



Meeting: Petition Panel
Time: 10.00 am
Date: Thursday, 1 December 2016
Venue: Conservative Group Office S3.3, County Hall, Colliton Park, Dorchester,
DT1 1XJ

Peter Finney
Spencer Flower
Mike Lovell

Toni Coombs
Robin Cook
David Mannings

Debbie Ward
Chief Executive

Contact: **Liz Eaton, Democratic Services Officer**
County Hall, Dorchester, DT1 1XJ
01305 225113 - e.a.eaton@dorsetcc.gov.uk

Date of Publication:
24 November 2016

1. **Apologies**

To receive any apologies for absence.

2. **Petition - (Traffic Calming Measures in Woodlinken Drive, Verwood)** 3 - 30

To consider a report in relation to the petition and to ask the Panel to make a decision based on the options available, and in accordance with the Petitions Scheme.

Outcome of the Panel Discussion

In addition to taking part in the meeting, the outcome of the discussion and decision made by the Panel will be sent to the lead petitioner within 5 working days of the date of the meeting.

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Petitions Panel

1 December 2016

1. Background to the Petition Scheme

- 1.1 The County Council's Petitions Scheme was adopted on 29 April 2010 and came into effect on 15 June 2010. The Scheme was subsequently updated by the County Council on 21 July 2016.
- 1.2 If a petition is supported by 50 or more signatories then it will be dealt with by a small customer focussed panel. If a petition is supported by 1,000 or more signatories it will be scheduled for a debate at the next meeting of the full County Council.

2. Petition – Request for traffic calming measures in Woodlinken Drive, Verwood

- 2.1 The County Council received a petition organised by Mr and Mrs M Andrews on 17 October 2016. This reads as follows:

In our opinion, supported by the undersigned, there is a need for traffic calming measures to be installed to reduce excessive speeding on the road, and we would respectfully ask that this matter is given due consideration.

The recent demolition of a wall at 53 Woodlinken Drive highlights the speeds at which drivers use this road – there have been a number of similar occurrences at the bend/junction of Woodlinken Close, where the wall to 6 Woodlinken Close has been demolished on several occasions, and where plastic kerbside bollards were installed by you [Highways] fairly recently.

- 2.2 As this petition contains more than 50 signatures, the Panel are invited to note and discuss.
- 2.3 This petition contains 85 signatures, seven additional letters of support and a report compiled by Verwood's Neighbourhood Policing Team.
- 2.4 A copy of the petition and supporting letters can be found at Appendix A.
- 2.5 This discussion should conclude with a decision as to how to respond to the petition. This may include one or more of the following:
 - taking the action requested in the petition
 - considering the petition at a council meeting
 - holding an inquiry into the matter
 - undertaking research into the matter
 - holding a public meeting
 - holding a consultation
 - referring the petition for consideration by the council's Audit and Governance Committee
 - calling a referendum
 - writing to the petition organiser setting out the Panel's views about the request in the petition.
- 2.6 Alternatively, the Panel may determine a combination of the options above, or decide on another course of action as appropriate.

3. Context

3.1 Woodlinken Drive is a residential road with a speed limit of 30mph which is by virtue of street lighting. Speed limit repeaters signs or '30' roundel painted on the road are not permitted by strict regulations. If they were to be installed it would render the speed limit unenforceable.

3.2 The only non-residential property on Lake Road/Woodlinken Drive is a Doctors surgery on Lake Road.

3.3 Woodlinken Drive has a junction with the B3081, Ringwood at the northeast end and is linked with the B3072, Manor Road via Lake Road and Newtown Road.

3.4 Lake Road/Woodlinken Drive can be used to get from the B3072 to the B3081 avoiding other routes through Verwood.

3.5 Lake Road/Woodlinken Drive is approximately 1km in length.

3.6 Based on traffic survey conducted in August and September 2015, traffic flows on the Lake Road/Woodlinken Drive route are in the region of 2,500 to 3,000 vehicles per day.

Peak flows are around the morning and evening 'rush hour' periods, which is to be expected.

The average vehicle flow per hour between 07:00 and 19:00 is typically between 180 vehicles and 220 vehicle per hour; approximately 3 to 4 vehicles per minute.

3.7 There are four bus stops and three bus routes for Woodlinken Road/Lake Road:

- Yellow Buses – 70/77, Verwood - Queen Elizabeth's School, Wimborne
- More Bus – 771, Ferndown - Verwood – Queen Elizabeth's School, Wimborne
- More Bus – X6, Poole – Ferndown – Verwood – Ringwood – Bournemouth

A map showing all the features mentioned above is at Appendix B.

3.8 Collisions resulting in damage to private property have recently occurred at the bend/junction to Woodlinken Close.

3.9 The County Council has access to road traffic collision data from January 1998 to July 2016. This data is recorded and validated by Dorset Police. Data available only includes collisions that resulted in personal injury that were reported to the police.

It is acknowledged that the County Council will not have details on all collisions that have occurred on Lake Road/Woodlinken Drive. If the collisions mentioned in the petition that resulted in damage to private property were either not reported to the police or did not result in personal injury then the County Council would not have any record of them.

It is standard practice to use the latest available five years of collision data (injury collisions) to assess the priority of need for safety improvements.

Between August 2011 and July 2016 there was one collision recorded (slight injury) on Woodlinken Drive/Lake Road. This collision was the result of a driver losing control on the bend at the junction to Woodlinken Close (left hand bend) into the path of two oncoming vehicles. The contributory factors recorded were loss of control and slippery road – due to weather.

3.10 The petition includes a brief report by Verwood's Neighbourhood Policing Team. PC Robertson provided brief information on recorded incidents on Woodlinken Drive or in close proximity between 1 April 2014 and 1 October 2016.

A total of eight incidents were recorded. Of these eight incidents, two were recorded as vehicles leaving the road on Woodlinken Drive at the bend/junction with Woodlinken Close.

- June 2016 - Non injury – Vehicle failed to negotiate bend – private wall damaged
- July 2015 – Non injury – Vehicle failed to negotiate bend – private wall damaged

The road surface of both these incidents was recorded as 'wet'.

One other collision was recorded at the junction between Woodlinken Drive and Woodlinken Close. No details other than 'two vehicle non-injury'.

Two further collisions were recorded; neither felt to be relevant for this report. One the result of a vehicle pulling out onto Ringwood Road from Woodlinken Drive across path of motorcyclist; serious injury. The other, junction overshoot from Lake Road onto Newton Road; single vehicle, non-injury.

Three incidents of anti-social or dangerous driving reported – no further police action. No specific location for two, one report of dangerous driving reported on Woodlinken Drive.

3.11 The road surface condition for the single injury collision and two non-injury collisions at the bend/junction to Woodlinken Close which resulted in vehicles losing control was recorded as 'wet/damp'. This is a strong indication that the skid resistance at the bend was not as good as it could be.

3.12 Investigations by were conducted on the back of local concern regarding vehicles losing control on the bend revealed that the skid resistance was insufficient. As a result this section of Woodlinken Drive was surface dressed in August 2016.

The surface dressing has improved the skid resistance.

After the surfacing dressing was completed the centre lines were reinstated and the SLOW markings on the approach to the bend were refreshed.

Bend warnings signs have been installed on both approaches to the bend/junction with Woodlinken Close both augmented with 'SLOW' road markings.

3.13 Traffic signing and lining are seen as 'soft' traffic calming measures. They are relatively inexpensive and often result in an improvement in driving behaviour.

3.14 'Hard' traffic calming features fit into two categories, vertical and horizontal.

Vertical traffic calming features are those which vehicles drive over; speed humps or cushions. Horizontal features are those which vehicles drive through or around; chicanes or pinch points for example.

The cost of installation is high, particularly when applied to a route.

Both vertical and horizontal form of traffic calming do result in a general reduction in vehicle speed. However considerations need to be made on the potential negative impacts such schemes can have.

The number and frequency of private driveways, bus stops and side road junctions on Lake Road/Woodlinken Drive would make it very difficult to establish an effective system of traffic calming without adversely affecting residents.

Traffic calming can result in a displacement of traffic to nearby routes. There is high likelihood that this could happen in this case, with traffic choosing to use Lake Road (north). This essentially would move the perceived issues rather than address them.

Vertical features are used much less often than in the past. The cost of installation and ongoing maintenance is prohibitive.

Vertical calming features are typically installed on routes with notable pedestrian movements along and across roads and where speed has been recorded as a common theme in the occurrence of collisions i.e. close to schools and town centres.

Horizontal traffic calming features are the most common form of 'new' traffic calming features.

Horizontal traffic calming features are installed on routes used as 'rat runs' where traffic speeds are notably higher than the speed limit.

They tend to be used on routes where there is notable pedestrian movements alongside and across the road and where speed has been recorded as a common theme in the occurrence of collisions i.e. close to schools or where there is a mix of residential properties and local shops/services.

The only non-residential property on Lake Road/Woodlinken Drive is a doctor's surgery at the western end of Lake Road – shown on the map at Appendix B.

Vertical and horizontal calming features are not universally welcomed. Emergency services are generally opposed to their use on key routes as they impact upon response times and make transporting injured patients more problematic for the Ambulance Service. Bus companies are also opposed to such features due to the impact upon journey times and seriously consider alternative routes to avoid proposed traffic calmed areas.

Residents can also be negatively affected by vertical traffic calming features due to the additional noise they create, both due to vehicles slowing prior to and accelerating after the feature and the noise created by vehicles travelling over such features. The latter is a particular issue for larger vehicles such as trucks and buses.

Horizontal traffic calming features can also create noise that residents find more disruptive. Although typically travelling slower, the noise generated by vehicles decelerating and accelerating through horizontal features is typically louder than without such calming features.

Horizontal calming features can also present areas of conflict between vehicles that did not previously exist.

- 3.15 The petitioner cites speed surveys that were conducted in September 2015. The petitioner suggests that these surveys were conducted at a location not representative of speeds on other sections of Woodlinken Drive and has questioned, with respect, the conclusions drawn from the results of the speed surveys.

Two speed surveys were conducted in response to resident concerns raised via Verwood Town Council about vehicles losing control at the bend/junction with Woodlinken Close.

Petition – Request for traffic calming measures in Woodlinken Drive, Verwood

A survey was conducted approximately 65 metres west of the junction with Woodlinken Close between 2 September and 8 September 2015; the equipment used was 'speed tubes' laid across the road. This survey is referred to 'west'.

Another survey was completed using radar equipment in order to survey speeds in the bend. This survey was conducted between 21 August and 9 September 2015. Survey referred to as 'east'.

The Department for Transport guidance on speed monitoring suggests that both the mean average and 85thile speeds should be considered.

The 85thile speed is the speed at which 85% of vehicles are travelling at or below. The top 15% are not included as they are felt to be unrepresentative of typical speeds; all vehicles are included in the mean average.

The seven day average 85thile speed for the east survey was 31mph and the mean average was 26mph.

Chart 1 shows the seven day average 85thile speeds and mean average speed by hour.

Chart 2 shows the seven day average speed distribution by hour.

Chart 1

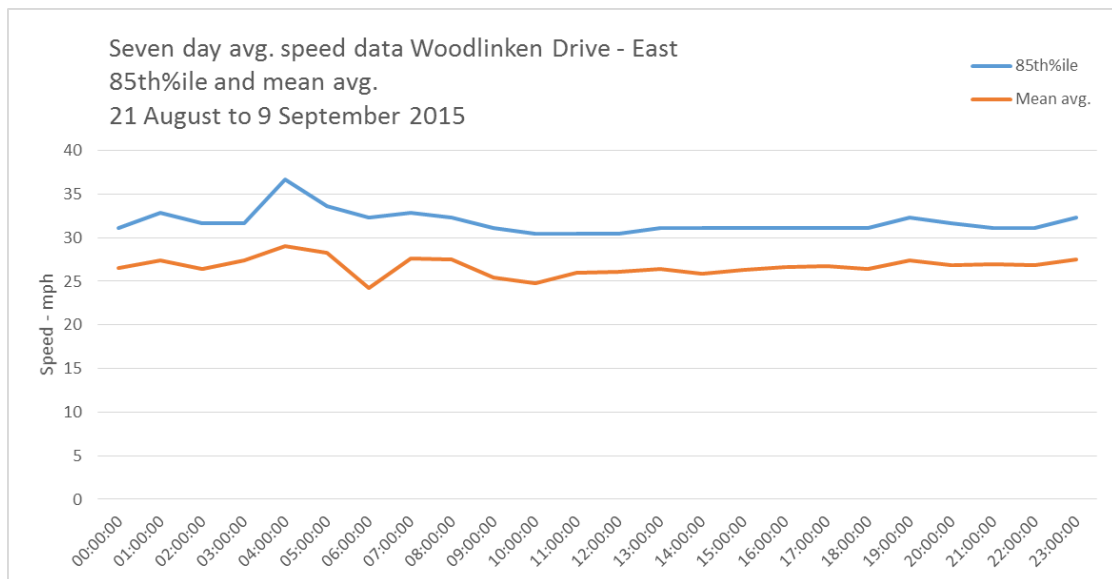
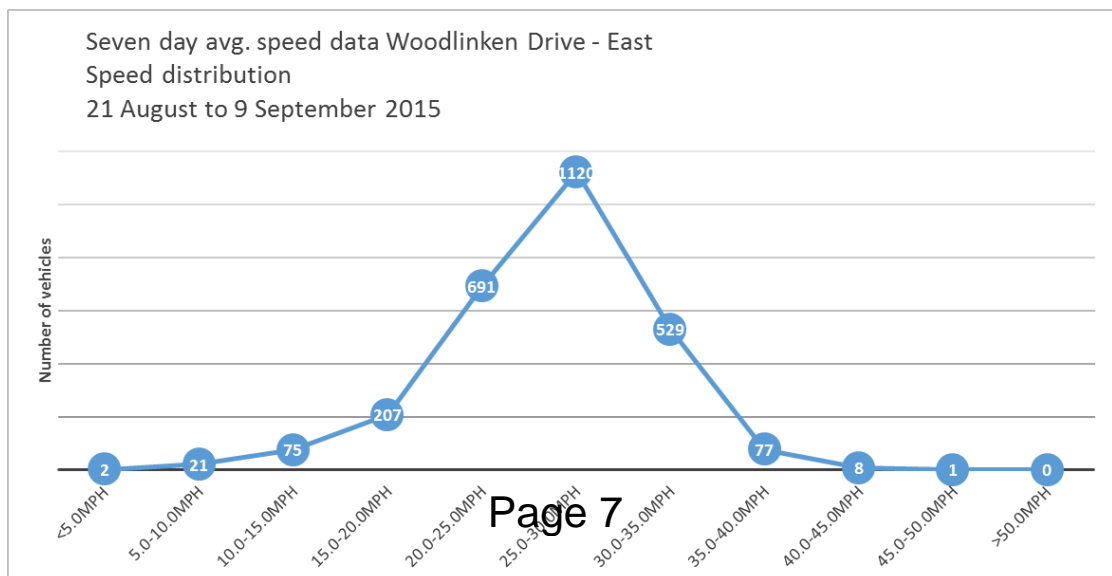


Chart 2



Petition – Request for traffic calming measures in Woodlinken Drive, Verwood

The seven day average 85th percentile speed for the west survey was under 32mph and the mean average was under 27mph.

Chart 3 shows the seven day average 85th percentile speeds and mean average speed by hour.

Chart 4 shows the seven day average speed distribution by hour.

Chart 3

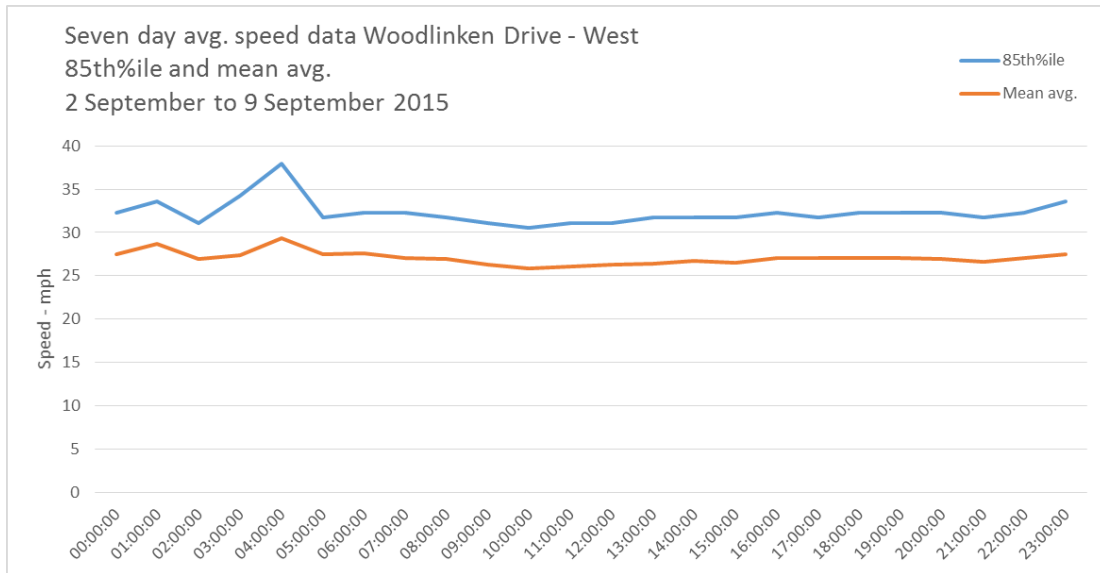
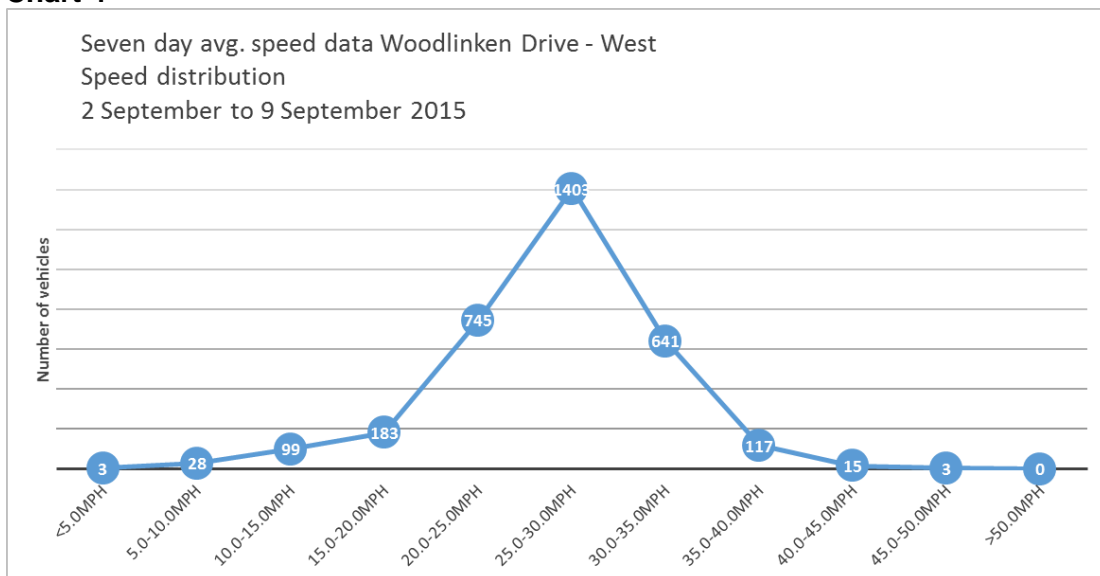


Chart 4



Speed and traffic flow data tables for both east and west survey sites are available at Appendix C

- 3.16 The report provided by Verwood Neighbourhood Policing Team’s PC Robertson includes an overview of speed enforcement that has been conducted on Woodlinken Drive:

Since the 10th July 2015 and 28th September 2016 the Dorset camera safety partnership [Dorset Road Safe] have deployed a camera van in the location of Woodlinken Drive on 14 separate occasions.

The average duration of the site visit was around 50 minutes.

The camera was activated on 21 occasions in all an average of 1.5 activations per visit. (Very low)

The vast majority of enforcement took place outside number 39 Woodlinken Drive – highlighted on the map at Appendix B. This section of Woodlinken Drive is straight. The low number of activations across multiple visits suggest that vehicles are travelling at appropriate speeds. It is accepted that the presence of the speed camera van will have likely had a positive effect on speeds travelled, however if excessive speed was inherent on Woodlinken Drive higher activation rates would have been expected.

One of the seven letters detailing support for this petition requests the installation of a speed camera. The information provided by Dorset Police regarding speed enforcement reveals a ‘very low’ level of activation, this is a strong suggestion that investment in a speed camera would be disproportionate to need.

- 3.17 The petitioner’s comment that the speed surveys are not representative of speeds across Woodlinken Drive is accepted. However, both speed surveys and the enforcement information provided by Dorset Police suggest that speeds are not likely to be generally inappropriate for the layout and use of the route.

It is also accepted that there are a minority of drivers who are travelling at inappropriate speeds on Lake Road/Woodlinken Drive. Such drivers would be unlikely adjust their behaviour with the presence of traffic calming and could present greater disruption to residents particularly in the late/early hours owing to deceleration and acceleration.

It is important to note comments provided by PC Robertson regarding speed of vehicles using Woodlinken Drive.

As with other roads there are issues around speeding however in my considered view, no more than in other locations in Verwood.

4. Next Steps

- 4.1 The Panel is invited to note the receipt of this petition and decide how to respond to it, possible options are available in paragraph 2.5.
- 4.2 Based on the available data and information outlined in the report it is recommended that ‘hard’ traffic calming measures are not investigated further for Lake Road/Woodlinken Drive.

The nature of use and the layout of Woodlinken Drive mean that establishing an effective traffic calming scheme would not likely be feasible without adversely affecting residents.

Traffic flows and speeds recorded in the two survey conducted across August and September 2015 combined with information from Dorset Police regarding speed

Petition – Request for traffic calming measures in Woodlinken Drive, Verwood

enforcement suggest that extensive 'hard' traffic calming measures would be disproportionate to need.

- 4.3 In recognition of the petitioner's concerns supported by 85 residents and seven supporting letters, additional 'soft' traffic calming measures in addition to those already in place on Lake Road/Woodlinken Drive could be investigated.
- 4.4 A request could be made for Dorset Road Safe to conduct enforcement at specific times. Visits would have to be programmed alongside other enforcement in the area.
- 4.5 It is not known whether Verwood Town Council are members of the Community Speed Watch project run by Dorset Road Safe. This could also be suggested for residents to explore via the town council.

Officer Contact

Name: Michael Potter

Tel: 01305 221767

Email: m.potter@dorsetcc.gov.uk

Mike Harries

Director for Environment and Economy

Cllr Peter Finney

Cabinet Member for Environment and Economy

November 2016



SIMON HOARE MP

THE STABLES, WHITECLIFF GARDENS,
BLANDFORD FORUM, NORTH DORSET, DT11 7BU

Mrs D Ward
Chief Executive
Dorset County Council
Dorchester
Dorset
DT1 1XJ

RECEIVED

17 OCT 2016

CORP. RESOURCES

13 October 2016

Ref:DM

Woodlinken Drive, Verwood, BH31 6BN

I have been visited by residents from Woodlinken Drive to express their collective concern over the speed of traffic on this residential piece of road. Neighbourhood police officer PC Robertson was also present at the meeting and he confirmed that speeding is an issue in this area.

I understand that representations have been made to Dorset County Council but no action has been taken to increase the safety of residents or pedestrians and I am therefore requesting on behalf of the residents that a safety audit be undertaken on the road.

To illustrate the extent of the problem a petition signed by many residents and individual letters were handed to me at the meeting with a request that they are passed on to you as an indication of how the situation affects many.

The letters and petition are enclosed and I look forward to your reply.

SIMON HOARE MP

Working Hard for North Dorset

Constituency: 01258 452585

Westminster: 020 729 2787

Email: simon.hoare.mp@parliament.uk

Mr & Mrs M Andrews
23 Woodlinken Drive
Verwood
Dorset
BH31 6BN

7 October 2016

DCC

Dear Sirs

Request for traffic calming measures in Woodlinken Drive, Verwood BH31

In our opinion, supported by the undersigned, there is a need for traffic calming measures to be installed to reduce excessive speeding on the road, and we would respectfully ask that this matter is given due consideration.

The recent demolition of a wall at 53 Woodlinken Drive highlights the speeds at which drivers use this road – there have been a number of similar occurrences at the bend/junction of Woodlinken Close, where the wall to 6 Woodlinken Close has been demolished on several occasions, and where plastic kerbside bollards were installed by you fairly recently.

Speaking to Peter Holland an employee in the Highways Department of DCC recently, we were advised that a cross-road speed detector was installed near the junction to Woodlinken Close a few months ago, but that the results showed no problem, giving an average speed of 32 mph. With respect, it is our contention that this result shows the opposite. Bearing in mind that the point at which readings were taken is on the bend, this should be the *slowest* point in the road, yet the average was still over the speed limit. Further, an average speed masks the actual range of speeds; further data would be needed, but if we are generous and assume 1,000 cars of which 900 travelled at exactly 30 mph, mathematically this means that the average of the remaining 100 cars would have been 50 mph! The lower the average of the majority, the higher the average of the remainder. If any further information can be obtained from your readings it would assist your review.

No doubt you also have data from the police safety camera operations on the road, but as this is a visible deterrent rather than a collection of unbiased data it will be more difficult to draw any firm conclusions thereon.

It is hoped that appropriate measures are put in place before incidents involving destruction of property escalate to those involving personal injury, or worse.

We look forward to your response.

Yours faithfully


Mark and Lorraine Andrews

**THE UNDERSIGNED PETITIONERS REQUEST THE IMPLEMENTATION OF SPEED REDUCING MEASURES IN
WOODLINKEN DRIVE, VERWOOD**

NAME (PRINT)	ADDRESS	SIGNATURE
VICKI PRESS	2 WOODLINKEN DRIVE	V. Press
KEVIN BRIGGS	2A WOODLINKEN DRIVE	K. Briggs
Angela Peters	15, Woodlinken Drive	A. Peters
Carol Allen	17 Woodlinken Dr.	V. Carol Allen
John Allen	11	J. Allen
ARTHUR MEAD	25 WOODLINKEN DR	A. S. Mead
PAMELA MEAD	..	P. A. Mead
JAMES LITTAK	35 WOODLINKEN DR	J. Littak
CHRIS ROBINSON	37 WOODLINKEN DR	Chris Robinson
ANN ATKINSON	41 WOODLINKEN DR	A. Atkinson
DUDLEY HAMPTON	39 Woodlinken Drive	D. Hampton
CATHERINE HAMPTON	" "	Catherine Hampton
Geoff Mays	38 Woodlinken Drive	G. Mays
BRIAN PINE	45 WOODLINKEN DRIVE	B. Pine
BERT & PAT HAMPTON	36 WOODLINKEN DRIVE	B. Hampton
Cheyl Mason	42 Woodlinken drive	C. Mason
Graham Taylor	49 Woodlinken Dr.	G. Taylor
PATRICIA TAYLOR	49 Woodlinken Drive	P. Taylor
Chris Taylor	49 Woodlinken Drive	C. Taylor
Brenda Atkinson	51	B. Atkinson
R. W. PETTIT	5A	R. W. Pettit
N. GADSBY	57 WOODLINKEN DRIVE	N. Gadsby
D. OVERALL	29 Hill Meadow	D. Overall
D. R. KENT	21 WOODLINKEN DRIVE	D. R. Kent
J. G. KENT	21 WOODLINKEN DRIVE	J. G. Kent

THE UNDERSIGNED PETITIONERS REQUEST THE IMPLEMENTATION OF SPEED REDUCING MEASURES IN WOODLINKEN DRIVE, VERWOOD

NAME (PRINT)	ADDRESS	SIGNATURE
KP + JE COUNOLLEY	1 FAIRWOOD RD	
J.A. NEWBERRY	2 FAIRWOOD RD	J.A. Newberry
S.A. Lloyd	11 BARBERRY WAY	S. a Lloyd
R. W Lloyd	" "	R. W Lloyd
Ross Turner	22. woodlinken dr	
ELLEN CHAPMAN	28 WOODLINKEN DR.	S.M. Chapman
ROBERT BENHAM	— " —	R. Benham
JEAN SMITH	30 WOODLINKEN DR.	Amy Cox POA
DAVID WALKER	34 — " —	
M.C. Nash	52 —	MATTHEW NASH
DENISE ROBINSON	58 " "	M. J. Robinson
RICHARD ROBINSON	— " —	
M. Wilkinson	60	M. Wilkin
K. Patterson	62 " "	
C. McVay	— " —	
R. RUMBLE	69 " "	
G. Hughes	65 "	
S. Hayward	1. Woodlinken C.	S. HAYWARD
M. Craig	61 Woodlinken Dr.	M. Craig
Lugh Craig	61 WOODLINKEN DR	Lugh Craig
B. Taylor	59 WOODLINKEN DR	B. Taylor
B. Foster	53 " "	B. FOSTER
C. Davies	47 Woodlinken Drive Verwood Dorset	
D. Hensmidge	43 Woodlinken Drive Verwood	D. Hensmidge
T. Hensmidge	43 Woodlinken Drive Verwood Dorset	

THE UNDERSIGNED PETITIONERS REQUEST THE IMPLEMENTATION OF SPEED REDUCING MEASURES IN WOODLINKEN DRIVE, VERWOOD

NAME (PRINT)	ADDRESS	SIGNATURE
Jane Tomlinson	5 Woodlinken Close	J.A. Tomlinson
PAUL HARVEY	5 WOODLINKEN CLOSE	Paul Harvey
MALCOLM SMITH	3 WOODLINKEN CLOSE	M. Smith
Leigh Craig	61 WOODLINKEN DRIVE	L. Craig
Stella Hayward	1. WOODLINKEN CLOSE	S.A. Hayward
HENRY PERSON	56 WOODLINKEN DRIVE	H. Person
GORDON HUGHES	65 WOODLINKEN DRIVE	G. Hughes
Carol Blae Kmaan	70 Woodlinken Drive	C. Blae Kmaan
Maureen Broucher	74 " "	M. Broucher
Carol Mitson	76 Woodlinken Drive	C. Mitson
P. HAYES	" "	P. Hayes
S. CAUL	80 Woodlinken Drive	S. Caul
CEW-COISP	82 Woodlinken Dr	C. W. Coisp
H. WILSON	93 Lake Road	H. Wilson
S. ATTRIDGE	89, WOODLINKEN DRIVE	S. Attridge
T.J. BAKER	84 WOODLINKEN DRIVE	T.J. Baker
Bill Boukell	87 Woodlinken Drive	B. Boukell
E MANNING	83 WOODLINKEN ROAD	E. Manning
R. HORSLEY	79 WOODLINKEN DRIVE	R. Horsley
ASHORSLEY	79 Woodlinken Drive	A. Horsley
Debbie Caddy	54 Woodlinken Dr.	D. Caddy
Jane Ponder	8, WOODLINKEN CLOSE	J. Ponder
Chris Ponder	8 WOODLINKEN CLOSE.	C. Ponder
Romane Andrews	23 " DRIVE	R. Andrews
Mark Andrews	23 " Drive	M. Andrews

MICHAEL HENRY KNOTT
Gwendolyn Joan Knott

19 Woodlark Drive
Verwood, Orset BH 31 6 BN

In support of your petition

38 Woodlinken Drive

Verwood

Dorset BH31 6BN

27 August 2016

01202 813634

Verwood Town Council

Sirs,

I am writing in support of the efforts being made by Lorraine at 23 Woodlinken Drive to bring to your attention the residents concern with the speed of some vehicles travelling along Woodlinken Drive. In particular, this affects the stretch between Fairwood Road and the bend at Woodlinken Close.

I live mid-way along this section and am concerned about the risk to pedestrians of all ages and states of ability presented by the speeds in excess of the 30 mph limit attained by some vehicles.

I would ask you to invite the Dorset Highway Authority to consider and implement appropriate traffic calming measures.

Yours faithfully

A handwritten signature in black ink, appearing to read 'G C Mays', with a horizontal line underneath the name.

Geoffrey C Mays

Mr Spencer Flower
Verwood Town Council
28 Vicarage Road
Verwood
BH31 6DR

Mrs N Gadsby
57 Woodlinken Drive
Verwood
BH31 6BN
6th September 2016

Dear Mr Flower

I am a resident at Woodlinken Drive and I am writing to express my concern about the speed of traffic down our road.

I understand it is one of the main roads for Verwood but there is a 30 mile per hour speed limit that most drivers seem to ignore. The speed of the traffic is both dangerous for pedestrians and residents as accidents have happened on the bend of our road where drivers have lost control of their vehicle crashing into residents walls. The speeding cars also cause a noise issue keeping you awake at night and early morning.

If the speed limit was monitored by some sort of traffic calming solution it would help the problem I am sure.

I have also signed a petition raised by a resident in our street regarding this issue.

I hope you will consider our complaint and look into it accordingly.

Kind regards



Mrs N Gadsby

I

TA & DC Henstridge
43 Woodlinken Drive
Verwood
Dorset
BH316BN

02/09/2016

REF Woodlinken Drive: Verwood

To Whom it may concern:

As Residents of Woodlinken Drive, both my wife and I have serious concerns about the excessive speed of traffic using this road..

We have dogs which we walk twice daily, and cannot walk towards Lake road, using the pavement on our side of the road due to our "fear" of cars leaving the road through loss of control caused by excessive speed.

We have lived here for three years and have seen two walls demolished due to cars losing control, and the most recent of which happened literally seconds after walking past the demolished wall on our way out. If we had been at the point of impact seconds earlier, we certainly wouldn't be here to write this letter.

We now walk on the other side of the street, as the "Racing Line taken by speeding vehicles in both directions will always cause vehicles to gravitate to our side. I have even taken to warning pedestrians walking by that they are in danger and to cross to the other side.

We are often out early morning walking the dogs, and see traffic travelling at break neck speed from 5am onwards..

It is also a lottery pulling out of our drive in our car, and when we do we often have to put up with abuse and gesturing, because a oncoming vehicle has had to slow down to the actual speed limit behind us.

Its dangerous, frighteningly dangerous in fact. There needs to be, and should be traffic calming measures put into place.

Especially leading into the very dangerous bend from both directions.

It is only a matter of time before their is injury and heaven forbid a fatality.

Its a known fact that this road.. Woodlinken Drive into Lake Road is a "Rat Run" for traffic.. Short cutting the journey from the Ringwood Rd to Three Cross.

Please listen to our concerns, they are not impulsive or whinging. They are based on observation's over a period of time, and a genuine fear for safety both to residents and passers by.

Thank you

Trevor A Henstridge



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Verwood Town Council

Mrs. Angela Peters

15 Woodlinken Drive

Verwood, Dorset BH31 6BN

Aug. 2016

Dear Sirs,

I am writing in support of a petition put forward by one of the residents of Woodlinken Drive.

Concerning the speed in which vehicles travelling down the road at great speed most exceeding the 30mph limit.

A few days ago just after the road was resurfaced, I was closing my gate when a sports type car sped down the road at high speed just about making the approaching bend and spraying loose chippings every where there was almost an accident. If someone was crossing near there it would have been serious.

Woodlinken Drive is used as a busy access to adjoining roads, with this in mind I do feel it warrants a speed camera.

Yours Sincerely



Mrs. A Peters

28 Woodlinken Drive

Verwood

Dorset

BH 31 6BN

01202 825615

Email: benhamrobert@sky.com

14th September 2016

Verwood Town Council
28 Vicarage Rd.
Verwood
BH31 6DR

Reference: **Woodlinken Drive BH31**

Dear Sir / Madam,

I am extremely concerned about the abuse of the 30 mph limit. It is obvious to me and the majority of residents that many drivers disregard or are forgetful of the zone speed limit. The road has a 'straight' of approximately 200yds., a temptation for excessive speed. Elderly residents and children are put at increased risk by such actions. There have been several speed induced accidents during the 6 years I have lived here.

The road was resurfaced and new lines painted recently. Shortly after its completion I wrote to the Dorset County Highways office to suggest it might have been sensible to take the opportunity to apply 30mph surface signage. My enquiry (1063252) failed to elicit a positive response. In fact, the answer given appears to refer, incorrectly, to Fairwood Road, a virtual cul de sac off Verwood Drive.

I request you consider this matter at your next meeting.

Yours sincerely



Robert Benham.

2 Fairwood Road

Verwood

1 October 2016

Verwood Town Council

28 Vicarage Road

Verwood

BH31 6DR

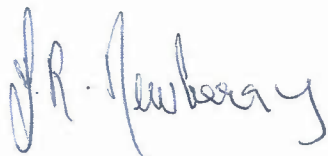
Dear Sir

WOODLINKEN DRIVE – SPEEDING AND NOISE

I write to confirm that I fully support the campaign for a reduction in the above issues on Woodlinken Drive.

I might add that crossing Fairwood Road to go to the bus stop is dangerous due to the fact that speeding drivers take the corner from Woodlinken into Fairwood too fast. It would be a travesty for someone to be killed under such circumstances.

Thank you.

A handwritten signature in blue ink, appearing to read 'J. R. Newberry'.

MRS J NEWBERRY

25 Woodlinken Drive

Verwood

BH31 6BN

7 October 2016

Verwood Town Council

28 Vicarage Road

Verwood

BH31 6DR

TO WHOM IT MAY CONCERN

Dear Sirs

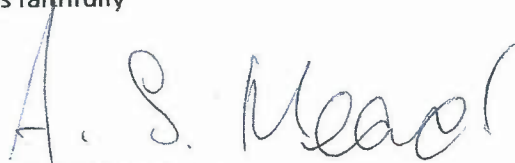
Re: EXCESSIVE SPEEDING, ANTI-SOCIAL BEHAVIOUR AND NOISE ON WOODLINKEN DRIVE

My home is sited on the corner of Woodlinken Drive with my driveway on Fairwood Road. Having lived on the property for a number of years I have seen the above road turn into a noisy, pollutant race track. A number of neighbours have had vehicles crash into their outside walls and one had to pay for the vehicle to be removed because it was on private property.

My wife suffers with MS and Dementia and uses a wheel chair. If I wish to take her for a walk in the wheelchair I take my life in my own hands whilst crossing Fairwood Road due to the speed of traffic turning left off of Woodlinken Drive. Not only that, whilst coming out of my driveway onto Fairwood Road in my car I have been the subject of abuse from speeding drivers because they have had to break excessively to avoid hitting me!!

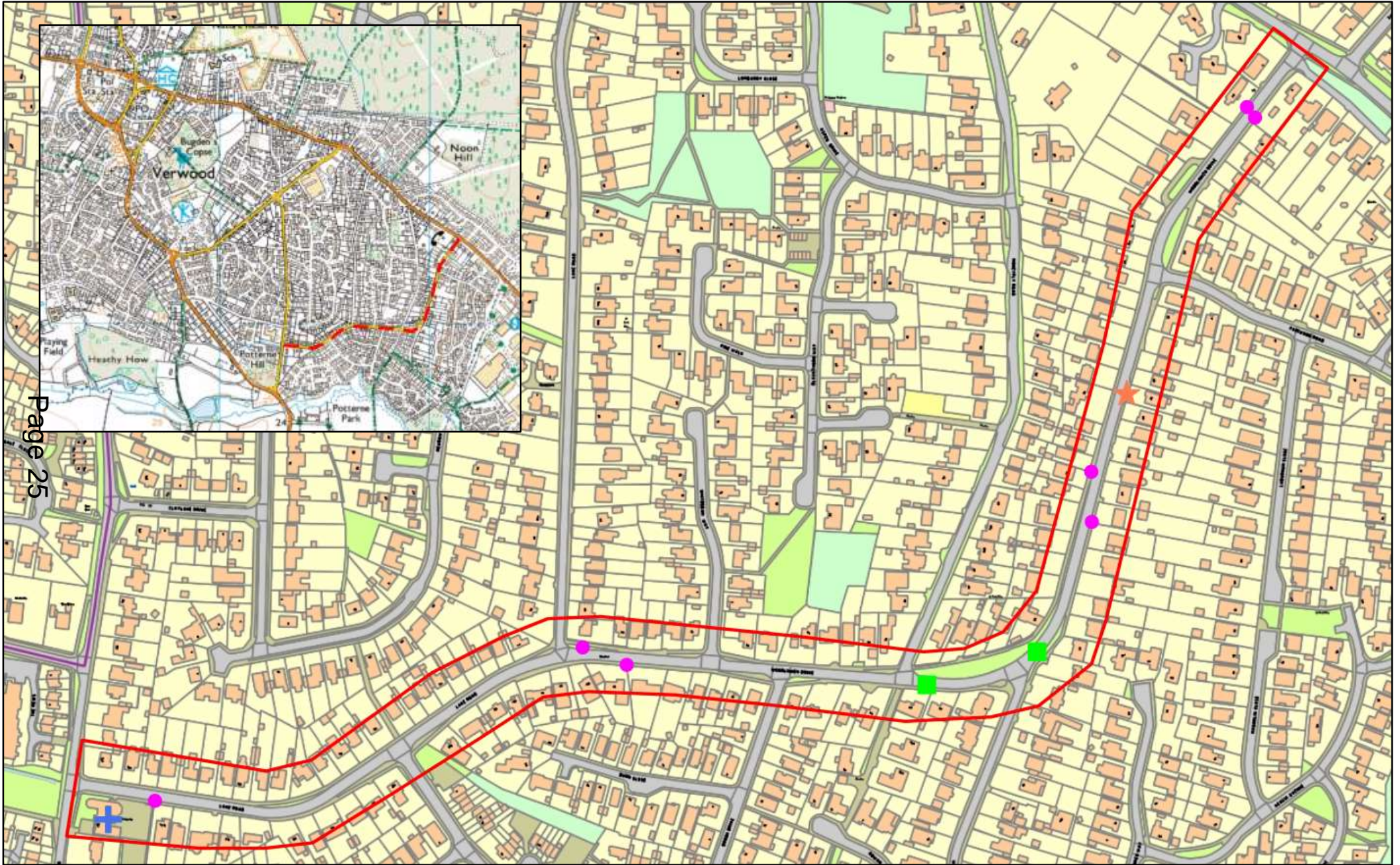
There is no due consideration or care and therefore I fully support the campaign for Dorset County Council to introduce traffic calming measures on Woodlinken Drive.

Yours faithfully



MR AND MRS A MEAD

Appendix B



Key: + Doctor's Surgery ● Bus stop ■ Traffic/Speed Survey ★ Mobile speed enforcement site

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Appendix C

Speed Bins Report DORSET_SURVEY 00000002955 2015-08-21 to 2015-09-09

Description WOODLINKEN DRIVE, VERWOOD (EAST)

Channel Each Direction

Show daily Average

Time Period 1 hour

Speed units mph

Exclude data: None

All directions														85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading				
00:00:00	12	0	0	0	1	3	5	2	0	0	0	0	0	31.1	26.5	5
01:00:00	6	0	0	0	0	1	3	1	0	0	0	0	0	32.9	27.4	6.7
02:00:00	4	0	0	0	0	1	1	1	0	0	0	0	0	31.7	26.4	5.7
03:00:00	4	0	0	0	0	1	2	1	0	0	0	0	0	31.7	27.4	5.3
04:00:00	7	0	0	0	0	2	2	1	1	0	0	0	0	36.7	29	6.6
05:00:00	25	0	1	1	1	3	8	8	2	0	0	0	0	33.6	28.3	6.8
06:00:00	108	0	4	18	12	15	27	25	5	0	0	0	0	32.3	24.2	8
07:00:00	164	0	1	8	6	26	66	47	9	1	0	0	0	32.9	27.6	5.9
08:00:00	185	0	2	3	11	35	77	48	8	0	0	0	0	32.3	27.5	5.3
09:00:00	187	0	2	8	21	51	72	29	5	0	0	0	0	31.1	25.4	5.6
10:00:00	192	0	2	10	22	58	72	26	2	0	0	0	0	30.5	24.8	5.5
11:00:00	173	0	1	3	13	53	71	28	3	0	0	0	0	30.5	26	4.7
12:00:00	176	0	0	2	14	52	77	28	3	0	0	0	0	30.5	26.1	4.5
13:00:00	171	0	1	3	13	46	73	30	4	0	0	0	0	31.1	26.4	4.9
14:00:00	171	0	1	3	14	49	71	29	3	0	0	0	0	31.1	25.9	5.1
15:00:00	177	0	1	3	13	49	75	32	4	0	0	0	0	31.1	26.3	4.8
16:00:00	209	0	1	2	14	57	90	40	4	0	0	0	0	31.1	26.6	4.6
17:00:00	241	0	1	3	16	61	106	47	6	0	0	0	0	31.1	26.7	4.7
18:00:00	192	0	1	3	18	47	80	37	6	0	0	0	0	31.1	26.4	5.1
19:00:00	119	0	1	1	6	28	52	27	5	0	0	0	0	32.3	27.4	4.9
20:00:00	83	0	0	1	5	22	35	16	3	0	0	0	0	31.7	26.8	5
21:00:00	56	0	0	0	3	15	24	10	2	0	0	0	0	31.1	27	4.6
22:00:00	43	0	0	1	3	11	19	8	1	0	0	0	0	31.1	26.8	4.9
23:00:00	26	0	0	0	1	6	11	6	1	0	0	0	0	32.3	27.5	5
07:19	2238	1	14	53	174	584	930	422	56	4	0	0	0	31.1	26.3	5.1
06:22	2604	1	20	73	200	663	1068	500	71	6	1	0	0	31.1	26.3	5.3
06:24	2673	1	20	74	204	681	1098	514	73	7	1	0	0	31.1	26.3	5.3
00:24	2731	2	21	75	207	691	1120	529	77	8	1	0	0	31.1	26.3	5.3
am Peak	10:00:00	01:00:00	06:00:00	06:00:00	10:00:00	10:00:00	08:00:00	08:00:00	07:00:00	07:00:00	04:00:00		11:00:00	04:00:00	04:00:00	
Peak Volume	192	0	4	18	22	58	77	48	9	1	0	0	0	36.7	29	6.6
pm Peak	17:00:00	14:00:00	14:00:00	14:00:00	18:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	20:00:00		23:00:00	23:00:00	
Peak Volume	241	0	1	3	18	61	106	47	6	0	0	0	0	32.3	27.5	5

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North Eastbound to Ringwood Road														85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading				
00:00:00	8	0	0	0	1	3	4	1	0	0	0	0	0	29.8	26	4.5
01:00:00	3	0	0	0	0	0	1	1	0	0	0	0	0	32.3	28.1	5.4
02:00:00	2	0	0	0	0	1	1	0	0	0	0	0	0	30.5	27.1	5.2
03:00:00	2	0	0	0	0	0	1	1	0	0	0	0	0	32.9	28.7	4.5
04:00:00	2	0	0	0	0	0	1	0	0	0	0	0	0	31.7	27.5	4.4
05:00:00	3	0	0	0	0	1	1	0	0	0	0	0	0	31.1	27.7	5.5
06:00:00	16	0	0	0	1	4	6	5	1	0	0	0	0	32.3	27.6	4.7
07:00:00	41	0	0	0	2	11	18	8	1	0	0	0	0	31.1	26.8	4.5
08:00:00	58	0	0	1	5	18	23	9	1	0	0	0	0	30.5	25.7	4.8
09:00:00	70	0	0	2	8	26	27	6	0	0	0	0	0	29.2	24.8	4.5
10:00:00	74	0	0	2	9	30	25	7	1	0	0	0	0	29.2	24.5	4.5
11:00:00	75	0	0	2	8	29	27	8	1	0	0	0	0	29.2	24.7	4.6
12:00:00	83	0	0	2	9	31	32	9	0	0	0	0	0	29.2	25	4.4
13:00:00	86	0	0	2	9	29	34	10	1	0	0	0	0	29.8	25.4	4.8
14:00:00	86	0	1	2	9	31	32	10	1	0	0	0	0	29.8	25	4.8
15:00:00	92	0	0	2	9	32	37	11	1	0	0	0	0	29.8	25.2	4.6
16:00:00	116	0	0	2	10	39	47	17	1	0	0	0	0	30.5	25.7	4.5
17:00:00	146	0	1	2	12	45	64	20	2	0	0	0	0	30.5	25.9	4.5
18:00:00	107	0	0	1	9	30	46	16	3	0	0	0	0	30.5	26.1	4.7
19:00:00	60	0	0	1	4	18	26	10	1	0	0	0	0	30.5	26.3	4.7
20:00:00	47	0	0	1	3	15	21	6	1	0	0	0	0	30.5	26.1	4.2
21:00:00	33	0	0	0	2	11	14	4	1	0	0	0	0	30.5	26.2	4.4
22:00:00	26	0	0	0	2	8	11	4	0	0	0	0	0	29.8	26	4.3
23:00:00	17	0	0	0	1	5	7	3	0	0	0	0	0	31.7	27	4.6
07:19	1034	0	4	21	100	350	414	132	13	1	0	0	0	29.8	25.4	4.6
06:22	1191	0	4	22	110	398	482	157	16	1	0	0	0	29.8	25.5	4.6
06:24	1233	0	4	23	112	411	501	164	17	1	0	0	0	29.8	25.6	4.6
00:24	1253	0	4	23	113	415	510	168	18	1	0	0	0	29.8	25.6	4.6
am Peak	11:00:00	00:00:00	08:00:00	10:00:00	10:00:00	10:00:00	09:00:00	08:00:00	08:00:00	01:00:00	02:00:00		03:00:00	03:00:00		
Peak Volume	75	0	0	2	9	30	27	9	1	0	0	0	0	32.9	28.7	4.4
pm Peak	17:00:00	16:00:00	14:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	18:00:00	19:00:00	14:00:00	21:00:00		23:00:00	23:00:00	
Peak Volume	146	0	1	2	12	45	64	20	3	0	0	0	0	31.7	27	4.6

South Westbound to Moneyfly Road														85 th	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	%ile			
00:00:00	4	0	0	0	0	1	2	1	0	0	0	0	32.3	27.6	5.8	
01:00:00	2	0	0	0	0	0	1	0	0	0	0	0	33.6	26.6	8.1	
02:00:00	2	0	0	0	0	0	1	0	0	0	0	0	32.3	25.3	6.3	
03:00:00	2	0	0	0	0	1	1	0	0	0	0	0	30.5	26.3	5.7	
04:00:00	6	0	0	0	0	2	1	1	1	0	0	0	38.5	29.5	7.1	
05:00:00	22	0	1	1	1	2	7	8	2	0	0	0	34.2	28.4	6.9	
06:00:00	92	0	4	18	12	12	21	21	5	0	0	0	32.3	23.6	8.4	
07:00:00	123	0	1	8	4	15	48	39	8	1	0	0	33.6	27.9	6.3	
08:00:00	127	0	2	1	6	17	54	39	7	0	0	0	32.9	28.3	5.3	
09:00:00	118	0	2	6	13	25	45	23	4	0	0	0	31.7	25.8	6.1	
10:00:00	118	0	2	8	12	28	46	20	2	0	0	0	30.5	25.1	5.9	
11:00:00	98	0	1	1	5	24	45	20	2	0	0	0	31.1	26.9	4.6	
12:00:00	93	0	0	1	5	21	44	19	2	0	0	0	31.1	27	4.5	
13:00:00	85	0	0	1	4	17	39	20	3	0	0	0	32.3	27.4	4.9	
14:00:00	85	0	1	1	5	19	38	18	2	0	0	0	31.7	26.9	5.1	
15:00:00	84	0	1	1	4	17	38	21	3	0	0	0	31.7	27.4	4.8	
16:00:00	92	0	0	1	4	18	43	23	2	0	0	0	31.7	27.6	4.6	
17:00:00	95	0	0	1	5	16	43	26	4	0	0	0	32.3	27.9	4.7	
18:00:00	85	0	0	2	8	16	34	21	3	0	0	0	32.3	26.8	5.5	
19:00:00	58	0	0	0	2	10	25	17	4	0	0	0	32.9	28.5	4.8	
20:00:00	36	0	0	1	3	7	14	9	2	0	0	0	32.9	27.6	5.8	
21:00:00	23	0	0	0	1	4	10	6	1	0	0	0	32.3	28.2	4.7	
22:00:00	17	0	0	0	1	3	7	4	1	0	0	0	32.9	28.1	5.5	
23:00:00	9	0	0	0	0	2	4	2	1	0	0	0	32.9	28.3	5.7	
07-19	1204	1	10	32	74	233	516	290	43	4	0	0	32.3	27.1	5.4	
06-22	1414	1	15	51	91	266	587	343	55	5	0	0	32.3	26.9	5.7	
06-24	1440	1	16	51	92	270	598	350	56	5	0	0	32.3	27	5.7	
00-24	1478	1	16	52	94	276	610	361	60	6	1	0	32.3	27	5.7	
am Peak	08:00:00	01:00:00	06:00:00	06:00:00	09:00:00	10:00:00	08:00:00	08:00:00	07:00:00	07:00:00	04:00:00		11:00:00	04:00:00		
Peak Volume	127	0	4	18	13	28	54	39	8	1	0		38.5	29.5	7.1	
pm Peak	17:00:00	14:00:00	18:00:00	18:00:00	12:00:00	12:00:00	17:00:00	17:00:00	16:00:00	13:00:00	20:00:00		20:00:00	19:00:00		
Peak Volume	95	0	1	2	8	21	44	26	4	0	0		32.9	28.5	4.8	

Speed Bins Report DORSET_SURVEY 00000002956 2015-09-02 to 2015-09-09

Description WOODLINKEN DRIVE, VERWOOD (WEST)

Channel Each Direction

Show daily Average

Time Period 1 hour

Speed units mph

Exclude data: None

All directions															85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading					
00:00:00	10	0	0	0	0	2	5	2	1	0	0	0	0	32.3	27.5	5.3	
01:00:00	4	0	0	0	0	1	1	1	0	0	0	0	0	33.6	28.7	4.5	
02:00:00	2	0	0	0	0	1	0	0	0	0	0	0	0	31.1	26.9	7.1	
03:00:00	3	0	0	0	0	1	1	1	0	0	0	0	0	34.2	27.4	5.9	
04:00:00	8	0	0	0	0	2	2	1	1	0	0	0	0	37.9	29.3	7.1	
05:00:00	27	0	0	1	1	6	14	6	1	0	0	0	0	31.7	27.5	4.7	
06:00:00	86	0	1	3	3	14	38	23	4	0	0	0	0	32.3	27.6	5.5	
07:00:00	193	0	1	6	10	41	82	44	8	0	0	0	0	32.3	27	5.4	
08:00:00	236	1	2	8	12	47	104	52	10	0	0	0	0	31.7	26.9	5.6	
09:00:00	207	0	2	6	13	50	94	36	6	0	0	0	0	31.1	26.3	5.2	
10:00:00	202	0	2	6	14	56	88	29	5	1	0	0	0	30.5	25.9	5.2	
11:00:00	201	0	1	7	12	57	84	33	6	0	0	0	0	31.1	26.1	5.2	
12:00:00	209	0	2	6	12	54	95	36	4	1	0	0	0	31.1	26.3	5	
13:00:00	206	0	2	7	13	54	84	38	6	1	0	0	0	31.7	26.4	5.5	
14:00:00	204	0	2	7	11	48	88	39	7	1	0	0	0	31.7	26.7	5.5	
15:00:00	228	0	3	7	12	53	101	42	7	1	0	0	0	31.7	26.5	5.6	
16:00:00	274	0	2	8	14	58	122	56	13	1	0	0	0	32.3	27.1	5.3	
17:00:00	323	0	2	8	20	68	140	72	12	1	0	0	0	31.7	27.1	5.2	
18:00:00	231	0	2	8	13	46	99	51	10	2	0	0	0	32.3	27.1	5.5	
19:00:00	146	0	0	4	8	32	62	31	6	1	0	0	0	32.3	27.1	5.5	
20:00:00	101	0	2	3	6	24	40	20	4	1	0	0	0	32.3	26.9	6	
21:00:00	65	0	1	2	3	16	28	12	2	1	0	0	0	31.7	26.6	5.4	
22:00:00	45	0	0	2	3	9	19	9	2	0	0	0	0	32.3	27.1	5.6	
23:00:00	26	0	0	1	2	5	10	6	1	1	0	0	0	33.6	27.5	6.1	
07:19	2716	2	24	84	155	634	1182	528	94	10	2	0	0	31.7	26.6	5.4	
06:22	3113	3	28	96	176	719	1350	614	110	14	3	0	0	31.7	26.7	5.4	
06:24	3184	3	28	98	181	733	1379	629	114	15	3	0	0	31.7	26.7	5.4	
00:24	3239	3	28	99	183	745	1403	641	117	15	3	0	0	31.7	26.7	5.4	
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	08:00:00	08:00:00	08:00:00	10:00:00	11:00:00	0.33333		04:00:00	04:00:00		
Peak Volume	236	1	2	8	14	57	104	52	10	1	0	0		37.9	29.3	7.1	
pm Peak	17:00:00	13:00:00	15:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	18:00:00	14:00:00	15:00:00	0.541666667	23:00:00	23:00:00		
Peak Volume	323	0	3	8	20	68	140	72	13	2	0	0		33.6	27.5	6.1	

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Eastbound Wood Road															85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading					
00:00:00	6	0	0	0	0	1	3	1	0	0	0	0	0	33.6	27.7	5.6	
01:00:00	2	0	0	0	0	0	1	1	0	0	0	0	0	33.6	29.6	3.7	
02:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	34.8	28.1	8.7	
03:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	37.9	32.7	4.2	
04:00:00	2	0	0	0	0	0	0	1	0	0	0	0	0	36.7	30.2	6.5	
05:00:00	6	0	0	0	0	2	2	1	0	0	0	0	0	30.5	25.9	4.8	
06:00:00	21	0	0	0	2	4	6	7	2	0	0	0	0	34.2	28.3	6.1	
07:00:00	62	0	0	2	5	15	19	17	4	0	0	0	0	33.6	27.2	5.9	
08:00:00	96	0	1	3	9	25	32	20	5	0	0	0	0	32.3	26.1	6.2	
09:00:00	95	0	1	3	11	26	38	14	4	0	0	0	0	31.1	25.7	5.6	
10:00:00	95	0	1	3	11	25	35	15	4	1	0	0	0	31.1	25.7	5.8	
11:00:00	95	0	0	3	10	28	32	18	4	0	0	0	0	31.7	26.2	5.5	
12:00:00	106	0	1	4	9	27	42	20	3	0	0	0	0	31.1	26.1	5.6	
13:00:00	106	0	1	3	9	27	38	23	4	1	0	0	0	32.3	26.6	5.9	
14:00:00	114	0	1	4	8	26	42	24	6	1	0	0	0	32.3	26.8	6.1	
15:00:00	116	0	2	5	9	25	45	25	6	0	0	0	0	32.3	26.5	6.2	
16:00:00	148	0	1	4	10	31	56	36	9	1	0	0	0	32.9	27.3	5.8	
17:00:00	195	0	1	5	16	40	76	46	10	1	0	0	0	32.3	27.1	5.6	
18:00:00	134	0	1	6	11	25	50	31	9	2	0	0	0	32.9	27.2	6.1	
19:00:00	76	0	0	2	7	17	27	17	5	1	0	0	0	32.9	27.3	6.1	
20:00:00	57	0	1	2	5	12	20	14	3	1	0	0	0	32.9	27.3	6.4	
21:00:00	35	0	0	1	3	8	14	8	2	0	0	0	0	32.3	27.1	5.7	
22:00:00	26	0	0	1	2	4	10	7	2	0	0	0	0	33.6	27.5	6.1	
23:00:00	17	0	0	1	2	3	6	4	1	1	0	0	0	33.6	27.5	6.7	
07:19	1365	1	12	45	117	319	504	290	66	9	2	0	0	32.3	26.6	5.9	
06:22	1556	1	13	49	133	359	571	336	78	12	3	0	0	32.3	26.7	5.9	
06:24	1600	1	13	51	137	367	588	347	80	12	3	0	0	32.3	26.7	5.9	
00:24	1617	1	13	51	138	371	595	350	82	12	3	0	0	32.3	26.8	5.9	
am Peak	08:00:00	08:00:00	08:00:00	10:00:00	10:00:00	11:00:00	09:00:00	08:00:00	08:00:00	10:00:00	09:00:00	0.33333		03:00:00	03:00:00		
Peak Volume	96	0	1	3	11	28	38	20	5	1	0	0		37.9	32.7	4	
pm Peak	17:00:00	12:00:00	15:00:00	18:00:00	17:00:00	17:00:00	17:00:00	17:00:00	18:00:00	14:00:00	15:00:00			22:00:00	23:00:00		
Peak Volume	195	0	2	6	16	40	76	46	10	2	0	0		33.6	27.5	6.7	

Westbound to Moneyfly Road														85 th	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	%ile			
00:00:00	5	0	0	0	0	1	2	1	0	0	0	0	0	32.3	27.2	4.8
01:00:00	2	0	0	0	0	0	0	1	0	0	0	0	0	32.3	27.6	5.3
02:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2		
03:00:00	2	0	0	0	0	1	0	0	0	0	0	0	0	28.6	23.9	4
04:00:00	6	0	0	0	0	2	2	1	1	0	0	0	0	38.5	29	7.4
05:00:00	21	0	0	0	0	3	11	5	0	0	0	0	0	32.3	27.9	4.6
06:00:00	65	0	1	3	1	10	32	16	2	0	0	0	0	31.7	27.4	5.3
07:00:00	131	0	1	4	5	26	64	27	3	0	0	0	0	31.1	26.9	5.1
08:00:00	140	0	1	4	3	22	73	32	5	0	0	0	0	31.7	27.4	5
09:00:00	112	0	1	4	3	24	56	21	2	0	0	0	0	31.1	26.7	4.8
10:00:00	107	0	1	3	3	31	53	14	2	0	0	0	0	29.8	26.1	4.6
11:00:00	106	0	1	4	2	29	52	15	2	0	0	0	0	30.5	26.1	5
12:00:00	103	0	1	2	3	27	53	16	2	0	0	0	0	30.5	26.5	4.4
13:00:00	100	0	1	4	4	27	46	15	2	0	0	0	0	30.5	26.1	5
14:00:00	91	0	1	3	3	22	47	15	1	0	0	0	0	30.5	26.5	4.7
15:00:00	111	0	2	3	2	28	56	18	2	0	0	0	0	30.5	26.4	4.9
16:00:00	126	0	1	3	4	28	66	21	4	0	0	0	0	30.5	26.8	4.6
17:00:00	127	0	1	3	3	29	64	25	2	0	0	0	0	31.1	27	4.6
18:00:00	97	0	1	2	2	22	49	20	2	0	0	0	0	31.1	27	4.5
19:00:00	69	0	0	2	2	15	35	13	1	0	0	0	0	31.1	26.9	4.6
20:00:00	43	0	1	1	1	12	20	6	1	0	0	0	0	31.1	26.4	5.2
21:00:00	29	0	1	1	0	8	14	4	0	0	0	0	0	30.5	26	5
22:00:00	18	0	0	0	1	5	9	3	0	0	0	0	0	30.5	26.5	4.6
23:00:00	9	0	0	0	0	2	4	2	0	0	0	0	0	32.3	27.4	4.8
07-19	1351	1	13	39	37	314	677	238	28	2	0	0	0	31.1	26.7	4.8
06-22	1557	2	15	47	42	360	779	278	33	2	0	0	0	31.1	26.7	4.8
06-24	1585	2	15	47	44	366	792	283	34	2	0	0	0	31.1	26.7	4.8
00-24	1622	2	15	48	45	374	808	291	35	3	0	0	0	31.1	26.7	4.8
am Peak	08:00:00	07:00:00	11:00:00	08:00:00	07:00:00	10:00:00	08:00:00	08:00:00	08:00:00	04:00:00	11:00:00			04:00:00	04:00:00	
Peak Volume	140	0	1	4	5	31	73	32	5	0	0			38.5	29	7.3
pm Peak	17:00:00	13:00:00	15:00:00	13:00:00	13:00:00	17:00:00	16:00:00	17:00:00	16:00:00	17:00:00		0.541666667		23:00:00	23:00:00	
Peak Volume	127	0	2	4	4	29	66	25	4	0				32.3	27.4	4.8