	59	2	0	0	2	2	269	214	42	4	0	0	3	1	264
07:45	197	58	2	0	0	3	2	262	206	45	4	0	0	4	0	259
08:00	196	59	1	0	1	4	2	263	248	38	3	0	1	3	0	293
08:15	226	50	2	0	1	3	2	284	311	39	3	0	1	3	0	357
08:30	261	58	2	0	1	3	0	325	377	43	3	0	1	2	0	426
08:45	308	56	4	0	1	2	0	371	432	48	5	0	2	1	0	486
09:00	373	56	5	0	0	1	0	435	439	53	4	0	1	2	0	499
09:15	414	66	4	0	0	1	0	485	445	56	3	0	1	1	0	506
09:30	450	55	3	0	0	1	0	509	441	50	2	0	1	1	1	496
09:45	454	56	1	0	0	3	1	515	430	53	0	0	0	3	1	487
10:00	440	59	0	0	0	3	1	503	424	47	0	0	0	2	1	474
10:15	418	51	0	0	0	3	1	473	405	48	0	0	0	2	1	456
10:30	441	48	0	0	0	2	1	492	392	64	0	0	0	2	0	458
10:45	447	55	0	0	1	1	0	504	412	56	1	1	0	1	0	471
11:00	459	52	1	0	1	1	0	514	409	52	1	1	0	1	0	464
11:15	468	44	1	0	1	1	0	536	411	54	1	1	0	1	0	468
11:30	459	42	1	1	1	1	0	505	436	45	1	1	0	2	0	484
11:45	466	38	1	1	0	2	0	508	414	46	0	0	0	2	0	462
12:00	500	35	0	1	0	2	0	538	429	46	0	0	0	2	0	477
12:15	513	44	0	1	0	2	0	560	421	40	0	0	1	2	0	464
12:30	528	53	0	0	1	2	0	584	406	41	0	1	1	3	0	452
12:45	522	57	0	0	1	2	0	582	398	43	1	2	1	4	0	449
13:00	489	59	1	0	1	5	0	555	382	43	1	2	1	5	0	434
13:15	462	66	1	1	1	5	0	536	374	49	2	2	0	5	0	432
13:30	450	84	1	1	0	5	0	531	371	57	2	1	0	3	0	434
13:45	458	60	1	1	0	3	0	523	379	55	1	0	0	1	0	436
14:00	457	66	0	1	0	1	0	525	371	54	2	0	0	2	0	429
14:15	488	58	2	0	0	3	0	531	361	55	1	0	0	3	1	421
14:30	437	58	2	0	0	4	0	501	357	46	1	0	0	4	1	409
14:45	424	58	3	0	0	6	0	491	334	46	1	0	0	5	1	387
15:00	421	54	3	0	0	6	0	484	330	46	0	0	0	4	1	381
15:15	411	56	1	0	0	6	0	474	344	45	0	0	0	7	0	396
15:30	427	52	1	1	0	6	0	487	324	41	0	1	0	6	0	372
15:45	420	45	0	1	0	5	0	471	327	33	0	1	0	9	0	370
16:00	422	41	0	1	0	7	0	471	321	38	0	1	0	10	0	370
16:15	416	39	0	1	0	6	0	462	311	31	0	1	0	6	1	350
16:30	417	38	0	0	0	5	0	460	295	28	0	0	0	6	1	330
16:45	431	39	0	1	0	6	0	477	309	36	0	0	0	3	2	350
17:00	423	37	0	1	0	4	0	465	324	34	0	0	0	2	2	362
17:15	442	35	0	1	0	5	0	483	337	33	0	0	0	2	1	373
17:30	444	38	0	1	0	6	0	489	379	38	0	1	0	2	1	420
17:45	453	40	0	0	0	4	0	497	382	33	0	1	0	3	0	419
18:00	467	38	0	1	0	5	0	511	361	27	0	2	0	3	0	413

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Number: Site 5 Junction Type: 4-arm Roundabout

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:00	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
10:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
16:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
08:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
09:00	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
09:15	13	3	0	0	0	0	0	16	0	1	0	0	0	0	0	1
09:30	13	4	0	0	0	0	0	17	0	1	0	0	0	0	0	1
09:45	12	3	0	0	0	0	0	15	0	1	0	0	0	0	0	1
10:00	12	3	0	0	0	0	0	15	0	1	0	0	0	0	0	1
10:15	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
10:30	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1
10:45	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1
11:00	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
11:15	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
11:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:45	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
12:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
12:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
12:45	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
13:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
13:15	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
13:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
13:45	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:00	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
14:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:30	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:00	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
15:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
15:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
15:45	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:00	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0
16:15	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
16:30	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
16:45	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:00	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
17:15	11	1	0	0	0	0	0	12	1	0	0	0	0	0	0	1
17:30	13	0	0	0	0	0	0	13	1	0	0	0	0	0	0	1
17:45	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3
18:00	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Site 5 Junction Type: 4-arm Roundabout

Time	Arm D Approach							Arm D Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	208	61	0	0	0	2	0	271	119	16	4	4	0	4	0	147
07:15	232	58	3	2	0	2	0	297	174	39	2	5	0	0	0	220
07:30	213	69	5	1	0	2	1	292	215	37	1	1	0	1	0	253
07:45	233	49	2	1	1	1	0	297	205	49	7	0	0	0	1	252
08:00	246	46	2	2	0	0	0	296	188	37	10	0	0	1	0	236
08:15	226	46	4	2	0	2	0	280	188	31	5	4	0	1	1	230
08:30	246	37	5	2	0	0	1	291	106	21	4	3	0	2	0	136
08:45	268	36	5	3	0	2	0	314	190	36	4	6	1	1	0	236
09:00	212	45	2	2	0	2	0	263	186	36	6	3	0	1	1	233
09:15	159	28	3	5	0	1	0	196	149	52	7	0	0	1	0	209
09:30	180	29	7	4	0	3	0	223	133	34	4	4	0	0	0	175
09:45	179	33	11	4	1	0	0	227	178	28	5	2	0	1	0	214
10:00	181	26	3	0	0	0	0	210	140	31	7	3	0	2	0	187
10:15	174	33	4	2	0	1	1	215	153	35	4	6	0	1	0	199
10:30	174	32	6	5	0	5	1	223	155	24	6	2	0	1	1	189
10:45	164	34	4	5	0	1	1	209	152	39	6	3	0	0	0	200
11:00	142	36	2	4	0	0	0	184	125	21	3	6	0	0	0	155
11:15	189	31	5	4	0	0	0	229	188	30	5	3	0	1	0	227
11:30	169	38	5	4	1	3	0	220	154	31	6	2	1	0	1	195
11:45	159	33	4	3	1	1	0	201	168	28	4	3	0	0	0	203
12:00	192	23	1	1	1	2	1	221	163	33	4	8	0	0	0	206
12:15	177	29	4	2	0	2	0	214	185	34	7	3	0	0	0	230
12:30	172	34	8	2	0	4	0	220	170	32	2	2	0	3	0	209
12:45	148	34	6	1	0	1	0	190	192	33	3	3	0	0	0	231
13:00	151	32	1	7	1	4	0	196	183	26	6	3	0	1	0	219
13:15	152	35	7	4	0	4	0	202	188	27	3	0	0	2	0	230
13:30	191	26	3	4	0	4	0	228	182	36	4	5	0	3	0	230
13:45	189	31	3	2	0	1	0	226	200	32	4	3	0	4	0	243
14:00	167	37	6	3	1	2	0	216	189	39	4	7	0	1	0	240
14:15	181	29	5	2	0	5	0	222	201	34	1	2	1	3	0	242
14:30	200	33	2	6	0	2	0	243	203	37	3	5	1	4	0	253
14:45	207	41	3	1	0	0	0	252	194	36	3	2	0	1	0	236
15:00	192	29	5	6	0	2	0	234	218	42	8	1	0	6	0	275
15:15	225	31	1	4	1	5	0	267	213	49	4	2	0	5	0	273
15:30	228	43	2	3	0	2	0	278	223	48	2	5	0	2	0	277
15:45	213	36	1	3	1	2	0	256	181	36	4	2	0	1	0	224
16:00	228	37	2	2	0	5	0	274	189	68	1	0	0	3	0	261
16:15	203	39	1	3	0	3	1	250	192	37	3	2	2	0	0	236
16:30	247	29	0	1	0	4	1	282	186	44	0	1	0	2	0	233
16:45	245	31	1	0	0	2	0	279	182	40	3	0	0	3	1	229
17:00	245	37	0	2	0	2	0	286	205	32	1	0	0	4	0	242
17:15	227	26	1	3	0	2	0	259	121	17	1	1	0	1	0	141
17:30	244	28	0	0	0	4	1	277	183	29	2	0	0	2	0	216
17:45	206	17	1	1	0	0	1	227	185	15	0	1	0	1	0	203
18:00	194	18	0	0	0	1	0	213	245	28	1	0	0	2	0	276
18:15	177	22	0	0	0	1	0	200	243	25	1	1	0	3	0	273
18:30	183	16	0	1	1	4	0	205	249	27	0	2	0	0	0	278
18:45	184	18	1	0	0	0	0	203	246	22	0	0	0	3	0	272
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	886	228	10	4	1	7	1	1137	708	141	14	10	0	5	1	879
07:15	924	213	12	6	1	5	1	1182	777	162	20	6	0	2	1	968
07:30	918	201	13	6	1	5	1	1114	791	154	23	5	0	3	2	978
07:45	951	173	13	7	1	9	1	1154	867	138	26	7	0	4	2	964
08:00	986	165	16	9	0	4	1	1181	672	125	23	13	1	5	1	840
08:15	952	164	16	9	0	6	1	1148	670	124	19	16	1	5	2	837
08:30	885	146	15	12	0	5	1	1064	631	145	21	12	1	5	1	816
08:45	919	138	17	14	0	8	0	996	658	158	21	13	1	3	1	855
09:00	729	135	23	15	1	6	0	909	646	150	22	9	0	3	1	831
09:15	698	116	24	13	1	4	0	856	600	145	23	13	0	4	0	785
09:30	713	121	25	10	1	4	1	875	604	128	20	19	0	4	0	775
09:45	707	124	24	11	1	6	2	875	626	118	22	17	0	5	1	789
10:00	693	125	17	12	0	7	3	857	600	129	23	18	0	4	1	775
10:15	654	135	16	16	0	7	3	831	585	129	19	17	0	2	1	753
10:30	669	133	17	18	0	6	2	845	620	124	20	14	0	2	1	781
10:45	664	139	16	17	1	4	1	842	619	131	20	14	1	1	1	787
11:00	659	136	16	15	2	4	0	834	635	120	18	14	1	1	1	790
11:15	709	125	15	12	3	6	1	871	673	122	19	16	1	1	1	833
11:30	697	123	14	10	3	8	1	856	670	126	21	16	1	1	1	836
11:45	700	119	17	8	2	9	1	856	686	127	17	16	0	4	0	850
12:00	689	120	19	6	1	9	1	845	710	132	16	16	0	4	0	878
12:15	648	129	19	12	1	11	0	820	730	125	18	11	0	5	0	869
12:30	623	135	22	14	1	13	0	808	732	128	14	8	0	6	0	889
12:45	642	127	17	16	1	15	0	816	745	132	16	11	0	6	0	910
13:00	683	124	14	17	1	13	0	852	753	131	17	11	0	10	0	922
13:15	699	129	19	13	1	11	0	872	759	144	15	15	0	10	0	943
13:30	726	123	17	11	1	12	0	892	772	141	13	17	1	11	0	955
13:45	737	130	16	13	1	10	0	907	793	142	12	17	2	12	0	978
14:00	755	140	16	12	1	9	0	933	787	146	11	16	2	9	0	971
14:15	780	132	15	15	0	9	0	951	816	149	15	10	2	14	0	1006
14:30	824	134	11	17	1	9	0	996	828	164	18	10	1	16	0	1037
14:45	852	144	11	14	1	9	0	1031	845	175	17	10	0	14	0	1061
15:00	858	139	9	16	2	11	0	1035	832	175	18	10	0	14	0	1049
15:15	894	147	6	12	2	14	0	1075	803	201	11	9	0	11	0	1035
15:30	872	155	6	11	1	12	1	1058	782	189	10	9	2	6	0	998
15:45	891	141	4	9	1	14	2	1062	745	185	8	5	2	6	0	954
16:00	923	136	4	6	0	14	2	1085	749	189	7	3	2	8	1	959
16:15	940	136	2	6	0	11	2	1097	765	153	7	3	2	9	1	940
16:30	964	123	2	6	0	10	1	1106	694	133	5	2	0	10	1	845
16:45	951	122	2	5	0	10	0	1101	691	118	7	1	0	10	1	828
17:00	922	108	2	6	0	9	2	1049	694	94	4	2	0	8	0	802
17:15	871	89	2	4	0	8	2	976	734	90	4	2	0	6	0	836
17:30	821	85	1	1	0	7	2	917	656	98	4	2	0	8	0	868
17:45	780	73	1	2	1	7	1	845	622	96	2	4	0	6	0	1030
18:00	796	74	1	1	1	6	0	821	663	102	2	4	0	6	0	1069

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco Access
 Junction Number: Site 5 Junction Type: 4-arm Roundabout

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	M/C	Cycle		
07:00	395	105	6	4	0	8	0	518
07:15	472	119	6	8	0	4	0	609
07:30	506	110	6	2	0	3	1	622
07:45	501	116	11	1	1	2	1	633
08:00	486	101	12	2	0	2	0	603
08:15	460	96	10	6	0	3	2	577
08:30	404	71	9	5	0	4	1	494
08:45	543	83	10	9	2	3	0	650
09:00	513	92	9	5	0	3	1	623
09:15	431	102	11	5	0	3	0	552
09:30	433	78	12	8	1	3	0	535
09:45	454	79	17	6	1	2	0	559
10:00	461	77	12	7	0	2	0	558
10:15	464	82	8	8	0	2	1	565
10:30	457	73	12	7	0	9	2	560
10:45	432	87	11	8	0	1	1	540
11:00	399	80	5	10	0	6	0	494
11:15	506	80	10	7	0	1	0	604
11:30	459	88	12	7	3	4	1	574
11:45	449	70	10	6	1	1	0	537
12:00	481	69	5	9	1	2	1	568
12:15	492	76	11	5	0	3	0	587
12:30	471	79	10	4	0	7	0	571
12:45	497	75	9	4	0	1	0	586
13:00	458	77	7	10	1	5	0	558
13:15	474	93	10	6	1	6	0	590
13:30	484	80	7	10	0	9	0	590
13:45	515	80	8	5	0	8	0	616
14:00	461	94	11	11	1	3	0	581
14:15	500	88	6	4	1	6	0	607
14:30	529	86	5	11	1	6	0	639
14:45	518	93	6	3	0	4	0	624
15:00	508	89	15	7	0	9	1	629
15:15	548	97	5	6	1	11	0	668
15:30	556	102	5	8	0	5	0	676
15:45	494	87	5	5	1	4	0	596
16:00	518	123	3	2	0	11	0	657
16:15	503	89	4	8	2	4	1	611
16:30	528	78	0	2	0	9	1	618
16:45	520	80	4	0	0	7	1	612
17:00	543	84	1	2	0	6	1	637
17:15	448	54	2	5	0	3	0	512
17:30	539	67	2	1	0	7	1	617
17:45	484	42	1	2	0	3	1	543
18:00	546	55	1	0	0	4	0	606
18:15	541	57	1	2	0	5	0	606
18:30	549	50	0	3	1	5	0	608
18:45	536	44	1	0	0	4	0	585
Start Time	Rolling Hour							Total
07:00	1868	450	29	15	1	17	2	2382
07:15	1959	446	35	13	1	11	2	2467
07:30	1947	423	39	11	1	10	4	2435
07:45	1851	394	42	14	1	11	4	2307
08:00	1893	351	41	22	2	12	3	2324
08:15	1920	342	38	25	2	13	4	2344
08:30	1891	348	39	24	2	13	2	2319
08:45	1920	355	42	27	3	12	1	2380
09:00	1881	351	49	24	2	11	1	2299
09:15	1809	336	51	26	2	10	0	2234
09:30	1842	316	48	29	2	9	1	2247
09:45	1866	311	48	28	1	15	3	2272
10:00	1814	319	42	30	0	14	4	2225
10:15	1742	322	36	33	0	12	4	2149
10:30	1784	320	38	32	0	11	3	2188
10:45	1786	335	38	32	3	6	2	2202
11:00	1803	318	37	30	4	6	1	2199
11:15	1826	307	37	29	5	8	2	2203
11:30	1881	303	38	27	5	10	2	2266
11:45	1893	294	36	24	2	13	1	2263
12:00	1941	299	35	22	1	13	1	2312
12:15	1918	307	37	23	1	16	0	2302
12:30	1900	324	36	24	2	19	0	2305
12:45	1913	325	33	30	2	21	0	2324
13:00	1931	330	32	31	2	28	0	2354
13:15	1934	347	36	32	2	26	0	2377
13:30	1960	342	32	30	2	28	0	2394
13:45	2005	348	30	31	3	25	0	2442
14:00	2008	361	28	29	3	21	0	2450
14:15	2055	356	32	25	2	27	1	2498
14:30	2103	365	31	27	2	30	1	2559
14:45	2130	381	31	24	1	29	1	2597
15:00	2106	375	30	26	2	29	1	2569
15:15	2116	409	18	21	2	31	0	2597
15:30	2071	401	17	23	3	24	1	2540
15:45	2043	377	12	17	3	26	2	2482
16:00	2069	370	11	12	2	31	3	2498
16:15	2094	331	9	12	2	26	4	2478
16:30	2039	296	7	9	0	25	3	2379
16:45	2050	285	9	8	0	23	3	2378
17:00	2024	247	6	10	0	19	3	2309
17:15	2027	218	6	8	0	17	2	2278
17:30	2120	221	5	5	0	19	2	2372
17:45	2130	204	3	7	1	17	1	2363
18:00	2122	206	3	8	1	18	0	2408



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Junction Number: Site 6
Date of Survey: 18.10.2022
Junction Name: Windhover Roundabout
Junction Type: 5-arm Roundabout

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - MCC Site 6 - 18.10.2022			

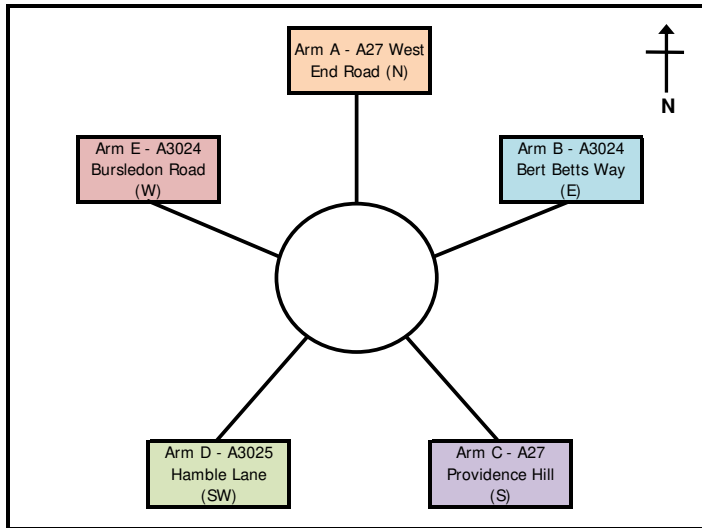
Issue Record

Issued to	Date			
	09.11.2022			
Imogen Nicholson	E-mail			

Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Roundabout
 Junction Number: Site 6 Junction Type: 5-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
50.896357	-1.319276	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Clear	Clear	Clear

Junction Layout

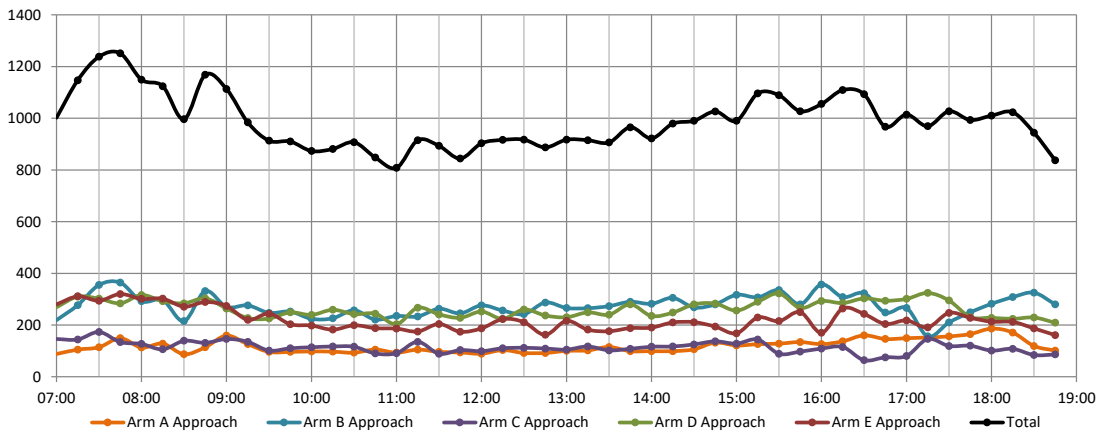


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
Project Number: ID06792 Junction Name: Windhover Roundabout
Junction Number: Site 6 Junction Type: 5-arm Roundabout
Arm A: A27 West End Road (N) Arm B: A3024 Bert Batts Way (E)
Arm C: A27 Providence Hill (S) Arm D: A3025 Hamble Lane (SW) Arm E: A3024 Bursledon Road (W)



Table with columns for Time, CARS, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total, and sub-sections for A to A, A to E, and A to D. The table contains 24 rows of time intervals and 10 columns of vehicle counts per category, plus a Total column for each section.

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Roundabout
 Junction Number: Site 6 Junction Type: 5-arm Roundabout
 Arm A: A27 West End Road (N) Arm B: A3024 Bert's Way (E)
 Arm C: A27 Providence Hill (S) Arm D: A3025 Hamble Lane (SW)
 Arm E: A3024 Bursledon Road (W)



Time	A to C								A to B								B to B								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00	28	9	0	0	0	2	0	39	15	6	0	1	0	0	0	22	0	0	0	0	0	0	0	0	
07:15	25	5	0	0	0	0	0	30	26	10	0	1	0	0	1	38	0	0	0	0	0	0	0	0	
07:30	20	13	0	0	0	2	1	36	32	5	0	2	0	0	0	39	0	0	0	0	0	0	0	0	
07:45	38	12	1	0	1	1	1	54	54	27	0	1	0	0	0	33	0	0	0	0	0	0	0	0	
08:00	28	6	0	0	0	1	1	36	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	
08:15	38	0	0	0	0	1	1	40	16	6	0	0	0	0	0	22	0	0	0	0	0	0	0	0	
08:30	22	5	0	0	0	0	0	27	16	6	0	0	0	0	0	22	1	0	0	0	0	0	0	1	
08:45	26	6	0	0	0	1	0	33	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0	
09:00	37	4	2	0	0	1	0	44	19	1	0	1	1	0	0	22	0	0	0	0	0	0	0	0	
09:15	26	9	0	0	0	0	1	36	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0	
09:30	25	3	0	0	0	0	0	28	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0	
09:45	23	6	0	0	0	2	0	33	7	2	1	0	0	0	0	10	0	0	0	0	0	0	0	0	
10:00	24	0	0	0	0	0	0	24	12	2	0	1	0	0	0	15	0	0	0	0	0	0	0	0	
10:15	20	4	1	0	0	0	0	25	7	5	0	0	0	0	0	12	0	0	0	0	0	0	0	0	
10:30	22	4	0	0	0	1	0	27	12	3	1	1	0	0	0	17	0	0	0	0	0	0	0	0	
10:45	16	7	0	0	0	0	0	23	8	3	1	0	0	0	0	12	0	0	0	0	0	0	0	0	
11:00	24	4	0	0	0	0	0	28	11	2	0	0	0	0	0	13	4	1	0	0	0	0	0	1	
11:15	32	5	0	0	0	1	0	38	9	2	0	1	0	1	0	18	0	0	0	0	0	0	0	0	
11:30	19	4	1	0	0	1	0	25	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0	
11:45	24	10	0	0	0	1	0	35	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	1	
12:00	22	5	0	0	0	0	0	27	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	
12:15	23	5	1	0	0	1	0	30	10	3	1	0	0	0	0	14	0	0	0	0	0	0	0	0	
12:30	27	2	0	0	0	0	0	29	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	
12:45	26	1	0	0	0	0	0	27	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	
13:00	32	5	1	0	0	1	0	39	11	5	0	1	0	1	0	18	0	0	0	0	0	0	0	0	
13:15	20	6	0	0	0	0	0	26	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	
13:30	21	5	0	0	0	0	0	26	6	8	0	0	0	0	0	14	0	0	0	0	0	0	0	0	
13:45	27	0	0	0	0	0	0	27	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	
14:00	22	4	0	0	0	3	0	29	9	5	0	0	0	0	0	14	2	0	0	0	0	0	0	2	
14:15	13	3	0	0	0	0	0	16	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0	
14:30	21	1	0	0	0	0	0	22	11	3	0	0	0	1	0	15	0	0	0	0	0	0	0	0	
14:45	41	2	0	0	0	1	0	44	12	0	1	1	0	0	0	14	0	0	0	0	0	0	0	0	
15:00	39	1	2	0	0	0	0	42	9	3	1	0	0	0	0	13	0	0	0	0	0	0	0	0	
15:15	16	3	0	0	0	0	0	19	16	3	0	1	0	0	0	20	0	0	0	0	0	0	0	0	
15:30	28	0	0	1	1	1	0	30	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	
15:45	35	3	0	0	0	0	0	38	14	3	0	0	0	0	0	17	0	1	0	0	0	0	0	1	
16:00	23	8	0	0	0	0	0	31	12	6	0	1	0	0	0	19	0	0	0	0	0	0	0	0	
16:15	42	7	0	0	0	1	0	50	20	4	0	3	0	0	0	27	0	0	0	0	0	0	0	0	
16:30	49	5	0	0	0	2	0	56	22	5	0	2	0	0	0	29	0	0	0	0	0	0	0	0	
16:45	35	4	0	0	0	2	0	41	22	6	0	0	0	0	0	28	0	0	0	0	0	0	0	0	
17:00	25	3	0	0	0	0	0	28	32	5	0	0	0	0	0	37	1	0	0	0	0	0	0	1	
17:15	33	4	0	0	0	2	0	39	37	1	0	0	0	0	0	38	0	0	0	0	0	0	0	0	
17:30	18	2	0	0	0	1	21	33	0	0	0	0	0	1	0	34	0	0	0	0	0	0	0	0	
17:45	34	0	0	0	1	1	1	37	37	3	0	0	0	1	0	41	0	0	0	0	0	0	0	0	
18:00	23	3	0	0	0	0	0	26	48	4	0	0	0	1	0	53	1	0	0	0	0	0	0	1	
18:15	38	7	0	0	0	0	0	45	20	2	0	0	0	1	0	23	0	0	0	0	0	0	0	0	
18:30	22	0	0	0	0	0	0	22	20	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	
18:45	10	0	0	0	0	0	0	10	15	1	0	0	0	1	0	17	0	0	0	0	0	0	0	0	
Start Time																									
Rolling Hour																									
Total																									
Rolling Hour																									
Total																									
Rolling Hour																									
Total																									

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 6

Date of Survey: 18.10.2022
 Junction Name: Windhover Roundabout
 Junction Type: 5-arm Roundabout

Arm A: A27 West End Road (N)
 Arm B: A3024 Bert's Way (E)

Arm C: A27 Providence Hill (S)
 Arm D: A3025 Hamble Lane (SW)

Arm E: A3024 Bursledon Road (W)



Time	B to A								B to E								B to D							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	0	0	0	0	0	0	0	0	42	15	0	0	1	1	0	59	110	17	4	4	0	0	0	139
07:15	2	1	0	0	0	0	0	3	55	19	4	7	1	2	0	88	119	25	1	6	0	0	0	151
07:30	0	0	0	0	0	0	0	0	79	25	4	2	4	2	0	116	144	31	1	1	0	0	0	197
07:45	0	0	0	0	0	0	0	0	105	23	1	6	1	0	0	140	147	40	5	0	0	0	0	192
08:00	1	1	0	0	0	0	0	2	82	16	3	1	1	2	0	105	133	21	5	1	0	0	0	160
08:15	1	0	0	0	0	0	0	1	97	16	2	2	2	4	0	121	122	22	4	4	0	0	0	152
08:30	0	0	0	0	0	0	0	0	99	24	1	1	0	0	0	125	48	14	3	2	0	2	0	69
08:45	4	0	0	1	0	0	0	5	77	32	2	3	1	0	0	115	135	29	3	5	1	0	0	173
09:00	1	0	0	0	0	0	0	1	60	18	1	3	1	0	0	83	127	17	4	2	0	1	0	151
09:15	0	0	0	0	0	0	0	0	73	23	3	1	1	1	0	102	98	38	3	0	0	1	0	140
09:30	0	1	0	0	0	0	0	1	70	24	4	7	0	2	0	107	90	17	0	4	0	0	0	111
09:45	4	2	0	1	0	0	0	7	65	15	4	2	0	0	0	87	102	23	3	1	0	0	0	129
10:00	0	1	0	0	0	0	0	2	43	17	4	3	0	0	0	67	91	15	1	5	0	0	0	112
10:15	0	0	0	0	0	0	0	0	61	10	4	5	0	0	0	80	82	20	4	7	0	0	0	113
10:30	0	0	0	0	0	0	0	0	58	20	2	7	0	1	0	88	106	19	6	1	0	1	0	133
10:45	2	0	0	0	0	0	0	2	41	10	0	4	0	0	0	55	84	27	3	4	0	0	0	117
11:00	3	0	0	1	3	0	0	7	59	11	3	4	0	0	0	76	87	23	1	6	0	0	0	117
11:15	3	0	0	0	0	0	0	3	43	13	0	4	0	2	0	62	105	20	4	1	0	0	0	130
11:30	1	0	0	0	0	0	0	1	69	15	1	3	0	0	0	88	112	17	5	2	1	0	0	137
11:45	1	2	0	0	0	0	0	3	61	14	1	2	0	0	0	78	97	20	2	4	0	0	0	123
12:00	1	0	0	0	1	0	0	2	69	22	1	1	1	1	0	95	99	33	2	6	0	0	0	140
12:15	0	0	0	0	0	0	0	0	61	15	1	3	0	0	0	80	116	25	7	2	0	0	0	150
12:30	0	1	1	0	0	0	0	2	64	14	3	6	0	0	0	87	95	20	1	3	0	1	0	121
12:45	1	0	1	1	0	0	0	3	79	12	1	3	0	0	0	95	116	27	2	3	0	0	0	148
13:00	1	0	0	0	0	0	0	1	80	31	1	4	0	2	0	98	95	21	6	2	0	1	0	125
13:15	1	0	0	2	0	0	0	3	51	10	1	3	0	0	0	75	121	20	3	1	0	1	0	146
13:30	0	0	0	0	0	0	0	0	77	17	2	4	0	1	0	101	98	25	3	5	0	2	0	133
13:45	1	1	0	0	0	0	0	2	72	11	5	5	0	0	0	93	131	25	2	3	0	4	0	165
14:00	0	0	0	0	0	0	0	0	77	17	2	3	1	0	0	100	97	26	5	7	0	0	0	135
14:15	0	0	0	0	0	0	0	0	74	22	1	6	0	1	0	111	121	25	2	2	0	3	0	153
14:30	0	1	0	0	0	0	0	1	74	17	3	3	0	1	0	98	102	27	5	1	3	3	0	136
14:45	0	2	0	1	0	0	0	3	67	21	2	2	1	1	0	94	119	25	4	2	0	1	0	151
15:00	0	0	0	0	0	0	0	0	92	21	2	2	0	0	0	117	124	37	2	2	0	4	0	169
15:15	3	0	0	0	0	0	0	3	81	23	1	3	0	1	0	109	124	30	4	2	0	4	0	164
15:30	2	0	0	0	0	0	0	2	93	25	3	2	1	1	0	125	139	32	2	4	0	1	0	178
15:45	1	0	0	1	0	0	0	2	104	29	1	2	1	1	0	138	86	19	4	0	0	0	0	109
16:00	0	0	0	0	0	0	0	0	95	45	0	0	1	2	0	143	126	55	1	1	0	2	0	185
16:15	2	1	1	0	0	0	0	4	91	35	1	1	1	0	0	129	116	24	4	2	2	0	0	148
16:30	6	0	0	0	0	0	0	6	88	43	1	2	0	0	0	134	121	34	0	0	0	0	0	155
16:45	2	1	0	0	0	0	0	3	86	34	0	2	0	1	0	123	89	18	0	0	0	2	0	109
17:00	1	0	0	0	0	0	0	1	82	28	1	0	1	1	0	113	115	25	1	1	0	0	0	142
17:15	2	0	0	0	0	0	0	2	83	21	0	1	0	1	0	106	82	2	0	0	0	1	0	105
17:30	1	0	0	0	0	0	0	1	74	16	1	0	1	1	0	89	37	11	2	1	0	1	0	132
17:45	0	0	0	0	0	0	0	1	110	12	0	0	0	0	0	122	97	13	0	0	0	1	0	111
18:00	1	0	0	0	0	0	0	1	92	21	0	0	0	0	0	113	142	15	0	0	0	0	0	157
18:15	0	2	0	0	0	0	0	2	116	15	0	0	0	2	0	133	144	12	0	2	0	1	0	159
18:30	0	0	0	0	0	0	0	0	86	22	0	0	0	3	0	111	169	18	0	2	0	1	0	190
18:45	2	0	0	0	0	0	0	2	77	9	0	0	0	0	0	87	139	17	0	0	0	1	0	158
Start Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	2	1	0	0	0	0	0	3	282	82	9	18	7	5	0	403	540	113	11	11	0	4	0	679
07:15	3	2	0	0	0	0	0	5	322	83	12	19	7	6	0	449	563	117	12	8	0	0	0	700
07:30	2	1	0	0	0	0	0	3	364	80	10	14	6	8	0	482	565	114	15	6	0	0	0	701
07:45	2	0	0	0	0	0	0	2	384	79	7	13	2	6	0	491	450	97	17	7	0	0	0	573
08:00	6	1	0	1	0	0	0	8	355	88	8	7	2	6	0	466	438	86	15	12	1	2	0	554
08:15	6	0	0	1	0	0	0	7	333	90	6	9	2	4	0	444	432	82	14	13	1	3	0	545
08:30	5	0	0	1	0	0	0	6	309	97	7	8	3	1	0	425	408	98	13	9	1	4	0	533
08:45	5	1	0	0	0	0	0	7	285	97	10	14	3	3	0	407	450	101	10	11	1	2	0	575
09:00	2	3	0	0	0	0	0	5	268	81	12	13	2	3	0	379	417	85	10	7	0	2	0	531
09:15	1	4	0	2	0	0	0	7	251	80	15	13	1	3	0	363	381	93	7	10	0	1	0	492
09:30	1	4	0	2	0	0	0	7	239	67	16	17	0	2	0	341	365	75	8	17	0	0	0	465
09:45	1	3	0	2	0	0	0	6	227	63	14	17	0	1	0	322	381	77	14	14	0	1	0	487
10:00	2	1	0	1	0	0	0	4	203	57	10	19	0	1	0	290	363	81	14	17	0	1	0	476
10:15	5	0	1	3	0	0	0	9	220	51	9	20	0	1	0	301	359	89	14	18	0	1	0	481
10:30	8	0	1	3	0	0	0	12	202	54	5	19	0	3	0	283	382	89	14	12	0	1	0	498
10:45	9	0	1	3	0	0	0	13	213	49	4	15	0	2	0	283	388	87	13	13	1	0	0	502
11:00	8	2	1	3	0	0	0	14	233	53	5	13	0	2	0	306	401	80	12	13	1	0	0	507
11:15	6	2	0	1	0	0	0	9	242	64	3	10	1	3	0	323	415	90	13	13	1	0	0	530
11:30	3	2	0	1	0	0	0	6	260	66	4	9	1	1	0	341	424	95	16	14	1	0	0	550
11:45	2	3	1	1	0	0	0	7	255	65	6	12	1	1	0	340	408	98	12	15	0	1	0	534
12:00	2	1	2	2	0																			

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
Project Number: ID06792 Junction Name: Windhover Roundabout
Junction Number: Site 6 Junction Type: 5-arm Roundabout

Arm A: A27 West End Road (N)
Arm B: A3024 Bert Batts Way (E)

Arm C: A27 Providence Hill (S)
Arm D: A3025 Hamble Lane (SW)
Arm E: A3024 Bursledon Road (W)



Table with columns: Time, C to A (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), C to E (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), C to D (Cars, LGV, OGV1, OGV2, Buses, M/C, Cycle, Total), Start Time, Rolling Hour, Total, Rolling Hour, Total. Rows represent time intervals from 07:00 to 18:00.

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Roundabout Arm A: A27 West End Road (N) Arm C: A27 Providence Hill (S)
 Junction Number: Site 6 Junction Type: 5-arm Roundabout Arm B: A3024 Bert Betts Way (E) Arm D: A3025 Hamble Lane (SW) Arm E: A3024 Bursledon Road (W)



Time	D to A								D to E								E to E							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	33	6	0	0	0	1	0	40	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:15	49	8	1	0	0	1	0	59	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
07:30	34	11	1	0	0	2	0	47	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:45	51	10	1	0	1	1	0	65	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
08:00	43	7	0	0	0	0	0	50	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
08:15	41	13	0	0	0	0	0	55	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0
08:30	51	6	0	0	0	1	1	59	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
08:45	54	7	0	0	0	0	0	61	26	2	1	0	0	0	0	29	0	0	0	0	0	0	0	0
09:00	54	4	0	0	0	1	0	59	17	3	0	0	0	1	0	21	1	0	0	0	0	0	0	1
09:15	33	6	0	0	0	0	0	41	23	8	0	0	0	0	0	31	0	0	0	0	0	0	0	0
09:30	38	4	2	0	0	0	0	44	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
09:45	37	4	1	0	0	2	0	44	29	4	0	0	0	0	0	33	0	0	0	0	0	0	0	0
10:00	50	6	0	0	0	0	0	56	25	4	0	0	0	0	0	31	0	0	0	0	0	0	0	0
10:15	45	6	4	0	0	0	0	55	30	6	0	0	0	0	0	36	0	0	0	0	0	0	0	0
10:30	42	6	0	0	0	1	0	49	25	1	1	0	0	0	0	27	1	0	0	0	0	0	0	1
10:45	40	8	0	0	0	0	1	49	30	2	1	0	0	0	0	33	0	0	0	0	0	0	0	0
11:00	38	0	0	0	0	0	0	41	23	4	0	0	0	0	0	27	0	0	0	0	0	0	0	0
11:15	55	3	1	0	0	0	0	59	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
11:30	39	11	1	0	0	1	0	52	21	5	0	0	1	0	0	27	0	0	0	0	0	0	0	0
11:45	57	2	0	0	0	0	0	59	26	6	1	0	0	0	0	33	0	0	0	0	0	0	0	0
12:00	51	5	0	1	0	0	1	58	38	3	0	0	1	0	0	42	0	0	0	0	0	0	0	0
12:15	40	9	1	1	0	0	0	51	26	3	0	0	0	0	0	29	0	0	0	0	0	0	0	0
12:30	56	3	0	0	0	0	0	59	29	3	1	0	0	2	0	35	0	0	0	0	0	0	0	0
12:45	42	8	2	0	0	0	0	52	34	2	0	0	0	0	0	36	0	0	0	0	0	0	0	0
13:00	33	9	0	0	0	3	0	45	25	10	0	0	0	0	0	35	0	0	0	0	0	0	0	0
13:15	37	10	1	0	0	0	0	48	26	7	0	0	0	0	0	33	0	0	0	0	0	0	0	0
13:30	42	4	0	0	0	0	0	46	27	2	2	0	0	0	0	31	0	0	0	0	0	0	0	0
13:45	44	2	0	0	0	3	0	49	31	2	1	0	0	0	0	34	0	0	0	0	0	0	0	0
14:00	54	7	0	0	1	0	0	62	17	1	1	0	0	0	0	19	0	0	0	0	0	0	0	0
14:15	41	4	0	2	0	1	0	48	33	2	1	0	0	1	0	37	0	0	0	0	0	0	0	0
14:30	57	6	0	0	0	2	0	65	29	1	0	0	0	0	0	30	0	0	0	0	0	0	0	0
14:45	52	8	0	0	0	0	0	60	25	4	0	0	0	0	0	29	0	0	0	0	0	0	0	0
15:00	44	7	0	0	0	1	0	52	30	6	2	0	0	0	0	38	0	0	0	0	0	0	0	0
15:15	36	9	0	0	0	3	0	48	28	3	0	0	1	1	0	33	0	0	0	0	0	0	0	0
15:30	50	10	1	0	0	2	0	63	39	3	0	0	0	0	0	42	0	0	0	0	0	0	0	0
15:45	48	11	0	1	1	1	0	62	28	2	0	0	0	0	0	30	0	0	0	0	0	0	0	0
16:00	49	13	0	0	0	0	0	62	23	2	0	0	0	2	0	27	0	0	0	0	0	0	0	0
16:15	53	10	0	0	0	3	0	66	14	2	0	1	0	1	0	18	0	0	0	0	0	0	0	0
16:30	42	3	0	0	0	1	0	46	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0
16:45	38	4	0	0	0	1	1	44	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0
17:00	44	9	0	0	0	1	0	54	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0
17:15	62	10	0	0	0	1	0	73	38	4	0	0	0	1	0	43	0	0	0	0	0	0	0	0
17:30	53	7	0	0	0	3	0	63	24	3	0	0	0	1	0	28	0	0	0	0	0	0	0	0
17:45	52	1	1	1	0	1	0	56	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
18:00	54	9	0	1	0	0	0	64	19	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0
18:15	55	4	0	0	0	1	0	60	31	3	0	0	0	1	0	35	0	0	0	0	0	0	0	0
18:30	55	9	0	0	0	3	0	67	20	4	0	0	0	0	0	24	0	0	0	0	0	0	0	0
18:45	50	6	0	0	0	0	0	56	39	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
07:00	167	35	3	0	1	5	0	211	37	3	0	0	0	0	0	40	0	0	0	0	0	0	0	0
07:15	177	36	3	0	1	4	0	221	41	2	0	0	0	0	0	43	0	0	0	0	0	0	0	0
07:30	169	41	2	0	1	3	1	217	44	3	0	0	0	0	0	47	0	0	0	0	0	0	0	0
07:45	186	36	1	0	1	3	2	229	53	6	0	0	0	0	0	59	0	0	0	0	0	0	0	0
08:00	189	33	0	0	0	1	2	225	66	8	1	0	0	0	0	75	0	0	0	0	0	0	0	0
08:15	200	30	0	0	0	2	2	234	72	10	1	0	0	1	0	84	1	0	0	0	0	0	0	1
08:30	192	25	0	0	0	2	1	220	82	16	1	0	0	1	0	100	1	0	0	0	0	0	0	1
08:45	179	23	2	0	0	1	0	205	83	15	1	0	0	1	0	100	1	0	0	0	0	0	0	1
09:00	162	20	3	0	0	3	0	188	86	17	0	0	0	1	0	104	1	0	0	0	0	0	0	1
09:15	158	22	3	0	0	2	0	185	94	18	2	0	0	0	0	114	0	0	0	0	0	0	0	0
09:30	170	20	7	0	0	2	0	199	101	16	2	0	0	0	0	119	0	0	0	0	0	0	0	0
09:45	174	22	5	0	0	3	0	204	109	15	3	0	0	0	0	127	1	0	0	0	0	0	0	1
10:00	177	26	4	0	0	1	1	209	110	13	4	0	0	0	0	127	1	0	0	0	0	0	0	1
10:15	165	23	4	0	0	1	1	194	108	13	2	0	0	0	0	123	1	0	0	0	0	0	0	1
10:30	175	20	1	0	0	1	1	198	105	9	2	0	0	0	0	116	1	0	0	0	0	0	0	1
10:45	172	25	2	0	0	1	1	201	101	13	1	0	1	0	1	116	0	0	0	0	0	0	0	0
11:00	189	19	2	0	0	1	0	211	97	17	1	0	1	0	0	116	0	0	0	0	0	0	0	0
11:15	202	21	2	1	0	1	1	228	112	16	1	0	2	0	0	131	0	0	0	0	0	0	0	0
11:30	187	27	2	2	0	1	1	220	111	17	1	0	2	0	0	131	0	0	0	0	0	0	0	0
11:45	204	19	1	2	0	0	1	227	119	15	2	0	1	2	0	139	0	0	0	0	0	0	0	0
12:00	189	25	3	2	0	0	1	220	127	11	1	0	1	2	0	142	0	0	0	0	0	0	0	0
12:15	171	29	3	1	0	3	0	207	114	18	1	0	0	2	0	135	0	0	0	0	0	0	0	0
12:30	168	30	3	0	0	3	0	204	114	22	1	0	0	2	0	139	0	0	0	0	0	0	0	0
12:45	154	31	3	0	0	3	0	191	112	21	2	0	0	0	0	135</								

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 6

Date of Survey: 18.10.2022
 Windhover Roundabout
 Junction Name: 5-arm Roundabout
 Junction Type:

Arm A: A27 West End Road (N)
 Arm B: A3024 Bert Batts Way (E)

Arm C: A27 Providence Hill (S)
 Arm D: A3025 Hamble Lane (SW)

Arm E: A3024 Bursledon Road (W)



Time	E to D							E to C							E to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	11	1	0	0	0	0	0	12	24	10	2	0	0	0	0	36	135	65	0	0	0	0	0	201
07:15	13	5	0	0	0	0	0	18	31	6	0	0	0	0	1	38	161	62	0	2	1	0	0	226
07:30	6	2	0	0	0	1	0	9	32	9	1	0	0	5	0	47	162	40	0	7	0	1	0	210
07:45	17	3	0	0	0	0	0	20	40	11	0	0	0	0	0	52	141	63	0	2	2	0	0	210
08:00	24	1	2	0	0	0	0	27	34	4	2	0	0	3	0	43	148	37	3	5	0	0	0	193
08:15	22	1	0	0	0	0	0	23	35	7	1	0	0	1	0	44	165	31	5	2	0	0	0	203
08:30	13	1	0	0	0	1	0	15	44	9	0	0	0	2	0	55	128	26	5	6	0	1	0	166
08:45	25	2	0	1	0	0	0	28	45	7	0	0	0	1	0	53	146	25	2	2	0	0	0	175
09:00	29	4	0	0	0	0	0	33	38	4	2	1	0	5	0	48	132	30	1	2	0	0	0	165
09:15	24	5	0	0	0	0	0	29	29	8	0	0	0	0	0	37	105	21	1	2	2	0	0	131
09:30	23	7	0	0	1	0	0	31	40	3	2	0	0	1	0	46	105	24	2	6	1	2	0	140
09:45	25	2	0	1	0	0	0	28	30	1	2	0	0	0	0	33	87	22	5	10	1	1	0	126
10:00	25	4	0	0	0	0	0	29	32	4	1	0	0	0	0	39	74	18	5	6	0	3	0	108
10:15	23	2	0	0	0	0	0	25	21	7	1	0	0	0	0	29	83	19	3	1	0	0	0	106
10:30	16	3	0	0	0	0	0	19	23	5	1	0	0	0	0	29	88	20	0	6	0	0	0	114
10:45	30	1	0	0	0	0	0	31	16	4	1	0	0	2	0	33	89	16	2	2	1	0	0	110
11:00	21	5	0	0	0	0	0	26	33	2	1	0	0	0	0	30	68	15	5	7	0	1	0	99
11:15	21	1	0	1	0	0	0	23	29	2	2	0	0	0	0	23	65	23	3	6	0	0	0	97
11:30	21	2	1	0	0	0	0	24	28	7	0	0	0	1	0	36	94	27	1	7	0	0	0	129
11:45	27	3	0	0	0	0	0	30	33	5	1	0	0	0	0	39	60	15	5	4	0	0	0	84
12:00	17	2	0	0	0	0	0	20	35	8	0	0	0	0	0	43	84	16	4	3	1	1	0	108
12:15	40	2	0	0	0	0	0	42	32	4	1	0	1	2	0	40	86	28	1	7	0	0	0	120
12:30	35	3	0	0	0	0	0	38	33	6	1	0	1	0	0	41	79	13	2	5	2	1	0	102
12:45	29	2	0	0	0	0	0	31	26	0	0	0	0	0	0	26	71	17	3	1	0	0	0	92
13:00	37	1	0	0	0	0	0	39	45	6	0	0	0	1	0	52	79	22	2	4	0	0	0	107
13:15	28	6	0	0	0	0	0	34	34	3	0	0	0	0	0	37	68	15	0	2	0	3	0	88
13:30	23	2	0	0	0	0	0	25	21	0	0	0	0	1	0	22	73	21	5	7	0	2	0	108
13:45	21	4	0	0	0	0	0	25	25	4	0	0	0	0	0	29	74	25	2	6	0	1	0	108
14:00	24	1	0	0	0	0	0	25	16	6	0	0	0	0	0	22	83	22	5	4	2	0	0	116
14:15	28	5	0	0	0	1	0	34	18	5	0	0	0	0	0	23	99	18	5	2	1	1	0	128
14:30	37	5	0	0	0	0	0	42	36	7	1	1	0	0	0	45	72	20	4	4	0	0	0	100
14:45	23	1	0	0	0	1	0	25	29	6	0	0	0	0	0	35	83	19	1	3	0	0	0	106
15:00	24	3	0	0	0	1	0	28	17	3	0	0	0	2	0	22	78	13	2	4	0	0	0	97
15:15	28	2	0	0	0	1	0	31	37	2	0	0	0	1	0	40	91	16	3	3	0	1	0	114
15:30	17	1	0	0	0	0	0	18	42	15	1	0	0	1	0	34	74	31	1	5	0	3	0	114
15:45	25	3	0	2	0	1	0	31	52	8	0	0	0	1	0	41	116	27	3	1	1	0	0	148
16:00	19	1	0	0	0	0	0	20	38	6	0	0	0	2	0	46	66	15	3	4	0	0	0	88
16:15	16	0	0	0	0	0	0	16	43	4	0	0	2	2	0	51	129	37	2	2	1	5	0	176
16:30	19	1	0	0	0	0	0	20	48	5	1	0	0	3	0	57	110	24	2	1	1	0	0	138
16:45	14	0	0	0	0	0	0	14	45	6	0	0	1	0	0	52	94	21	0	1	1	2	0	119
17:00	17	1	0	0	0	0	0	18	49	9	0	0	0	2	0	60	106	16	0	0	0	0	0	122
17:15	22	2	0	0	0	0	0	24	45	3	0	0	0	0	0	48	84	7	0	1	1	1	0	104
17:30	20	0	0	0	0	0	0	20	65	6	0	0	0	0	0	71	110	13	1	1	0	1	0	126
17:45	16	0	0	0	0	0	0	16	51	4	0	0	0	0	0	55	122	9	0	2	0	0	0	133
18:00	20	1	0	0	0	1	0	22	59	6	0	0	0	0	0	65	99	7	0	0	2	1	0	109
18:15	18	1	0	0	0	0	0	19	60	3	0	0	0	0	0	63	101	6	0	0	1	1	0	108
18:30	22	0	0	0	0	1	0	23	57	6	0	0	0	0	0	63	80	8	0	1	1	0	0	90
18:45	23	0	0	0	0	0	0	23	61	6	0	0	0	0	0	67	49	3	1	0	1	0	0	54
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	47	17	0	0	0	1	0	65	127	36	3	0	0	5	2	173	599	230	2	11	3	2	0	847
07:15	60	17	2	0	0	1	0	80	137	30	3	0	0	8	2	180	612	202	5	16	3	1	0	839
07:30	69	13	2	0	0	1	0	85	141	31	4	0	0	9	1	186	616	171	10	16	2	1	0	816
07:45	76	12	2	0	0	1	0	91	153	31	3	0	0	6	0	194	562	157	15	15	2	1	0	772
08:00	84	8	2	1	0	1	0	93	158	27	3	0	0	7	0	195	587	119	15	15	0	1	0	737
08:15	89	8	0	1	0	1	0	99	160	27	3	1	0	9	0	200	571	112	13	12	0	1	0	709
08:30	91	12	0	1	0	1	0	105	154	28	2	1	0	8	0	193	511	102	9	12	2	1	0	637
08:45	101	18	0	1	1	0	0	121	150	22	4	1	0	7	0	184	468	100	6	12	3	2	0	611
09:00	35	18	0	1	1	0	0	118	135	16	6	1	0	6	0	164	429	97	9	20	4	3	0	522
09:15	94	18	0	1	1	0	0	114	131	19	4	0	0	1	0	155	371	85	15	24	4	6	0	505
09:30	93	15	0	1	1	0	0	110	123	18	5	0	0	1	0	147	349	83	17	23	2	6	0	480
09:45	86	11	0	1	0	0	0	98	106	20	4	0	0	0	0	130	332	79	15	23	1	4	0	454
10:00	94	10	0	0	0	0	0	104	92	23	3	0	0	2	0	120	334	73	12	15	1	3	0	438
10:15	90	11	0	0	0	0	0	101	93	21	4	0	0	2	0	120	328	73	10	16	1	1	0	429
10:30	88	10	0	1	0	0	0	99	101	16	5	0	0	2	0	124	310	77	10	21	1	1	0	420
10:45	93	9	1	1	0	0	0	104	106	18	4	0	0	3	0	131	316	84	11	22	1	1	0	435
11:00	90	11	1	1	0	0	0	103	123	19	4	0	0	1	0	147	297	83	14	24	0	1	0	409
11:15	86	8	1	2	0	0	0	97	125	22	3	0	0	1	0	151	303	81	13	20	1	0	0	416
11:30	105	9	1	1	0	0	0	116	128	24	2	0	1	3	0	158	324	84	11	21	1	0	0	441
11:45	119	10	0	1	0	0	0	130	133	23	3	0	2	2	0	163	309	70	12	19	3	1	0	414
12:00	121	9	0	1	0	0	0	131	126	18	2	0	2	2	0	150	320							

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Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Roundabout
 Junction Number: Site 6 Junction Type: 5-arm Roundabout

Arm A: A27 West End Road (N) Arm C: A27 Providence Hill (S)
 Arm B: A3024 Bert Betts Way (E) Arm D: A3025 Hamble Lane (SW) Arm E: A3024 Bursledon Road (W)

E to A								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	22	8	0	0	0	1	0	31
07:15	22	7	0	0	0	0	0	29
07:30	25	2	0	0	0	1	0	28
07:45	27	5	0	0	0	0	0	32
08:00	33	4	0	0	0	1	0	38
08:15	31	1	0	0	0	0	0	32
08:30	30	4	0	0	0	1	0	35
08:45	25	5	2	1	0	0	0	33
09:00	24	3	0	0	0	0	0	27
09:15	19	3	0	0	0	1	0	23
09:30	21	5	0	1	0	0	0	27
09:45	14	4	0	1	0	0	0	19
10:00	17	5	0	0	0	0	0	22
10:15	17	4	0	0	1	0	0	22
10:30	30	3	2	1	0	0	0	36
10:45	20	4	0	0	0	0	0	24
11:00	20	2	0	0	0	1	0	23
11:15	17	4	0	1	0	0	0	22
11:30	14	1	0	0	0	0	0	15
11:45	15	6	0	0	0	0	0	21
12:00	15	1	0	0	0	0	0	16
12:15	16	5	0	0	0	0	0	21
12:30	27	3	0	0	0	0	0	30
12:45	13	0	0	0	0	0	0	13
13:00	12	4	0	0	0	2	0	18
13:15	20	2	0	0	0	1	0	23
13:30	18	2	1	0	0	0	0	21
13:45	18	7	0	0	1	0	0	26
14:00	20	5	0	0	0	2	0	27
14:15	24	3	0	0	0	0	0	27
14:30	21	3	0	0	0	0	0	24
14:45	23	4	1	0	0	0	0	28
15:00	16	4	1	0	0	0	0	21
15:15	18	6	0	0	0	0	0	24
15:30	16	2	0	0	0	1	0	19
15:45	21	9	0	0	0	0	0	30
16:00	15	1	0	0	0	0	0	16
16:15	17	4	0	0	0	0	0	21
16:30	26	1	0	0	0	1	0	28
16:45	18	1	0	0	0	0	0	19
17:00	15	3	0	0	0	0	0	18
17:15	14	1	0	0	0	0	0	15
17:30	24	5	0	0	0	1	0	30
17:45	22	2	0	0	0	0	0	24
18:00	17	0	0	0	0	0	0	17
18:15	20	2	0	0	0	0	0	22
18:30	11	0	0	0	0	0	0	11
18:45	17	0	0	0	0	0	0	17
Start Time	Rolling Hour							Total
07:00	96	22	0	0	0	2	0	120
07:15	107	18	0	0	0	2	0	127
07:30	116	12	0	0	0	2	0	130
07:45	121	14	0	0	0	2	0	137
08:00	119	14	2	1	0	2	0	138
08:15	110	13	2	1	0	1	0	127
08:30	98	15	2	1	0	2	0	118
08:45	89	16	2	2	0	1	0	110
09:00	78	15	0	2	0	1	0	96
09:15	71	17	0	2	0	1	0	91
09:30	69	18	0	2	1	0	0	90
09:45	78	16	2	2	1	0	0	99
10:00	84	16	2	1	1	0	0	104
10:15	87	13	2	1	1	0	0	104
10:30	87	13	2	2	0	0	0	104
10:45	71	11	0	1	0	0	0	83
11:00	96	13	0	1	0	0	0	80
11:15	81	12	0	1	0	0	0	74
11:30	60	13	0	0	0	0	0	73
11:45	73	15	0	0	0	0	0	88
12:00	71	9	0	0	0	0	0	80
12:15	68	12	0	0	0	2	0	82
12:30	72	8	0	0	0	3	0	84
12:45	63	8	1	0	0	3	0	75
13:00	68	15	1	0	1	3	0	88
13:15	76	16	1	0	1	3	0	97
13:30	80	17	1	0	1	2	0	101
13:45	83	18	0	0	1	2	0	104
14:00	88	15	1	0	0	2	0	106
14:15	84	14	2	0	0	0	0	100
14:30	76	17	2	0	0	0	0	97
14:45	73	16	2	0	0	1	0	92
15:00	71	21	1	0	0	1	0	94
15:15	70	18	0	0	0	1	0	89
15:30	69	16	0	0	0	1	0	86
15:45	79	15	0	0	0	1	0	95
16:00	76	7	0	0	0	1	0	84
16:15	76	9	0	0	0	1	0	86
16:30	73	6	0	0	0	1	0	80
16:45	71	10	0	0	0	0	1	82
17:00	75	11	0	0	0	0	1	87
17:15	77	8	0	0	0	0	1	86
17:30	83	9	0	0	0	0	1	93
17:45	70	4	0	0	0	0	0	74
18:00	65	2	0	0	0	0	0	67

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Roundabout
 Junction Number: Site 6 Junction Type: 5-arm Roundabout

Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	62	21	1	1	0	3	0	88	80	18	0	0	0	2	0	100
07:15	80	23	0	1	0	0	1	105	101	22	1	0	0	1	0	125
07:30	85	23	0	2	0	2	2	114	91	19	1	0	0	2	0	113
07:45	115	27	1	1	1	2	2	148	109	21	1	0	1	2	1	138
08:00	86	22	2	0	0	2	1	113	104	18	0	0	1	2	1	126
08:15	105	17	2	0	1	1	2	128	94	18	0	0	0	0	1	113
08:30	73	12	1	1	0	0	0	87	117	14	1	0	0	2	1	136
08:45	91	20	0	2	0	1	0	114	113	17	2	2	0	0	0	134
09:00	129	21	4	2	1	1	1	159	106	8	1	1	0	1	0	117
09:15	105	18	2	0	0	0	0	126	77	16	0	0	0	1	0	94
09:30	79	15	1	1	0	0	0	96	77	13	2	1	0	0	0	93
09:45	73	15	2	2	0	4	0	96	76	14	1	2	0	3	0	96
10:00	77	15	2	2	0	2	0	98	87	16	1	1	0	0	0	105
10:15	77	19	1	0	0	0	0	97	90	16	4	0	1	1	0	112
10:30	78	12	1	1	0	1	0	93	99	11	2	1	0	2	0	115
10:45	81	20	4	0	0	0	0	105	75	14	0	0	0	0	1	90
11:00	79	13	1	0	0	0	0	93	72	9	1	3	0	0	0	85
11:15	84	14	2	3	0	2	0	105	99	13	1	1	0	1	0	115
11:30	69	21	3	1	0	2	0	96	79	17	1	0	0	1	0	98
11:45	73	17	2	1	0	1	0	94	94	12	0	0	0	0	0	106
12:00	79	9	1	0	0	0	0	89	83	7	0	2	0	0	1	93
12:15	81	18	2	0	0	2	0	103	82	19	2	1	0	0	0	104
12:30	79	12	0	0	0	1	0	92	102	11	3	0	0	2	1	119
12:45	83	7	0	1	0	0	1	92	75	14	4	1	0	0	0	94
13:00	75	21	1	1	0	2	0	100	75	17	0	1	0	5	0	98
13:15	81	19	0	0	0	1	1	102	83	16	1	2	1	1	0	104
13:30	88	23	3	0	0	1	0	115	87	15	1	0	0	0	0	103
13:45	88	10	1	0	0	0	0	99	81	13	0	0	0	3	0	98
14:00	80	14	0	0	0	5	0	99	105	19	0	0	1	2	0	127
14:15	84	15	0	0	0	0	0	99	94	11	0	2	0	1	0	106
14:30	92	12	0	0	0	2	0	106	104	14	0	0	0	2	0	120
14:45	117	10	1	1	0	3	0	132	110	16	1	1	0	1	0	129
15:00	104	12	5	0	0	0	0	121	93	15	1	0	0	1	1	111
15:15	110	14	1	1	0	0	0	126	84	21	0	0	0	3	0	108
15:30	112	14	0	1	1	0	0	128	86	16	1	0	0	4	0	107
15:45	111	21	0	1	0	1	0	134	94	27	0	2	1	1	0	125
16:00	89	35	0	1	0	1	0	126	80	22	0	0	0	1	0	103
16:15	111	22	0	3	0	1	0	137	91	23	1	0	0	4	0	119
16:30	131	22	0	2	0	5	0	160	87	5	0	0	0	2	2	96
16:45	116	26	3	0	0	2	0	146	77	7	0	0	0	0	1	87
17:00	128	17	1	0	0	2	1	149	80	14	0	0	0	2	0	96
17:15	131	19	0	0	0	2	0	152	111	15	0	0	0	1	1	128
17:30	136	17	0	1	0	1	1	156	104	16	0	0	0	3	1	124
17:45	150	11	0	0	1	2	1	165	102	4	1	1	0	0	2	110
18:00	165	19	0	0	0	2	0	186	88	12	0	1	0	0	0	101
18:15	147	20	1	0	0	3	0	171	94	9	0	0	0	1	0	104
18:30	112	6	0	0	0	1	0	119	83	11	0	0	0	3	0	97
18:45	94	6	0	0	0	1	0	101	84	7	1	0	0	0	0	96
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	342	94	2	5	1	7	5	456	381	80	3	0	1	7	1	473
07:15	366	95	3	4	1	6	6	481	405	80	3	0	2	7	2	499
07:30	391	89	5	3	2	7	7	504	398	76	2	0	2	6	3	487
07:45	378	78	6	2	2	5	5	477	424	71	2	0	3	6	4	510
08:00	355	71	5	3	1	4	3	442	428	67	3	2	2	4	3	509
08:15	398	70	7	5	2	3	3	486	430	57	4	3	1	3	2	500
08:30	398	71	7	5	1	2	2	486	413	55	4	3	1	4	1	481
08:45	404	74	7	5	1	2	2	495	373	54	5	4	0	2	0	438
09:00	386	69	9	5	1	5	2	477	336	51	4	4	0	5	0	400
09:15	334	63	7	5	0	6	1	416	317	59	4	4	0	4	0	388
09:30	306	64	6	5	0	6	0	387	330	59	8	4	1	4	0	406
09:45	305	61	6	5	0	7	0	384	352	57	8	4	1	6	0	428
10:00	313	66	6	3	0	3	0	393	351	57	7	2	1	3	1	422
10:15	315	64	7	1	0	1	0	388	336	50	7	4	1	3	1	402
10:30	322	59	8	4	0	3	0	396	345	47	4	5	0	3	1	405
10:45	313	68	10	4	0	4	0	399	325	53	3	4	0	2	1	388
11:00	305	65	8	5	0	5	0	388	344	51	3	4	0	2	0	404
11:15	305	61	8	5	0	5	0	384	355	49	2	3	0	2	1	412
11:30	302	65	8	2	0	5	0	382	338	55	3	3	0	1	1	401
11:45	312	56	5	1	0	4	0	378	361	49	5	3	0	2	2	422
12:00	322	46	3	1	0	3	1	376	342	51	9	4	0	2	2	410
12:15	318	56	3	2	0	5	1	387	334	61	9	3	0	7	1	415
12:30	318	59	1	2	0	4	2	386	335	58	8	4	1	8	1	415
12:45	327	70	4	2	0	4	2	409	320	62	6	4	1	6	0	399
13:00	332	73	5	1	0	4	1	416	326	61	2	3	2	9	0	403
13:15	337	66	4	0	0	7	1	415	356	63	2	2	3	6	0	432
13:30	340	62	4	0	0	6	0	412	367	58	1	2	2	6	0	436
13:45	344	51	1	0	0	7	0	403	384	57	0	2	2	8	0	453
14:00	373	51	1	1	0	10	0	436	413	60	1	3	1	6	0	484
14:15	397	49	6	1	0	5	0	458	401	56	2	3	0	5	1	468
14:30	423	48	7	2	0	5	0	485	391	66	2	1	0	7	1	483
14:45	443	50	7	3	1	3	0	507	373	68	3	1	0	9	1	455
15:00	437	61	6	3	1	1	0	509	357	79	2	2	1	9	1	451
15:15	422	84	1	4	1	2	0	514	344	86	1	2	1	9	0	443
15:30	423	92	0	6	1	3	0	525	351	89	2	2	1	10	0	454
15:45	442	100	0	7	0	8	0	557	352	77	1	2	1	8	2	443
16:00	447	104	3	6	0	9	0	569	335	59	1	0	0	7	3	405
16:15	486	86	4	5	0	10	1	592	335	51	1	0	0	8	3	398
16:30	506	83	4	2	0	11	1	607	355	43	0	0	0	5	4	407
16:45	511	78	4	1	0	7	2	633	372	54	0	0	0	6	3	435
17:00	545	64	1	1	1	7	3	622	397	49	1	1	0	8	2	458
17:15	582	66	0	1	1	7	2	659	405	47	1	2	0	6	2	463
17:30	598	67	1	1	1	8	2	678	389	41	1	2	0	6	1	439
17:45	574	56	1	0	1	8	1	641	367	36	1	2	0	6	0	412
18:00	516	51	1	0	0	7	0	577	349	39	1	1	0	4	0	394

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: Windhover Roundabout
 Junction Type: Site 6 Junction Type: 5-arm Roundabout

Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	169	36	4	4	1	5	0	219	337	131	1	1	0	1	0	471
07:15	203	51	6	13	2	2	0	277	375	130	4	6	1	2	1	519
07:30	268	79	7	4	4	2	0	358	491	103	3	11	0	3	0	621
07:45	288	76	8	9	1	0	0	384	352	110	3	4	4	0	0	473
08:00	232	46	9	2	1	2	0	292	378	87	6	7	0	0	0	478
08:15	229	50	6	7	0	4	0	296	347	79	8	6	0	1	0	441
08:30	181	44	5	3	0	2	0	235	312	60	8	9	0	1	0	390
08:45	241	73	6	9	2	0	0	331	330	64	6	6	0	1	0	407
09:00	210	45	6	5	1	3	0	270	304	76	2	5	1	2	0	390
09:15	196	68	7	1	2	2	0	276	251	46	3	7	2	3	0	312
09:30	184	45	5	11	0	2	0	247	255	49	5	9	1	3	0	322
09:45	191	50	7	4	0	0	0	252	221	52	16	13	3	2	0	307
10:00	183	43	9	9	0	0	0	224	223	41	7	7	0	0	0	281
10:15	165	38	10	12	0	1	0	226	220	61	5	4	0	1	0	291
10:30	194	45	8	8	0	2	0	257	229	50	5	10	0	1	0	295
10:45	181	47	4	8	1	0	0	221	217	47	13	7	1	1	1	287
11:00	173	43	4	14	0	0	0	234	171	49	7	11	0	1	0	237
11:15	177	42	6	5	0	2	1	233	218	53	8	12	0	2	0	293
11:30	208	43	6	5	1	0	0	263	216	56	5	10	1	2	0	290
11:45	191	43	5	6	0	0	0	245	171	40	9	8	1	0	0	229
12:00	197	68	3	8	1	1	0	276	218	35	8	4	1	2	0	286
12:15	195	46	9	6	0	0	0	256	207	43	8	7	0	1	0	266
12:30	184	41	7	9	0	1	0	242	210	44	7	7	2	3	0	273
12:45	226	49	5	7	0	0	0	287	201	43	8	2	0	1	0	255
13:00	188	62	7	6	0	3	0	266	212	47	3	12	0	3	0	277
13:15	218	34	6	6	0	1	0	255	205	47	6	8	1	5	0	272
13:30	205	48	7	10	0	3	0	273	201	58	7	11	0	4	0	281
13:45	226	42	9	8	1	4	0	290	238	65	7	8	0	3	0	321
14:00	210	51	9	10	2	0	0	282	196	53	11	9	2	2	0	273
14:15	231	58	3	9	0	4	0	305	227	51	10	2	1	5	0	296
14:30	202	48	5	8	1	4	0	268	234	48	5	8	0	1	1	297
14:45	207	56	8	6	1	2	0	280	238	62	6	6	0	1	0	313
15:00	239	64	6	4	0	4	0	317	222	39	8	9	0	1	0	279
15:15	233	59	5	5	0	5	0	307	273	48	8	8	0	4	0	341
15:30	255	65	6	7	1	2	0	335	251	68	4	9	0	4	0	335
15:45	215	54	5	2	2	2	0	280	257	60	5	4	1	2	0	329
16:00	244	105	1	1	1	5	0	357	253	60	5	8	0	2	0	328
16:15	229	66	7	3	3	0	0	308	304	79	3	8	1	9	0	404
16:30	235	84	1	2	1	0	0	323	321	60	2	4	1	3	0	391
16:45	190	53	0	2	0	0	0	246	302	54	2	1	1	1	0	365
17:00	207	54	2	1	1	1	0	266	307	47	0	2	1	4	0	361
17:15	170	23	0	1	0	2	0	156	335	36	1	5	2	2	0	380
17:30	136	27	3	1	1	2	0	170	349	34	1	1	0	6	0	391
17:45	222	25	0	0	0	2	0	249	319	29	0	2	0	0	0	352
18:00	246	38	0	0	0	0	0	282	300	24	0	0	2	2	0	328
18:15	272	31	0	2	0	3	0	308	256	24	0	0	1	2	0	283
18:30	276	43	0	2	0	4	0	325	239	16	0	2	2	1	0	260
18:45	246	28	0	2	0	4	0	280	194	12	2	0	1	1	0	210
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	908	235	25	30	8	9	0	1215	1465	474	11	22	5	6	1	1984
07:15	971	245	30	28	8	6	0	1288	1506	430	16	28	5	5	1	1991
07:30	997	244	30	22	6	8	0	1307	1478	379	20	28	4	4	0	1913
07:45	990	210	28	21	2	6	0	1157	1269	336	25	4	4	2	0	1762
08:00	983	213	26	21	3	8	0	1134	1367	290	28	28	0	3	0	1716
08:15	841	212	23	24	3	9	0	1112	1293	279	24	26	1	5	0	1628
08:30	808	230	24	18	5	7	0	1092	1197	246	19	27	3	7	0	1499
08:45	831	231	24	26	5	7	0	1124	1140	235	16	27	4	9	0	1431
09:00	791	208	25	21	3	7	0	1045	1031	223	25	34	7	10	0	1331
09:15	734	206	28	25	2	4	0	999	950	188	31	36	6	11	0	1222
09:30	703	176	31	36	0	3	0	949	919	203	33	33	4	9	0	1201
09:45	713	176	34	33	0	3	0	959	893	204	33	34	3	7	0	1174
10:00	683	173	31	37	1	3	0	928	889	199	30	29	1	6	1	1154
10:15	693	173	27	42	1	3	0	939	837	207	30	32	1	4	1	1112
10:30	705	177	23	35	1	4	1	946	835	199	33	40	1	5	1	1114
10:45	719	175	21	32	2	2	1	952	822	205	33	40	2	6	1	1109
11:00	749	171	22	30	1	2	1	976	776	188	29	41	2	5	0	1051
11:15	773	194	20	24	2	3	1	1017	823	184	28	34	3	6	0	1078
11:30	791	198	23	25	2	1	0	1040	812	174	28	29	3	5	0	1051
11:45	767	196	24	29	1	2	0	1019	806	162	30	26	4	6	0	1034
12:00	802	202	24	30	1	2	0	1061	836	165	29	20	3	7	0	1060
12:15	793	198	29	28	0	4	0	1051	830	177	26	29	2	6	0	1071
12:30	816	186	25	28	0	5	0	1060	829	181	24	29	3	12	0	1077
12:45	837	193	25	29	0	7	0	1091	819	195	24	33	1	13	0	1085
13:00	837	186	29	30	1	11	0	1094	856	217	23	39	1	15	0	1151
13:15	859	175	31	34	3	8	0	1110	840	223	31	36	3	14	0	1147
13:30	872	199	28	37	3	11	0	1150	862	227	35	30	3	14	0	1171
13:45	869	199	26	35	4	12	0	1145	895	217	33	27	3	11	1	1187
14:00	850	213	25	33	4	10	0	1135	895	214	32	25	3	9	1	1179
14:15	879	226	22	27	2	14	0	1170	921	200	29	25	1	8	1	1185
14:30	881	227	24	23	2	15	0	1172	967	197	27	31	0	7	1	1230
14:45	934	244	24	22	2	13	0	1239	984	217	26	31	0	10	0	1268
15:00	942	242	21	18	3	13	0	1239	1003	215	25	29	1	11	0	1284
15:15	947	283	16	15	4	14	0	1279	1034	236	22	28	1	12	0	1333
15:30	943	290	18	13	7	9	0	1280	1065	267	17	28	2	17	0	1396
15:45	923	309	14	8	7	7	0	1268	1135	259	15	24	3	16	0	1452
16:00	898	308	9	8	5	8	0	1236	1180	253	12	21	3	19	0	1488
16:15	861	257	10	8	5	4	0	1145	1234	240	7	15	4	21	0	1521
16:30	782	214	3	6	2	6	0	993	1265	196	5	12	5	14	0	1497
16:45	703	157	5	5	2	8	0	880	1293	170	4	9	4	17	0	1497
17:00	735	129	5	3	2	7	0	881	1310	145	2	10	3	14	0	1484
17:15	774	111	3	2	1	6	0	897	1303	122	2	8	4	12	0	1451
17:30	916	119	3	3	1	7	0	1049	1224	111	1	3	3	12	0	1354
17:45	1016	135	0	4	0	9	0	1164	1114	93	0	4	5	7	0	1223
18:00	1040	198	0	6	0	11	0	1166	989	76	2	2	6	6	0	1081

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: Windhover Roundabout
 Junction Type: Site 6 Junction Type: 5-arm Roundabout

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	118	25	2	0	0	1	0	146	78	25	2	0	0	3	0	108
07:15	115	26	0	0	0	3	0	144	104	21	1	0	1	1	1	129
07:30	147	22	1	0	1	2	0	173	96	38	4	1	0	7	1	141
07:45	99	28	3	1	2	0	1	134	110	39	3	0	1	1	2	156
08:00	104	18	2	0	1	1	1	127	93	26	3	0	0	4	1	127
08:15	91	12	1	2	0	0	0	106	106	23	2	1	0	2	1	135
08:30	110	25	2	1	1	0	0	139	122	29	1	0	0	2	0	154
08:45	113	16	1	1	0	0	0	131	133	28	4	0	0	2	0	167
09:00	117	20	4	1	2	2	0	146	120	22	6	1	0	8	0	157
09:15	109	20	5	1	0	0	0	135	103	29	1	0	1	0	1	135
09:30	74	23	2	0	0	1	1	101	106	14	3	1	0	1	0	125
09:45	89	15	1	0	1	4	0	110	94	21	4	0	0	2	0	121
10:00	90	16	3	1	1	1	0	114	98	20	6	0	0	0	0	124
10:15	90	22	3	1	0	1	0	117	80	20	4	0	0	1	0	105
10:30	92	19	2	0	0	3	0	116	98	18	1	1	0	6	0	124
10:45	87	16	6	0	0	1	0	90	83	24	2	0	1	2	0	112
11:00	67	20	2	0	0	1	0	91	102	22	1	1	0	0	0	125
11:15	96	30	2	1	0	6	0	135	112	20	4	0	0	1	1	138
11:30	73	15	0	0	0	1	0	89	95	28	1	0	0	3	0	127
11:45	83	17	2	1	0	0	0	103	112	27	4	0	0	2	0	145
12:00	75	19	3	1	1	0	0	99	108	27	0	0	0	0	0	135
12:15	88	17	4	0	0	0	1	110	97	21	3	1	1	3	0	126
12:30	87	16	5	0	0	3	1	112	115	20	3	0	1	0	0	139
12:45	93	14	1	0	0	1	0	109	106	15	1	0	0	0	0	122
13:00	80	20	2	2	0	1	0	105	128	25	1	0	0	2	0	156
13:15	89	26	1	1	1	0	0	117	113	18	2	0	0	0	0	133
13:30	78	21	1	1	0	1	0	102	93	15	2	1	0	3	0	114
13:45	85	19	1	0	0	3	0	108	98	15	2	0	1	0	0	116
14:00	93	21	1	1	0	0	0	116	107	23	2	0	1	3	0	136
14:15	87	18	0	0	0	2	0	117	93	25	0	1	0	0	0	119
14:30	107	16	2	0	0	3	0	126	112	20	1	1	0	0	0	134
14:45	116	17	1	0	0	3	0	137	120	20	2	1	0	1	0	144
15:00	106	19	1	0	1	0	1	128	97	12	4	1	0	2	0	116
15:15	112	27	3	0	0	2	0	144	130	17	0	0	0	1	0	148
15:30	62	24	1	0	0	2	0	89	129	23	1	2	1	1	1	156
15:45	71	23	1	1	0	1	0	97	125	22	0	0	0	2	0	149
16:00	73	32	0	1	0	3	0	109	108	22	0	0	0	4	0	134
16:15	86	26	0	0	0	3	0	115	132	19	1	0	2	3	0	157
16:30	82	10	0	0	0	1	1	94	142	18	1	0	1	5	0	167
16:45	51	19	2	0	0	3	0	75	118	12	0	0	0	2	0	133
17:00	66	9	0	0	1	4	0	80	107	17	0	0	0	2	0	126
17:15	130	13	0	0	1	1	1	146	117	8	0	0	0	2	0	127
17:30	101	13	0	0	0	5	0	119	112	10	0	0	0	0	1	123
17:45	109	10	0	0	0	1	0	120	125	4	0	0	1	1	1	132
18:00	89	11	1	0	0	0	0	101	110	10	0	0	0	1	0	121
18:15	96	11	0	0	0	1	0	108	130	16	0	0	0	0	0	146
18:30	75	8	0	0	1	0	0	84	122	9	0	0	0	0	0	131
18:45	79	6	1	0	0	0	0	86	115	8	0	0	0	3	0	126
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	479	101	6	1	3	6	1	597	382	123	10	1	2	12	4	534
07:15	465	94	6	1	4	6	2	578	397	124	11	1	2	13	5	553
07:30	441	80	7	3	4	3	2	540	399	126	12	2	1	14	5	559
07:45	404	83	6	4	4	1	2	506	451	117	3	1	1	1	4	572
08:00	418	71	6	4	2	1	1	503	454	106	10	1	0	10	2	583
08:15	431	73	8	5	3	2	0	522	481	102	13	2	0	14	1	613
08:30	449	81	12	4	3	2	0	551	478	108	12	1	1	12	1	619
08:45	413	79	12	3	2	3	1	513	462	93	14	2	1	11	1	584
09:00	389	78	12	2	3	7	1	492	423	86	14	2	1	11	1	538
09:15	362	74	13	2	2	6	1	460	401	84	14	1	1	3	1	505
09:30	343	76	11	2	2	7	1	442	378	75	17	1	0	4	0	475
09:45	381	72	11	2	2	9	0	457	370	79	15	1	0	9	0	474
10:00	339	73	16	2	1	6	0	437	359	82	13	1	1	9	0	465
10:15	316	77	14	1	0	6	0	414	363	84	8	2	1	9	0	467
10:30	322	85	13	1	0	11	0	432	395	84	8	2	1	9	1	500
10:45	303	81	11	1	0	9	0	405	392	94	8	1	1	6	1	503
11:00	319	82	7	2	0	8	0	418	421	97	10	1	0	6	1	536
11:15	327	81	7	3	1	7	0	426	427	102	9	0	0	6	1	545
11:30	319	68	9	2	1	1	1	401	412	103	8	1	1	8	0	533
11:45	333	69	14	2	1	3	2	424	432	95	10	1	2	5	0	545
12:00	343	66	13	1	1	4	2	430	426	83	7	1	2	3	0	522
12:15	348	67	12	2	0	5	2	436	446	81	8	1	2	5	0	543
12:30	349	76	9	2	1	5	1	443	462	78	7	0	1	2	0	550
12:45	340	81	5	3	1	3	0	433	440	73	6	1	0	5	0	525
13:00	332	86	5	3	1	5	0	432	432	73	7	1	1	5	0	519
13:15	345	87	4	2	1	4	0	443	411	71	8	2	1	6	0	498
13:30	353	79	3	2	0	6	0	443	391	78	6	2	2	6	0	485
13:45	382	74	4	1	0	5	0	466	410	83	5	2	2	3	0	505
14:00	413	72	4	1	0	5	0	495	432	88	5	3	1	4	0	533
14:15	426	70	4	0	1	5	1	507	422	77	7	4	0	3	0	513
14:30	441	79	7	0	1	5	1	534	459	69	7	3	0	4	0	542
14:45	396	87	6	0	1	7	1	498	475	72	7	4	1	5	0	564
15:00	351	93	6	1	1	5	1	458	480	74	5	3	1	6	0	569
15:15	318	106	5	2	0	8	0	439	491	84	1	2	1	8	0	587
15:30	292	105	2	2	0	9	0	410	493	86	2	2	3	10	0	596
15:45	282	91	1	2	0	8	1	385	507	81	2	0	3	14	0	607
16:00	262	87	2	1	0	10	1	363	500	71	2	0	4	14	0	591
16:15	255	84	2	0	1	11	1	334	499	66	2	0	4	12	0	583
16:30	299	51	2	0	2	9	2	365	484	55	1	0	2	11	0	553
16:45	348	54	2	0	2	13	1	420	454	47	0	0	1	6	1	508
17:00	406	45	0	0	2	11	1	465	461	39	0	0	1	5	2	508
17:15	429	47	1	0	1	7	1	486	464	32	0	0	1	4	2	503
17:30	395	45	1	0	0	7	0	448	477	40	0	0	1	2	2	522
17:45	369	40	1	0	0	3	0	413	487	39	0	0	1	2	1	530
18:00	399	36	2	0	0	2	0	378	477	43	0	0	0	4	0	524

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: Windhover Roundabout
 Junction Type: Site 6 Junction Type: 5-arm Roundabout

Time	Arm D Approach							Arm D Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	207	60	0	0	0	2	0	269	147	26	5	4	0	6	0	188
07:15	237	62	5	3	0	3	0	310	181	43	1	6	0	0	0	231
07:30	231	58	5	2	0	1	0	302	233	39	1	1	0	1	1	275
07:45	237	41	2	1	1	2	0	294	217	60	7	1	1	0	1	287
08:00	256	56	2	2	0	0	0	316	195	34	9	1	0	1	0	240
08:15	226	58	4	2	0	1	1	292	194	34	6	4	0	0	1	239
08:30	241	36	3	2	0	1	1	284	95	22	5	2	0	3	0	127
08:45	254	37	8	3	0	1	0	303	214	38	3	7	1	1	0	263
09:00	210	48	2	2	0	2	0	264	227	36	8	2	0	1	1	275
09:15	177	40	2	5	0	3	0	227	185	52	8	0	0	1	0	246
09:30	189	26	5	4	0	1	0	225	157	37	1	4	1	0	0	200
09:45	197	34	12	3	1	2	0	249	178	32	4	3	0	2	0	219
10:00	203	32	4	0	0	0	0	239	166	32	6	6	0	0	0	212
10:15	207	45	4	2	0	1	0	259	160	35	4	7	0	0	0	206
10:30	195	32	5	4	0	6	0	242	171	32	6	1	0	2	0	212
10:45	193	37	7	5	0	0	2	244	152	37	7	4	0	0	0	210
11:00	183	24	2	4	0	0	0	203	149	27	3	6	0	0	0	195
11:15	230	28	5	4	0	0	0	267	176	32	7	3	0	1	0	219
11:30	181	47	5	3	2	3	0	241	172	30	7	3	1	0	0	213
11:45	187	30	5	4	1	1	0	228	171	30	5	4	0	0	0	210
12:00	222	24	1	1	1	2	1	252	167	43	3	7	0	0	0	220
12:15	186	29	5	1	0	1	0	224	213	37	7	2	5	0	1	260
12:30	211	39	5	2	0	3	0	260	177	30	2	3	0	1	0	213
12:45	192	36	7	1	0	1	0	237	198	35	2	3	0	0	1	239
13:00	183	36	0	7	0	4	0	230	164	32	7	3	0	1	0	207
13:15	190	44	6	6	1	2	0	249	195	40	3	1	1	0	2	245
13:30	195	35	3	4	0	3	0	240	182	36	6	6	0	3	0	233
13:45	229	41	5	2	0	3	0	280	207	39	3	3	0	4	0	256
14:00	186	36	6	4	1	2	0	235	179	37	5	7	0	1	0	229
14:15	200	35	6	2	0	5	0	248	203	38	2	2	1	3	0	249
14:30	236	34	1	4	0	2	1	280	207	38	3	5	1	4	0	268
14:45	227	50	3	2	0	1	0	283	199	33	4	2	0	4	0	242
15:00	207	34	7	6	0	2	0	256	206	50	5	2	0	5	0	268
15:15	237	41	2	4	1	5	0	290	231	43	4	2	0	5	0	285
15:30	258	46	3	0	2	0	0	322	225	45	2	4	0	1	0	283
15:45	220	39	1	3	1	2	0	266	167	34	4	3	0	1	0	209
16:00	242	44	2	2	0	3	0	293	188	72	1	1	0	3	0	265
16:15	231	42	1	5	0	6	0	285	186	34	4	3	2	0	0	229
16:30	265	33	0	1	0	3	1	303	136	47	0	0	0	3	0	242
16:45	254	28	2	1	0	0	0	284	149	30	3	0	0	0	0	184
17:00	256	40	0	2	0	3	0	301	200	35	2	1	0	2	1	241
17:15	277	40	1	4	0	2	0	324	107	15	0	0	0	1	0	123
17:30	261	29	0	1	0	4	0	295	177	24	2	2	0	1	0	206
17:45	212	16	1	0	1	0	0	231	177	19	0	0	0	1	0	197
18:00	208	18	0	1	0	1	0	226	235	26	1	0	0	1	0	263
18:15	200	22	0	0	0	2	0	224	245	22	1	2	0	2	0	272
18:30	206	18	0	1	1	3	0	229	255	24	0	2	0	2	0	283
18:45	194	13	1	1	0	0	0	209	220	21	0	0	0	1	0	244
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	912	226	12	6	1	8	0	1165	778	168	14	12	0	8	2	982
07:15	961	222	14	8	1	6	0	1212	826	176	18	9	0	3	2	1034
07:30	950	218	13	7	1	4	1	1194	839	167	23	7	0	3	3	1042
07:45	960	191	11	7	1	4	2	1191	701	150	27	8	0	5	2	993
08:00	977	187	17	9	0	3	2	1195	698	128	23	14	1	4	1	869
08:15	931	179	17	9	0	5	2	1143	730	130	22	15	1	4	2	904
08:30	882	161	15	12	0	7	1	1078	721	148	24	11	1	5	1	911
08:45	830	151	17	14	0	7	0	1019	753	163	20	13	2	2	1	964
09:00	773	148	21	14	1	8	0	955	747	157	21	9	1	4	1	940
09:15	766	132	23	12	1	6	0	940	686	153	19	13	1	5	0	877
09:30	796	137	25	9	1	4	0	972	661	136	15	20	1	4	0	837
09:45	802	143	25	9	1	9	0	989	675	131	20	17	0	6	0	849
10:00	798	146	20	11	0	7	2	984	659	136	23	18	0	4	0	840
10:15	798	148	18	15	0	7	2	948	642	141	20	18	0	2	0	823
10:30	781	131	19	17	0	6	2	956	658	138	23	14	0	3	0	836
10:45	767	146	19	16	2	3	2	955	659	136	24	16	1	1	0	837
11:00	761	138	17	15	3	4	0	939	666	129	22	16	1	1	0	837
11:15	620	129	16	12	4	6	1	898	696	135	22	17	1	1	0	862
11:30	778	130	16	9	4	7	1	945	723	140	22	16	1	1	0	903
11:45	808	122	16	8	2	7	1	964	728	140	17	16	0	2	0	903
12:00	813	125	18	5	1	7	1	973	755	145	14	15	0	2	1	932
12:15	774	140	17	11	0	9	0	951	752	134	18	11	0	3	1	919
12:30	776	155	18	16	1	10	0	976	737	137	14	10	0	4	2	904
12:45	760	151	16	18	1	10	0	956	742	143	18	13	0	6	2	924
13:00	797	156	14	19	1	12	0	999	751	147	19	13	0	10	1	941
13:15	810	145	20	15	2	10	0	1004	796	152	17	17	0	10	1	963
13:30	810	147	20	12	1	13	0	1003	771	150	16	18	1	11	0	967
13:45	853	146	18	12	1	12	1	1043	796	152	13	17	2	12	0	992
14:00	851	155	16	12	1	10	1	1046	788	146	14	16	2	12	0	978
14:15	872	153	17	14	0	10	1	1067	815	159	14	11	2	16	0	1017
14:30	909	159	13	16	1	10	1	1109	843	164	16	11	1	18	0	1053
14:45	939	171	15	15	1	10	0	1151	862	172	15	10	0	15	0	1074
15:00	932	160	13	16	2	11	0	1134	830	173	15	11	0	12	0	1041
15:15	967	170	8	12	2	12	0	1171	812	195	11	10	0	10	0	1038
15:30	961	171	7	13	1	13	0	1166	767	186	11	11	2	5	0	962
15:45	958	158	4	11	1	14	1	1147	733	187	9	7	2	7	0	945
16:00	1002	147	4	8	0	12	2	1175	715	183	8	4	2	8	0	920
16:15	1016	143	2	8	0	12	2	1183	727	146	9	4	2	7	1	896
16:30	1062	141	2	7	0	8	2	1222	648	127	5	1	0	8	1	790
16:45	1058	137	2	7	0	9	0	1214	633	104	7	3	0	6	1	754
17:00	1006	125	2	8	0	10	0	1151	661	93	4	3	0	5	1	767
17:15	958	103	2	7	0	8	0	1078	696	84	3	2	0	4	0	789
17:30	881	85	1	3	0	8	0	978	834	91	4	4	0	5	0	938
17:45	826	74	1	3	1	7	0	912	912	91	2	4	0	6	0	1015
18:00	696	71	1	3	1	6	0	890	955	93	2	6	0	6	0	1062

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Roundabout
 Junction Number: Site 6 Junction Type: 5-arm Roundabout

Time	Arm E Approach							Arm E Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	192	84	2	0	0	2	0	280	106	26	1	0	1	1	0	135
07:15	227	80	0	2	1	0	1	311	101	26	4	7	1	4	0	143
07:30	225	53	1	7	0	6	0	294	141	32	5	2	5	2	0	187
07:45	226	88	2	2	2	0	1	320	156	32	2	9	1	0	0	200
08:00	239	46	7	5	0	4	0	301	147	23	4	1	1	2	0	178
08:15	253	40	6	2	0	1	0	302	163	23	3	2	1	4	0	196
08:30	215	40	5	6	0	5	0	271	154	32	1	2	0	0	0	189
08:45	241	39	4	4	0	1	0	289	150	38	4	4	1	1	0	197
09:00	222	41	3	3	0	5	0	274	131	33	2	4	3	1	0	174
09:15	177	37	1	2	2	1	0	220	148	40	5	2	1	1	0	197
09:30	189	39	4	7	2	3	0	244	120	35	6	8	0	3	1	173
09:45	153	29	7	12	1	1	0	203	134	24	4	3	0	2	0	167
10:00	148	34	7	6	0	3	0	198	107	31	7	4	1	1	0	151
10:15	144	32	4	1	1	0	0	182	133	24	5	5	0	0	0	167
10:30	158	31	3	7	0	0	0	199	120	28	5	7	0	1	0	161
10:45	155	25	3	2	1	2	0	188	120	23	2	4	0	0	0	149
11:00	142	30	6	7	0	1	0	186	146	33	1	1	3	1	0	161
11:15	132	30	5	8	0	0	0	175	114	26	0	5	0	5	0	150
11:30	157	37	2	7	0	1	0	204	126	32	2	3	1	1	0	165
11:45	135	29	6	4	0	0	0	174	121	27	2	4	0	0	0	154
12:00	151	27	4	4	1	0	0	187	146	33	3	1	3	1	0	186
12:15	174	37	2	7	1	2	0	223	127	27	2	3	0	0	1	160
12:30	174	25	3	5	3	1	0	211	131	28	5	6	0	3	0	173
12:45	139	19	3	1	0	0	0	162	153	18	1	4	0	1	0	177
13:00	173	33	2	5	0	3	0	216	120	51	1	5	0	2	0	179
13:15	150	26	0	2	0	4	0	182	129	28	1	3	0	0	0	161
13:30	135	25	6	7	0	3	0	176	138	28	4	4	0	1	0	175
13:45	138	40	2	6	1	1	0	188	142	20	6	5	0	1	0	174
14:00	143	34	5	4	2	2	0	190	125	24	3	3	1	1	0	157
14:15	169	31	5	2	1	1	0	210	144	32	2	6	0	3	0	207
14:30	166	35	5	5	0	0	0	211	148	25	4	3	0	0	0	181
14:45	158	30	2	3	0	1	0	194	158	32	2	2	1	3	0	198
15:00	135	23	3	4	0	3	0	168	173	36	4	2	1	0	0	216
15:15	194	26	3	3	0	3	0	229	168	38	2	3	1	2	0	214
15:30	159	44	2	5	0	5	0	215	165	40	3	2	1	1	0	212
15:45	194	47	3	3	1	2	0	250	168	41	1	1	2	2	0	215
16:00	138	23	3	4	0	2	0	170	157	63	0	0	1	4	0	225
16:15	205	45	2	2	3	7	0	264	149	46	1	2	1	1	0	200
16:30	203	31	3	1	1	4	0	243	144	50	1	2	0	0	0	197
16:45	171	28	0	1	2	0	0	204	146	48	1	2	0	0	0	198
17:00	187	29	0	0	0	2	0	218	150	36	1	0	1	2	0	190
17:15	175	13	0	1	1	1	0	191	173	36	0	1	0	2	0	211
17:30	219	24	1	1	0	1	1	247	151	26	1	1	1	3	0	183
17:45	211	15	0	2	0	0	0	228	191	21	0	0	0	0	0	202
18:00	195	14	0	0	2	2	0	213	170	26	0	0	0	1	0	197
18:15	199	12	0	0	1	0	0	212	189	25	0	0	0	4	0	218
18:30	170	14	0	1	1	1	0	187	140	29	0	0	0	4	0	173
18:45	150	9	1	0	1	0	0	161	150	14	0	0	0	0	0	165
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	969	305	5	11	3	10	2	1205	504	116	12	18	8	7	0	665
07:15	916	267	10	16	3	12	2	1228	545	113	15	19	8	8	0	708
07:30	942	227	16	15	2	13	1	1217	607	110	14	14	8	8	0	761
07:45	932	214	20	15	2	10	1	1194	620	110	10	14	3	6	0	763
08:00	948	165	22	17	0	11	0	1163	614	116	12	9	3	6	0	760
08:15	931	160	18	15	0	12	0	1136	598	126	10	12	5	5	0	756
08:30	855	157	13	15	2	12	0	1054	583	143	12	12	5	2	0	757
08:45	829	156	12	16	4	10	0	1027	549	146	17	19	5	5	1	741
09:00	741	146	15	24	5	10	0	941	533	132	17	17	4	7	1	711
09:15	667	139	19	27	5	8	0	865	509	130	22	17	2	7	1	688
09:30	634	134	22	26	4	7	0	827	494	114	22	20	1	6	1	658
09:45	603	126	21	26	2	4	0	782	494	107	21	19	1	4	0	646
10:00	605	122	17	16	2	5	0	767	490	106	19	20	1	2	0	628
10:15	599	118	16	17	2	3	0	755	503	98	17	20	0	2	0	640
10:30	587	116	17	24	1	3	0	748	484	100	12	20	0	7	0	623
10:45	586	122	16	24	1	4	0	753	490	104	9	16	1	7	0	627
11:00	566	126	19	26	0	2	0	739	491	108	9	16	1	7	0	632
11:15	576	123	17	23	1	1	0	740	509	118	7	13	4	7	0	658
11:30	617	130	14	22	2	3	0	788	522	119	9	11	4	2	1	668
11:45	634	118	15	20	5	3	0	795	527	115	12	14	3	4	1	676
12:00	638	106	12	17	5	3	0	783	559	106	11	14	3	5	1	699
12:15	660	114	10	18	4	6	0	812	531	124	9	18	0	6	1	695
12:30	636	103	8	13	3	8	0	771	533	125	8	18	0	6	0	690
12:45	597	103	11	15	0	10	0	736	540	125	7	16	0	4	0	692
13:00	596	124	10	20	1	11	0	762	529	127	12	17	0	4	0	689
13:15	566	125	13	19	3	10	0	736	534	100	14	15	1	3	0	667
13:30	585	130	18	19	5	7	0	754	569	104	15	18	1	6	0	713
13:45	616	140	17	17	5	4	0	799	579	101	15	17	1	6	0	719
14:00	636	130	17	14	4	4	0	805	595	113	11	14	2	8	0	743
14:15	628	119	15	14	2	5	0	783	643	125	12	13	2	7	0	802
14:30	653	114	13	15	0	7	0	802	647	131	12	10	3	6	0	809
14:45	646	123	10	15	0	12	0	806	664	146	11	9	4	6	0	840
15:00	682	140	11	15	1	13	0	862	674	155	10	8	5	5	0	857
15:15	685	140	11	15	1	12	0	864	659	182	6	6	5	9	0	866
15:30	696	159	10	14	4	16	0	899	639	190	5	5	5	8	0	852
15:45	740	146	11	10	5	15	0	927	618	200	3	5	4	7	0	837
16:00	717	127	8	8	6	15	0	881	596	207	3	6	2	6	0	820
16:15	766	133	5	4	6	15	0	929	589	180	4	6	2	4	0	785
16:30	736	101	3	3	4	9	0	856	613	169	3	5	1	5	0	796
16:45	752	94	1	3	3	6	1	860	620	145	3	4	2	8	0	792
17:00	792	81	1	4	1	4	1	884	655	118	2	2	2	7	0	786
17:15	800	66	1	4	3	4	1	879	675	108	1	2	1	6	0	793
17:30	824	65	1	3	3	3	1	900	691	98	1	1	1	8	0	800
17:45	775	55	0	3	4	3	0	840	680	101	0	0	0	9	0	790
18:00	714	49	1	1	5	3	0	778	649	94	0	1	0	9	0	763

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Roundabout
 Junction Number: Site 6 Junction Type: 5-arm Roundabout

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	748	226	9	5	1	13	0	1002
07:15	862	242	11	19	3	8	2	1147
07:30	956	231	14	15	5	15	2	1238
07:45	944	262	16	14	7	4	4	1231
08:00	917	188	22	9	2	9	2	1149
08:15	904	177	19	13	1	7	3	1124
08:30	890	157	16	13	1	8	1	996
08:45	940	185	19	19	2	3	0	1168
09:00	888	175	19	13	4	13	1	1113
09:15	764	183	17	9	4	6	1	984
09:30	715	148	17	23	2	7	1	913
09:45	703	143	29	21	3	11	0	910
10:00	681	140	27	16	1	6	0	873
10:15	683	156	22	16	1	3	0	881
10:30	717	139	19	20	0	12	0	907
10:45	657	145	24	15	2	3	2	848
11:00	624	140	17	25	0	2	0	808
11:15	719	144	20	21	0	10	1	915
11:30	688	163	16	16	3	7	0	893
11:45	669	136	20	16	1	2	0	844
12:00	724	145	12	14	4	3	1	903
12:15	726	147	22	14	1	5	1	916
12:30	735	133	20	16	3	9	1	917
12:45	733	125	16	10	0	2	1	887
13:00	699	172	12	21	0	13	0	917
13:15	728	149	13	14	2	8	1	915
13:30	701	152	20	22	0	11	0	906
13:45	766	152	18	16	2	11	0	965
14:00	712	156	21	19	5	9	0	922
14:15	781	157	14	13	2	12	0	979
14:30	805	145	13	17	1	8	1	990
14:45	825	163	15	12	1	10	0	1026
15:00	791	152	22	14	1	9	1	990
15:15	886	167	14	13	1	15	0	1096
15:30	856	193	11	16	2	11	0	1089
15:45	911	184	10	10	4	8	0	1027
16:00	786	239	5	9	1	14	0	1055
16:15	862	201	10	13	6	17	0	1109
16:30	886	186	4	6	2	13	2	1093
16:45	792	153	6	3	2	10	1	967
17:00	844	149	3	3	2	12	1	1014
17:15	843	108	1	6	2	8	1	969
17:30	893	110	4	4	1	13	2	1027
17:45	804	77	1	3	1	6	1	893
18:00	903	98	1	1	2	5	0	1010
18:15	914	96	1	2	1	9	0	1023
18:30	839	89	0	4	2	10	0	944
18:45	763	62	3	3	1	5	0	832
Start Time	Rolling Hour							Total
07:00	3510	961	50	53	16	40	8	4638
07:15	3679	923	63	57	17	36	10	4785
07:30	3721	858	71	51	15	35	11	4762
07:45	3545	784	73	49	11	28	10	4520
08:00	3561	707	76	54	6	27	6	4437
08:15	3532	694	73	58	8	31	5	4401
08:30	3392	700	71	54	11	30	3	4261
08:45	3307	691	72	64	12	29	3	4178
09:00	3070	646	82	66	13	37	3	3920
09:15	2863	614	90	71	10	30	2	3680
09:30	2782	587	96	78	7	27	1	3577
09:45	2784	578	97	75	5	32	0	3571
10:00	2738	580	92	69	4	24	2	3509
10:15	2681	580	82	76	3	20	2	3444
10:30	2717	568	80	81	2	27	3	3478
10:45	2688	592	77	77	5	22	3	3464
11:00	2700	583	73	78	4	21	1	3480
11:15	2800	586	68	67	8	22	2	3555
11:30	2807	591	70	60	9	17	2	3556
11:45	2854	561	74	60	9	19	3	3580
12:00	2918	550	70	54	8	19	4	3623
12:15	2893	577	70	61	4	29	3	3537
12:30	2895	579	61	61	5	32	3	3636
12:45	2861	598	61	67	2	34	2	3625
13:00	2894	625	63	73	4	43	1	3703
13:15	2907	609	72	71	9	39	1	3708
13:30	2960	617	73	70	9	43	0	3772
13:45	3064	610	66	65	10	40	1	3856
14:00	3123	621	63	61	9	39	1	3917
14:15	3202	617	64	56	5	39	2	3985
14:30	3307	627	64	56	4	42	2	4102
14:45	3358	675	62	55	5	45	1	4201
15:00	3344	696	57	53	8	43	1	4202
15:15	3339	783	41	48	8	48	0	4267
15:30	3315	817	37	48	13	50	0	4280
15:45	3345	804	30	39	13	52	2	4294
16:00	3326	773	26	31	11	54	3	4224
16:15	3384	683	23	25	12	52	4	4183
16:30	3365	590	14	18	8	43	5	4043
16:45	3372	520	14	15	7	43	5	3977
17:00	3484	444	9	16	6	39	5	4003
17:15	3543	393	7	14	6	32	4	3999
17:30	3614	381	7	10	5	33	3	4053
17:45	3560	360	3	10	6	30	1	3970
18:00	3419	345	5	10	6	29	0	3814



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Junction Number: Site 7
Date of Survey: 18.10.2022
Junction Name: Windhover Interchange
Junction Type: 4-arm Roundabout

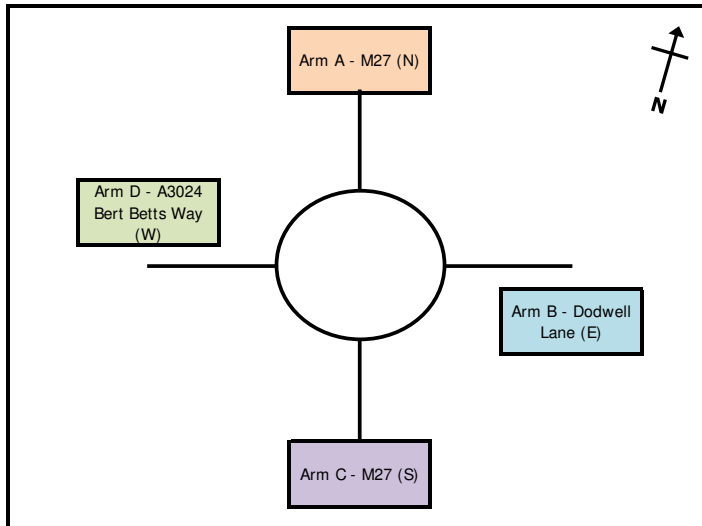
Intelligent Data Collection Limited



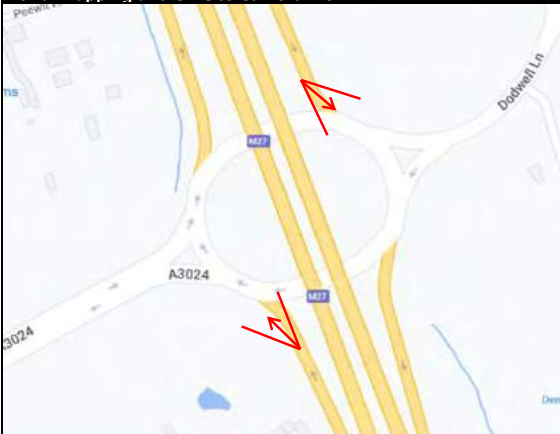
Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Number: Site 7 Junction Type: 4-arm Roundabout

X Coordinate	Y Coordinate	Google Maps Link
50.898472	-1.312250	Click Here
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions
Cloudy	Clear	Clear

Junction Layout

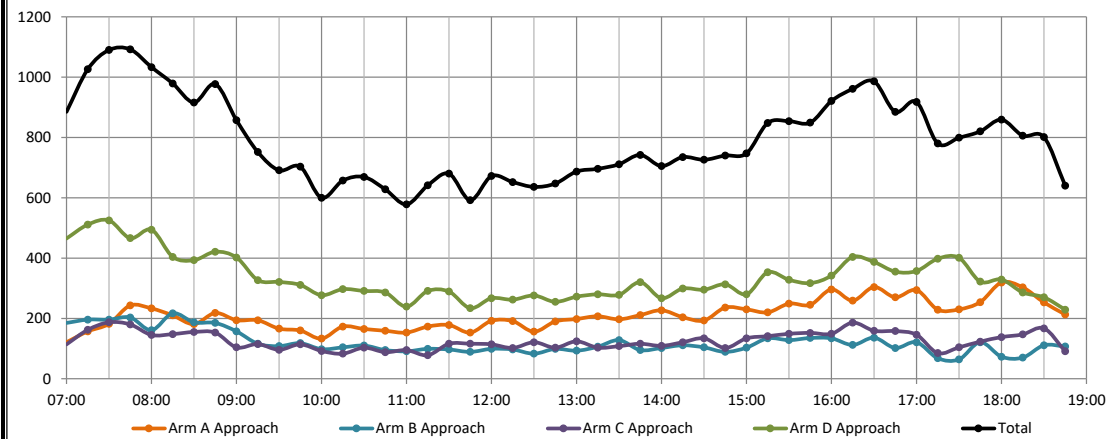


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Number: Site 7 Junction Type: 4-arm Roundabout

Arm A: M27 (N) Arm C: M27 (S)
 Arm B: Dodwell Lane (E) Arm D: A3024 Bert Batts Way (W)



Time	A to B							B to B							B to A									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	21	6	0	0	0	0	0	27	0	0	0	0	0	0	0	0	88	20	0	0	0	0	0	108
07:15	19	17	0	0	0	1	1	38	0	0	0	0	0	0	0	0	95	14	0	0	0	1	0	110
07:30	21	5	0	0	0	0	0	26	0	0	0	0	0	0	0	1	33	14	0	0	0	2	0	49
07:45	42	8	0	0	0	0	0	50	0	0	0	0	0	0	0	0	95	20	0	0	0	0	0	115
08:00	53	13	0	0	0	0	0	66	0	0	0	0	0	0	0	0	80	3	0	1	0	0	0	84
08:15	55	16	0	1	0	0	0	72	1	0	0	0	0	0	0	1	111	16	0	0	0	1	0	128
08:30	46	10	0	0	0	0	0	56	2	0	0	0	0	0	0	2	112	9	1	0	0	0	0	122
08:45	55	16	0	0	0	1	0	72	0	0	0	0	0	0	0	0	94	11	0	0	0	0	0	105
09:00	41	9	0	0	0	0	0	50	0	0	0	0	0	0	0	0	60	6	0	0	0	0	0	66
09:15	41	7	0	0	0	0	0	48	0	0	0	0	0	0	0	0	45	2	1	0	0	0	0	48
09:30	24	11	0	0	0	0	0	35	0	0	0	0	0	0	0	0	50	2	0	0	0	0	0	52
09:45	26	12	0	0	0	0	0	38	0	0	0	0	0	0	0	0	41	4	0	1	0	0	0	46
10:00	22	3	0	0	0	1	0	26	0	0	0	0	0	0	0	0	31	6	0	0	0	0	0	37
10:15	40	8	0	0	0	0	0	48	0	0	0	0	0	0	0	0	33	4	2	0	0	0	0	39
10:30	31	6	0	1	0	0	0	38	0	0	0	0	0	0	0	0	35	3	0	0	0	0	0	38
10:45	31	2	1	1	0	0	0	35	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	41
11:00	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	29	2	0	0	0	1	0	31
11:15	25	8	0	1	0	0	0	34	0	0	0	0	0	0	0	0	30	6	0	0	0	0	0	36
11:30	37	8	0	2	0	0	0	47	0	0	0	0	0	0	0	0	29	3	1	0	0	1	0	34
11:45	33	8	0	0	0	0	0	41	0	0	0	0	0	0	0	0	27	7	1	1	0	0	0	36
12:00	41	8	0	0	0	0	0	49	0	0	0	0	0	0	0	0	32	5	0	0	0	0	1	38
12:15	51	5	0	0	0	1	0	57	0	0	0	0	0	0	0	0	26	7	0	0	0	0	0	33
12:30	35	6	1	0	0	0	0	42	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
12:45	35	8	1	0	0	0	0	44	0	0	0	0	0	0	0	0	32	2	0	0	0	1	0	35
13:00	49	8	0	0	0	0	0	57	0	0	0	0	0	0	0	0	38	5	0	0	0	0	0	43
13:15	55	12	0	0	0	0	0	67	1	0	0	0	0	0	0	1	31	1	2	0	0	0	1	34
13:30	53	4	0	0	0	0	0	57	0	0	0	0	0	0	0	0	46	8	0	0	0	0	0	54
13:45	42	6	0	1	0	0	0	49	0	0	0	0	0	0	0	0	26	6	0	0	0	0	0	32
14:00	55	15	0	1	0	0	0	71	0	0	0	0	0	0	0	0	35	6	1	1	0	0	0	43
14:15	42	9	1	0	0	0	0	52	0	0	0	0	0	0	0	0	27	9	1	1	0	0	0	32
14:30	52	5	0	1	1	0	0	59	0	0	0	0	0	0	0	1	34	4	0	0	0	0	0	39
14:45	56	7	0	0	0	1	0	64	0	0	0	0	0	0	0	0	27	2	0	1	0	0	0	30
15:00	57	13	0	0	0	0	0	70	0	0	0	0	0	0	0	0	25	2	0	1	0	0	0	28
15:15	58	10	0	1	0	0	0	69	0	0	0	0	0	0	0	0	34	6	0	0	0	0	0	40
15:30	55	12	0	0	0	0	0	67	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	39
15:45	73	17	0	0	0	0	0	90	1	0	0	0	0	0	0	1	42	12	0	0	0	1	0	55
16:00	91	27	0	0	0	0	0	118	0	0	0	0	0	0	0	0	40	14	0	1	0	0	0	55
16:15	85	30	0	0	0	1	0	116	0	0	0	0	0	0	0	0	42	11	0	0	0	0	0	53
16:30	102	43	0	0	0	0	0	145	1	0	0	0	0	0	0	1	48	11	0	0	0	0	0	59
16:45	119	35	0	0	0	0	0	157	1	0	0	0	0	0	0	1	34	4	0	0	0	0	0	38
17:00	125	25	0	0	0	0	0	150	0	0	0	0	0	0	0	0	47	5	0	0	0	0	0	52
17:15	117	17	0	0	0	0	0	134	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22
17:30	113	9	0	0	0	0	0	122	1	0	0	0	0	0	0	1	26	4	0	0	0	0	0	30
17:45	115	13	0	0	0	0	0	133	1	0	0	0	0	0	0	1	33	3	0	0	0	1	0	34
18:00	142	21	0	1	0	0	0	164	0	0	0	0	0	0	0	0	29	5	0	0	0	0	0	34
18:15	120	10	0	0	0	0	0	130	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	26
18:30	76	12	0	0	0	0	0	88	0	0	0	0	0	0	0	0	42	6	0	0	0	0	0	48
18:45	57	2	0	0	0	0	0	59	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	42
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	103	36	0	0	0	1	1	141	0	0	0	0	0	0	0	0	361	68	0	0	0	3	0	432
07:15	135	43	0	0	0	1	1	180	0	0	0	0	0	0	0	0	353	51	0	1	0	3	0	408
07:30	171	42	0	1	0	0	0	214	1	0	0	0	0	0	0	1	369	53	0	1	0	3	0	426
07:45	196	47	0	1	0	0	0	244	3	0	0	0	0	0	0	3	363	48	1	1	0	1	0	419
08:00	209	55	0	1	0	1	0	266	3	0	0	0	0	0	0	3	397	39	1	1	0	1	0	439
08:15	197	51	0	1	0	1	0	250	3	0	0	0	0	0	0	3	377	42	1	0	0	1	0	421
08:30	183	42	0	0	0	1	0	226	2	0	0	0	0	0	0	2	311	28	2	0	0	0	0	341
08:45	161	43	0	0	0	1	0	205	0	0	0	0	0	0	0	0	249	21	1	0	0	0	0	271
09:00	132	39	0	0	0	0	0	171	0	0	0	0	0	0	0	0	196	14	1	1	0	0	0	212
09:15	113	33	0	0	0	1	0	147	0	0	0	0	0	0	0	0	167	14	1	1	0	0	0	183
09:30	112	34	0	0	0	1	0	147	0	0	0	0	0	0	0	0	155	16	2	1	0	0	0	174
09:45	119	29	0	1	0	1	0	150	0	0	0	0	0	0	0	0	140	17	2	1	0	0	0	160
10:00	124	19	1	2	0	1	0	147	0	0	0	0	0	0	0	0	136	17	2	0	0	0	0	155
10:15	124	24	1	2	0	0	0	151	0	0	0	0	0	0	0	0	134	11	3	0	0	0	0	149
10:30	109	24	1	3	0	0	0	137	0	0	0	0	0	0	0	0	131	13	1	0	0	1	0	146
10:45	115	26	1	4	0	0	0	146	0	0	0	0	0	0	0	0	125	13	2	0	0	2	0	142
11:00	117	32	0	3	0	0	0	152	0	0	0	0	0	0	0	0	115	16	3	1	0	2	0	137
11:15	136	32	0	3	0	0	0	171	0	0	0	0	0	0	0	0	118	21	2	1	0	2	0	144
11:30	162	29	0	2	0	1	0	194	0	0	0	0	0	0	0	0	114	22	2	1	0	2	0	141
11:45	160	27	1	0	0	1	0	189	0	0	0	0	0	0	0	0	108	20	1	1	0	1	0	131
12:00	162	27	2	0	0	1	0	192	0	0	0	0	0	0	0	0	113	15	0	0	0	2	0	130
12:15	170	27	2	0	0	1	0	200	0	0	0	0	0	0	0	0	119	15	0	0	0	1	0	135
12:30	174	34	2	0	0	0	0	210	1	0	0	0	0	0	0	1	124	9	2	0	0	1	0	136
1																								

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Type: 4-arm Roundabout

Arm A: M27 (N) Arm C: M27 (S)
 Arm B: Dodwell Lane (E) Arm D: A3024 Bert Batts Way (W)



Time	B to D								B to C								C to C							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	22	8	0	0	0	1	0	31	34	12	0	0	0	0	0	46	0	0	0	0	0	0	0	0
07:15	25	10	1	0	0	1	0	37	40	9	0	0	0	0	0	49	0	0	0	0	0	0	0	0
07:30	40	8	0	0	0	0	0	48	43	6	0	0	0	0	0	49	0	0	0	0	0	0	0	0
07:45	35	3	0	0	0	0	0	38	42	11	0	0	0	0	0	53	1	1	0	0	0	0	0	1
08:00	20	5	0	0	0	0	0	25	46	6	0	0	0	0	0	52	0	0	0	0	0	0	0	0
08:15	21	1	1	0	0	1	0	24	60	4	0	0	0	0	0	64	0	0	0	0	0	0	0	0
08:30	13	0	0	0	0	0	0	13	46	3	0	0	0	1	0	50	0	1	0	0	0	0	0	1
08:45	29	7	0	0	0	0	0	36	37	6	0	0	0	1	0	44	0	0	0	0	0	0	0	0
09:00	43	5	1	0	1	0	0	50	33	8	0	0	0	0	0	41	0	0	0	0	0	0	0	0
09:15	21	9	0	0	0	0	0	30	32	6	0	0	0	0	0	38	0	0	0	0	0	0	0	0
09:30	29	5	0	0	0	0	0	34	13	9	0	0	0	0	0	22	1	0	0	0	0	0	0	1
09:45	28	14	2	0	0	0	0	44	24	4	0	0	0	0	0	28	0	0	0	0	0	0	0	0
10:00	37	3	1	0	0	1	0	40	16	5	0	0	0	0	0	21	0	0	0	0	0	0	0	0
10:15	39	7	0	0	0	0	0	46	13	6	0	0	0	0	0	19	0	0	0	0	0	0	0	0
10:30	39	9	0	0	0	1	0	49	17	6	0	0	0	0	0	23	0	0	0	0	0	0	0	0
10:45	25	9	0	1	0	0	0	35	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
11:00	37	6	0	0	0	0	0	43	12	6	0	0	0	1	0	17	0	0	0	0	0	0	0	0
11:15	29	3	1	0	0	2	1	36	21	5	1	0	0	0	0	27	0	0	0	0	0	0	0	0
11:30	40	3	1	0	0	0	0	44	15	3	0	1	0	0	0	19	0	0	0	0	0	0	0	0
11:45	35	5	0	1	0	0	0	41	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12:00	36	7	0	0	1	0	0	44	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0
12:15	34	7	2	0	0	0	0	43	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0
12:30	25	8	1	0	0	0	0	34	21	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0
12:45	43	9	0	0	0	0	0	52	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
13:00	22	6	0	0	0	0	0	28	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
13:15	42	7	0	0	0	0	0	49	17	4	0	0	0	1	0	22	0	0	0	0	0	0	0	0
13:30	40	5	1	0	0	0	0	46	22	6	0	0	0	0	0	28	0	0	0	0	0	0	0	0
13:45	40	2	0	0	0	0	0	42	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
14:00	29	6	0	0	0	0	0	35	18	5	1	0	0	0	0	24	0	0	0	0	0	0	0	0
14:15	42	8	0	0	0	2	0	52	13	5	1	1	0	1	0	27	0	0	0	0	0	0	0	0
14:30	29	4	1	0	0	1	0	36	13	7	0	0	0	0	0	20	0	0	0	0	0	0	0	0
14:45	33	8	0	0	0	2	0	43	13	3	0	0	0	0	0	16	0	0	0	0	0	0	0	0
15:00	40	6	1	0	0	2	0	49	17	8	1	0	0	0	0	26	0	0	0	0	0	0	0	0
15:15	46	12	0	0	0	2	0	60	20	14	0	0	0	0	0	34	0	0	0	0	0	0	0	0
15:30	40	11	1	0	0	0	0	52	30	7	0	0	0	0	0	37	0	0	0	0	0	0	0	0
15:45	33	14	2	0	0	0	0	49	22	7	1	0	0	0	0	30	0	0	0	0	0	0	0	0
16:00	26	9	0	0	0	1	0	36	36	7	0	0	0	0	0	43	1	0	0	0	0	0	0	1
16:15	21	8	0	0	0	0	0	29	24	6	0	0	0	0	0	30	0	0	0	0	0	0	0	0
16:30	36	7	0	0	0	0	0	43	23	10	0	0	0	0	0	33	0	0	0	0	0	0	0	0
16:45	18	4	0	0	0	1	0	23	34	6	0	0	0	0	0	40	0	0	0	0	0	0	0	1
17:00	20	7	0	0	0	0	0	27	34	8	0	0	0	0	0	42	1	0	0	0	0	0	0	1
17:15	18	5	0	0	0	1	0	24	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
17:30	11	0	0	0	0	0	0	11	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0
17:45	42	6	0	0	0	0	0	48	34	4	0	0	0	0	0	38	0	0	0	0	0	0	0	0
18:00	12	3	0	0	0	0	0	15	23	1	0	0	0	0	0	24	0	0	0	0	0	0	0	0
18:15	12	4	0	0	0	2	0	18	25	1	0	0	0	0	0	26	1	0	0	0	0	0	0	1
18:30	35	5	0	0	0	0	0	40	18	5	0	0	0	0	0	23	0	0	0	0	0	0	0	0
18:45	38	4	1	0	0	2	0	45	16	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
07:00	119	29	1	0	0	2	0	151	159	38	0	0	0	0	0	197	1	0	0	0	0	0	0	1
07:15	117	26	1	0	0	1	0	145	171	32	0	0	0	0	0	203	1	0	0	0	0	0	0	1
07:30	113	17	1	0	0	1	0	132	191	27	0	0	0	0	0	218	1	0	0	0	0	0	0	1
07:45	86	9	1	0	0	1	0	97	194	24	0	0	0	1	0	219	1	1	0	0	0	0	0	2
08:00	83	13	1	0	0	1	0	98	189	19	0	0	0	2	0	210	0	1	0	0	0	0	0	1
08:15	106	13	2	0	1	1	0	123	176	21	0	0	0	2	0	199	0	1	0	0	0	0	0	1
08:30	106	21	1	0	1	0	0	129	148	23	0	0	0	2	0	173	0	1	0	0	0	0	0	1
08:45	122	26	3	0	1	0	0	150	115	29	0	0	0	1	0	145	1	0	0	0	0	0	0	1
09:00	121	33	3	0	1	0	0	158	102	27	0	0	0	0	0	129	1	1	0	0	0	0	0	1
09:15	115	29	3	0	0	1	0	148	85	24	0	0	0	0	0	109	1	0	0	0	0	0	0	1
09:30	133	27	3	0	0	1	0	164	66	24	0	0	0	0	0	90	1	0	0	0	0	0	0	1
09:45	143	31	3	0	0	2	0	179	70	21	0	0	0	0	0	91	0	0	0	0	0	0	0	0
10:00	140	26	1	1	0	2	0	170	63	19	0	0	0	0	0	82	0	0	0	0	0	0	0	0
10:15	140	31	0	1	0	1	0	173	59	19	0	0	0	0	0	78	0	0	0	0	0	0	0	0
10:30	130	27	1	1	0	3	1	163	67	18	1	0	0	0	0	86	0	0	0	0	0	0	0	0
10:45	131	21	2	1	0	2	1	158	65	15	1	1	0	0	0	82	0	0	0	0	0	0	0	0
11:00	141	17	2	1	0	2	1	164	57	16	1	1	0	0	0	75	0	0	0	0	0	0	0	0
11:15	140	16	2	1	1	2	1	165	58	15	1	1	0	0	0	75	0	0	0	0	0	0	0	0
11:30	145	22	3	1	1	0	0	172	54	14	0	1	0	0	0	69	0	0	0	0	0	0	0	0
11:45	130	27	3	1	1	0	0	162	60	15	0	0	0	0	0	75	0	0	0	0	0	0	0	0
12:00	138	31	3	0	1	0	0	173	61	14	0	0	0	0	0	75	0	0	0	0	0	0	0	0
12:15	124	30	3	0	0	0	0	157	69	11	0	0	0	0	0	80	0	0	0	0	0	0	0	0
12:30	132	30	1	0	0	0	0	163	69	11	0	0	0	1	0	81	0							

Intelligent Data Collection Limited

Client: I-Transport
 Project Number: ID06792
 Junction Number: Site 7

Date of Survey: 18.10.2022
 Junction Name: Windhover Interchange
 Junction Type: 4-arm Roundabout

Arm A: M27 (N)
 Arm B: Dodwell Lane (E)

Arm C: M27 (S)
 Arm D: A3024 Bert Batts Way (W)



Time	C to B								C to A								C to D							
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	6	4	0	0	0	1	0	11	0	1	0	0	0	0	0	1	73	19	3	3	1	3	0	102
07:15	22	11	0	0	0	0	0	33	0	0	0	0	0	0	0	0	97	22	2	6	1	1	0	129
07:30	31	3	0	0	0	0	0	40	0	0	0	0	0	0	0	0	116	23	2	4	1	1	0	147
07:45	13	12	1	0	0	0	0	32	0	0	0	0	0	0	0	0	113	27	1	5	1	1	0	147
08:00	20	7	0	0	0	0	0	27	0	0	0	0	0	0	0	0	96	16	2	0	1	3	0	118
08:15	30	3	2	0	0	0	0	35	2	0	0	0	0	0	0	2	93	17	0	0	0	1	0	111
08:30	35	7	0	0	0	0	0	42	2	0	0	0	1	0	0	3	80	22	2	3	0	2	0	109
08:45	26	10	0	0	0	0	0	36	1	1	1	0	0	0	0	2	84	24	3	4	0	0	0	115
09:00	17	7	0	0	0	0	0	24	2	0	0	0	0	0	0	2	56	17	1	3	0	1	0	78
09:15	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0	69	23	1	1	1	2	0	97
09:30	13	2	2	0	0	0	0	17	0	0	0	0	0	0	0	0	53	14	3	6	0	2	0	78
09:45	21	9	0	1	0	0	0	31	1	0	0	0	0	0	0	1	55	20	3	4	0	0	0	82
10:00	16	5	0	0	0	0	0	21	0	0	0	0	0	0	0	0	43	18	5	4	0	0	0	71
10:15	16	5	0	0	0	0	0	21	1	0	0	0	0	0	0	1	40	11	5	5	0	0	0	61
10:30	14	4	1	0	0	0	0	19	1	0	0	0	0	0	0	1	56	17	3	6	0	1	0	83
10:45	16	4	0	0	0	0	0	20	0	0	0	0	0	0	0	0	48	17	0	3	0	0	0	68
11:00	20	4	0	0	0	0	0	24	1	0	0	0	0	0	0	1	50	11	4	5	0	0	0	70
11:15	14	1	1	0	0	0	0	16	0	0	0	0	0	0	0	0	40	17	2	3	0	0	0	62
11:30	15	3	1	0	0	0	0	19	1	0	0	0	0	0	0	1	71	18	1	5	1	0	0	96
11:45	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0	68	18	1	3	0	0	0	90
12:00	15	5	1	0	0	0	0	21	0	0	0	0	0	0	0	0	60	27	3	2	0	1	0	93
12:15	19	4	1	0	0	0	0	24	0	0	0	0	0	0	0	0	64	8	3	4	1	0	0	78
12:30	9	8	2	0	0	0	0	19	1	0	0	0	0	0	0	1	75	13	3	9	0	1	0	101
12:45	15	2	0	0	0	0	0	17	2	0	0	0	0	0	0	2	63	16	3	2	0	0	0	84
13:00	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0	68	29	2	5	0	1	0	105
13:15	21	7	1	0	0	0	0	29	0	0	0	0	0	0	0	0	59	9	1	6	0	0	0	74
13:30	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	69	14	3	2	0	0	0	88
13:45	23	5	0	0	0	0	0	28	0	0	0	0	0	0	0	0	58	18	4	7	0	1	0	88
14:00	17	7	0	0	0	0	0	24	0	0	0	0	0	0	0	0	66	13	1	4	1	0	0	85
14:15	16	4	0	0	0	0	0	20	0	0	0	0	0	0	0	0	75	15	4	6	0	1	0	101
14:30	27	8	0	0	0	0	0	35	2	0	0	0	0	0	0	2	76	14	2	4	0	1	0	97
14:45	19	3	0	0	0	0	0	22	1	0	0	0	0	0	0	1	53	16	7	2	0	1	0	79
15:00	20	9	1	0	0	0	0	30	1	0	0	0	0	0	0	1	72	26	1	4	0	0	0	103
15:15	33	3	0	0	0	0	0	36	1	0	0	0	0	0	0	1	74	25	2	2	0	1	0	104
15:30	34	12	0	0	0	0	0	46	0	0	0	0	0	0	0	0	80	20	0	1	2	0	0	103
15:45	37	7	0	0	0	0	0	44	0	0	0	0	0	0	0	0	80	23	1	2	2	0	0	108
16:00	29	12	0	0	0	0	0	41	1	1	0	0	0	0	0	2	81	23	0	0	1	1	0	105
16:15	31	10	0	0	0	0	0	41	0	0	0	0	0	0	0	0	108	29	4	2	1	1	0	145
16:30	25	8	1	0	0	0	0	34	0	0	0	0	0	0	0	0	92	31	0	2	0	0	0	129
16:45	44	6	0	0	0	0	0	50	2	0	0	0	0	0	0	2	76	28	0	0	0	1	0	105
17:00	27	12	0	0	0	2	0	41	0	1	0	0	0	0	0	1	77	23	0	2	0	1	0	103
17:15	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	53	13	2	0	0	0	0	68
17:30	35	4	0	0	0	1	0	40	1	0	0	0	0	0	0	0	58	2	0	1	1	1	0	63
17:45	25	3	0	0	0	0	0	28	1	0	0	0	0	0	0	1	83	9	0	0	2	2	0	94
18:00	33	4	0	0	0	0	0	37	0	0	0	0	0	0	0	0	89	11	0	0	0	1	0	101
18:15	39	3	0	0	0	0	0	42	0	0	0	0	0	0	0	0	99	5	0	0	0	0	0	104
18:30	44	5	0	0	0	0	0	49	1	0	0	0	0	0	0	1	101	15	0	0	0	1	0	117
18:45	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	62	11	0	0	0	0	0	73
Start Time	Rolling Hour								Rolling Hour								Rolling Hour							
Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
07:00	78	36	1	0	0	1	0	116	0	1	0	0	0	0	0	1	399	91	8	18	4	5	0	525
07:15	92	39	1	0	0	0	0	132	0	0	0	0	0	0	0	0	422	88	7	15	4	5	0	541
07:30	100	31	3	0	0	0	0	134	2	0	0	0	0	0	0	2	418	83	5	9	3	5	0	523
07:45	104	29	3	0	0	0	0	136	4	0	0	0	1	0	0	5	362	92	5	8	2	6	0	455
08:00	111	27	2	0	0	0	0	140	5	1	0	0	1	0	0	7	353	79	7	7	1	6	0	453
08:15	108	27	2	0	0	0	0	137	7	1	0	0	1	0	0	9	313	80	6	10	0	4	0	413
08:30	93	27	0	0	0	0	0	120	5	1	0	0	1	0	0	7	289	86	7	11	1	5	0	399
08:45	71	22	2	0	0	0	0	95	3	1	0	0	0	0	0	4	262	78	8	14	1	5	0	368
09:00	65	21	2	1	0	0	0	90	3	0	0	0	0	0	0	3	233	74	8	14	1	5	0	335
09:15	65	19	2	1	0	0	0	87	1	0	0	0	0	0	0	1	220	75	13	15	1	4	0	328
09:30	66	21	2	1	0	0	0	90	2	0	0	0	0	0	0	2	191	63	17	19	0	2	0	292
09:45	67	23	1	1	0	0	0	92	3	0	0	0	0	0	0	3	194	66	17	19	0	1	0	297
10:00	62	18	1	0	0	0	0	81	2	0	0	0	0	0	0	2	197	63	14	18	0	1	0	283
10:15	66	17	1	0	0	0	0	84	3	0	0	0	0	0	0	3	194	56	12	19	0	1	0	282
10:30	64	13	2	0	0	0	0	79	2	0	0	0	0	0	0	2	194	62	9	17	0	1	0	283
10:45	65	12	2	0	0	0	0	79	2	0	0	0	0	0	0	2	209	63	7	16	1	0	0	296
11:00	72	11	2	0	0	0	0	85	2	0	0	0	0	0	0	2	229	64	8	16	1	0	0	318
11:15	87	12	3	0	0	0	0	92	1	0	0	0	0	0	0	1	239	80	7	13	1	1	0	341
11:30	72	15	3	0	0	0	0	90	1	0	0	0	0	0	0	1	263	72	5	14	2	1	0	357
11:45	66	20	4	0	0	0	0	90	1	0	0	0	0	0	0	1	267	67	7	18	1	2	0	362
12:00	58	19	4	0	0	0	0	81	3	0	0	0	0	0	0	3	262	65	9	17	1	2	0	356
12:15	58	18	3	0	0	0	0	79	3	0	0	0	0	0	0	3	2							

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Number: Site 7 Junction Type: 4-arm Roundabout

Arm A: M27 (N) Arm C: M27 (S)
 Arm B: Dodwell Lane (E) Arm D: A3024 Bert Batts Way (W)



Time	D to D							Total	D to C							Total	D to B							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	0	0	0	0	0	0	0	124	56	1	1	0	0	0	182	15	8	0	0	0	0	26		
07:15	0	0	0	0	0	0	0	156	46	0	1	0	2	0	205	18	7	0	0	1	0	23		
07:30	0	0	0	0	0	0	0	171	40	1	0	0	1	0	221	31	9	0	0	0	0	40		
07:45	0	0	0	0	0	0	0	146	42	1	2	0	0	0	191	28	15	0	0	0	0	43		
08:00	0	0	0	0	0	0	0	168	35	0	3	0	0	0	206	33	10	0	0	0	0	43		
08:15	0	0	0	0	0	0	0	154	27	1	5	0	0	0	187	31	8	0	0	0	0	39		
08:30	0	0	0	0	0	0	0	129	24	3	2	0	1	0	159	44	1	0	0	0	1	45		
08:45	0	0	0	0	0	0	0	83	24	5	9	1	0	0	122	31	11	0	0	0	1	59		
09:00	0	0	0	0	0	0	0	116	26	2	4	0	0	0	148	40	15	0	1	1	2	59		
09:15	0	0	0	0	0	0	0	102	22	0	2	0	0	0	126	36	7	0	0	0	1	44		
09:30	0	0	0	0	0	0	0	71	19	1	3	1	2	0	97	38	6	0	0	0	0	44		
09:45	0	0	0	0	0	0	0	83	24	5	9	1	0	0	122	31	11	0	0	0	1	33		
10:00	0	0	0	0	0	0	0	71	11	3	3	0	1	0	88	24	5	0	0	0	2	31		
10:15	0	0	0	0	0	0	0	93	22	5	3	0	0	0	123	41	6	0	0	0	0	47		
10:30	0	0	0	0	0	0	0	81	23	3	5	0	0	0	112	36	3	0	0	0	0	39		
10:45	0	0	0	0	0	0	0	71	13	3	3	1	0	0	91	35	4	0	0	0	1	41		
11:00	0	1	0	0	0	0	1	53	17	5	5	0	1	0	81	23	1	0	0	0	0	24		
11:15	0	0	0	0	0	0	0	63	19	3	8	0	2	0	95	34	4	1	0	0	0	39		
11:30	0	0	0	0	0	0	0	57	21	3	7	0	0	0	88	42	9	1	0	0	1	53		
11:45	0	0	0	0	0	0	0	43	12	2	4	0	0	0	61	29	11	1	0	0	0	41		
12:00	0	0	0	0	0	0	0	69	14	3	2	1	0	0	89	27	7	1	0	0	2	37		
12:15	0	0	0	0	0	0	0	69	8	3	6	0	0	0	85	38	14	0	0	0	0	52		
12:30	0	0	0	0	0	0	0	71	13	2	4	1	2	0	93	34	6	0	0	1	0	41		
12:45	0	0	0	0	0	0	0	62	13	4	1	0	1	0	81	30	9	0	0	0	0	39		
13:00	0	0	0	0	0	0	0	72	14	1	6	0	2	0	95	36	10	0	0	0	1	47		
13:15	0	0	0	0	0	0	0	69	20	4	4	0	0	0	97	31	0	0	0	0	1	32		
13:30	0	0	0	0	0	0	0	81	21	4	5	0	0	0	111	28	9	0	0	0	2	39		
13:45	0	0	0	0	0	0	0	90	25	2	4	0	1	0	122	35	11	0	0	0	1	47		
14:00	0	0	0	0	0	0	0	58	19	5	4	1	0	0	87	32	4	1	0	1	0	38		
14:15	0	0	0	0	0	1	0	1	81	21	4	1	2	0	110	41	2	0	0	0	1	44		
14:30	0	0	0	0	0	0	0	84	22	2	4	0	1	0	93	40	4	0	0	0	0	45		
14:45	0	0	0	0	0	0	0	72	23	5	5	0	0	0	105	55	8	0	0	0	0	63		
15:00	0	0	0	0	0	0	0	69	19	2	2	0	0	0	92	40	3	0	0	0	0	43		
15:15	0	0	0	0	0	0	0	103	18	2	6	0	2	0	131	44	11	1	0	0	0	56		
15:30	0	0	0	0	0	0	0	83	20	2	5	0	2	0	112	45	8	0	0	1	1	55		
15:45	0	0	0	0	0	0	0	86	23	0	2	1	2	0	114	37	9	0	0	0	0	46		
16:00	0	0	0	0	0	0	0	103	25	2	5	0	0	0	135	42	9	1	0	0	0	52		
16:15	0	0	0	0	0	0	0	118	38	1	7	0	3	0	167	56	7	0	0	1	4	68		
16:30	0	0	0	0	0	0	0	132	27	1	3	1	1	0	155	43	6	0	0	0	0	49		
16:45	0	0	0	0	0	0	0	124	22	0	0	0	2	0	148	46	4	0	0	0	2	48		
17:00	0	0	0	0	0	0	0	123	23	0	0	0	4	0	150	55	6	0	0	0	0	61		
17:15	0	0	0	0	0	0	0	160	21	0	1	0	2	0	184	58	3	0	0	0	0	61		
17:30	0	0	0	0	0	0	0	134	12	1	1	0	3	0	151	57	6	0	0	0	2	65		
17:45	0	0	0	0	0	0	0	139	7	0	0	0	0	0	146	29	0	0	0	0	1	31		
18:00	0	0	0	0	0	0	0	160	15	0	1	0	1	0	177	23	1	0	0	0	0	24		
18:15	0	0	0	0	0	0	0	106	8	0	0	1	1	0	116	36	2	0	0	0	0	38		
18:30	0	0	0	0	0	0	0	80	5	0	1	0	1	0	87	33	2	0	0	0	0	35		
18:45	0	0	0	0	0	0	0	70	4	1	0	0	0	0	76	32	4	0	0	0	1	27		
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	597	184	3	12	0	3	0	799	92	39	0	0	1	0	132		
07:15	0	0	0	0	0	0	0	641	163	2	14	0	3	0	823	110	41	0	0	1	0	152		
07:30	0	0	0	0	0	0	0	639	144	3	18	0	1	0	805	123	42	0	0	0	0	165		
07:45	0	0	0	0	0	0	0	597	128	5	12	0	1	0	743	136	34	0	0	0	0	170		
08:00	0	0	0	0	0	0	0	594	110	5	14	0	1	0	724	155	30	0	0	0	1	186		
08:15	0	0	0	0	0	0	0	542	101	7	15	0	1	0	666	162	35	0	1	1	3	202		
08:30	0	0	0	0	0	0	0	490	96	6	12	0	1	0	605	167	34	0	1	1	4	207		
08:45	0	0	0	0	0	0	0	432	91	4	13	1	2	0	543	161	39	0	1	1	4	206		
09:00	0	0	0	0	0	0	0	372	91	8	18	2	2	0	493	145	29	0	1	1	4	190		
09:15	0	0	0	0	0	0	0	327	76	9	17	2	3	0	434	129	19	0	0	0	4	152		
09:30	0	0	0	0	0	0	0	318	76	14	18	2	3	0	431	134	18	0	0	0	3	155		
09:45	0	0	0	0	0	0	0	328	80	16	20	1	1	0	446	132	15	0	0	0	3	150		
10:00	0	0	0	0	0	0	0	316	69	14	14	1	1	0	415	136	18	0	0	0	3	158		
10:15	0	1	0	0	0	0	1	298	75	16	16	1	1	0	407	135	14	0	0	0	1	151		
10:30	0	1	0	0	0	0	1	268	72	14	21	1	3	0	379	128	12	1	0	0	1	143		
10:45	0	1	0	0	0	0	1	244	70	14	23	1	3	0	355	134	18	2	0	0	2	157		
11:00	0	1	0	0	0	0	1	216	69	13	24	0	3	0	325	126	25	3	0	0	1	157		
11:15	0	0	0	0	0	0	0	232	66	11	21	1	2	0	333	132	31	4	0	0	3	170		
11:30	0	0	0	0	0	0	0	238	56	12	16	1	0	0	323	136	41	3	0	0	3	183		
11:45	0	0	0	0	0	0	0	252	48	11	13	2	2	0	328	128	38	2	0	1	2	171		
12:00	0	0	0	0	0	0	0	271	49	13	10	2	3	0	348	129	36	1	0	1	2	169		
12:15	0	0	0	0	0	0	0	274	49	11	14	1	5	0	354	136	39	0	0	1	1	179		
12:30	0	0	0	0	0	0	0	274	60	11	15	1	5	0	365	131	25	0	0	1	2	159		
12:45	0	0	0	0	0	0	0	284	68	13	16	0	3	0	384	125	28	0	0	0	4	157		
13:00	0	0	0	0	0	0	0	312	80	11	19	0	3	0	425	130	30	0	0	0	5	165		
13:15	0	0	0	0	0	0	0	296	88	15	17	0	1	0	417	126	24	1	0	1	4	156		
13:30	0	0	0	0	0	0	1	310	86	12	17	2	3	0	430	136	28	1	0	1	4	168		
13:45	0	0	0	0	0	0	1	293	87	10	16	2	4	0	412	148	21	1						

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Client: i-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Number: Site 7 Junction Type: 4-arm Roundabout

Arm A: M27 (N) Arm C: M27 (S)
 Arm B: Dodwell Lane (E) Arm D: A3024 Bert Betts Way (W)

Time	D to A							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	192	67	0	0	0	1	0	260
07:15	198	76	3	0	0	1	0	280
07:30	197	60	2	4	0	1	0	264
07:45	172	51	2	2	4	1	0	232
08:00	191	47	5	2	0	0	0	245
08:15	131	39	6	1	0	1	0	179
08:30	152	28	3	6	0	0	0	189
08:45	147	33	7	2	0	1	0	190
09:00	154	39	1	1	0	0	0	195
09:15	125	22	2	5	1	1	2	157
09:30	141	28	4	5	1	1	0	180
09:45	112	24	11	6	2	1	0	156
10:00	126	24	4	3	0	0	0	157
10:15	91	32	1	2	0	0	0	127
10:30	111	23	2	3	0	1	0	140
10:45	114	29	8	3	0	0	0	154
11:00	95	29	2	7	0	0	0	133
11:15	116	32	4	4	0	1	0	157
11:30	115	26	1	5	0	1	0	148
11:45	103	17	5	4	2	1	0	132
12:00	124	13	2	2	0	0	0	141
12:15	95	21	4	4	0	1	0	125
12:30	107	24	5	5	0	1	0	142
12:45	107	20	6	2	0	0	0	135
13:00	101	22	2	5	0	0	0	130
13:15	110	28	2	6	1	4	0	151
13:30	87	31	2	5	0	3	0	128
13:45	114	27	6	3	0	1	0	151
14:00	102	29	5	4	0	2	0	142
14:15	110	26	7	0	0	1	0	144
14:30	125	23	4	5	0	0	0	157
14:45	111	30	2	1	0	1	0	145
15:00	111	21	6	7	0	0	0	145
15:15	134	24	5	1	0	2	0	166
15:30	117	38	2	3	0	1	0	161
15:45	125	25	5	2	0	0	0	157
16:00	122	25	3	4	0	1	0	155
16:15	128	35	2	2	0	2	0	169
16:30	144	24	2	1	0	2	0	173
16:45	125	30	2	1	1	1	0	159
17:00	123	20	0	2	1	0	0	146
17:15	129	17	2	3	2	0	0	153
17:30	170	14	0	1	0	0	0	185
17:45	125	15	0	2	0	0	0	145
18:00	116	9	0	1	1	1	0	128
18:15	117	13	0	0	1	1	0	132
18:30	135	10	0	1	2	0	0	148
18:45	105	10	1	0	1	0	0	117
Start Time	Rolling Hour							Total
07:00	759	254	7	9	4	3	0	1036
07:15	758	234	12	11	4	2	0	1021
07:30	691	197	15	9	4	3	0	919
07:45	646	165	16	11	4	2	0	844
08:00	621	147	21	11	0	2	0	802
08:15	594	139	17	10	0	2	0	752
08:30	576	122	13	14	1	3	0	731
08:45	567	122	14	13	2	4	0	722
09:00	532	113	18	17	4	4	0	688
09:15	504	98	21	19	4	4	0	650
09:30	470	108	20	16	3	3	0	620
09:45	440	103	18	14	2	3	0	580
10:00	442	108	15	11	0	2	0	578
10:15	411	113	13	15	0	2	0	554
10:30	436	113	16	17	0	2	0	584
10:45	440	116	15	19	0	2	0	592
11:00	429	104	12	20	2	3	0	570
11:15	458	88	12	15	2	3	0	578
11:30	437	77	12	15	2	3	0	546
11:45	429	75	16	15	2	3	0	540
12:00	433	78	17	13	0	2	0	543
12:15	410	87	17	16	0	2	0	532
12:30	425	94	15	18	1	5	0	558
12:45	405	101	12	18	1	7	0	544
13:00	412	108	12	19	1	8	0	560
13:15	413	115	15	18	1	10	0	572
13:30	413	113	20	12	0	7	0	565
13:45	451	105	22	12	0	4	0	594
14:00	446	108	16	10	0	4	0	588
14:15	457	100	19	13	0	2	0	591
14:30	481	98	17	14	0	3	0	613
14:45	473	113	15	12	0	4	0	617
15:00	467	108	18	13	0	3	0	629
15:15	488	112	15	10	0	4	0	638
15:30	452	123	12	11	0	4	0	642
15:45	519	109	12	9	0	5	0	654
16:00	519	114	9	8	1	5	0	656
16:15	520	109	6	6	2	4	0	647
16:30	521	91	6	7	4	2	0	631
16:45	547	81	4	7	4	0	0	643
17:00	549	67	2	8	3	1	0	629
17:15	541	56	2	7	3	2	0	611
17:30	529	52	0	4	2	3	0	590
17:45	494	48	0	4	4	3	0	553
18:00	473	42	1	2	5	2	0	525

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Number: Site 7 Junction Type: 4-arm Roundabout

Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	103	15	1	1	0	1	0	121	280	88	0	0	0	1	0	369
07:15	107	36	2	7	3	1	1	157	293	90	3	3	0	1	0	390
07:30	133	42	5	0	1	1	0	182	280	74	2	4	0	3	0	363
07:45	172	60	8	3	0	0	0	243	268	71	2	2	4	1	0	348
08:00	181	38	10	4	0	0	0	233	271	50	5	3	0	0	0	329
08:15	150	49	3	8	0	0	0	210	245	56	6	1	0	2	0	310
08:30	131	42	4	2	2	0	0	181	265	37	4	6	1	0	0	314
08:45	182	49	2	3	1	1	0	218	242	45	7	2	0	1	0	297
09:00	196	33	3	0	0	2	0	194	218	46	1	1	0	0	0	266
09:15	144	43	6	0	1	0	0	194	170	24	3	5	1	2	0	205
09:30	122	35	3	6	0	0	0	166	196	30	4	5	1	1	0	237
09:45	130	25	4	1	0	0	0	160	154	28	11	7	2	1	0	203
10:00	102	25	3	2	0	1	0	133	157	30	4	3	0	0	0	194
10:15	133	26	5	8	0	1	0	173	126	36	3	2	0	1	0	168
10:30	132	27	4	2	0	0	0	165	149	27	2	3	0	1	0	182
10:45	122	24	6	6	1	0	0	159	153	34	9	3	0	0	0	199
11:00	116	28	2	7	0	0	0	153	126	29	3	7	0	1	0	185
11:15	128	36	5	4	0	0	0	173	146	38	4	4	0	1	0	193
11:30	140	33	3	2	0	0	0	178	148	29	2	5	0	2	0	186
11:45	119	27	3	4	0	0	0	153	130	25	6	5	2	1	0	169
12:00	146	41	0	5	0	0	0	192	137	18	2	2	0	1	0	180
12:15	148	33	6	3	0	1	0	191	121	28	4	4	0	0	0	158
12:30	122	26	4	4	0	0	0	156	132	25	5	5	0	1	0	168
12:45	155	29	4	2	0	0	0	190	141	22	6	2	0	1	0	172
13:00	155	33	5	3	0	2	0	198	139	27	2	5	0	0	0	173
13:15	170	33	3	0	0	1	0	207	141	29	4	6	1	4	0	185
13:30	154	30	4	6	0	3	0	197	133	39	2	5	0	3	0	182
13:45	168	31	6	2	1	3	0	211	140	33	6	3	0	1	0	183
14:00	165	49	5	6	1	1	0	227	137	35	6	5	0	2	0	185
14:15	158	42	3	1	0	0	0	204	137	31	7	0	0	0	0	176
14:30	150	33	2	4	1	3	0	193	167	32	5	6	0	0	0	210
14:45	185	43	3	3	1	1	0	236	140	32	2	2	0	1	0	177
15:00	180	44	5	0	0	1	0	230	138	23	6	8	0	0	0	175
15:15	174	38	2	4	0	2	0	220	169	30	5	1	0	2	0	207
15:30	191	43	4	9	0	2	0	249	152	42	3	3	0	1	0	182
15:45	186	58	1	0	0	0	0	245	167	37	5	2	0	1	0	212
16:00	215	76	2	1	0	2	0	296	163	40	3	5	0	1	0	212
16:15	186	65	3	1	3	1	0	259	171	46	2	2	0	2	0	223
16:30	209	91	3	1	0	0	0	304	162	35	2	1	0	2	0	232
16:45	216	51	0	0	0	0	0	270	162	34	2	1	1	1	0	200
17:00	238	53	2	0	1	0	0	294	172	26	0	2	1	0	0	201
17:15	192	35	0	0	0	2	0	229	150	18	2	3	2	0	0	175
17:30	208	22	0	0	0	0	0	230	198	18	0	1	0	0	0	217
17:45	215	38	0	0	0	1	0	254	160	16	0	2	0	0	0	182
18:00	284	34	0	1	0	0	0	319	145	14	0	1	1	1	0	162
18:15	272	29	0	1	0	1	0	303	141	15	0	0	1	1	0	158
18:30	220	27	0	3	0	3	0	253	179	16	0	1	2	0	0	198
18:45	200	12	0	0	0	0	0	212	148	12	1	0	0	1	0	160
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	515	153	16	11	4	3	1	703	1121	323	7	9	4	6	0	1470
07:15	593	176	25	14	4	2	1	815	1112	285	12	12	4	5	0	1430
07:30	636	189	26	15	1	1	0	868	1064	251	15	10	4	6	0	1350
07:45	634	189	25	17	2	0	0	867	1050	214	17	12	5	3	0	1301
08:00	624	178	19	17	3	1	0	842	1024	188	22	12	1	3	0	1250
08:15	599	173	12	13	3	3	0	803	971	184	18	10	1	3	0	1187
08:30	593	167	15	5	4	3	0	787	896	152	15	14	2	3	0	1082
08:45	584	160	14	9	2	3	0	772	826	145	15	13	2	4	0	1005
09:00	552	136	16	7	1	2	0	714	728	128	19	8	4	4	0	911
09:15	498	128	16	9	1	1	0	653	677	112	22	20	4	4	0	839
09:30	487	111	15	17	0	2	0	632	633	124	22	17	3	3	0	802
09:45	497	103	16	13	0	2	0	631	586	121	20	15	2	3	0	747
10:00	489	102	18	18	1	2	0	630	585	127	18	11	0	2	0	743
10:15	503	105	17	23	1	1	0	650	554	126	17	15	0	3	0	715
10:30	498	115	17	19	1	0	0	650	574	128	18	17	0	3	0	740
10:45	506	121	16	19	1	0	0	663	573	130	18	19	0	4	0	744
11:00	503	124	13	17	0	0	0	657	550	121	15	21	2	5	0	714
11:15	533	137	11	15	0	0	0	696	581	110	14	16	2	5	0	728
11:30	553	134	12	14	0	1	0	714	556	100	14	16	2	5	0	693
11:45	535	127	13	16	0	1	0	692	540	96	17	16	2	4	0	675
12:00	571	129	14	14	0	1	0	729	551	93	17	13	0	4	0	678
12:15	580	121	19	12	0	3	0	735	533	102	17	16	0	3	0	671
12:30	602	121	16	9	0	3	0	761	553	103	17	18	1	6	0	698
12:45	634	125	16	11	0	6	0	792	554	117	14	18	1	8	0	712
13:00	647	127	18	11	1	9	0	813	553	128	14	19	1	8	0	723
13:15	657	143	18	14	2	8	0	842	551	136	18	19	1	10	0	735
13:30	645	152	18	15	2	7	0	839	547	138	21	13	0	7	0	725
13:45	641	155	16	13	3	7	0	835	581	131	24	14	0	4	0	754
14:00	658	167	13	14	3	5	0	860	581	130	20	13	0	4	0	748
14:15	673	162	13	8	2	5	0	863	582	118	20	16	0	2	0	738
14:30	689	158	12	11	2	7	0	879	614	117	18	17	0	3	0	769
14:45	730	168	14	16	1	6	0	935	599	127	16	14	0	4	0	760
15:00	731	183	12	13	0	5	0	944	626	132	19	14	0	4	0	795
15:15	766	215	9	14	0	6	0	1010	651	149	16	11	0	5	0	832
15:30	778	242	10	11	3	5	0	1049	653	165	13	12	0	5	0	846
15:45	796	290	9	3	3	3	0	1104	693	158	12	10	0	6	0	878
16:00	826	283	8	3	3	6	0	1129	688	155	9	9	1	5	0	867
16:15	849	260	8	2	4	4	0	1127	697	141	6	6	2	4	0	856
16:30	855	230	5	1	1	5	0	1097	676	113	6	7	4	2	0	808
16:45	854	161	2	0	1	5	0	1029	625	96	4	7	4	0	0	793
17:00	883	148	2	0	1	3	0	1007	680	80	2	8	3	2	0	775
17:15	899	129	0	1	0	3	0	1032	653	68	2	7	3	3	0	736
17:30	979	123	0	2	0	2	0	1108	644	65	0	4	2	4	0	719
17:45	991	126	0	5	0	5	0	1129	625	63	0	4	4	4	0	700
18:00	976	102	0	6	0	4	0	1088	611	57	1	2	5	2	0	676

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: Windhover Interchange
 Junction Type: 4-arm Roundabout

Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	144	40	0	0	0	1	0	185	42	18	0	0	0	1	0	61
07:15	180	33	1	0	0	2	0	196	59	35	0	0	1	1	1	97
07:30	166	28	0	0	0	2	0	196	41	23	0	0	0	0	0	106
07:45	185	34	0	0	0	0	0	203	83	35	1	0	0	0	0	125
08:00	146	14	0	1	0	0	0	161	106	30	0	0	0	0	0	136
08:15	193	21	1	0	0	2	0	217	117	27	2	1	0	0	0	147
08:30	173	12	1	0	0	1	0	187	127	18	0	0	0	0	0	145
08:45	160	24	0	0	0	1	0	185	128	37	0	0	0	0	2	167
09:00	136	19	1	0	1	0	0	157	98	31	0	1	1	2	0	133
09:15	98	17	1	0	0	0	0	116	92	17	0	0	0	1	0	110
09:30	92	16	0	0	0	0	0	108	75	19	2	0	0	0	0	96
09:45	83	22	2	1	0	0	0	118	78	22	0	1	0	1	0	102
10:00	84	12	1	0	0	1	0	98	62	13	0	0	0	3	0	78
10:15	85	17	2	0	0	0	0	104	97	19	0	0	0	0	0	116
10:30	91	18	0	0	0	1	0	110	81	13	1	1	0	0	0	96
10:45	79	15	0	1	0	0	0	95	82	10	1	1	0	1	1	96
11:00	78	11	1	0	0	1	0	91	65	13	0	0	0	0	0	78
11:15	80	14	2	0	0	2	1	99	73	13	2	1	0	0	0	89
11:30	84	9	2	1	0	1	0	97	94	20	2	2	0	1	0	119
11:45	71	15	1	2	0	0	0	89	85	22	1	0	0	0	0	108
12:00	81	16	0	0	1	1	0	99	83	20	2	0	0	2	0	107
12:15	77	16	2	0	0	0	0	97	108	23	1	0	0	1	0	133
12:30	69	13	1	0	0	0	0	83	78	20	3	0	1	0	0	102
12:45	85	13	0	0	0	1	0	99	80	19	1	0	0	0	0	100
13:00	81	12	0	0	0	0	0	93	100	22	0	0	0	1	0	123
13:15	91	12	2	0	0	1	0	106	108	19	1	0	0	0	1	129
13:30	108	19	1	0	0	0	0	128	98	16	0	0	0	2	0	116
13:45	84	11	0	0	0	0	0	95	100	22	0	1	0	1	0	124
14:00	82	17	2	1	0	0	0	102	104	26	1	1	1	0	0	133
14:15	88	16	1	1	0	3	0	111	98	15	1	0	0	1	0	116
14:30	80	20	2	1	0	1	0	104	119	17	0	1	0	1	1	138
14:45	73	13	0	1	0	2	0	89	130	18	0	0	0	1	0	149
15:00	82	16	2	1	0	2	0	103	117	25	1	0	0	0	0	143
15:15	100	32	0	0	0	2	0	134	135	24	1	1	0	0	0	161
15:30	104	22	2	0	0	0	0	128	134	32	1	0	0	0	0	164
15:45	98	33	3	0	0	1	0	135	148	33	0	0	0	0	0	181
16:00	102	30	0	1	0	1	0	134	162	48	1	0	0	0	0	211
16:15	87	25	0	0	0	0	0	112	172	47	0	0	0	1	5	225
16:30	108	28	0	0	0	0	0	136	171	57	1	0	0	0	0	229
16:45	87	14	0	0	0	0	0	102	210	41	0	0	0	5	0	256
17:00	101	20	0	0	0	0	0	121	207	43	0	0	0	2	0	252
17:15	60	7	0	0	0	1	0	68	189	23	0	0	0	0	0	212
17:30	57	7	0	0	0	0	0	64	206	19	0	0	0	3	0	228
17:45	110	10	0	0	0	1	0	121	170	22	0	0	0	0	0	193
18:00	64	9	0	0	0	0	0	73	198	26	0	1	0	0	0	225
18:15	61	7	0	0	0	2	0	70	195	15	0	0	0	0	0	210
18:30	95	16	0	0	0	0	0	111	153	19	0	0	0	0	0	172
18:45	84	8	1	0	0	4	0	107	107	6	0	0	0	1	0	114
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	639	135	1	0	0	5	0	780	273	111	1	0	1	2	1	389
07:15	641	109	1	1	0	4	0	756	337	123	1	0	1	1	1	464
07:30	674	97	1	1	0	4	0	777	395	115	3	1	0	0	0	514
07:45	681	81	2	1	0	3	0	768	439	110	3	1	0	0	0	553
08:00	672	71	2	1	0	4	0	750	478	112	2	1	0	2	0	595
08:15	662	76	3	0	1	4	0	746	470	113	2	2	1	4	0	592
08:30	567	72	3	0	1	2	0	645	445	103	0	1	1	5	0	555
08:45	466	76	2	0	1	1	0	566	393	104	2	1	1	5	0	506
09:00	419	74	4	1	1	0	0	499	343	89	2	2	1	4	0	441
09:15	367	67	4	1	0	1	0	440	307	71	2	1	0	5	0	386
09:30	354	67	5	1	0	1	0	428	312	73	2	1	0	4	0	392
09:45	353	69	5	1	0	2	0	430	318	67	1	2	0	4	0	392
10:00	339	62	3	1	0	2	0	407	322	55	2	2	0	4	1	385
10:15	333	61	3	1	0	2	0	400	325	55	2	2	0	1	1	386
10:30	328	58	3	1	0	4	1	395	301	49	4	3	0	1	1	359
10:45	321	49	5	2	0	4	1	382	314	56	5	4	0	2	1	382
11:00	313	49	6	3	0	4	1	376	317	58	5	3	0	1	0	394
11:15	316	54	5	3	1	4	1	384	335	75	7	3	0	3	0	423
11:30	313	58	5	3	1	2	0	382	370	85	6	2	0	4	0	467
11:45	298	62	4	2	1	1	0	368	354	85	7	0	1	3	0	450
12:00	312	60	3	0	1	2	0	378	349	82	7	0	1	3	0	442
12:15	312	56	3	0	0	1	0	372	365	84	5	0	1	2	0	458
12:30	326	50	3	0	0	2	0	381	366	80	5	0	1	2	0	454
12:45	365	56	3	0	0	2	0	426	386	76	2	0	0	4	0	468
13:00	364	54	3	0	0	1	0	422	406	79	1	1	0	5	0	492
13:15	365	59	5	1	0	1	0	431	410	83	2	2	1	4	0	502
13:30	362	65	4	2	0	3	0	436	401	79	2	2	1	4	0	489
13:45	334	66	5	3	0	4	0	412	422	80	2	3	1	3	1	512
14:00	323	68	5	4	0	6	0	406	452	76	2	2	1	3	1	537
14:15	323	67	5	4	0	8	0	407	465	75	2	1	0	3	1	547
14:30	335	81	4	3	0	7	0	430	501	84	2	2	0	2	1	592
14:45	359	83	4	2	0	6	0	454	516	99	3	1	0	2	0	621
15:00	384	103	7	1	0	5	0	500	534	114	3	1	0	1	0	653
15:15	404	117	5	1	0	4	0	531	579	137	3	1	0	1	0	721
15:30	391	110	5	1	0	2	0	509	616	160	2	0	1	6	0	785
15:45	395	116	3	1	0	2	0	517	653	185	2	0	1	5	0	846
16:00	384	97	0	1	0	2	0	484	715	193	2	0	1	10	0	921
16:15	383	87	0	0	0	1	0	471	760	188	1	0	0	1	12	962
16:30	356	69	0	0	0	2	0	427	777	164	1	0	0	7	0	948
16:45	305	48	0	0	0	2	0	355	812	128	0	0	0	10	0	948
17:00	328	44	0	0	0	2	0	374	772	107	0	0	0	6	0	885
17:15	291	33	0	0	0	2	0	326	763	90	0	1	0	4	0	858
17:30	292	33	0	0	0	3	0	328	769	82	0	1	0	4	0	856
17:45	330	42	0	0	0	3	0	375	716	82	0	1	0	1	0	800
18:00	314	40	1	0	0	6	0	361	653	66	0	1	0	1	0	721

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Client: I-Transport Date of Survey: 18.10.2022
 Junction Number: ID06792 Junction Name: Windhover Interchange
 Junction Type: Site 7 Junction Type: 4-arm Roundabout

Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	79	24	3	3	1	4	0	114	158	68	1	1	0	0	0	228
07:15	119	33	2	6	1	1	0	162	196	55	0	1	0	2	0	254
07:30	147	32	2	11	1	1	0	197	234	46	1	6	0	1	0	276
07:45	133	38	2	5	1	0	0	180	189	53	1	2	0	0	0	245
08:00	116	23	2	0	1	3	0	145	214	41	0	3	0	0	0	258
08:15	125	20	2	0	0	1	0	148	214	32	1	5	0	0	0	252
08:30	117	30	2	3	1	2	0	155	175	28	3	2	1	2	0	211
08:45	111	35	3	4	0	0	0	153	180	30	1	4	0	1	0	215
09:00	75	24	1	3	0	1	0	104	149	34	2	4	0	0	0	189
09:15	84	26	1	1	1	2	0	115	134	28	0	2	0	0	0	164
09:30	67	16	5	6	0	2	0	96	85	28	1	3	1	2	0	120
09:45	77	29	3	5	0	0	0	114	107	28	5	9	1	0	0	150
10:00	59	23	6	4	0	0	0	92	87	16	3	3	0	0	0	110
10:15	57	16	5	5	0	0	0	83	106	28	5	3	0	0	0	142
10:30	71	21	4	6	0	1	0	103	98	29	3	5	0	0	0	135
10:45	64	21	0	3	0	0	0	88	88	15	3	3	1	0	0	110
11:00	74	15	4	5	0	0	0	95	85	22	5	5	0	1	0	98
11:15	54	18	3	3	0	0	0	78	84	25	4	8	0	2	0	123
11:30	87	21	2	5	1	0	0	116	72	24	3	8	0	0	0	107
11:45	91	21	1	3	0	0	0	116	52	15	2	4	0	0	0	73
12:00	75	32	4	2	0	1	0	114	82	19	3	2	1	0	0	107
12:15	83	13	1	4	1	0	0	102	86	13	4	3	0	0	0	106
12:30	85	21	5	9	0	1	0	121	92	17	2	4	1	2	0	118
12:45	80	18	3	2	0	0	0	103	72	15	4	1	0	1	0	93
13:00	83	33	2	5	0	1	0	124	93	15	1	6	0	2	0	117
13:15	80	15	2	6	0	0	0	103	86	24	4	4	0	1	0	119
13:30	86	17	3	2	0	0	0	108	103	27	4	5	0	0	0	139
13:45	81	23	4	7	0	1	0	116	108	28	2	4	0	1	0	143
14:00	83	20	1	4	1	0	0	109	76	24	6	4	1	0	0	111
14:15	91	19	4	6	0	1	0	121	100	26	4	5	1	3	0	138
14:30	105	22	2	4	0	1	0	134	77	29	2	4	0	0	0	113
14:45	73	19	7	2	0	1	0	102	86	26	5	5	0	0	0	122
15:00	93	35	2	4	0	0	0	134	86	27	3	2	0	0	0	118
15:15	108	28	2	2	0	1	0	141	123	32	2	6	0	2	0	165
15:30	114	32	1	2	0	1	0	149	113	27	2	5	0	2	0	140
15:45	117	30	1	2	2	0	0	152	108	30	1	2	1	2	0	144
16:00	112	36	0	0	0	1	0	149	140	32	2	5	0	0	0	179
16:15	139	39	4	2	1	1	0	186	142	44	1	7	0	3	0	197
16:30	117	39	1	2	0	0	0	159	155	37	1	3	1	0	0	186
16:45	122	35	0	0	0	0	0	158	158	29	0	0	0	0	0	189
17:00	105	36	0	2	0	3	0	146	158	31	0	0	0	4	0	193
17:15	67	16	2	0	0	0	0	85	181	22	0	1	0	2	0	206
17:30	94	6	0	1	1	2	0	104	153	15	1	1	0	3	0	173
17:45	109	12	0	0	0	2	0	123	173	11	0	0	0	0	0	194
18:00	122	15	0	0	0	1	0	138	183	16	0	1	0	1	0	201
18:15	139	8	0	0	0	0	0	147	132	9	0	0	1	1	0	143
18:30	146	20	0	0	0	1	0	167	100	10	0	1	0	1	0	112
18:45	80	11	0	0	0	0	0	91	86	6	1	0	0	2	0	96
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	478	128	9	18	4	6	0	643	757	222	3	12	0	3	0	997
07:15	515	127	8	15	4	5	0	674	813	195	2	14	0	3	0	1027
07:30	521	114	8	9	3	5	0	660	831	172	3	18	0	1	0	1025
07:45	491	112	6	8	3	6	0	628	762	154	5	12	1	2	0	965
08:00	469	108	9	7	2	6	0	601	783	131	5	14	1	3	0	937
08:15	428	109	8	10	1	4	0	560	718	124	7	15	1	3	0	868
08:30	387	115	7	11	2	5	0	527	638	120	6	12	1	3	0	780
08:45	337	101	10	14	1	5	0	468	548	120	4	13	1	3	0	689
09:00	303	95	10	15	1	5	0	429	475	118	8	18	2	2	0	623
09:15	287	94	15	16	1	4	0	417	413	100	9	17	2	3	0	544
09:30	260	84	19	20	0	2	0	385	385	100	14	18	2	3	0	522
09:45	264	89	18	20	0	1	0	392	398	101	16	20	1	1	0	537
10:00	251	81	15	18	0	1	0	366	379	88	14	14	1	1	0	497
10:15	263	73	13	19	0	1	0	369	357	94	16	16	1	1	0	485
10:30	260	75	11	17	0	1	0	364	335	91	15	21	1	3	0	466
10:45	276	75	9	16	1	0	0	377	309	86	15	24	1	3	0	438
11:00	303	75	10	16	1	0	0	405	273	86	14	25	0	3	0	401
11:15	307	92	10	13	1	1	0	424	290	83	12	22	1	2	0	410
11:30	336	87	8	14	2	1	0	448	292	71	12	17	1	0	0	393
11:45	334	87	11	18	1	2	0	453	312	64	11	13	2	2	0	404
12:00	323	84	13	17	1	2	0	440	332	64	13	10	2	3	0	424
12:15	331	85	11	20	1	2	0	450	343	60	11	14	1	5	0	434
12:30	328	87	12	22	0	2	0	451	343	71	11	15	1	6	0	447
12:45	329	83	10	15	0	1	0	438	354	81	13	16	0	4	0	468
13:00	330	88	11	20	0	2	0	451	390	94	11	19	0	4	0	518
13:15	330	75	10	19	1	1	0	436	373	103	16	17	1	2	0	512
13:30	341	79	12	19	1	2	0	454	387	105	16	18	2	4	0	532
13:45	360	84	11	21	1	3	0	480	381	107	14	17	2	5	0	506
14:00	352	80	14	16	1	3	0	466	339	105	17	18	2	4	0	485
14:15	382	95	15	18	0	3	0	491	349	108	14	16	1	4	0	492
14:30	379	104	13	12	0	3	0	511	372	114	12	17	0	3	0	510
14:45	388	114	11	9	2	2	0	526	408	112	12	18	0	4	0	554
15:00	432	125	5	9	4	1	0	576	430	116	8	15	1	6	0	576
15:15	451	126	3	5	4	2	0	591	484	121	7	18	1	6	0	637
15:30	482	137	5	5	5	2	0	636	503	133	6	19	1	7	0	669
15:45	485	144	6	6	3	2	0	646	545	143	5	17	2	6	0	718
16:00	490	149	5	4	1	3	0	652	595	142	4	15	1	6	0	763
16:15	483	149	5	6	1	5	0	649	613	141	2	10	1	10	0	777
16:30	411	126	3	4	0	4	0	548	652	119	1	4	1	9	0	786
16:45	388	93	2	3	1	6	0	493	650	97	1	2	0	11	0	761
17:00	375	70	2	3	1	7	0	458	665	79	1	2	0	9	0	756
17:15	392	49	2	1	1	5	0	450	690	64	1	3	0	6	0	764
17:30	464	41	0	1	1	5	0	512	641	51	1	2	1	5	0	701
17:45	516	55	0	0	0	4	0	575	588	46	0	2	1	3	0	640
18:00	487	54	0	0	0	2	0	543	501	41	1	2	1	5	0	551

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Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Number: Site 7 Junction Type: 4-arm Roundabout

Time	Arm D Approach							Arm D Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	331	131	1	1	0	1	0	465	177	36	4	4	1	5	0	227
07:15	372	129	3	4	1	2	0	511	210	51	5	13	4	2	0	285
07:30	399	109	3	12	0	2	0	525	265	69	7	4	2	2	0	351
07:45	346	108	3	4	4	1	0	466	274	52	9	8	1	1	0	374
08:00	392	92	5	5	0	0	0	494	244	46	12	4	1	3	0	310
08:15	316	74	7	6	0	1	0	404	208	49	4	7	0	2	0	270
08:30	325	53	6	8	0	1	0	393	178	54	6	5	1	2	0	246
08:45	337	58	6	6	0	2	0	421	220	64	5	7	1	1	0	297
09:00	310	80	3	6	1	2	0	402	212	45	5	3	1	3	0	269
09:15	263	51	2	7	1	3	0	327	193	68	7	1	2	2	0	273
09:30	250	53	5	8	2	3	0	321	175	43	6	12	0	2	0	238
09:45	226	49	16	15	3	2	0	311	187	47	9	5	0	0	0	248
10:00	221	40	7	8	0	3	0	277	160	41	10	6	0	0	0	218
10:15	225	60	6	5	0	1	0	297	171	36	10	13	0	1	0	231
10:30	228	49	5	8	0	1	0	291	194	46	7	7	0	2	0	256
10:45	220	46	11	6	1	1	1	296	152	47	4	9	1	0	0	223
11:00	171	49	7	12	0	1	0	239	190	38	6	12	0	0	0	263
11:15	213	55	8	12	0	3	0	291	172	47	8	6	0	2	1	236
11:30	214	56	5	12	0	2	0	289	211	46	5	5	1	0	0	268
11:45	175	40	8	8	2	1	0	234	189	41	4	8	0	0	0	242
12:00	220	34	6	4	1	2	0	267	200	96	3	7	1	1	0	278
12:15	202	44	8	7	0	1	0	262	195	44	8	7	7	1	0	265
12:30	212	43	7	9	2	3	0	276	186	41	7	13	0	1	0	248
12:45	199	42	10	3	0	1	0	255	226	46	6	4	0	0	0	282
13:00	209	46	3	11	0	3	0	272	196	60	7	8	0	3	0	274
13:15	210	49	6	10	1	5	0	280	215	36	4	6	0	1	0	263
13:30	196	61	6	10	0	5	0	278	210	45	8	8	0	3	0	274
13:45	239	63	8	7	0	3	0	320	224	45	10	8	1	4	0	292
14:00	192	52	11	8	2	2	0	267	205	53	6	9	2	1	0	276
14:15	232	49	8	4	1	5	0	299	233	36	4	7	0	4	0	304
14:30	229	49	6	9	0	1	1	295	201	46	5	7	1	1	0	264
14:45	238	61	7	6	0	1	0	313	213	60	10	5	1	3	0	292
15:00	220	43	8	9	0	0	0	280	234	63	7	4	0	3	0	311
15:15	281	53	8	7	0	4	0	353	236	65	4	5	0	5	0	315
15:30	245	66	6	8	0	4	0	329	245	62	5	10	2	2	0	335
15:45	248	57	5	4	1	2	0	317	228	78	4	2	2	2	0	312
16:00	267	59	6	9	0	1	0	342	231	81	2	1	0	4	0	319
16:15	302	80	3	9	1	9	0	404	229	72	7	3	4	1	0	316
16:30	319	57	3	4	1	3	0	387	235	86	3	3	0	0	0	327
16:45	296	52	2	1	1	4	0	355	190	48	0	0	0	2	0	240
17:00	301	49	0	2	1	4	0	357	208	58	2	2	1	1	0	272
17:15	347	41	2	4	2	2	0	398	146	36	2	0	0	3	0	187
17:30	381	32	1	2	0	5	0	401	163	15	0	1	1	1	0	181
17:45	294	24	0	2	0	2	0	322	226	33	0	0	0	3	0	261
18:00	299	25	0	2	1	2	0	329	243	27	0	0	0	1	0	271
18:15	259	23	0	0	2	2	0	286	263	28	0	1	0	3	0	295
18:30	248	17	0	2	2	1	0	270	277	35	0	3	0	4	0	319
18:45	207	18	2	1	1	0	0	229	242	25	1	0	0	2	0	271
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	1448	477	10	21	5	6	0	1967	929	237	25	29	8	9	0	1237
07:15	1509	438	14	25	5	5	0	1996	996	247	33	29	8	7	0	1320
07:30	1453	383	18	27	4	4	0	1889	994	245	32	23	4	7	0	1305
07:45	1379	327	21	23	4	3	0	1757	904	221	31	24	3	7	0	1200
08:00	1370	287	26	25	0	4	0	1712	850	213	27	23	3	7	0	1123
08:15	1288	275	24	26	1	6	0	1620	818	212	20	22	3	7	0	1082
08:30	1235	252	19	27	2	8	0	1543	803	231	23	16	5	7	0	1085
08:45	1160	252	18	27	4	10	0	1471	800	220	23	23	4	7	0	1077
09:00	1049	233	26	26	7	10	0	1361	767	203	27	21	3	7	0	1028
09:15	960	193	30	26	6	11	0	1236	715	199	32	24	2	5	0	977
09:30	922	202	34	34	5	9	0	1206	693	167	35	36	0	4	0	935
09:45	900	198	34	34	3	7	0	1176	712	170	36	31	0	4	0	953
10:00	894	195	29	25	1	6	1	1151	697	170	31	35	1	4	0	928
10:15	844	203	29	31	1	4	1	1113	707	167	27	41	1	3	0	946
10:30	832	198	31	38	1	6	1	1107	708	178	25	34	1	4	1	951
10:45	818	205	31	42	1	7	1	1105	725	178	23	32	2	2	1	963
11:00	773	196	29	44	2	7	0	1053	752	172	23	31	1	2	1	862
11:15	622	185	27	36	3	8	0	1081	772	200	20	26	2	3	1	1024
11:30	811	174	27	31	3	6	0	1052	795	197	20	27	3	1	0	1043
11:45	809	161	29	28	5	7	0	1039	770	192	22	35	2	2	0	1023
12:00	833	163	31	23	3	7	0	1060	807	197	24	31	2	2	0	1063
12:15	822	175	29	30	2	8	0	1065	803	191	28	32	1	4	0	1059
12:30	830	179	26	33	3	12	0	1083	824	183	24	31	0	5	0	1067
12:45	814	197	25	34	1	14	0	1085	848	187	25	26	0	7	0	1093
13:00	854	218	23	38	1	16	0	1150	846	186	29	30	1	11	0	1103
13:15	837	224	31	35	3	15	0	1145	855	179	28	31	3	9	0	1105
13:30	859	225	33	29	3	15	0	1154	872	199	28	32	3	12	0	1146
13:45	892	213	33	28	3	11	1	1181	863	200	25	31	4	13	0	1136
14:00	891	211	32	27	3	9	1	1174	852	215	25	28	4	12	0	1136
14:15	919	202	29	28	1	7	1	1187	881	225	26	23	2	14	0	1171
14:30	986	206	29	31	0	6	1	1241	884	234	26	21	2	15	0	1182
14:45	984	223	28	30	0	9	0	1274	938	250	26	24	3	13	0	1254
15:00	994	219	26	28	1	10	0	1278	951	268	20	21	4	10	0	1274
15:15	1041	235	24	28	1	11	0	1340	949	286	15	18	4	11	0	1282
15:30	1062	262	19	30	2	16	0	1391	941	293	18	16	8	7	0	1283
15:45	1136	253	17	25	3	15	0	1450	921	317	16	9	7	6	0	1274
16:00	1183	248	14	23	3	17	0	1488	885	287	12	7	4	7	0	1202
16:15	1217	238	8	16	4	20	0	1503	862	264	12	8	5	4	0	1155
16:30	1262	199	7	11	5	13	0	1497	779	228	7	5	1	6	0	1026
16:45	1324	174	5	9	4	15	0	1511	707	157	4	3	2	7	0	895
17:00	1303	146	3	10	3	13	0	1478	742	142	4	3	2	8	0	901
17:15	1301	122	3	10	3	11	0	1450	777	111	2	1	1	8	0	900
17:30	1213	104	1	6	3	11	0	1338	894	103	0	2	1	8	0	1008
17:45	1100	89	0	6	5	7	0	1207	1008	123	0	4	0	11	0	1146
18:00	1013	83	2	4	6	6	0	1114	1025	115	1	5	0	10	0	1156

Intelligent Data Collection Limited



Client: I-Transport Date of Survey: 18.10.2022
 Project Number: ID06792 Junction Name: Windhover Interchange
 Junction Number: Site 7 Junction Type: 4-arm Roundabout

Time	Total Junction Flow							Total
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	
07:00	657	210	5	5	1	7	0	885
07:15	758	231	8	17	5	6	1	1026
07:30	845	211	10	16	2	6	0	1090
07:45	820	241	13	12	5	1	0	1092
08:00	835	167	17	10	1	3	0	1033
08:15	784	164	13	14	0	4	0	979
08:30	746	137	13	13	3	4	0	916
08:45	770	176	13	13	1	4	0	977
09:00	677	156	8	9	2	5	0	857
09:15	589	137	10	8	3	5	0	752
09:30	531	120	13	20	2	5	0	691
09:45	526	125	25	22	3	2	0	703
10:00	466	100	17	12	0	5	0	600
10:15	500	119	18	18	0	2	0	657
10:30	522	115	13	16	0	3	0	669
10:45	485	106	17	16	2	1	1	628
11:00	436	102	14	24	0	2	0	578
11:15	475	123	18	19	0	5	1	641
11:30	525	119	12	20	1	3	0	680
11:45	456	103	13	17	2	1	0	592
12:00	522	123	10	11	2	4	0	672
12:15	510	108	17	14	1	2	0	652
12:30	488	103	17	22	2	4	0	636
12:45	519	102	17	7	0	2	0	647
13:00	528	124	10	19	0	6	0	687
13:15	551	108	13	16	1	7	0	686
13:30	544	127	14	18	0	8	0	711
13:45	572	128	18	16	1	7	0	742
14:00	522	138	19	19	4	3	0	705
14:15	569	128	16	12	1	9	0	735
14:30	664	124	12	18	1	6	1	729
14:45	569	136	17	12	1	5	0	740
15:00	575	138	17	14	0	3	0	747
15:15	663	151	12	13	0	9	0	848
15:30	654	163	11	18	2	8	0	854
15:45	649	178	10	6	3	3	0	849
16:00	696	201	8	11	0	5	0	921
16:15	714	209	10	12	5	11	0	961
16:30	753	215	7	7	1	3	0	986
16:45	720	152	2	1	1	9	0	885
17:00	745	158	2	4	2	7	0	918
17:15	666	99	4	4	2	5	0	780
17:30	720	67	1	3	1	7	0	799
17:45	729	84	0	2	0	6	0	820
18:00	769	83	0	3	1	3	0	859
18:15	731	67	0	1	2	5	0	806
18:30	709	80	0	5	2	5	0	801
18:45	581	49	3		1	5	0	640
Start Time	Rolling Hour							Total
07:00	3080	893	36	50	13	20	1	4093
07:15	3258	850	48	55	13	16	1	4241
07:30	3284	783	53	52	8	14	0	4194
07:45	3186	709	56	49	9	12	0	4020
08:00	3135	644	56	50	5	15	0	3905
08:15	2977	633	47	49	6	17	0	3729
08:30	2782	606	44	43	9	18	0	3502
08:45	2567	589	44	50	8	19	0	3277
09:00	2323	538	56	59	10	17	0	3023
09:15	2112	482	65	62	8	17	0	2746
09:30	2023	464	73	72	5	14	0	2651
09:45	2014	459	73	68	3	12	0	2629
10:00	1979	440	65	62	2	11	1	2554
10:15	1943	442	62	74	2	8	1	2532
10:30	1918	446	62	75	2	11	2	2516
10:45	1921	450	61	79	3	11	2	2527
11:00	1892	447	57	80	3	11	1	2491
11:15	1978	468	53	67	5	13	1	2585
11:30	2013	453	52	62	6	10	0	2596
11:45	1976	437	57	64	7	11	0	2552
12:00	2039	436	61	54	5	12	0	2607
12:15	2046	437	61	62	3	14	0	2622
12:30	2086	437	57	64	3	19	0	2666
12:45	2142	461	54	60	1	23	0	2741
13:00	2195	487	55	69	2	28	0	2836
13:15	2189	501	64	69	6	25	0	2854
13:30	2207	521	67	65	6	27	0	2893
13:45	2227	518	65	65	7	25	1	2908
14:00	2224	526	64	61	7	23	1	2906
14:15	2277	526	62	56	3	23	1	2948
14:30	2271	549	58	57	2	23	1	3051
14:45	2461	588	57	57	3	23	0	3189
15:00	2541	630	50	51	5	21	0	3298
15:15	2662	693	41	48	5	23	0	3472
15:30	2713	751	39	47	10	25	0	3586
15:45	2812	803	35	36	9	22	0	3717
16:00	2883	777	27	31	7	28	0	3753
16:15	2932	734	21	24	9	30	0	3750
16:30	2884	624	15	16	6	24	0	3569
16:45	2851	476	9	12	6	28	0	3382
17:00	2859	408	7	13	5	25	0	3317
17:15	2883	333	5	12	4	21	0	3258
17:30	2948	301	1	9	4	21	0	3284
17:45	2937	314	0	11	5	19	0	3286
18:00	2790	279	3	10	6	18	0	3106



Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Site Number: Site 1
Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Satchall Lane
Survey Type: Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - Queue Site 1 - 18.10.2022			

Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

Intelligent Data Collection Limited



Client: i-Transport
Project Number: ID06792
Site Number: Site 1
Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Satchall Lane
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.875497	-1.328415	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Clear	Clear	Clear

Junction Layout



Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each one-minute interval. For signalised approaches, the queue recorded is that observed the next time the signals turn green after the quoted time.

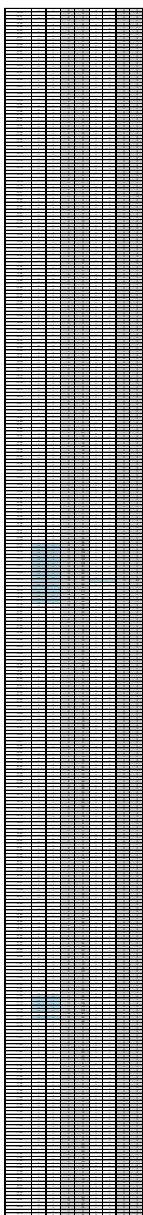
These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

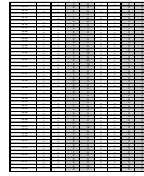
Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.







Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Site Number: Site 2
Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Access Road / Hound Road
Survey Type: Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - Queue Site 2 - 18.10.2022			

Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

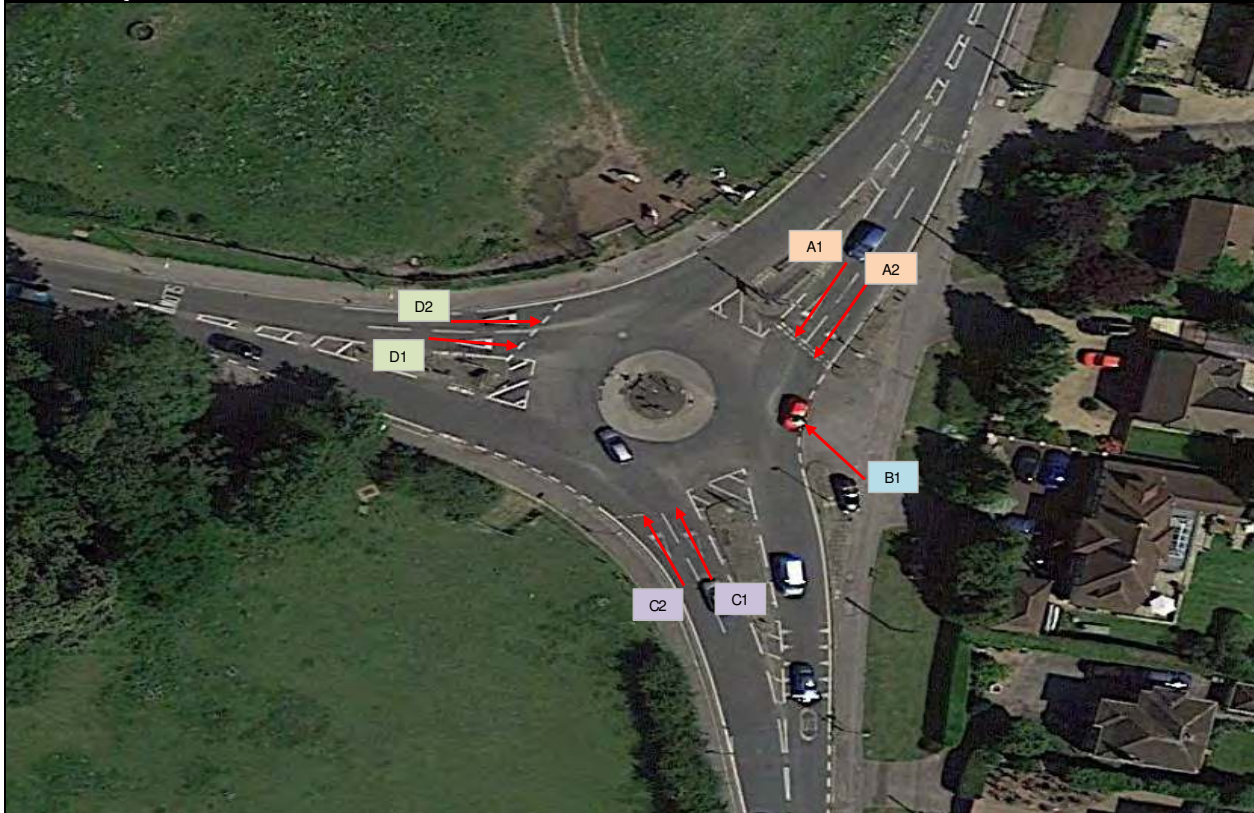
Intelligent Data Collection Limited



Client: i-Transport
Project Number: ID06792
Site Number: Site 2
Date of Survey: 18.10.2022
Junction Name: B3397 Hamble Lane / Access Road / Hound Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.876226	-1.328645	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Cloudy	Clear	Clear

Junction Layout



Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each one-minute interval. For signalised approaches, the queue recorded is that observed the next time the signals turn green after the quoted time.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

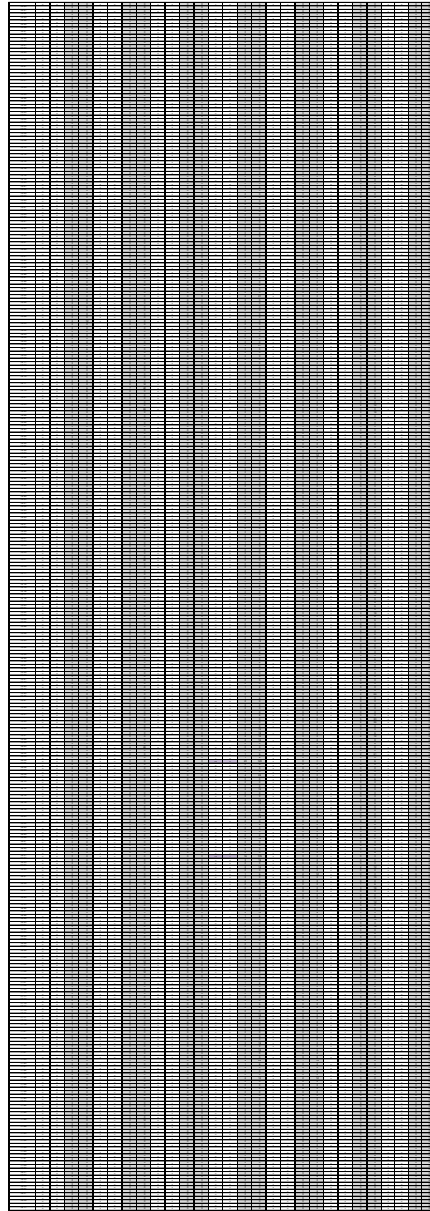
Vehicle Length Assumptions (metres)

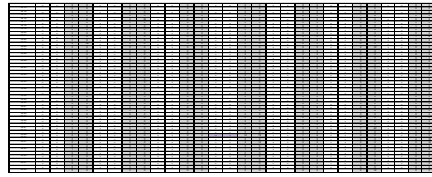
Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Account Name	Account Number	Account Type	Account Status	Account Balance	Account Currency	Account Address	Account City	Account State	Account Country	Account Zip	Account Phone	Account Fax	Account Email	Account Website	Account Notes
ABC COMPANY	123456789	Current	Active	1000.00	USD	123 Main St	New York	NY	USA	10001	212 555 1234	212 555 5678	info@abc.com	www.abc.com	ABC COMPANY
DEF COMPANY	987654321	Current	Active	500.00	USD	456 Main St	Los Angeles	CA	USA	90001	310 555 9876	310 555 4321	info@def.com	www.def.com	DEF COMPANY
GHI COMPANY	246813579	Current	Active	250.00	USD	789 Main St	Chicago	IL	USA	60601	312 555 2468	312 555 1357	info@ghi.com	www.ghi.com	GHI COMPANY
JKL COMPANY	135792468	Current	Active	750.00	USD	101 Main St	San Francisco	CA	USA	94101	415 555 1357	415 555 9246	info@jkl.com	www.jkl.com	JKL COMPANY
MNO COMPANY	864209753	Current	Active	300.00	USD	202 Main St	Houston	TX	USA	77001	281 555 8642	281 555 0975	info@mno.com	www.mno.com	MNO COMPANY
PQR COMPANY	357912468	Current	Active	600.00	USD	303 Main St	Phoenix	AZ	USA	85001	602 555 3579	602 555 1246	info@pqr.com	www.pqr.com	PQR COMPANY
STU COMPANY	678901234	Current	Active	400.00	USD	404 Main St	Philadelphia	PA	USA	19101	215 555 6789	215 555 0123	info@stu.com	www.stu.com	STU COMPANY
VWX COMPANY	901234567	Current	Active	200.00	USD	505 Main St	San Antonio	TX	USA	78101	214 555 9012	214 555 3456	info@vwx.com	www.vwx.com	VWX COMPANY
YZA COMPANY	234567890	Current	Active	150.00	USD	606 Main St	San Diego	CA	USA	92101	619 555 2345	619 555 6789	info@yza.com	www.yza.com	YZA COMPANY
BCD COMPANY	567890123	Current	Active	800.00	USD	707 Main St	San Jose	CA	USA	95101	408 555 5678	408 555 9012	info@bcd.com	www.bcd.com	BCD COMPANY
EFG COMPANY	890123456	Current	Active	350.00	USD	808 Main St	Seattle	WA	USA	98101	206 555 8901	206 555 2345	info@efg.com	www.efg.com	EFG COMPANY
HIJ COMPANY	123456789	Current	Active	650.00	USD	909 Main St	Portland	OR	USA	97201	503 555 1234	503 555 5678	info@hij.com	www.hij.com	HIJ COMPANY
KLM COMPANY	456789012	Current	Active	450.00	USD	1010 Main St	Denver	CO	USA	80201	303 555 4567	303 555 8901	info@klm.com	www.klm.com	KLM COMPANY
NOP COMPANY	789012345	Current	Active	250.00	USD	1111 Main St	San Francisco	CA	USA	94101	415 555 7890	415 555 1234	info@nop.com	www.nop.com	NOP COMPANY
QRS COMPANY	012345678	Current	Active	700.00	USD	1212 Main St	San Francisco	CA	USA	94101	415 555 0123	415 555 4567	info@qrs.com	www.qrs.com	QRS COMPANY
TUV COMPANY	345678901	Current	Active	550.00	USD	1313 Main St	San Francisco	CA	USA	94101	415 555 3456	415 555 7890	info@tuv.com	www.tuv.com	TUV COMPANY
WXY COMPANY	678901234	Current	Active	400.00	USD	1414 Main St	San Francisco	CA	USA	94101	415 555 6789	415 555 0123	info@wxy.com	www.wxy.com	WXY COMPANY
ZAB COMPANY	901234567	Current	Active	300.00	USD	1515 Main St	San Francisco	CA	USA	94101	415 555 9012	415 555 3456	info@zab.com	www.zab.com	ZAB COMPANY
CD EFG	234567890	Current	Active	200.00	USD	1616 Main St	San Francisco	CA	USA	94101	415 555 2345	415 555 6789	info@cd-efg.com	www.cd-efg.com	CD EFG
HIJ KLM	567890123	Current	Active	150.00	USD	1717 Main St	San Francisco	CA	USA	94101	415 555 5678	415 555 9012	info@hij-klm.com	www.hij-klm.com	HIJ KLM
NOP QRS	890123456	Current	Active	100.00	USD	1818 Main St	San Francisco	CA	USA	94101	415 555 8901	415 555 2345	info@nop-qrs.com	www.nop-qrs.com	NOP QRS
TUV WXY	123456789	Current	Active	50.00	USD	1919 Main St	San Francisco	CA	USA	94101	415 555 1234	415 555 5678	info@tuv-wxy.com	www.tuv-wxy.com	TUV WXY
ZAB CDE	456789012	Current	Active	25.00	USD	2020 Main St	San Francisco	CA	USA	94101	415 555 4567	415 555 8901	info@zab-cde.com	www.zab-cde.com	ZAB CDE
FGH IJK	789012345	Current	Active	12.50	USD	2121 Main St	San Francisco	CA	USA	94101	415 555 7890	415 555 1234	info@fgh-ijk.com	www.fgh-ijk.com	FGH IJK
LMN OPQ	012345678	Current	Active	6.25	USD	2222 Main St	San Francisco	CA	USA	94101	415 555 0123	415 555 4567	info@lmn-opq.com	www.lmn-opq.com	LMN OPQ
RST UVW	345678901	Current	Active	3.125	USD	2323 Main St	San Francisco	CA	USA	94101	415 555 3456	415 555 7890	info@rst-uvw.com	www.rst-uvw.com	RST UVW
XYZ ABC	678901234	Current	Active	1.5625	USD	2424 Main St	San Francisco	CA	USA	94101	415 555 6789	415 555 0123	info@xyz-abc.com	www.xyz-abc.com	XYZ ABC
DEF GHI	901234567	Current	Active	0.78125	USD	2525 Main St	San Francisco	CA	USA	94101	415 555 9012	415 555 3456	info@def-ghi.com	www.def-ghi.com	DEF GHI
JKL MNO	234567890	Current	Active	0.390625	USD	2626 Main St	San Francisco	CA	USA	94101	415 555 2345	415 555 6789	info@jkl-mno.com	www.jkl-mno.com	JKL MNO
PQR STU	567890123	Current	Active	0.1953125	USD	2727 Main St	San Francisco	CA	USA	94101	415 555 5678	415 555 9012	info@pqr-stu.com	www.pqr-stu.com	PQR STU
VWX YZA	890123456	Current	Active	0.09765625	USD	2828 Main St	San Francisco	CA	USA	94101	415 555 8901	415 555 2345	info@vwx-zya.com	www.vwx-zya.com	VWX YZA
BCD EFG	123456789	Current	Active	0.048828125	USD	2929 Main St	San Francisco	CA	USA	94101	415 555 1234	415 555 5678	info@bcd-efg.com	www.bcd-efg.com	BCD EFG
HIJ KLM	456789012	Current	Active	0.0244140625	USD	3030 Main St	San Francisco	CA	USA	94101	415 555 4567	415 555 8901	info@hij-klm.com	www.hij-klm.com	HIJ KLM
NOP QRS	789012345	Current	Active	0.01220703125	USD	3131 Main St	San Francisco	CA	USA	94101	415 555 7890	415 555 1234	info@nop-qrs.com	www.nop-qrs.com	NOP QRS
TUV WXY	012345678	Current	Active	0.006103515625	USD	3232 Main St	San Francisco	CA	USA	94101	415 555 0123	415 555 4567	info@tuv-wxy.com	www.tuv-wxy.com	TUV WXY
ZAB CDE	345678901	Current	Active	0.0030517578125	USD	3333 Main St	San Francisco	CA	USA	94101	415 555 3456	415 555 7890	info@zab-cde.com	www.zab-cde.com	ZAB CDE
FGH IJK	678901234	Current	Active	0.00152587890625	USD	3434 Main St	San Francisco	CA	USA	94101	415 555 6789	415 555 0123	info@fgh-ijk.com	www.fgh-ijk.com	FGH IJK
LMN OPQ	901234567	Current	Active	0.000762939453125	USD	3535 Main St	San Francisco	CA	USA	94101	415 555 9012	415 555 3456	info@lmn-opq.com	www.lmn-opq.com	LMN OPQ
RST UVW	234567890	Current	Active	0.0003814697265625	USD	3636 Main St	San Francisco	CA	USA	94101	415 555 2345	415 555 6789	info@rst-uvw.com	www.rst-uvw.com	RST UVW
XYZ ABC	567890123	Current	Active	0.00019073486328125	USD	3737 Main St	San Francisco	CA	USA	94101	415 555 5678	415 555 9012	info@xyz-abc.com	www.xyz-abc.com	XYZ ABC
DEF GHI	890123456	Current	Active	0.000095367431640625	USD	3838 Main St	San Francisco	CA	USA	94101	415 555 8901	415 555 2345	info@def-ghi.com	www.def-ghi.com	DEF GHI
JKL MNO	123456789	Current	Active	0.0000476837158203125	USD	3939 Main St	San Francisco	CA	USA	94101	415 555 1234	415 555 5678	info@jkl-mno.com	www.jkl-mno.com	JKL MNO
PQR STU	456789012	Current	Active	0.00002384185791015625	USD	4040 Main St	San Francisco	CA	USA	94101	415 555 4567	415 555 8901	info@pqr-stu.com	www.pqr-stu.com	PQR STU
VWX YZA	789012345	Current	Active	0.000011920928955078125	USD	4141 Main St	San Francisco	CA	USA	94101	415 555 7890	415 555 1234	info@vwx-zya.com	www.vwx-zya.com	VWX YZA
BCD EFG	012345678	Current	Active	0.0000059604644775390625	USD	4242 Main St	San Francisco	CA	USA	94101	415 555 0123	415 555 4567	info@bcd-efg.com	www.bcd-efg.com	BCD EFG
HIJ KLM	345678901	Current	Active	0.00000298023223876953125	USD	4343 Main St	San Francisco	CA	USA	94101	415 555 3456	415 555 7890	info@hij-klm.com	www.hij-klm.com	HIJ KLM
NOP QRS	678901234	Current	Active	0.000001490116119384765625	USD	4444 Main St	San Francisco	CA	USA	94101	415 555 6789	415 555 0123	info@nop-qrs.com	www.nop-qrs.com	NOP QRS
TUV WXY	901234567	Current	Active	0.0000007450580596923828125	USD	4545 Main St	San Francisco	CA	USA	94101	415 555 9012	415 555 3456	info@tuv-wxy.com	www.tuv-wxy.com	TUV WXY
ZAB CDE	234567890	Current	Active	0.00000037252902984619140625	USD	4646 Main St	San Francisco	CA	USA	94101	415 555 2345	415 555 6789	info@zab-cde.com	www.zab-cde.com	ZAB CDE
FGH IJK	567890123	Current	Active	0.000000186264514923095703125	USD	4747 Main St	San Francisco	CA	USA	94101	415 555 5678	415 555 9012	info@fgh-ijk.com	www.fgh-ijk.com	FGH IJK
LMN OPQ	890123456	Current	Active	0.0000000931322574615478515625	USD	4848 Main St	San Francisco	CA	USA	94101	415 555 8901	415 555 2345	info@lmn-opq.com	www.lmn-opq.com	LMN OPQ
RST UVW	123456789	Current	Active	0.00000004656612873077392578125	USD	4949 Main St	San Francisco	CA	USA	94101	415 555 1234	415 555 5678	info@rst-uvw.com	www.rst-uvw.com	RST UVW
XYZ ABC	456789012	Current	Active	0.000000023283064365386962890625	USD	5050 Main St	San Francisco	CA	USA	94101	415 555 4567	415 555 8901	info@xyz-abc.com	www.xyz-abc.com	XYZ ABC
DEF GHI	789012345	Current	Active	0.0000000116415321826934814453125	USD	5151 Main St	San Francisco	CA	USA	94101	415 555 7890	415 555 1234	info@def-ghi.com	www.def-ghi.com	DEF GHI
JKL MNO	012345678	Current	Active	0.00000000582076609134674072265625	USD	5252 Main St	San Francisco	CA	USA	94101	415 555 0123	415 555 4567	info@jkl-mno.com	www.jkl-mno.com	JKL MNO
PQR STU	345678901	Current	Active	0.000000002910383045673370361328125	USD	5353 Main St	San Francisco	CA	USA	94101	415 555 3456	415 555 7890	info@pqr-stu.com	www.pqr-stu.com	PQR STU
VWX YZA	678901234	Current	Active	0.0000000014551915228366851806640625	USD	5454 Main St	San Francisco	CA	USA	94101	415 555 6789	415 555 0123	info@vwx-zya.com	www.vwx-zya.com	VWX YZA
BCD EFG	901234567	Current	Active	0.00000000072759576141834259033203125	USD	5555 Main St	San Francisco	CA	USA	94101	415 555 9012	415 555 3456	info@bcd-efg.com	www.bcd-efg.com	BCD EFG
HIJ KLM	234567890	Current	Active	0.000000000363797880709171295166015625	USD	5656 Main St	San Francisco	CA	USA	94101	415 555 2345	415 555 6789	info@hij-klm.com	www.hij-klm.com	HIJ KLM
NOP QRS	567890123	Current	Active	0.0000000001818989403545856475830078125	USD	5757 Main St	San Francisco	CA	USA	94101	415 555 5678	415 555 9012	info@nop-qrs.com	www.nop-qrs.com	NOP QRS
TUV WXY	890123456	Current	Active	0.00000000009094947017729282379150390625	USD	5858 Main St	San Francisco	CA	USA	94101	415 555 8901	415 555 2345	info@tuv-wxy.com	www.tuv-wxy.com	TUV WXY
ZAB CDE	123456789	Current	Active	0.000000000045474735088646411895751953125	USD	5959 Main St	San Francisco	CA	USA	94101	415 555 1234	415 555 5678	info@zab-cde.com	www.zab-cde.com	ZAB CDE
FGH IJK	456789012	Current	Active	0.0000000000227373675443232059478759765625	USD	6060 Main St	San Francisco	CA	USA	94101	415 555 4567	415 555 8901	info@fgh-ijk.com	www.fgh-ijk.com	FGH IJK
LMN OPQ	789012345	Current	Active	0.00000000001136868377216160297393798828125	USD	6161 Main St	San Francisco	CA	USA	94101	415 555 7890	415 555 1234	info@lmn-opq.com	www.lmn-opq.com	LMN OPQ
RST UVW	012345678	Current	Active	0.000000000005684341886080801486968994140625	USD	6262 Main St	San Francisco	CA	USA	94101	415 555 0123	415 555 4567	info@rst-uvw.com	www.rst-uvw.com	RST UVW
XYZ ABC	345678901	Current	Active	0.0000000000028421709430404007434844970703125	USD	6363 Main St	San Francisco	CA	USA	94101	415 555 3456	415 555 7890	info@xyz-abc.com	www.xyz-abc.com	XYZ ABC
DEF GHI	678901234	Current	Active	0.00000000000142108547152020037174224853515625	USD	6464 Main St	San Francisco	CA	USA	94101	415 555 6789	415 555 0123	info@def-ghi.com	www.def-ghi.com	DEF GHI
JKL MNO	901234567	Current	Active	0.000000000000710542735760100185871124267578125	USD	6565 Main St	San Francisco	CA	USA	94101	415 555 9012	415 555 3456	info@jkl-mno.com	www.jkl-mno.com	JKL MNO
PQR STU	234567890	Current	Active	0.0000000000003552713678800500929355621337890625	USD	6666 Main St	San Francisco	CA	USA	94101	415 555 2345	415 555 6789	info@pqr-stu.com	www.pqr-stu.com	PQR STU
VWX YZA	567890123	Current	Active	0.0000000000001776356839400250464677810668953125	USD	6767 Main St	San Francisco	CA	USA	94101	415 555 5678	415 555 9012	info@vwx-zya.com	www.vwx-zya.com	VWX YZA
BCD EFG	890123456	Current	Active	0.00000000000008881784197001252323389053344765625	USD	6868 Main St	San Francisco	CA	USA	94101					







Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Site Number: Site 3
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
Survey Type: Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - Queue Site 3 - 18.10.2022			

Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

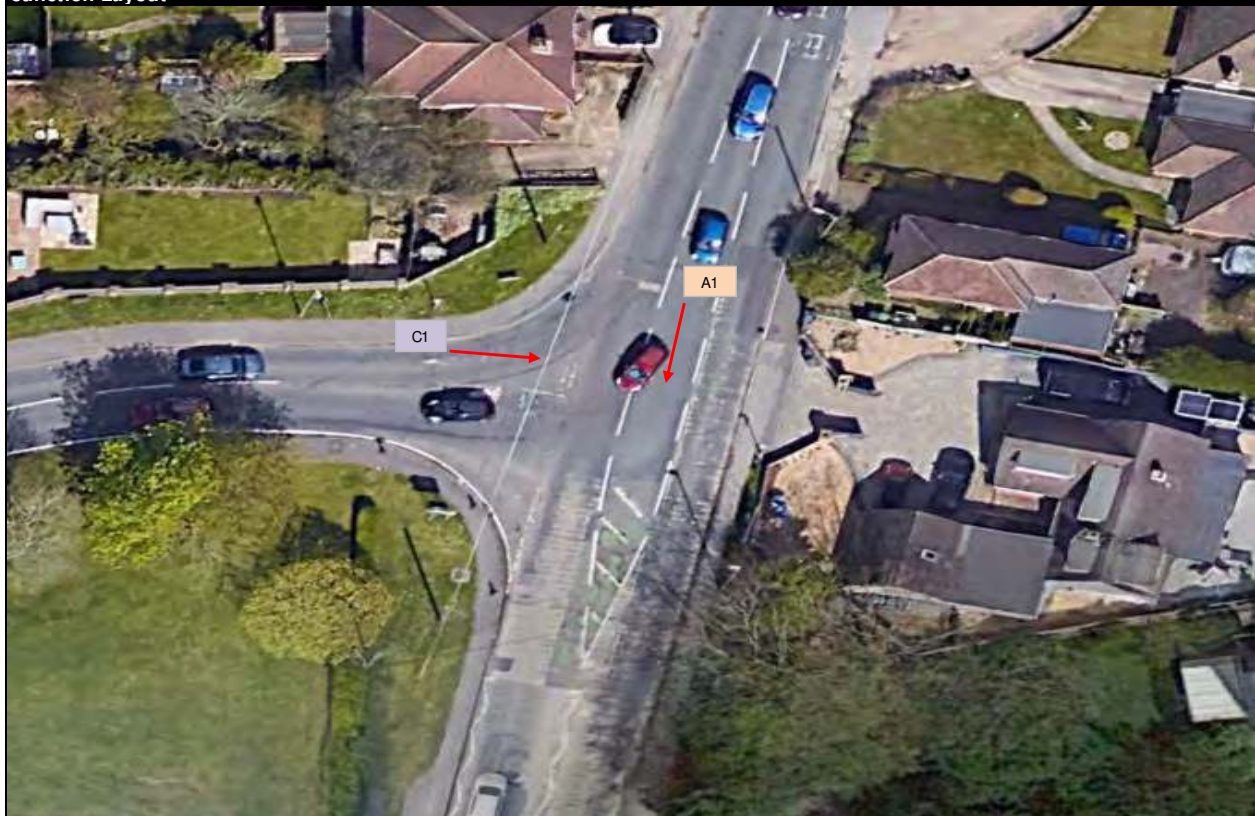
Intelligent Data Collection Limited



Client: i-Transport
Project Number: ID06792
Site Number: Site 3
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / B3397 Hamble Lane / A3025 Portsmouth Road
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.889306	-1.323557	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Clear

Junction Layout



Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each one-minute interval. For signalised approaches, the queue recorded is that observed the next time the signals turn green after the quoted time.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

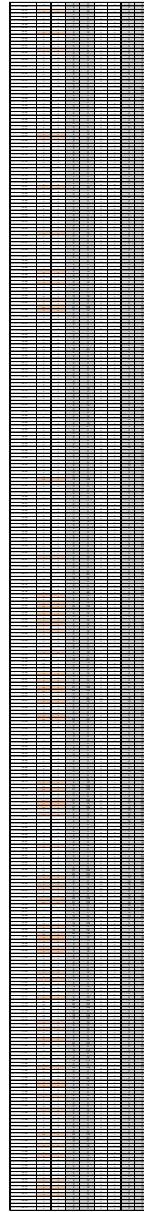
Vehicle Length Assumptions (metres)

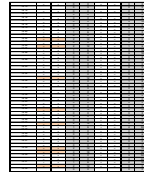
Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Arm A has a gap between views from 2 vehicles to 19 vehicles. Any highlights after 19 vehicles show where the queue reaches back to Site 4.







Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Site Number: Site 4
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / Lionheart Way
Survey Type: Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - Queue Site 4 - 18.10.2022			

Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

Intelligent Data Collection Limited



Client: i-Transport
Project Number: ID06792
Site Number: Site 4
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / Lionheart Way
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.891231	-1.322583	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Clear

Junction Layout



Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each one-minute interval. For signalised approaches, the queue recorded is that observed the next time the signals turn green after the quoted time.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

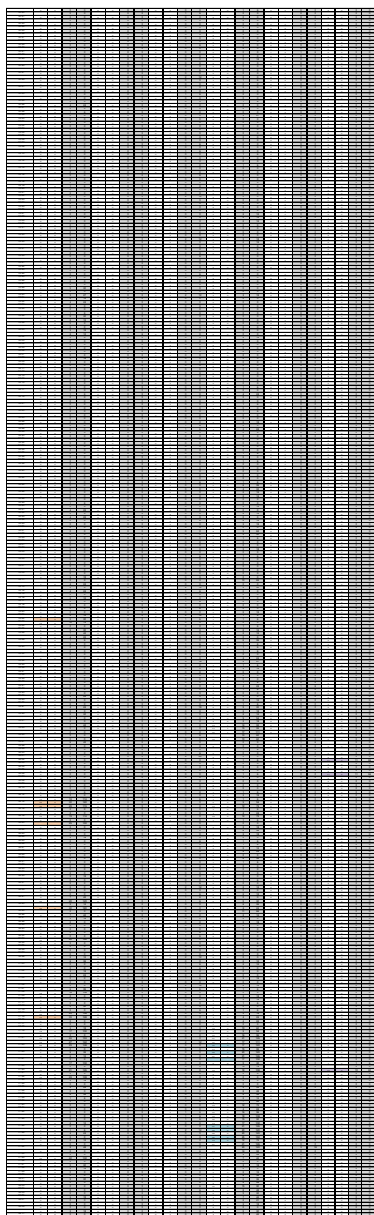
Vehicle Length Assumptions (metres)

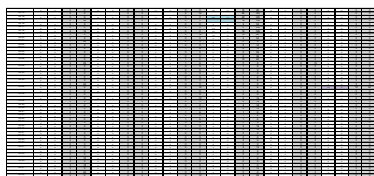
Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Any shaded entries for Arm A Lane 1 indicate where queues reach back to the upstream junction (Site 5).







Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Site Number: Site 5
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco
Survey Type: Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - Queue Site 5 - 18.10.2022			

Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

Intelligent Data Collection Limited



Client: i-Transport
Project Number: ID06792
Site Number: Site 5
Date of Survey: 18.10.2022
Junction Name: A3025 Hamble Lane / Unnamed Road / Tesco
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.893823	-1.3216	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Sunny Intervals	Sunny Intervals	Clear

Junction Layout



Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each one-minute interval. For signalised approaches, the queue recorded is that observed the next time the signals turn green after the quoted time.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

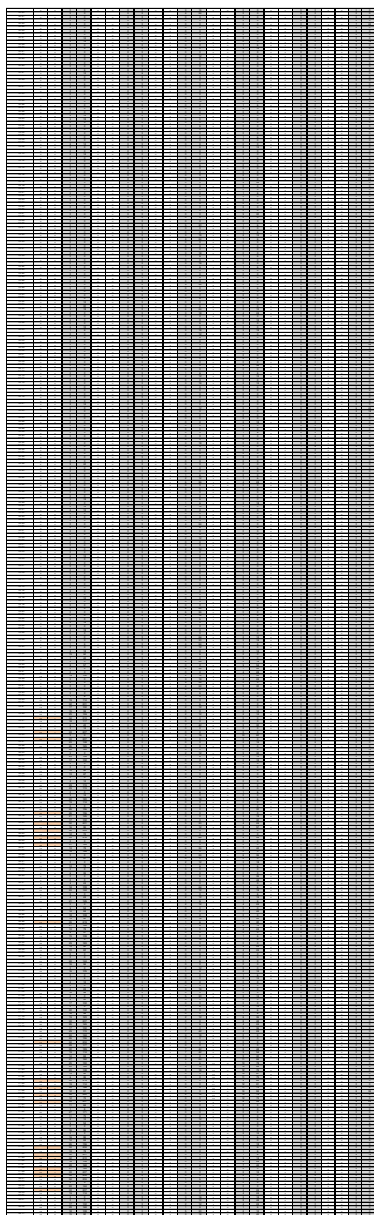
Vehicle Length Assumptions (metres)

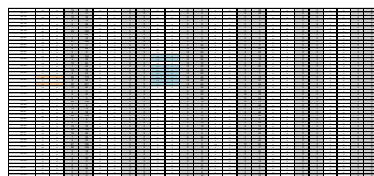
Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Any shaded entries for Arm A Lane 1 indicate where queues reach back to the upstream junction (Site 6).







Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Site Number: Site 6
Date of Survey: 18.10.2022
Junction Name: Windhover Roundabout
Survey Type: Queue Length Survey

Quality Assurance and Issue Record



Quality Assurance

Revision	Rev A			
Date	09.11.2022			
Prepared by	Elyece Malnati			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID06792			
File Ref	ID06792 Hamble Lane - Queue Site 6 - 18.10.2022			

Issue Record

	Date			
Issued to	09.11.2022			
Imogen Nicholson	E-mail			

Intelligent Data Collection Limited



Client: i-Transport
Project Number: ID06792
Site Number: Site 6
Date of Survey: 18.10.2022
Junction Name: Windhover Roundabout
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.896414	-1.319241	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Clear	Clear	Clear

Junction Layout



Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each one-minute interval. For signalised approaches, the queue recorded is that observed the next time the signals turn green after the quoted time.

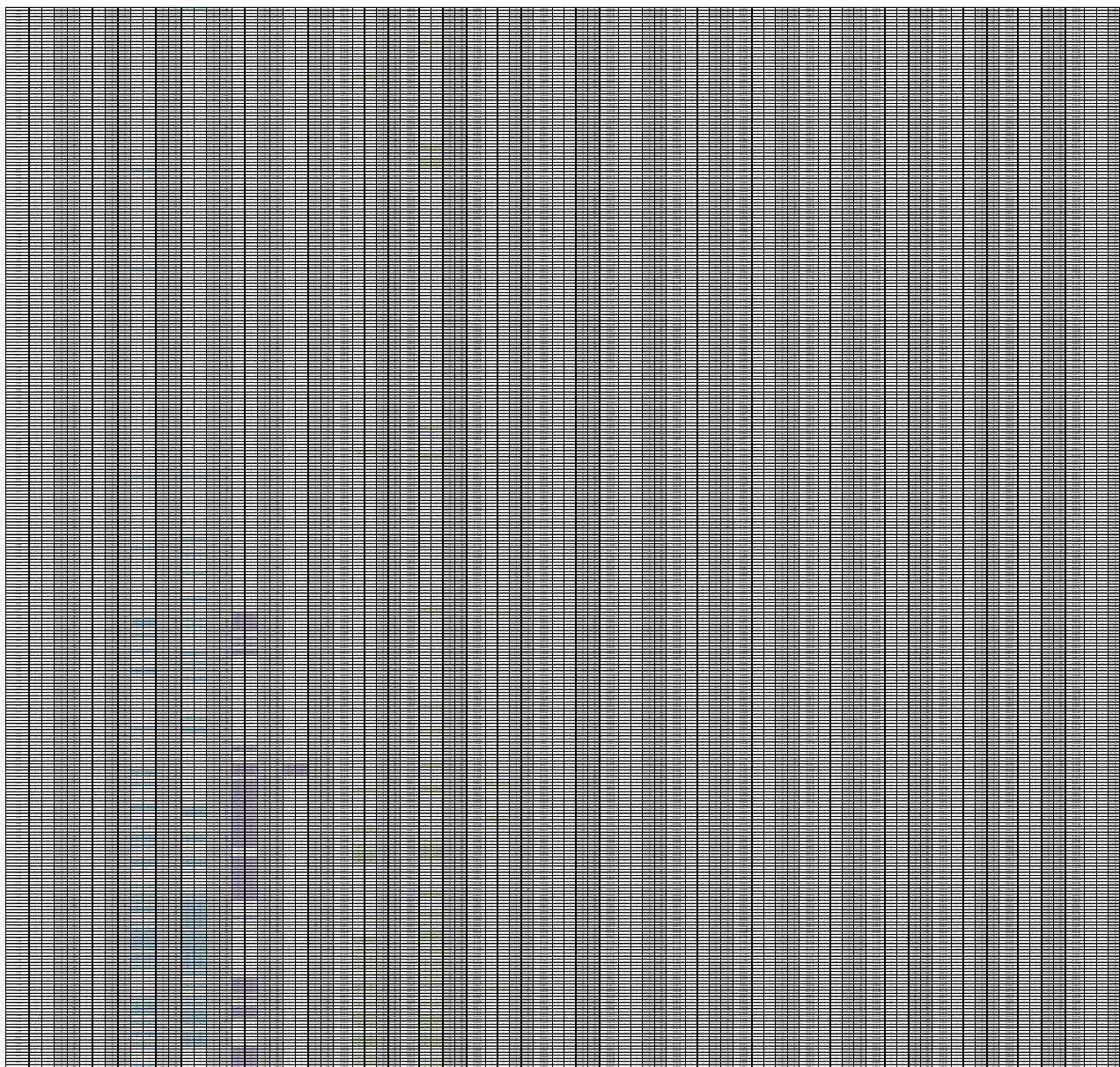
These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

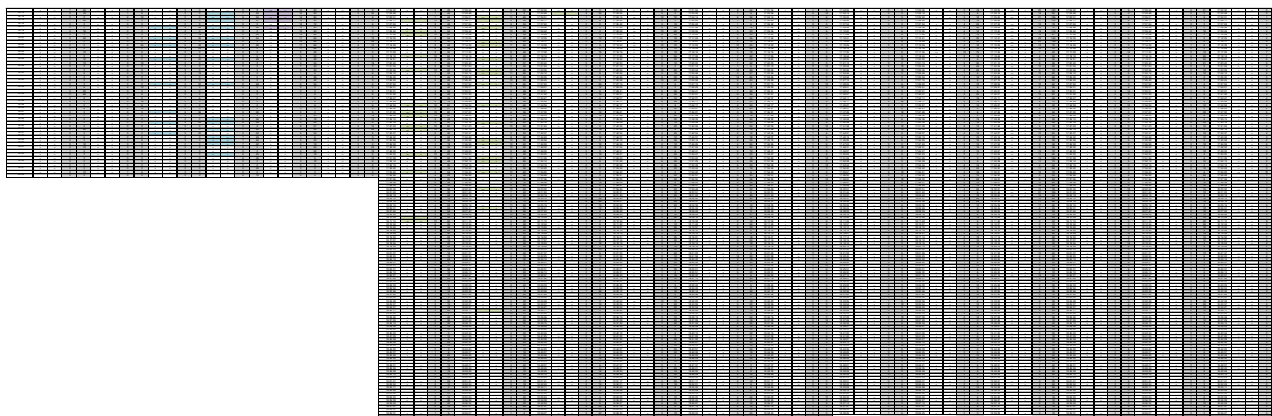
Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.







Intelligent Data Collection Limited Hamble Lane

Client: i-Transport
Project Number: ID06792
Site Number: Site 7
Date of Survey: 18.10.2022
Junction Name: Windhover Interchange
Survey Type: Queue Length Survey

Intelligent Data Collection Limited



Client: i-Transport
Project Number: ID06792
Site Number: Site 7
Date of Survey: 18.10.2022
Junction Name: Windhover Interchange
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
50.898485	-1.312255	Click Here
AM Peak Conditions	Inter-peak Conditions	PM Peak Conditions
Clear	Clear	Clear

Junction Layout



Queue Length Methodology

The snapshot queue length, in vehicles, is reported by lane at each one-minute interval. For signalised approaches, the queue recorded is that observed the next time the signals turn green after the quoted time.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

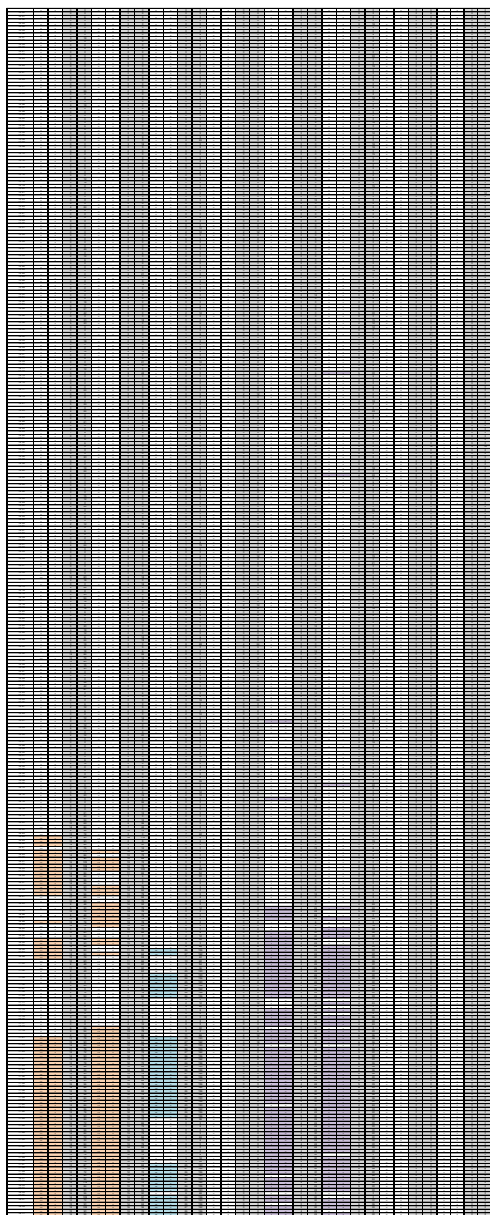
Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Any shaded entries for Arm B indicate where queues reach back to the another junction.

Any shaded entries for Arm D indicate where queues reach back to the upstream junction (Site 6).



A grid of colored squares, possibly a barcode or data matrix. The grid is approximately 10 columns wide and 15 rows high. The colors are arranged in vertical bands: the first two columns are orange, the next three are light blue, the next four are dark blue, and the final three are grey. The squares are arranged in a regular grid pattern.

APPENDIX J. Junction Capacity Assessment Outputs