

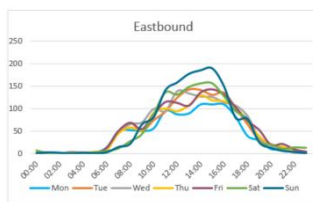
Assessment of Military Road Diversion Route

Military Road (A3055)

Military Road is rural two lane wide (6.3m) single derestricted carriageway with a generally good alignment with an operational capacity of circa 18000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 2500 (AADT) where drivers demonstrate good compliance with the speed limit. Military Road serves as a bus route although does not benefit from a system of street lighting



Client: Island Roads
 Project: 5112-LON Isle Of Wight ATCS
 Site: 216 - Military Road
 Start Date: 18/03/2022
 Speed Limit: 60
 Lat/Long: 50.65516, -1.46565



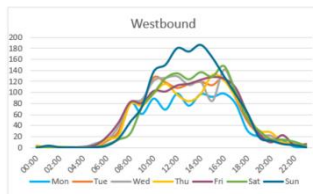
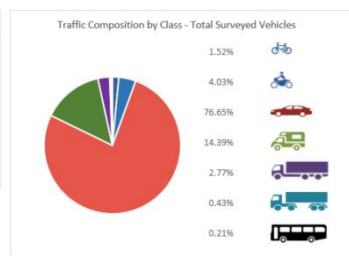
Direction	7-Day Average Speed	7-Day 85th %ile Speed	On a 7-day average		
Eastbound	40.9	53.5	5.0%	1.8%	0.7%
Westbound	40.1	54.0	5.6%	1.6%	0.5%
Combined	40.5	53.8	5.3%	1.7%	0.6%

60 mph

of vehicles are travelling over posted speed limit (PSL)

of vehicles are travelling 10% +2 over PSL (60mph)

of vehicles are 15mph over PSL (75mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	1202	1242	8697
Westbound	1190	1240	8677
Combined	2392	2482	17374



Incidents/Observations
 No incidents or observations during the survey period.

Data annotated with "*" denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.
 Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

Military Road (A3055) / Brook Village Road (B3399)



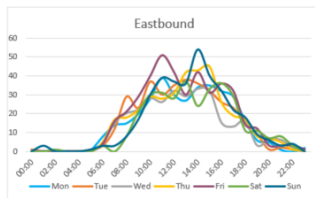
Military Road has a major / minor junction with Brook Village Road which has a significantly flared approach



Visibility for emerging traffic when measured from a 2.4m minor road distance is circa 180m in each direction restricted by road alignment to the west and vertical curvature to the east which compares with a design standard of 140m required for a derestricted bus route

Brook Village Road (B3399)

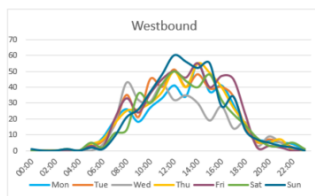
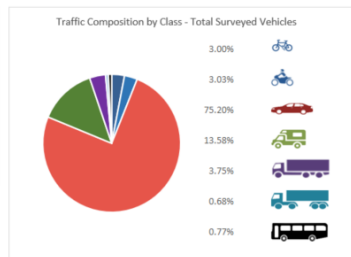
Brook Village Road is rural two lane road varying in width from 6.2m to 5.3m within the village (where the centre line is omitted) widening to 5.5m to the north beyond the village centre. There are no pedestrian footways on either side yet serves as a bus route although does not benefit from a system of street lighting. It is subject to a 30mph speed restriction and has a generally poor alignment with an operational capacity of circa 9000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 800 (AADT).



Direction	7-Day Average Speed	7-Day 85th %ile Speed	On a 7-day average		
Eastbound	30.5	36.4	58.1%	21.8%	1.0%
Westbound	32.3	38.0	66.0%	31.7%	1.6%
Combined	31.5	37.5	62.4%	27.2%	1.4%

mph mph

of vehicles are travelling over posted speed limit (PSL) of vehicles are traveling 10% +2 over PSL (35mph) of vehicles are 15mph over PSL (45mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	354	351	2458
Westbound	428	430	3013
Combined	782	782	5471



Incidents/Observations
No incidents or observations during the survey period.

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Brook Village Road



Brook Village Road

Brook Village Road / Brighstone Road (B3399)



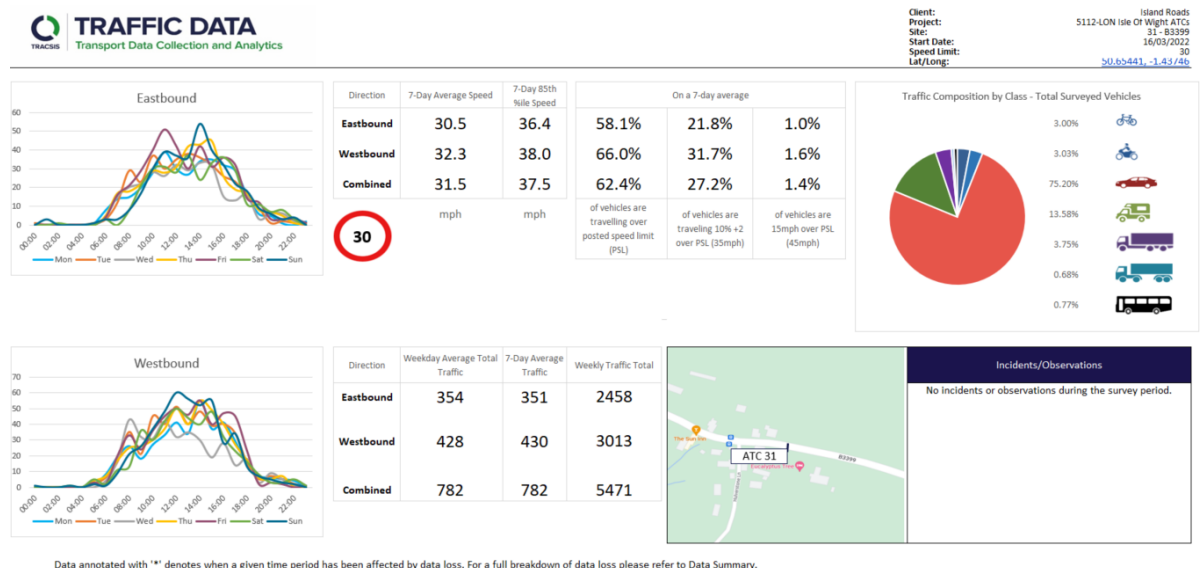
Brook Village Road has a forked minor / major junction with Brighstone Road the fork on the diversion route is shown above / below. It is at this junction where the speed limit transitions from a 30mph to a 40mph restriction



Visibility for emerging traffic when measured from a 2.4m minor road distance is circa 80m to the east and 120m to the north being restricted by the road alignment in each direction which compares with a design standard of 72m required for a 40mph restricted bus route

Brighstone Road (B3399)

Brighstone Road is rural two lane road being approximately 6.0m in width between the Brook Village Road junction and Middle Road to the north. There are no pedestrian footways on either side and it does not benefit from a system of street lighting although serves as a bus route. It is subject to a 60mph speed restriction becoming derestricted further to the north and has a generally poor alignment with an operational capacity of circa 10000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 800 (AADT).





Brighstone Road

Brighstone Road / Middle Road



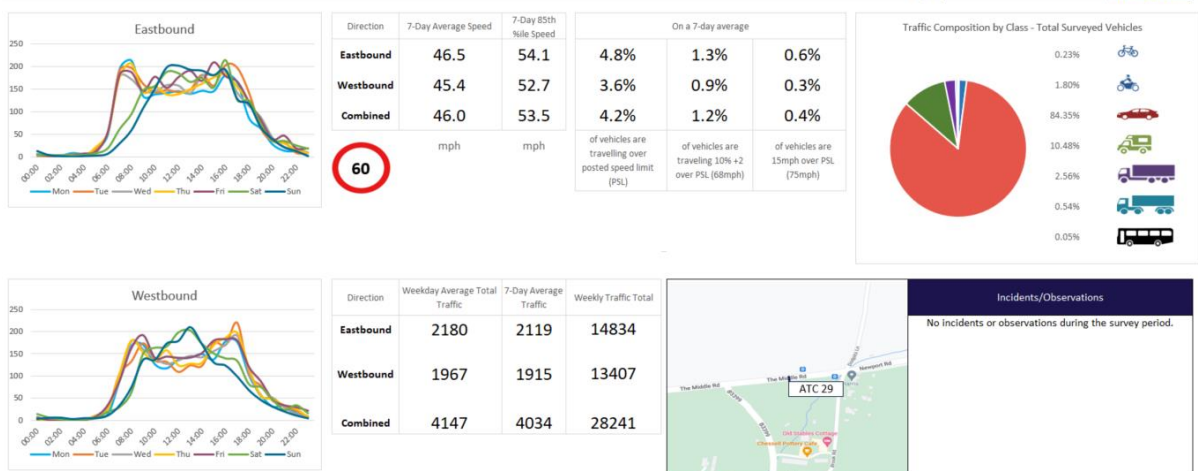
Brighstone Road has a minor / major junction with Middle Road shown above / below.



Visibility for emerging traffic when measured from a 2.4m minor road distance is in excess of 180m in each direction which compares with a design standard of 140m required for a derestricted bus route

Middle Road (B3399)

Middle Road is rural two lane road varying in width between 6 and 6.5m. It has a single derestricted carriageway with a generally good alignment with an operational capacity of circa 18000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 2500 (AADT) where drivers demonstrate good compliance with the speed limit. Military Road serves as a bus route although does not benefit from a system of street lighting



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Middle Road (B3399) / Afton Road (A3055)



Middle Road has a minor / major junction with Afton Road shown above / below where there is very significant flare on the approach. Afton Road has a carriageway width of 8.5m with a footway on the west side and is restricted to a 30mph limit

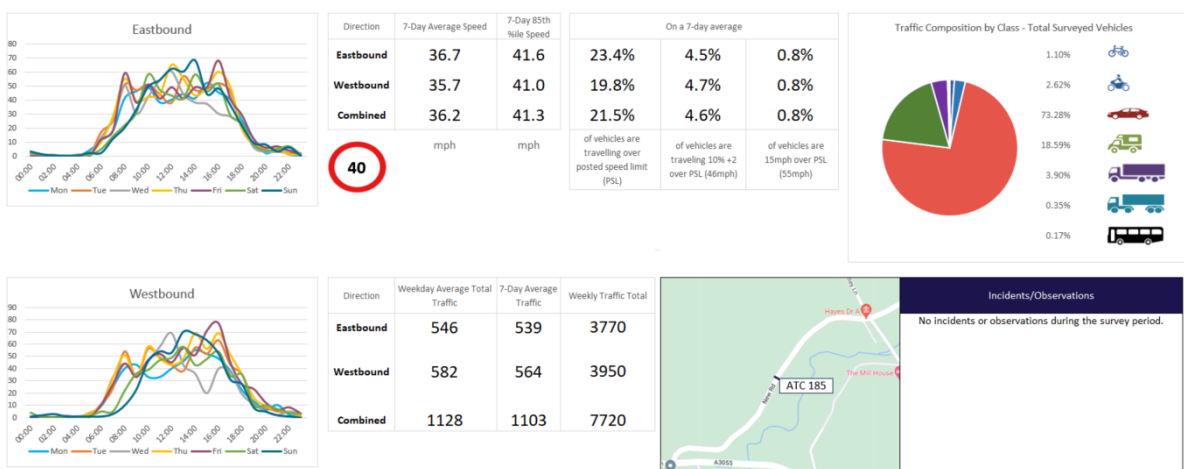


Visibility for emerging traffic when measured from a 2.4m minor road distance is 80m to the south and approximately 100m to the north which compares with a design standard of 72m required for a 40mph restricted bus route

Afton Road / New Road (A3055)

Between its junctions with Middle Road and Military Road Afton Road transition to New Road. This section is subject to a 40mph speed restriction and generally has a footway on one side of the road. The carriageway width varies from 8.5m to 6m and the road operates as a bus route. The carriageway has a generally good alignment

with an operational capacity of circa 18000 annual average daily traffic movements (AADT) which compares with a traffic flow of less than 1200 (AADT)



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Afton Road / Military Road (A3055)



Afton Road has a minor / major junction with Military Road shown above / below where there is very significant flare on the approach and both roads are subject to a 40mph speed restriction



Visibility for emerging traffic when measured from a 2.4m minor road distance is 130m to the east and approximately 55m to the west which compares with a design standard of 72m to the east required for a 40mph restricted bus route and 47m to the west required for a 30mph bus route