

Appendix 8

Datashine commuting analysis

East Hampshire 011 car commuting

home	work	number
East Hampshire 011 East	East Hampshire 012	365
Hampshire 012 East	No fixed place East	323
Hampshire 012 East	Hampshire 012 East	307
Hampshire 012 East	Hampshire 011 East	249
Hampshire 013 East	Hampshire 012 East	222
Hampshire 010 East	Hampshire 012 East	204
Hampshire 014	Hampshire 012	120

East Hampshire 011 train commuting

home	work	number
East Hampshire 012 East	City of London 001	31
Hampshire 012 East	No fixed place	25
Hampshire 012 East	Westminster 020	18
Hampshire 010 East	East Hampshire 012	18
Hampshire 012 East	Westminster 018	17
Hampshire 009 East	East Hampshire 012	12
Hampshire 012 East	Guildford 015	11

East Hampshire 012 car commuting

Home	Work	Number
East Hampshire	No fixed place	378
011		
East Hampshire	East Hampshire	365
011	012	
East Hampshire	East Hampshire	315
011	011	
East Hampshire	East Hampshire	249
012	011	
East Hampshire	East Hampshire	118
013	011	
East Hampshire	East Hampshire	110
010	011	

East Hampshire 012 train commuting

Home	Work	Number
East Hampshire 011	City of London 001	66
East Hampshire 011	Westminster 018	52
East Hampshire 011	No fixed place	27
East Hampshire 011	Westminster 020	20
East Hampshire 011	Tower Hamlets 033	18
East Hampshire 011	Portsmouth 016	18
East Hampshire 011	Westminster 013	16
East Hampshire 011	Camden 028	15
East Hampshire 011	Lambeth 036	12
East Hampshire 011	East Hampshire 011	11
East Hampshire 011	Havant 014	10
East Hampshire 011	Guildford 013	10

East Hampshire 011 and 012 combined car commuting

home	work	number	
East Hampshire 011	No fixed place	378	614
East Hampshire 011	East Hampshire 012	365 and reverse	23% self contained car trips associated with commuting
East Hampshire 012	No fixed place	323	
East Hampshire 011	East Hampshire 011	315	
East Hampshire 012	East Hampshire 012	307	
East Hampshire 012	East Hampshire 011	249 and reverse	
East Hampshire 013	East Hampshire 012	222	
East Hampshire 010	East Hampshire 012	204	
East Hampshire 014	East Hampshire 012	120	
East Hampshire 013	East Hampshire 011	118	
East Hampshire 010	East Hampshire 011	110	
		2711 total car trips (over 100)	
		614	

East Hampshire 011 and 012 combined train commuting

Home	Work	Number	London	Guildford
Petersfield	City of London 001	97	265	21
Petersfield	Westminster 018	69	77%	6%
Liss (assumed)	East Hampshire 012	18		
Petersfield	Westminster 020	38		
Petersfield	Tower Hamlets 033	18		
Petersfield	Portsmouth 016	18		
Petersfield	Westminster 013	16		
Petersfield	Camden 028	15		
Petersfield	Lambeth 036	12		
Bramshot (assuming Liss)	Petersfield	12		
Petersfield	Guildford	21		
Petersfield	assumed Havant	10		

344 over 10 trips

East Hampshire 011 and 012 combined commuting - all modes

	EH011	EH012	Total	
Self contained (inc. working from home)	2866	2564	5430	
Out	2737	1913	4650	total in and out
In	2014	4239	6253	10903
Other	498	429	927	
		total	17260	

working from home	1089	434	1523	total in and out, and self contained, exc. working from home
self contained ex working from home	1777	2130	3907	14810

self containment	31%
out	27%
in	36%
other	5%
	100%

Appendix 9

Business survey template and summary of responses (March 2018)

**QUESTIONNAIRE for Businesses along the Town Spine,
(Lavant Street, Chapel Street, The Square and High Street) Petersfield.**

Hampshire Traded Service on behalf of Petersfield Town Council will be investigating options for highway and access improvements in above named part of Petersfield Town Centre. We would be grateful for the following information about your access and delivery requirements to inform the feasibility designs.

1. **Name and address of premises:**
.....

2. **How are your premises accessed for deliveries?**
 a. From street – front access b. From private access – rear access

3. **Where do your delivery vehicles currently park to deliver?**
 a. On street outside premises b. Other (please specify)

4. **Are your deliveries arranged for a specific time of the day?**
 a. Before 9am b. Between 9am-5:30pm c. After 5:30pm d. Other (please specify).....

5. **How long do deliveries normally take?**
 a. less than 5 mins b. 6 – 10 mins c. Other (please specify)

6. **What type of vehicles are your deliveries usually carried by?**

	Daily	Weekly	Other (please specify)
a. Car	<input type="checkbox"/>	<input type="checkbox"/>
b. Light Van	<input type="checkbox"/>	<input type="checkbox"/>
c. Large Van or Small Lorry	<input type="checkbox"/>	<input type="checkbox"/>
d. HGV	<input type="checkbox"/>	<input type="checkbox"/>

7. **Do you have off-street parking?**
 a. Yes b. No

8. **Do you park on-street for any time during the day?**
 a. Yes b. No

9. **Do you know where your customers generally park?**

a. Lavant Street <input type="checkbox"/>	b. Swan Street Car Park <input type="checkbox"/>	c. The Square/High Street <input type="checkbox"/>
d. Central Car Park <input type="checkbox"/>	e. Sheep Street <input type="checkbox"/>	f. St Peters Road <input type="checkbox"/>
g. dropped off outside premises <input type="checkbox"/>	h. Festival Hall Car Park <input type="checkbox"/>	i. other Car Park <input type="checkbox"/>

10. **What is the most popular time of the day for customers accessing your business?**
 a. Morning b. Lunchtime c. Between 5pm and 7pm d. After 7pm

**QUESTIONNAIRE for Businesses along the Town Spine,
(Lavant Street, Chapel Street, The Square and High Street) Petersfield.**

the Continued from over page....

11. **Do you provide a takeaway service?**

a. Yes b. No

12. **Do you provide a delivery service?**

a. Yes b. No

13. **Any additional comments relating to access or deliveries**

.....

.....

Please post your completed form to by the 26th March 2018

Hampshire Traded Services
Economy, Transport and Environment Department
Hampshire County Council
Second Floor Elizabeth II Court West
The Castle Winchester SO23 8UD

Hampshire Services offers a range of professional consultancy services to partner organisations.

We now offer transport planning and engineering assistance to other public sector organisations and private clients. We can help with anything from transport statements and travel plans through to surveys, analysis and project management.

www.hants.gov.uk/sharedexpertise



From street		✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓✓✓								
Outside premises (on street)			✓✓✓✓ ✓✓✓✓ ✓✓✓✓ ✓✓✓✓ ✓							
Other			✓ parking outside property							
Private - rear			✓							
Before 9am										
9am-5.30pm				✓✓✓✓✓✓✓ ✓✓✓✓						
After 5.30pm				✓✓✓✓✓						
Other				✓ 9am-3pm ✓ anytime 8am-5pm						
Less than 5mins				✓✓✓✓✓✓✓ ✓✓						
6-10 mins				✓✓✓✓✓✓✓ ✓						
Other					✓ 15 mins					
Car					✓✓					
Light van/ Small lorry					✓✓✓✓ ✓✓✓✓ ✓✓✓✓ ✓✓✓✓ ✓✓					

Central CP							✓✓✓✓ ✓✓✓✓ ✓			
Sheep St										
St Peters St										
Dropped outside premises							✓✓✓✓ ✓✓			
Festival Hall CP										
Other CP							✓ Station ✓ Our fore court ✓ Our off street car parking			
Morning								✓✓✓✓✓✓ ✓✓✓✓✓		
Lunchtime								✓✓✓✓✓✓✓		
Between 5-7pm								✓		
Other								✓✓ up to 5pm ✓ (8am-8pm)		

								✓ Saturday ✓ After 7pm ✓ 5-10pm		
Takeaway Service									No, yes, no, yes, no, no, no, no, no, no, no, yes	
Delivery Service										No, no, no, no, no, no, no, no, yes, no, no, no, no, yes
Other	<p>Happy to talk.</p> <p>Many customers like 30 min parking outside the shop to drop in their sewing machines before parking up and returning for a full day sewing workshop.</p> <p>On going roadworks have vastly affected access and parking along Lavant Street and Charles Street for several months.</p> <p>We would consider access via the back, which would take away deliveries via the front, however, this could use up a parking space.</p> <p>An option worth considering.</p>									

Summary:

A total of 14 responses were received from a possible 33 businesses in Lavant Street, providing a 42% response rate. Almost all businesses receive deliveries from the road in front of their premises. Most deliveries are made between 9-5.30pm on a daily basis. Visitors have a preference for morning visits and use Swan Street car park.

	39 Street 31 Street 41 Street 43 Street	Chapel Chapel Chapel Chapel									
From street			<ul style="list-style-type: none"> ✓✓✓✓✓✓✓✓✓✓✓✓ 								
Outside premises (on street)			<ul style="list-style-type: none"> ✓✓✓✓✓✓✓✓ 								
Other			<ul style="list-style-type: none"> ✓ From rear car park ✓ Lane ✓ from rear car park ✓ on street but at the back of premises ✓ At the rear ✓ Swan 								

			Street car park							
Private rear			✓ ✓ ✓ ✓ ✓							
Before 9am		✓✓✓								
9am-5.30pm				✓ ✓ ✓ ✓ ✓ ✓						
After 5.30pm				✓						
Other				✓ anytime up to 5.30pm ✓ between 10am-4.30pm ✓ Anytime ✓ Anytime ✓ 10am-5pm						
Less than 5mins				✓✓✓✓						
6-10 mins				✓✓✓✓✓✓ ✓✓✓✓						
Other				✓ 25-30 mins ✓ 15-20 mins ✓ Up to 30 mins ✓ Up to 30 mins						
Car					✓✓✓					
Light van/ Small lorry					✓✓✓ ✓✓✓					

					✓✓✓ ✓✓✓ ✓✓					
HGV										
Daily				✓✓✓✓						
Weekly				✓✓✓✓✓ ✓✓✓✓✓						
Monthly				✓						
Other				✓ Feb, March, Spet & Oct ✓ x3 times week ✓ Can be very varied						
Off street							No, no, no, no, no, no, no, no, yes, yes, no, no, no, no, no, no, no, no, no, yes			
Park on street during the day?							Yes, no, no, no, yes, yes, no, no, no, no, no, no, no, no, no, yes, no, no, no, no			
Lavant Street							✓✓✓✓ ✓			

Swan Street CP							✓✓✓✓✓ ✓✓✓✓			
The Square/ High St							✓✓✓			
Central CP							✓✓✓✓✓ ✓✓✓✓✓ ✓✓			
Sheep St							✓			
St Peters St							✓			
Dropped outside premises							✓✓✓✓✓ ✓			
Festival Hall CP							✓			
Other CP							✓✓✓✓✓ ✓✓			
Morning								✓✓✓✓✓✓✓ ✓		
Lunchtime								✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓ ✓		
Between 5-7pm								✓✓ 6.30am-7pm ✓✓		
Other								✓ Not yet opened ✓ Anytime ✓ After 7pm ✓ between 3-5pm ✓ After 7pm		

								✓ Afternoon ✓ Afternoon til 4pm ✓ 10-5.30pm		
Takeaway Service									No, no, no, no, no, no, no, yes, no, no, no, no, yes, yes, yes, no, no, no, no, yes, goods only	
Delivery Service										No, yes, no, yes, no, no, no, no, no, no, yes, yes, yes, no, yes, yes, no, no, no, yes, goods only
Other	Premises not yet opened, however, based on deliveries I've had at home and some at the shop, the responses are based on experience. I would like to speak to someone about parking for employees, who should I contact? Not viable to park and pay in a car park each day. I object to blue badge holders parking outside my shop and going for lunch.									

<p>Chapel Street is very narrow and there are consequently problems with blue badge parking and deliveries. Would a one way street provide any solution?</p> <p>Sometimes so many cars are parked along Chapel Street that our delivery van has to park quite far away, same for the recycle lorry. Not all the cars that park on Chapel Street have a disabled badge.</p> <p>We will need to negotiate discount on our hotel customers car park (Swan Street) from 17.00 hrs to 18.00 hrs We do not have customers car park and hotel guests request from us discount on parking. Please assist us with this inquiry.</p> <p>Staff parking or at least discount rate as it's so hard to find a place to park these days and parking in car parks are so expensive.</p> <p>There needs to be a way for customers to be able to park for a short time (up to 10 mins) to call in and pick up small items. All the shops are fighting the internet and losing and people are not going to queue up and pay for parking just to pick up one or two items. As soon as anyone up their car in Petersfield the traffic wardens pounce. I had one person who called into ask where he could park so that they could buy something. When we went back out – less than 1 minute he was being booked. Also 3 of my suppliers have been booked even though they had not been outside for very long. If you make it hard for people to shop then they won't and the internet gets the business.</p> <p>10c Chapel Street is not on a street, we are located in Swan Street car park.</p>
--

Summary

Of the 36 businesses in Chapel Street a total of 20 replied to the questionnaire, giving a 55% response rate. Most business who replied had deliveries from the street between 9am and 5.50pm on a weekly basis. Most don't have rear car parking. The majority customers favour lunchtime for shopping and use the Central car park out of preference.

Results from the questionnaire to Businesses in The Square, Petersfield (March 2018)

	Address	Deliveries	Delivery vehicle parks?	Times/Duration	Type of vehicle	Parking	Customer parking	Most popular time of the day for customers	Provision of takeaway service	Provision of delivery Service
Responses	2 The Square 3-4 The Square 7 The Square 7a The Square 10 The Square 11 The Square 15-17 The Square 18 The Square 19 The Square									
From street		✓✓✓✓ ✓✓✓								
Outside premises (on street)		✓✓✓✓ ✓✓								
Other		✓ rear of shop ✓ on The Square ✓ behind the premises								
Private rear		✓✓✓✓								
Before				✓						

9am										
9am-5.30pm				✓✓✓✓✓						
After 5.30pm				✓						
Other				✓ all times of the day ✓ between 5-6pm						
Less than 5mins				✓✓✓✓						
6-10 mins				✓✓						
Other				✓ longer than 10 mins ✓ varies ✓ not specific						
Car										
Light van/ Small lorry					✓✓✓✓ ✓✓✓✓ ✓✓✓✓ ✓✓✓✓					
HGV					✓					
Daily					✓✓✓✓ ✓✓✓✓					
Weekly					✓✓					
Off street						No, yes, yes, no, no, no, no, no, no				
Park on						No, but				

street during the day?						others do, no, no, no, no, no, no, no, no				
Lavant Street										
Swan Street CP										
The Square/ High St							✓✓✓✓			
Central CP							✓✓✓✓ ✓			
Sheep St							✓✓			
St Peters St										
Dropped outside premises							✓✓✓			
Festival Hall CP							✓✓✓			
Other CP							✓✓			
Morning								✓✓✓✓✓✓✓✓		
Lunchtime								✓✓✓✓✓✓✓✓ ✓		
Between 5-7pm										
Other								✓ After 7pm		
Takeaway Service									No, yes, no, no,	

										no, yes, no, yes, no	
Delivery Service											No, no, no, no, no, yes, no, no, no
Other											

Summary:

Of the 28 businesses in The Square a total of 9 replied to the questionnaire, giving a 32% response rate. The majority of premises take deliveries from the street, although a number have rear access. Most deliveries take place during the day between 9-5.30pm. Customers have a tendency to use the High Street or The Square to park and lunchtime is the most popular time to visit.

Results from the questionnaire to Businesses in the High Street, Petersfield (March 2018).

	Address	Deliveries	Delivery vehicle parks?	Times/Duration	Type of vehicle	Parking	Customer parking	Most popular time of the day for customers	Provision of takeaway service	Provision of delivery Service
Responses	Exchange Bldgs, High Street Exchange Bldgs, High Street 10 High Street 15 High Street 16 High Street 25 High Street 26 High Street 27a High Street 28 High Street 32 High Street 33 High Street 45 High Street									
From street		✓✓✓✓✓ ✓✓✓✓								
Outside premises (on street)			✓✓✓✓ ✓✓✓							
Other			✓ outside another premises ✓ or use loading							

			bay ✓ also use rear car park area ✓ car park at the rear ✓ car park at the rear							
Private rear			✓✓✓ ✓							
Before 9am			✓							
9am-5.30pm				✓✓✓✓						
After 5.30pm				✓✓✓✓						
Other				✓ other ad hoc times ✓ Random ✓ Random ✓ Anytime						
Less than 5mins				✓✓✓✓						
6-10 mins				✓✓✓✓						
Other				✓ larger deliveries over 30 mins						
Car					✓✓✓ ✓					

Light van/ Small lorry					✓✓✓ ✓✓✓ ✓✓✓ ✓✓✓					
HGV					✓✓					
Daily					✓✓✓ ✓✓✓ ✓✓✓					
Weekly					✓✓✓ ✓✓					
Other					✓ monthly					
Off street						No, no, no, yes, no, no, yes, no (but rear yard) no, yes, no, yes				
Park on street during the day?						No, no, no, no, no, no, no, no, no, no, no, no				
Lavant Street										
Swan Street CP							✓			
The Square/ High St							✓✓✓			

Central CP							✓✓✓✓ ✓✓✓✓ ✓			
Sheep St							✓			
St Peters St							✓✓✓✓			
Dropped outside premises							✓✓✓			
Festival Hall CP							✓✓✓✓ ✓✓✓			
Other CP							✓✓✓✓			
Morning								✓✓✓✓✓✓✓✓		
Lunchtime								✓✓✓✓✓✓✓✓		
Between 5-7pm								✓✓✓		
Other								✓ 24 hours a day ✓ afternoon ✓ afternoon		
Takeaway Service									No, no, no, no, no	no, no, no, no
Delivery Service										No, no, no, no, no, no, no, no, yes, yes

Other	<p>Some of the items we sell are large/heavy/difficult to carry so customers pull into the loading bay outside our shop. They are constantly threatened with parking tickets while doing this, which is not helpful to our business. All small businesses are struggling enough without having their customers driven away.</p> <p>Deliveries are seldom and are normally only for stationary.</p> <p>We are funeral directors requiring 24 hour access to the back of our premises and to the front for unlocking the building.</p> <p>Pavement in front of the premises is uneven and water pools in front of the shopfront. This often impacts where vehicles park and they often bring goods in through water.</p> <p>Our car park to the rear of the store has a barrier system which is controlled by the RAMS Walk Security. This barrier has not been down for nearly 1 year. At the moment some customers use our car park and block the loading bay. We have also had staff car damaged by a customer parking in it. We need these barriers working.</p>
-------	--

Summary:

Of the businesses 31 in the High Street a total of 12 replied to the questionnaire, giving a response rate of 38%. Most deliveries occur from the street in front of businesses. Most deliveries are by small vans/lorries taking place on a daily basis. Most customers use the Central car park and make most visits during the morning and lunchtime.

5-7pm										
Other										
Takeaway Service									No,	
Delivery Service										Yes on line deliveries/ orders
Other	We also could have deliveries via the back door, however this is not as accessible for our main delivery twice a week. The drivers have keys to enter from the front of the store. We also get other deliveries throughout the week from the front as this is the best way for us.									

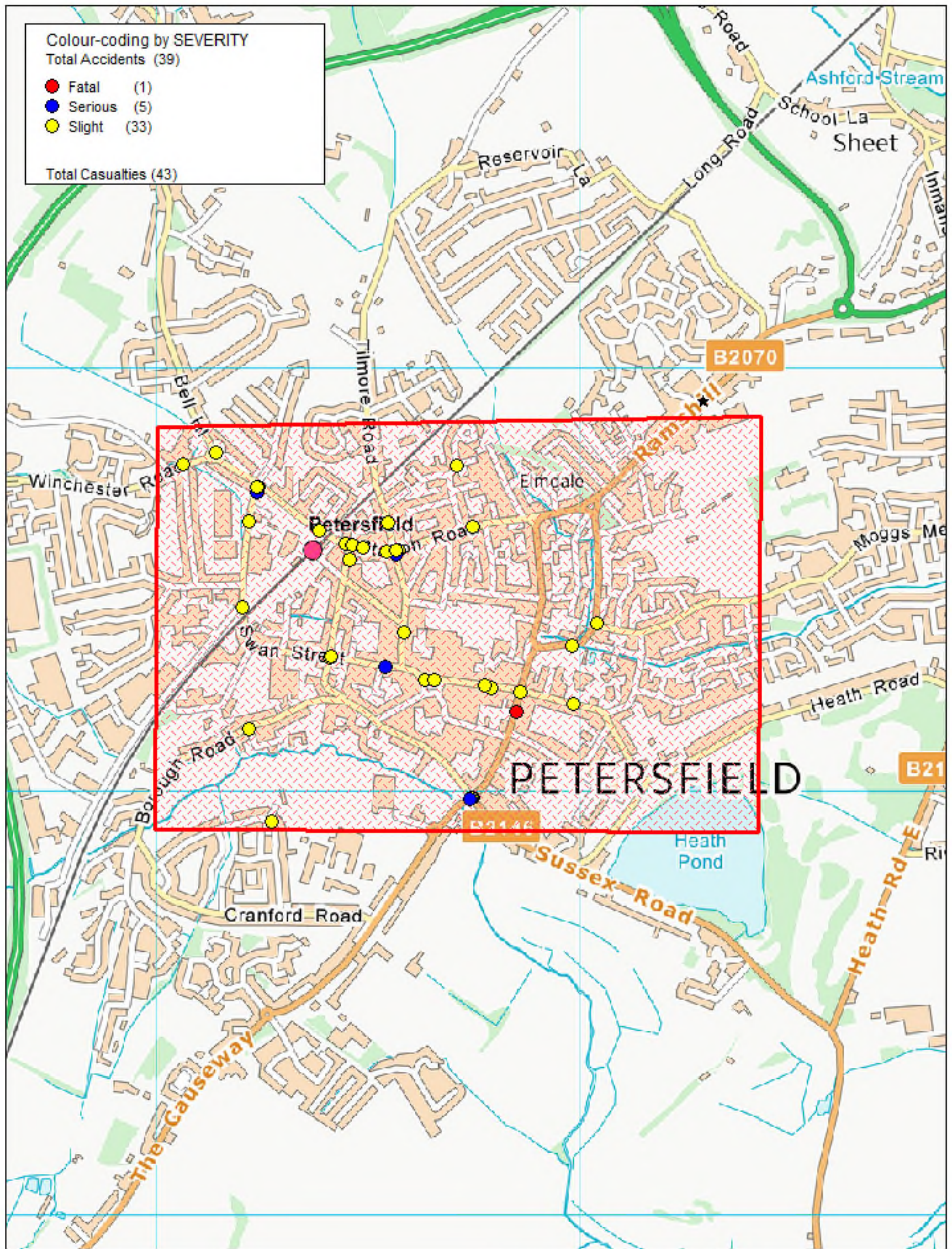
Results from the questionnaire to Businesses in St Peters Street, Petersfield (March 2018).

	Address	Deliveries	Delivery vehicle parks?	Times/Duration	Type of vehicle	Parking	Customer parking	Most popular time of the day for customers	Provision of takeaway service	Provision of delivery Service
Responses	Funeral Services, St Peters Street									
From street		✓								
Outside premises (on street)			✓							
Other										
Private - rear										
Before 9am				✓						
9am-				✓						

outside premises										
Festival Hall CP										
Other CP							✓			
Morning										
Lunchtime								✓		
Between 5-7pm										
Other										
Takeaway Service									No,	
Delivery Service										No
Other										

Appendix 10

Personal Injury Casualty plot and report



Selected map area

© Crown copyright. All rights reserved
 Hampshire Police
 Licence No. 01021C 2018

SCALE	1 : 11810
DATE	13/06/2018
DRAWING No.	
DRAWN BY	

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Selected Polygon:CS PETERSFIELD BACS/SR/0618/088

130056380 13/02/2013 Time 0810 Vehicles 1 Casualties 1 Slight
 E:474573 N: 123572 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG STATION ROAD APPROACHED THE JUNCTION WITH CHAPEL ROAD THEN COLLIDED ON ITS NEARSIDE WITH CAS 1 (PEDESTRIAN) THAT HAD FALLEN INTO THE ROAD.

Occurred on STATION ROAD AT JUNCTION WITH CHAPEL STREET, PETERSFIELD, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 11 Male Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 On footpath / verge E bound
 Movement U/K

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

130223889 19/06/2013 Time 1901 Vehicles 2 Casualties 2 Slight
 E:474218 N: 123150 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NW ALONG ALDERFIELD, TURNS RIGHT INTO BOROUGH ROAD ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING SW ALONG BOROUGH ROAD AND COLLIDES. VEH 2 VIEW MAY HAVE BEEN OBSCURED BY STATIONARY VEH'S.

Occurred on BOROUGH ROAD AT JUNCTION WITH ALDERFIELD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Overtaking nearside
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Not requested
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 21 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Turning right
 Vehicle movement from SE to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

130292393 05/08/2013 Time 1928 Vehicles 2 Casualties 1 Slight
 E:474982 N: 123345 First Road: B 2070 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:	Loss of control	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV SW ALONG B2070 TOR WAY LOST CONTROL ON A RIGHT-HAND BEND AND COLLIDED WITH A FENCE TO THE NEARSIDE. THE FENCE COLLAPSED CAUSING VEH 1 TO FALL OVER A WALL AND LAND ON ITS ROOF, SKIDDING INTO VEH 2 (CAR) WHICH WAS PARKED.

Occurred on B2070 TOR WAY OUTSIDE FESTIVAL HALL, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from NE to W No tow / articulation Leaving the main road
 On main carriageway Skidded and overturned
 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 19 Female
 Not hit and run Breath test Negative
 Left hand drive: No

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

Vehicle Reference 2 Car Parked
 Vehicle movement from Park to Parked No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 57 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

130368114 28/09/2013 Time 1045 Vehicles 2 Casualties 1 Serious
 E:474560 N: 123567 First Road: B 2070 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAV E ALONG B2070 STATION ROAD TURNED RIGHT FOR CHAPEL STREET AND CLIPPED VEH 2 (P/CYCLE) WHICH WAS CROSSING STATION ROAD TRAV W. VEH 2 THEN SWERVED TO AVOID NUMEROUS OTHER VEHICLES AND HIT THE KERB CAUSING THE RIDER TO FALL.

Occurred on B2070 STATION ROAD AT JUNCTION WITH CHAPEL STREET, PETERSFIELD, 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 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 61 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 61 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

130379080 06/10/2013 Time 0924 Vehicles 2 Casualties 1 Slight
 E:474271 N: 122930 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG GRANGE ROAD ROUNDED A RIGHT-HAND BEND AND, DUE TO LOW SUN, COLLIDED HEAD-ON WITH VEH 2 (CAR) WHICH WAS PARKED AND UNATTENDED.

Occurred on GRANGE ROAD AT JUNCTION WITH MEADOW LANDS, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
 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 Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road Parked Vehicle Off road: None
 Did not leave carr Age of Driver 31 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Parked
 Vehicle movement from Park to Parked No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

130438476 20/11/2013 Time 1801 Vehicles 2 Casualties 1 Slight
 E:474984 N: 123209 First Road: U 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:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 2	Very Likely
3rd:	Rain, sleet, snow, or fog	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING S OUT OF TOWN HALL AND FESTIVAL HALL COLLIDES WITH NEARSIDE OF VEH 1 (P/CYCLE) TRAVELLING E ALONG HEATH ROAD.

Occurred on HEATH ROAD AT JUNCTION WITH TOWN HALL AND FESTIVAL HALL, PETERSFIELD, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Starting
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

140016231 15/01/2014 Time 0640 Vehicles 2 Casualties 1 Serious
 E:474238 N: 123709 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: Central reservation 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:	Vehicle travelling along pavement	Vehicle 2	Possible
2nd:	Cyclist entering road from pavement	Vehicle 2	Very Likely
3rd:	Failed to signal/Misleading signal	Vehicle 2	Very Likely
4th:	Failed to look properly	Vehicle 2	Very Likely
5th:			
6th:			

VEH 1 (REFUSE LORRY) TRAVELLING NW ALONG STATION ROAD TURNED LEFT INTO FRENCHMANS ROAD AS VEH 2 (P/CYCLE) TRAVELLED NW ACROSS FRENCHMANS ROAD IN FRONT OF VEH 1 CAUSING COLLISION.

Occurred on STATION ROAD AT JUNCTION WITH FRENCHMANS ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Other Vehicle Turning left
 Vehicle movement from SE 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 42 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Cleared junction or waiting/park First impact Offside 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 Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

140055940 16/02/2014 Time 0854 Vehicles 2 Casualties 1 Slight
 E:474241 N: 123720 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:	Dazzling sun	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SE ALONG STATION ROAD AND TURNS RIGHT INTO FRENCHMANS ROAD ACROSS THE PATH OF VEH 1 (VAN) TRAVELLING ALONG NW STATION ROAD AND COLLIDES.

Occurred on STATION ROAD AT JUNCTION WITH FRENCHMANS ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road Bollard / Refuge Off road: None
 Nearside Age of Driver 27 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Car 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 1 First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 28 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 28 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

140099861 21/03/2014 Time 1500 Vehicles 2 Casualties 1 Slight
 E:474790 N: 123246 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING W ALONG HIGH STREET CLIPPED THE OFFSIDE REAR DOOR OF VEH 1 (CAR) WHICH WAS PARKED IN A LAY-BY WHILST CAS 1 (PEDESTRIAN) WAS SECURING A CHILD INTO THE REAR SEAT. THE DOOR REBOUNDED AND HIT CAS 1.

Occurred on HIGH STREET OUTSIDE MARKS AND SPENCER, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact 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

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 In carr not crossing Standing still
 In carr not crossing

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact 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 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

140142635 24/04/2014 Time 0658 Vehicles 3 Casualties 2 Slight
 E:474448 N:123588 First Road: B 2070 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 3	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAV E ALONG B2070 STATION ROAD STOPPED DUE TO A VEHICLE AHEAD TURNING RIGHT INTO CHARLES STREET. VEH 2 (CAR) STOPPED BEHIND. VEH 3 (DUST CART) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 2, PUSHING VEH 2 INTO VEH 1.

Occurred on B2070 STATION ROAD AT JUNCTION WITH CHARLES STREET, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Vehicle Reference	3	Other Vehicle		Going ahead other
Vehicle movement from	W	to E	No tow / articulation	Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning	
Location at impact	Jct Approach		First impact	Front
Hit object in road	None		Off road:	None
Did not leave carr			Age of Driver	24
Not hit and run		Breath test	Negative	Male
			Left hand drive:	No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

150033071 29/01/2015 Time 1400 Vehicles 2 Casualties 1 Slight
 E:474237 N: 123722 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 Other
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING N ALONG FRENCHMANS ROAD TURNED LEFT ONTO STATION ROAD INTO PATH OF VEH 2 (P/CYCLE) TRAVELLING NW ALONG STATION ROAD CAUSING VEH 2 TO COLLIDE WITH OFFSIDE VEH 1.

Occurred on STATION ROAD AT JUNCTION WITH FRENCHMANS ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning left
 Vehicle movement from S to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 53 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 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 Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 61 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

150070830 01/03/2015 Time 0529 Vehicles 1 Casualties 1 Serious
E:474540 N: 123296 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street 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:	Pedestrian wearing dark clothing at night	Casualty 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG SWAN STREET COLLIDED WITH CAS 1 (PEDESTRIAN). FULL CIRCUMSTANCES UNKNOWN.

Occurred on SWAN STREET OUTSIDE MORRISONS, PETERSFIELD, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Location U/K Direction Unknown
Movement U/K

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

150193553 08/06/2015 Time 1610 Vehicles 2 Casualties 1 Slight
 E:474461 N: 123584 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG CHARLES STREET, TURNS RIGHT ONTO STATION ROAD FAILING TO SEE VEH 2 (M/CYCLE) APPROACHING FROM NEAR SIDE AS BELIEVED LEVEL CROSSING BARRIERS STILL DOWN CAUSING VEH 2 TO COLLIDE INTO VEH 1.

Occurred on STATION ROAD AT JUNCTION WITH CHARLES STREET, PETERSFIELD, 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 1 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 Negative
 Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

150299723 29/08/2015 Time 0930 Vehicles 2 Casualties 1 Slight
 E:474748 N: 122987 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG HYLTON ROAD FAILED TO GIVE WAY AND ENTERED THE CROSSROADS INTO THE PATH OF VEH 2 (P/CYCLE) TRAVELLING SW ALONG DRAGON STREET, CAUSING VEH 2 TO COLLIDE WITH THE NEARSIDE OF VEH 1.

Occurred on DRAGON STREET AT JUNCTION WITH HYLTON ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

150343629 03/10/2015 Time 1735 Vehicles 2 Casualties 1 Slight
 E:474775 N: 123252 First Road: U Road Type Single carriageway
 Speed limit: 20 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: Zebra crossing Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG HIGH STREET SLOWED FOR A PEDESTRIAN CROSSING. VEH 2 (CAR) FAILED TO REACT AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on HIGH STREET OUTSIDE WINTON HOUSE, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Stopping
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 59 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 29 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

150450345 23/12/2015 Time 0850 Vehicles 2 Casualties 1 Slight
 E:474141 N: 123802 First Road: U 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 Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG BELL HILL ENTERED THE RBT AT WINCHESTER ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) TRAVELLING E ACROSS THE RBT.

Occurred on BELL HILL AT JUNCTION WITH WINCHESTER ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Starting
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach 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

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 59 Female
 Not hit and run Breath test Negative
 Left hand drive: No

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

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

160027999 19/01/2016 Time 1600 Vehicles 1 Casualties 1 Slight
 E:474634 N: 123264 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG SHEEP STREET, TURNS RIGHT ONTO HIGH STREET AND COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING S ACROSS THE HIGH STREET JUST STEPPING ONTO THE PAVEMENT TO COMPLETE CROSSING.

Occurred on HIGH STREET AT JUNCTION WITH SHEEP STREET, PETERSFIELD, 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 Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 87 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Male Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 In carr elsewhere S bound
 Driver's nearside

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

160039688 26/01/2016 Time 1355 Vehicles 1 Casualties 1 Fatal

E:474849 N: 123189 First Road: U Road Type Single carriageway

Speed limit: 20 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (GOODS VEH) TRAVELLING S ALONG DRAGON STREET STOPPED PEDESTRIAN CROSSING RED LIGHT. VEH 1 PULLED AWAY ON GREEN LIGHT AND HIT CAS 1 (PEDESTRIAN). CAS 1 HAD BEEN STRUGGLING WITH UMBRELLA IN THE WIND AND WAS BLOWN INTO THE ROAD.

Occurred on DRAGON STREET OUTSIDE NUMBER 8, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Starting
Vehicle movement from N to S No tow / articulation Leaving the main road

On main carriageway No skidding, jack-knifing or overturning

Location at impact 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 52 Male

Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Female Pedestrian Severity: Fatal

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing W bound

Driver's nearside

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

160063961 12/02/2016 Time 1157 Vehicles 1 Casualties 1 Slight
 E:474656 N: 123265 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to look properly	Casualty 1	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:			

CAS 1 (PEDESTRIAN) STOOD ON N PAVEMENT OF HIGH STREET AND INTENDING TO TRAVEL S ACROSS ROAD, SHOOK HEAD AT VEH 1 (CAR) TRAVELLING W ALONG HIGH STREET APPARENTLY AT SPEED. CAS 1 BEGINS TO CROSS BUT VEH 1 STOPS AND REVERSES, HITTING CAS 1.

Occurred on HIGH STREET OUTSIDE NUMBER 10, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Reversing
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Female Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 In carr elsewhere S bound
 Driver's offside

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

160160615 28/04/2016 Time 2140 Vehicles 2 Casualties 1 Slight
 E:474384 N: 123619 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG PENNS ROAD TURNED RIGHT ONTO STATION ROAD INTO PATH OF VEH 2 (M/CYCLE) TRAVELLING SW ALONG STATION ROAD CAUSING COLLISION.

Occurred on STATION ROAD AT JUNCTION WITH PENNS ROAD, PETERSFIELD, HAMPSHIRE

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway 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 18 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

160178650 12/05/2016 Time 1732 Vehicles 2 Casualties 1 Slight
 E:474408 N: 123317 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG SWAN STREET PULLS OUT ONTO THE SPAIN INTO PATH OF VEH 2 (M/CYCLE) TRAVELLING N ALONG THE SPAIN CAUSING COLLISION AND RIDER VEH 2 TO FALL OFF.
 Occurred on THE SPAIN AT JUNCTION WITH SWAN STREET, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 80 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from 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 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 17 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

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

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

160251391 06/07/2016 Time 1130 Vehicles 1 Casualties 1 Slight
 E:474585 N: 123377 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:	Failed to look properly	Vehicle 1	Possible
2nd:	Stationary or parked vehicle	Vehicle 1	Possible
3rd:	Failed to look properly	Casualty 1	
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING S ALONG CHAPEL STREET COLLIDED WITH A PEDESTRIAN WHO CROSSED FROM THE NEARSIDE FROM BEHIND A PARKED VAN, CAUSING THE RIDER TO FALL.

Occurred on CHAPEL STREET AT JUNCTION WITH LAVANT STREET, PETERSFIELD, 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 Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Female
 Not hit and run Breath test Not applicable
 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 known

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

160272913 22/07/2016 Time 0129 Vehicles 1 Casualties 1 Slight
 E:474487 N: 123577 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG STATION ROAD WHEN LOSES CONTROL AND CLIPS THE KERB TO THE NEARSIDE BEFORE COLLIDING WITH A WALL.

Occurred on STATION ROAD OUTSIDE OF NUMBER 9, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road Kerb Off road: Wall or fence
 Nearside Age of Driver 22 Male
 Not hit and run Breath test Negative
 Left hand drive: No

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

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

160413895 01/11/2016 Time 1645 Vehicles 2 Casualties 1 Slight
 E:474409 N:123319 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 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:	Stationary or parked vehicle	Vehicle 1	Possible
2nd:	Stationary or parked vehicle	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG SWAN STREET WAS TURNING RIGHT INTO CHARLES STREET. VEH 2 (P/CYCLE) TRAVELLING S EMERGED FROM BEHIND A PARKED VAN AND COLLIDED WITH VEH 1.

Occurred on SWAN STREET AT JUNCTION WITH CHARLES STREET, PETERSFIELD, 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 1 First impact Offside 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 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 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 15 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 15 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

160438930 21/11/2016 Time 0800 Vehicles 1 Casualties 1 Slight
 E:474456 N: 123550 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG CHARLES STREET PULLS ONTO THE PAVEMENT AND WING MIRROR COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING N ALONG CHARLES STREET ON THE PAVEMENT
 Occurred on CHARLES STREET OUTSIDE OF TESCO, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Stopping
 Vehicle movement from N to S No tow / articulation Leaving the main road
 9 No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Male
 Hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 60 Male Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 On footpath / verge N bound
 In carr facing traffic

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170023346 19/01/2017 Time 1300 Vehicles 2 Casualties 1 Slight
 E:474202 N: 123436 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG BEDFORD ROAD, FAILS TO GIVE WAY, TURNS RIGHT ONTO FRENCHMANS ROAD AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING N ALONG FRENCHMANS ROAD, THE RIDER TO FALL OFF. DRIVER STATED DID NOT SEE RIDER DUE TO LOW SUN LEVEL
 Occurred on BEDFORD ROAD AT JUNCTION WITH FRENCHMANS ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from SW 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 28 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 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 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 27 Female
 Not hit and run Breath test Not applicable
 Left hand drive: No

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

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170101924 18/03/2017 Time 1605 Vehicles 2 Casualties 1 Slight
 E:474743 N: 122987 First Road: B 2070 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VH1 (CAR) TRAVELLING SE ON HYLTON ROAD FAILS TO GIVE WAY AND COLLIDES WITH VH2 (CAR) TRAVELLING SW ON B2070 DRAGON STREET.

Occurred on B2070 DRAGON STREET AT JUNCTION WITH HYLTON ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 81 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 Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 72 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 8 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Back seat

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170154905 26/04/2017 Time 0645 Vehicles 2 Casualties 1 Serious
 E:474742 N: 122985 First Road: B 2070 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled B 2146
 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	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NW ALONG B2146 SUSSEX ROAD PULLED OUT ONTO B2070 FORE BRIDGE COLLIDING WITH VEH 1 (P/CYCLE) TRAVELLING NE ALONG B2070 FORE BRIDGE AND KNOCKING RIDER OFF.

Occurred on B2070 FORE BRIDGE AT JUNCTION WITH B2146 SUSSEX ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from SW to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 64 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170156387 27/04/2017 Time 0732 Vehicles 2 Casualties 1 Slight
 E:474710 N: 123770 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG SANDRINGHAM ROAD AROUND LEFT HAND BEND IS IN COLLISION WITH ONCOMING VEH 2 (CAR) ALSO NEGOTIATING THE BEND.

Occurred on SANDRINGHAM ROAD AT JUNCTION WITH BELVERDERE PLACE, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from SW to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Negative
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from N to SW 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 55 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170172961 09/05/2017 Time 1046 Vehicles 2 Casualties 1 Slight
 E:474860 N: 123236 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CARI) TRAVELLING SW ALONG B2070 DRAGON STREET, FAILS TO SLOW IN TIME AND COLLIDES WITH THE REAR OF VEH 2 (CAR) VEH 2 (CAR) STATIONARY WAITING TO TURN INTO HIGH STREET.
 Occurred on B2070 DRAGON STREET AT JUNCTION WITH HIGH STREET, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 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 Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: Oth perm objects
 Nearside Age of Driver 24 Female
 Not hit and run Breath test Negative
 Left hand drive: No

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

Vehicle Reference 2 Car Waiting to turn 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 Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 71 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170198783 26/05/2017 Time 1500 Vehicles 3 Casualties 1 Slight
E:474546 N: 123638 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG TILMORE ROAD FOR REASONS UNKNOWN COLLIDES WITH THE REAR OF VEH 2 (CAR) PARKED, SHUNTING VEH 2 INTO THE REAR OF VEH 3 (CAR) PARKED. VEH 1 OVERTURNS.

Occurred on TILMORE ROAD OUTSIDE OF NUMBER 7, PETERFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 83 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 83 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
PETERSFIELD BACS/SR/0618/088")

Vehicle Reference	3	Car		Parked	
Vehicle movement from	Park to	Parked	No tow / articulation		Leaving the main road
On main carriageway				No skidding, jack-knifing or overturning	
Location at impact	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	46 Female
Not hit and run	Breath test	Driver not contacted			
				Left hand drive:	No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170214436 06/06/2017 Time 1345 Vehicles 2 Casualties 1 Slight
 E:475040 N:123400 First Road: B 2070 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: 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:			

V1 (CYCLE) TRAVELLING S ON B2070 HAS BEEN HIT BY V2 (CAR) ON OFFSIDE NEAR MOGGSMEAD JUNCTION.

Occurred on B2070 TOR WAY AT JUNCTION WITH MOGGS MEAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle 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 Offside 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 known

Vehicle Reference 2 Car Turning left
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170245551 27/06/2017 Time 1045 Vehicles 2 Casualties 1 Slight
 E:474748 N: 123627 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

V1 (CAR) TRAVELLING E ALONG STATION ROAD COLLIDES WITH V2 (MOBILITY SCOOTER) WHO WAS CROSSING THE ROAD AT A CROSSING.

Occurred on B2070 STATION ROAD 25M W OF KING HEORGE AVENUE, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Stopping
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 69 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Mobility Scooter Starting
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 97 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 97 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170252486 02/07/2017 Time 1440 Vehicles 3 Casualties 2 Slight
 E:474062 N:123774 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING E ALONG WINCHESTER ROAD, RIDER HAD BEEN LOOKING OVER THEIR SHOULDER AND COLLIDES WITH THE REAR OF VEH 2 (CAR). VEH 3 (M/CYCLE) TRAVELLING BEHIND THEN COLLIDES WITH THE REAR OF VEH 1, CAUSING BOTH THE RIDER TO FALL OFF.

Occurred on WINCHESTER ROAD AT JUNCTION WITH RUSHES ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 19 Male
 Not hit and run Breath test Negative
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 Negative
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
PETERSFIELD BACS/SR/0618/088")

Vehicle Reference 3 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170289423 27/07/2017 Time 1826 Vehicles 2 Casualties 2 Serious
 E:474564 N: 123562 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

V1 (CAR) MISTAKENLY ACCELERATES INSTEAD OF BREAKING AND REVERSES INTO V2 (CAR) BEHIND.
 Occurred on CHAPEL STREET AT JUNCTION WITH STATION ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Reversing
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 66 Female
 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 Jct Approach First impact Front 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 Negative
 Left hand drive: No

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

Casualty Reference: 2 Vehicle: 2 Age: 39 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170386834 05/10/2017 Time 1910 Vehicles 2 Casualties 1 Slight
 E:474544 N:123567 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG CHAPEL STREET, TURNS LEFT ONTO STATION ROAD CROSSING OVER CENTRAL LINE ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING E ALONG CHAPEL STREET AND COLLIDES.

Occurred on CHAPEL STREET AT JUNCTION WITH STATION ROAD, PETERSFIELD, HAMPSHIRE

Vehicle Reference 1 Car Turning left
 Vehicle movement from S to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 O/S Age of Driver 24 Male
 Not hit and run Breath test Positive
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 56 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 56 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170405540 18/10/2017 Time 1700 Vehicles 1 Casualties 1 Slight
 E:474218 N: 123641 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING N ALONG FRENCHMANS ROAD STOPPED AS CAS 1 (PEDESTRIAN) WAS STOOD IN THE ROAD DIRECTING TRAFFIC DUE TO A VEH REVERSING OUT OF PARIS HOUSE. VEH 1 BECAME IMPATIENT AND DROVE PAST CAS 1 CLIPPING THEIR HAND.

Occurred on FRENCHMANS ROAD AT JUNCTION WITH PARIS HOUSE, PETERSFIELD, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 In carr not crossing Standing still
 In carr not crossing

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170406767 19/10/2017 Time 0803 Vehicles 3 Casualties 1 Slight
 E:474412 N: 123321 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

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

V1 TRAV SOUTH ON CHARLES ST. TURNS RIGHT INTO SWAN ST. & COLLIDES WITH V2 TRAV NORTH ON CHARLES ST. VEH.1 CONTINUES AND COLLIDES WITH FRONT OF VEH.3 CAR TRAV EAST ON SWAN ST.
 Occurred on CHARLES STREET JUNCTION WITH SHEEP STREET PETERSFIELD HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from N to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 71 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 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 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 48 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Vehicle Reference	3	Car		Going ahead other		
Vehicle movement from	W	to E	No tow / articulation	Leaving the main road		
On main carriageway			No skidding, jack-knifing or overturning			
Location at impact	Jct Approach		First impact	Front	Hit vehicle:	
Hit object in road	None		Off road:	None		
Did not leave carr				Age of Driver	36	Female
Not hit and run		Breath test	Negative			
				Left hand drive:	No	

Accidents between dates 01/02/2013 and 31/01/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

44170416680 26/10/2017 Time 1620 Vehicles 2 Casualties 1 Slight
 E:474564 N: 123571 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface 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:	Travelling too fast for conditions	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
4th:	Inexperienced or learner driver/rider	Vehicle 1	Possible
5th:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
6th:	Road layout (eg bend, hill crest)	Vehicle 2	Very Likely

VEH 1 (CAR) WAITING TO CROSS FROM TILMORE ROAD PULLS OUT AND COLLIDES WITH VEH 2 (MOTORCYCLE) WHICH WAS TRAVELLING EAST ON STATION ROAD.

Occurred on STATION ROAD JUNCTION WITH TILMORE ROAD, PETERSFIELD, 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 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 18 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead left bend
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway Skidded
 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 19 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/02/2013 and 31/01/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS PETERSFIELD BACS/SR/0618/088")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	2	20	23
2-wheeled motor vehicles	0	0	5	5
Pedal cycles	0	3	7	10
Horses & other	0	0	1	1
Total	1	5	33	39

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	13	14
Passenger	0	0	5	5
Motorcycle rider	0	0	6	6
Cyclist	0	3	7	10
Pedestrian	1	1	6	8
Other	0	0	0	0
Total	1	5	37	43

Appendix 11

High Street parking assessment

Wednesday 16th May 2018.

Petersfield Parking Beat

- A = DOUBLE YELLOW LINES
 B = ZIG / ZAG OR SCHOOL KEEP CLEAR
 C = SINGLE YELLOW LINE
 D = DROPPED CURB
 E = BUS STOP
 F = ON VERGE
 G = DISABLED BAY

NB - Chapel Street is all single yellow lines enforcable between 9am and 6pm

* - The whole of the green and pink area of the beat are subject to 'no parking except in marked bay' between 8am and 6pm - no yellow lines used

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES		
			07:00					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED				
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	8					
Chapel Street	D,C	20	2					
The Square	G	14	6	E	1			
The High Street	D,G	18	5					
			76	21				

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES		
			07:30					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED				
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	9					
Chapel Street	D,C	20	3					
The Square	G	14	9	F	1			
The High Street	D,G	18	3					
			24					

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			08:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	10				
Chapel Street	D,C	20	1				
The Square	G	14	9				
The High Street	D,G	18	8				

28

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			08:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	7	D	1		
Chapel Street	D,C	20	5				
The Square	G	14	16				
The High Street	D,G	18	13	LOADING BAY	1		

41

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			09:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	20				
Chapel Street	D,C	20	0	C,D	4,1		
The Square	G	14	16				
The High Street	D,G	18	11	A	1		

47

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			09:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	22	D,C	1,1		
Chapel Street	D,C	20	0	F,C	1,5		
The Square	G	14	16				
The High Street	D,G	18	12				

50

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			10:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	21	C	3		
Chapel Street	D,C	20	5				
The Square	G	14	15				
The High Street	D,G	18	14				

55

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			10:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	16	C	1		
Chapel Street	D,C	20	0	C	2		
The Square	G	14	14	NO LINES RESTRICTED SIGN	5		
The High Street	D,G	18	13				

43

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			11:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	22	C	4		
Chapel Street	D,C	20	0	C	3		
The Square	G	14	15				
The High Street	D,G	18	14				

51

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			11:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	21	C	1		
Chapel Street	D,C	20	0	C	2		
The Square	G	14	13				
The High Street	D,G	18	14	D *1	1 + 1 IN LOADING BAY		

48

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			12:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	18	C	3		
Chapel Street	D,C	20	0	C	3		
The Square	G	14	12				
The High Street	D,G	18	14				

44

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			12:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	24	C	2		
Chapel Street	D,C	20	0				
The Square	G	14	14				
The High Street	D,G	18	14				

52

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			13:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	21	C	1		
Chapel Street	D,C	20	0	C	2		
The Square	G	14	12	*	1		
The High Street	D,G	18	13				

46

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			13:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	26	D,C	1,2		
Chapel Street	D,C	20	0	C	1		
The Square	G	14	14	*	1		
The High Street	D,G	18	11	* LOADING BAY	1,2		

51

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			14:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	22				
Chapel Street	D,C	20	0	C	2		
The Square	G	14	12	C	1		
The High Street	D,G	18	13	*	1		

47

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			14:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	25	C	2		
Chapel Street	D,C	20	1	*	1		
The Square	G	14	12				
The High Street	D,G	18	12	LOADING BAY	2		

50

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			15:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	20				
Chapel Street	D,C	20	0	C	6		
The Square	G	14	11	*,D	2,1		
The High Street	D,G	18	13	A,D,*	2,1,1		

44

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			15:30					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	24	C	2			
Chapel Street	D,C	20	2	C	1			
The Square	G	14	12	*	2			
The High Street	D,G	18	13	LOADING BAY, *,G	3,1,1			

51

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			16:00					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	23	C	3			
Chapel Street	D,C	20	0	C	5			
The Square	G	14	12	*	1			
The High Street	D,G	18	13	C	1			

48

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			16:30					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	21	C	2			
Chapel Street	D,C	20	0	C	3			
The Square	G	14	13	*	5			
The High Street	D,G	18	10					

44

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			17:00					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	18	C	1			
Chapel Street	D,C	20	0	C	1			
The Square	G	14	11	C	1			
The High Street	D,G	18	11	*	1			

40

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			17:30					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	16	C	8			
Chapel Street	D,C	20	0	C	3			
The Square	G	14	10	*	1			
The High Street	D,G	18	9					

35

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			18:00					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	19					
Chapel Street	D,C	20	2					
The Square	G	14	10					
The High Street	D,G	18	15					

46

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			18:30					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	21					
Chapel Street	D,C	20	4					
The Square	G	14	19					
The High Street	D,G	18	13	LOADING BAY	2			

57

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME					
			19:00					
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES		
CODE	COUNT OF VEHICLES							
Lavant Street	D	24	24					
Chapel Street	D,C	20	6					
The Square	G	14	16					
The High Street	D,G	18	13					

59

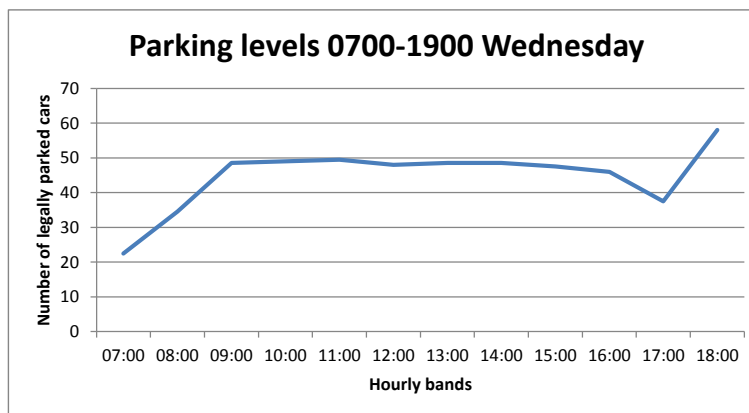
Wednesday legal parking summary

Total capacity	76
07:00	21 28%
07:30	24 32%
08:00	28 37%
08:30	41 54%
09:00	47 62%
09:30	50 66%
10:00	55 72%
10:30	43 57%
11:00	51 67%
11:30	48 63%
12:00	44 58%
12:30	52 68%
13:00	46 61%
13:30	51 67%
14:00	47 62%
14:30	50 66%
15:00	44 58%
15:30	51 67%
16:00	48 63%
16:30	44 58%
17:00	40 53%
17:30	35 46%
18:00	46 61%
18:30	57 75%
19:00	59 78%

By hour starting	Average	% capacity used
07:00	23	30%
08:00	35	45%
09:00	49	64%
10:00	49	64%
11:00	50	65%
12:00	48	63%
13:00	49	64%
14:00	49	64%
15:00	48	63%
16:00	46	61%
17:00	38	49%
18:00	58	76%

Illegal parking	Lavant St	Chapel St	The Square	High Street	Total
A = DOUBLE YELLOW LINES				3	3
B = ZIG / ZAG OR SCHOOL KEEP CLEAR					0
C = SINGLE YELLOW LINE	36	46	1	1	84
D = DROPPED CURB	2	1	1	2	6
E = BUS STOP			1		1
F = ON VERGE		1	1		2
G = DISABLED BAY				1	1
Loading Bay				11	11
Restricted High St/The Square			19	5	24
Totals	38	48	23	20	129

Maximum illegally parked vehicles in any half hc 18
 Maximum legally parked vehicles in any half ho 59
 Total capacity: 76



Saturday 19th May 2018.

Petersfield Parking Beat

A = DOUBLE YELLOW LINES
 B = ZIG / ZAG OR SCHOOL KEEP CLEAR
 C = SINGLE YELLOW LINE

D = DROPPED CURB

E = BUS STOP

F = ON VERGE

G = DISABLED BAY

NB - Chapel Street is all single yellow lines enforcable between 9am and 6pm

* - The whole of the green and pink area of the beat are subject to 'no parking except in marked bay' between 8am and 6pm - no yellow lines used

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			07:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	10				
Chapel Street	D,C	20	2				
The Square	G	14	15				
The High Street	D,G	18	3				
		76	30				

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			07:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	10				
Chapel Street	D,C	20	0				
The Square	G	14	21				
The High Street	D,G	18	7				
			38				

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			08:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	17				
Chapel Street	D,C	20	0				
The Square	G	14	11	*	4		
The High Street	D,G	18	10	G,LOADING BAY	1,1		

38

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			08:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	17				
Chapel Street	D,C	20	3				
The Square	G	14	10	*,E	8,1		
The High Street	D,G	18	11	LOADING BAY	1		

41

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			09:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	23	C	3		
Chapel Street	D,C	20	0	C	1		
The Square	G	14	13	TAXI BAY	3		
The High Street	D,G	18	11	LOADING BAY	1		

47

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			09:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	23	C	3		
Chapel Street	D,C	20	1				
The Square	G	14	13				
The High Street	D,G	18	12	*,LOADING BAY	2,2		

49

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			10:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	23	A,C	1,5		
Chapel Street	D,C	20	0	C	3		
The Square	G	14	12	*	2		
The High Street	D,G	18	13				

48

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			10:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	24	C	2		
Chapel Street	D,C	20	2	C	2		
The Square	G	14	15	*	1		
The High Street	D,G	18	15	*	1		

56

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			11:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	23				
Chapel Street	D,C	20	0	C	1		
The Square	G	14	13				
The High Street	D,G	18	13	D	1		

49

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			11:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	25	C	3		
Chapel Street	D,C	20	21	C	1		
The Square	G	14	12				
The High Street	D,G	18	13				

71

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			12:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	15	C	1		
Chapel Street	D,C	20	1	C	3		
The Square	G	14	10				
The High Street	D,G	18	9				

35

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			12:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	11	C	3		
Chapel Street	D,C	20	1	C	3		
The Square	G	14	11				
The High Street	D,G	18	11	LOADING BAY	1		

34

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			13:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	20				
Chapel Street	D,C	20	2	C	1		
The Square	G	14	11	*	1		
The High Street	D,G	18	9				

42

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			13:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	18				
Chapel Street	D,C	20	2	C	1		
The Square	G	14	13				
The High Street	D,G	18	12				

45

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			14:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	23	C	3		
Chapel Street	D,C	20	1				
The Square	G	14	9	*	2		
The High Street	D,G	18	12	LOADING BAY,*	1,1		

45

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			14:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	24	C	2		
Chapel Street	D,C	20	1	C	2		
The Square	G	14	12				
The High Street	D,G	18	13	LOADING BAY	2		

50

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			15:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	24	C	3		
Chapel Street	D,C	20	1				
The Square	G	14	11	*	13		
The High Street	D,G	18	12				

48

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			15:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	24	C	4		
Chapel Street	D,C	20	1	C	2		
The Square	G	14	13	TAXI BAY	1		
The High Street	D,G	18	13	LOADING BAY	2		

51

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			16:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	24	C	4		
Chapel Street	D,C	20	1	C	1		
The Square	G	14	9	*	4		
The High Street	D,G	18	13				

47

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			16:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	19	C	2		
Chapel Street	D,C	20	0	C	1		
The Square	G	14	13				
The High Street	D,G	18	13				

45

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			17:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	21	C	1		
Chapel Street	D,C	20	1	C	4		
The Square	G	14	12	E,*	1,1		
The High Street	D,G	18	14				

48

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME			FREE SPACES	
			17:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED			
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	16				
Chapel Street	D,C	20	0	C	3		
The Square	G	14	13	*,C	1,1		
The High Street	D,G	18	11	*,G,LOADING BAY	1,2,1		

40

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			18:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	18				
Chapel Street	D,C	20	2				
The Square	G	14	16				
The High Street	D,G	18	13				

49

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			18:30				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	19	C	3		
Chapel Street	D,C	20	6				
The Square	G	14	10				
The High Street	D,G	18	14	G,TAXI BAY	1,1		

49

STREET	PLEASE LIST ALL PARKING TYPES WITHIN ZONE	APPROX MAXIMUM LEGAL SPACES AVAILABLE	TIME				
			19:00				
			LEGALLY PARKED VEHICLES	ILLEGALLY PARKED		FREE SPACES	
CODE	COUNT OF VEHICLES						
Lavant Street	D	24	18				
Chapel Street	D,C	20	5				
The Square	G	14	14				
The High Street	D,G	18	15				

52

Saturday legal parking summary

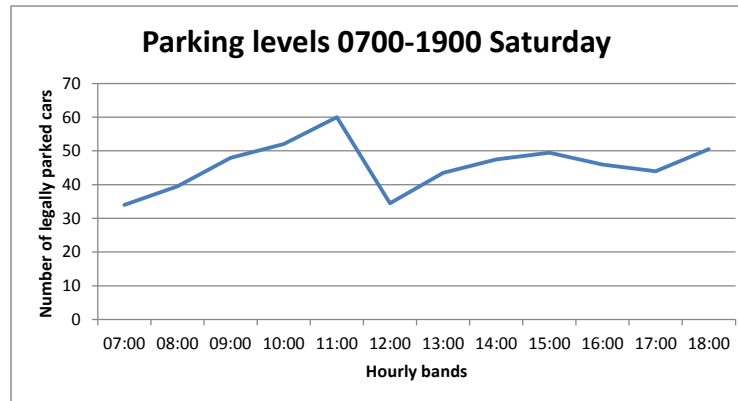
Total capacity	76	
07:00	30	39%
07:30	38	50%
08:00	38	50%
08:30	41	54%
09:00	47	62%
09:30	49	64%
10:00	48	63%
10:30	56	74%
11:00	49	64%
11:30	71	93%
12:00	35	46%
12:30	34	45%
13:00	42	55%
13:30	45	59%
14:00	45	59%
14:30	50	66%
15:00	48	63%
15:30	51	67%
16:00	47	62%
16:30	45	59%
17:00	48	63%
17:30	40	53%
18:00	49	64%
18:30	49	64%
19:00	52	68%

By hour starting	Average	% capacity used
07:00	34	45%
08:00	40	52%
09:00	48	63%
10:00	52	68%
11:00	60	79%
12:00	35	45%
13:00	44	57%
14:00	48	63%
15:00	50	65%
16:00	46	61%
17:00	44	58%
18:00	51	66%

Illegal parking

	Lavant St	Chapel St	The Square	High Street	Total
A = DOUBLE YELLOW LINES	1				1
B = ZIG / ZAG OR SCHOOL KEEP CLEAR					0
C = SINGLE YELLOW LINE	41	29	1		71
D = DROPPED CURB				1	1
E = BUS STOP			2		2
F = ON VERGE					0
G = DISABLED BAY				4	4
Loading Bay				12	12
Restricted High St/The Square			37	5	42
Taxi bay			4	1	5
Totals	42	29	44	23	138

Maximum illegally parked vehicles in any half ho 16
 Maximum legally parked vehicles in any half hou 60
 Total capacity: 76

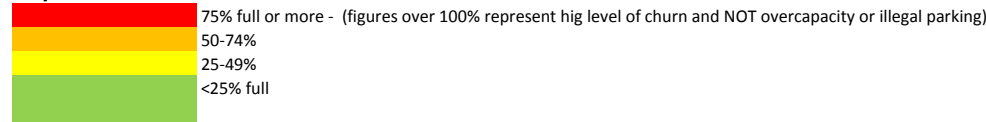


Appendix 12

Town centre car park assessment

Car park capacity analysis excluding Rail Station

Key



Capacity used no.

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	14	18	26	33	41	45	43	45	42	42	48	51	48	46	41	39	32	27	19	14	11	6	0	0
Central Car Park	320	153	158	180	163	199	286	368	470	528	558	529	504	460	420	402	425	421	394	386	345	281	209	147	148
Festival Hall Car Park	206	44	49	68	94	118	145	168	178	183	192	183	181	179	166	165	162	153	154	146	137	121	107	65	65
Swan Street Car Park	147	68	78	86	99	108	115	112	111	103	102	100	101	104	105	109	107	108	105	112	111	98	76	47	47
M&S Car Park	32	1	3	8	34	22	33	25	32	40	44	45	32	29	34	41	40	51	44	54	37	28	21	16	13
Tesco Car Park	360	9	39	129	199	160	184	198	227	231	223	245	227	223	212	236	259	253	184	187	178	175	165	172	146
Hospital	40	6	16	30	46	51	57	72	77	67	62	56	55	62	76	76	80	71	68	52	50	35	38	33	23
Total	1155	295	361	527	668	699	865	986	1140	1194	1223	1206	1151	1105	1059	1070	1112	1089	976	956	872	749	622	480	442

Capacity used %

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	28%	36%	52%	66%	82%	90%	86%	90%	84%	84%	96%	102%	96%	92%	82%	78%	64%	54%	38%	28%	22%	12%	0%	0%
Central Car Park	320	48%	49%	56%	51%	62%	89%	115%	147%	165%	174%	165%	158%	144%	131%	126%	133%	132%	123%	121%	108%	88%	65%	46%	46%
Festival Hall Car Park	206	21%	24%	33%	46%	57%	70%	82%	86%	89%	93%	89%	88%	87%	81%	80%	79%	74%	75%	71%	67%	59%	52%	32%	32%
Swan Street Car Park	147	46%	53%	59%	67%	73%	78%	76%	76%	70%	69%	68%	69%	71%	71%	74%	73%	73%	71%	76%	76%	67%	52%	32%	32%
M&S Car Park	32	3%	9%	25%	106%	69%	103%	78%	100%	125%	138%	141%	100%	91%	106%	128%	125%	159%	138%	169%	116%	88%	66%	50%	41%
Tesco Car Park	360	3%	11%	36%	55%	44%	51%	55%	63%	64%	62%	68%	63%	62%	59%	66%	72%	70%	51%	52%	49%	49%	46%	48%	41%
Hospital	40	15%	40%	75%	115%	128%	143%	180%	193%	168%	155%	140%	138%	155%	190%	190%	200%	178%	170%	130%	125%	88%	95%	83%	58%
Total	1155	26%	31%	46%	58%	61%	75%	85%	99%	103%	106%	104%	100%	96%	92%	93%	96%	94%	85%	83%	75%	65%	54%	42%	38%

Capacity remaining no.

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	36	32	24	17	9	5	7	5	8	8	2	-1	2	4	9	11	18	23	31	36	39	44	50	50
Central Car Park	320	167	162	140	157	121	34	-48	-150	-208	-238	-209	-184	-140	-100	-82	-105	-101	-74	-66	-25	39	111	173	172
Festival Hall Car Park	206	162	157	138	112	88	61	38	28	23	14	23	25	27	40	41	44	53	52	60	69	85	99	141	141
Swan Street Car Park	147	79	69	61	48	39	32	35	36	44	45	47	46	43	42	38	40	39	42	35	36	49	71	100	100
M&S Car Park	32	31	29	24	-2	10	-1	7	0	-8	-12	-13	0	3	-2	-9	-8	-19	-12	-22	-5	4	11	16	19
Tesco Car Park	360	351	321	231	161	200	176	162	133	129	137	115	133	137	148	124	101	107	176	173	182	185	195	188	214
Hospital	40	34	24	10	-6	-11	-17	-32	-37	-27	-22	-16	-15	-22	-36	-36	-40	-31	-28	-12	-10	5	2	7	17
Total capacity	1155	860	794	628	487	456	290	169	15	-39	-68	-51	4	50	96	85	43	66	179	199	283	406	533	675	713

Total capacity exc. car parks over 100%

1155	860	794	628	495	467	308	249	202	204	204	187	204	212	234	212	196	217	293	299	323	406	533	675	713
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Saturday

Capacity used no.

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	1	1	8	20	24	29	32	34	44	61	61	60	48	40	38	35	30	26	26	25	23	17	14	14
Central Car Park	320	236	253	304	315	368	472	575	637	690	699	671	644	650	622	597	582	569	529	498	450	375	283	195	195
Festival Hall Car Park	206	34	39	53	67	69	89	115	137	149	168	168	166	158	154	148	144	135	118	100	85	72	54	35	35
Swan Street Car Park	147	53	57	66	65	90	125	148	165	176	181	185	180	167	150	133	147	134	129	122	96	66	43	28	28
M&S Car Park	32	0	3	5	11	18	34	36	41	53	42	41	45	37	39	31	30	24	26	23	23	22	12	10	7
Tesco Car Park	360	4	27	72	121	155	196	242	306	324	300	303	258	234	215	213	191	205	203	192	189	181	155	135	113
Hospital	40	3	9	17	23	26	34	37	36	32	28	37	31	33	36	48	46	36	29	35	14	13	14	13	
Total	1155	331	389	525	622	750	979	1185	1356	1468	1479	1466	1384	1327	1256	1208	1175	1133	1060	996	882	752	576	431	405

Capacity used %

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	2%	2%	16%	40%	48%	58%	64%	68%	88%	122%	122%	120%	96%	80%	76%	70%	60%	52%	52%	50%	46%	34%	28%	28%
Central Car Park	320	74%	79%	95%	98%	115%	148%	180%	199%	216%	218%	210%	201%	203%	194%	187%	182%	178%	165%	156%	141%	117%	88%	61%	61%
Festival Hall Car Park	206	17%	19%	26%	33%	33%	43%	56%	67%	72%	82%	82%	81%	77%	75%	72%	70%	66%	57%	49%	41%	35%	26%	17%	17%
Swan Street Car Park	147	36%	39%	45%	44%	61%	85%	101%	112%	120%	123%	126%	122%	114%	102%	90%	100%	91%	88%	83%	65%	45%	29%	19%	19%
M&S Car Park	32	0%	9%	16%	34%	56%	106%	113%	128%	166%	131%	128%	141%	116%	122%	97%	94%	75%	81%	72%	72%	69%	38%	31%	22%
Tesco Car Park	360	1%	8%	20%	34%	43%	54%	67%	85%	90%	83%	84%	72%	65%	60%	59%	53%	57%	56%	53%	53%	50%	43%	38%	31%
Hospital	40	8%	23%	43%	58%	65%	85%	93%	90%	80%	70%	93%	78%	83%	90%	120%	115%	90%	73%	88%	35%				

Car park capacity analysis including Rail Station

Key

75% full or more - (figures over 100% represent high level of churn and NOT overcapacity or illegal parking)
50-74%
25-49%
<25% full

Capacity used no.

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	14	18	26	33	41	45	43	45	42	42	48	51	48	46	41	39	32	27	19	14	11	6	0	0
Central Car Park	320	153	158	180	163	199	286	368	470	528	558	529	504	460	420	402	425	421	394	386	345	281	209	147	148
Festival Hall Car Park	206	44	49	68	94	118	145	168	178	183	192	183	181	179	166	165	162	153	154	146	137	121	107	65	65
Swan Street Car Park	147	68	78	86	99	108	115	112	111	103	102	100	101	104	105	109	107	108	105	112	111	98	76	47	47
M&S Car Park	32	1	3	8	34	22	33	25	32	40	44	45	32	29	34	41	40	51	44	54	37	28	21	16	13
Tesco Car Park	360	9	39	129	199	160	184	198	227	231	223	245	227	223	212	236	259	253	184	187	178	175	165	172	146
Hospital	40	6	16	30	46	51	57	72	77	67	62	56	55	62	76	76	80	71	68	52	50	35	38	33	23
Rail Station	304	33	49	60	67	68	70	76	73	70	67	69	70	70	67	67	68	68	76	76	73	69	65	58	40
Total	1459	328	410	587	735	767	935	1062	1213	1264	1290	1275	1221	1175	1126	1137	1180	1157	1052	1032	945	818	687	538	482

Capacity used %

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	28%	36%	52%	66%	82%	90%	86%	90%	84%	84%	96%	102%	96%	92%	82%	78%	64%	54%	38%	28%	22%	12%	0%	0%
Central Car Park	320	48%	49%	56%	51%	62%	89%	115%	147%	165%	174%	165%	158%	144%	131%	126%	133%	132%	123%	121%	108%	88%	65%	46%	46%
Festival Hall Car Park	206	21%	24%	33%	46%	57%	70%	82%	86%	89%	93%	89%	88%	87%	81%	80%	79%	74%	75%	71%	67%	59%	52%	32%	32%
Swan Street Car Park	147	46%	53%	59%	67%	73%	78%	76%	76%	70%	69%	68%	69%	71%	71%	74%	73%	73%	71%	76%	76%	67%	52%	32%	32%
M&S Car Park	32	3%	9%	25%	106%	69%	103%	78%	100%	125%	138%	141%	100%	91%	106%	128%	125%	159%	138%	169%	116%	88%	66%	50%	41%
Tesco Car Park	360	3%	11%	36%	55%	44%	51%	55%	63%	64%	62%	68%	63%	59%	59%	66%	72%	70%	51%	52%	49%	49%	46%	48%	41%
Hospital	40	15%	40%	75%	115%	128%	143%	180%	193%	168%	155%	140%	138%	155%	190%	190%	200%	178%	170%	130%	125%	88%	95%	83%	58%
Rail Station	304	11%	16%	20%	22%	22%	23%	25%	24%	23%	22%	23%	23%	23%	22%	22%	22%	22%	25%	25%	24%	23%	21%	19%	13%
Total	1459	22%	28%	40%	50%	53%	64%	73%	83%	87%	88%	87%	84%	81%	77%	78%	81%	79%	72%	71%	65%	56%	47%	37%	33%

Saturday

Capacity used no.

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	1	1	8	20	24	29	32	34	44	61	61	60	48	40	38	35	30	26	26	25	23	17	14	14
Central Car Park	320	236	253	304	315	368	472	575	637	690	699	671	644	650	622	597	582	569	529	498	450	375	283	195	195
Festival Hall Car Park	206	34	39	53	67	69	89	115	137	149	168	168	166	158	154	148	144	135	118	100	85	72	54	35	35
Swan Street Car Park	147	53	57	66	65	90	125	148	165	176	181	185	180	167	150	133	147	134	129	122	96	66	43	28	28
M&S Car Park	32	0	3	5	11	18	34	36	41	53	42	41	45	37	39	31	30	24	26	23	23	22	12	10	7
Tesco Car Park	360	4	27	72	121	155	196	242	306	324	300	303	258	234	215	213	191	205	203	192	189	181	155	135	113
Hospital	40	3	9	17	23	26	34	37	36	32	28	37	31	33	36	48	46	36	29	35	14	13	12	14	13
Rail Station	304	2	6	16	22	31	40	55	63	72	72	76	79	74	78	79	77	79	77	78	69	67	60	56	49
Total	1459	333	395	541	644	781	1019	1240	1419	1540	1551	1542	1463	1401	1334	1287	1252	1212	1137	1074	951	819	636	487	454

Capacity used %

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	2%	2%	16%	40%	48%	58%	64%	68%	88%	122%	122%	120%	96%	80%	76%	70%	60%	52%	52%	50%	46%	34%	28%	28%
Central Car Park	320	74%	79%	95%	98%	115%	148%	180%	199%	216%	218%	210%	201%	203%	194%	187%	182%	178%	165%	156%	141%	117%	88%	61%	61%
Festival Hall Car Park	206	17%	19%	26%	33%	33%	43%	56%	67%	72%	82%	82%	81%	77%	75%	72%	70%	66%	57%	49%	41%	35%	26%	17%	17%
Swan Street Car Park	147	36%	39%	45%	44%	61%	85%	101%	112%	120%	123%	126%	122%	114%	102%	90%	100%	91%	88%	83%	65%	45%	29%	19%	19%
M&S Car Park	32	0%	9%	16%	34%	56%	106%	113%	128%	166%	131%	128%	141%	116%	122%	97%	94%	75%	81%	72%	72%	69%	38%	31%	22%
Tesco Car Park	360	1%	8%	20%	34%	43%	54%	67%	85%	90%	83%	84%	72%	65%	60%	59%	53%	57%	56%	53%	53%	50%	43%	38%	31%
Hospital	40	8%	23%	43%	58%	65%	85%	93%	90%	80%	70%	93%	78%	83%	90%	120%	115%	90%	73%	88%	35%	33%	30%	35%	33%
Rail Station	304	1%	2%	5%	7%	10%	13%	18%	21%	24%	24%	25%	26%	24%	26%	26%	25%	26%	25%	26%	23%	22%	20%	18%	16%
Total	1459	23%	27%	37%	44%	54%	70%	85%	97%	106%	106%	106%	100%	96%	91%	88%	86%	83%	78%	74%	65%	56%	44%	33%	31%

Capacity remaining no.

Car Park	Capacity	07:00-07:29	07:30-07:59	08:00-08:29	08:30-08:59	09:00-09:29	09:30-09:59	10:00-10:29	10:30-10:59	11:00-11:29	11:30-11:59	12:00-12:29	12:30-12:59	13:00-13:29	13:30-13:59	14:00-14:29	14:30-14:59	15:00-15:29	15:30-15:59	16:00-16:29	16:30-16:59	17:00-17:29	17:30-17:59	18:00-18:29	18:30-18:59
Castle Yard Park	50	49	49	42	30	26	21	18	16	6	-11	-11	-10	2	10	12	15	20	24	24	25	27	33	36	36
Central Car Park	320	84	67	16	5	-48	-152	-255	-317	-370	-379	-351	-324	-330	-302	-277	-262	-249	-209	-178	-130	-55	37	125	125
Festival Hall Car Park	206	172	167	153	139	137	117	91	69	57	38	38	40	48	52	58	62	71	88	106	121	134	152	171	171
Swan Street Car Park	147	53	57	66	65	90	125	148	165	176	181	185	180	167	150	133	147	134	129	122	96	66	43	28	28
M&S Car Park	32	32	29	27	21	14	-																		

Duration of stay

Castle Yard Car Park			Central Car Park			Festival Hall Car Park			Swan Street Car Park			Marks & Spencer			Causeway			Hospital			Rail Station*		
	No. cars	%		No. cars	%		No. cars	%		No. cars	%		No. cars	%		No. cars	%		No. cars	%		No. cars	%
up to 1 h	66	30%	up to 2 h	2,450	73%	up to 1 h	147	21%	up to 1 h	246	35%	up to 1 h	252	81%	up to 1 h	1,554	82%	up to 1 h	325	74%	up to 1 h	69	44%
up to 2 h	74	33%	up to 3 h	565	17%	up to 2 h	233	33%	up to 2 h	228	32%	up to 2 h	50	16%	up to 2 h	208	11%	up to 2 h	68	15%	up to 2 h	5	3%
up to 3 h	23	10%	up to 4 h	4	0%	up to 3 h	79	11%	up to 3 h	55	8%	up to 3 h	5	2%	up to 3 h	61	3%	up to 3 h	15	3%	up to 3 h	1	1%
up to 4 h	12	5%	up to 5 h	1	0%	up to 4 h	49	7%	up to 4 h	32	5%	up to 4 h	3	1%	up to 4 h	18	1%	up to 4 h	7	2%	up to 4 h	3	2%
up to 5 h	11	5%	up to 6 h	2	0%	up to 5 h	15	2%	up to 5 h	19	3%	up to 7 h	1	0%	up to 7 h	9	0%	up to 7 h	1	0%	up to 7 h	6	4%
up to 6 h	3	1%	up to 8 h	1	0%	up to 6 h	4	1%	up to 6 h	7	1%	up to 10 h	1	0%	up to 10 h	3	0%	up to 8 h	4	1%	up to 8 h	7	4%
up to 7 h	6	3%	up to 20 h	343	10%	up to 7 h	2	0%	up to 7 h	5	1%	Grand Tot:	312		up to 8 h	7	0%	up to 6 h	7	2%	up to 6 h	6	4%
up to 8 h	1	0%	Grand Tot:	3,366		up to 8 h	14	2%	up to 8 h	4	1%				up to 9 h	10	1%	up to 9 h	5	1%	up to 9 h	8	5%
up to 9 h	9	4%			up to 9 h	40	6%	up to 9 h	26	4%				up to 15 h	3	0%	up to 15 h	2	0%	up to 15 h	33	21%	
up to 15 h	1	0%			up to 10 h	11	2%	up to 10 h	5	1%				up to 5 h	15	1%	up to 5 h	8	2%	up to 5 h	2	1%	
up to 20 h	3	1%			up to 15 h	10	1%	up to 15 h	4	1%				Grand Tot:	1,894		Grand Tot:	442		up to 10 h	18	11%	
up to 24 h	6	3%			up to 20 h	10	1%	up to 20 h	24	3%									Grand Tot:	158			
up to 2 d	7	3%			up to 24 h	47	7%	up to 24 h	29	4%													
Grand Total	222				up to 2 d	35	5%	up to 2 d	21	3%													
					up to 3 d	1	0%	up to 3 d	705														
					Grand Tot:	697		Grand Tot:															

NB. Castle Yard, Central, Festival Hall and Swan Street data is a combination of ticket sale data from 17th and 20th May 2017, and includes data from preceding days where payment carried over. Data for the remaining 4 car parks was taken from ANPR surveys on 9th and 12th May 2018.

*Note that on Wednesday it was likely that a large number of vehicles was parked prior to the 0700 survey start time

Appendix 13

Audit of walking routes into town from interceptor car parks

Rail Station (n)

Number of parking spaces:	154 Some parking permits cover station.
Number of disabled parking spaces:	3 adjacent to station.
Cycle parking, number and location:	6 cycle lockers and 16 sheffield stands on the train platform
Payment method:	Pay and display. Ringo, season tickets.
Payment bands:	Peak daily £7.80 Off peak daily (from 12 Mon-Fri) £3.50 Saturday £2.10 Sunday £2.00 Public Holiday £2.00 Weekend Special (from 12.00 Friday to end of Sunday) £6.30 Season tickets available (see main report)
Surfacing	Tarmac, good condition, lined.
Signed route to town?	No. Need to cross tracks to continue towards town centre, either through station building or using the foot bridge.
Lighting	Lit.
Anything else?	CCTV. No natural surveillance. Small bays. Car park laid out on a one-way system. Car park was observed as being almost at capacity – only 5-6 empty spaces. x2 were unable to be parked in as adjacent vehicles were encroaching. Probably popular with commuters as it was full at 10am. No drop off area; only car parking. Change in levels over the car park falling towards the Frenchmans Road. X1 residential property overlooking the car park, some business uses also.

Rail Station (s)

Number of parking spaces:	2x for SWT 2x for NR 150 in main car park Some parking permits cover station Drop off area for passengers x3 cars max in a layby, outside the station building. Taxis are also available from outside the station, x3 marked spaces, although more were observed and they were constraining the access to the car park. Car park was full and there was 1x additional car on hatching observed.
Number of disabled parking spaces:	x1 adjacent to the footbridge and away from the main car park.
Cycle parking, number and location:	120 within locked area. 80 self locking. 16 motor bikes.
Payment method:	Pay and display. Ringo, season tickets.
Payment bands:	Peak daily £7.80 Off peak daily (from 12 Mon-Fri) £3.50 Saturday £2.10 Sunday £2.00 Public Holiday £2.00 Weekend Special (from 12.00 Friday to end of Sunday) £6.30 Season tickets available (see main report)
Surfacing	Surfaced.
Signed route to town?	Yes. Fingerpost signage and cycle/walking signs along Lavant Street to jct with Chapel Street.
Lighting	Lit.
Anything else?	One-way system, constrained car park, awkwardly shaped and some spaces were constrained and not suitable for larger vehicles. Poorly signed, tight to manoeuvre. Drop off area outside the main station building Bus stops close to the rail station, for point of interchange.

The Causeway

Number of parking spaces:	360 including 13 parent spaces.
Number of disabled parking spaces:	16 disabled.
Cycle parking, number and location:	6x2 outside store.
Payment method:	Ticket only.
Payment bands:	2 hrs - £1.40 3 hrs - £1.90 (same as the town centre which is a requirement of the Section 106 agreement. The agreement also states that Tesco retain all income from The Causeway car park)
Surfacing	Tarmac, good condition
Signed route to town?	Initially signed. End of the shared route out of the site towards Hylton Road, signs disappear. No sign at the jct with St Peters Road.
Lighting	Lit and included the overflow.
Anything else?	Main car park busy, generally good surveillance. Overflow provides plenty of spare capacity. Tickets can be used here and in the Central car park. Signage from The Causeway is for town centre only, no other car parks. Tesco currently operates a refund system in the Causeway car park for customers.

Festival Hall

Number of parking spaces:	2x for swimming pool 1x reserved for Curves 5x reserved for Town Council 4x reserved for Boutler & Mossman 2x electric charging points 206 total 62 permits
Number of disabled parking spaces:	3
Cycle parking, number and location:	x3 adjacent to Festival Hall
Payment method:	Pay and display, with the option to pay by coin or card (including contactless payment). RingGo was introduced to all of the Council's pay and display car parks on 6 December 2016 (excluding The Causeway, Petersfield).
Payment bands:	1hr £1.00 2hrs £1.40 3hrs £1.90 4hrs £3.30 5hrs £3.90 9hrs £6.20 All day £7.00
Surfacing	Tarmac. Level.
Signed route to town?	Finger post within the car park directing pedestrians to Tor Way via a pedestrian access (steep gradient). No signage onto College Street, this access not ideal for those in a wheel chair or using a buggy as it is narrow 1.4 metres max. Short walking distance to the Town Centre. One way system at the end of College Street with junction with the High Street. Generous supply of carriageway.
Lighting	Lit.
Anything else?	No a great deal of overlooking. Some of the signage within the car park is worn out. The car park was lightly trafficked. Empty spaces observed. Boundary treatment between car park and the curtilage of the Red Lion PH was damaged and it is possible to pass between the 2. Red Lion car park has 33 car parking spaces and 2x disabled spaces. The car park is managed to Euro Car Parks. There were plenty of empty spaces observed.

Appendix 14

Love Lave and The Avenue parking surveys

Wednesdays

Love Lane (Town Football Club) and The Avenue, Petersfield.

Maximum capacity

70 + 4 disabled bays
Weds 11th July

28 + 2 disabled bays
Weds 23rd May

TIME	Love Lane	The Avenue (Pavillion CP)
07:00	2	0
08:00	6	0
09:00	18	5
10:00	19	19
11:00	20	24
12:00	17	7
13:00	13	7
14:00	14	4
15:00	21	8
16:00	15	14
17:00	13	18
18:00	10	19
19:00	5	18

Remaining capacity

74

30

TIME	Love Lane	The Avenue (Pavillion CP)
07:00	72	30
08:00	68	30
09:00	56	25
10:00	55	11
11:00	54	6
12:00	57	23
13:00	61	23
14:00	60	26
15:00	53	22
16:00	59	16
17:00	61	12
18:00	64	11
19:00	69	12

Max = 21

Max = 28 + 2 Disabled

NB - peak observed at 15:30
(c.40 vehicles) associated with
local School run

Saturdays

Love Lane (Town Football Club) and The Avenue, Petersfield.

Maximum capacity 70 + 4 disabled bays
Sat 14th July

28 + 2 disabled bays
Sat 26th May

TIME	Love Lane	The Avenue (Pavillion CP)
07:00	9	2
08:00	10	2
09:00	12	3
10:00	12	3
11:00	17	4
12:00	11	4
13:00	16	4
14:00	14	8
15:00	14	10
16:00	10	2
17:00	10	4
18:00	4	2
19:00	6	1

Max = 17


Max = 28 + 2 Disabled




Remaining 74 30




TIME	Love Lane	The Avenue (Pavillion CP)
07:00	65	28
08:00	64	28
09:00	62	27
10:00	62	27
11:00	57	26
12:00	63	26
13:00	58	26
14:00	60	22
15:00	60	20
16:00	64	28
17:00	64	26
18:00	70	28
19:00	68	29




Appendix 15


Cycle parking audit

Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
6	Sheffield	Central car park. West of Waitrose	3	
		Railings immediately outside Waitrose	4	




Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
		Outside Waitrose side entrance	1	
		Outside Boots, the High Street	1	
		Outside Winton House, the High Street	1	



Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
		Outside the Church	1	
4	Front wheel only, ground stands	Immediately outside the Church	1	
		Railings, The Square, outside the Post Office	2	

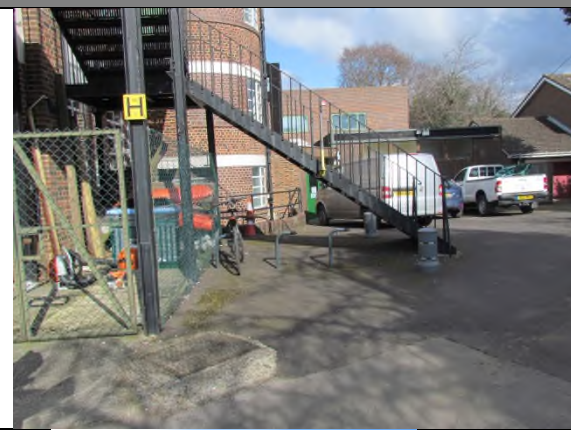

Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
		Railings outside Lloyds Bank, The Square	1	
4	Sheffield type	Hobbs Lane	None	
6	Front wheel attachments on the side elevation of the Red Lion.	Tor Way	None	

Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
4 + 4	4 x Front wheel only 4 spaces on two barriers	Hospital, south of Swan Street	None	

Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
4	Front wheel only	Love Lane car park	None (some on accessible parking bay, sports equipment obstructing)	
5	Front wheel only	The Avenue car park	None	
20	Sheffield stands	Swan Street car park	1	

Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
14	Sheffield stands	Dragon Street south of junction with High Street	None	
6	Sheffield stands	North side of the High Street	1	
	Sheffield stands and double height bike cage	Rail Station. Provision on both platforms	x120 in secure cage, x80 stands. x16 Motorbikesx north side	

Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
12	Sheffield stands	Outside Tesco, The Causeway	None	
3	Front wheel only (no option to lock to a fixed point)	Museum, St Peter's Road	None	

Number of cycle spaces	Type	Location	Number of bikes counted	Photograph
3	Front wheel only	Festival Hall, adjacent to side entrance	1	
122 in secure cage, 64 on 32 stands. 6 cycle lockers and 32 on 16 sheffield stands on northern platform	Sheffield stands and double height bike cage	Rail Station	Not counted	

Total cycle spaces in the town: 329

Total cycle spaces excluding rail station: 105

Total cycle spaces on The Spine excluding within car parks: 10

Total cycles parked officially during count (excluding station): 7

Total cycles parked unofficially during count (excluding station): 11

Appendix 16

Motor vehicle traffic counts and link capacity assessments

Site No: 00008232

Site Reference: 00008232

The Spain Petersfield

Vehicle Count Report

Week Begin: 10-May-18

Channel: Eastbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3 - day	3			Two way flows			
									5-Day	7-Day	Av	Av	Av	Time	East
Begin	10/05/2018	11/05/2018		12/05/2018	13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av	Begin			
00:00	8	9		8	9	2	5	5	6	6	7	00:00	7	5	12
01:00	2	2		6	4	0	1	1	1	1	2	01:00	2	2	4
02:00	0	0		2	5	1	1	0	0	0	1	02:00	1	1	2
03:00	1	0		0	3	0	1	0	1	0	1	03:00	1	1	2
04:00	2	4		2	0	3	1	2	2	2	2	04:00	2	3	5
05:00	14	17		8	5	8	14	12	13	13	11	05:00	11	14	25
06:00	40	45		16	10	42	42	47	43	43	35	06:00	35	56	91
07:00	127	112		59	21	120	137	102	122	120	97	07:00	97	132	229
08:00	202	218		103	34	182	182	195	193	196	159	08:00	159	188	347
09:00	166	192		148	67	162	156	145	156	164	148	09:00	148	136	284
10:00	179	157		162	101	138	158	138	158	154	148	10:00	148	129	277
11:00	140	167		175	91	150	156	143	146	151	146	11:00	146	121	267
12:00	168	178		175	86	139	151	156	158	158	150	12:00	150	133	283
13:00	151	173		156	135	152	150	152	151	156	153	13:00	153	135	288
14:00	163	182		129	116	156	139	178	160	164	152	14:00	152	124	276
15:00	177	201		144	111	186	158	178	171	180	165	15:00	165	146	311
16:00	185	214		174	94	214	203	203	197	204	184	16:00	184	143	327
17:00	222	227		113	102	212	219	217	219	219	187	17:00	187	148	335
18:00	150	174		132	71	171	150	167	156	162	145	18:00	145	118	263
19:00	126	120		79	51	130	135	130	130	128	110	19:00	110	82	192
20:00	87	91		53	32	83	68	58	71	77	67	20:00	67	64	131
21:00	47	49		46	24	40	32	53	44	44	42	21:00	42	36	78
22:00	21	29		43	8	23	17	22	20	22	23	22:00	23	23	46
23:00	10	24		16	4	10	9	17	12	14	13	23:00	13	9	22
12H,7-19	2030	2195		1670	1029	1982	1959	1974	1988	2028	1834				
16H,6-22	2330	2500		1864	1146	2277	2236	2262	2276	2321	2088				
18H,6-24	2361	2553		1923	1158	2310	2262	2301	2308	2357	2124				
24H,0-24	2388	2585		1949	1184	2324	2285	2321	2331	2381	2148				
Am	08:00	08:00		11:00	10:00	08:00	08:00	08:00	0 -	-					
Peak	202	218		175	101	182	182	195	193	196	179				
Pm	17:00	17:00		12:00	13:00	16:00	17:00	17:00	1 -	-					
Peak	222	227		175	135	214	219	217	219	220	201				

Created at 14:38:04 on 18 May 2018

Site No: 00008232
 The Spain Petersfield
 Vehicle Count Report

Site Reference: 00008232

Week Begin: 10-May-18

Channel: Westbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3 -Day	5-Day	7-Day	
Begin	10/05/2018	11/05/2018		12/05/2018	13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av
00:00	5	5		5	7	5	4	1	3	4	5
01:00	1	2		3	7	1	2	0	1	1	2
02:00	0	0		4	2	0	0	0	0	0	1
03:00	1	1		0	1	2	3	1	2	2	1
04:00	3	2		1	0	5	3	4	3	3	3
05:00	18	10		4	1	16	26	20	21	18	14
06:00	84	60		17	8	76	74	72	77	73	56
07:00	176	158		43	14	184	173	177	175	174	132
08:00	246	223		108	33	239	235	230	237	235	188
09:00	146	176		125	58	160	152	136	145	154	136
10:00	128	173		130	94	126	128	124	127	136	129
11:00	113	125		132	123	101	122	134	123	119	121
12:00	145	149		122	125	117	144	130	140	137	133
13:00	123	168		129	111	136	137	144	135	142	135
14:00	107	150		144	112	126	96	132	112	122	124
15:00	157	185		124	107	152	134	161	151	158	146
16:00	159	166		118	101	155	149	150	153	156	143
17:00	171	169		120	94	139	168	175	171	164	148
18:00	153	121		95	68	123	127	139	140	133	118
19:00	112	85		66	43	97	88	84	95	93	82
20:00	58	75		53	43	75	70	73	67	70	64
21:00	39	32		24	22	53	39	45	41	42	36
22:00	26	28		36	10	17	22	20	23	23	23
23:00	7	16		17	3	6	5	9	7	9	9
									0		
									0		
12H,7-19	1824	1963		1390	1040	1758	1765	1832	1807	1828	1653
16H,6-22	2117	2215		1550	1156	2059	2036	2106	2086	2107	1891
18H,6-24	2150	2259		1603	1169	2082	2063	2135	2116	2138	1923
24H,0-24	2178	2279		1620	1187	2111	2101	2161	2147	2166	1948
Am	08:00	08:00		11:00	11:00	08:00	08:00	08:00	-	-	
Peak	246	223		132	123	239	235	230	237	235	204
Pm	17:00	15:00		14:00	12:00	16:00	17:00	17:00	1 -	-	
Peak	171	185		144	125	155	168	175	171	171	160

The Spain - Assessment of link capacity

	Time	Eastbound	Westbound	Max flow in one direction	Tempo growth rate	Grown figure	High St re-assignment	New traffic	Available capacity to 85% limit
AM	07:00	122	175						
	08:00	193	237	237	1.1315	268	105	373	137
	09:00	156	145						
Interpeak	10:00	158	127						
	11:00	146	123						
	12:00	158	140	171	1.1616	199	42	241	269
	13:00	151	135						
	14:00	160	112						
PM	15:00	171	151						
	16:00	197	153						
	17:00	219	171	219	1.1333	249	94	343	167
	18:00	156	140						
		750	0.85	637.5					

Increase from background growth	Increase from high street reassignment	Total	% Increase from background growth	% Increase from high street reassignment
31	105	136	23%	77%
28	42	70	40%	60%
29	94	123	24%	76%

Average speed <20mph

Theoretical 600 (from 750 - 20% reduction)
0.85 510

	% link capacity		
	2018	2028	2028 + diverted trips
AM	40%	45%	62%
IP	29%	33%	40%
PM	37%	41%	57%

Site No: 00008232

Site Reference: 00008232

The Spain Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Eastbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	7	-	23.7	5.5	0	0	0	2	3	1	1	0	0	0	0	0	0
01:00	2	-	22.3	4	0	0	0	1	1	0	0	0	0	0	0	0	0
02:00	1	-	21.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	24.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0	0
05:00	11	25.1	22.3	4.7	0	0	1	4	5	2	0	0	0	0	0	0	0
06:00	35	25.8	21.5	4.8	0	1	2	12	15	5	0	0	0	0	0	0	0
07:00	97	24.1	18.6	5.3	0	8	18	40	24	6	0	0	0	0	0	0	0
08:00	159	21.3	16.6	5	1	20	49	64	22	3	0	0	0	0	0	0	0
09:00	148	22.8	17.9	5	1	11	31	72	29	4	1	0	0	0	0	0	0
10:00	148	22.5	17.5	4.8	0	13	36	67	28	3	0	0	0	0	0	0	0
11:00	146	23	17.9	4.8	1	9	35	67	30	4	0	0	0	0	0	0	0
12:00	150	22.5	17.8	4.8	0	11	37	72	25	5	0	0	0	0	0	0	0
13:00	153	23	18.1	4.6	0	9	34	73	32	4	0	0	0	0	0	0	0
14:00	152	23.1	18.1	4.9	0	11	31	74	30	5	1	0	0	0	0	0	0
15:00	165	22.3	17.7	4.6	0	13	38	81	29	3	0	0	0	0	0	0	0
16:00	184	23	17.9	4.9	0	13	44	83	36	6	1	0	0	0	0	0	0
17:00	187	23.5	18.1	5.1	0	15	41	82	41	7	1	0	0	0	0	0	0
18:00	145	24.3	19.1	5	0	8	24	65	38	8	1	0	0	0	0	0	0
19:00	110	24.7	19.7	5	0	4	18	47	34	7	1	0	0	0	0	0	0
20:00	67	25.3	20.6	5.1	0	3	6	28	23	6	1	0	0	0	0	0	0
21:00	42	25.3	20.7	4.8	0	1	5	17	14	4	0	0	0	0	0	0	0
22:00	23	24.9	21	4.7	0	0	2	11	8	1	1	0	0	0	0	0	0
23:00	13	26	21.8	4.7	0	0	1	5	4	2	0	0	0	0	0	0	0
12H,7-19	1834	23.1	17.9	4.9	3	141	418	840	364	58	5	0	0	0	0	0	0
16H,6-22	2088	23.5	18.2	5	3	150	449	944	450	80	7	0	0	0	0	0	0
18H,6-24	2124	23.5	18.2	5	3	150	452	960	462	83	8	0	0	0	0	0	0
24H,0-24	2148	23.6	18.3	5	3	150	453	968	472	86	9	0	0	0	0	0	0
Am	08:00 -		03:00 -		11:00	08:00	08:00	09:00	11:00	07:00	09:00	01:00 -	-	-	-	-	-
Peak	159 -		24.5 -		1	20	49	72	30	6	1	0 -	-	-	-	-	-
Pm	17:00	23:00	23:00	20:00	14:00	17:00	16:00	16:00	17:00	18:00	18:00	20:00	18:00	12:00 -	-	-	-
Peak	187	26	21.8	5.1	0	15	44	83	41	8	1	0	0	0 -	-	-	-

Created at 14:38:17 on 18 May 2018

Site No: 00008232

Site Reference: 00008232

The Spain Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	5 -		24.3	4.3	0	0	0	1	2	1	0	0	0	0	0	0	0
01:00	2 -		17.9 -		0	0	0	1	0	0	0	0	0	0	0	0	0
02:00	1 -		21.8 -		0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1 -		20.7 -		0	0	0	1	0	0	0	0	0	0	0	0	0
04:00	3 -		23.5	5	0	0	0	0	1	1	0	0	0	0	0	0	0
05:00	14	29	24	4.9	0	0	0	3	5	3	1	0	0	0	0	0	0
06:00	56	26.5	20.7	5.8	0	3	7	18	18	9	1	0	0	0	0	0	0
07:00	132	23.7	18	5.4	1	13	28	51	34	5	0	0	0	0	0	0	0
08:00	188	20.4	15.5	5	3	33	62	70	19	2	0	0	0	0	0	0	0
09:00	136	20.8	16.4	4.8	1	16	43	58	16	2	0	0	0	0	0	0	0
10:00	129	21.8	16.6	5.2	1	17	39	49	20	3	0	0	0	0	0	0	0
11:00	121	20.5	16	4.8	2	15	42	49	13	1	0	0	0	0	0	0	0
12:00	133	20.9	16.5	5	2	15	40	57	18	2	0	0	0	0	0	0	0
13:00	135	20.9	16.4	5	1	18	43	54	17	2	0	0	0	0	0	0	0
14:00	124	20.7	15.9	5	2	19	39	48	15	1	0	0	0	0	0	0	0
15:00	146	20.5	16.1	4.8	1	19	47	61	15	2	0	0	0	0	0	0	0
16:00	143	20.9	16.1	5.1	0	21	50	50	17	4	0	0	0	0	0	0	0
17:00	148	21.2	16.4	5.2	1	22	42	59	19	4	0	0	0	0	0	0	0
18:00	118	22.7	17.5	5.2	1	12	29	51	21	4	0	0	0	0	0	0	0
19:00	82	23.6	18.2	5.2	0	8	16	36	18	4	0	0	0	0	0	0	0
20:00	64	25	19.8	5.4	0	3	9	27	18	6	1	0	0	0	0	0	0
21:00	36	25	20	5.3	0	1	5	15	11	3	1	0	0	0	0	0	0
22:00	23	24.7	20	4.6	0	0	4	10	6	2	0	0	0	0	0	0	0
23:00	9 -		21	4.6	0	0	1	4	3	1	0	0	0	0	0	0	0
12H,7-19	1653	21.2	16.4	5.1	16	220	504	657	224	32	0	0	0	0	0	0	0
16H,6-22	1891	22.1	16.8	5.2	16	235	541	753	289	54	3	0	0	0	0	0	0
18H,6-24	1923	22.2	16.8	5.2	16	235	546	767	298	57	3	0	0	0	0	0	0
24H,0-24	1949	22.3	16.9	5.3	16	235	546	773	307	62	4	0	0	0	0	0	0
Am Peak	08:00 - 188 -		00:00 - 24.3 -		08:00 3	08:00 33	08:00 62	08:00 70	07:00 34	06:00 9	05:00 - 1 -	-	-	-	-	-	-
Pm Peak	17:00 - 148 -		23:00 21	20:00 5.4	14:00 2	17:00 22	16:00 50	15:00 61	18:00 21	20:00 6	20:00 1	13:00 0	16:00 - 0 -	-	-	-	-

Created at 14:38:17 on 18 May 2018

Site No: 00008232

Site Reference: 00008232

The Spain Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Eastbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5
00:00	7	4	2	0	0
01:00	2	2	0	0	0
02:00	1	1	0	0	0
03:00	1	0	0	0	0
04:00	2	1	1	0	0
05:00	11	9	2	0	0
06:00	35	25	8	2	0
07:00	97	80	12	5	0
08:00	159	139	14	6	0
09:00	148	126	16	6	0
10:00	148	128	16	3	0
11:00	146	124	14	7	0
12:00	150	128	16	6	0
13:00	153	135	14	4	0
14:00	152	133	15	3	0
15:00	165	148	14	4	0
16:00	184	164	17	3	0
17:00	187	172	11	4	0
18:00	145	136	8	2	0
19:00	110	99	10	2	0
20:00	67	58	8	2	0
21:00	42	35	6	1	0
22:00	23	20	3	0	0
23:00	13	10	2	0	0

% HGVs

12H,7-19	1834	1613	166	53	2	3%
16H,6-22	2088	1829	197	59	2	3%
18H,6-24	2124	1860	202	60	2	3%
24H,0-24	2148	1878	207	61	2	3%

Am	08:00	08:00	09:00	11:00	09:00
Peak	159	139	16	7	0
Pm	17:00	17:00	16:00	12:00	12:00
Peak	187	172	17	6	0

Created at 14:38:36 on 18 May 2018

Site No: 00008232

Site Reference: 00008232

The Spain Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/201 Channel: Westbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5	
00:00	5	3	1	0	0	0
01:00	2	2	0	0	0	0
02:00	1	0	0	0	0	0
03:00	1	1	0	0	0	0
04:00	3	2	0	0	0	0
05:00	14	9	4	0	0	0
06:00	56	43	11	2	0	0
07:00	132	103	23	6	0	0
08:00	188	155	27	5	0	0
09:00	136	110	21	5	0	0
10:00	129	107	17	5	0	0
11:00	121	92	19	10	1	0
12:00	133	112	18	4	0	0
13:00	135	114	16	6	0	0
14:00	124	108	12	3	0	0
15:00	146	131	11	4	0	0
16:00	143	130	11	2	0	0
17:00	148	133	12	3	0	0
18:00	118	106	10	2	0	0
19:00	82	72	9	1	0	0
20:00	64	53	10	2	0	0
21:00	36	30	5	1	0	0
22:00	23	19	4	0	0	0
23:00	9	7	2	0	0	0
12H,7-19	1653	1399	197	54	3	3.4%
16H,6-22	1891	1597	232	60	3	3.3%
18H,6-24	1923	1623	237	60	3	3.3%
24H,0-24	1948	1641	244	61	3	3.3%
Am	08:00	08:00	08:00	11:00	11:00	
Peak	188	155	27	10	1	
Pm	17:00	17:00	12:00	13:00	18:00	
Peak	148	133	18	6	0	

Created at 14:38:36 on 18 May 2018

Site No: 00008233

Site Reference: 00008233

Dragon Street Petersfield

Vehicle Count Report

Week Begin: 10-May-18

Channel: Northbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day	Two way flows				
Begin	10/05/2018	11/05/2018	12/05/2018		13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av	Time	East	West	Two way
00:00	13	12	24		29	10	7	12	11	11	15				
01:00	6	3	19		7	4	6	3	5	4	7	00:00	7	7	14
02:00	3	2	6		8	1	4	0	2	2	3	01:00	3	4	7
03:00	5	2	4		2	6	5	9	6	5	5	02:00	5	3	8
04:00	8	7	6		4	6	8	10	9	8	7	03:00	7	5	12
05:00	38	36	27		7	33	38	44	40	38	32	04:00	32	14	46
06:00	124	128	51		20	132	127	147	133	132	104	05:00	104	51	155
07:00	302	294	131		67	326	312	348	321	316	254	06:00	254	167	421
08:00	518	531	276		123	483	525	556	533	523	430	07:00	430	349	779
09:00	384	405	357		213	381	342	348	358	372	347	08:00	347	272	619
10:00	397	387	431		396	326	340	363	367	363	377	09:00	377	334	711
11:00	425	400	453		401	375	356	362	381	384	396	10:00	396	316	712
12:00	371	414	416		413	322	335	368	358	362	377	11:00	377	345	722
13:00	345	410	458		374	349	335	317	332	351	370	12:00	370	325	695
14:00	368	422	392		326	312	298	388	351	358	358	13:00	358	357	715
15:00	486	509	405		332	497	447	458	464	479	448	14:00	448	424	872
16:00	432	439	375		243	406	388	411	410	415	385	15:00	385	392	777
17:00	417	373	317		237	392	393	407	406	396	362	16:00	362	471	833
18:00	366	353	306		170	313	346	386	366	353	320	17:00	320	319	639
19:00	281	295	213		124	264	249	241	257	266	238	18:00	238	229	467
20:00	181	149	142		92	138	173	164	173	161	148	19:00	148	154	302
21:00	117	87	71		51	122	110	90	106	105	93	20:00	93	98	191
22:00	55	51	82		32	31	40	28	41	41	46	21:00	46	58	104
23:00	20	29	50		13	17	32	24	25	24	26	22:00	26	26	52
												23:00	0	0	0
12H,7-19	4811	4937	4317		3295	4482	4417	4712	4647	4672	4424				
16H,6-22	5514	5596	4794		3582	5138	5076	5354	5315	5336	5008				
18H,6-24	5589	5676	4926		3627	5186	5148	5406	5381	5401	5080				
24H,0-24	5662	5738	5012		3684	5246	5216	5484	5454	5469	5149				
Am	08:00	08:00	11:00		11:00	08:00	08:00	08:00	0	-	-				
Peak	518	531	453		401	483	525	556	533	523	495				
Pm	15:00	15:00	13:00		12:00	15:00	15:00	15:00	1	-	-				
Peak	486	509	458		413	497	447	458	464	479	467				

Created at 07:59:41 on 22 May 2018

Site No: 00008233
 Dragon Street Petersfield
 Vehicle Count Report

Site Reference: 00008233

Week Begin: 10-May-18

Channel: Southbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day	
Begin	10/05/2018	11/05/2018	12/05/2018		13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av
00:00	15	13	28		26	9	6	3	8	9	14
01:00	2	8	18		14	5	2	3	2	4	7
02:00	5	0	10		6	2	3	4	4	3	4
03:00	1	2	4		6	2	1	2	1	2	3
04:00	7	5	5		4	6	4	4	5	5	5
05:00	17	13	6		5	21	17	17	17	17	14
06:00	56	72	19		16	68	59	68	61	65	51
07:00	210	209	79		49	204	213	207	210	209	167
08:00	414	463	192		88	405	437	443	431	432	349
09:00	281	296	285		213	296	273	263	272	282	272
10:00	329	343	400		350	293	307	313	316	317	334
11:00	303	341	385		348	274	269	289	287	295	316
12:00	332	375	395		383	300	322	307	320	327	345
13:00	336	359	378		315	298	281	311	309	317	325
14:00	362	418	377		279	331	327	402	364	368	357
15:00	461	502	372		312	454	431	439	444	457	424
16:00	418	417	343		256	426	448	439	435	430	392
17:00	580	489	293		226	549	594	565	580	555	471
18:00	394	378	257		157	329	348	369	370	364	319
19:00	263	272	189		136	253	241	247	250	255	229
20:00	187	174	134		96	137	179	168	178	169	154
21:00	108	99	78		59	102	116	121	115	109	98
22:00	74	69	64		28	50	66	57	66	63	58
23:00	32	39	42		11	12	13	32	26	26	26
12H,7-19	4420	4590	3756		2976	4159	4250	4347	4339	4353	4071
16H,6-22	5034	5207	4176		3283	4719	4845	4951	4943	4951	4602
18H,6-24	5140	5315	4282		3322	4781	4924	5040	5035	5040	4686
24H,0-24	5187	5356	4353		3383	4826	4957	5073	5072	5080	4734
Am	08:00	08:00	10:00		10:00	08:00	08:00	08:00	-	-	
Peak	414	463	400		350	405	437	443		432	416
Pm	17:00	15:00	12:00		12:00	17:00	17:00	17:00	-	-	
Peak	580	502	395		383	549	594	565		558	510

Created at 07:59:41 on 22 May 2018

Dragon Street - Assessment of link capacity

	Time	Northbound	Southbound	Max flow in one direction	Tempo growth rate	Grown figure	High St reassignment	New traffic	Available capacity to 85% limit
AM	07:00	321	210						
	08:00	533	431	533	1.1315	603	48	651	-14
	09:00	358	272						
Interpeak	10:00	367	316						
	11:00	381	287						
	12:00	358	320	464	1.1616	539	44	583	55
	13:00	332	309						
	14:00	351	364						
PM	15:00	464	444						
	16:00	410	435						
	17:00	406	580	580	1.1333	657	51	708	-70
	18:00	366	370						
		750	0.85	637.5					

Increase from background growth	Increase from high street reassignment	Total	% Increase from background growth	% Increase from high street reassignment
70	48	118	59%	41%
75	44	119	63%	37%
77	51	128	60%	40%

	% link capacity		
	2018	2028	2028 + diverted trips
AM	71%	80%	87%
IP	62%	72%	78%
PM	77%	88%	94%

Site No: 00008233

Site Reference: 00008233

Dragon Street Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	15	30	26	4	0	0	0	1	5	7	1	0	0	0	0	0	0
01:00	7	-	26.7	5.4	0	0	0	1	2	2	1	0	0	0	0	0	0
02:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0	0
03:00	5	-	25.9	5.8	0	0	0	1	1	2	1	0	0	0	0	0	0
04:00	7	-	28.2	4	0	0	0	0	2	3	1	0	0	0	0	0	0
05:00	32	30.7	27	4.5	0	0	0	2	9	16	3	1	0	0	0	0	0
06:00	104	30.1	25.5	5.4	1	2	2	6	42	43	7	1	0	0	0	0	0
07:00	254	29.2	24.7	4.2	0	1	4	26	131	85	7	1	0	0	0	0	0
08:00	430	25.9	22	4.6	0	6	23	132	208	56	4	1	0	0	0	0	0
09:00	347	25.7	22	4.3	1	5	10	108	182	38	3	0	0	0	0	0	0
10:00	377	25.3	21.2	4.5	2	8	21	139	174	31	2	0	0	0	0	0	0
11:00	396	25.3	21.4	4.1	0	5	15	154	188	32	1	0	0	0	0	0	0
12:00	377	25.4	21.4	4.3	1	6	17	140	178	34	1	0	0	0	0	0	0
13:00	370	25.4	21.4	4.5	1	8	16	135	173	35	2	0	0	0	0	0	0
14:00	358	25.6	21.8	4.2	1	4	13	122	180	36	2	0	0	0	0	0	0
15:00	448	25.3	21.1	4.3	1	8	23	175	202	36	1	0	0	0	0	0	0
16:00	385	25.8	21.4	5.3	6	17	15	115	181	49	2	0	0	0	0	0	0
17:00	362	26.1	22.5	4.4	1	4	13	93	195	52	4	0	0	0	0	0	0
18:00	320	27.3	23.1	4.3	0	3	7	68	179	57	5	1	0	0	0	0	0
19:00	238	27.7	23.5	4.2	0	1	4	48	132	47	4	1	0	0	0	0	0
20:00	148	28.6	24.1	4.7	0	1	2	25	79	37	4	1	1	0	0	0	0
21:00	93	28.3	23.7	4.5	0	1	2	17	49	20	3	0	0	0	0	0	0
22:00	46	28.6	24.1	4	0	0	0	7	25	9	2	0	0	0	0	0	0
23:00	26	29.5	25	4.3	0	0	0	3	12	8	2	0	0	0	0	0	0
12H,7-19	4424	25.8	21.9	4.5	14	75	177	1407	2171	541	34	3	0	0	0	0	0
16H,6-22	5007	26	22.1	4.6	15	80	187	1503	2473	688	52	6	1	0	0	0	0
18H,6-24	5079	26	22.2	4.6	15	80	187	1513	2510	705	56	6	1	0	0	0	0
24H,0-24	5148	26.2	22.2	4.6	15	80	187	1518	2530	737	63	7	1	0	0	0	0
Am	08:00 -		04:00	03:00	10:00	10:00	08:00	11:00	08:00	07:00	06:00	06:00	09:00 -	-	-	-	-
Peak	430 -		28.2	5.8	2	8	23	154	208	85	7	1	0 -	-	-	-	-
Pm	15:00	23:00	23:00	16:00	16:00	16:00	15:00	15:00	15:00	18:00	18:00	18:00	20:00 -	-	-	-	-
Peak	448	29.5	25	5.3	6	17	23	175	202	57	5	1	1 -	-	-	-	-

Created at 14:55:40 on 21 May 2018

Site No: 00008233

Site Reference: 00008233

Dragon Street Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	14	29.5	25.4	4.1	0	0	0	1	7	4	1	0	0	0	0	0	0
01:00	7	-	25.1	3.8	0	0	0	1	4	2	0	0	0	0	0	0	0
02:00	4	-	27.2	2.8	0	0	0	0	1	3	0	0	0	0	0	0	0
03:00	3	-	25.2	3.7	0	0	0	0	1	1	0	0	0	0	0	0	0
04:00	5	-	28.1	6	0	0	0	1	1	2	2	0	0	0	0	0	0
05:00	14	29.7	25.5	4.4	0	0	0	2	6	5	1	0	0	0	0	0	0
06:00	51	29.6	24.2	5.5	0	1	2	10	17	18	3	0	0	0	0	0	0
07:00	167	28.3	23.3	4.7	0	1	7	36	78	42	2	1	0	0	0	0	0
08:00	349	25	20.8	4.3	1	6	23	147	147	23	1	0	0	0	0	0	0
09:00	272	25.3	21.3	4.2	0	3	16	103	125	24	1	0	0	0	0	0	0
10:00	334	24.8	20.5	4.2	0	5	28	150	131	19	0	0	0	0	0	0	0
11:00	316	24.8	20.3	4.4	1	7	26	142	122	17	1	0	0	0	0	0	0
12:00	345	24.9	20.5	4.3	0	6	27	153	137	21	1	0	0	0	0	0	0
13:00	325	25.2	21.1	4	0	2	18	137	142	25	1	0	0	0	0	0	0
14:00	357	25.1	21	4.1	0	3	22	154	151	26	1	0	0	0	0	0	0
15:00	424	24.9	20.8	4	0	3	26	191	180	24	1	0	0	0	0	0	0
16:00	392	25.5	21.6	4.1	0	3	18	141	191	37	2	0	0	0	0	0	0
17:00	471	25.5	21.5	4.5	2	10	24	155	233	45	2	0	0	0	0	0	0
18:00	319	26.7	22.8	4.1	0	1	8	86	168	52	4	0	0	0	0	0	0
19:00	229	27	22.9	4.1	0	1	6	56	123	40	2	0	0	0	0	0	0
20:00	154	27.4	23	4.3	0	1	4	41	76	29	2	0	0	0	0	0	0
21:00	98	27.4	23	4.7	0	0	3	28	47	16	3	1	0	0	0	0	0
22:00	58	27.9	23.2	4.6	0	0	2	16	27	12	2	0	0	0	0	0	0
23:00	26	28.5	24	4.6	0	0	1	5	13	6	1	0	0	0	0	0	0
12H,7-19	4071	25.3	21.2	4.3	4	50	243	1595	1805	355	17	1	0	0	0	0	0
16H,6-22	4603	25.5	21.4	4.3	4	53	258	1730	2068	458	27	2	0	0	0	0	0
18H,6-24	4687	25.5	21.5	4.4	4	53	261	1751	2108	476	30	2	0	0	0	0	0
24H,0-24	4734	25.6	21.5	4.4	4	53	261	1756	2128	493	34	2	0	0	0	0	0
Am Peak	08:00 - 349	-	04:00 28.1	04:00 6	08:00 1	11:00 7	10:00 28	10:00 150	08:00 147	07:00 42	06:00 3	07:00 - 1	-	05:00 - 0	-	-	-
Pm Peak	17:00 471	23:00 28.5	23:00 24	21:00 4.7	17:00 2	17:00 10	12:00 27	15:00 191	17:00 233	18:00 52	18:00 4	21:00 - 1	-	-	-	-	-

Site No: 00008233

Site Reference: 00008233

Dragon Street Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Northbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5	
00:00	15	13	2	0	0	
01:00	7	4	1	1	0	
02:00	3	3	0	0	0	
03:00	5	2	1	1	0	
04:00	7	5	1	1	0	
05:00	32	28	3	1	0	
06:00	104	84	11	6	3	
07:00	254	204	32	16	3	
08:00	430	378	35	14	4	
09:00	347	301	32	12	3	
10:00	377	339	25	10	3	
11:00	396	354	30	11	2	
12:00	377	341	26	7	3	
13:00	370	332	25	10	3	
14:00	358	317	27	10	3	
15:00	448	406	30	9	2	
16:00	385	349	27	7	2	
17:00	362	332	24	4	2	
18:00	320	298	16	4	2	
19:00	238	218	18	2	0	
20:00	148	132	14	2	0	
21:00	93	84	7	1	0	
22:00	46	41	4	1	0	
23:00	26	24	2	0	0	
12H,7-19	4424	3950	330	113	31	3.3%
16H,6-22	5008	4470	380	124	35	3.2%
18H,6-24	5080	4535	385	125	35	3.1%
24H,0-24	5149	4592	394	128	35	3.2%
Am	08:00	08:00	08:00	07:00	08:00	
Peak	430	378	35	16	4	
Pm	15:00	15:00	15:00	14:00	12:00	
Peak	448	406	30	10	3	

Created at 14:55:47 on 21 May 2018

Site No: 00008233

Site Reference: 00008233

Dragon Street Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Southbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5
00:00	14	13	1	0	0
01:00	7	6	0	1	0
02:00	4	3	1	1	0
03:00	3	2	1	0	0
04:00	5	4	0	1	0
05:00	14	11	1	2	0
06:00	51	40	6	5	1
07:00	167	137	20	10	1
08:00	349	311	26	10	3
09:00	272	241	21	8	2
10:00	334	296	24	11	2
11:00	316	287	20	7	2
12:00	345	314	20	10	1
13:00	325	299	18	8	1
14:00	357	328	19	7	2
15:00	424	393	23	7	2
16:00	392	354	28	9	2
17:00	471	433	29	8	1
18:00	319	295	20	3	1
19:00	229	213	14	2	0
20:00	154	144	8	1	0
21:00	98	89	7	1	0
22:00	58	54	4	1	0
23:00	26	24	1	0	0

% HGVs

12H,7-19	4071	3686	267	98	21	2.9%
16H,6-22	4602	4172	301	106	23	2.8%
18H,6-24	4686	4250	306	107	23	2.8%
24H,0-24	4734	4290	310	111	23	2.8%

Am	08:00	08:00	08:00	10:00	08:00
Peak	349	311	26	11	3
Pm	17:00	17:00	17:00	12:00	14:00
Peak	471	433	29	10	2

Created at 14:55:47 on 21 May 2018

Site No: 00008234

Site Reference: 00008234

B2070 Petersfield (College St)

Vehicle Count Report

Week Begin: 10-May-18

Channel: Northbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day	
Begin	10/05/2018	11/05/2018	12/05/2018		13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av
00:00	17	18	47		69	16	13	13	14	15	28
01:00	6	3	31		24	5	8	5	6	5	12
02:00	3	3	17		16	0	2	2	2	2	6
03:00	7	5	7		4	7	5	6	6	6	6
04:00	9	8	11		5	14	7	13	10	10	10
05:00	40	39	24		11	43	42	51	44	43	36
06:00	189	174	65		37	175	205	209	201	190	151
07:00	469	424	217		92	472	476	473	473	463	375
08:00	753	817	482		144	756	781	851	795	792	655
09:00	698	724	689		339	648	622	606	642	660	618
10:00	604	670	766		651	596	614	646	621	626	650
11:00	703	695	829		585	649	550	610	621	641	660
12:00	608	745	789		647	579	596	649	618	635	659
13:00	635	717	701		602	582	612	584	610	626	633
14:00	655	763	708		512	575	533	660	616	637	629
15:00	782	853	656		538	772	757	767	769	786	732
16:00	836	817	577		404	707	729	737	767	765	687
17:00	833	785	500		388	729	792	773	799	782	686
18:00	639	613	395		274	548	556	606	600	592	519
19:00	459	427	313		231	413	400	398	419	419	377
20:00	299	216	218		159	208	244	228	257	239	225
21:00	173	157	119		95	171	185	168	175	171	153
22:00	156	133	145		47	95	93	98	116	115	110
23:00	59	81	89		27	36	45	36	47	51	53
12H,7-19	8215	8623	7309		5176	7613	7618	7962	7932	8006	7502
16H,6-22	9335	9597	8024		5698	8580	8652	8965	8984	9026	8407
18H,6-24	9550	9811	8258		5772	8711	8790	9099	9146	9192	8570
24H,0-24	9632	9887	8395		5901	8796	8867	9189	9229	9274	8667
Am	08:00	08:00	11:00		10:00	08:00	08:00	08:00	-	-	
Peak	753	817	829		651	756	781	851	795	792	777
Pm	16:00	15:00	12:00		12:00	15:00	17:00	17:00	1	-	
Peak	836	853	789		647	772	792	773	800	805	780

Created at 14:36:25 on 18 May 2018

Site No: 00008234

Site Reference: 00008234

B2070 Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/21 Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	28	26.5	22.8	3.7	0	0	0	7	15	5	0	0	0	0	0	0	0
01:00	12	25.4	22.1	3.5	0	0	0	4	6	1	0	0	0	0	0	0	0
02:00	6	-	23.3	3.7	0	0	0	1	3	1	0	0	0	0	0	0	0
03:00	6	-	22.5	4	0	0	0	2	3	1	0	0	0	0	0	0	0
04:00	10	-	23.8	3.3	0	0	0	1	6	2	0	0	0	0	0	0	0
05:00	36	28.2	24.2	3.4	0	0	0	4	21	10	0	0	0	0	0	0	0
06:00	151	27.9	24	3.7	0	0	3	16	95	34	2	0	0	0	0	0	0
07:00	375	25.8	22.9	3.6	0	1	6	80	240	46	1	0	0	0	0	0	0
08:00	655	24.9	21.1	3.9	1	9	24	264	326	30	0	0	0	0	0	0	0
09:00	618	24.8	20.9	3.7	1	6	19	285	282	24	0	0	0	0	0	0	0
10:00	650	24.4	20.4	3.7	2	8	26	340	257	16	0	0	0	0	0	0	0
11:00	660	24.1	19.9	3.9	2	12	43	361	228	14	0	0	0	0	0	0	0
12:00	659	24.3	20.3	3.7	2	9	27	353	251	16	0	0	0	0	0	0	0
13:00	633	24.6	20.6	3.8	1	10	21	316	265	20	1	0	0	0	0	0	0
14:00	629	24.5	20.2	4.1	3	15	33	309	251	18	0	0	0	0	0	0	0
15:00	732	24.4	20.3	3.9	3	14	34	371	290	19	1	0	0	0	0	0	0
16:00	687	24.8	21	3.5	0	3	16	324	315	27	1	0	0	0	0	0	0
17:00	686	25.1	21.4	3.8	2	7	17	265	357	38	1	0	0	0	0	0	0
18:00	519	25.4	22.1	3.5	0	2	5	166	305	39	1	0	0	0	0	0	0
19:00	377	25.7	22.6	3.6	0	1	4	99	230	41	2	0	0	0	0	0	0
20:00	225	25.9	22.9	4	1	1	3	53	136	29	3	0	0	0	0	0	0
21:00	153	25.7	22.7	3.5	0	0	2	37	95	17	1	0	0	0	0	0	0
22:00	110	25.9	22.8	3.7	0	0	1	28	64	15	1	0	0	0	0	0	0
23:00	53	27.9	23.4	4.6	1	0	0	10	29	12	1	0	0	0	0	0	0
12H,7-19	7503	24.8	20.8	3.8	17	96	271	3434	3367	307	6	0	0	0	0	0	0
16H,6-22	8409	25	21.1	3.9	18	98	283	3639	3923	428	14	0	0	0	0	0	0
18H,6-24	8572	25	21.1	3.9	19	98	284	3677	4016	455	16	0	0	0	0	0	0
24H,0-24	8670	25	21.1	3.9	19	98	284	3696	4070	475	16	0	0	0	0	0	0
Am	11:00 -		05:00	03:00	11:00	11:00	11:00	11:00	08:00	07:00	06:00	11:00 -	-	-	-	-	-
Peak	660 -		24.2	4	2	12	43	361	326	46	2	0 -	-	-	-	-	-
Pm	15:00	23:00	23:00	23:00	14:00	14:00	15:00	15:00	17:00	19:00	20:00	20:00	21:00 -	-	-	-	-
Peak	732	27.9	23.4	4.6	3	15	34	371	357	41	3	0	0 -	-	-	-	-

Created at 14:36:35 on 18 May 2018

Site No: 00008234

Site Reference: 00008234

B2070 Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/201 Channel: Northbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5
00:00	28	24	3	1	0
01:00	12	9	2	1	0
02:00	6	5	1	0	0
03:00	6	4	1	1	0
04:00	10	6	2	2	0
05:00	36	28	5	2	1
06:00	151	122	17	9	2
07:00	375	301	47	22	5
08:00	655	558	66	23	9
09:00	618	523	65	25	4
10:00	650	562	63	21	4
11:00	660	574	61	22	3
12:00	659	577	60	18	3
13:00	633	554	55	22	3
14:00	629	541	60	23	5
15:00	732	646	61	22	3
16:00	687	614	52	16	4
17:00	686	632	41	11	3
18:00	519	481	28	8	2
19:00	377	349	24	4	1
20:00	225	200	22	3	0
21:00	153	137	14	2	0
22:00	110	95	14	1	0
23:00	53	47	6	0	0

% HGVs

12H,7-19	7502	6562	659	233	49	3.8%
16H,6-22	8407	7370	735	250	52	3.6%
18H,6-24	8570	7512	754	252	52	3.5%
24H,0-24	8667	7587	767	259	54	3.6%

Am	11:00	11:00	08:00	09:00	08:00
Peak	660	574	66	25	9
Pm	15:00	15:00	15:00	14:00	14:00
Peak	732	646	61	23	5

Created at 14:36:44 on 18 May 2018

Site No: 00008235

Site Reference: 00008235

Tor Way Petersfield

Vehicle Count Report

Week Begin: 10-May-18

Channel: Southbound

reduction for HGVs
 1800 2000 200
 1600 1800

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day		
Begin	10/05/2018	11/05/2018	12/05/2018		13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av	
00:00	17	26	65		69	16	16	11	15	17	31	
01:00	8	9	27		19	4	5	2	5	6	11	
02:00	6	5	16		15	1	5	8	6	5	8	
03:00	6	4	9		4	3	4	6	5	5	5	
04:00	15	13	10		4	19	11	14	13	14	12	
05:00	39	32	25		10	48	43	46	43	42	35	
06:00	115	126	50		29	129	162	150	142	136	109	
07:00	425	417	214		94	383	422	402	416	410	337	
08:00	795	856	521		171	801	844	848	829	829	691	
09:00	751	736	707		417	690	679	671	700	705	664	
10:00	660	725	854		676	615	614	680	651	659	689	
11:00	694	751	890		672	654	635	619	649	671	702	
12:00	677	789	815		710	624	635	666	659	678	702	
13:00	656	753	763		659	597	632	667	652	661	675	
14:00	716	795	738		537	663	611	737	688	704	685	
15:00	848	931	674		562	826	798	818	821	844	780	
16:00	855	859	608		433	758	836	800	830	822	736	
17:00	957	919	523		395	884	942	875	925	915	785	
18:00	717	796	483		340	689	663	693	691	712	626	
19:00	585	511	384		252	485	421	499	502	500	448	
20:00	330	285	221		177	215	269	270	290	274	252	
21:00	171	182	139		113	155	190	166	176	173	159	
22:00	113	122	109		61	91	85	98	99	102	97	
23:00	68	82	82		28	32	37	47	51	53	54	
12H,7-19	8751	9327	7790		5666	8184	8311	8476	8513	8610	8072	
16H,6-22	9952	10431	8584		6237	9168	9353	9561	9622	9693	9041	
18H,6-24	10133	10635	8775		6326	9291	9475	9706	9771	9848	9192	
24H,0-24	10224	10724	8927		6447	9382	9559	9793	9859	9936	9294	
Am	08:00	08:00	11:00		10:00	08:00	08:00	08:00	-	-		
Peak	795	856	890		676	801	844	848	829	829	816	
Pm	17:00	15:00	12:00		12:00	17:00	17:00	17:00	-	-		
Peak	957	931	815		710	884	942	875	925	918	873	

Created at 14:27:53 on 18 May 2018

Tor Way - Assessment of link capacity

	Time	Northbound	Max flow in one direction	Tempro growth rate	Grown figure	High St reassign ment	New traffic	Available capacity to 85% limit
AM	07:00	416						
	08:00	829	829	1.1315	938	48	986	289
	09:00	700						
Interpeak	10:00	651						
	11:00	649						
	12:00	659	821	1.1616	954	44	998	277
	13:00	652						
	14:00	688						
PM	15:00	821						
	16:00	830						
	17:00	925	925	1.1333	1048	51	1099	176
	18:00	691						

Increase from background growth	Increase from high street reassignment	Total	% Increase from background growth	% Increase from high street reassignment
109	48	157	69%	31%
133	44	177	75%	25%
123	51	174	71%	29%

UAP 2
 2 lane 1800
 HGV prod 300
 Revised 2 | 1500
 85% 1275

	% link capacity		
	2018	2028	2028 + diverted trips
AM	55%	63%	66%
IP	55%	64%	67%
PM	62%	70%	73%

Site No: 00008235

Site Reference: 00008235

Tor Way Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Southbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	31	37.1	30.9	6.1	0	0	0	0	1	6	9	9	5	1	0	0	0
01:00	11	35.8	30.1	5.5	0	0	0	0	0	1	3	3	2	0	0	0	0
02:00	8 -		31.6	7.1	0	0	0	0	1	0	2	2	2	0	0	0	0
03:00	5 -		31.7	4.2	0	0	0	0	0	0	1	3	1	0	0	0	0
04:00	12	38.4	32.4	6.6	0	0	0	0	1	1	2	4	4	0	0	0	0
05:00	35	39.1	32.4	6.8	0	0	0	0	1	4	8	12	6	3	1	0	0
06:00	109	39.9	32.8	6.9	0	0	0	0	5	14	23	30	26	10	1	0	0
07:00	337	37.1	30.5	6.5	0	0	0	2	26	53	85	109	51	10	1	0	0
08:00	691	34.7	28.2	6.2	0	0	1	11	78	147	220	177	50	7	0	0	0
09:00	664	35	29.2	5.8	0	0	1	7	43	128	221	206	52	7	0	0	0
10:00	689	34.9	29.1	5.6	0	0	0	5	45	136	246	198	54	4	0	0	0
11:00	702	34.9	29.2	5.6	0	0	1	5	40	143	242	212	52	6	0	0	0
12:00	702	34.9	29.2	5.6	0	0	0	4	43	142	243	208	54	7	0	0	0
13:00	675	35	29.1	5.8	0	0	0	6	46	142	222	200	51	8	1	0	0
14:00	685	35.1	29.6	5.6	0	0	1	3	33	131	241	212	56	8	1	0	0
15:00	780	34.5	28.4	5.8	0	0	0	9	64	184	266	197	50	8	0	0	0
16:00	736	35	29.1	5.8	0	0	1	5	45	162	245	208	61	8	1	0	0
17:00	785	35.2	29.5	5.7	0	0	0	4	44	149	270	237	71	9	1	0	0
18:00	626	35.8	30.2	5.9	0	0	0	4	31	106	190	209	73	10	1	0	0
19:00	448	36.2	30.7	5.9	0	0	0	3	17	68	139	152	56	12	1	0	0
20:00	252	37.2	31	6.2	0	0	0	1	12	35	76	81	37	8	2	0	0
21:00	159	36.3	30.6	5.9	0	0	0	1	5	29	48	51	20	5	0	0	0
22:00	97	35.9	30.2	6.2	0	0	0	0	6	15	30	30	12	2	1	0	0
23:00	54	36.9	31	6.4	0	0	0	0	2	10	14	18	7	2	1	0	0
12H,7-19	8072	35.1	29.2	5.8	0	0	5	65	538	1623	2691	2373	675	92	6	0	0
16H,6-22	9040	35.2	29.4	5.9	0	0	5	70	577	1769	2977	2687	814	127	10	0	0
18H,6-24	9191	35.3	29.4	5.9	0	0	5	70	585	1794	3021	2735	833	131	12	0	0
24H,0-24	9293	35.3	29.4	5.9	0	0	5	70	589	1806	3046	2768	853	135	13	0	0
Am	11:00 -		06:00	02:00 -	-		11:00	08:00	08:00	08:00	10:00	11:00	10:00	07:00	06:00	06:00	07:00
Peak	702 -		32.8	7.1 -	-		1	11	78	147	246	212	54	10	1	0	0
Pm	17:00	20:00	23:00	23:00 -	-		16:00	15:00	15:00	15:00	17:00	17:00	18:00	19:00	20:00	22:00	12:00
Peak	785	37.2	31	6.4 -	-		1	9	64	184	270	237	73	12	2	0	0

Created at 14:28:02 on 18 May 2018

Site No: 00008235

Site Reference: 00008235

Tor Way Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Southbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5
00:00	31	20	8	3	0
01:00	11	6	2	2	0
02:00	8	4	1	2	0
03:00	5	3	1	1	0
04:00	12	6	2	3	1
05:00	35	17	9	6	2
06:00	109	53	29	24	3
07:00	337	188	80	65	4
08:00	691	407	146	120	17
09:00	664	376	151	127	11
10:00	689	404	159	115	11
11:00	702	410	169	114	9
12:00	702	411	171	110	11
13:00	675	397	160	110	9
14:00	685	399	162	112	12
15:00	780	468	184	117	11
16:00	736	434	175	112	15
17:00	785	485	177	112	12
18:00	626	414	132	73	6
19:00	448	297	99	50	3
20:00	252	175	52	24	1
21:00	159	112	32	15	0
22:00	97	68	20	9	0
23:00	54	35	12	6	0

% HGVs

12H,7-19	8072	4792	1868	1286	126	17.5%
16H,6-22	9041	5429	2080	1399	134	17.0%
18H,6-24	9192	5532	2112	1414	134	16.8%
24H,0-24	9294	5588	2136	1432	138	16.9%

Am	11:00	11:00	11:00	09:00	08:00
Peak	702	410	169	127	17
Pm	17:00	17:00	15:00	15:00	16:00
Peak	785	485	184	117	15

Created at 14:28:10 on 18 May 2018

Site No: 00008236

Site Reference: 00008236

Station Rd Petersfield

Vehicle Count Report

Week Begin: 10-May-18

Channel: Westbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day	Two way flows				
Begin	10/05/2018	11/05/2018	12/05/2018		13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av	Time	East	West	Two way
00:00	15	9	38		48	6	4	10	10	9	19	00:00			
01:00	6	2	16		13	3	4	5	5	4	7	01:00	7	19	26
02:00	1	1	12		8	1	1	4	2	2	4	02:00	4	3	7
03:00	5	1	3		1	5	4	1	3	3	3	03:00	3	5	8
04:00	11	1	1		4	5	10	8	10	7	6	04:00	6	9	15
05:00	27	20	14		4	27	22	35	28	26	21	05:00	21	20	41
06:00	114	114	40		22	134	150	132	132	129	101	06:00	101	92	193
07:00	267	216	100		48	255	255	253	258	249	199	07:00	199	239	438
08:00	344	337	231		82	347	355	373	357	351	296	08:00	296	381	677
09:00	307	316	294		183	281	300	299	302	301	283	09:00	283	349	632
10:00	327	325	388		300	315	299	298	308	313	322	10:00	322	354	676
11:00	360	364	432		298	326	294	323	326	333	342	11:00	342	327	669
12:00	347	380	398		358	342	312	333	331	343	353	12:00	353	337	690
13:00	339	369	375		340	331	337	331	336	341	346	13:00	346	346	692
14:00	386	423	395		335	336	344	370	367	372	370	14:00	370	332	702
15:00	362	404	369		312	398	421	413	399	400	383	15:00	383	392	775
16:00	410	432	306		285	336	348	409	389	387	361	16:00	361	370	731
17:00	410	414	296		236	379	411	438	420	410	369	17:00	369	385	754
18:00	334	336	262		172	298	263	292	296	305	280	18:00	280	315	595
19:00	235	257	164		150	237	214	216	222	232	210	19:00	210	251	461
20:00	165	154	129		122	123	163	165	164	154	146	20:00	146	148	294
21:00	103	105	99		74	102	102	135	113	109	103	21:00	103	97	200
22:00	85	92	82		37	58	51	59	65	69	66	22:00	66	70	136
23:00	48	48	52		25	16	30	21	33	33	34	23:00	34	43	77
													0	0	0
12H,7-19	4193	4316	3846		2949	3944	3939	4132	4088	4105	3903				
16H,6-22	4810	4946	4278		3317	4540	4568	4780	4719	4729	4463				
18H,6-24	4943	5086	4412		3379	4614	4649	4860	4817	4830	4563				
24H,0-24	5008	5120	4496		3457	4661	4694	4923	4875	4881	4623				
Am	11:00	11:00	11:00		10:00	08:00	08:00	08:00	-	-					
Peak	360	364	432		300	347	355	373	363	360	362				
Pm	17:00	16:00	12:00		12:00	15:00	15:00	17:00	-	-					
Peak	410	432	398		358	398	421	438	423	420	408				

Created at 14:34:48 on 18 May 2018

Site No: 00008236
 Station Rd Petersfield
 Vehicle Count Report

Site Reference: 00008236

Week Begin: 10-May-18

Channel: Eastbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day	
Begin	10/05/2018	11/05/2018	12/05/2018		13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av
00:00	21	22	47		42	8	16	16	18	17	25
01:00	83	8	17		10	3	5	8	32	21	19
02:00	6	0	6		6	2	2	2	3	2	3
03:00	6	5	6		7	4	6	3	5	5	5
04:00	17	8	7		5	6	8	9	11	10	9
05:00	24	22	14		5	25	21	26	24	24	20
06:00	89	108	54		27	122	124	117	110	112	92
07:00	276	298	148		59	308	286	296	286	293	239
08:00	431	476	325		117	438	436	446	438	445	381
09:00	363	390	349		255	351	372	365	367	368	349
10:00	334	352	367		430	330	320	344	333	336	354
11:00	309	328	384		358	314	294	303	302	310	327
12:00	344	373	351		385	317	284	308	312	325	337
13:00	361	338	391		347	309	314	362	346	337	346
14:00	307	358	342		331	335	314	338	320	330	332
15:00	422	452	361		330	391	403	386	404	411	392
16:00	401	447	328		234	365	421	395	406	406	370
17:00	460	420	273		267	433	424	418	434	431	385
18:00	385	334	242		214	324	362	347	365	350	315
19:00	293	295	213		188	271	241	254	263	271	251
20:00	182	172	127		119	136	149	149	160	158	148
21:00	115	112	86		55	92	108	109	111	107	97
22:00	68	90	81		46	55	75	74	72	72	70
23:00	46	65	63		26	22	32	44	41	42	43
12H,7-19	4393	4566	3861		3327	4215	4230	4308	4310	4342	4129
16H,6-22	5072	5253	4341		3716	4836	4852	4937	4954	4990	4715
18H,6-24	5186	5408	4485		3788	4913	4959	5055	5067	5104	4828
24H,0-24	5343	5473	4582		3863	4961	5017	5119	5160	5183	4908
Am	08:00	08:00	11:00		10:00	08:00	08:00	08:00	-	-	
Peak	431	476	384		430	438	436	446	438	445	434
Pm	17:00	15:00	13:00		12:00	17:00	17:00	17:00	-	-	
Peak	460	452	391		385	433	424	418	434	437	423

Created at 14:34:48 on 18 May 2018

Station Road - Assessment of Link Capacity

	Time	Westbound	Eastbound	Max flow in one direction	Tempo growth rate	Grown figure	High St reassignment	New traffic	Available capacity to 85% limit	Increase from background growth	Increase from high street reassignment	Total	% Increase from background growth	% Increase from high street reassignment
AM	07:00	258	286											
	08:00	357	438	438	1.1315	495	48	543	94	58	48	106	55%	45%
	09:00	302	367											
Interpeak	10:00	308	333											
	11:00	326	302											
	12:00	331	312	404	1.1616	469	44	513	125	65	44	109	60%	40%
	13:00	336	346											
	14:00	367	320											
PM	15:00	399	404											
	16:00	389	406											
	17:00	420	434	420	1.1333	476	51	527	111	56	51	107	52%	48%
	18:00	296	365											
UAP4		750	0.85	637.5										

	% link capacity		
	2018	2028	2028 + diverted trips
AM	58%	66%	72%
IP	54%	63%	68%
PM	56%	63%	70%

Site No: 00008236

Site Reference: 00008236

Station Rd Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	19	32.3	27.6	4.5	0	0	0	1	6	8	4	0	0	0	0	0	0
01:00	7	-	29.6	5.4	0	0	0	0	1	2	3	1	0	0	0	0	0
02:00	4	-	27.7	5.1	0	0	0	0	1	1	1	0	0	0	0	0	0
03:00	3	-	28.3	5	0	0	0	0	1	1	1	0	0	0	0	0	0
04:00	6	-	24.7	10.4	0	1	0	0	1	1	2	0	0	0	0	0	0
05:00	21	34.4	27.3	8.7	1	1	1	1	5	6	6	1	0	0	0	0	0
06:00	101	32.9	26.4	7.3	2	5	2	5	22	41	21	2	1	0	0	0	0
07:00	199	30.7	25.2	6.5	2	9	7	17	60	79	23	2	0	0	0	0	0
08:00	296	29.3	22.4	6.9	2	24	30	44	93	88	13	1	0	0	0	0	0
09:00	283	29.2	22.5	6.8	1	25	23	39	101	79	13	1	0	0	0	0	0
10:00	322	28.8	22	6.8	3	30	27	50	116	84	11	0	0	0	0	0	0
11:00	342	28.7	21.5	7.1	3	37	37	49	115	90	9	1	0	0	0	0	0
12:00	353	28.5	21.8	6.7	4	27	35	61	130	84	11	1	0	0	0	0	0
13:00	346	28.5	21.8	6.7	4	31	31	52	132	88	7	1	0	0	0	0	0
14:00	370	28.6	22	6.6	2	30	37	54	144	90	12	0	0	0	0	0	0
15:00	383	28.3	21.6	6.6	3	32	42	61	144	90	9	1	0	0	0	0	0
16:00	361	28.1	20.6	7.2	4	43	50	67	110	77	10	1	0	0	0	0	0
17:00	369	28.4	21.2	7	2	40	43	65	123	81	13	1	0	0	0	0	0
18:00	280	29.1	21.8	7.3	2	32	29	38	90	74	13	1	0	0	0	0	0
19:00	210	29.5	23.5	6.3	2	10	11	30	81	62	13	1	0	0	0	0	0
20:00	146	30	24.3	6.2	2	5	5	20	51	51	10	1	0	0	0	0	0
21:00	103	30.3	25.1	5.9	1	2	3	10	39	37	9	2	0	0	0	0	0
22:00	66	30.8	26.6	5.8	1	1	1	3	21	29	9	1	0	0	0	0	0
23:00	34	33.7	27.9	6.4	0	1	0	1	9	14	7	2	1	0	0	0	0
12H,7-19	3904	28.9	21.9	6.9	32	360	391	597	1358	1004	144	11	0	0	0	0	0
16H,6-22	4464	29.1	22.2	6.9	39	382	412	662	1551	1195	197	17	1	0	0	0	0
18H,6-24	4564	29.2	22.3	6.9	40	384	413	666	1581	1238	213	20	2	0	0	0	0
24H,0-24	4624	29.3	22.4	7	41	386	414	668	1596	1257	230	22	2	0	0	0	0
Am	11:00 -		01:00	04:00	11:00	11:00	11:00	10:00	10:00	11:00	07:00	07:00	06:00	07:00	05:00 -	-	-
Peak	342 -		29.6	10.4	3	37	37	50	116	90	23	2	1	0	0 -	-	-
Pm	15:00	23:00	23:00	18:00	13:00	16:00	16:00	16:00	15:00	14:00	17:00	23:00	23:00	20:00 -	-	-	-
Peak	383	33.7	27.9	7.3	4	43	50	67	144	90	13	2	1	0 -	-	-	-

Created at 14:34:59 on 18 May 2018

Site No: 00008236

Site Reference: 00008236

Station Rd Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	25	34.3	29	5.6	0	0	0	1	6	10	6	1	1	0	0	0	0
01:00	19	30	18.2	10.9	0	7	4	0	1	3	2	1	0	0	0	0	0
02:00	3	-	31.2	5.2	0	0	0	0	1	1	2	0	0	0	0	0	0
03:00	5	-	31.3	3.3	0	0	0	0	0	2	2	0	0	0	0	0	0
04:00	9	-	29.2	6	0	0	0	1	1	4	2	1	0	0	0	0	0
05:00	20	33.5	28.3	5.2	0	0	0	1	6	7	4	1	0	0	0	0	0
06:00	92	31.9	27.4	4.4	0	0	0	4	29	41	14	2	0	0	0	0	0
07:00	239	30.3	26	4.3	0	0	1	21	98	96	20	2	0	0	0	0	0
08:00	381	28.5	22.6	5.8	1	13	33	78	155	88	12	1	0	0	0	0	0
09:00	349	29	23.7	5.1	0	5	18	60	158	94	14	1	0	0	0	0	0
10:00	354	28.6	23.4	4.9	0	4	18	67	165	88	11	1	0	0	0	0	0
11:00	327	28.5	23.1	5.1	0	5	18	75	138	80	9	1	0	0	0	0	0
12:00	337	28.7	23.5	5	0	6	13	63	158	86	11	1	0	0	0	0	0
13:00	346	28.7	23.5	5	0	5	17	63	158	91	10	1	0	0	0	0	0
14:00	332	29	23.8	4.9	0	5	12	59	151	94	11	1	0	0	0	0	0
15:00	392	28.4	23	5.1	0	7	24	85	172	94	9	1	0	0	0	0	0
16:00	370	28.2	22.9	5.2	0	7	21	85	166	78	12	1	0	0	0	0	0
17:00	385	28.8	23.2	5.4	0	8	25	76	160	99	15	1	0	0	0	0	0
18:00	315	29.6	24.5	4.8	0	1	8	54	134	98	18	2	0	0	0	0	0
19:00	251	30	25	4.9	0	1	6	36	102	84	20	1	0	0	0	0	0
20:00	148	30.4	25.9	5	0	0	3	13	61	54	14	2	1	0	0	0	0
21:00	97	30.8	26.5	5.1	0	0	2	9	31	40	12	2	0	0	0	0	0
22:00	70	32.4	27.6	4.6	0	0	0	3	21	31	12	2	0	0	0	0	0
23:00	43	33.4	28.4	4.8	0	0	0	2	10	19	9	2	0	0	0	0	0
12H,7-19	4127	28.9	23.5	5.2	1	66	208	786	1813	1086	152	14	0	0	0	0	0
16H,6-22	4715	29.2	23.8	5.2	1	67	219	848	2036	1305	212	21	1	0	0	0	0
18H,6-24	4828	29.3	23.9	5.2	1	67	219	853	2067	1355	233	25	1	0	0	0	0
24H,0-24	4909	29.4	24	5.3	1	74	223	856	2082	1382	251	29	2	0	0	0	0
Am Peak	08:00 - 381	-	03:00 31.3	01:00 10.9	08:00 1	08:00 13	08:00 33	08:00 78	10:00 165	07:00 96	07:00 20	06:00 2	00:00 1	04:00 - 0	-	-	-
Pm Peak	15:00 392	23:00 33.4	23:00 28.4	17:00 5.4	13:00 0	17:00 8	17:00 25	16:00 85	15:00 172	17:00 99	19:00 20	21:00 2	20:00 1	22:00 - 0	-	-	-

Created at 14:34:59 on 18 May 2018

Site No: 00008236

Site Reference: 00008236

Station Rd Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Westbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5	
00:00	19	16	2	0	0	
01:00	7	5	1	1	1	
02:00	4	3	0	0	1	
03:00	3	2	0	1	0	
04:00	6	4	1	1	0	
05:00	21	17	2	2	0	
06:00	101	86	8	5	2	
07:00	199	165	23	8	3	
08:00	296	243	34	15	4	
09:00	283	231	31	16	5	
10:00	322	270	33	15	4	
11:00	342	287	35	16	4	
12:00	353	304	34	13	2	
13:00	346	292	34	16	4	
14:00	370	306	38	21	4	
15:00	383	324	38	17	3	
16:00	361	305	39	13	3	
17:00	369	328	29	9	2	
18:00	280	247	25	6	2	
19:00	210	189	17	4	1	
20:00	146	132	11	3	0	
21:00	103	93	7	3	0	
22:00	66	58	7	1	1	
23:00	34	30	3	1	1	
12H,7-19	3903	3303	395	165	40	5.3%
16H,6-22	4463	3803	438	178	43	5.0%
18H,6-24	4563	3891	448	179	45	4.9%
24H,0-24	4623	3938	454	184	47	5.0%
Am	11:00	11:00	11:00	11:00	09:00	
Peak	342	287	35	16	5	
Pm	15:00	17:00	16:00	14:00	14:00	
Peak	383	328	39	21	4	

Created at 14:35:41 on 18 May 2018

Site No: 00008236
 Station Rd Petersfield
 Length Summary (All Days)

Site Reference: 00008236

From 10/05/2018 To 17/05/201 Channel: Eastbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5	
00:00	25	21	2	1	1	
01:00	19	12	1	2	3	
02:00	3	3	0	0	0	
03:00	5	4	1	0	0	
04:00	9	7	1	0	0	
05:00	20	13	4	2	0	
06:00	92	67	15	9	1	
07:00	239	182	37	18	2	
08:00	381	311	45	20	5	
09:00	349	284	44	19	3	
10:00	354	288	47	17	2	
11:00	327	279	34	14	1	
12:00	337	288	35	11	3	
13:00	346	292	40	12	2	
14:00	332	283	35	13	1	
15:00	392	330	40	18	3	
16:00	370	319	38	11	2	
17:00	385	336	39	8	2	
18:00	315	276	33	6	0	
19:00	251	221	25	3	1	
20:00	148	133	12	3	0	
21:00	97	89	6	1	0	
22:00	70	63	5	1	0	
23:00	43	38	3	1	0	
% HGVs						
12H,7-19	4129	3468	467	166	28	4.7%
16H,6-22	4715	3979	524	182	30	4.5%
18H,6-24	4828	4080	533	184	31	4.5%
24H,0-24	4908	4140	542	191	35	4.6%
Am	08:00	08:00	10:00	08:00	08:00	
Peak	381	311	47	20	5	
Pm	15:00	17:00	15:00	15:00	15:00	
Peak	392	336	40	18	3	

Created at 14:35:41 on 18 May 2018

Site No: 00008237

Site Reference: 00008237

The High Street Petersfield

Vehicle Count Report

Week Begin: 10-May-18

Channel: Eastbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	Weekend
Begin	10/05/2018	11/05/2018	12/05/2018	13/05/2018	14/05/2018	15/05/2018	16/05/2018	AV	AV
00:00	5	5	15	32	4	2	2	4	24
01:00	4	3	19	17	1	1	3	2	18
02:00	2	0	4	6	0	0	0	0	5
03:00	1	2	1	1	0	0	0	1	1
04:00	3	0	2	0	3	0	3	2	1
05:00	3	3	4	3	2	4	6	4	4
06:00	26	38	13	14	33	29	41	33	14
07:00	82	72	49	20	66	80	74	75	35
08:00	133	140	76	44	119	118	128	128	60
09:00	109	122	90	75	106	78	93	102	83
10:00	88	93	121	90	113	115	87	99	106
11:00	94	107	133	89	112	95	90	100	111
12:00	111	110	111	87	85	95	94	99	99
13:00	110	121	118	86	118	102	108	112	102
14:00	88	126	102	89	110	98	96	104	96
15:00	127	131	132	88	129	112	118	123	110
16:00	120	144	126	93	113	124	155	131	110
17:00	132	155	97	81	122	148	136	139	89
18:00	113	109	85	53	90	76	106	99	69
19:00	96	107	98	63	70	62	77	82	81
20:00	64	61	57	42	51	59	53	58	50
21:00	36	40	40	22	45	31	39	38	31
22:00	32	33	36	20	26	41	19	30	28
23:00	15	47	37	14	9	12	20	21	26
12H,7-19	1307	1430	1240	895	1283	1241	1285	1309	
16H,6-22	1529	1676	1448	1036	1482	1422	1495	1521	
18H,6-24	1576	1756	1521	1070	1517	1475	1534	1572	
24H,0-24	1594	1769	1566	1129	1527	1482	1548	1584	
Am	08:00	08:00	11:00	10:00	08:00	08:00	08:00	-	
Peak	133	140	133	90	119	118	128	128	
Pm	17:00	17:00	15:00	16:00	15:00	17:00	16:00	-	
Peak	132	155	132	93	129	148	155	144	

0700:1900	Total flows	
	Weekday	Weekend
	1311	1068

Two way flows			
Time	East	West	Two way
Begin			
00:00	4	8	12
01:00	2	3	5
02:00	0	3	3
03:00	1	4	5
04:00	2	7	9
05:00	4	25	29
06:00	33	89	122
07:00	75	199	274
08:00	128	279	407
09:00	102	218	320
10:00	99	209	308
11:00	100	223	323
12:00	99	202	301
13:00	112	218	330
14:00	104	222	326
15:00	123	235	358
16:00	131	253	384
17:00	139	236	375
18:00	99	197	296
19:00	82	175	257
20:00	58	107	165
21:00	38	70	108
22:00	30	46	76
23:00	21	23	44

Created at 14:39:02 on 18 May 2018

Site No: 00008237
 The High Street Petersfield
 Vehicle Count Report

Site Reference: 00008237

Week Begin: 10-May-18

Channel: Westbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day	Weekend
Begin	10/05/2018	11/05/2018	12/05/2018	13/05/2018	14/05/2018	15/05/2018	16/05/2018	AV	AV
00:00	8	11	34	34	6	4	9	8	34
01:00	4	7	16	17	0	3	1	3	17
02:00	4	3	6	9	0	3	3	3	8
03:00	5	3	3	0	4	4	6	4	2
04:00	8	6	4	1	6	9	6	7	3
05:00	19	25	22	3	30	25	27	25	13
06:00	91	75	30	13	92	91	94	89	22
07:00	219	186	81	42	183	205	201	199	62
08:00	295	266	187	98	283	272	281	279	143
09:00	215	228	240	141	229	213	206	218	191
10:00	213	217	282	187	195	208	214	209	235
11:00	224	231	249	208	219	230	210	223	229
12:00	212	201	216	204	185	206	206	202	210
13:00	200	266	219	191	213	191	222	218	205
14:00	220	250	222	137	225	184	231	222	180
15:00	217	258	220	188	232	211	259	235	204
16:00	260	275	224	154	242	247	243	253	189
17:00	226	251	192	156	243	215	247	236	174
18:00	179	238	185	139	193	170	207	197	162
19:00	184	179	168	92	174	165	171	175	130
20:00	114	121	91	68	89	111	99	107	80
21:00	83	81	77	42	66	62	60	70	60
22:00	60	77	57	31	38	29	26	46	44
23:00	20	41	42	8	18	19	17	23	25

Total flows		
	Weekday	Weekend
0700:1900	2691	2181

12H,7-19	2680	2867	2517	1845	2642	2552	2727	2694
16H,6-22	3152	3323	2883	2060	3063	2981	3151	3134
18H,6-24	3232	3441	2982	2099	3119	3029	3194	3203
24H,0-24	3280	3496	3067	2163	3165	3077	3246	3253
Am	08:00	08:00	10:00	11:00	08:00	08:00	08:00 -	
Peak	295	266	282	208	283	272	281	279
Pm	16:00	16:00	16:00	12:00	17:00	16:00	15:00 -	
Peak	260	275	224	204	243	247	259	257

Created at 14:39:02 on 18 May 2018

	Eastbound	Westbound	Combined
07:00	75	199	274
08:00	128	279	407
09:00	102	218	320
10:00	99	209	308
11:00	100	223	323
12:00	99	202	301
13:00	112	218	330
14:00	104	222	326
15:00	123	235	358
16:00	131	253	384
17:00	139	236	375
18:00	99	197	296

Site No: 00008237

Site Reference: 00008237

The High Street Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Eastbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	9	-	20.7	9.5	0	1	1	1	2	2	2	1	0	0	0	0	0
01:00	7	-	23.7	8.5	0	0	1	1	1	2	2	1	0	0	0	0	0
02:00	2	-	26	-	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	25.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	27.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00	4	-	27.3	5.2	0	0	0	0	0	1	1	1	0	0	0	0	0
06:00	28	29	22.3	6.6	0	0	1	4	5	9	6	2	0	0	0	0	0
07:00	63	25.8	20.2	6.1	0	1	4	8	20	21	8	1	0	0	0	0	0
08:00	108	22.7	17.4	5.4	0	2	11	23	49	19	4	0	0	0	0	0	0
09:00	96	21.4	15.9	5.8	0	3	15	30	32	13	2	1	0	0	0	0	0
10:00	101	19.9	14.7	5.3	0	5	16	38	33	8	1	0	0	0	0	0	0
11:00	103	19.1	13.9	4.9	0	6	19	44	29	5	0	0	0	0	0	0	0
12:00	99	19.4	14.1	5.3	0	7	16	41	29	5	1	0	0	0	0	0	0
13:00	109	19.4	14.1	5.1	0	7	19	44	33	6	0	0	0	0	0	0	0
14:00	101	19.3	14.1	4.9	0	6	18	44	28	5	0	0	0	0	0	0	0
15:00	120	19.9	14.7	5.3	0	6	19	48	36	10	1	0	0	0	0	0	0
16:00	125	20	15	5	0	4	20	49	41	9	1	0	0	0	0	0	0
17:00	124	22.8	17.2	5.5	0	2	14	34	48	22	3	1	0	0	0	0	0
18:00	90	24.9	19.3	5.8	0	1	6	16	33	26	7	1	0	0	0	0	0
19:00	82	25.2	19.6	5.7	0	1	4	15	30	24	7	1	0	0	0	0	0
20:00	55	25.9	20.4	6.1	0	1	2	8	19	17	6	2	0	0	0	0	0
21:00	36	25.7	21.1	6.1	0	1	1	4	11	13	4	1	0	0	0	0	0
22:00	30	29.1	22.7	6.5	0	1	0	2	7	10	7	2	0	0	0	0	0
23:00	22	28.6	20.9	8.4	0	2	2	1	5	7	4	1	0	0	0	0	0
12H,7-19	1239	20.9	15.6	5.6	0	50	177	419	411	149	28	4	0	0	0	0	0
16H,6-22	1440	22.3	16.3	5.9	0	53	185	450	476	212	51	10	0	0	0	0	0
18H,6-24	1492	22.8	16.5	6.1	0	56	187	453	488	229	62	13	0	0	0	0	0
24H,0-24	1517	23	16.6	6.1	0	57	189	455	491	235	68	16	0	0	0	0	0
Am	08:00 -		04:00 -	-		11:00	11:00	11:00	08:00	07:00	07:00	06:00	07:00	10:00	00:00	01:00	05:00
Peak	108	-	27.6	-	-	6	19	44	49	21	8	2	0	0	0	0	0
Pm	16:00	22:00	22:00	23:00 -		13:00	16:00	16:00	17:00	18:00	19:00	22:00	20:00	21:00	21:00	21:00 -	
Peak	125	29.1	22.7	8.4 -		7	20	49	48	26	7	2	0	0	0	0 -	

Created at 14:39:13 on 18 May 2018

Site No: 00008237

Site Reference: 00008237

The High Street Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/2 Channel: Westbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	15	29.8	24.1	6.9	0	0	1	1	2	4	5	1	0	0	0	0	0
01:00	7	-	25.1	5.5	0	0	0	0	1	2	2	1	0	0	0	0	0
02:00	4	-	26.2	5.2	0	0	0	0	1	2	1	0	0	0	0	0	0
03:00	4	-	24.9	5.3	0	0	0	0	1	1	1	0	0	0	0	0	0
04:00	6	-	24.4	4.4	0	0	0	0	1	2	3	0	0	0	0	0	0
05:00	22	30.2	23.2	7.2	0	0	1	3	4	6	5	3	0	0	0	0	0
06:00	69	28.7	21.9	6.9	0	0	5	9	14	24	13	4	1	0	0	0	0
07:00	160	26.6	21	5.8	0	0	8	22	45	58	22	4	0	0	0	0	0
08:00	240	22.8	17.8	4.7	0	0	16	63	107	47	6	0	0	0	0	0	0
09:00	210	20.2	15.5	4.7	0	1	31	83	74	20	1	0	0	0	0	0	0
10:00	217	19.2	14.3	4.3	0	1	45	99	61	10	0	0	0	0	0	0	0
11:00	224	18.3	13.6	4.2	0	3	53	110	53	5	0	0	0	0	0	0	0
12:00	204	19.2	14.4	4.5	0	3	39	92	61	7	1	0	0	0	0	0	0
13:00	215	19.1	14.4	4.2	0	2	38	102	64	8	0	0	0	0	0	0	0
14:00	210	19.5	14.7	4.5	0	1	39	93	66	11	1	0	0	0	0	0	0
15:00	226	19.5	14.6	4.5	0	1	43	101	67	12	1	0	0	0	0	0	0
16:00	235	20.1	15.4	4.6	0	1	34	97	82	18	2	0	0	0	0	0	0
17:00	219	23.7	18.3	5	0	0	14	52	93	49	9	1	0	0	0	0	0
18:00	187	25.3	20.1	5.3	0	0	8	27	73	58	17	3	0	0	0	0	0
19:00	162	25.1	20	5.4	0	0	6	26	64	50	13	2	1	0	0	0	0
20:00	99	26.5	21.3	5.2	0	0	2	10	34	35	14	2	0	0	0	0	0
21:00	67	27.4	21.7	6.3	0	1	3	6	18	26	11	1	1	0	0	0	0
22:00	45	28.9	23.1	6.1	0	0	1	3	11	17	9	3	1	0	0	0	0
23:00	24	28.2	22.2	7.7	0	1	1	2	6	8	5	1	1	0	0	0	0
12H,7-19	2547	20.9	16	5.2	0	13	368	941	846	303	60	8	0	0	0	0	0
16H,6-22	2944	22.5	16.7	5.5	0	14	384	992	976	438	111	17	3	0	0	0	0
18H,6-24	3013	22.8	16.8	5.6	0	15	386	997	993	463	125	21	5	0	0	0	0
24H,0-24	3071	23	16.9	5.7	0	15	388	1001	1003	480	142	26	5	0	0	0	0
Am	08:00 -		02:00	05:00 -		11:00	11:00	11:00	08:00	07:00	07:00	07:00	06:00	02:00 -	-	-	-
Peak	240 -		26.2	7.2 -		3	53	110	107	58	22	4	1	0 -	-	-	-
Pm	16:00	22:00	22:00	23:00 -		12:00	15:00	13:00	17:00	18:00	18:00	18:00	21:00	20:00	22:00 -	-	-
Peak	235	28.9	23.1	7.7 -		3	43	102	93	58	17	3	1	0	0 -	-	-

Created at 14:39:13 on 18 May 2018

Site No: 00008237

Site Reference: 00008237

The High Street Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Eastbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4	
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5	
00:00	9	8	1	0	0	
01:00	7	5	1	0	0	
02:00	2	1	0	0	0	
03:00	1	1	0	0	0	
04:00	2	1	0	1	0	
05:00	4	2	0	1	0	
06:00	28	19	4	3	1	
07:00	63	44	9	8	2	
08:00	108	88	12	6	2	
09:00	96	70	15	7	3	
10:00	101	80	10	8	3	
11:00	103	83	12	5	2	
12:00	99	83	9	4	2	
13:00	109	92	10	5	2	
14:00	101	79	11	9	3	
15:00	120	101	13	5	1	
16:00	125	104	11	7	3	
17:00	124	109	11	3	1	
18:00	90	76	8	5	2	
19:00	82	69	8	4	1	
20:00	55	40	8	7	0	
21:00	36	31	3	1	0	
22:00	30	25	4	1	0	
23:00	22	19	3	0	0	
12H,7-19	1240	1010	131	73	27	8.1%
16H,6-22	1441	1169	155	89	29	8.2%
18H,6-24	1493	1213	161	89	29	7.9%
24H,0-24	1516	1231	165	91	29	7.9%
Am	08:00	08:00	09:00	10:00	10:00	
Peak	108	88	15	8	3	
Pm	16:00	17:00	15:00	14:00	16:00	
Peak	125	109	13	9	3	

Created at 14:39:26 on 18 May 2018

Site No: 00008237

Site Reference: 00008237

The High Street Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Westbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5
00:00	15	13	2	0	0
01:00	7	4	1	1	1
02:00	4	3	0	1	0
03:00	4	2	1	1	0
04:00	6	3	1	2	0
05:00	22	17	3	2	0
06:00	69	52	9	7	2
07:00	160	94	26	34	5
08:00	240	118	43	72	7
09:00	210	104	46	55	6
10:00	217	134	33	45	4
11:00	224	122	46	50	6
12:00	204	140	37	24	4
13:00	215	137	38	36	3
14:00	210	105	46	54	4
15:00	226	123	53	46	5
16:00	235	111	54	65	6
17:00	219	128	50	38	3
18:00	187	84	55	45	3
19:00	162	55	50	56	1
20:00	99	39	31	28	1
21:00	67	39	13	16	0
22:00	45	40	5	1	0
23:00	24	20	2	1	0

% HGVs

12H,7-19	2547	1400	527	564	56	24%
16H,6-22	2945	1584	629	671	61	25%
18H,6-24	3014	1645	636	672	61	24%
24H,0-24	3071	1687	644	679	62	24%

Am	08:00	10:00	11:00	08:00	08:00
Peak	240	134	46	72	7
Pm	16:00	12:00	18:00	16:00	16:00
Peak	235	140	55	65	6

Created at 14:39:26 on 18 May 2018

Site No: 00008239
 Frenchmans Rd Petersfield
 Vehicle Count Report

Site Reference: 00008239

Week Begin: 10-May-18

Channel: Northbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day
Begin	10/05/2018	11/05/2018	12/05/2018	13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av
00:00	5	8	16	17	2	5	4	5	5	8
01:00	1	2	5	4	2	1	1	1	1	2
02:00	1	1	3	4	2	1	2	1	1	2
03:00	3	2	5	0	2	4	2	3	3	3
04:00	3	2	1	5	2	3	9	5	4	4
05:00	23	17	11	3	24	26	17	22	21	17
06:00	80	87	17	9	97	90	89	86	89	67
07:00	269	220	56	22	261	261	275	268	257	195
08:00	329	298	106	66	284	294	293	305	300	239
09:00	174	163	149	78	182	208	164	182	178	160
10:00	160	191	193	98	175	174	154	163	171	164
11:00	177	202	157	91	173	192	148	172	178	163
12:00	203	187	166	89	166	178	169	183	181	165
13:00	180	182	166	67	147	180	167	176	171	156
14:00	163	247	159	103	179	182	203	183	195	177
15:00	228	253	131	106	239	214	215	219	230	198
16:00	289	275	136	99	259	248	258	265	266	223
17:00	296	270	126	91	284	286	311	298	289	238
18:00	220	193	84	73	207	200	206	209	205	169
19:00	162	142	67	57	144	138	153	151	148	123
20:00	100	77	50	52	75	112	83	98	89	78
21:00	59	47	34	24	43	45	41	48	47	42
22:00	36	37	44	21	20	25	32	31	30	31
23:00	17	15	18	5	13	11	15	14	14	13
12H,7-19	2688	2681	1629	983	2556	2617	2563	2623	2621	2245
16H,6-22	3089	3034	1797	1125	2915	3002	2929	3007	2994	2556
18H,6-24	3142	3086	1859	1151	2948	3038	2976	3052	3038	2600
24H,0-24	3178	3118	1900	1184	2982	3078	3011	3089	3073	2636
Am Peak	08:00 329	08:00 298	10:00 193	10:00 98	08:00 284	08:00 294	08:00 293	- 305	- 300	- 256
Pm Peak	17:00 296	16:00 275	13:00 166	15:00 106	17:00 284	17:00 286	17:00 311	- 298	- 290	- 246

Created at 14:22:08 on 18 May 2018

Site No: 00008239
 Frenchmans Rd Petersfield
 Vehicle Count Report

Site Reference: 00008239

Week Begin: 10-May-18

Channel: Southbound

Time	Thu	Fri	Sat	Sun	Mon	Tue	Wed	3-Day	5-Day	7-Day
Begin	10/05/2018	11/05/2018	12/05/2018	13/05/2018	14/05/2018	15/05/2018	16/05/2018	Av	Av	Av
00:00	5	2	5	14	4	0	3	3	3	5
01:00	0	0	2	0	0	0	0	0	0	0
02:00	0	0	1	3	1	0	0	0	0	1
03:00	1	0	1	0	0	0	0	0	0	0
04:00	7	4	3	1	3	7	3	6	5	4
05:00	33	36	7	1	37	44	44	40	39	29
06:00	105	83	16	5	114	123	122	117	109	81
07:00	183	144	49	14	164	169	144	165	161	124
08:00	241	224	99	14	196	255	263	253	236	185
09:00	196	192	136	41	153	212	165	191	184	156
10:00	175	184	152	68	120	152	132	153	153	140
11:00	145	152	150	84	146	142	121	136	141	134
12:00	126	170	142	70	132	144	140	137	142	132
13:00	146	159	142	76	130	147	150	148	146	136
14:00	144	157	85	79	157	138	139	140	147	128
15:00	172	187	122	63	164	167	176	172	173	150
16:00	189	199	112	80	208	169	191	183	191	164
17:00	170	168	78	76	155	165	151	162	162	138
18:00	131	141	89	58	128	137	143	137	136	118
19:00	85	111	47	50	88	96	103	95	97	83
20:00	59	63	29	28	38	55	47	54	52	46
21:00	39	34	17	15	30	22	28	30	31	26
22:00	16	25	17	11	9	14	25	18	18	17
23:00	6	14	11	4	5	9	8	8	8	8
12H,7-19	2018	2077	1356	723	1853	1997	1915	1977	1972	1706
16H,6-22	2306	2368	1465	821	2123	2293	2215	2271	2261	1942
18H,6-24	2328	2407	1493	836	2137	2316	2248	2297	2287	1966
24H,0-24	2374	2449	1512	855	2182	2367	2298	2346	2334	2005
Am	08:00	08:00	10:00	11:00	08:00	08:00	08:00	-	-	
Peak	241	224	152	84	196	255	263	253	236	202
Pm	16:00	16:00	13:00	16:00	16:00	16:00	16:00	-	-	
Peak	189	199	142	80	208	169	191	183	191	168

Created at 14:22:08 on 18 May 2018

Site No: 00008239

Site Reference: 00008239

Frenchmans Rd Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/21 Channel: Northbound

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<1Mph	1-<6	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
00:00	8	-	25.2	6.2	0	0	0	1	1	3	3	1	0	0	0	0	0
01:00	2	-	26.6	3.6	0	0	0	0	0	1	1	0	0	0	0	0	0
02:00	2	-	26.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0
03:00	3	-	27.1	5.3	0	0	0	0	0	1	1	1	0	0	0	0	0
04:00	4	-	27.3	3.2	0	0	0	0	0	1	2	0	0	0	0	0	0
05:00	17	32.9	28.5	4.6	0	0	0	0	1	4	8	5	0	0	0	0	0
06:00	67	30.8	26.9	4.6	0	0	0	1	4	18	34	8	1	0	0	0	0
07:00	195	29.6	24.6	5	0	0	2	7	28	80	67	10	1	0	0	0	0
08:00	239	28.4	22.6	5.7	0	1	10	15	49	99	58	6	0	0	0	0	0
09:00	160	29.1	24.1	4.8	0	0	2	6	24	72	50	5	0	0	0	0	0
10:00	164	28.9	23.9	4.8	0	0	2	7	25	76	49	5	0	0	0	0	0
11:00	163	29	23.5	5.5	0	1	4	8	26	72	45	6	0	0	0	0	0
12:00	165	29.3	24.1	5.1	0	0	3	7	25	71	52	7	0	0	0	0	0
13:00	156	29.4	24.5	4.8	0	0	2	4	21	69	52	7	0	0	0	0	0
14:00	177	29.2	24.2	5	0	0	3	7	23	81	55	7	0	0	0	0	0
15:00	198	29	23.9	5	0	0	2	10	30	92	56	8	1	0	0	0	0
16:00	223	28.5	22.7	5.8	0	1	10	16	40	94	57	5	0	0	0	0	0
17:00	238	28.4	20.9	7.4	0	5	31	23	37	78	58	6	0	0	0	0	0
18:00	169	29.7	24.1	6	0	2	6	6	21	68	55	11	0	0	0	0	0
19:00	123	30	24.5	6.3	0	2	4	4	13	44	46	9	1	0	0	0	0
20:00	78	30.3	25.5	5.7	0	1	1	2	6	30	31	7	1	0	0	0	0
21:00	42	30.3	26	4.2	0	0	0	0	3	17	17	4	0	0	0	0	0
22:00	31	30.2	26	4.2	0	0	0	0	3	10	14	2	0	0	0	0	0
23:00	13	31.4	27.3	4.6	0	0	0	0	1	5	5	2	0	0	0	0	0
12H,7-19	2247	29.1	23.4	5.6	0	10	77	116	349	952	654	83	2	0	0	0	0
16H,6-22	2557	29.3	23.7	5.7	0	13	82	123	375	1061	782	111	5	0	0	0	0
18H,6-24	2601	29.3	23.7	5.7	0	13	82	123	379	1076	801	115	5	0	0	0	0
24H,0-24	2637	29.4	23.8	5.7	0	13	82	124	381	1086	817	122	5	0	0	0	0
Am	08:00 -		05:00 -	-		08:00	08:00	08:00	08:00	08:00	07:00	07:00	07:00 -	-	-	-	-
Peak	239 -		28.5 -	-		1	10	15	49	99	67	10	1 -	-	-	-	-
Pm	17:00	23:00	23:00	17:00 -		17:00	17:00	17:00	16:00	16:00	17:00	18:00	19:00	18:00 -	-	-	-
Peak	238	31.4	27.3	7.4 -		5	31	23	40	94	58	11	1	0 -	-	-	-

Created at 14:22:22 on 18 May 2018

Site No: 00008239

Site Reference: 00008239

Frenchmans Rd Petersfield

Speed Summary (All Days)-Limit From 10/05/2018 To 17/05/21 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13 =>56
00:00	5	-	26.4	5.8	0	0	0	0	0	1	1	2	1	0	0	0	0
01:00	0	-	28.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	25.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	18.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	28.7	4.2	0	0	0	0	0	1	2	1	0	0	0	0	0
05:00	29	31.5	27.7	4.3	0	0	0	0	2	7	15	5	0	0	0	0	0
06:00	81	31.1	26.9	4.7	0	0	0	1	6	24	37	12	1	0	0	0	0
07:00	124	30.4	25.7	5	0	0	0	3	13	46	47	12	2	0	0	0	0
08:00	185	29.6	24.2	5.4	0	0	3	10	27	77	55	11	1	0	0	0	0
09:00	156	29.4	24.6	4.7	0	0	1	6	19	70	52	7	0	0	0	0	0
10:00	140	29.1	24.1	4.8	0	0	0	6	23	66	38	6	1	0	0	0	0
11:00	134	29.2	24.3	4.9	0	0	1	5	20	63	40	5	1	0	0	0	0
12:00	132	29.5	24.4	5.3	0	0	2	5	20	57	40	8	1	0	0	0	0
13:00	136	29.6	24.9	4.8	0	0	1	3	16	64	43	8	1	0	0	0	0
14:00	128	29.7	24.7	5.1	0	0	1	4	19	53	42	8	1	0	0	0	0
15:00	150	29.4	24.5	4.7	0	0	1	4	22	68	49	7	0	0	0	0	0
16:00	164	29.3	24.2	5	0	0	1	8	26	72	49	7	1	0	0	0	0
17:00	138	29.8	25	4.7	0	0	0	4	18	59	47	8	1	0	0	0	0
18:00	118	30.2	25.8	4.6	0	0	0	2	11	47	47	9	1	0	0	0	0
19:00	83	30.4	26	4.8	0	0	0	2	8	28	36	7	1	0	0	0	0
20:00	46	30.7	26.6	4.9	0	0	0	1	3	14	21	5	1	0	0	0	0
21:00	26	30.5	25.4	6.1	0	0	0	2	3	8	10	3	1	0	0	0	0
22:00	17	30.5	25.4	5.6	0	0	0	1	2	5	6	2	0	0	0	0	0
23:00	8	-	26.4	5	0	0	0	0	1	2	3	1	0	0	0	0	0
12H,7-19	1705	29.6	24.6	4.9	0	0	11	60	234	742	549	96	11	0	0	0	0
16H,6-22	1941	29.8	24.9	5	0	0	11	66	254	816	653	123	15	0	0	0	0
18H,6-24	1966	29.8	24.9	5	0	0	11	67	257	823	662	126	15	0	0	0	0
24H,0-24	2005	29.9	24.9	5	0	0	11	67	260	832	682	133	15	0	0	0	0
Am Peak	08:00 - 185	-	04:00 - 28.7	-	-	-	08:00 3	08:00 10	08:00 27	08:00 77	08:00 55	07:00 12	07:00 2	08:00 0	05:00 - 0	-	-
Pm Peak	16:00 - 164	-	20:00 26.6	21:00 - 6.1	-	-	14:00 0	12:00 2	16:00 8	16:00 26	16:00 72	16:00 49	18:00 9	17:00 1	19:00 0	16:00 - 0	-

Created at 14:22:22 on 18 May 2018

Site No: 00008239

Site Reference: 00008239

Frenchmans Rd Petersfield

Length Summary (All Days)

From 10/05/2018 To 17/05/2018 Channel: Northbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5
00:00	8	6	1	1	0
01:00	2	1	1	0	0
02:00	2	2	0	0	0
03:00	3	2	0	1	0
04:00	4	2	0	1	0
05:00	17	15	2	1	0
06:00	67	55	7	5	0
07:00	195	156	25	12	2
08:00	239	196	29	13	1
09:00	160	132	17	9	1
10:00	164	137	15	10	1
11:00	163	132	20	8	3
12:00	165	137	19	7	2
13:00	156	129	16	10	1
14:00	177	150	17	9	1
15:00	198	170	20	8	0
16:00	223	192	23	7	1
17:00	238	220	13	4	0
18:00	169	155	12	2	0
19:00	123	111	11	1	0
20:00	78	72	6	1	0
21:00	42	38	4	0	0
22:00	31	28	3	0	0
23:00	13	12	1	0	0

% HGVs

12H,7-19	2245	1906	228	99	13	5.0%
16H,6-22	2556	2181	255	106	14	4.7%
18H,6-24	2600	2221	259	106	14	4.6%
24H,0-24	2636	2248	263	110	14	4.7%

Am	08:00	08:00	08:00	08:00	11:00
Peak	239	196	29	13	3
Pm	17:00	17:00	16:00	13:00	12:00
Peak	238	220	23	10	2

Created at 14:22:31 on 18 May 2018

Site No: 00008239
 Frenchmans Rd Petersfield
 Length Summary (All Days)

Site Reference: 00008239

From 10/05/2018 To 17/05/201 Channel: Southbound

Time	Total	Bin 1	Bin 2	Bin 3	Bin 4
Begin	Vol.	<=5.2m	5.2-6.5	6.5-11.5	>11.5
00:00	5	4	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	4	4	0	0	0
05:00	29	25	3	1	0
06:00	81	64	13	4	1
07:00	124	77	30	16	1
08:00	185	134	35	15	1
09:00	156	120	29	6	1
10:00	140	106	24	9	1
11:00	134	100	27	6	1
12:00	132	99	22	9	1
13:00	136	107	22	6	1
14:00	128	94	23	10	2
15:00	150	113	26	9	2
16:00	164	129	27	7	1
17:00	138	117	17	3	0
18:00	118	105	12	2	0
19:00	83	74	8	1	0
20:00	46	40	5	1	0
21:00	26	24	3	0	0
22:00	17	15	1	0	0
23:00	8	8	0	0	0

	Total	Bin 1	Bin 2	Bin 3	Bin 4	% HGVs
12H,7-19	1706	1301	295	96	13	6.4%
16H,6-22	1942	1502	323	102	14	6.0%
18H,6-24	1966	1525	325	103	14	6.0%
24H,0-24	2005	1559	329	103	14	5.8%

Am	08:00	08:00	08:00	07:00	10:00
Peak	185	134	35	16	1
Pm	16:00	16:00	16:00	14:00	15:00
Peak	164	129	27	10	2

Created at 14:22:31 on 18 May 2018



Tempro dataset

7.2

NTM: AF15

Urban (population >10,000)

Minor (B or C road, or unclassified)

	AM	IP	PM
E02004707	1.114	1.1454	1.1166
E02004708	1.1315	1.1616	1.1333
Highest	1.1315	1.1616	1.1333

Link capacity summary

Link	2018	2028	2028 + diverted trips
Route North of Spine			
Station Road			
AM	58%	66%	72%
Interpeak	54%	63%	68%
PM	56%	63%	70%
Tor Way			
AM	55%	63%	66%
Interpeak	55%	64%	67%
PM	62%	70%	73%
Dragon Street			
AM	71%	80%	87%
Interpeak	62%	72%	78%
PM	77%	88%	94%
Route South of Spine			
The Spain			
AM	40%	45%	62%
Interpeak	29%	33%	40%
PM	37%	41%	57%

Appendix 17

Assessment of through traffic

Intelligent Data Collection Limited Petersfield Car Park Survey

Client: Hampshire County Council
Project Number: ID03875
Date of Survey: 09.05.2018
Survey Type: ANPR Trip Chain - Cordon Report

Quality Assurance and Issue Record

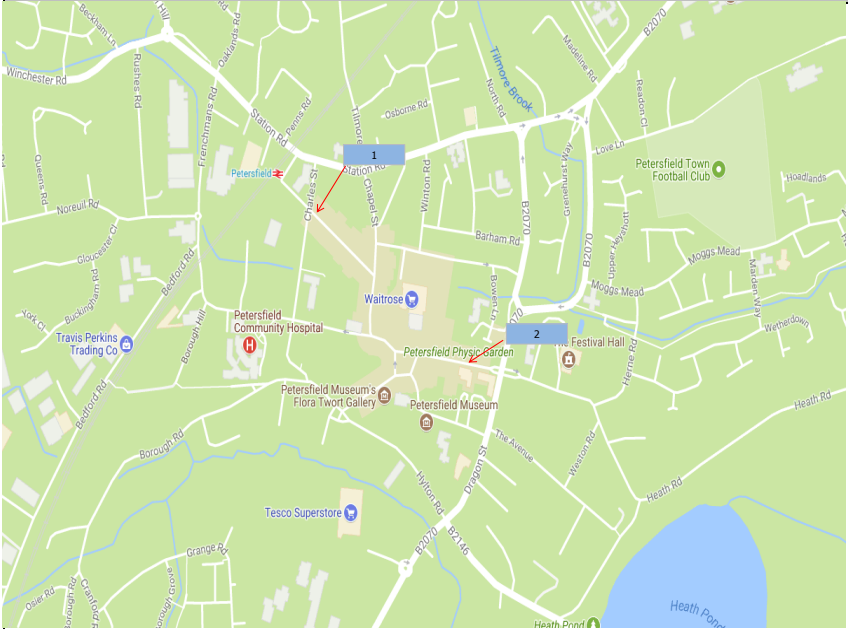
Quality Assurance

Revision	Rev A			
Date	04.06.2018			
Prepared by	Matthew Mills			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID03875			
File Ref	ID03875 Petersfield Journey Time Survey - ANPR Trip Chain Report - 09_05_2018.xlsx			

Issue Sheet

Issued to	Date		
	05.06.2018		
Leon Manley	E-mail		

Client: Hampshire County Council
Project Number: ID03875
Date of Survey: 09.05.2018
Survey Type: ANPR Trip Chain - Cordon Report

Coordinates	Google Maps Link
51.00602, -0.94015	Click Here
<p>Location Plan</p> 	
<p>ANPR Terminology</p> <p>ANPR sites are either assumed to be 'external' or 'internal'. This affects the way in which the OD matching process works in relation to each site. The differences between the two types are as follows:</p> <p>External - these are sites which are assumed to be on the periphery of the study area and hence vehicles passing through these sites will be starting or ending their OD trip. Directions at these sites are set to Inbound and Outbound, and for sites that have vehicles travelling into the study area (i.e. they are not a one-way outbound site) a ANPR match rate statistic is presented.</p> <p>Internal - these are sites that are considered to be possible through traffic sites for longer distance OD movements - i.e. they may be an intermediate capture point for vehicles seen entering and exiting the study area elsewhere. In this instance, the OD movement is assigned to the initial and final capture locations. Internal sites can be the origin of a trip (if it is not captured elsewhere before) or the destination of a trip (if it is not captured again after). However, as the majority of vehicles passing these locations will have both the origin and destination assigned elsewhere, match rates are not presented for these points. Directions at these sites will be given as N and S (effectively meaning NB and SB), for example, as opposed to Inbound and Outbound.</p> <p>Even though the OD movements will not show when a vehicle has also been captured at any internal sites (or intermediate points), the trip chain reports will show a full record of</p>	
<p>Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)</p> <p>Lack of plate captures at Site 2 between 09:40 - 10:11 due to battery failure.</p>	

Trip Chains - Cordon Report

Project Title	Petersfield Car Park Survey
Project Number	ID03875
Camera (Origin)	1
Start Date	09.05.2018
Start Time	07:00:00
End Date	09.05.2018
End Time	19:00:00



1 to 2 (HS consultant's assessment)		
Time period	All trips	Trips under 15 mins
07:00-08:00	23.00	20.00
08:00-09:00	40.00	31.00
09:00-10:00	17.00	13.00
10:00-11:00	27.00	23.00
11:00-12:00	32.00	24.00
12:00-13:00	29.00	24.00
13:00-14:00	30.00	24.00
14:00-15:00	34.00	31.00
15:00-16:00	37.00	33.00
16:00-17:00	51.00	47.00
17:00-18:00	41.00	39.00
18:00-19:00	34.00	32.00

Timestamp	Class	Total Trip Time (minutes)	Chain - (Vector)	Trip Destinations and Times (minutes)
05/09/2018 07:20	Car	419.47	01_IN>01_OUT	>01_OUT(419.47)
05/09/2018 07:25	Bus_Coach	154.90	01_IN>01_OUT	>01_OUT(154.9)
05/09/2018 07:38	Car	552.98	01_IN>01_OUT	>01_OUT(552.98)
05/09/2018 07:46	Car	676.88	01_IN>01_OUT	>01_OUT(676.88)
05/09/2018 07:50	LGV<3.5T	9.16	01_IN>01_OUT	>01_OUT(9.16)
05/09/2018 08:19	Car	550.01	01_IN>01_OUT	>01_OUT(550.01)
05/09/2018 08:29	Car	213.91	01_IN>01_OUT	>01_OUT(213.91)
05/09/2018 08:37	Car	38.91	01_IN>01_OUT	>01_OUT(38.91)
05/09/2018 08:42	Car	9.50	01_IN>01_OUT	>01_OUT(9.5)
05/09/2018 08:44	Car	470.87	01_IN>01_OUT	>01_OUT(470.87)
05/09/2018 08:45	Car	560.08	01_IN>01_OUT	>01_OUT(560.08)
05/09/2018 08:46	Car	254.23	01_IN>01_OUT	>01_OUT(254.23)
05/09/2018 08:53	Car	493.08	01_IN>01_OUT	>01_OUT(493.08)
05/09/2018 09:03	Car	5.49	01_IN>01_OUT	>01_OUT(5.49)
05/09/2018 09:08	Car	537.80	01_IN>01_OUT	>01_OUT(537.8)
05/09/2018 09:21	Car	468.09	01_IN>01_OUT	>01_OUT(468.09)
05/09/2018 09:29	Car	96.39	01_IN>01_OUT	>01_OUT(96.39)
05/09/2018 09:33	Car	164.90	01_IN>01_OUT	>01_OUT(164.9)
05/09/2018 09:48	LGV<3.5T	23.82	01_IN>01_OUT	>01_OUT(23.82)
05/09/2018 10:01	Car	5.35	01_IN>01_OUT	>01_OUT(5.35)
05/09/2018 10:30	LGV<3.5T	18.76	01_IN>01_OUT	>01_OUT(18.76)
05/09/2018 10:37	Car	14.39	01_IN>01_OUT	>01_OUT(14.39)
05/09/2018 10:50	Car	30.04	01_IN>01_OUT	>01_OUT(30.04)
05/09/2018 10:58	Car	14.66	01_IN>01_OUT	>01_OUT(14.66)
05/09/2018 11:08	Car	5.48	01_IN>01_OUT	>01_OUT(5.48)
05/09/2018 11:16	Car	131.66	01_IN>01_OUT	>01_OUT(131.66)
05/09/2018 11:22	OGV2	197.11	01_IN>01_OUT	>01_OUT(197.11)
05/09/2018 11:39	Car	26.66	01_IN>01_OUT	>01_OUT(26.66)
05/09/2018 11:43	LGV<3.5T	44.14	01_IN>01_OUT	>01_OUT(44.14)
05/09/2018 12:07	Car	2.66	01_IN>01_OUT	>01_OUT(2.66)
05/09/2018 12:25	Car	351.27	01_IN>01_OUT	>01_OUT(351.27)
05/09/2018 12:54	Car	247.81	01_IN>01_OUT	>01_OUT(247.81)
05/09/2018 12:55	Car	17.66	01_IN>01_OUT	>01_OUT(17.66)
05/09/2018 12:58	Car	11.72	01_IN>01_OUT	>01_OUT(11.72)
05/09/2018 13:07	Car	31.94	01_IN>01_OUT	>01_OUT(31.94)
05/09/2018 13:11	Car	177.07	01_IN>01_OUT	>01_OUT(177.07)
05/09/2018 13:15	LGV<3.5T	33.10	01_IN>01_OUT	>01_OUT(33.1)
05/09/2018 13:31	Car	15.03	01_IN>01_OUT	>01_OUT(15.03)
05/09/2018 13:51	Car	14.86	01_IN>01_OUT	>01_OUT(14.86)
05/09/2018 13:53	LGV<3.5T	10.38	01_IN>01_OUT	>01_OUT(10.38)
05/09/2018 13:54	Car	8.20	01_IN>01_OUT	>01_OUT(8.2)
05/09/2018 14:14	Car	5.16	01_IN>01_OUT	>01_OUT(5.16)
05/09/2018 14:15	Car	104.47	01_IN>01_OUT	>01_OUT(104.47)
05/09/2018 14:42	Car	13.59	01_IN>01_OUT	>01_OUT(13.59)
05/09/2018 14:54	Car	69.53	01_IN>01_OUT	>01_OUT(69.53)
05/09/2018 15:08	Car	5.98	01_IN>01_OUT	>01_OUT(5.98)
05/09/2018 15:16	Car	399.47	01_IN>01_OUT	>01_OUT(399.47)
05/09/2018 15:16	LGV<3.5T	4.50	01_IN>01_OUT	>01_OUT(4.5)
05/09/2018 15:19	Car	22.06	01_IN>01_OUT	>01_OUT(22.06)
05/09/2018 15:42	Car	130.50	01_IN>01_OUT	>01_OUT(130.5)
05/09/2018 15:46	Car	18.91	01_IN>01_OUT	>01_OUT(18.91)
05/09/2018 16:27	Car	13.94	01_IN>01_OUT	>01_OUT(13.94)
05/09/2018 16:32	Car	3.53	01_IN>01_OUT	>01_OUT(3.53)
05/09/2018 16:35	Car	29.44	01_IN>01_OUT	>01_OUT(29.44)
05/09/2018 16:39	Car	20.88	01_IN>01_OUT	>01_OUT(20.88)
05/09/2018 16:51	Car	168.88	01_IN>01_OUT	>01_OUT(168.88)
05/09/2018 16:53	Car	355.77	01_IN>01_OUT	>01_OUT(355.77)
05/09/2018 17:25	Car	3.43	01_IN>01_OUT	>01_OUT(3.43)
05/09/2018 17:29	Car	5.43	01_IN>01_OUT	>01_OUT(5.43)
05/09/2018 17:42	Car	23.43	01_IN>01_OUT	>01_OUT(23.43)
05/09/2018 17:42	Car	103.16	01_IN>01_OUT	>01_OUT(103.16)

05/09/2018 18:37	Car	11.98	01_IN>01_OUT	>01_OUT(11.98)
05/09/2018 07:04	Car	0.77	01_IN>02_OUT	>02_OUT(0.77)
05/09/2018 07:08	Bus_Coach	2.01	01_IN>02_OUT	>02_OUT(2.01)
05/09/2018 07:11	Car	3.32	01_IN>02_OUT	>02_OUT(3.32)
05/09/2018 07:12	Car	681.79	01_IN>02_OUT	>02_OUT(681.79)
05/09/2018 07:14	Car	2.22	01_IN>02_OUT	>02_OUT(2.22)
05/09/2018 07:15	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/09/2018 07:18	Car	58.46	01_IN>02_OUT	>02_OUT(58.46)
05/09/2018 07:20	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/09/2018 07:20	LGV<3.5T	6.45	01_IN>02_OUT	>02_OUT(6.45)
05/09/2018 07:21	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/09/2018 07:23	Car	0.92	01_IN>02_OUT	>02_OUT(0.92)
05/09/2018 07:26	Car	1.05	01_IN>02_OUT	>02_OUT(1.05)
05/09/2018 07:29	LGV<3.5T	2.52	01_IN>02_OUT	>02_OUT(2.52)
05/09/2018 07:35	Car	0.83	01_IN>02_OUT	>02_OUT(0.83)
05/09/2018 07:43	Car	0.97	01_IN>02_OUT	>02_OUT(0.97)
05/09/2018 07:44	Car	0.96	01_IN>02_OUT	>02_OUT(0.96)
05/09/2018 07:44	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/09/2018 07:48	Car	65.43	01_IN>02_OUT	>02_OUT(65.43)
05/09/2018 07:48	OGV1	2.88	01_IN>02_OUT	>02_OUT(2.88)
05/09/2018 07:48	LGV<3.5T	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/09/2018 07:53	LGV<3.5T	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 07:55	LGV<3.5T	2.85	01_IN>02_OUT	>02_OUT(2.85)
05/09/2018 07:58	LGV<3.5T	1.06	01_IN>02_OUT	>02_OUT(1.06)
05/09/2018 08:03	LGV<3.5T	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/09/2018 08:03	OGV1	9.79	01_IN>02_OUT	>02_OUT(9.79)
05/09/2018 08:04	Car	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/09/2018 08:05	LGV<3.5T	3.20	01_IN>02_OUT	>02_OUT(3.2)
05/09/2018 08:07	LGV<3.5T	1.07	01_IN>02_OUT	>02_OUT(1.07)
05/09/2018 08:07	LGV<3.5T	1.24	01_IN>02_OUT	>02_OUT(1.24)
05/09/2018 08:11	Car	0.91	01_IN>02_OUT	>02_OUT(0.91)
05/09/2018 08:11	Car	15.77	01_IN>02_OUT	>02_OUT(15.77)
05/09/2018 08:11	Car	1.44	01_IN>02_OUT	>02_OUT(1.44)
05/09/2018 08:13	OGV1	389.04	01_IN>02_OUT	>02_OUT(389.04)
05/09/2018 08:13	LGV<3.5T	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/09/2018 08:16	LGV<3.5T	503.62	01_IN>02_OUT	>02_OUT(503.62)
05/09/2018 08:16	Car	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 08:20	Car	34.85	01_IN>02_OUT	>02_OUT(34.85)
05/09/2018 08:21	Car	15.73	01_IN>02_OUT	>02_OUT(15.73)
05/09/2018 08:21	LGV<3.5T	13.31	01_IN>02_OUT	>02_OUT(13.31)
05/09/2018 08:22	OGV2	1.97	01_IN>02_OUT	>02_OUT(1.97)
05/09/2018 08:28	Car	1.69	01_IN>02_OUT	>02_OUT(1.69)
05/09/2018 08:29	Car	1.27	01_IN>02_OUT	>02_OUT(1.27)
05/09/2018 08:31	Car	4.33	01_IN>02_OUT	>02_OUT(4.33)
05/09/2018 08:32	Car	20.34	01_IN>02_OUT	>02_OUT(20.34)
05/09/2018 08:32	LGV<3.5T	1.29	01_IN>02_OUT	>02_OUT(1.29)
05/09/2018 08:33	Car	0.94	01_IN>02_OUT	>02_OUT(0.94)
05/09/2018 08:34	Car	21.12	01_IN>02_OUT	>02_OUT(21.12)
05/09/2018 08:35	Car	8.33	01_IN>02_OUT	>02_OUT(8.33)
05/09/2018 08:36	Car	1.05	01_IN>02_OUT	>02_OUT(1.05)
05/09/2018 08:36	LGV<3.5T	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 08:37	LGV<3.5T	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/09/2018 08:38	Car	657.72	01_IN>02_OUT	>02_OUT(657.72)
05/09/2018 08:38	Car	1.08	01_IN>02_OUT	>02_OUT(1.08)
05/09/2018 08:42	Car	1.54	01_IN>02_OUT	>02_OUT(1.54)
05/09/2018 08:43	LGV<3.5T	1.41	01_IN>02_OUT	>02_OUT(1.41)
05/09/2018 08:46	OGV1	2.52	01_IN>02_OUT	>02_OUT(2.52)
05/09/2018 08:47	Car	390.69	01_IN>02_OUT	>02_OUT(390.69)
05/09/2018 08:50	LGV<3.5T	1.35	01_IN>02_OUT	>02_OUT(1.35)
05/09/2018 08:51	Car	1.50	01_IN>02_OUT	>02_OUT(1.5)
05/09/2018 08:52	Car	1.28	01_IN>02_OUT	>02_OUT(1.28)
05/09/2018 08:54	Car	1.60	01_IN>02_OUT	>02_OUT(1.6)
05/09/2018 08:55	LGV<3.5T	1.83	01_IN>02_OUT	>02_OUT(1.83)
05/09/2018 08:58	LGV<3.5T	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/09/2018 09:00	Car	20.70	01_IN>02_OUT	>02_OUT(20.7)
05/09/2018 09:01	OGV1	5.45	01_IN>02_OUT	>02_OUT(5.45)
05/09/2018 09:01	Car	1.15	01_IN>02_OUT	>02_OUT(1.15)
05/09/2018 09:01	Car	20.37	01_IN>02_OUT	>02_OUT(20.37)
05/09/2018 09:04	Car	1.43	01_IN>02_OUT	>02_OUT(1.43)
05/09/2018 09:04	LGV<3.5T	24.95	01_IN>02_OUT	>02_OUT(24.95)
05/09/2018 09:07	LGV<3.5T	1.08	01_IN>02_OUT	>02_OUT(1.08)

05/09/2018 09:09	Car	1.93	01_IN>02_OUT	>02_OUT(1.93)
05/09/2018 09:10	LGV<3.5T	1.47	01_IN>02_OUT	>02_OUT(1.47)
05/09/2018 09:10	Car	1.55	01_IN>02_OUT	>02_OUT(1.55)
05/09/2018 09:16	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/09/2018 09:20	LGV<3.5T	1.83	01_IN>02_OUT	>02_OUT(1.83)
05/09/2018 09:20	LGV<3.5T	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/09/2018 09:25	Car	2.07	01_IN>02_OUT	>02_OUT(2.07)
05/09/2018 09:32	Car	1.41	01_IN>02_OUT	>02_OUT(1.41)
05/09/2018 09:35	Car	2.71	01_IN>02_OUT	>02_OUT(2.71)
05/09/2018 09:48	Car	409.95	01_IN>02_OUT	>02_OUT(409.95)
05/09/2018 10:06	Car	54.58	01_IN>02_OUT	>02_OUT(54.58)
05/09/2018 10:15	Car	34.02	01_IN>02_OUT	>02_OUT(34.02)
05/09/2018 10:16	Car	7.00	01_IN>02_OUT	>02_OUT(7)
05/09/2018 10:18	Car	7.17	01_IN>02_OUT	>02_OUT(7.17)
05/09/2018 10:18	Bus_Coach	1.85	01_IN>02_OUT	>02_OUT(1.85)
05/09/2018 10:19	Car	1.14	01_IN>02_OUT	>02_OUT(1.14)
05/09/2018 10:24	Car	45.52	01_IN>02_OUT	>02_OUT(45.52)
05/09/2018 10:25	OGV1	36.78	01_IN>02_OUT	>02_OUT(36.78)
05/09/2018 10:30	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/09/2018 10:31	Car	1.93	01_IN>02_OUT	>02_OUT(1.93)
05/09/2018 10:32	Car	2.44	01_IN>02_OUT	>02_OUT(2.44)
05/09/2018 10:34	Car	11.35	01_IN>02_OUT	>02_OUT(11.35)
05/09/2018 10:35	Car	1.52	01_IN>02_OUT	>02_OUT(1.52)
05/09/2018 10:36	Car	2.19	01_IN>02_OUT	>02_OUT(2.19)
05/09/2018 10:39	Car	8.66	01_IN>02_OUT	>02_OUT(8.66)
05/09/2018 10:39	Car	2.33	01_IN>02_OUT	>02_OUT(2.33)
05/09/2018 10:44	Car	1.84	01_IN>02_OUT	>02_OUT(1.84)
05/09/2018 10:44	Car	3.17	01_IN>02_OUT	>02_OUT(3.17)
05/09/2018 10:45	Car	1.51	01_IN>02_OUT	>02_OUT(1.51)
05/09/2018 10:46	Car	1.90	01_IN>02_OUT	>02_OUT(1.9)
05/09/2018 10:48	LGV<3.5T	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/09/2018 10:51	LGV<3.5T	1.57	01_IN>02_OUT	>02_OUT(1.57)
05/09/2018 10:55	Bus_Coach	2.47	01_IN>02_OUT	>02_OUT(2.47)
05/09/2018 10:56	Car	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/09/2018 10:57	Car	1.69	01_IN>02_OUT	>02_OUT(1.69)
05/09/2018 10:59	Car	1.53	01_IN>02_OUT	>02_OUT(1.53)
05/09/2018 10:59	Car	1.72	01_IN>02_OUT	>02_OUT(1.72)
05/09/2018 11:03	Bus_Coach	23.96	01_IN>02_OUT	>02_OUT(23.96)
05/09/2018 11:04	Car	23.68	01_IN>02_OUT	>02_OUT(23.68)
05/09/2018 11:05	Car	3.16	01_IN>02_OUT	>02_OUT(3.16)
05/09/2018 11:08	LGV<3.5T	25.92	01_IN>02_OUT	>02_OUT(25.92)
05/09/2018 11:12	Car	18.05	01_IN>02_OUT	>02_OUT(18.05)
05/09/2018 11:12	LGV<3.5T	10.91	01_IN>02_OUT	>02_OUT(10.91)
05/09/2018 11:16	Car	1.28	01_IN>02_OUT	>02_OUT(1.28)
05/09/2018 11:17	LGV<3.5T	43.44	01_IN>02_OUT	>02_OUT(43.44)
05/09/2018 11:18	LGV<3.5T	45.33	01_IN>02_OUT	>02_OUT(45.33)
05/09/2018 11:23	Car	1.61	01_IN>02_OUT	>02_OUT(1.61)
05/09/2018 11:27	Car	1.08	01_IN>02_OUT	>02_OUT(1.08)
05/09/2018 11:27	Car	1.70	01_IN>02_OUT	>02_OUT(1.7)
05/09/2018 11:30	Bus_Coach	2.34	01_IN>02_OUT	>02_OUT(2.34)
05/09/2018 11:32	Car	1.84	01_IN>02_OUT	>02_OUT(1.84)
05/09/2018 11:32	Car	35.29	01_IN>02_OUT	>02_OUT(35.29)
05/09/2018 11:33	Car	2.20	01_IN>02_OUT	>02_OUT(2.2)
05/09/2018 11:35	LGV<3.5T	1.50	01_IN>02_OUT	>02_OUT(1.5)
05/09/2018 11:36	Car	1.32	01_IN>02_OUT	>02_OUT(1.32)
05/09/2018 11:38	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/09/2018 11:40	Car	1.12	01_IN>02_OUT	>02_OUT(1.12)
05/09/2018 11:41	Car	1.88	01_IN>02_OUT	>02_OUT(1.88)
05/09/2018 11:41	Car	1.78	01_IN>02_OUT	>02_OUT(1.78)
05/09/2018 11:44	Car	1.49	01_IN>02_OUT	>02_OUT(1.49)
05/09/2018 11:45	Car	81.62	01_IN>02_OUT	>02_OUT(81.62)
05/09/2018 11:48	Car	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/09/2018 11:49	Bus_Coach	3.55	01_IN>02_OUT	>02_OUT(3.55)
05/09/2018 11:51	Bus_Coach	3.33	01_IN>02_OUT	>02_OUT(3.33)
05/09/2018 11:51	Car	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/09/2018 11:53	Car	0.93	01_IN>02_OUT	>02_OUT(0.93)
05/09/2018 11:55	Car	2.00	01_IN>02_OUT	>02_OUT(2)
05/09/2018 11:56	LGV<3.5T	11.48	01_IN>02_OUT	>02_OUT(11.48)
05/09/2018 11:58	LGV<3.5T	14.54	01_IN>02_OUT	>02_OUT(14.54)
05/09/2018 12:05	Car	44.38	01_IN>02_OUT	>02_OUT(44.38)
05/09/2018 12:06	Car	1.55	01_IN>02_OUT	>02_OUT(1.55)

05/09/2018 12:10	Car	5.55	01_IN>02_OUT	>02_OUT(5.55)
05/09/2018 12:11	Car	3.00	01_IN>02_OUT	>02_OUT(3)
05/09/2018 12:12	Car	7.85	01_IN>02_OUT	>02_OUT(7.85)
05/09/2018 12:13	Car	1.83	01_IN>02_OUT	>02_OUT(1.83)
05/09/2018 12:14	Car	2.96	01_IN>02_OUT	>02_OUT(2.96)
05/09/2018 12:15	Bus_Coach	2.67	01_IN>02_OUT	>02_OUT(2.67)
05/09/2018 12:15	Car	1.73	01_IN>02_OUT	>02_OUT(1.73)
05/09/2018 12:16	Car	2.63	01_IN>02_OUT	>02_OUT(2.63)
05/09/2018 12:16	Car	1.25	01_IN>02_OUT	>02_OUT(1.25)
05/09/2018 12:19	Car	4.20	01_IN>02_OUT	>02_OUT(4.2)
05/09/2018 12:23	LGV<3.5T	20.30	01_IN>02_OUT	>02_OUT(20.3)
05/09/2018 12:23	OGV1	1.32	01_IN>02_OUT	>02_OUT(1.32)
05/09/2018 12:27	Car	75.80	01_IN>02_OUT	>02_OUT(75.8)
05/09/2018 12:27	Car	1.31	01_IN>02_OUT	>02_OUT(1.31)
05/09/2018 12:27	Car	27.26	01_IN>02_OUT	>02_OUT(27.26)
05/09/2018 12:29	Car	9.76	01_IN>02_OUT	>02_OUT(9.76)
05/09/2018 12:31	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/09/2018 12:34	Car	32.66	01_IN>02_OUT	>02_OUT(32.66)
05/09/2018 12:35	Bus_Coach	4.50	01_IN>02_OUT	>02_OUT(4.5)
05/09/2018 12:35	Car	1.93	01_IN>02_OUT	>02_OUT(1.93)
05/09/2018 12:39	Car	1.67	01_IN>02_OUT	>02_OUT(1.67)
05/09/2018 12:41	OGV1	1.17	01_IN>02_OUT	>02_OUT(1.17)
05/09/2018 12:42	Car	1.72	01_IN>02_OUT	>02_OUT(1.72)
05/09/2018 12:45	Car	3.20	01_IN>02_OUT	>02_OUT(3.2)
05/09/2018 12:48	Car	6.86	01_IN>02_OUT	>02_OUT(6.86)
05/09/2018 12:52	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/09/2018 12:59	LGV<3.5T	11.01	01_IN>02_OUT	>02_OUT(11.01)
05/09/2018 13:07	LGV<3.5T	1.88	01_IN>02_OUT	>02_OUT(1.88)
05/09/2018 13:08	LGV<3.5T	42.31	01_IN>02_OUT	>02_OUT(42.31)
05/09/2018 13:09	Car	21.05	01_IN>02_OUT	>02_OUT(21.05)
05/09/2018 13:13	Car	1.77	01_IN>02_OUT	>02_OUT(1.77)
05/09/2018 13:14	LGV<3.5T	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/09/2018 13:18	Car	2.53	01_IN>02_OUT	>02_OUT(2.53)
05/09/2018 13:18	LGV<3.5T	2.56	01_IN>02_OUT	>02_OUT(2.56)
05/09/2018 13:20	Car	5.10	01_IN>02_OUT	>02_OUT(5.1)
05/09/2018 13:23	Car	1.11	01_IN>02_OUT	>02_OUT(1.11)
05/09/2018 13:24	Car	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 13:27	Car	1.19	01_IN>02_OUT	>02_OUT(1.19)
05/09/2018 13:28	Car	7.09	01_IN>02_OUT	>02_OUT(7.09)
05/09/2018 13:32	Car	1.17	01_IN>02_OUT	>02_OUT(1.17)
05/09/2018 13:33	LGV<3.5T	12.71	01_IN>02_OUT	>02_OUT(12.71)
05/09/2018 13:33	Car	1.72	01_IN>02_OUT	>02_OUT(1.72)
05/09/2018 13:35	Car	1.25	01_IN>02_OUT	>02_OUT(1.25)
05/09/2018 13:40	Car	1.40	01_IN>02_OUT	>02_OUT(1.4)
05/09/2018 13:42	Car	1.61	01_IN>02_OUT	>02_OUT(1.61)
05/09/2018 13:46	LGV<3.5T	213.80	01_IN>02_OUT	>02_OUT(213.8)
05/09/2018 13:48	Car	1.62	01_IN>02_OUT	>02_OUT(1.62)
05/09/2018 13:49	Car	24.38	01_IN>02_OUT	>02_OUT(24.38)
05/09/2018 13:51	Car	1.95	01_IN>02_OUT	>02_OUT(1.95)
05/09/2018 13:51	Bus_Coach	3.37	01_IN>02_OUT	>02_OUT(3.37)
05/09/2018 13:51	LGV<3.5T	12.05	01_IN>02_OUT	>02_OUT(12.05)
05/09/2018 13:52	Car	1.45	01_IN>02_OUT	>02_OUT(1.45)
05/09/2018 13:53	Car	1.11	01_IN>02_OUT	>02_OUT(1.11)
05/09/2018 13:55	Car	254.59	01_IN>02_OUT	>02_OUT(254.59)
05/09/2018 13:55	Car	43.37	01_IN>02_OUT	>02_OUT(43.37)
05/09/2018 13:56	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/09/2018 13:57	Car	6.45	01_IN>02_OUT	>02_OUT(6.45)
05/09/2018 14:01	Car	1.44	01_IN>02_OUT	>02_OUT(1.44)
05/09/2018 14:02	Car	1.87	01_IN>02_OUT	>02_OUT(1.87)
05/09/2018 14:05	Car	27.24	01_IN>02_OUT	>02_OUT(27.24)
05/09/2018 14:06	Car	2.10	01_IN>02_OUT	>02_OUT(2.1)
05/09/2018 14:08	Car	3.23	01_IN>02_OUT	>02_OUT(3.23)
05/09/2018 14:11	Car	1.21	01_IN>02_OUT	>02_OUT(1.21)
05/09/2018 14:15	Car	1.47	01_IN>02_OUT	>02_OUT(1.47)
05/09/2018 14:16	Bus_Coach	4.12	01_IN>02_OUT	>02_OUT(4.12)
05/09/2018 14:16	LGV<3.5T	1.12	01_IN>02_OUT	>02_OUT(1.12)
05/09/2018 14:18	LGV<3.5T	1.29	01_IN>02_OUT	>02_OUT(1.29)
05/09/2018 14:18	LGV<3.5T	6.35	01_IN>02_OUT	>02_OUT(6.35)
05/09/2018 14:22	Car	8.28	01_IN>02_OUT	>02_OUT(8.28)
05/09/2018 14:23	Car	3.98	01_IN>02_OUT	>02_OUT(3.98)
05/09/2018 14:24	Car	2.55	01_IN>02_OUT	>02_OUT(2.55)

05/09/2018 14:26	Bus_Coach	3.27	01_IN>02_OUT	>02_OUT(3.27)
05/09/2018 14:32	Car	2.92	01_IN>02_OUT	>02_OUT(2.92)
05/09/2018 14:34	Car	3.48	01_IN>02_OUT	>02_OUT(3.48)
05/09/2018 14:37	Car	2.20	01_IN>02_OUT	>02_OUT(2.2)
05/09/2018 14:43	Car	2.31	01_IN>02_OUT	>02_OUT(2.31)
05/09/2018 14:44	LGV<3.5T	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/09/2018 14:45	Car	1.54	01_IN>02_OUT	>02_OUT(1.54)
05/09/2018 14:47	Car	8.31	01_IN>02_OUT	>02_OUT(8.31)
05/09/2018 14:48	Car	1.95	01_IN>02_OUT	>02_OUT(1.95)
05/09/2018 14:48	LGV<3.5T	1.81	01_IN>02_OUT	>02_OUT(1.81)
05/09/2018 14:49	Car	195.67	01_IN>02_OUT	>02_OUT(195.67)
05/09/2018 14:51	Car	1.30	01_IN>02_OUT	>02_OUT(1.3)
05/09/2018 14:52	Car	1.77	01_IN>02_OUT	>02_OUT(1.77)
05/09/2018 14:53	Car	2.26	01_IN>02_OUT	>02_OUT(2.26)
05/09/2018 14:53	Car	2.17	01_IN>02_OUT	>02_OUT(2.17)
05/09/2018 14:53	Car	3.37	01_IN>02_OUT	>02_OUT(3.37)
05/09/2018 14:54	Car	1.92	01_IN>02_OUT	>02_OUT(1.92)
05/09/2018 14:56	Bus_Coach	1.80	01_IN>02_OUT	>02_OUT(1.8)
05/09/2018 14:56	Car	21.83	01_IN>02_OUT	>02_OUT(21.83)
05/09/2018 14:59	Car	1.16	01_IN>02_OUT	>02_OUT(1.16)
05/09/2018 15:02	LGV<3.5T	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/09/2018 15:03	LGV<3.5T	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/09/2018 15:04	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/09/2018 15:05	Car	2.29	01_IN>02_OUT	>02_OUT(2.29)
05/09/2018 15:08	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/09/2018 15:08	Car	5.29	01_IN>02_OUT	>02_OUT(5.29)
05/09/2018 15:10	LGV<3.5T	1.41	01_IN>02_OUT	>02_OUT(1.41)
05/09/2018 15:13	Car	2.06	01_IN>02_OUT	>02_OUT(2.06)
05/09/2018 15:14	LGV<3.5T	9.27	01_IN>02_OUT	>02_OUT(9.27)
05/09/2018 15:19	Car	1.51	01_IN>02_OUT	>02_OUT(1.51)
05/09/2018 15:22	OGV1	6.02	01_IN>02_OUT	>02_OUT(6.02)
05/09/2018 15:23	Car	1.57	01_IN>02_OUT	>02_OUT(1.57)
05/09/2018 15:23	Car	21.15	01_IN>02_OUT	>02_OUT(21.15)
05/09/2018 15:26	Car	339.24	01_IN>02_OUT	>02_OUT(339.24)
05/09/2018 15:26	Car	11.14	01_IN>02_OUT	>02_OUT(11.14)
05/09/2018 15:29	Car	3.39	01_IN>02_OUT	>02_OUT(3.39)
05/09/2018 15:31	Bus_Coach	3.63	01_IN>02_OUT	>02_OUT(3.63)
05/09/2018 15:31	Bus_Coach	2.64	01_IN>02_OUT	>02_OUT(2.64)
05/09/2018 15:32	Car	1.31	01_IN>02_OUT	>02_OUT(1.31)
05/09/2018 15:32	Car	1.29	01_IN>02_OUT	>02_OUT(1.29)
05/09/2018 15:32	Car	1.32	01_IN>02_OUT	>02_OUT(1.32)
05/09/2018 15:33	Car	1.32	01_IN>02_OUT	>02_OUT(1.32)
05/09/2018 15:35	Car	1.20	01_IN>02_OUT	>02_OUT(1.2)
05/09/2018 15:35	Car	2.39	01_IN>02_OUT	>02_OUT(2.39)
05/09/2018 15:41	LGV<3.5T	1.27	01_IN>02_OUT	>02_OUT(1.27)
05/09/2018 15:42	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/09/2018 15:48	Car	3.08	01_IN>02_OUT	>02_OUT(3.08)
05/09/2018 15:49	Car	25.88	01_IN>02_OUT	>02_OUT(25.88)
05/09/2018 15:50	Car	6.57	01_IN>02_OUT	>02_OUT(6.57)
05/09/2018 15:51	Car	1.27	01_IN>02_OUT	>02_OUT(1.27)
05/09/2018 15:54	Car	11.44	01_IN>02_OUT	>02_OUT(11.44)
05/09/2018 15:54	Car	4.79	01_IN>02_OUT	>02_OUT(4.79)
05/09/2018 15:54	Car	1.85	01_IN>02_OUT	>02_OUT(1.85)
05/09/2018 15:58	Car	1.25	01_IN>02_OUT	>02_OUT(1.25)
05/09/2018 15:59	LGV<3.5T	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/09/2018 15:59	Car	51.18	01_IN>02_OUT	>02_OUT(51.18)
05/09/2018 15:59	LGV<3.5T	1.70	01_IN>02_OUT	>02_OUT(1.7)
05/09/2018 16:00	Car	2.47	01_IN>02_OUT	>02_OUT(2.47)
05/09/2018 16:01	Bus_Coach	1.70	01_IN>02_OUT	>02_OUT(1.7)
05/09/2018 16:02	LGV<3.5T	1.28	01_IN>02_OUT	>02_OUT(1.28)
05/09/2018 16:02	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/09/2018 16:04	Car	1.90	01_IN>02_OUT	>02_OUT(1.9)
05/09/2018 16:04	Car	38.19	01_IN>02_OUT	>02_OUT(38.19)
05/09/2018 16:06	Car	1.43	01_IN>02_OUT	>02_OUT(1.43)
05/09/2018 16:09	Car	1.37	01_IN>02_OUT	>02_OUT(1.37)
05/09/2018 16:10	Car	1.54	01_IN>02_OUT	>02_OUT(1.54)
05/09/2018 16:10	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/09/2018 16:11	Car	1.24	01_IN>02_OUT	>02_OUT(1.24)
05/09/2018 16:11	LGV<3.5T	3.81	01_IN>02_OUT	>02_OUT(3.81)
05/09/2018 16:12	LGV<3.5T	11.62	01_IN>02_OUT	>02_OUT(11.62)
05/09/2018 16:15	Car	19.79	01_IN>02_OUT	>02_OUT(19.79)

05/09/2018 16:15	Car	1.45	01_IN>02_OUT	>02_OUT(1.45)
05/09/2018 16:15	Car	2.45	01_IN>02_OUT	>02_OUT(2.45)
05/09/2018 16:16	Car	9.70	01_IN>02_OUT	>02_OUT(9.7)
05/09/2018 16:17	Car	1.51	01_IN>02_OUT	>02_OUT(1.51)
05/09/2018 16:18	Car	66.77	01_IN>02_OUT	>02_OUT(66.77)
05/09/2018 16:18	Car	1.29	01_IN>02_OUT	>02_OUT(1.29)
05/09/2018 16:19	Car	1.20	01_IN>02_OUT	>02_OUT(1.2)
05/09/2018 16:20	Car	1.99	01_IN>02_OUT	>02_OUT(1.99)
05/09/2018 16:21	Car	8.13	01_IN>02_OUT	>02_OUT(8.13)
05/09/2018 16:21	Car	1.53	01_IN>02_OUT	>02_OUT(1.53)
05/09/2018 16:22	Car	2.22	01_IN>02_OUT	>02_OUT(2.22)
05/09/2018 16:23	Bus_Coach	2.87	01_IN>02_OUT	>02_OUT(2.87)
05/09/2018 16:23	Car	1.76	01_IN>02_OUT	>02_OUT(1.76)
05/09/2018 16:29	Car	1.12	01_IN>02_OUT	>02_OUT(1.12)
05/09/2018 16:30	LGV<3.5T	11.59	01_IN>02_OUT	>02_OUT(11.59)
05/09/2018 16:32	LGV<3.5T	1.75	01_IN>02_OUT	>02_OUT(1.75)
05/09/2018 16:32	Car	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/09/2018 16:34	Car	3.56	01_IN>02_OUT	>02_OUT(3.56)
05/09/2018 16:35	Car	6.22	01_IN>02_OUT	>02_OUT(6.22)
05/09/2018 16:39	Car	1.14	01_IN>02_OUT	>02_OUT(1.14)
05/09/2018 16:40	Car	1.74	01_IN>02_OUT	>02_OUT(1.74)
05/09/2018 16:42	LGV<3.5T	1.43	01_IN>02_OUT	>02_OUT(1.43)
05/09/2018 16:42	Car	1.25	01_IN>02_OUT	>02_OUT(1.25)
05/09/2018 16:44	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/09/2018 16:45	Car	2.09	01_IN>02_OUT	>02_OUT(2.09)
05/09/2018 16:46	Car	16.90	01_IN>02_OUT	>02_OUT(16.9)
05/09/2018 16:46	Bus_Coach	2.69	01_IN>02_OUT	>02_OUT(2.69)
05/09/2018 16:48	Car	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/09/2018 16:48	Car	7.76	01_IN>02_OUT	>02_OUT(7.76)
05/09/2018 16:49	Bus_Coach	2.83	01_IN>02_OUT	>02_OUT(2.83)
05/09/2018 16:49	Car	1.21	01_IN>02_OUT	>02_OUT(1.21)
05/09/2018 16:50	Car	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/09/2018 16:52	Car	1.08	01_IN>02_OUT	>02_OUT(1.08)
05/09/2018 16:53	Car	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 16:54	LGV<3.5T	1.28	01_IN>02_OUT	>02_OUT(1.28)
05/09/2018 16:54	LGV<3.5T	1.14	01_IN>02_OUT	>02_OUT(1.14)
05/09/2018 16:56	Car	1.17	01_IN>02_OUT	>02_OUT(1.17)
05/09/2018 17:03	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/09/2018 17:03	Bus_Coach	1.89	01_IN>02_OUT	>02_OUT(1.89)
05/09/2018 17:04	LGV<3.5T	1.18	01_IN>02_OUT	>02_OUT(1.18)
05/09/2018 17:05	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/09/2018 17:05	Car	1.15	01_IN>02_OUT	>02_OUT(1.15)
05/09/2018 17:06	Car	1.06	01_IN>02_OUT	>02_OUT(1.06)
05/09/2018 17:08	Car	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/09/2018 17:10	Car	1.11	01_IN>02_OUT	>02_OUT(1.11)
05/09/2018 17:10	Bus_Coach	2.55	01_IN>02_OUT	>02_OUT(2.55)
05/09/2018 17:12	Car	1.58	01_IN>02_OUT	>02_OUT(1.58)
05/09/2018 17:17	Car	0.99	01_IN>02_OUT	>02_OUT(0.99)
05/09/2018 17:17	Car	1.66	01_IN>02_OUT	>02_OUT(1.66)
05/09/2018 17:17	Car	1.67	01_IN>02_OUT	>02_OUT(1.67)
05/09/2018 17:19	Car	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 17:20	Car	2.19	01_IN>02_OUT	>02_OUT(2.19)
05/09/2018 17:22	Car	69.84	01_IN>02_OUT	>02_OUT(69.84)
05/09/2018 17:23	Car	1.37	01_IN>02_OUT	>02_OUT(1.37)
05/09/2018 17:24	OGV1	1.49	01_IN>02_OUT	>02_OUT(1.49)
05/09/2018 17:24	Car	1.63	01_IN>02_OUT	>02_OUT(1.63)
05/09/2018 17:25	Car	1.57	01_IN>02_OUT	>02_OUT(1.57)
05/09/2018 17:26	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/09/2018 17:27	Car	8.61	01_IN>02_OUT	>02_OUT(8.61)
05/09/2018 17:28	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/09/2018 17:29	Car	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 17:30	Bus_Coach	3.30	01_IN>02_OUT	>02_OUT(3.3)
05/09/2018 17:32	LGV<3.5T	1.05	01_IN>02_OUT	>02_OUT(1.05)
05/09/2018 17:33	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/09/2018 17:34	Car	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/09/2018 17:36	Car	1.04	01_IN>02_OUT	>02_OUT(1.04)
05/09/2018 17:37	Car	1.29	01_IN>02_OUT	>02_OUT(1.29)
05/09/2018 17:38	Car	1.07	01_IN>02_OUT	>02_OUT(1.07)
05/09/2018 17:42	Car	1.19	01_IN>02_OUT	>02_OUT(1.19)
05/09/2018 17:43	Car	0.92	01_IN>02_OUT	>02_OUT(0.92)
05/09/2018 17:43	LGV<3.5T	1.13	01_IN>02_OUT	>02_OUT(1.13)

05/09/2018 17:45	Car	1.04	01_IN>02_OUT	>02_OUT(1.04)
05/09/2018 17:48	Car	1.46	01_IN>02_OUT	>02_OUT(1.46)
05/09/2018 17:49	Car	11.73	01_IN>02_OUT	>02_OUT(11.73)
05/09/2018 17:50	Car	5.07	01_IN>02_OUT	>02_OUT(5.07)
05/09/2018 17:53	LGV<3.5T	1.08	01_IN>02_OUT	>02_OUT(1.08)
05/09/2018 17:54	Car	0.96	01_IN>02_OUT	>02_OUT(0.96)
05/09/2018 17:58	Car	239.10	01_IN>02_OUT	>02_OUT(239.1)
05/09/2018 18:01	Car	1.11	01_IN>02_OUT	>02_OUT(1.11)
05/09/2018 18:04	LGV<3.5T	1.40	01_IN>02_OUT	>02_OUT(1.4)
05/09/2018 18:05	Car	1.14	01_IN>02_OUT	>02_OUT(1.14)
05/09/2018 18:06	Car	1.61	01_IN>02_OUT	>02_OUT(1.61)
05/09/2018 18:07	Car	1.01	01_IN>02_OUT	>02_OUT(1.01)
05/09/2018 18:07	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/09/2018 18:07	Car	0.98	01_IN>02_OUT	>02_OUT(0.98)
05/09/2018 18:07	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/09/2018 18:08	Car	1.35	01_IN>02_OUT	>02_OUT(1.35)
05/09/2018 18:09	Car	7.67	01_IN>02_OUT	>02_OUT(7.67)
05/09/2018 18:09	Car	1.37	01_IN>02_OUT	>02_OUT(1.37)
05/09/2018 18:10	Car	190.52	01_IN>02_OUT	>02_OUT(190.52)
05/09/2018 18:12	Car	1.19	01_IN>02_OUT	>02_OUT(1.19)
05/09/2018 18:15	Car	19.62	01_IN>02_OUT	>02_OUT(19.62)
05/09/2018 18:16	Car	1.25	01_IN>02_OUT	>02_OUT(1.25)
05/09/2018 18:16	Motorcycle	0.98	01_IN>02_OUT	>02_OUT(0.98)
05/09/2018 18:17	Car	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/09/2018 18:18	Bus_Coach	1.80	01_IN>02_OUT	>02_OUT(1.8)
05/09/2018 18:20	Car	0.85	01_IN>02_OUT	>02_OUT(0.85)
05/09/2018 18:25	Car	6.05	01_IN>02_OUT	>02_OUT(6.05)
05/09/2018 18:25	Car	0.92	01_IN>02_OUT	>02_OUT(0.92)
05/09/2018 18:25	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/09/2018 18:28	Car	0.99	01_IN>02_OUT	>02_OUT(0.99)
05/09/2018 18:31	Car	2.28	01_IN>02_OUT	>02_OUT(2.28)
05/09/2018 18:34	Car	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/09/2018 18:35	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/09/2018 18:40	Bus_Coach	2.62	01_IN>02_OUT	>02_OUT(2.62)
05/09/2018 18:41	Car	10.60	01_IN>02_OUT	>02_OUT(10.6)
05/09/2018 18:41	Car	0.83	01_IN>02_OUT	>02_OUT(0.83)
05/09/2018 18:41	LGV<3.5T	1.17	01_IN>02_OUT	>02_OUT(1.17)
05/09/2018 18:42	Car	2.93	01_IN>02_OUT	>02_OUT(2.93)
05/09/2018 18:54	LGV<3.5T	0.99	01_IN>02_OUT	>02_OUT(0.99)
05/09/2018 18:56	Car	1.02	01_IN>02_OUT	>02_OUT(1.02)
05/09/2018 18:59	Bus_Coach	1.63	01_IN>02_OUT	>02_OUT(1.63)

Trip Chains - Cordon Report

Project Title Petersfield Car Park Survey

Project Number	ID03875
Camera (Origin)	00:00:00
Start Date	09.05.2018
Start Time	07:00:00
End Date	09.05.2018
End Time	19:00:00



Timestamp	Class	Total Trip Time (minutes)	Chain - (Vector)	Trip Destinations and Times (minutes)
05/09/2018 07:00	Car	1.00	02_IN>01_OUT	>01_OUT(1)
05/09/2018 07:04	Car	5.96	02_IN>01_OUT	>01_OUT(5.96)
05/09/2018 07:05	Car	6.66	02_IN>01_OUT	>01_OUT(6.66)
05/09/2018 07:05	Car	162.74	02_IN>01_OUT	>01_OUT(162.74)
05/09/2018 07:06	Car	0.82	02_IN>01_OUT	>01_OUT(0.82)
05/09/2018 07:13	Car	1.02	02_IN>01_OUT	>01_OUT(1.02)
05/09/2018 07:16	Car	3.60	02_IN>01_OUT	>01_OUT(3.6)
05/09/2018 07:30	Car	0.80	02_IN>01_OUT	>01_OUT(0.8)
05/09/2018 07:31	Car	0.68	02_IN>01_OUT	>01_OUT(0.68)
05/09/2018 07:31	Car	0.64	02_IN>01_OUT	>01_OUT(0.64)
05/09/2018 07:34	Car	6.09	02_IN>01_OUT	>01_OUT(6.09)
05/09/2018 07:35	LGV<3.5T	5.01	02_IN>01_OUT	>01_OUT(5.01)
05/09/2018 07:35	Car	0.78	02_IN>01_OUT	>01_OUT(0.78)
05/09/2018 07:38	LGV<3.5T	2.08	02_IN>01_OUT	>01_OUT(2.08)
05/09/2018 07:38	Car	0.93	02_IN>01_OUT	>01_OUT(0.93)
05/09/2018 07:39	LGV<3.5T	4.68	02_IN>01_OUT	>01_OUT(4.68)
05/09/2018 07:45	Car	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/09/2018 07:45	Car	1.09	02_IN>01_OUT	>01_OUT(1.09)
05/09/2018 07:46	Car	0.85	02_IN>01_OUT	>01_OUT(0.85)
05/09/2018 07:50	Car	1.19	02_IN>01_OUT	>01_OUT(1.19)
05/09/2018 07:52	LGV<3.5T	82.36	02_IN>01_OUT	>01_OUT(82.36)
05/09/2018 07:53	Car	1.14	02_IN>01_OUT	>01_OUT(1.14)
05/09/2018 07:55	LGV<3.5T	1.18	02_IN>01_OUT	>01_OUT(1.18)
05/09/2018 08:00	Car	3.81	02_IN>01_OUT	>01_OUT(3.81)
05/09/2018 08:01	Car	7.69	02_IN>01_OUT	>01_OUT(7.69)
05/09/2018 08:03	Car	14.65	02_IN>01_OUT	>01_OUT(14.65)
05/09/2018 08:05	LGV<3.5T	1.17	02_IN>01_OUT	>01_OUT(1.17)
05/09/2018 08:10	Car	9.74	02_IN>01_OUT	>01_OUT(9.74)
05/09/2018 08:10	Car	213.61	02_IN>01_OUT	>01_OUT(213.61)
05/09/2018 08:11	Car	41.98	02_IN>01_OUT	>01_OUT(41.98)
05/09/2018 08:12	Car	5.21	02_IN>01_OUT	>01_OUT(5.21)
05/09/2018 08:12	LGV<3.5T	584.77	02_IN>01_OUT	>01_OUT(584.77)
05/09/2018 08:13	Car	6.42	02_IN>01_OUT	>01_OUT(6.42)
05/09/2018 08:13	Bus_Coach	1.06	02_IN>01_OUT	>01_OUT(1.06)
05/09/2018 08:21	Car	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/09/2018 08:21	Car	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/09/2018 08:33	Car	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/09/2018 08:34	Car	108.15	02_IN>01_OUT	>01_OUT(108.15)
05/09/2018 08:34	Car	0.96	02_IN>01_OUT	>01_OUT(0.96)
05/09/2018 08:37	LGV<3.5T	1.50	02_IN>01_OUT	>01_OUT(1.5)
05/09/2018 08:37	Car	1.33	02_IN>01_OUT	>01_OUT(1.33)
05/09/2018 08:39	Car	27.16	02_IN>01_OUT	>01_OUT(27.16)
05/09/2018 08:46	Car	36.54	02_IN>01_OUT	>01_OUT(36.54)
05/09/2018 08:46	Car	1.79	02_IN>01_OUT	>01_OUT(1.79)
05/09/2018 08:46	Car	11.48	02_IN>01_OUT	>01_OUT(11.48)
05/09/2018 08:47	Car	4.05	02_IN>01_OUT	>01_OUT(4.05)
05/09/2018 08:48	Car	1.87	02_IN>01_OUT	>01_OUT(1.87)
05/09/2018 08:51	Car	1.20	02_IN>01_OUT	>01_OUT(1.2)
05/09/2018 08:57	Car	6.41	02_IN>01_OUT	>01_OUT(6.41)
05/09/2018 08:57	Car	1.66	02_IN>01_OUT	>01_OUT(1.66)
05/09/2018 08:57	Car	30.83	02_IN>01_OUT	>01_OUT(30.83)
05/09/2018 09:01	Car	40.54	02_IN>01_OUT	>01_OUT(40.54)
05/09/2018 09:01	Car	1.38	02_IN>01_OUT	>01_OUT(1.38)
05/09/2018 09:06	Car	3.42	02_IN>01_OUT	>01_OUT(3.42)
05/09/2018 09:07	Car	1.39	02_IN>01_OUT	>01_OUT(1.39)
05/09/2018 09:08	Car	9.19	02_IN>01_OUT	>01_OUT(9.19)
05/09/2018 09:09	Car	291.76	02_IN>01_OUT	>01_OUT(291.76)
05/09/2018 09:11	Car	1.06	02_IN>01_OUT	>01_OUT(1.06)
05/09/2018 09:11	Car	1.36	02_IN>01_OUT	>01_OUT(1.36)
05/09/2018 09:11	LGV<3.5T	5.89	02_IN>01_OUT	>01_OUT(5.89)
05/09/2018 09:12	Car	1.45	02_IN>01_OUT	>01_OUT(1.45)
05/09/2018 09:12	Car	18.67	02_IN>01_OUT	>01_OUT(18.67)
05/09/2018 09:13	Car	1.28	02_IN>01_OUT	>01_OUT(1.28)
05/09/2018 09:17	Car	6.72	02_IN>01_OUT	>01_OUT(6.72)
05/09/2018 09:18	Car	43.15	02_IN>01_OUT	>01_OUT(43.15)
05/09/2018 09:19	Car	1.23	02_IN>01_OUT	>01_OUT(1.23)
05/09/2018 09:21	Car	0.97	02_IN>01_OUT	>01_OUT(0.97)

2 to 1 (HS consultant's assessment)		
Time period	All trips	Trips under 15 mins
07:00-08:00	23.00	21.00
08:00-09:00	28.00	21.00
09:00-10:00	24.00	17.00
10:00-11:00	25.00	18.00
11:00-12:00	23.00	16.00
12:00-13:00	30.00	23.00
13:00-14:00	38.00	27.00
14:00-15:00	29.00	22.00
15:00-16:00	43.00	32.00
16:00-17:00	40.00	33.00
17:00-18:00	28.00	22.00
18:00-19:00	29.00	22.00

05/09/2018 09:22	LGV<3.5T	13.02	02_IN>01_OUT	>01_OUT(13.02)
05/09/2018 09:22	Car	8.42	02_IN>01_OUT	>01_OUT(8.42)
05/09/2018 09:26	Car	3.52	02_IN>01_OUT	>01_OUT(3.52)
05/09/2018 09:31	Car	18.34	02_IN>01_OUT	>01_OUT(18.34)
05/09/2018 09:32	Car	29.83	02_IN>01_OUT	>01_OUT(29.83)
05/09/2018 09:34	LGV<3.5T	10.38	02_IN>01_OUT	>01_OUT(10.38)
05/09/2018 09:34	Car	1.82	02_IN>01_OUT	>01_OUT(1.82)
05/09/2018 09:38	Car	47.59	02_IN>01_OUT	>01_OUT(47.59)
05/09/2018 10:12	Car	3.53	02_IN>01_OUT	>01_OUT(3.53)
05/09/2018 10:14	Car	19.53	02_IN>01_OUT	>01_OUT(19.53)
05/09/2018 10:15	Car	2.48	02_IN>01_OUT	>01_OUT(2.48)
05/09/2018 10:16	Car	1.94	02_IN>01_OUT	>01_OUT(1.94)
05/09/2018 10:18	Car	21.29	02_IN>01_OUT	>01_OUT(21.29)
05/09/2018 10:20	Car	1.57	02_IN>01_OUT	>01_OUT(1.57)
05/09/2018 10:22	Car	6.50	02_IN>01_OUT	>01_OUT(6.5)
05/09/2018 10:22	LGV<3.5T	1.63	02_IN>01_OUT	>01_OUT(1.63)
05/09/2018 10:24	Car	71.87	02_IN>01_OUT	>01_OUT(71.87)
05/09/2018 10:24	Car	1.63	02_IN>01_OUT	>01_OUT(1.63)
05/09/2018 10:29	Car	1.52	02_IN>01_OUT	>01_OUT(1.52)
05/09/2018 10:31	LGV<3.5T	2.19	02_IN>01_OUT	>01_OUT(2.19)
05/09/2018 10:32	Car	2.09	02_IN>01_OUT	>01_OUT(2.09)
05/09/2018 10:36	Car	2.68	02_IN>01_OUT	>01_OUT(2.68)
05/09/2018 10:37	Car	5.28	02_IN>01_OUT	>01_OUT(5.28)
05/09/2018 10:40	Car	45.83	02_IN>01_OUT	>01_OUT(45.83)
05/09/2018 10:42	LGV<3.5T	1.58	02_IN>01_OUT	>01_OUT(1.58)
05/09/2018 10:47	Car	17.34	02_IN>01_OUT	>01_OUT(17.34)
05/09/2018 10:50	LGV<3.5T	19.52	02_IN>01_OUT	>01_OUT(19.52)
05/09/2018 10:52	Car	1.33	02_IN>01_OUT	>01_OUT(1.33)
05/09/2018 10:53	Car	6.51	02_IN>01_OUT	>01_OUT(6.51)
05/09/2018 10:54	Car	1.31	02_IN>01_OUT	>01_OUT(1.31)
05/09/2018 10:57	Car	46.19	02_IN>01_OUT	>01_OUT(46.19)
05/09/2018 10:58	LGV<3.5T	1.63	02_IN>01_OUT	>01_OUT(1.63)
05/09/2018 10:59	Car	1.77	02_IN>01_OUT	>01_OUT(1.77)
05/09/2018 11:01	Car	105.98	02_IN>01_OUT	>01_OUT(105.98)
05/09/2018 11:06	Car	1.40	02_IN>01_OUT	>01_OUT(1.4)
05/09/2018 11:11	Car	1.81	02_IN>01_OUT	>01_OUT(1.81)
05/09/2018 11:14	Car	1.44	02_IN>01_OUT	>01_OUT(1.44)
05/09/2018 11:14	LGV<3.5T	7.34	02_IN>01_OUT	>01_OUT(7.34)
05/09/2018 11:14	Car	10.31	02_IN>01_OUT	>01_OUT(10.31)
05/09/2018 11:15	Car	2.40	02_IN>01_OUT	>01_OUT(2.4)
05/09/2018 11:15	Car	1.76	02_IN>01_OUT	>01_OUT(1.76)
05/09/2018 11:21	Car	31.19	02_IN>01_OUT	>01_OUT(31.19)
05/09/2018 11:22	Car	17.81	02_IN>01_OUT	>01_OUT(17.81)
05/09/2018 11:29	Car	271.12	02_IN>01_OUT	>01_OUT(271.12)
05/09/2018 11:30	Car	1.58	02_IN>01_OUT	>01_OUT(1.58)
05/09/2018 11:30	Car	1.94	02_IN>01_OUT	>01_OUT(1.94)
05/09/2018 11:34	LGV<3.5T	6.70	02_IN>01_OUT	>01_OUT(6.7)
05/09/2018 11:34	Car	400.68	02_IN>01_OUT	>01_OUT(400.68)
05/09/2018 11:41	Car	1.88	02_IN>01_OUT	>01_OUT(1.88)
05/09/2018 11:49	Car	23.85	02_IN>01_OUT	>01_OUT(23.85)
05/09/2018 11:52	Car	1.51	02_IN>01_OUT	>01_OUT(1.51)
05/09/2018 11:53	Car	1.33	02_IN>01_OUT	>01_OUT(1.33)
05/09/2018 11:55	Car	23.04	02_IN>01_OUT	>01_OUT(23.04)
05/09/2018 11:57	Car	5.96	02_IN>01_OUT	>01_OUT(5.96)
05/09/2018 11:58	LGV<3.5T	7.51	02_IN>01_OUT	>01_OUT(7.51)
05/09/2018 11:59	Car	1.78	02_IN>01_OUT	>01_OUT(1.78)
05/09/2018 12:00	Car	4.54	02_IN>01_OUT	>01_OUT(4.54)
05/09/2018 12:00	Car	1.57	02_IN>01_OUT	>01_OUT(1.57)
05/09/2018 12:01	Car	21.11	02_IN>01_OUT	>01_OUT(21.11)
05/09/2018 12:01	Car	4.48	02_IN>01_OUT	>01_OUT(4.48)
05/09/2018 12:02	Car	2.31	02_IN>01_OUT	>01_OUT(2.31)
05/09/2018 12:05	Car	8.58	02_IN>01_OUT	>01_OUT(8.58)
05/09/2018 12:05	Car	23.42	02_IN>01_OUT	>01_OUT(23.42)
05/09/2018 12:10	Car	9.67	02_IN>01_OUT	>01_OUT(9.67)
05/09/2018 12:10	Car	1.52	02_IN>01_OUT	>01_OUT(1.52)
05/09/2018 12:11	Car	56.38	02_IN>01_OUT	>01_OUT(56.38)
05/09/2018 12:12	Car	1.29	02_IN>01_OUT	>01_OUT(1.29)
05/09/2018 12:13	LGV<3.5T	1.60	02_IN>01_OUT	>01_OUT(1.6)
05/09/2018 12:17	LGV<3.5T	1.01	02_IN>01_OUT	>01_OUT(1.01)
05/09/2018 12:17	Car	5.10	02_IN>01_OUT	>01_OUT(5.1)
05/09/2018 12:19	LGV<3.5T	1.05	02_IN>01_OUT	>01_OUT(1.05)
05/09/2018 12:19	LGV<3.5T	4.92	02_IN>01_OUT	>01_OUT(4.92)
05/09/2018 12:23	LGV<3.5T	3.21	02_IN>01_OUT	>01_OUT(3.21)
05/09/2018 12:26	Car	2.32	02_IN>01_OUT	>01_OUT(2.32)
05/09/2018 12:27	Car	1.12	02_IN>01_OUT	>01_OUT(1.12)
05/09/2018 12:27	LGV<3.5T	1.46	02_IN>01_OUT	>01_OUT(1.46)

05/09/2018 12:29	Car	1.70	02_IN>01_OUT	>01_OUT(1.7)
05/09/2018 12:38	Car	19.51	02_IN>01_OUT	>01_OUT(19.51)
05/09/2018 12:40	Car	5.13	02_IN>01_OUT	>01_OUT(5.13)
05/09/2018 12:43	Car	21.24	02_IN>01_OUT	>01_OUT(21.24)
05/09/2018 12:43	Car	27.19	02_IN>01_OUT	>01_OUT(27.19)
05/09/2018 12:44	Car	1.25	02_IN>01_OUT	>01_OUT(1.25)
05/09/2018 12:47	Car	5.97	02_IN>01_OUT	>01_OUT(5.97)
05/09/2018 12:49	Car	217.58	02_IN>01_OUT	>01_OUT(217.58)
05/09/2018 12:53	Car	1.36	02_IN>01_OUT	>01_OUT(1.36)
05/09/2018 12:53	Car	1.31	02_IN>01_OUT	>01_OUT(1.31)
05/09/2018 13:00	Car	4.52	02_IN>01_OUT	>01_OUT(4.52)
05/09/2018 13:03	Car	25.76	02_IN>01_OUT	>01_OUT(25.76)
05/09/2018 13:05	Car	0.91	02_IN>01_OUT	>01_OUT(0.91)
05/09/2018 13:07	Car	8.66	02_IN>01_OUT	>01_OUT(8.66)
05/09/2018 13:07	Car	34.32	02_IN>01_OUT	>01_OUT(34.32)
05/09/2018 13:08	Car	2.05	02_IN>01_OUT	>01_OUT(2.05)
05/09/2018 13:12	Car	1.42	02_IN>01_OUT	>01_OUT(1.42)
05/09/2018 13:12	Car	1.42	02_IN>01_OUT	>01_OUT(1.42)
05/09/2018 13:13	Car	1.56	02_IN>01_OUT	>01_OUT(1.56)
05/09/2018 13:14	Car	0.97	02_IN>01_OUT	>01_OUT(0.97)
05/09/2018 13:15	Car	363.18	02_IN>01_OUT	>01_OUT(363.18)
05/09/2018 13:24	Car	6.18	02_IN>01_OUT	>01_OUT(6.18)
05/09/2018 13:25	Car	16.08	02_IN>01_OUT	>01_OUT(16.08)
05/09/2018 13:27	Car	14.76	02_IN>01_OUT	>01_OUT(14.76)
05/09/2018 13:29	Car	18.01	02_IN>01_OUT	>01_OUT(18.01)
05/09/2018 13:31	Car	1.86	02_IN>01_OUT	>01_OUT(1.86)
05/09/2018 13:31	Car	1.76	02_IN>01_OUT	>01_OUT(1.76)
05/09/2018 13:32	Car	20.23	02_IN>01_OUT	>01_OUT(20.23)
05/09/2018 13:32	Car	444.53	02_IN>01_OUT	>01_OUT(444.53)
05/09/2018 13:34	Car	1.38	02_IN>01_OUT	>01_OUT(1.38)
05/09/2018 13:35	Car	1.22	02_IN>01_OUT	>01_OUT(1.22)
05/09/2018 13:36	Car	3.51	02_IN>01_OUT	>01_OUT(3.51)
05/09/2018 13:40	Car	1.17	02_IN>01_OUT	>01_OUT(1.17)
05/09/2018 13:41	Car	1.40	02_IN>01_OUT	>01_OUT(1.4)
05/09/2018 13:41	Car	15.03	02_IN>01_OUT	>01_OUT(15.03)
05/09/2018 13:43	LGV<3.5T	1.29	02_IN>01_OUT	>01_OUT(1.29)
05/09/2018 13:44	Car	1.04	02_IN>01_OUT	>01_OUT(1.04)
05/09/2018 13:47	Car	1.46	02_IN>01_OUT	>01_OUT(1.46)
05/09/2018 13:48	Car	15.22	02_IN>01_OUT	>01_OUT(15.22)
05/09/2018 13:50	Car	1.06	02_IN>01_OUT	>01_OUT(1.06)
05/09/2018 13:51	Car	1.06	02_IN>01_OUT	>01_OUT(1.06)
05/09/2018 13:51	Car	7.77	02_IN>01_OUT	>01_OUT(7.77)
05/09/2018 13:53	Car	76.87	02_IN>01_OUT	>01_OUT(76.87)
05/09/2018 13:54	Car	21.69	02_IN>01_OUT	>01_OUT(21.69)
05/09/2018 13:55	Car	1.65	02_IN>01_OUT	>01_OUT(1.65)
05/09/2018 13:55	Car	12.22	02_IN>01_OUT	>01_OUT(12.22)
05/09/2018 13:58	Car	10.03	02_IN>01_OUT	>01_OUT(10.03)
05/09/2018 13:59	Car	1.64	02_IN>01_OUT	>01_OUT(1.64)
05/09/2018 14:00	Car	41.63	02_IN>01_OUT	>01_OUT(41.63)
05/09/2018 14:04	Car	1.00	02_IN>01_OUT	>01_OUT(1)
05/09/2018 14:04	OGV1	22.98	02_IN>01_OUT	>01_OUT(22.98)
05/09/2018 14:05	Car	1.45	02_IN>01_OUT	>01_OUT(1.45)
05/09/2018 14:05	Car	1.56	02_IN>01_OUT	>01_OUT(1.56)
05/09/2018 14:10	Car	2.02	02_IN>01_OUT	>01_OUT(2.02)
05/09/2018 14:15	Car	5.62	02_IN>01_OUT	>01_OUT(5.62)
05/09/2018 14:18	LGV<3.5T	1.15	02_IN>01_OUT	>01_OUT(1.15)
05/09/2018 14:20	LGV<3.5T	0.94	02_IN>01_OUT	>01_OUT(0.94)
05/09/2018 14:22	LGV<3.5T	20.33	02_IN>01_OUT	>01_OUT(20.33)
05/09/2018 14:24	Car	1.81	02_IN>01_OUT	>01_OUT(1.81)
05/09/2018 14:24	Car	35.92	02_IN>01_OUT	>01_OUT(35.92)
05/09/2018 14:32	Car	1.90	02_IN>01_OUT	>01_OUT(1.9)
05/09/2018 14:32	Car	1.75	02_IN>01_OUT	>01_OUT(1.75)
05/09/2018 14:33	Car	8.30	02_IN>01_OUT	>01_OUT(8.3)
05/09/2018 14:34	LGV<3.5T	2.79	02_IN>01_OUT	>01_OUT(2.79)
05/09/2018 14:35	Car	4.35	02_IN>01_OUT	>01_OUT(4.35)
05/09/2018 14:35	Car	10.59	02_IN>01_OUT	>01_OUT(10.59)
05/09/2018 14:36	Car	2.04	02_IN>01_OUT	>01_OUT(2.04)
05/09/2018 14:36	Car	2.36	02_IN>01_OUT	>01_OUT(2.36)
05/09/2018 14:39	LGV<3.5T	5.90	02_IN>01_OUT	>01_OUT(5.9)
05/09/2018 14:39	Car	7.58	02_IN>01_OUT	>01_OUT(7.58)
05/09/2018 14:40	Car	23.23	02_IN>01_OUT	>01_OUT(23.23)
05/09/2018 14:41	Car	25.20	02_IN>01_OUT	>01_OUT(25.2)
05/09/2018 14:46	Car	30.62	02_IN>01_OUT	>01_OUT(30.62)
05/09/2018 14:46	LGV<3.5T	1.84	02_IN>01_OUT	>01_OUT(1.84)
05/09/2018 14:47	Car	2.19	02_IN>01_OUT	>01_OUT(2.19)
05/09/2018 14:55	Car	1.39	02_IN>01_OUT	>01_OUT(1.39)

05/09/2018 14:56	Car	10.35	02_IN>01_OUT	>01_OUT(10.35)
05/09/2018 15:02	Car	1.03	02_IN>01_OUT	>01_OUT(1.03)
05/09/2018 15:03	LGV<3.5T	24.25	02_IN>01_OUT	>01_OUT(24.25)
05/09/2018 15:03	Car	15.37	02_IN>01_OUT	>01_OUT(15.37)
05/09/2018 15:04	Car	22.86	02_IN>01_OUT	>01_OUT(22.86)
05/09/2018 15:07	Car	6.08	02_IN>01_OUT	>01_OUT(6.08)
05/09/2018 15:08	Car	1.69	02_IN>01_OUT	>01_OUT(1.69)
05/09/2018 15:10	Car	1.68	02_IN>01_OUT	>01_OUT(1.68)
05/09/2018 15:11	Car	4.56	02_IN>01_OUT	>01_OUT(4.56)
05/09/2018 15:15	LGV<3.5T	5.47	02_IN>01_OUT	>01_OUT(5.47)
05/09/2018 15:18	Car	4.12	02_IN>01_OUT	>01_OUT(4.12)
05/09/2018 15:22	LGV<3.5T	1.61	02_IN>01_OUT	>01_OUT(1.61)
05/09/2018 15:22	LGV<3.5T	1.62	02_IN>01_OUT	>01_OUT(1.62)
05/09/2018 15:23	Car	24.58	02_IN>01_OUT	>01_OUT(24.58)
05/09/2018 15:23	Car	20.35	02_IN>01_OUT	>01_OUT(20.35)
05/09/2018 15:24	Car	40.05	02_IN>01_OUT	>01_OUT(40.05)
05/09/2018 15:26	Car	6.13	02_IN>01_OUT	>01_OUT(6.13)
05/09/2018 15:26	Car	14.83	02_IN>01_OUT	>01_OUT(14.83)
05/09/2018 15:27	Car	1.86	02_IN>01_OUT	>01_OUT(1.86)
05/09/2018 15:27	Car	49.42	02_IN>01_OUT	>01_OUT(49.42)
05/09/2018 15:28	Car	6.05	02_IN>01_OUT	>01_OUT(6.05)
05/09/2018 15:30	Car	29.54	02_IN>01_OUT	>01_OUT(29.54)
05/09/2018 15:30	Car	80.48	02_IN>01_OUT	>01_OUT(80.48)
05/09/2018 15:33	Car	33.27	02_IN>01_OUT	>01_OUT(33.27)
05/09/2018 15:33	Car	1.60	02_IN>01_OUT	>01_OUT(1.6)
05/09/2018 15:34	LGV<3.5T	1.30	02_IN>01_OUT	>01_OUT(1.3)
05/09/2018 15:36	Car	1.53	02_IN>01_OUT	>01_OUT(1.53)
05/09/2018 15:37	Car	1.18	02_IN>01_OUT	>01_OUT(1.18)
05/09/2018 15:37	Car	2.11	02_IN>01_OUT	>01_OUT(2.11)
05/09/2018 15:40	Car	1.25	02_IN>01_OUT	>01_OUT(1.25)
05/09/2018 15:40	Car	2.72	02_IN>01_OUT	>01_OUT(2.72)
05/09/2018 15:40	Car	1.28	02_IN>01_OUT	>01_OUT(1.28)
05/09/2018 15:42	Car	1.53	02_IN>01_OUT	>01_OUT(1.53)
05/09/2018 15:45	Car	4.12	02_IN>01_OUT	>01_OUT(4.12)
05/09/2018 15:48	Car	2.94	02_IN>01_OUT	>01_OUT(2.94)
05/09/2018 15:48	Car	3.53	02_IN>01_OUT	>01_OUT(3.53)
05/09/2018 15:50	Car	1.48	02_IN>01_OUT	>01_OUT(1.48)
05/09/2018 15:51	Car	1.21	02_IN>01_OUT	>01_OUT(1.21)
05/09/2018 15:51	Car	1.24	02_IN>01_OUT	>01_OUT(1.24)
05/09/2018 15:52	Car	1.21	02_IN>01_OUT	>01_OUT(1.21)
05/09/2018 15:57	Car	1.53	02_IN>01_OUT	>01_OUT(1.53)
05/09/2018 15:57	Car	136.13	02_IN>01_OUT	>01_OUT(136.13)
05/09/2018 15:58	Car	3.61	02_IN>01_OUT	>01_OUT(3.61)
05/09/2018 15:59	Car	2.60	02_IN>01_OUT	>01_OUT(2.6)
05/09/2018 16:00	Car	1.40	02_IN>01_OUT	>01_OUT(1.4)
05/09/2018 16:03	Car	4.02	02_IN>01_OUT	>01_OUT(4.02)
05/09/2018 16:04	Car	12.75	02_IN>01_OUT	>01_OUT(12.75)
05/09/2018 16:04	Car	15.05	02_IN>01_OUT	>01_OUT(15.05)
05/09/2018 16:04	Car	56.04	02_IN>01_OUT	>01_OUT(56.04)
05/09/2018 16:05	Car	26.76	02_IN>01_OUT	>01_OUT(26.76)
05/09/2018 16:06	Car	32.91	02_IN>01_OUT	>01_OUT(32.91)
05/09/2018 16:06	Car	1.50	02_IN>01_OUT	>01_OUT(1.5)
05/09/2018 16:06	Car	6.22	02_IN>01_OUT	>01_OUT(6.22)
05/09/2018 16:08	Car	2.75	02_IN>01_OUT	>01_OUT(2.75)
05/09/2018 16:08	Car	5.59	02_IN>01_OUT	>01_OUT(5.59)
05/09/2018 16:11	Car	1.26	02_IN>01_OUT	>01_OUT(1.26)
05/09/2018 16:12	Bus_Coach	1.06	02_IN>01_OUT	>01_OUT(1.06)
05/09/2018 16:13	Car	1.44	02_IN>01_OUT	>01_OUT(1.44)
05/09/2018 16:14	Car	8.30	02_IN>01_OUT	>01_OUT(8.3)
05/09/2018 16:15	OGV1	1.49	02_IN>01_OUT	>01_OUT(1.49)
05/09/2018 16:16	Car	19.06	02_IN>01_OUT	>01_OUT(19.06)
05/09/2018 16:18	Car	7.11	02_IN>01_OUT	>01_OUT(7.11)
05/09/2018 16:21	Car	2.08	02_IN>01_OUT	>01_OUT(2.08)
05/09/2018 16:22	Car	1.93	02_IN>01_OUT	>01_OUT(1.93)
05/09/2018 16:25	Car	1.07	02_IN>01_OUT	>01_OUT(1.07)
05/09/2018 16:26	Car	2.43	02_IN>01_OUT	>01_OUT(2.43)
05/09/2018 16:26	Car	2.28	02_IN>01_OUT	>01_OUT(2.28)
05/09/2018 16:27	Car	24.44	02_IN>01_OUT	>01_OUT(24.44)
05/09/2018 16:28	Car	5.01	02_IN>01_OUT	>01_OUT(5.01)
05/09/2018 16:29	Car	2.39	02_IN>01_OUT	>01_OUT(2.39)
05/09/2018 16:30	LGV<3.5T	1.80	02_IN>01_OUT	>01_OUT(1.8)
05/09/2018 16:38	Car	0.96	02_IN>01_OUT	>01_OUT(0.96)
05/09/2018 16:40	Car	1.78	02_IN>01_OUT	>01_OUT(1.78)
05/09/2018 16:40	Car	1.51	02_IN>01_OUT	>01_OUT(1.51)
05/09/2018 16:41	Car	8.66	02_IN>01_OUT	>01_OUT(8.66)
05/09/2018 16:42	Car	5.21	02_IN>01_OUT	>01_OUT(5.21)

05/09/2018 16:43	Car	5.57	02_IN>01_OUT	>01_OUT(5.57)
05/09/2018 16:44	LGV<3.5T	10.72	02_IN>01_OUT	>01_OUT(10.72)
05/09/2018 16:44	Car	1.51	02_IN>01_OUT	>01_OUT(1.51)
05/09/2018 16:45	Car	2.03	02_IN>01_OUT	>01_OUT(2.03)
05/09/2018 16:46	Car	1.50	02_IN>01_OUT	>01_OUT(1.5)
05/09/2018 16:50	Car	1.32	02_IN>01_OUT	>01_OUT(1.32)
05/09/2018 16:58	Car	1.19	02_IN>01_OUT	>01_OUT(1.19)
05/09/2018 16:58	Car	30.05	02_IN>01_OUT	>01_OUT(30.05)
05/09/2018 17:03	Car	3.30	02_IN>01_OUT	>01_OUT(3.3)
05/09/2018 17:05	Car	1.60	02_IN>01_OUT	>01_OUT(1.6)
05/09/2018 17:06	Car	3.78	02_IN>01_OUT	>01_OUT(3.78)
05/09/2018 17:07	Car	1.83	02_IN>01_OUT	>01_OUT(1.83)
05/09/2018 17:10	Car	0.90	02_IN>01_OUT	>01_OUT(0.9)
05/09/2018 17:15	Car	15.56	02_IN>01_OUT	>01_OUT(15.56)
05/09/2018 17:15	Car	5.26	02_IN>01_OUT	>01_OUT(5.26)
05/09/2018 17:17	Car	94.08	02_IN>01_OUT	>01_OUT(94.08)
05/09/2018 17:23	Car	1.41	02_IN>01_OUT	>01_OUT(1.41)
05/09/2018 17:25	Car	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/09/2018 17:25	LGV<3.5T	15.12	02_IN>01_OUT	>01_OUT(15.12)
05/09/2018 17:31	Car	0.97	02_IN>01_OUT	>01_OUT(0.97)
05/09/2018 17:33	Car	66.39	02_IN>01_OUT	>01_OUT(66.39)
05/09/2018 17:33	Car	4.39	02_IN>01_OUT	>01_OUT(4.39)
05/09/2018 17:37	Car	1.83	02_IN>01_OUT	>01_OUT(1.83)
05/09/2018 17:38	Car	22.07	02_IN>01_OUT	>01_OUT(22.07)
05/09/2018 17:39	Car	1.17	02_IN>01_OUT	>01_OUT(1.17)
05/09/2018 17:42	LGV<3.5T	1.19	02_IN>01_OUT	>01_OUT(1.19)
05/09/2018 17:45	Car	0.93	02_IN>01_OUT	>01_OUT(0.93)
05/09/2018 17:49	Car	1.01	02_IN>01_OUT	>01_OUT(1.01)
05/09/2018 17:49	Car	2.62	02_IN>01_OUT	>01_OUT(2.62)
05/09/2018 17:51	Car	1.09	02_IN>01_OUT	>01_OUT(1.09)
05/09/2018 17:51	Car	6.79	02_IN>01_OUT	>01_OUT(6.79)
05/09/2018 17:52	Car	0.93	02_IN>01_OUT	>01_OUT(0.93)
05/09/2018 17:54	LGV<3.5T	30.56	02_IN>01_OUT	>01_OUT(30.56)
05/09/2018 17:55	Car	1.18	02_IN>01_OUT	>01_OUT(1.18)
05/09/2018 17:56	Car	0.84	02_IN>01_OUT	>01_OUT(0.84)
05/09/2018 17:58	Car	1.15	02_IN>01_OUT	>01_OUT(1.15)
05/09/2018 18:00	LGV<3.5T	1.07	02_IN>01_OUT	>01_OUT(1.07)
05/09/2018 18:01	Car	14.69	02_IN>01_OUT	>01_OUT(14.69)
05/09/2018 18:02	Car	0.99	02_IN>01_OUT	>01_OUT(0.99)
05/09/2018 18:02	Car	1.14	02_IN>01_OUT	>01_OUT(1.14)
05/09/2018 18:05	Car	16.45	02_IN>01_OUT	>01_OUT(16.45)
05/09/2018 18:10	LGV<3.5T	3.30	02_IN>01_OUT	>01_OUT(3.3)
05/09/2018 18:10	Car	1.92	02_IN>01_OUT	>01_OUT(1.92)
05/09/2018 18:11	Motorcycle	1.47	02_IN>01_OUT	>01_OUT(1.47)
05/09/2018 18:12	Car	13.40	02_IN>01_OUT	>01_OUT(13.4)
05/09/2018 18:14	Car	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/09/2018 18:21	Car	2.40	02_IN>01_OUT	>01_OUT(2.4)
05/09/2018 18:23	Car	0.77	02_IN>01_OUT	>01_OUT(0.77)
05/09/2018 18:24	Car	0.90	02_IN>01_OUT	>01_OUT(0.9)
05/09/2018 18:25	Car	1.31	02_IN>01_OUT	>01_OUT(1.31)
05/09/2018 18:25	Car	13.24	02_IN>01_OUT	>01_OUT(13.24)
05/09/2018 18:29	Car	0.94	02_IN>01_OUT	>01_OUT(0.94)
05/09/2018 18:31	Car	0.85	02_IN>01_OUT	>01_OUT(0.85)
05/09/2018 18:32	Car	1.22	02_IN>01_OUT	>01_OUT(1.22)
05/09/2018 18:35	Car	108.08	02_IN>01_OUT	>01_OUT(108.08)
05/09/2018 18:38	Car	137.34	02_IN>01_OUT	>01_OUT(137.34)
05/09/2018 18:40	Car	9.08	02_IN>01_OUT	>01_OUT(9.08)
05/09/2018 18:45	Car	1.17	02_IN>01_OUT	>01_OUT(1.17)
05/09/2018 18:49	Car	47.43	02_IN>01_OUT	>01_OUT(47.43)
05/09/2018 18:50	Car	61.06	02_IN>01_OUT	>01_OUT(61.06)
05/09/2018 18:51	Car	4.34	02_IN>01_OUT	>01_OUT(4.34)
05/09/2018 18:55	Car	15.85	02_IN>01_OUT	>01_OUT(15.85)
05/09/2018 18:55	Car	1.06	02_IN>01_OUT	>01_OUT(1.06)
05/09/2018 18:57	Car	29.38	02_IN>01_OUT	>01_OUT(29.38)
05/09/2018 18:58	Car	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/09/2018 07:10	Car	679.23	02_IN>02_OUT	>02_OUT(679.23)
05/09/2018 07:13	OGV1	15.70	02_IN>02_OUT	>02_OUT(15.7)
05/09/2018 07:13	Car	293.26	02_IN>02_OUT	>02_OUT(293.26)
05/09/2018 07:24	LGV<3.5T	2.08	02_IN>02_OUT	>02_OUT(2.08)
05/09/2018 07:28	Car	4.56	02_IN>02_OUT	>02_OUT(4.56)
05/09/2018 07:28	LGV<3.5T	84.75	02_IN>02_OUT	>02_OUT(84.75)
05/09/2018 07:29	Car	310.93	02_IN>02_OUT	>02_OUT(310.93)
05/09/2018 07:30	Car	41.70	02_IN>02_OUT	>02_OUT(41.7)
05/09/2018 07:30	Car	558.67	02_IN>02_OUT	>02_OUT(558.67)
05/09/2018 07:32	Other	643.76	02_IN>02_OUT	>02_OUT(643.76)
05/09/2018 07:35	LGV<3.5T	19.92	02_IN>02_OUT	>02_OUT(19.92)

05/09/2018 07:37	Car	632.38	02_IN>02_OUT	>02_OUT(632.38)
05/09/2018 07:43	Car	2.49	02_IN>02_OUT	>02_OUT(2.49)
05/09/2018 07:47	LGV<3.5T	68.13	02_IN>02_OUT	>02_OUT(68.13)
05/09/2018 07:49	Car	449.77	02_IN>02_OUT	>02_OUT(449.77)
05/09/2018 07:53	Car	528.06	02_IN>02_OUT	>02_OUT(528.06)
05/09/2018 07:54	LGV<3.5T	11.44	02_IN>02_OUT	>02_OUT(11.44)
05/09/2018 07:57	Car	544.97	02_IN>02_OUT	>02_OUT(544.97)
05/09/2018 08:04	Car	326.74	02_IN>02_OUT	>02_OUT(326.74)
05/09/2018 08:06	Car	12.03	02_IN>02_OUT	>02_OUT(12.03)
05/09/2018 08:06	Car	494.70	02_IN>02_OUT	>02_OUT(494.7)
05/09/2018 08:08	Car	6.97	02_IN>02_OUT	>02_OUT(6.97)
05/09/2018 08:08	LGV<3.5T	440.93	02_IN>02_OUT	>02_OUT(440.93)
05/09/2018 08:10	Car	8.74	02_IN>02_OUT	>02_OUT(8.74)
05/09/2018 08:13	Car	6.86	02_IN>02_OUT	>02_OUT(6.86)
05/09/2018 08:15	Car	572.14	02_IN>02_OUT	>02_OUT(572.14)
05/09/2018 08:23	Car	4.26	02_IN>02_OUT	>02_OUT(4.26)
05/09/2018 08:25	Car	482.86	02_IN>02_OUT	>02_OUT(482.86)
05/09/2018 08:28	Car	6.99	02_IN>02_OUT	>02_OUT(6.99)
05/09/2018 08:30	Car	332.43	02_IN>02_OUT	>02_OUT(332.43)
05/09/2018 08:31	Car	573.94	02_IN>02_OUT	>02_OUT(573.94)
05/09/2018 08:31	Car	629.69	02_IN>02_OUT	>02_OUT(629.69)
05/09/2018 08:36	Car	605.42	02_IN>02_OUT	>02_OUT(605.42)
05/09/2018 08:36	Car	519.90	02_IN>02_OUT	>02_OUT(519.9)
05/09/2018 08:37	Car	621.35	02_IN>02_OUT	>02_OUT(621.35)
05/09/2018 08:41	Car	448.53	02_IN>02_OUT	>02_OUT(448.53)
05/09/2018 08:43	Car	502.57	02_IN>02_OUT	>02_OUT(502.57)
05/09/2018 08:45	LGV<3.5T	7.48	02_IN>02_OUT	>02_OUT(7.48)
05/09/2018 08:46	Car	2.52	02_IN>02_OUT	>02_OUT(2.52)
05/09/2018 08:49	Car	218.67	02_IN>02_OUT	>02_OUT(218.67)
05/09/2018 08:49	Car	544.90	02_IN>02_OUT	>02_OUT(544.9)
05/09/2018 08:55	Car	2.64	02_IN>02_OUT	>02_OUT(2.64)
05/09/2018 08:57	Car	489.80	02_IN>02_OUT	>02_OUT(489.8)
05/09/2018 08:58	Car	26.08	02_IN>02_OUT	>02_OUT(26.08)
05/09/2018 08:59	Car	389.59	02_IN>02_OUT	>02_OUT(389.59)
05/09/2018 09:02	Car	518.20	02_IN>02_OUT	>02_OUT(518.2)
05/09/2018 09:06	Car	4.71	02_IN>02_OUT	>02_OUT(4.71)
05/09/2018 09:06	Car	520.02	02_IN>02_OUT	>02_OUT(520.02)
05/09/2018 09:11	Car	93.48	02_IN>02_OUT	>02_OUT(93.48)
05/09/2018 09:12	Car	344.22	02_IN>02_OUT	>02_OUT(344.22)
05/09/2018 09:14	Car	234.58	02_IN>02_OUT	>02_OUT(234.58)
05/09/2018 09:15	Car	2.40	02_IN>02_OUT	>02_OUT(2.4)
05/09/2018 09:21	LGV<3.5T	2.09	02_IN>02_OUT	>02_OUT(2.09)
05/09/2018 09:22	Car	197.31	02_IN>02_OUT	>02_OUT(197.31)
05/09/2018 09:24	Car	13.57	02_IN>02_OUT	>02_OUT(13.57)
05/09/2018 09:25	Car	2.68	02_IN>02_OUT	>02_OUT(2.68)
05/09/2018 09:26	Bus_Coach	6.82	02_IN>02_OUT	>02_OUT(6.82)
05/09/2018 09:31	Car	44.29	02_IN>02_OUT	>02_OUT(44.29)
05/09/2018 10:15	Car	37.41	02_IN>02_OUT	>02_OUT(37.41)
05/09/2018 10:17	Car	2.34	02_IN>02_OUT	>02_OUT(2.34)
05/09/2018 10:18	Car	13.09	02_IN>02_OUT	>02_OUT(13.09)
05/09/2018 10:24	Car	65.12	02_IN>02_OUT	>02_OUT(65.12)
05/09/2018 10:24	Car	18.58	02_IN>02_OUT	>02_OUT(18.58)
05/09/2018 10:28	Car	109.27	02_IN>02_OUT	>02_OUT(109.27)
05/09/2018 10:34	Car	6.62	02_IN>02_OUT	>02_OUT(6.62)
05/09/2018 10:39	Car	2.29	02_IN>02_OUT	>02_OUT(2.29)
05/09/2018 10:41	Car	172.48	02_IN>02_OUT	>02_OUT(172.48)
05/09/2018 10:42	Car	18.54	02_IN>02_OUT	>02_OUT(18.54)
05/09/2018 10:46	Car	3.31	02_IN>02_OUT	>02_OUT(3.31)
05/09/2018 10:46	LGV<3.5T	3.86	02_IN>02_OUT	>02_OUT(3.86)
05/09/2018 10:48	LGV<3.5T	27.82	02_IN>02_OUT	>02_OUT(27.82)
05/09/2018 10:50	Car	100.43	02_IN>02_OUT	>02_OUT(100.43)
05/09/2018 10:54	Car	18.38	02_IN>02_OUT	>02_OUT(18.38)
05/09/2018 10:55	Car	108.51	02_IN>02_OUT	>02_OUT(108.51)
05/09/2018 10:56	Car	70.24	02_IN>02_OUT	>02_OUT(70.24)
05/09/2018 11:01	Car	97.98	02_IN>02_OUT	>02_OUT(97.98)
05/09/2018 11:05	Car	370.47	02_IN>02_OUT	>02_OUT(370.47)
05/09/2018 11:08	Car	464.73	02_IN>02_OUT	>02_OUT(464.73)
05/09/2018 11:08	Car	137.27	02_IN>02_OUT	>02_OUT(137.27)
05/09/2018 11:10	Car	77.35	02_IN>02_OUT	>02_OUT(77.35)
05/09/2018 11:15	Car	2.08	02_IN>02_OUT	>02_OUT(2.08)
05/09/2018 11:20	Car	19.41	02_IN>02_OUT	>02_OUT(19.41)
05/09/2018 11:25	Car	2.84	02_IN>02_OUT	>02_OUT(2.84)
05/09/2018 11:26	LGV<3.5T	21.02	02_IN>02_OUT	>02_OUT(21.02)
05/09/2018 11:35	Car	89.86	02_IN>02_OUT	>02_OUT(89.86)
05/09/2018 11:35	OGV1	45.62	02_IN>02_OUT	>02_OUT(45.62)
05/09/2018 11:38	Car	2.33	02_IN>02_OUT	>02_OUT(2.33)

05/09/2018 11:39	Car	2.82	02_IN>02_OUT	>02_OUT(2.82)
05/09/2018 11:46	LGV<3.5T	31.02	02_IN>02_OUT	>02_OUT(31.02)
05/09/2018 11:54	Car	16.13	02_IN>02_OUT	>02_OUT(16.13)
05/09/2018 11:58	Car	210.83	02_IN>02_OUT	>02_OUT(210.83)
05/09/2018 11:59	Car	43.16	02_IN>02_OUT	>02_OUT(43.16)
05/09/2018 12:13	Car	16.68	02_IN>02_OUT	>02_OUT(16.68)
05/09/2018 12:14	Car	2.81	02_IN>02_OUT	>02_OUT(2.81)
05/09/2018 12:21	Car	207.67	02_IN>02_OUT	>02_OUT(207.67)
05/09/2018 12:23	LGV<3.5T	18.98	02_IN>02_OUT	>02_OUT(18.98)
05/09/2018 12:24	Car	3.91	02_IN>02_OUT	>02_OUT(3.91)
05/09/2018 12:28	Car	2.46	02_IN>02_OUT	>02_OUT(2.46)
05/09/2018 12:31	LGV<3.5T	145.75	02_IN>02_OUT	>02_OUT(145.75)
05/09/2018 12:34	Car	7.97	02_IN>02_OUT	>02_OUT(7.97)
05/09/2018 12:36	Car	32.81	02_IN>02_OUT	>02_OUT(32.81)
05/09/2018 12:36	Car	3.08	02_IN>02_OUT	>02_OUT(3.08)
05/09/2018 12:51	Car	4.82	02_IN>02_OUT	>02_OUT(4.82)
05/09/2018 12:53	Car	130.51	02_IN>02_OUT	>02_OUT(130.51)
05/09/2018 12:55	Car	5.24	02_IN>02_OUT	>02_OUT(5.24)
05/09/2018 13:05	Car	9.42	02_IN>02_OUT	>02_OUT(9.42)
05/09/2018 13:09	Car	10.04	02_IN>02_OUT	>02_OUT(10.04)
05/09/2018 13:12	Car	285.53	02_IN>02_OUT	>02_OUT(285.53)
05/09/2018 13:17	Car	11.88	02_IN>02_OUT	>02_OUT(11.88)
05/09/2018 13:20	Car	155.88	02_IN>02_OUT	>02_OUT(155.88)
05/09/2018 13:35	Car	28.16	02_IN>02_OUT	>02_OUT(28.16)
05/09/2018 13:36	Car	76.01	02_IN>02_OUT	>02_OUT(76.01)
05/09/2018 13:37	Car	10.05	02_IN>02_OUT	>02_OUT(10.05)
05/09/2018 13:40	Car	40.77	02_IN>02_OUT	>02_OUT(40.77)
05/09/2018 13:41	Car	58.69	02_IN>02_OUT	>02_OUT(58.69)
05/09/2018 13:46	Car	5.69	02_IN>02_OUT	>02_OUT(5.69)
05/09/2018 13:48	Car	33.02	02_IN>02_OUT	>02_OUT(33.02)
05/09/2018 13:49	Car	16.84	02_IN>02_OUT	>02_OUT(16.84)
05/09/2018 13:49	Car	15.38	02_IN>02_OUT	>02_OUT(15.38)
05/09/2018 13:53	Car	44.08	02_IN>02_OUT	>02_OUT(44.08)
05/09/2018 13:56	Car	4.17	02_IN>02_OUT	>02_OUT(4.17)
05/09/2018 13:57	Car	32.97	02_IN>02_OUT	>02_OUT(32.97)
05/09/2018 13:58	LGV<3.5T	10.72	02_IN>02_OUT	>02_OUT(10.72)
05/09/2018 13:58	Car	22.13	02_IN>02_OUT	>02_OUT(22.13)
05/09/2018 14:02	Car	20.83	02_IN>02_OUT	>02_OUT(20.83)
05/09/2018 14:05	Car	213.46	02_IN>02_OUT	>02_OUT(213.46)
05/09/2018 14:09	Car	2.24	02_IN>02_OUT	>02_OUT(2.24)
05/09/2018 14:09	LGV<3.5T	36.56	02_IN>02_OUT	>02_OUT(36.56)
05/09/2018 14:09	Car	3.56	02_IN>02_OUT	>02_OUT(3.56)
05/09/2018 14:13	Car	247.43	02_IN>02_OUT	>02_OUT(247.43)
05/09/2018 14:14	Car	2.73	02_IN>02_OUT	>02_OUT(2.73)
05/09/2018 14:23	Car	24.54	02_IN>02_OUT	>02_OUT(24.54)
05/09/2018 14:31	Car	5.50	02_IN>02_OUT	>02_OUT(5.5)
05/09/2018 14:31	Car	3.13	02_IN>02_OUT	>02_OUT(3.13)
05/09/2018 14:36	Car	145.34	02_IN>02_OUT	>02_OUT(145.34)
05/09/2018 14:37	LGV<3.5T	25.64	02_IN>02_OUT	>02_OUT(25.64)
05/09/2018 14:38	Car	81.93	02_IN>02_OUT	>02_OUT(81.93)
05/09/2018 14:40	Car	12.07	02_IN>02_OUT	>02_OUT(12.07)
05/09/2018 14:40	Car	158.51	02_IN>02_OUT	>02_OUT(158.51)
05/09/2018 14:41	Car	19.16	02_IN>02_OUT	>02_OUT(19.16)
05/09/2018 14:41	Car	191.38	02_IN>02_OUT	>02_OUT(191.38)
05/09/2018 15:03	Car	29.91	02_IN>02_OUT	>02_OUT(29.91)
05/09/2018 15:10	Car	30.56	02_IN>02_OUT	>02_OUT(30.56)
05/09/2018 15:26	Car	2.24	02_IN>02_OUT	>02_OUT(2.24)
05/09/2018 15:29	Car	2.40	02_IN>02_OUT	>02_OUT(2.4)
05/09/2018 15:30	Car	32.00	02_IN>02_OUT	>02_OUT(32)
05/09/2018 15:31	Car	2.97	02_IN>02_OUT	>02_OUT(2.97)
05/09/2018 15:32	Car	2.18	02_IN>02_OUT	>02_OUT(2.18)
05/09/2018 15:36	Car	5.77	02_IN>02_OUT	>02_OUT(5.77)
05/09/2018 15:42	Car	25.13	02_IN>02_OUT	>02_OUT(25.13)
05/09/2018 15:42	Car	91.81	02_IN>02_OUT	>02_OUT(91.81)
05/09/2018 15:44	Car	21.52	02_IN>02_OUT	>02_OUT(21.52)
05/09/2018 15:45	Car	19.97	02_IN>02_OUT	>02_OUT(19.97)
05/09/2018 15:47	Car	12.18	02_IN>02_OUT	>02_OUT(12.18)
05/09/2018 15:50	Car	164.59	02_IN>02_OUT	>02_OUT(164.59)
05/09/2018 15:55	Car	31.86	02_IN>02_OUT	>02_OUT(31.86)
05/09/2018 16:00	Car	2.15	02_IN>02_OUT	>02_OUT(2.15)
05/09/2018 16:00	Car	68.91	02_IN>02_OUT	>02_OUT(68.91)
05/09/2018 16:08	Car	3.61	02_IN>02_OUT	>02_OUT(3.61)
05/09/2018 16:09	Car	102.46	02_IN>02_OUT	>02_OUT(102.46)
05/09/2018 16:11	Car	5.51	02_IN>02_OUT	>02_OUT(5.51)
05/09/2018 16:14	Car	80.81	02_IN>02_OUT	>02_OUT(80.81)
05/09/2018 16:16	Car	117.16	02_IN>02_OUT	>02_OUT(117.16)

05/09/2018 16:17	Car	92.90	02_IN>02_OUT	>02_OUT(92.9)
05/09/2018 16:17	Car	2.29	02_IN>02_OUT	>02_OUT(2.29)
05/09/2018 16:19	Car	8.05	02_IN>02_OUT	>02_OUT(8.05)
05/09/2018 16:28	Car	2.42	02_IN>02_OUT	>02_OUT(2.42)
05/09/2018 16:28	Car	23.86	02_IN>02_OUT	>02_OUT(23.86)
05/09/2018 16:51	Car	148.02	02_IN>02_OUT	>02_OUT(148.02)
05/09/2018 16:51	Car	22.34	02_IN>02_OUT	>02_OUT(22.34)
05/09/2018 16:51	Car	161.52	02_IN>02_OUT	>02_OUT(161.52)
05/09/2018 16:52	Car	2.46	02_IN>02_OUT	>02_OUT(2.46)
05/09/2018 17:03	Car	4.82	02_IN>02_OUT	>02_OUT(4.82)
05/09/2018 17:04	Car	33.45	02_IN>02_OUT	>02_OUT(33.45)
05/09/2018 17:07	LGV<3.5T	101.18	02_IN>02_OUT	>02_OUT(101.18)
05/09/2018 17:08	Car	2.31	02_IN>02_OUT	>02_OUT(2.31)
05/09/2018 17:08	Car	5.82	02_IN>02_OUT	>02_OUT(5.82)
05/09/2018 17:10	Car	10.10	02_IN>02_OUT	>02_OUT(10.1)
05/09/2018 17:11	Car	2.00	02_IN>02_OUT	>02_OUT(2)
05/09/2018 17:18	Car	70.11	02_IN>02_OUT	>02_OUT(70.11)
05/09/2018 17:24	Car	124.40	02_IN>02_OUT	>02_OUT(124.4)
05/09/2018 17:27	Car	6.81	02_IN>02_OUT	>02_OUT(6.81)
05/09/2018 17:33	Car	101.80	02_IN>02_OUT	>02_OUT(101.8)
05/09/2018 17:36	Car	38.86	02_IN>02_OUT	>02_OUT(38.86)
05/09/2018 17:39	Car	4.77	02_IN>02_OUT	>02_OUT(4.77)
05/09/2018 17:48	Car	38.76	02_IN>02_OUT	>02_OUT(38.76)
05/09/2018 17:56	Car	12.37	02_IN>02_OUT	>02_OUT(12.37)
05/09/2018 17:58	Car	21.13	02_IN>02_OUT	>02_OUT(21.13)
05/09/2018 18:00	Car	227.37	02_IN>02_OUT	>02_OUT(227.37)
05/09/2018 18:03	Car	303.72	02_IN>02_OUT	>02_OUT(303.72)
05/09/2018 18:03	Car	41.84	02_IN>02_OUT	>02_OUT(41.84)
05/09/2018 18:20	Car	2.06	02_IN>02_OUT	>02_OUT(2.06)
05/09/2018 18:26	Car	43.23	02_IN>02_OUT	>02_OUT(43.23)
05/09/2018 18:29	Car	20.92	02_IN>02_OUT	>02_OUT(20.92)
05/09/2018 18:35	Car	127.04	02_IN>02_OUT	>02_OUT(127.04)
05/09/2018 18:39	Car	20.71	02_IN>02_OUT	>02_OUT(20.71)
05/09/2018 18:41	Car	5.86	02_IN>02_OUT	>02_OUT(5.86)
05/09/2018 18:50	Car	16.71	02_IN>02_OUT	>02_OUT(16.71)

**HS consultant's assessment
ANPR on Spine**

Time period	1 to 2		2 to 1		Combined (1 to 2 and 2 to 1)		
	All trips	Trips under 15 mins	All trips	Trips under 15 mins	All trips	Trips under 15 minutes	<15 mins as % of all trips
07:00:00	23.00	20.00	23.00	21.00	46.00	41.00	89%
08:00:00	40.00	31.00	28.00	21.00	68.00	52.00	76%
09:00:00	17.00	13.00	24.00	17.00	41.00	30.00	73%
10:00:00	27.00	23.00	25.00	18.00	52.00	41.00	79%
11:00:00	32.00	24.00	23.00	16.00	55.00	40.00	73%
12:00:00	29.00	24.00	30.00	23.00	59.00	47.00	80%
13:00:00	30.00	24.00	38.00	27.00	68.00	51.00	75%
14:00:00	34.00	31.00	29.00	22.00	63.00	53.00	84%
15:00:00	37.00	33.00	43.00	32.00	80.00	65.00	81%
16:00:00	51.00	47.00	40.00	33.00	91.00	80.00	88%
17:00:00	41.00	39.00	28.00	22.00	69.00	61.00	88%
18:00:00	34.00	32.00	29.00	22.00	63.00	54.00	86%

Volumes on High Street

Time period	Eastbound	Westbound	Combined
07:00:00	75	199	274
08:00:00	128	279	407
09:00:00	102	218	320
10:00:00	99	209	308
11:00:00	100	223	323
12:00:00	99	202	301
13:00:00	112	218	330
14:00:00	104	222	326
15:00:00	123	235	358
16:00:00	131	253	384
17:00:00	139	236	375
18:00:00	99	197	296

Volumes if through traffic removed

Time period	Eastbound	Westbound	Combined	% decrease
07:00:00	55	158	213	22%
08:00:00	97	227	324	20%
09:00:00	89	188	277	13%
10:00:00	76	168	244	21%
11:00:00	76	183	259	20%
12:00:00	75	155	230	24%
13:00:00	88	167	255	23%
14:00:00	73	169	242	26%
15:00:00	90	170	260	27%
16:00:00	84	173	257	33%
17:00:00	100	175	275	27%
18:00:00	67	143	210	29%

Trip redistribution (HS consultant's assessment)

Existing volumes on High Street

Accepted Shared Space max volume 100.00

Time period	Eastbound		Westbound		Combined
starting					
07:00:00	75	27%	199	73%	274
08:00:00	128	31%	279	69%	407
09:00:00	102	32%	218	68%	320
10:00:00	99	32%	209	68%	308
11:00:00	100	31%	223	69%	323
12:00:00	99	33%	202	67%	301
13:00:00	112	34%	218	66%	330
14:00:00	104	32%	222	68%	326
15:00:00	123	34%	235	66%	358
16:00:00	131	34%	253	66%	384
17:00:00	139	37%	236	63%	375
18:00:00	99	33%	197	67%	296

Redistribution required	Eastbound	Westbound
174	48	126
307	97	210
220	70	150
208	67	141
223	69	154
201	66	135
230	78	152
226	72	154
258	89	169
284	97	187
275	102	173
196	66	130

Distribution	
Eastbound	
North route (N): 1 mile: Station St/Tor Way/Dragon St	
South route (S): 0.6 miles: Charles St/The Spain/Hylton Road	
Westbound	
North route (N): 0.8 miles: Dragon St/College St/Station St	
South route (S): 0.6 miles: Hylton Road/The Spain/Charles St	

Timed routes	Eastbound		Total	Westbound		Total
	N	S		N	S	
07:00:00	4	4	8	5	4	9
08:00:00	5	4	9	5	4	9
09:00:00	5	4	9	5	4	9
10:00:00	5	5	10	5	4	9
11:00:00	5	5	10	5	4	9
12:00:00	5	5	10	5	4	9
13:00:00	5	4	9	5	4	9
14:00:00	5	4	9	5	4	9
15:00:00	5	4	9	5	4	9
16:00:00	5	5	10	5	4	9
17:00:00	5	5	10	5	4	9
18:00:00	5	4	9	5	4	9

Note: Times taken from Google Maps traffic data

Proportions	Eastbound		Westbound	
	N	S	N	S
07:00:00	50%	50%	56%	44%
08:00:00	56%	44%	56%	44%
09:00:00	56%	44%	56%	44%
10:00:00	50%	50%	56%	44%
11:00:00	50%	50%	56%	44%
12:00:00	50%	50%	56%	44%
13:00:00	56%	44%	56%	44%
14:00:00	56%	44%	56%	44%
15:00:00	56%	44%	56%	44%
16:00:00	50%	50%	56%	44%
17:00:00	50%	50%	56%	44%
18:00:00	56%	44%	56%	44%

Note
Very little difference between the two routes, each has features to discourage use e.g. traffic calming on The Spain and Level Crossing on Station Road - therefore, an assumption of a 50/50 distribution has been taken.

Trip redistribution (HS consultant's assessment) continued

	Redistribution required	
	Eastbound	Westbound
07:00:00	48	126
08:00:00	97	210
09:00:00	70	150
10:00:00	67	141
11:00:00	69	154
12:00:00	66	135
13:00:00	78	152
14:00:00	72	154
15:00:00	89	169
16:00:00	97	187
17:00:00	102	173
18:00:00	66	130

Distribution to apply to N and S routes				
Eastbound		Westbound		
N	S	N	S	
24	63	12	32	
48	105	24	53	
35	75	18	37	
33	71	17	35	
35	77	17	38	
33	67	17	34	
39	76	20	38	
36	77	18	38	
44	85	22	42	
48	94	24	47	
51	87	25	43	
33	65	16	33	

50% distribution

For link capacity assessments

Highest 1 way flow		N	S
07:00:00			
08:00:00	AM	48	105
09:00:00			
10:00:00			
11:00:00			
12:00:00			
13:00:00	IP	44	42
14:00:00			
15:00:00			
16:00:00			
17:00:00	PM	51	94
18:00:00			

	One way streets	
	College St	Tor Way
	Westbound	Eastbound
AM	24	48
IP	22	44
PM	25	51

Intelligent Data Collection Limited Petersfield Car Park Survey

Client: Hampshire County Council
Project Number: ID03875
Date of Survey: 12.05.2018
Survey Type: ANPR Trip Chain - Cordon Report

Quality Assurance and Issue Record

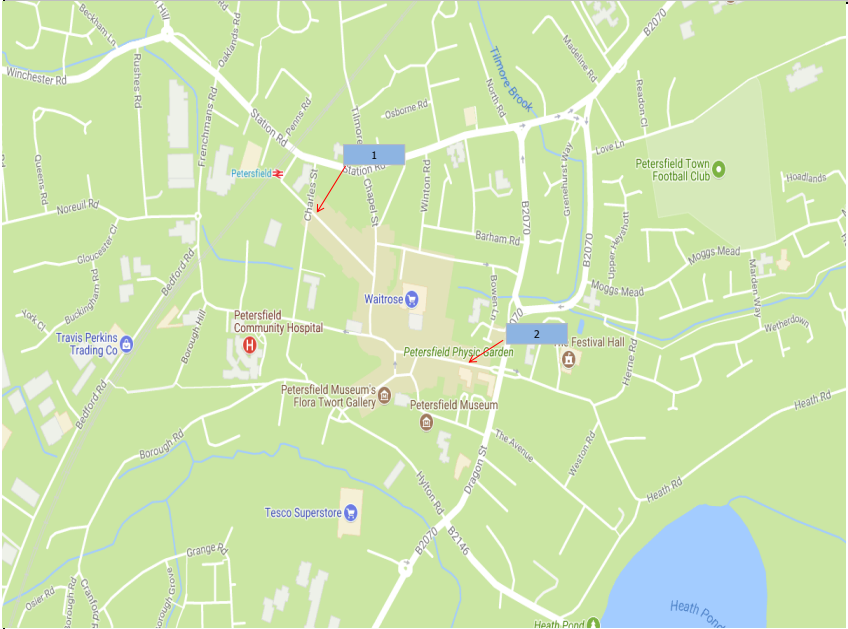
Quality Assurance

Revision	Rev A			
Date	04.06.2018			
Prepared by	Matthew Mills			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID03875			
File Ref	ID03875 Petersfield Journey Time Survey - ANPR Trip Chain Report - 12_05_2018.xlsx			

Issue Sheet

Issued to	Date		
	05.06.2018		
Leon Manley	E-mail		

Client: Hampshire County Council
Project Number: ID03875
Date of Survey: 12.05.2018
Survey Type: ANPR Trip Chain - Cordon Report

Coordinates	Google Maps Link
51.00602, -0.94015	Click Here
<p>Location Plan</p> 	
<p>ANPR Terminology</p> <p>ANPR sites are either assumed to be 'external' or 'internal'. This affects the way in which the OD matching process works in relation to each site. The differences between the two types are as follows:</p> <p>External - these are sites which are assumed to be on the periphery of the study area and hence vehicles passing through these sites will be starting or ending their OD trip. Directions at these sites are set to Inbound and Outbound, and for sites that have vehicles travelling into the study area (i.e. they are not a one-way outbound site) a ANPR match rate statistic is presented.</p> <p>Internal - these are sites that are considered to be possible through traffic sites for longer distance OD movements - i.e. they may be an intermediate capture point for vehicles seen entering and exiting the study area elsewhere. In this instance, the OD movement is assigned to the initial and final capture locations. Internal sites can be the origin of a trip (if it is not captured elsewhere before) or the destination of a trip (if it is not captured again after). However, as the majority of vehicles passing these locations will have both the origin and destination assigned elsewhere, match rates are not presented for these points. Directions at these sites will be given as N and S (effectively meaning NB and SB), for example, as opposed to Inbound and Outbound.</p> <p>Even though the OD movements will not show when a vehicle has also been captured at any internal sites (or intermediate points), the trip chain reports will show a full record of</p>	
<p>Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)</p>	

Trip Chains - Cordon Report

Project Title Petersfield Car Park Survey
 Project Number ID03875

Camera (Origin)	1
Start Date	12.05.2018
Start Time	07:00:00
End Date	12.05.2018
End Time	19:00:00



1 to 2 (HS consultant's assessment)		
Time period	All trips	Trips under 15 mins
07:00-08:00	12	12
08:00-09:00	27	26
09:00-10:00	24	19
10:00-11:00	35	29
11:00-12:00	43	36
12:00-13:00	42	35
13:00-14:00	33	26
14:00-15:00	31	26
15:00-16:00	46	41
16:00-17:00	35	28
17:00-18:00	32	26
18:00-19:00	25	23

Timestamp	Class	Total Trip Time (minutes)	Chain - (Vector)	Trip Destinations and Times (minutes)
05/12/2018 07:07	Car	1.07	01_IN>02_OUT	>02_OUT(1.07)
05/12/2018 07:08	LGV<3.5T	0.92	01_IN>02_OUT	>02_OUT(0.92)
05/12/2018 07:08	Car	10.91	01_IN>02_OUT	>02_OUT(10.91)
05/12/2018 07:11	Bus_Coach	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/12/2018 07:12	Car	5.84	01_IN>02_OUT	>02_OUT(5.84)
05/12/2018 07:19	Car	1.21	01_IN>02_OUT	>02_OUT(1.21)
05/12/2018 07:20	LGV<3.5T	4.00	01_IN>02_OUT	>02_OUT(4)
05/12/2018 07:32	Car	1.17	01_IN>02_OUT	>02_OUT(1.17)
05/12/2018 07:44	Car	4.88	01_IN>02_OUT	>02_OUT(4.88)
05/12/2018 07:53	Car	6.50	01_IN>02_OUT	>02_OUT(6.5)
05/12/2018 07:54	Car	0.95	01_IN>02_OUT	>02_OUT(0.95)
05/12/2018 07:58	Car	1.02	01_IN>02_OUT	>02_OUT(1.02)
05/12/2018 08:00	Car	0.80	01_IN>02_OUT	>02_OUT(0.8)
05/12/2018 08:02	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/12/2018 08:09	LGV<3.5T	1.00	01_IN>02_OUT	>02_OUT(1)
05/12/2018 08:12	Car	0.89	01_IN>02_OUT	>02_OUT(0.89)
05/12/2018 08:14	LGV<3.5T	1.19	01_IN>02_OUT	>02_OUT(1.19)
05/12/2018 08:16	Car	4.35	01_IN>02_OUT	>02_OUT(4.35)
05/12/2018 08:18	Car	1.57	01_IN>02_OUT	>02_OUT(1.57)
05/12/2018 08:19	Car	2.73	01_IN>02_OUT	>02_OUT(2.73)
05/12/2018 08:20	Bus_Coach	3.05	01_IN>02_OUT	>02_OUT(3.05)
05/12/2018 08:22	Car	9.36	01_IN>02_OUT	>02_OUT(9.36)
05/12/2018 08:25	Car	1.83	01_IN>02_OUT	>02_OUT(1.83)
05/12/2018 08:25	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 08:27	Car	1.99	01_IN>02_OUT	>02_OUT(1.99)
05/12/2018 08:27	LGV<3.5T	1.74	01_IN>02_OUT	>02_OUT(1.74)
05/12/2018 08:31	Car	1.56	01_IN>02_OUT	>02_OUT(1.56)
05/12/2018 08:32	Bus_Coach	1.41	01_IN>02_OUT	>02_OUT(1.41)
05/12/2018 08:35	Car	0.77	01_IN>02_OUT	>02_OUT(0.77)
05/12/2018 08:41	Car	2.00	01_IN>02_OUT	>02_OUT(2)
05/12/2018 08:42	Car	1.08	01_IN>02_OUT	>02_OUT(1.08)
05/12/2018 08:42	Car	1.37	01_IN>02_OUT	>02_OUT(1.37)
05/12/2018 08:44	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/12/2018 08:48	Car	1.71	01_IN>02_OUT	>02_OUT(1.71)
05/12/2018 08:54	Car	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/12/2018 08:56	Car	600.56	01_IN>02_OUT	>02_OUT(600.56)
05/12/2018 08:59	Car	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/12/2018 08:59	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/12/2018 08:59	LGV<3.5T	12.65	01_IN>02_OUT	>02_OUT(12.65)
05/12/2018 09:01	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/12/2018 09:02	Car	1.11	01_IN>02_OUT	>02_OUT(1.11)
05/12/2018 09:04	Car	405.06	01_IN>02_OUT	>02_OUT(405.06)
05/12/2018 09:11	Car	1.23	01_IN>02_OUT	>02_OUT(1.23)
05/12/2018 09:20	Car	1.14	01_IN>02_OUT	>02_OUT(1.14)
05/12/2018 09:20	Bus_Coach	2.94	01_IN>02_OUT	>02_OUT(2.94)
05/12/2018 09:22	Car	4.52	01_IN>02_OUT	>02_OUT(4.52)
05/12/2018 09:28	Car	1.70	01_IN>02_OUT	>02_OUT(1.7)
05/12/2018 09:30	Bus_Coach	3.27	01_IN>02_OUT	>02_OUT(3.27)

05/12/2018 09:33	LGV<3.5T	1.35	01_IN>02_OUT	>02_OUT(1.35)
05/12/2018 09:36	Car	12.10	01_IN>02_OUT	>02_OUT(12.1)
05/12/2018 09:37	Car	4.20	01_IN>02_OUT	>02_OUT(4.2)
05/12/2018 09:38	Car	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/12/2018 09:38	Car	1.24	01_IN>02_OUT	>02_OUT(1.24)
05/12/2018 09:41	LGV<3.5T	58.84	01_IN>02_OUT	>02_OUT(58.84)
05/12/2018 09:42	LGV<3.5T	1.54	01_IN>02_OUT	>02_OUT(1.54)
05/12/2018 09:45	Car	20.53	01_IN>02_OUT	>02_OUT(20.53)
05/12/2018 09:47	Car	4.95	01_IN>02_OUT	>02_OUT(4.95)
05/12/2018 09:52	Car	11.13	01_IN>02_OUT	>02_OUT(11.13)
05/12/2018 09:53	Car	0.80	01_IN>02_OUT	>02_OUT(0.8)
05/12/2018 09:54	Car	137.20	01_IN>02_OUT	>02_OUT(137.2)
05/12/2018 09:54	Car	5.15	01_IN>02_OUT	>02_OUT(5.15)
05/12/2018 09:55	Car	1.72	01_IN>02_OUT	>02_OUT(1.72)
05/12/2018 09:59	Car	18.19	01_IN>02_OUT	>02_OUT(18.19)
05/12/2018 10:06	Car	3.15	01_IN>02_OUT	>02_OUT(3.15)
05/12/2018 10:07	Car	1.56	01_IN>02_OUT	>02_OUT(1.56)
05/12/2018 10:12	Bus_Coach	2.02	01_IN>02_OUT	>02_OUT(2.02)
05/12/2018 10:15	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/12/2018 10:15	LGV<3.5T	20.50	01_IN>02_OUT	>02_OUT(20.5)
05/12/2018 10:16	Bus_Coach	4.38	01_IN>02_OUT	>02_OUT(4.38)
05/12/2018 10:18	Car	2.50	01_IN>02_OUT	>02_OUT(2.5)
05/12/2018 10:21	LGV<3.5T	1.52	01_IN>02_OUT	>02_OUT(1.52)
05/12/2018 10:23	LGV<3.5T	1.73	01_IN>02_OUT	>02_OUT(1.73)
05/12/2018 10:23	Car	27.49	01_IN>02_OUT	>02_OUT(27.49)
05/12/2018 10:25	Car	8.11	01_IN>02_OUT	>02_OUT(8.11)
05/12/2018 10:25	Car	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/12/2018 10:26	Car	4.13	01_IN>02_OUT	>02_OUT(4.13)
05/12/2018 10:26	Car	1.37	01_IN>02_OUT	>02_OUT(1.37)
05/12/2018 10:29	Car	1.47	01_IN>02_OUT	>02_OUT(1.47)
05/12/2018 10:30	Car	2.40	01_IN>02_OUT	>02_OUT(2.4)
05/12/2018 10:33	Car	1.76	01_IN>02_OUT	>02_OUT(1.76)
05/12/2018 10:34	LGV<3.5T	1.87	01_IN>02_OUT	>02_OUT(1.87)
05/12/2018 10:35	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 10:37	Car	1.80	01_IN>02_OUT	>02_OUT(1.8)
05/12/2018 10:38	Car	4.22	01_IN>02_OUT	>02_OUT(4.22)
05/12/2018 10:39	Car	16.42	01_IN>02_OUT	>02_OUT(16.42)
05/12/2018 10:41	Car	1.66	01_IN>02_OUT	>02_OUT(1.66)
05/12/2018 10:46	Car	38.43	01_IN>02_OUT	>02_OUT(38.43)
05/12/2018 10:46	Car	18.33	01_IN>02_OUT	>02_OUT(18.33)
05/12/2018 10:48	Car	2.07	01_IN>02_OUT	>02_OUT(2.07)
05/12/2018 10:49	Car	74.12	01_IN>02_OUT	>02_OUT(74.12)
05/12/2018 10:50	Car	1.87	01_IN>02_OUT	>02_OUT(1.87)
05/12/2018 10:51	Car	1.43	01_IN>02_OUT	>02_OUT(1.43)
05/12/2018 10:54	Car	1.72	01_IN>02_OUT	>02_OUT(1.72)
05/12/2018 10:56	Car	1.18	01_IN>02_OUT	>02_OUT(1.18)
05/12/2018 10:57	Car	1.91	01_IN>02_OUT	>02_OUT(1.91)
05/12/2018 10:57	Car	1.41	01_IN>02_OUT	>02_OUT(1.41)
05/12/2018 10:59	Car	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/12/2018 10:59	Car	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/12/2018 11:01	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/12/2018 11:01	Car	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/12/2018 11:02	Car	1.63	01_IN>02_OUT	>02_OUT(1.63)
05/12/2018 11:03	LGV<3.5T	7.47	01_IN>02_OUT	>02_OUT(7.47)
05/12/2018 11:03	Car	29.85	01_IN>02_OUT	>02_OUT(29.85)
05/12/2018 11:03	Car	4.90	01_IN>02_OUT	>02_OUT(4.9)
05/12/2018 11:05	Car	1.45	01_IN>02_OUT	>02_OUT(1.45)
05/12/2018 11:07	Car	5.64	01_IN>02_OUT	>02_OUT(5.64)
05/12/2018 11:08	Car	31.22	01_IN>02_OUT	>02_OUT(31.22)
05/12/2018 11:10	Car	2.53	01_IN>02_OUT	>02_OUT(2.53)
05/12/2018 11:11	Car	8.15	01_IN>02_OUT	>02_OUT(8.15)
05/12/2018 11:12	Car	45.70	01_IN>02_OUT	>02_OUT(45.7)
05/12/2018 11:13	Car	11.27	01_IN>02_OUT	>02_OUT(11.27)
05/12/2018 11:13	Car	2.85	01_IN>02_OUT	>02_OUT(2.85)
05/12/2018 11:14	Car	45.22	01_IN>02_OUT	>02_OUT(45.22)
05/12/2018 11:19	Car	2.20	01_IN>02_OUT	>02_OUT(2.2)
05/12/2018 11:20	Car	6.34	01_IN>02_OUT	>02_OUT(6.34)
05/12/2018 11:21	Car	1.91	01_IN>02_OUT	>02_OUT(1.91)
05/12/2018 11:21	Car	2.33	01_IN>02_OUT	>02_OUT(2.33)
05/12/2018 11:22	Car	2.49	01_IN>02_OUT	>02_OUT(2.49)
05/12/2018 11:22	OGV1	2.13	01_IN>02_OUT	>02_OUT(2.13)

05/12/2018 11:23	Car	202.30	01_IN>02_OUT	>02_OUT(202.3)
05/12/2018 11:23	Car	4.29	01_IN>02_OUT	>02_OUT(4.29)
05/12/2018 11:31	Car	2.22	01_IN>02_OUT	>02_OUT(2.22)
05/12/2018 11:31	Car	2.45	01_IN>02_OUT	>02_OUT(2.45)
05/12/2018 11:32	Car	9.24	01_IN>02_OUT	>02_OUT(9.24)
05/12/2018 11:32	Car	2.10	01_IN>02_OUT	>02_OUT(2.1)
05/12/2018 11:34	Car	57.10	01_IN>02_OUT	>02_OUT(57.1)
05/12/2018 11:39	Car	1.62	01_IN>02_OUT	>02_OUT(1.62)
05/12/2018 11:40	Car	2.32	01_IN>02_OUT	>02_OUT(2.32)
05/12/2018 11:40	Car	2.15	01_IN>02_OUT	>02_OUT(2.15)
05/12/2018 11:41	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/12/2018 11:42	Car	4.24	01_IN>02_OUT	>02_OUT(4.24)
05/12/2018 11:42	Car	339.40	01_IN>02_OUT	>02_OUT(339.4)
05/12/2018 11:43	Car	2.49	01_IN>02_OUT	>02_OUT(2.49)
05/12/2018 11:44	Car	1.72	01_IN>02_OUT	>02_OUT(1.72)
05/12/2018 11:45	Car	1.81	01_IN>02_OUT	>02_OUT(1.81)
05/12/2018 11:46	Bus_Coach	2.81	01_IN>02_OUT	>02_OUT(2.81)
05/12/2018 11:49	Car	2.68	01_IN>02_OUT	>02_OUT(2.68)
05/12/2018 11:50	Car	2.26	01_IN>02_OUT	>02_OUT(2.26)
05/12/2018 11:50	Car	2.22	01_IN>02_OUT	>02_OUT(2.22)
05/12/2018 11:50	Car	6.75	01_IN>02_OUT	>02_OUT(6.75)
05/12/2018 11:53	Car	1.12	01_IN>02_OUT	>02_OUT(1.12)
05/12/2018 12:00	Car	1.64	01_IN>02_OUT	>02_OUT(1.64)
05/12/2018 12:01	Car	1.85	01_IN>02_OUT	>02_OUT(1.85)
05/12/2018 12:02	Car	1.13	01_IN>02_OUT	>02_OUT(1.13)
05/12/2018 12:02	Car	15.72	01_IN>02_OUT	>02_OUT(15.72)
05/12/2018 12:03	Car	1.12	01_IN>02_OUT	>02_OUT(1.12)
05/12/2018 12:06	Car	3.47	01_IN>02_OUT	>02_OUT(3.47)
05/12/2018 12:06	Car	5.00	01_IN>02_OUT	>02_OUT(5)
05/12/2018 12:07	Car	1.88	01_IN>02_OUT	>02_OUT(1.88)
05/12/2018 12:08	Bus_Coach	42.77	01_IN>02_OUT	>02_OUT(42.77)
05/12/2018 12:15	Car	2.12	01_IN>02_OUT	>02_OUT(2.12)
05/12/2018 12:15	Car	1.96	01_IN>02_OUT	>02_OUT(1.96)
05/12/2018 12:21	Car	1.66	01_IN>02_OUT	>02_OUT(1.66)
05/12/2018 12:22	Car	2.92	01_IN>02_OUT	>02_OUT(2.92)
05/12/2018 12:22	Car	1.95	01_IN>02_OUT	>02_OUT(1.95)
05/12/2018 12:23	Car	1.98	01_IN>02_OUT	>02_OUT(1.98)
05/12/2018 12:23	Car	2.88	01_IN>02_OUT	>02_OUT(2.88)
05/12/2018 12:25	Car	83.52	01_IN>02_OUT	>02_OUT(83.52)
05/12/2018 12:27	Car	2.42	01_IN>02_OUT	>02_OUT(2.42)
05/12/2018 12:29	Car	1.58	01_IN>02_OUT	>02_OUT(1.58)
05/12/2018 12:29	Car	2.00	01_IN>02_OUT	>02_OUT(2)
05/12/2018 12:30	Bus_Coach	2.71	01_IN>02_OUT	>02_OUT(2.71)
05/12/2018 12:31	Car	4.05	01_IN>02_OUT	>02_OUT(4.05)
05/12/2018 12:32	Car	1.24	01_IN>02_OUT	>02_OUT(1.24)
05/12/2018 12:38	Car	48.20	01_IN>02_OUT	>02_OUT(48.2)
05/12/2018 12:38	Car	1.84	01_IN>02_OUT	>02_OUT(1.84)
05/12/2018 12:41	Car	1.32	01_IN>02_OUT	>02_OUT(1.32)
05/12/2018 12:41	Car	1.42	01_IN>02_OUT	>02_OUT(1.42)
05/12/2018 12:42	Car	1.06	01_IN>02_OUT	>02_OUT(1.06)
05/12/2018 12:45	Car	1.43	01_IN>02_OUT	>02_OUT(1.43)
05/12/2018 12:45	Car	2.38	01_IN>02_OUT	>02_OUT(2.38)
05/12/2018 12:47	LGV<3.5T	1.89	01_IN>02_OUT	>02_OUT(1.89)
05/12/2018 12:48	Car	1.28	01_IN>02_OUT	>02_OUT(1.28)
05/12/2018 12:48	Car	21.22	01_IN>02_OUT	>02_OUT(21.22)
05/12/2018 12:50	Car	1.49	01_IN>02_OUT	>02_OUT(1.49)
05/12/2018 12:52	Car	1.68	01_IN>02_OUT	>02_OUT(1.68)
05/12/2018 12:52	Car	1.93	01_IN>02_OUT	>02_OUT(1.93)
05/12/2018 12:53	Car	1.47	01_IN>02_OUT	>02_OUT(1.47)
05/12/2018 12:54	Car	322.28	01_IN>02_OUT	>02_OUT(322.28)
05/12/2018 12:56	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 12:57	Car	55.44	01_IN>02_OUT	>02_OUT(55.44)
05/12/2018 12:59	Car	1.86	01_IN>02_OUT	>02_OUT(1.86)
05/12/2018 12:59	Car	1.68	01_IN>02_OUT	>02_OUT(1.68)
05/12/2018 13:01	Car	1.99	01_IN>02_OUT	>02_OUT(1.99)
05/12/2018 13:01	Car	58.34	01_IN>02_OUT	>02_OUT(58.34)
05/12/2018 13:02	Car	35.49	01_IN>02_OUT	>02_OUT(35.49)
05/12/2018 13:03	Car	18.33	01_IN>02_OUT	>02_OUT(18.33)
05/12/2018 13:11	Car	1.25	01_IN>02_OUT	>02_OUT(1.25)
05/12/2018 13:12	Car	432.07	01_IN>02_OUT	>02_OUT(432.07)
05/12/2018 13:13	Bus_Coach	2.61	01_IN>02_OUT	>02_OUT(2.61)

05/12/2018 13:14	Car	1.91	01_IN>02_OUT	>02_OUT(1.91)
05/12/2018 13:16	Car	1.21	01_IN>02_OUT	>02_OUT(1.21)
05/12/2018 13:19	Car	1.15	01_IN>02_OUT	>02_OUT(1.15)
05/12/2018 13:21	Car	1.87	01_IN>02_OUT	>02_OUT(1.87)
05/12/2018 13:22	Car	1.32	01_IN>02_OUT	>02_OUT(1.32)
05/12/2018 13:22	Car	1.66	01_IN>02_OUT	>02_OUT(1.66)
05/12/2018 13:24	Car	1.36	01_IN>02_OUT	>02_OUT(1.36)
05/12/2018 13:24	Car	4.52	01_IN>02_OUT	>02_OUT(4.52)
05/12/2018 13:25	Car	1.78	01_IN>02_OUT	>02_OUT(1.78)
05/12/2018 13:25	Car	14.76	01_IN>02_OUT	>02_OUT(14.76)
05/12/2018 13:29	Car	1.19	01_IN>02_OUT	>02_OUT(1.19)
05/12/2018 13:30	Car	9.28	01_IN>02_OUT	>02_OUT(9.28)
05/12/2018 13:30	Car	143.69	01_IN>02_OUT	>02_OUT(143.69)
05/12/2018 13:31	Car	1.54	01_IN>02_OUT	>02_OUT(1.54)
05/12/2018 13:31	Car	1.97	01_IN>02_OUT	>02_OUT(1.97)
05/12/2018 13:33	Bus_Coach	2.21	01_IN>02_OUT	>02_OUT(2.21)
05/12/2018 13:34	Car	2.03	01_IN>02_OUT	>02_OUT(2.03)
05/12/2018 13:43	Car	14.98	01_IN>02_OUT	>02_OUT(14.98)
05/12/2018 13:45	Car	19.70	01_IN>02_OUT	>02_OUT(19.7)
05/12/2018 13:46	Car	1.62	01_IN>02_OUT	>02_OUT(1.62)
05/12/2018 13:48	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/12/2018 13:51	Car	1.42	01_IN>02_OUT	>02_OUT(1.42)
05/12/2018 13:51	Car	1.50	01_IN>02_OUT	>02_OUT(1.5)
05/12/2018 13:52	Car	47.69	01_IN>02_OUT	>02_OUT(47.69)
05/12/2018 13:52	Car	2.23	01_IN>02_OUT	>02_OUT(2.23)
05/12/2018 13:59	LGV<3.5T	13.87	01_IN>02_OUT	>02_OUT(13.87)
05/12/2018 14:00	Car	13.94	01_IN>02_OUT	>02_OUT(13.94)
05/12/2018 14:03	Car	1.86	01_IN>02_OUT	>02_OUT(1.86)
05/12/2018 14:05	Car	16.48	01_IN>02_OUT	>02_OUT(16.48)
05/12/2018 14:07	Car	20.34	01_IN>02_OUT	>02_OUT(20.34)
05/12/2018 14:12	Car	2.66	01_IN>02_OUT	>02_OUT(2.66)
05/12/2018 14:13	Car	1.65	01_IN>02_OUT	>02_OUT(1.65)
05/12/2018 14:16	Car	1.78	01_IN>02_OUT	>02_OUT(1.78)
05/12/2018 14:19	Car	1.66	01_IN>02_OUT	>02_OUT(1.66)
05/12/2018 14:20	Car	1.62	01_IN>02_OUT	>02_OUT(1.62)
05/12/2018 14:20	Bus_Coach	2.91	01_IN>02_OUT	>02_OUT(2.91)
05/12/2018 14:21	Car	108.80	01_IN>02_OUT	>02_OUT(108.8)
05/12/2018 14:23	Car	1.05	01_IN>02_OUT	>02_OUT(1.05)
05/12/2018 14:25	Car	1.57	01_IN>02_OUT	>02_OUT(1.57)
05/12/2018 14:26	Car	1.27	01_IN>02_OUT	>02_OUT(1.27)
05/12/2018 14:27	Car	1.73	01_IN>02_OUT	>02_OUT(1.73)
05/12/2018 14:31	Car	2.11	01_IN>02_OUT	>02_OUT(2.11)
05/12/2018 14:32	Bus_Coach	1.88	01_IN>02_OUT	>02_OUT(1.88)
05/12/2018 14:33	Car	6.37	01_IN>02_OUT	>02_OUT(6.37)
05/12/2018 14:33	Car	33.07	01_IN>02_OUT	>02_OUT(33.07)
05/12/2018 14:34	Car	1.17	01_IN>02_OUT	>02_OUT(1.17)
05/12/2018 14:34	Car	1.31	01_IN>02_OUT	>02_OUT(1.31)
05/12/2018 14:35	LGV<3.5T	1.31	01_IN>02_OUT	>02_OUT(1.31)
05/12/2018 14:36	Car	6.42	01_IN>02_OUT	>02_OUT(6.42)
05/12/2018 14:40	Car	1.93	01_IN>02_OUT	>02_OUT(1.93)
05/12/2018 14:41	Car	1.16	01_IN>02_OUT	>02_OUT(1.16)
05/12/2018 14:42	Car	0.94	01_IN>02_OUT	>02_OUT(0.94)
05/12/2018 14:42	Car	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/12/2018 14:50	Car	1.29	01_IN>02_OUT	>02_OUT(1.29)
05/12/2018 14:52	Car	1.66	01_IN>02_OUT	>02_OUT(1.66)
05/12/2018 14:52	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 14:53	Car	15.52	01_IN>02_OUT	>02_OUT(15.52)
05/12/2018 15:00	Car	8.78	01_IN>02_OUT	>02_OUT(8.78)
05/12/2018 15:00	Car	1.02	01_IN>02_OUT	>02_OUT(1.02)
05/12/2018 15:00	Car	1.03	01_IN>02_OUT	>02_OUT(1.03)
05/12/2018 15:02	Car	81.23	01_IN>02_OUT	>02_OUT(81.23)
05/12/2018 15:04	Car	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/12/2018 15:07	Car	2.46	01_IN>02_OUT	>02_OUT(2.46)
05/12/2018 15:10	Car	32.29	01_IN>02_OUT	>02_OUT(32.29)
05/12/2018 15:11	Car	9.12	01_IN>02_OUT	>02_OUT(9.12)
05/12/2018 15:13	Car	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/12/2018 15:14	Car	1.00	01_IN>02_OUT	>02_OUT(1)
05/12/2018 15:14	Car	11.61	01_IN>02_OUT	>02_OUT(11.61)
05/12/2018 15:15	Car	8.83	01_IN>02_OUT	>02_OUT(8.83)
05/12/2018 15:16	Car	1.33	01_IN>02_OUT	>02_OUT(1.33)
05/12/2018 15:16	Car	17.56	01_IN>02_OUT	>02_OUT(17.56)

05/12/2018 15:16	Car	1.56	01_IN>02_OUT	>02_OUT(1.56)
05/12/2018 15:16	Car	1.53	01_IN>02_OUT	>02_OUT(1.53)
05/12/2018 15:17	Car	1.45	01_IN>02_OUT	>02_OUT(1.45)
05/12/2018 15:18	Car	13.43	01_IN>02_OUT	>02_OUT(13.43)
05/12/2018 15:19	Car	1.31	01_IN>02_OUT	>02_OUT(1.31)
05/12/2018 15:19	Car	1.35	01_IN>02_OUT	>02_OUT(1.35)
05/12/2018 15:20	Car	1.20	01_IN>02_OUT	>02_OUT(1.2)
05/12/2018 15:20	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/12/2018 15:20	LGV<3.5T	4.61	01_IN>02_OUT	>02_OUT(4.61)
05/12/2018 15:22	Bus_Coach	2.90	01_IN>02_OUT	>02_OUT(2.9)
05/12/2018 15:22	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 15:22	Car	1.43	01_IN>02_OUT	>02_OUT(1.43)
05/12/2018 15:23	Car	1.20	01_IN>02_OUT	>02_OUT(1.2)
05/12/2018 15:26	Car	6.86	01_IN>02_OUT	>02_OUT(6.86)
05/12/2018 15:26	Car	1.04	01_IN>02_OUT	>02_OUT(1.04)
05/12/2018 15:27	Car	9.45	01_IN>02_OUT	>02_OUT(9.45)
05/12/2018 15:28	Car	53.07	01_IN>02_OUT	>02_OUT(53.07)
05/12/2018 15:29	Car	1.44	01_IN>02_OUT	>02_OUT(1.44)
05/12/2018 15:30	Bus_Coach	2.37	01_IN>02_OUT	>02_OUT(2.37)
05/12/2018 15:32	Car	1.31	01_IN>02_OUT	>02_OUT(1.31)
05/12/2018 15:33	Car	1.31	01_IN>02_OUT	>02_OUT(1.31)
05/12/2018 15:33	Car	1.25	01_IN>02_OUT	>02_OUT(1.25)
05/12/2018 15:41	Car	2.57	01_IN>02_OUT	>02_OUT(2.57)
05/12/2018 15:44	Car	1.44	01_IN>02_OUT	>02_OUT(1.44)
05/12/2018 15:50	Car	1.04	01_IN>02_OUT	>02_OUT(1.04)
05/12/2018 15:51	Car	1.71	01_IN>02_OUT	>02_OUT(1.71)
05/12/2018 15:52	Car	2.66	01_IN>02_OUT	>02_OUT(2.66)
05/12/2018 15:53	Car	1.65	01_IN>02_OUT	>02_OUT(1.65)
05/12/2018 15:54	Car	1.59	01_IN>02_OUT	>02_OUT(1.59)
05/12/2018 15:55	Car	1.55	01_IN>02_OUT	>02_OUT(1.55)
05/12/2018 15:57	Car	9.96	01_IN>02_OUT	>02_OUT(9.96)
05/12/2018 15:59	Car	62.98	01_IN>02_OUT	>02_OUT(62.98)
05/12/2018 16:00	Car	1.40	01_IN>02_OUT	>02_OUT(1.4)
05/12/2018 16:00	Car	3.15	01_IN>02_OUT	>02_OUT(3.15)
05/12/2018 16:01	Car	45.13	01_IN>02_OUT	>02_OUT(45.13)
05/12/2018 16:01	Car	1.44	01_IN>02_OUT	>02_OUT(1.44)
05/12/2018 16:02	Car	22.17	01_IN>02_OUT	>02_OUT(22.17)
05/12/2018 16:02	Car	3.72	01_IN>02_OUT	>02_OUT(3.72)
05/12/2018 16:05	Car	8.14	01_IN>02_OUT	>02_OUT(8.14)
05/12/2018 16:06	Car	1.18	01_IN>02_OUT	>02_OUT(1.18)
05/12/2018 16:10	Car	29.49	01_IN>02_OUT	>02_OUT(29.49)
05/12/2018 16:11	Car	9.00	01_IN>02_OUT	>02_OUT(9)
05/12/2018 16:12	Bus_Coach	2.32	01_IN>02_OUT	>02_OUT(2.32)
05/12/2018 16:13	Car	2.59	01_IN>02_OUT	>02_OUT(2.59)
05/12/2018 16:13	LGV<3.5T	36.22	01_IN>02_OUT	>02_OUT(36.22)
05/12/2018 16:18	Car	1.39	01_IN>02_OUT	>02_OUT(1.39)
05/12/2018 16:19	Car	1.49	01_IN>02_OUT	>02_OUT(1.49)
05/12/2018 16:20	Car	1.72	01_IN>02_OUT	>02_OUT(1.72)
05/12/2018 16:20	Car	32.59	01_IN>02_OUT	>02_OUT(32.59)
05/12/2018 16:20	Bus_Coach	2.65	01_IN>02_OUT	>02_OUT(2.65)
05/12/2018 16:21	Car	3.27	01_IN>02_OUT	>02_OUT(3.27)
05/12/2018 16:21	Car	23.74	01_IN>02_OUT	>02_OUT(23.74)
05/12/2018 16:26	Car	3.50	01_IN>02_OUT	>02_OUT(3.5)
05/12/2018 16:27	Car	7.21	01_IN>02_OUT	>02_OUT(7.21)
05/12/2018 16:29	Car	1.48	01_IN>02_OUT	>02_OUT(1.48)
05/12/2018 16:34	Car	2.59	01_IN>02_OUT	>02_OUT(2.59)
05/12/2018 16:35	Car	35.41	01_IN>02_OUT	>02_OUT(35.41)
05/12/2018 16:37	Car	1.45	01_IN>02_OUT	>02_OUT(1.45)
05/12/2018 16:42	Car	1.75	01_IN>02_OUT	>02_OUT(1.75)
05/12/2018 16:44	Car	0.97	01_IN>02_OUT	>02_OUT(0.97)
05/12/2018 16:46	Bus_Coach	1.41	01_IN>02_OUT	>02_OUT(1.41)
05/12/2018 16:46	Car	1.30	01_IN>02_OUT	>02_OUT(1.3)
05/12/2018 16:49	Car	1.53	01_IN>02_OUT	>02_OUT(1.53)
05/12/2018 16:52	Car	5.26	01_IN>02_OUT	>02_OUT(5.26)
05/12/2018 16:53	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 16:55	Car	1.21	01_IN>02_OUT	>02_OUT(1.21)
05/12/2018 16:58	Car	1.27	01_IN>02_OUT	>02_OUT(1.27)
05/12/2018 17:00	Car	2.24	01_IN>02_OUT	>02_OUT(2.24)
05/12/2018 17:00	Car	1.95	01_IN>02_OUT	>02_OUT(1.95)
05/12/2018 17:01	Car	2.47	01_IN>02_OUT	>02_OUT(2.47)
05/12/2018 17:04	Car	88.06	01_IN>02_OUT	>02_OUT(88.06)

05/12/2018 17:06	Car	1.00	01_IN>02_OUT	>02_OUT(1)
05/12/2018 17:12	Car	1.41	01_IN>02_OUT	>02_OUT(1.41)
05/12/2018 17:13	Car	1.26	01_IN>02_OUT	>02_OUT(1.26)
05/12/2018 17:14	Car	10.91	01_IN>02_OUT	>02_OUT(10.91)
05/12/2018 17:15	Car	21.96	01_IN>02_OUT	>02_OUT(21.96)
05/12/2018 17:17	Car	3.68	01_IN>02_OUT	>02_OUT(3.68)
05/12/2018 17:19	Car	21.47	01_IN>02_OUT	>02_OUT(21.47)
05/12/2018 17:26	Car	4.09	01_IN>02_OUT	>02_OUT(4.09)
05/12/2018 17:28	Car	1.42	01_IN>02_OUT	>02_OUT(1.42)
05/12/2018 17:30	Car	94.18	01_IN>02_OUT	>02_OUT(94.18)
05/12/2018 17:35	Car	1.20	01_IN>02_OUT	>02_OUT(1.2)
05/12/2018 17:35	Car	10.99	01_IN>02_OUT	>02_OUT(10.99)
05/12/2018 17:36	Car	1.21	01_IN>02_OUT	>02_OUT(1.21)
05/12/2018 17:36	Car	1.23	01_IN>02_OUT	>02_OUT(1.23)
05/12/2018 17:37	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 17:40	Car	2.85	01_IN>02_OUT	>02_OUT(2.85)
05/12/2018 17:44	Car	23.05	01_IN>02_OUT	>02_OUT(23.05)
05/12/2018 17:50	Car	163.27	01_IN>02_OUT	>02_OUT(163.27)
05/12/2018 17:50	Car	1.05	01_IN>02_OUT	>02_OUT(1.05)
05/12/2018 17:51	Car	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/12/2018 17:52	Car	1.10	01_IN>02_OUT	>02_OUT(1.1)
05/12/2018 17:53	Car	1.06	01_IN>02_OUT	>02_OUT(1.06)
05/12/2018 17:53	Car	1.15	01_IN>02_OUT	>02_OUT(1.15)
05/12/2018 17:54	Car	1.01	01_IN>02_OUT	>02_OUT(1.01)
05/12/2018 17:56	Car	7.93	01_IN>02_OUT	>02_OUT(7.93)
05/12/2018 17:58	Car	1.24	01_IN>02_OUT	>02_OUT(1.24)
05/12/2018 17:59	Car	1.40	01_IN>02_OUT	>02_OUT(1.4)
05/12/2018 17:59	Car	1.38	01_IN>02_OUT	>02_OUT(1.38)
05/12/2018 18:01	Car	8.23	01_IN>02_OUT	>02_OUT(8.23)
05/12/2018 18:01	Car	13.55	01_IN>02_OUT	>02_OUT(13.55)
05/12/2018 18:03	Car	1.01	01_IN>02_OUT	>02_OUT(1.01)
05/12/2018 18:04	Car	1.67	01_IN>02_OUT	>02_OUT(1.67)
05/12/2018 18:04	Car	1.34	01_IN>02_OUT	>02_OUT(1.34)
05/12/2018 18:05	Car	1.06	01_IN>02_OUT	>02_OUT(1.06)
05/12/2018 18:13	LGV<3.5T	1.18	01_IN>02_OUT	>02_OUT(1.18)
05/12/2018 18:18	LGV<3.5T	1.05	01_IN>02_OUT	>02_OUT(1.05)
05/12/2018 18:20	Car	1.87	01_IN>02_OUT	>02_OUT(1.87)
05/12/2018 18:20	Car	4.84	01_IN>02_OUT	>02_OUT(4.84)
05/12/2018 18:21	Bus_Coach	1.18	01_IN>02_OUT	>02_OUT(1.18)
05/12/2018 18:22	Car	32.28	01_IN>02_OUT	>02_OUT(32.28)
05/12/2018 18:29	Car	1.11	01_IN>02_OUT	>02_OUT(1.11)
05/12/2018 18:33	Car	1.16	01_IN>02_OUT	>02_OUT(1.16)
05/12/2018 18:36	Car	5.42	01_IN>02_OUT	>02_OUT(5.42)
05/12/2018 18:38	Car	10.25	01_IN>02_OUT	>02_OUT(10.25)
05/12/2018 18:39	LGV<3.5T	10.92	01_IN>02_OUT	>02_OUT(10.92)
05/12/2018 18:41	Car	1.22	01_IN>02_OUT	>02_OUT(1.22)
05/12/2018 18:43	Car	293.57	01_IN>02_OUT	>02_OUT(293.57)
05/12/2018 18:43	Car	1.09	01_IN>02_OUT	>02_OUT(1.09)
05/12/2018 18:44	Car	4.65	01_IN>02_OUT	>02_OUT(4.65)
05/12/2018 18:46	Car	1.19	01_IN>02_OUT	>02_OUT(1.19)
05/12/2018 18:48	Car	3.57	01_IN>02_OUT	>02_OUT(3.57)
05/12/2018 18:50	Car	6.56	01_IN>02_OUT	>02_OUT(6.56)
05/12/2018 18:56	Car	7.18	01_IN>02_OUT	>02_OUT(7.18)

Trip Chains - Cordon Report

Project Title Petersfield Car Park Survey
 Project Number ID03875

Camera (Origin)	2
Start Date	12.05.2018
Start Time	07:00:00
End Date	12.05.2018
End Time	19:00:00



2 to 1 (HS consultant's assessment)		
Time period	All trips	Trips under 15 mins
07:00-08:00	10.00	9.00
08:00-09:00	33.00	22.00
09:00-10:00	29.00	25.00
10:00-11:00	49.00	32.00
11:00-12:00	33.00	24.00
12:00-13:00	33.00	21.00
13:00-14:00	38.00	26.00
14:00-15:00	22.00	19.00
15:00-16:00	30.00	25.00
16:00-17:00	40.00	32.00
17:00-18:00	36.00	29.00
18:00-19:00	43.00	35.00

Timestamp	Class	Total Trip Time (minutes)	Chain - (Vector)	Trip Destinations and Times (minutes)
05/12/2018 07:05	LGV<3.5T	3.31	02_IN>01_OUT	>01_OUT(3.31)
05/12/2018 07:28	LGV<3.5T	1.79	02_IN>01_OUT	>01_OUT(1.79)
05/12/2018 07:32	Car	9.69	02_IN>01_OUT	>01_OUT(9.69)
05/12/2018 07:43	Car	0.98	02_IN>01_OUT	>01_OUT(0.98)
05/12/2018 07:45	LGV<3.5T	4.25	02_IN>01_OUT	>01_OUT(4.25)
05/12/2018 07:47	Car	0.76	02_IN>01_OUT	>01_OUT(0.76)
05/12/2018 07:51	Car	1.25	02_IN>01_OUT	>01_OUT(1.25)
05/12/2018 07:52	Car	0.89	02_IN>01_OUT	>01_OUT(0.89)
05/12/2018 07:52	LGV<3.5T	4.73	02_IN>01_OUT	>01_OUT(4.73)
05/12/2018 07:59	Car	40.92	02_IN>01_OUT	>01_OUT(40.92)
05/12/2018 08:02	Car	3.03	02_IN>01_OUT	>01_OUT(3.03)
05/12/2018 08:02	Car	1.25	02_IN>01_OUT	>01_OUT(1.25)
05/12/2018 08:05	LGV<3.5T	4.41	02_IN>01_OUT	>01_OUT(4.41)
05/12/2018 08:06	Car	22.88	02_IN>01_OUT	>01_OUT(22.88)
05/12/2018 08:13	Car	0.68	02_IN>01_OUT	>01_OUT(0.68)
05/12/2018 08:15	Car	0.78	02_IN>01_OUT	>01_OUT(0.78)
05/12/2018 08:15	Car	30.71	02_IN>01_OUT	>01_OUT(30.71)
05/12/2018 08:16	Car	0.83	02_IN>01_OUT	>01_OUT(0.83)
05/12/2018 08:18	LGV<3.5T	1.27	02_IN>01_OUT	>01_OUT(1.27)
05/12/2018 08:23	Car	3.84	02_IN>01_OUT	>01_OUT(3.84)
05/12/2018 08:24	Car	0.97	02_IN>01_OUT	>01_OUT(0.97)
05/12/2018 08:25	LGV<3.5T	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/12/2018 08:25	Car	22.11	02_IN>01_OUT	>01_OUT(22.11)
05/12/2018 08:25	Car	1.03	02_IN>01_OUT	>01_OUT(1.03)
05/12/2018 08:28	Car	53.40	02_IN>01_OUT	>01_OUT(53.4)
05/12/2018 08:29	LGV<3.5T	1.04	02_IN>01_OUT	>01_OUT(1.04)
05/12/2018 08:31	Car	3.46	02_IN>01_OUT	>01_OUT(3.46)
05/12/2018 08:32	Car	19.48	02_IN>01_OUT	>01_OUT(19.48)
05/12/2018 08:35	Car	33.73	02_IN>01_OUT	>01_OUT(33.73)
05/12/2018 08:39	Car	1.23	02_IN>01_OUT	>01_OUT(1.23)
05/12/2018 08:42	Car	42.61	02_IN>01_OUT	>01_OUT(42.61)
05/12/2018 08:42	Car	1.05	02_IN>01_OUT	>01_OUT(1.05)
05/12/2018 08:43	Car	17.07	02_IN>01_OUT	>01_OUT(17.07)
05/12/2018 08:46	Car	0.74	02_IN>01_OUT	>01_OUT(0.74)
05/12/2018 08:48	LGV<3.5T	36.20	02_IN>01_OUT	>01_OUT(36.2)
05/12/2018 08:50	Car	0.91	02_IN>01_OUT	>01_OUT(0.91)
05/12/2018 08:50	Car	1.16	02_IN>01_OUT	>01_OUT(1.16)
05/12/2018 08:51	Car	1.11	02_IN>01_OUT	>01_OUT(1.11)
05/12/2018 08:52	Car	462.14	02_IN>01_OUT	>01_OUT(462.14)
05/12/2018 08:52	Car	43.77	02_IN>01_OUT	>01_OUT(43.77)
05/12/2018 08:56	Car	0.99	02_IN>01_OUT	>01_OUT(0.99)
05/12/2018 08:58	Car	11.47	02_IN>01_OUT	>01_OUT(11.47)
05/12/2018 08:59	Car	11.33	02_IN>01_OUT	>01_OUT(11.33)
05/12/2018 09:02	Car	1.28	02_IN>01_OUT	>01_OUT(1.28)
05/12/2018 09:07	Car	20.53	02_IN>01_OUT	>01_OUT(20.53)
05/12/2018 09:09	Car	37.16	02_IN>01_OUT	>01_OUT(37.16)
05/12/2018 09:09	Car	6.98	02_IN>01_OUT	>01_OUT(6.98)
05/12/2018 09:10	Car	26.31	02_IN>01_OUT	>01_OUT(26.31)
05/12/2018 09:11	Car	1.16	02_IN>01_OUT	>01_OUT(1.16)
05/12/2018 09:24	Car	4.43	02_IN>01_OUT	>01_OUT(4.43)

05/12/2018 09:26	Car	1.49	02_IN>01_OUT	>01_OUT(1.49)
05/12/2018 09:28	Car	1.18	02_IN>01_OUT	>01_OUT(1.18)
05/12/2018 09:30	Car	22.24	02_IN>01_OUT	>01_OUT(22.24)
05/12/2018 09:30	Car	1.70	02_IN>01_OUT	>01_OUT(1.7)
05/12/2018 09:35	Car	4.74	02_IN>01_OUT	>01_OUT(4.74)
05/12/2018 09:36	Car	2.18	02_IN>01_OUT	>01_OUT(2.18)
05/12/2018 09:37	Car	1.20	02_IN>01_OUT	>01_OUT(1.2)
05/12/2018 09:38	Car	1.19	02_IN>01_OUT	>01_OUT(1.19)
05/12/2018 09:38	Car	1.20	02_IN>01_OUT	>01_OUT(1.2)
05/12/2018 09:38	Car	2.89	02_IN>01_OUT	>01_OUT(2.89)
05/12/2018 09:41	LGV<3.5T	1.30	02_IN>01_OUT	>01_OUT(1.3)
05/12/2018 09:41	Car	1.32	02_IN>01_OUT	>01_OUT(1.32)
05/12/2018 09:41	Car	1.34	02_IN>01_OUT	>01_OUT(1.34)
05/12/2018 09:41	Car	1.52	02_IN>01_OUT	>01_OUT(1.52)
05/12/2018 09:42	Car	1.43	02_IN>01_OUT	>01_OUT(1.43)
05/12/2018 09:45	Car	2.17	02_IN>01_OUT	>01_OUT(2.17)
05/12/2018 09:47	LGV<3.5T	1.03	02_IN>01_OUT	>01_OUT(1.03)
05/12/2018 09:48	Car	6.88	02_IN>01_OUT	>01_OUT(6.88)
05/12/2018 09:48	Car	2.07	02_IN>01_OUT	>01_OUT(2.07)
05/12/2018 09:50	Car	1.15	02_IN>01_OUT	>01_OUT(1.15)
05/12/2018 09:54	Car	1.21	02_IN>01_OUT	>01_OUT(1.21)
05/12/2018 09:59	Car	1.49	02_IN>01_OUT	>01_OUT(1.49)
05/12/2018 10:02	Car	1.09	02_IN>01_OUT	>01_OUT(1.09)
05/12/2018 10:02	Car	24.03	02_IN>01_OUT	>01_OUT(24.03)
05/12/2018 10:02	Car	32.01	02_IN>01_OUT	>01_OUT(32.01)
05/12/2018 10:06	Car	1.24	02_IN>01_OUT	>01_OUT(1.24)
05/12/2018 10:07	LGV<3.5T	51.39	02_IN>01_OUT	>01_OUT(51.39)
05/12/2018 10:08	Car	1.74	02_IN>01_OUT	>01_OUT(1.74)
05/12/2018 10:09	Car	1.50	02_IN>01_OUT	>01_OUT(1.5)
05/12/2018 10:09	Car	1.23	02_IN>01_OUT	>01_OUT(1.23)
05/12/2018 10:10	Car	5.59	02_IN>01_OUT	>01_OUT(5.59)
05/12/2018 10:16	Car	16.43	02_IN>01_OUT	>01_OUT(16.43)
05/12/2018 10:18	Car	3.67	02_IN>01_OUT	>01_OUT(3.67)
05/12/2018 10:19	Car	18.32	02_IN>01_OUT	>01_OUT(18.32)
05/12/2018 10:19	Car	2.47	02_IN>01_OUT	>01_OUT(2.47)
05/12/2018 10:24	Car	25.30	02_IN>01_OUT	>01_OUT(25.3)
05/12/2018 10:24	Car	30.37	02_IN>01_OUT	>01_OUT(30.37)
05/12/2018 10:24	Car	39.00	02_IN>01_OUT	>01_OUT(39)
05/12/2018 10:25	Car	6.27	02_IN>01_OUT	>01_OUT(6.27)
05/12/2018 10:25	Car	1.36	02_IN>01_OUT	>01_OUT(1.36)
05/12/2018 10:26	Car	103.78	02_IN>01_OUT	>01_OUT(103.78)
05/12/2018 10:26	Car	26.68	02_IN>01_OUT	>01_OUT(26.68)
05/12/2018 10:29	Car	52.53	02_IN>01_OUT	>01_OUT(52.53)
05/12/2018 10:31	Car	10.33	02_IN>01_OUT	>01_OUT(10.33)
05/12/2018 10:34	Car	1.17	02_IN>01_OUT	>01_OUT(1.17)
05/12/2018 10:34	Car	38.47	02_IN>01_OUT	>01_OUT(38.47)
05/12/2018 10:36	Car	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/12/2018 10:37	Car	0.93	02_IN>01_OUT	>01_OUT(0.93)
05/12/2018 10:38	Car	6.35	02_IN>01_OUT	>01_OUT(6.35)
05/12/2018 10:38	Car	21.01	02_IN>01_OUT	>01_OUT(21.01)
05/12/2018 10:38	Car	2.05	02_IN>01_OUT	>01_OUT(2.05)
05/12/2018 10:39	Car	9.24	02_IN>01_OUT	>01_OUT(9.24)
05/12/2018 10:39	Car	7.51	02_IN>01_OUT	>01_OUT(7.51)
05/12/2018 10:39	Car	140.46	02_IN>01_OUT	>01_OUT(140.46)
05/12/2018 10:41	Car	1.87	02_IN>01_OUT	>01_OUT(1.87)
05/12/2018 10:41	Car	1.77	02_IN>01_OUT	>01_OUT(1.77)
05/12/2018 10:43	Car	1.92	02_IN>01_OUT	>01_OUT(1.92)
05/12/2018 10:43	Car	1.69	02_IN>01_OUT	>01_OUT(1.69)
05/12/2018 10:45	Car	56.34	02_IN>01_OUT	>01_OUT(56.34)
05/12/2018 10:45	Car	24.54	02_IN>01_OUT	>01_OUT(24.54)
05/12/2018 10:48	Bus_Coach	61.95	02_IN>01_OUT	>01_OUT(61.95)
05/12/2018 10:49	Car	1.48	02_IN>01_OUT	>01_OUT(1.48)
05/12/2018 10:49	Car	2.26	02_IN>01_OUT	>01_OUT(2.26)
05/12/2018 10:50	Car	2.54	02_IN>01_OUT	>01_OUT(2.54)
05/12/2018 10:53	Car	2.01	02_IN>01_OUT	>01_OUT(2.01)
05/12/2018 10:53	Car	1.87	02_IN>01_OUT	>01_OUT(1.87)
05/12/2018 10:53	Car	1.63	02_IN>01_OUT	>01_OUT(1.63)
05/12/2018 10:56	Car	1.60	02_IN>01_OUT	>01_OUT(1.6)

05/12/2018 10:57	Car	11.14	02_IN>01_OUT	>01_OUT(11.14)
05/12/2018 10:59	Car	2.19	02_IN>01_OUT	>01_OUT(2.19)
05/12/2018 10:59	Car	1.93	02_IN>01_OUT	>01_OUT(1.93)
05/12/2018 11:01	Car	9.69	02_IN>01_OUT	>01_OUT(9.69)
05/12/2018 11:01	Car	1.63	02_IN>01_OUT	>01_OUT(1.63)
05/12/2018 11:01	LGV<3.5T	1.62	02_IN>01_OUT	>01_OUT(1.62)
05/12/2018 11:08	LGV<3.5T	2.06	02_IN>01_OUT	>01_OUT(2.06)
05/12/2018 11:10	Car	1.92	02_IN>01_OUT	>01_OUT(1.92)
05/12/2018 11:11	Car	4.34	02_IN>01_OUT	>01_OUT(4.34)
05/12/2018 11:11	OGV1	1.53	02_IN>01_OUT	>01_OUT(1.53)
05/12/2018 11:15	Car	18.03	02_IN>01_OUT	>01_OUT(18.03)
05/12/2018 11:16	Car	20.27	02_IN>01_OUT	>01_OUT(20.27)
05/12/2018 11:18	Car	1.85	02_IN>01_OUT	>01_OUT(1.85)
05/12/2018 11:19	Car	1.67	02_IN>01_OUT	>01_OUT(1.67)
05/12/2018 11:19	Car	4.00	02_IN>01_OUT	>01_OUT(4)
05/12/2018 11:20	Car	10.54	02_IN>01_OUT	>01_OUT(10.54)
05/12/2018 11:21	Car	2.56	02_IN>01_OUT	>01_OUT(2.56)
05/12/2018 11:22	Car	28.72	02_IN>01_OUT	>01_OUT(28.72)
05/12/2018 11:27	Car	2.60	02_IN>01_OUT	>01_OUT(2.6)
05/12/2018 11:34	Car	2.74	02_IN>01_OUT	>01_OUT(2.74)
05/12/2018 11:35	Car	4.73	02_IN>01_OUT	>01_OUT(4.73)
05/12/2018 11:39	Car	6.44	02_IN>01_OUT	>01_OUT(6.44)
05/12/2018 11:39	Car	36.23	02_IN>01_OUT	>01_OUT(36.23)
05/12/2018 11:42	Car	1.45	02_IN>01_OUT	>01_OUT(1.45)
05/12/2018 11:45	Car	17.36	02_IN>01_OUT	>01_OUT(17.36)
05/12/2018 11:45	Car	5.76	02_IN>01_OUT	>01_OUT(5.76)
05/12/2018 11:47	Car	476.77	02_IN>01_OUT	>01_OUT(476.77)
05/12/2018 11:48	Car	95.25	02_IN>01_OUT	>01_OUT(95.25)
05/12/2018 11:49	Car	1.78	02_IN>01_OUT	>01_OUT(1.78)
05/12/2018 11:50	Car	23.70	02_IN>01_OUT	>01_OUT(23.7)
05/12/2018 11:50	Car	4.50	02_IN>01_OUT	>01_OUT(4.5)
05/12/2018 11:53	Car	1.79	02_IN>01_OUT	>01_OUT(1.79)
05/12/2018 11:54	LGV<3.5T	1.75	02_IN>01_OUT	>01_OUT(1.75)
05/12/2018 11:54	Car	2.50	02_IN>01_OUT	>01_OUT(2.5)
05/12/2018 11:56	Car	1.52	02_IN>01_OUT	>01_OUT(1.52)
05/12/2018 11:57	Car	18.28	02_IN>01_OUT	>01_OUT(18.28)
05/12/2018 12:02	Car	0.93	02_IN>01_OUT	>01_OUT(0.93)
05/12/2018 12:03	Car	2.32	02_IN>01_OUT	>01_OUT(2.32)
05/12/2018 12:04	Car	1.37	02_IN>01_OUT	>01_OUT(1.37)
05/12/2018 12:05	Car	12.34	02_IN>01_OUT	>01_OUT(12.34)
05/12/2018 12:06	Car	116.34	02_IN>01_OUT	>01_OUT(116.34)
05/12/2018 12:08	Car	334.54	02_IN>01_OUT	>01_OUT(334.54)
05/12/2018 12:11	Car	19.17	02_IN>01_OUT	>01_OUT(19.17)
05/12/2018 12:14	LGV<3.5T	2.03	02_IN>01_OUT	>01_OUT(2.03)
05/12/2018 12:14	Car	1.41	02_IN>01_OUT	>01_OUT(1.41)
05/12/2018 12:16	Car	60.41	02_IN>01_OUT	>01_OUT(60.41)
05/12/2018 12:20	OGV1	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/12/2018 12:23	Car	2.13	02_IN>01_OUT	>01_OUT(2.13)
05/12/2018 12:26	Car	4.71	02_IN>01_OUT	>01_OUT(4.71)
05/12/2018 12:34	Car	17.84	02_IN>01_OUT	>01_OUT(17.84)
05/12/2018 12:36	Car	19.61	02_IN>01_OUT	>01_OUT(19.61)
05/12/2018 12:37	Car	1.76	02_IN>01_OUT	>01_OUT(1.76)
05/12/2018 12:39	Car	3.29	02_IN>01_OUT	>01_OUT(3.29)
05/12/2018 12:40	Car	1.29	02_IN>01_OUT	>01_OUT(1.29)
05/12/2018 12:41	Car	8.14	02_IN>01_OUT	>01_OUT(8.14)
05/12/2018 12:42	Car	44.41	02_IN>01_OUT	>01_OUT(44.41)
05/12/2018 12:42	Car	1.62	02_IN>01_OUT	>01_OUT(1.62)
05/12/2018 12:43	Car	15.17	02_IN>01_OUT	>01_OUT(15.17)
05/12/2018 12:43	Car	1.76	02_IN>01_OUT	>01_OUT(1.76)
05/12/2018 12:48	LGV<3.5T	1.61	02_IN>01_OUT	>01_OUT(1.61)
05/12/2018 12:48	Car	6.02	02_IN>01_OUT	>01_OUT(6.02)
05/12/2018 12:49	Car	35.12	02_IN>01_OUT	>01_OUT(35.12)
05/12/2018 12:49	Car	2.02	02_IN>01_OUT	>01_OUT(2.02)
05/12/2018 12:50	Car	17.07	02_IN>01_OUT	>01_OUT(17.07)
05/12/2018 12:50	Car	2.10	02_IN>01_OUT	>01_OUT(2.1)
05/12/2018 12:50	Car	1.07	02_IN>01_OUT	>01_OUT(1.07)
05/12/2018 12:56	Car	79.67	02_IN>01_OUT	>01_OUT(79.67)
05/12/2018 12:59	Car	1.25	02_IN>01_OUT	>01_OUT(1.25)

05/12/2018 12:59	Car	366.73	02_IN>01_OUT	>01_OUT(366.73)
05/12/2018 13:03	Car	1.62	02_IN>01_OUT	>01_OUT(1.62)
05/12/2018 13:04	Car	1.26	02_IN>01_OUT	>01_OUT(1.26)
05/12/2018 13:06	Car	19.42	02_IN>01_OUT	>01_OUT(19.42)
05/12/2018 13:08	Car	5.85	02_IN>01_OUT	>01_OUT(5.85)
05/12/2018 13:09	Car	11.61	02_IN>01_OUT	>01_OUT(11.61)
05/12/2018 13:09	Car	1.48	02_IN>01_OUT	>01_OUT(1.48)
05/12/2018 13:10	Car	13.23	02_IN>01_OUT	>01_OUT(13.23)
05/12/2018 13:10	Car	1.85	02_IN>01_OUT	>01_OUT(1.85)
05/12/2018 13:11	Car	188.65	02_IN>01_OUT	>01_OUT(188.65)
05/12/2018 13:11	Car	21.83	02_IN>01_OUT	>01_OUT(21.83)
05/12/2018 13:13	Car	7.99	02_IN>01_OUT	>01_OUT(7.99)
05/12/2018 13:14	Car	1.71	02_IN>01_OUT	>01_OUT(1.71)
05/12/2018 13:15	Car	3.10	02_IN>01_OUT	>01_OUT(3.1)
05/12/2018 13:16	Car	1.29	02_IN>01_OUT	>01_OUT(1.29)
05/12/2018 13:19	Car	1.67	02_IN>01_OUT	>01_OUT(1.67)
05/12/2018 13:21	Car	7.47	02_IN>01_OUT	>01_OUT(7.47)
05/12/2018 13:21	Car	20.30	02_IN>01_OUT	>01_OUT(20.3)
05/12/2018 13:21	Car	2.46	02_IN>01_OUT	>01_OUT(2.46)
05/12/2018 13:22	Car	1.62	02_IN>01_OUT	>01_OUT(1.62)
05/12/2018 13:23	Car	1.84	02_IN>01_OUT	>01_OUT(1.84)
05/12/2018 13:24	Car	53.94	02_IN>01_OUT	>01_OUT(53.94)
05/12/2018 13:24	Car	49.29	02_IN>01_OUT	>01_OUT(49.29)
05/12/2018 13:25	Car	13.05	02_IN>01_OUT	>01_OUT(13.05)
05/12/2018 13:26	Car	78.47	02_IN>01_OUT	>01_OUT(78.47)
05/12/2018 13:29	Car	8.45	02_IN>01_OUT	>01_OUT(8.45)
05/12/2018 13:33	Car	2.93	02_IN>01_OUT	>01_OUT(2.93)
05/12/2018 13:33	Car	1.46	02_IN>01_OUT	>01_OUT(1.46)
05/12/2018 13:34	Car	2.10	02_IN>01_OUT	>01_OUT(2.1)
05/12/2018 13:37	Car	29.32	02_IN>01_OUT	>01_OUT(29.32)
05/12/2018 13:37	Car	27.88	02_IN>01_OUT	>01_OUT(27.88)
05/12/2018 13:37	Car	20.35	02_IN>01_OUT	>01_OUT(20.35)
05/12/2018 13:39	Car	449.49	02_IN>01_OUT	>01_OUT(449.49)
05/12/2018 13:44	Car	1.03	02_IN>01_OUT	>01_OUT(1.03)
05/12/2018 13:46	Car	12.26	02_IN>01_OUT	>01_OUT(12.26)
05/12/2018 13:50	LGV<3.5T	58.00	02_IN>01_OUT	>01_OUT(58)
05/12/2018 13:55	Car	1.26	02_IN>01_OUT	>01_OUT(1.26)
05/12/2018 13:56	Car	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/12/2018 13:57	Car	8.10	02_IN>01_OUT	>01_OUT(8.1)
05/12/2018 14:01	Car	10.32	02_IN>01_OUT	>01_OUT(10.32)
05/12/2018 14:05	Car	1.14	02_IN>01_OUT	>01_OUT(1.14)
05/12/2018 14:06	Car	2.88	02_IN>01_OUT	>01_OUT(2.88)
05/12/2018 14:06	Car	30.80	02_IN>01_OUT	>01_OUT(30.8)
05/12/2018 14:07	Car	1.51	02_IN>01_OUT	>01_OUT(1.51)
05/12/2018 14:08	Car	1.34	02_IN>01_OUT	>01_OUT(1.34)
05/12/2018 14:16	Car	1.47	02_IN>01_OUT	>01_OUT(1.47)
05/12/2018 14:16	Car	25.79	02_IN>01_OUT	>01_OUT(25.79)
05/12/2018 14:26	Car	1.21	02_IN>01_OUT	>01_OUT(1.21)
05/12/2018 14:26	Car	3.89	02_IN>01_OUT	>01_OUT(3.89)
05/12/2018 14:28	Car	1.24	02_IN>01_OUT	>01_OUT(1.24)
05/12/2018 14:30	Car	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/12/2018 14:35	Car	2.52	02_IN>01_OUT	>01_OUT(2.52)
05/12/2018 14:35	Car	10.68	02_IN>01_OUT	>01_OUT(10.68)
05/12/2018 14:37	Car	1.02	02_IN>01_OUT	>01_OUT(1.02)
05/12/2018 14:42	Car	1.27	02_IN>01_OUT	>01_OUT(1.27)
05/12/2018 14:46	Car	25.66	02_IN>01_OUT	>01_OUT(25.66)
05/12/2018 14:47	Car	2.52	02_IN>01_OUT	>01_OUT(2.52)
05/12/2018 14:49	Car	1.46	02_IN>01_OUT	>01_OUT(1.46)
05/12/2018 14:49	Car	1.34	02_IN>01_OUT	>01_OUT(1.34)
05/12/2018 14:52	LGV<3.5T	2.61	02_IN>01_OUT	>01_OUT(2.61)
05/12/2018 14:53	Car	6.57	02_IN>01_OUT	>01_OUT(6.57)
05/12/2018 15:02	Car	1.69	02_IN>01_OUT	>01_OUT(1.69)
05/12/2018 15:03	Car	4.59	02_IN>01_OUT	>01_OUT(4.59)
05/12/2018 15:05	Car	279.01	02_IN>01_OUT	>01_OUT(279.01)
05/12/2018 15:10	Car	1.84	02_IN>01_OUT	>01_OUT(1.84)
05/12/2018 15:11	Car	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/12/2018 15:15	Car	40.31	02_IN>01_OUT	>01_OUT(40.31)
05/12/2018 15:16	Car	253.22	02_IN>01_OUT	>01_OUT(253.22)

05/12/2018 15:16	Car	2.57	02_IN>01_OUT	>01_OUT(2.57)
05/12/2018 15:18	Car	6.76	02_IN>01_OUT	>01_OUT(6.76)
05/12/2018 15:19	Car	9.24	02_IN>01_OUT	>01_OUT(9.24)
05/12/2018 15:20	Car	1.14	02_IN>01_OUT	>01_OUT(1.14)
05/12/2018 15:20	LGV<3.5T	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/12/2018 15:21	Car	1.55	02_IN>01_OUT	>01_OUT(1.55)
05/12/2018 15:22	Car	1.41	02_IN>01_OUT	>01_OUT(1.41)
05/12/2018 15:22	Car	1.08	02_IN>01_OUT	>01_OUT(1.08)
05/12/2018 15:23	Car	1.48	02_IN>01_OUT	>01_OUT(1.48)
05/12/2018 15:25	Car	2.71	02_IN>01_OUT	>01_OUT(2.71)
05/12/2018 15:27	Car	1.25	02_IN>01_OUT	>01_OUT(1.25)
05/12/2018 15:32	Car	1.48	02_IN>01_OUT	>01_OUT(1.48)
05/12/2018 15:34	Car	11.58	02_IN>01_OUT	>01_OUT(11.58)
05/12/2018 15:36	Car	1.22	02_IN>01_OUT	>01_OUT(1.22)
05/12/2018 15:39	Car	15.59	02_IN>01_OUT	>01_OUT(15.59)
05/12/2018 15:41	Car	1.37	02_IN>01_OUT	>01_OUT(1.37)
05/12/2018 15:42	Car	56.45	02_IN>01_OUT	>01_OUT(56.45)
05/12/2018 15:43	Car	1.33	02_IN>01_OUT	>01_OUT(1.33)
05/12/2018 15:45	Car	1.68	02_IN>01_OUT	>01_OUT(1.68)
05/12/2018 15:46	Car	6.71	02_IN>01_OUT	>01_OUT(6.71)
05/12/2018 15:48	Car	7.30	02_IN>01_OUT	>01_OUT(7.3)
05/12/2018 15:49	Car	1.59	02_IN>01_OUT	>01_OUT(1.59)
05/12/2018 15:53	Car	10.99	02_IN>01_OUT	>01_OUT(10.99)
05/12/2018 16:03	Car	69.66	02_IN>01_OUT	>01_OUT(69.66)
05/12/2018 16:04	Car	4.81	02_IN>01_OUT	>01_OUT(4.81)
05/12/2018 16:05	LGV<3.5T	1.54	02_IN>01_OUT	>01_OUT(1.54)
05/12/2018 16:05	Car	1.70	02_IN>01_OUT	>01_OUT(1.7)
05/12/2018 16:05	Car	1.81	02_IN>01_OUT	>01_OUT(1.81)
05/12/2018 16:05	Car	8.41	02_IN>01_OUT	>01_OUT(8.41)
05/12/2018 16:07	Car	1.10	02_IN>01_OUT	>01_OUT(1.1)
05/12/2018 16:14	Car	0.96	02_IN>01_OUT	>01_OUT(0.96)
05/12/2018 16:16	Car	1.48	02_IN>01_OUT	>01_OUT(1.48)
05/12/2018 16:18	Car	1.05	02_IN>01_OUT	>01_OUT(1.05)
05/12/2018 16:19	Car	1.11	02_IN>01_OUT	>01_OUT(1.11)
05/12/2018 16:21	Car	1.60	02_IN>01_OUT	>01_OUT(1.6)
05/12/2018 16:21	Car	1.52	02_IN>01_OUT	>01_OUT(1.52)
05/12/2018 16:22	Car	6.69	02_IN>01_OUT	>01_OUT(6.69)
05/12/2018 16:23	Car	1.81	02_IN>01_OUT	>01_OUT(1.81)
05/12/2018 16:23	Car	1.26	02_IN>01_OUT	>01_OUT(1.26)
05/12/2018 16:24	Car	1.12	02_IN>01_OUT	>01_OUT(1.12)
05/12/2018 16:26	Car	1.33	02_IN>01_OUT	>01_OUT(1.33)
05/12/2018 16:28	Car	38.68	02_IN>01_OUT	>01_OUT(38.68)
05/12/2018 16:29	Car	1.15	02_IN>01_OUT	>01_OUT(1.15)
05/12/2018 16:29	Car	1.51	02_IN>01_OUT	>01_OUT(1.51)
05/12/2018 16:32	Car	1.04	02_IN>01_OUT	>01_OUT(1.04)
05/12/2018 16:32	Car	2.23	02_IN>01_OUT	>01_OUT(2.23)
05/12/2018 16:33	Car	1.55	02_IN>01_OUT	>01_OUT(1.55)
05/12/2018 16:34	Car	7.96	02_IN>01_OUT	>01_OUT(7.96)
05/12/2018 16:35	Car	37.69	02_IN>01_OUT	>01_OUT(37.69)
05/12/2018 16:36	Car	0.95	02_IN>01_OUT	>01_OUT(0.95)
05/12/2018 16:37	Car	17.85	02_IN>01_OUT	>01_OUT(17.85)
05/12/2018 16:39	LGV<3.5T	2.46	02_IN>01_OUT	>01_OUT(2.46)
05/12/2018 16:41	Car	1.60	02_IN>01_OUT	>01_OUT(1.6)
05/12/2018 16:41	Car	15.83	02_IN>01_OUT	>01_OUT(15.83)
05/12/2018 16:45	Car	48.75	02_IN>01_OUT	>01_OUT(48.75)
05/12/2018 16:46	Car	1.09	02_IN>01_OUT	>01_OUT(1.09)
05/12/2018 16:46	LGV<3.5T	0.98	02_IN>01_OUT	>01_OUT(0.98)
05/12/2018 16:49	Car	52.05	02_IN>01_OUT	>01_OUT(52.05)
05/12/2018 16:49	Car	1.12	02_IN>01_OUT	>01_OUT(1.12)
05/12/2018 16:52	Car	13.11	02_IN>01_OUT	>01_OUT(13.11)
05/12/2018 16:57	Car	1.50	02_IN>01_OUT	>01_OUT(1.5)
05/12/2018 16:57	Car	1.36	02_IN>01_OUT	>01_OUT(1.36)
05/12/2018 16:59	Car	19.23	02_IN>01_OUT	>01_OUT(19.23)
05/12/2018 17:01	Car	1.38	02_IN>01_OUT	>01_OUT(1.38)
05/12/2018 17:03	Car	1.42	02_IN>01_OUT	>01_OUT(1.42)
05/12/2018 17:05	Car	1.38	02_IN>01_OUT	>01_OUT(1.38)
05/12/2018 17:05	Car	30.34	02_IN>01_OUT	>01_OUT(30.34)
05/12/2018 17:09	Car	3.30	02_IN>01_OUT	>01_OUT(3.3)

05/12/2018 17:09	Car	1.03	02_IN>01_OUT	>01_OUT(1.03)
05/12/2018 17:10	Car	22.79	02_IN>01_OUT	>01_OUT(22.79)
05/12/2018 17:13	Car	14.88	02_IN>01_OUT	>01_OUT(14.88)
05/12/2018 17:14	Car	109.69	02_IN>01_OUT	>01_OUT(109.69)
05/12/2018 17:14	Car	1.42	02_IN>01_OUT	>01_OUT(1.42)
05/12/2018 17:15	Car	11.91	02_IN>01_OUT	>01_OUT(11.91)
05/12/2018 17:17	Car	4.18	02_IN>01_OUT	>01_OUT(4.18)
05/12/2018 17:24	Car	1.32	02_IN>01_OUT	>01_OUT(1.32)
05/12/2018 17:24	Car	1.06	02_IN>01_OUT	>01_OUT(1.06)
05/12/2018 17:24	Car	1.11	02_IN>01_OUT	>01_OUT(1.11)
05/12/2018 17:25	Car	1.05	02_IN>01_OUT	>01_OUT(1.05)
05/12/2018 17:26	Car	0.86	02_IN>01_OUT	>01_OUT(0.86)
05/12/2018 17:28	Car	5.26	02_IN>01_OUT	>01_OUT(5.26)
05/12/2018 17:28	Car	1.26	02_IN>01_OUT	>01_OUT(1.26)
05/12/2018 17:29	LGV<3.5T	6.89	02_IN>01_OUT	>01_OUT(6.89)
05/12/2018 17:29	Car	60.58	02_IN>01_OUT	>01_OUT(60.58)
05/12/2018 17:30	Car	7.32	02_IN>01_OUT	>01_OUT(7.32)
05/12/2018 17:33	Car	6.99	02_IN>01_OUT	>01_OUT(6.99)
05/12/2018 17:33	LGV<3.5T	183.99	02_IN>01_OUT	>01_OUT(183.99)
05/12/2018 17:38	Car	5.82	02_IN>01_OUT	>01_OUT(5.82)
05/12/2018 17:39	Car	7.84	02_IN>01_OUT	>01_OUT(7.84)
05/12/2018 17:43	Car	1.03	02_IN>01_OUT	>01_OUT(1.03)
05/12/2018 17:46	Car	10.21	02_IN>01_OUT	>01_OUT(10.21)
05/12/2018 17:48	Car	1.21	02_IN>01_OUT	>01_OUT(1.21)
05/12/2018 17:49	Car	24.69	02_IN>01_OUT	>01_OUT(24.69)
05/12/2018 17:52	Car	207.51	02_IN>01_OUT	>01_OUT(207.51)
05/12/2018 17:57	Car	1.26	02_IN>01_OUT	>01_OUT(1.26)
05/12/2018 17:58	Car	0.87	02_IN>01_OUT	>01_OUT(0.87)
05/12/2018 17:58	Car	6.24	02_IN>01_OUT	>01_OUT(6.24)
05/12/2018 17:59	Car	9.60	02_IN>01_OUT	>01_OUT(9.6)
05/12/2018 17:59	Car	1.12	02_IN>01_OUT	>01_OUT(1.12)
05/12/2018 18:01	LGV<3.5T	4.01	02_IN>01_OUT	>01_OUT(4.01)
05/12/2018 18:03	Car	1.48	02_IN>01_OUT	>01_OUT(1.48)
05/12/2018 18:03	Car	6.56	02_IN>01_OUT	>01_OUT(6.56)
05/12/2018 18:05	Car	1.17	02_IN>01_OUT	>01_OUT(1.17)
05/12/2018 18:06	Car	1.35	02_IN>01_OUT	>01_OUT(1.35)
05/12/2018 18:06	Car	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/12/2018 18:11	Car	186.45	02_IN>01_OUT	>01_OUT(186.45)
05/12/2018 18:13	Car	14.27	02_IN>01_OUT	>01_OUT(14.27)
05/12/2018 18:15	Car	16.22	02_IN>01_OUT	>01_OUT(16.22)
05/12/2018 18:15	Car	6.31	02_IN>01_OUT	>01_OUT(6.31)
05/12/2018 18:15	Car	1.28	02_IN>01_OUT	>01_OUT(1.28)
05/12/2018 18:15	Car	1.24	02_IN>01_OUT	>01_OUT(1.24)
05/12/2018 18:16	Car	27.23	02_IN>01_OUT	>01_OUT(27.23)
05/12/2018 18:18	Car	2.79	02_IN>01_OUT	>01_OUT(2.79)
05/12/2018 18:19	Car	5.51	02_IN>01_OUT	>01_OUT(5.51)
05/12/2018 18:20	Car	15.44	02_IN>01_OUT	>01_OUT(15.44)
05/12/2018 18:23	Car	14.24	02_IN>01_OUT	>01_OUT(14.24)
05/12/2018 18:23	Car	1.19	02_IN>01_OUT	>01_OUT(1.19)
05/12/2018 18:24	Car	1.35	02_IN>01_OUT	>01_OUT(1.35)
05/12/2018 18:25	Car	41.45	02_IN>01_OUT	>01_OUT(41.45)
05/12/2018 18:26	Car	0.80	02_IN>01_OUT	>01_OUT(0.8)
05/12/2018 18:28	Car	0.91	02_IN>01_OUT	>01_OUT(0.91)
05/12/2018 18:28	Car	1.02	02_IN>01_OUT	>01_OUT(1.02)
05/12/2018 18:29	Car	1.85	02_IN>01_OUT	>01_OUT(1.85)
05/12/2018 18:29	Car	1.21	02_IN>01_OUT	>01_OUT(1.21)
05/12/2018 18:29	Car	2.27	02_IN>01_OUT	>01_OUT(2.27)
05/12/2018 18:32	Car	14.28	02_IN>01_OUT	>01_OUT(14.28)
05/12/2018 18:33	Car	5.71	02_IN>01_OUT	>01_OUT(5.71)
05/12/2018 18:34	Car	1.20	02_IN>01_OUT	>01_OUT(1.2)
05/12/2018 18:35	Car	0.93	02_IN>01_OUT	>01_OUT(0.93)
05/12/2018 18:37	Car	10.97	02_IN>01_OUT	>01_OUT(10.97)
05/12/2018 18:39	Car	40.21	02_IN>01_OUT	>01_OUT(40.21)
05/12/2018 18:45	Car	9.28	02_IN>01_OUT	>01_OUT(9.28)
05/12/2018 18:46	Car	1.03	02_IN>01_OUT	>01_OUT(1.03)
05/12/2018 18:47	LGV<3.5T	20.80	02_IN>01_OUT	>01_OUT(20.8)
05/12/2018 18:48	Car	13.80	02_IN>01_OUT	>01_OUT(13.8)
05/12/2018 18:49	Car	0.99	02_IN>01_OUT	>01_OUT(0.99)

05/12/2018 18:50	Car	0.89	02_IN>01_OUT	>01_OUT(0.89)
05/12/2018 18:51	Car	90.22	02_IN>01_OUT	>01_OUT(90.22)
05/12/2018 18:53	LGV<3.5T	1.13	02_IN>01_OUT	>01_OUT(1.13)
05/12/2018 18:55	Car	1.17	02_IN>01_OUT	>01_OUT(1.17)
05/12/2018 18:58	Car	14.74	02_IN>01_OUT	>01_OUT(14.74)
05/12/2018 18:59	Car	3.48	02_IN>01_OUT	>01_OUT(3.48)

ANPR on Spine (HS consultant's assessment)

Time period	1 to 2		2 to 1		Combined (1 to 2 and 2 to 1)		<15 mins as % of all trips
	All trips	Trips under 15 mins	All trips	Trips under 15 mins	All trips	Trips under 15 minutes	
07:00-08:00	12	12	10	9	22	21	95%
08:00-09:00	27	26	33	22	60	48	80%
09:00-10:00	24	19	29	25	53	44	83%
10:00-11:00	35	29	49	32	84	61	73%
11:00-12:00	43	36	33	24	76	60	79%
12:00-13:00	42	35	33	21	75	56	75%
13:00-14:00	33	26	38	26	71	52	73%
14:00-15:00	31	26	22	19	53	45	85%
15:00-16:00	46	41	30	25	76	66	87%
16:00-17:00	35	28	40	32	75	60	80%
17:00-18:00	32	26	36	29	68	55	81%
18:00-19:00	25	23	43	35	68	58	85%

Appendix 18

Pedestrian counts

Pedestrian count assessment

Rams Walk / High Street, Petersfield. Wednesday 23rd May 2018.

Combined total	Adu	Chi	Oap	Total
7:00- 8:00	86	25	5	116
8:00- 9:00	405	175	63	643
9:00-10:00	791	63	170	1024
10:00-11:00	1052	59	257	1368
11:00-12:00	1068	83	243	1394
12:00-13:00	1011	44	114	1169
13:00-14:00	982	51	90	1123
14:00-15:00	893	266	112	1271
15:00-16:00	846	263	73	1182
16:00-17:00	633	168	69	870
17:00-18:00	477	54	28	559
18:00-19:00	239	31	4	274
	8483	1282	1228	10993

Rams Walk / High Street. Saturday 26th May 2018.

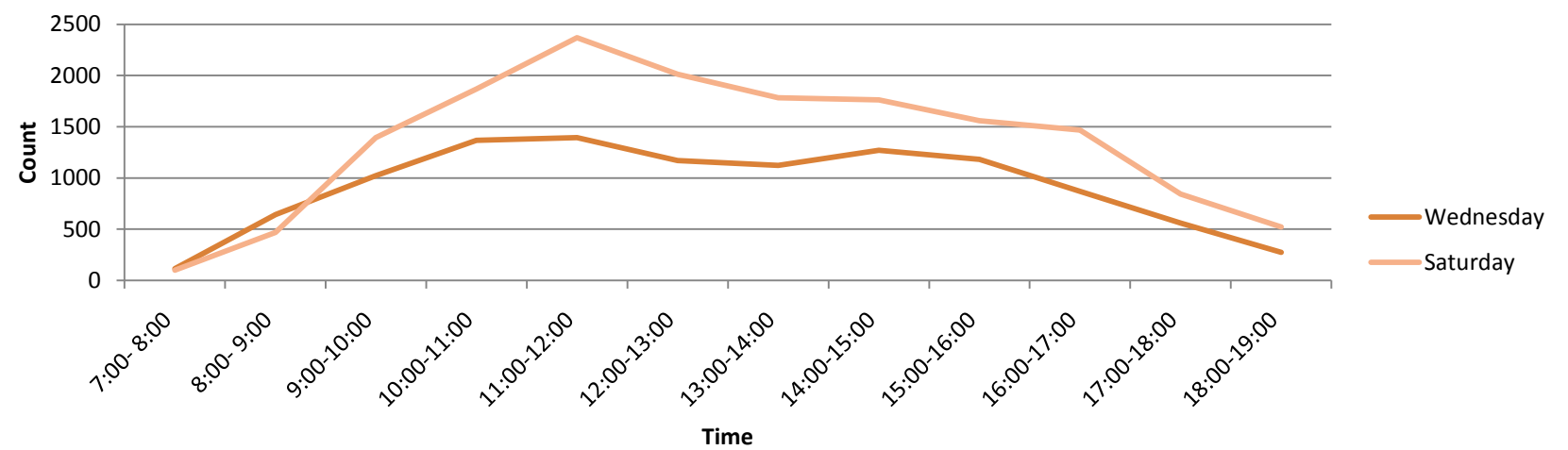
7:00- 8:00	96	0	4	100
8:00- 9:00	394	12	63	469
9:00-10:00	1129	82	182	1393
10:00-11:00	1489	179	200	1868
11:00-12:00	1902	277	191	2370
12:00-13:00	1610	261	143	2014
13:00-14:00	1391	280	111	1782
14:00-15:00	1391	265	105	1761
15:00-16:00	1245	245	69	1559
16:00-17:00	1150	250	68	1468
17:00-18:00	695	105	43	843
18:00-19:00	423	69	30	522
	12915	2025	1209	16149

Wednesda Saturday

7:00- 8:00	116	100
8:00- 9:00	643	469
9:00-10:00	1024	1393
10:00-11:00	1368	1868
11:00-12:00	1394	2370
12:00-13:00	1169	2014
13:00-14:00	1123	1782
14:00-15:00	1271	1761
15:00-16:00	1182	1559
16:00-17:00	870	1468
17:00-18:00	559	843
18:00-19:00	274	522

	%		
	Child	Adult <65	Adult >65
Weds	12%	77%	11%
Sat	13%	80%	7%

Pedestrian count Rams Walk/The Square



Survey location (red square)

