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REDWOOD PARTNERSHIP

Consulting Engineers
Transportation Planners



**PROPOSED MIXED-USE
RETAIL & RESIDENTIAL DEVELOPMENT
43-67 HIGH STREET
YIEWSLEY
WEST DRAYTON
UB7 7QQ**

**TRANSPORT ASSESSMENT
VOLUME 4 OF 4**

on behalf of
**HARBOURSIDE INVESTMENTS LTD
&
WM MORRISON SUPERMARKETS PLC**

PMcL/3290d4/Jul 2018



VOLUME 1 OF 4

<u>Section</u>	Contents	<u>Page</u>
1.0	Introduction	1
2.0	Existing Situation	3
3.0	Development Proposals	13
4.0	Travel Assessment	30
5.0	Planning Policy Guidance	42
6.0	Summary and Conclusions	47

APPENDIX A

Figure A1-Site Location Plan

Figure A2-Public Transport Plan

Figure A3-Rail Services Plan

Figure A4-Local Services Plan

Figure A5-Walking Isochrone Plan

Figure A6-Cycling Isochrone Plan

Figure A7-PICADY Parameters Plan

APPENDIX B – PTAL

APPENDIX C - Adopted Highway plan

VOLUME 2 OF 4

DRAWINGS

Redwood Partnership Drg No. REDW-3290-460 – Highway Layout Plan

Redwood Partnership Drg No. REDW-3290-461 – Residential Servicing Location Plan

Redwood Partnership Drg No. REDW-3290-462 – Potential Canal Access - Layout Plan

Redwood Partnership Drg No. REDW-3008-470 – 16.5m articulated lorry access to service yard

Redwood Partnership Drg No. REDW-3008-471 – 16.5m articulated lorry egress from service yard

Redwood Partnership Drg No. REDW-3008-472 – 12.0m rigid lorry access to service yard

Redwood Partnership Drg No. REDW-3008-473 – 12.0m rigid lorry egress from service yard



VOLUME 3 OF 4

APPENDIX D – TRICS assessment output

APPENDIX E – Pedestrian Audit

APPENDIX F – Traffic Figures

Figure F1 – Friday AM base traffic flows 26 November 2011

Figure F2 - Friday PM base traffic flows 26 November 2011

Figure F3 - Saturday midday base traffic flows 27 November 2011

Figure F4 - Friday AM base traffic flows 26 November 2011 PCUs

Figure F5 - Friday PM base traffic flows 26 November 2011 PCUs

Figure F6 - Saturday midday base traffic flows 27 November 2011 PCUs

Figure F7 – Existing 2018 peak hour traffic flows growthed to year of opening 2021

Figure F8 - Existing 2018 peak hour traffic flows growthed to horizon year 2023

Figure F9 – Nett development peak hour traffic flows

Figure F10 – Peak hour residential traffic flows

Figure F11 – 2021 year of opening assessment – residential + reduced Morrisons traffic

Figure F12 - 2023 horizon year assessment – residential + reduced Morrisons traffic

Figure F13 – 2021 year of opening assessment – base + residential

Figure F14 - 2023 horizon year assessment – base + residential

APPENDIX G – PICADY computer outputs

VOLUME 4 OF 4

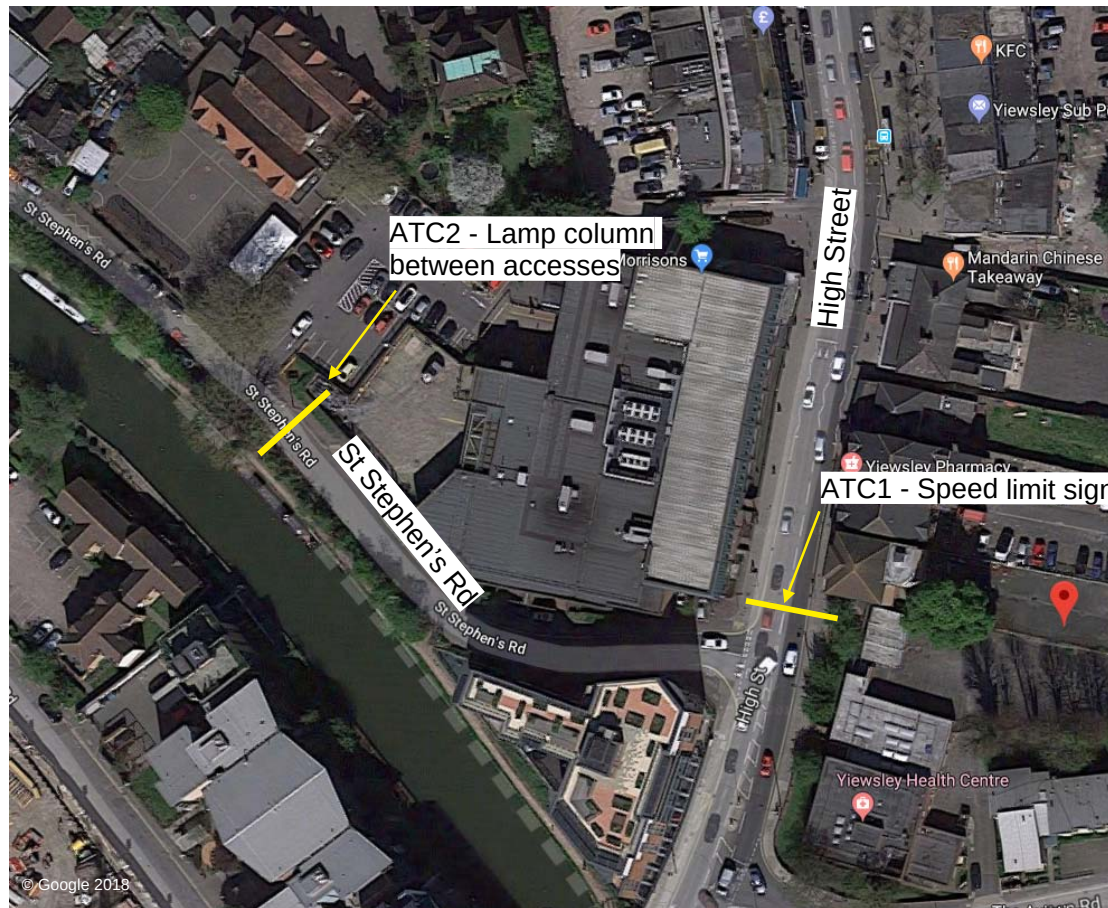
APPENDIX H - ATC traffic survey data

APPENDIX J - Traffic turning count data

APPENDIX K – Bus occupancy survey

APPENDIX L – Personal Injury Accident Data

APPENDIX M – Stage 1 Road Safety Audit

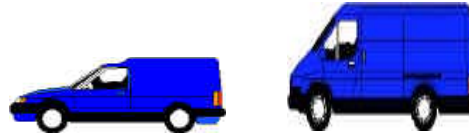


Change of Use, St Stephen's Road, Yiewsley, UB7 7QQ
ATC Traffic Survey Location Plan

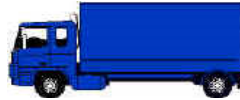
BENCHMARK DATA COLLECTION LTD - VEHICLE CLASSIFICATION**ABBREVIATION** **DESCRIPTION**

PC PEDAL CYCLES
 MC MOTOR CYCLES
 CAR CAR / TAXI

LGV LIGHT GOODS VEHICLE



R2 RIGID 2 AXLES



R3 RIGID 3 AXLES



R4 RIGID 4 AXLES



A3 ARTICULATED 3 AXLES



A4 ARTICULATED 4 AXLES



A5 ARTICULATED 5 AXLES



A6 ARTICULATED 6 AXLES



BUS BUSES & COACHES



VEHICLE CLASSIFICATION AND SPEED SURVEY – HIGH STREET, YIEWSLEY

DATASETS:

Site: Yiewsley High Street, speed change sign post outside Morrisons

Direction: 7 - North bound A>B, South bound B>A. Lane: 0

Survey Duration: 00:00 14 May 2018 => 12:01 21 May 2018

File: Yiewsley21May2018.EC0 (Plus)

Identifier: CA74Z4VM MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Advanced.

PROFILE:

Filter time: 00:00 14 May 2018 => 00:00 21 May 2018 Included

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: North bound / South bound

Headway: All.

Scheme: ARX Cycles.

Name: Factory default profile.

Method: Vehicle classification.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 20 - Number of vehicles exceeding Posted Speed Limit (20 mph).

%> PSL 20 - Percentage of vehicles exceeding Posted Speed Limit (20 mph)

Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

1 Bicycle

2 Motor Cycle

3 Car / Van (cars and vans - without trailer).

4 Car / Van (T) (cars and vans towing trailer).

5 R2 / Bus (HGV / bus 2-axle rigid).

6 R3 / Bus (HGV / bus 3-axle rigid).

7 R4 (HGV 4-axle rigid).

8 A3 (HGV 3-axle articulated).

9 A4 (HGV 4-axle articulated).

10 A5 (HGV 5-axle articulated).

11 A6 (HGV 6-axle articulated).

12 A6 [2] (HGV 6-axle articulated comprising two trailers).

13 A7 [2] (HGV 7 + axle articulated comprising two trailers).

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Mon 14 Time	May Total	2018 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
Bicycle	Motor Cycle																				
0000	81	81	0	3	65	0	6	7	0	0	0	0	0	0	0	13	29.1	47.5	76	93.8	34.4
0100	40	121	0	2	32	0	3	3	0	0	0	0	0	0	0	10.3	26.9	36.7	37	92.5	30.4
0200	21	142	0	0	21	0	0	0	0	0	0	0	0	0	0	15.2	26.9	36.9	17	81	34.4
0300	24	166	1	0	19	0	3	1	0	0	0	0	0	0	0	17.4	27.1	38.3	22	91.7	33.1
0400	39	205	0	1	33	0	4	1	0	0	0	0	0	0	0	15.6	29.3	36.4	38	97.4	32.7
0500	100	305	0	1	85	1	8	5	0	0	0	0	0	0	0	18.8	28	41.2	99	99	32
0600	291	596	6	3	252	0	18	7	2	0	1	0	2	0	0	6.6	25.6	40	267	91.8	29.8
0700	539	1135	7	2	494	2	23	7	2	0	0	0	2	0	0	4.3	22.8	63.4	409	75.9	27.5
0800	603	1738	6	4	544	3	34	4	2	1	1	0	3	0	1	2.9	16.6	37.1	171	28.4	23
0900	498	2236	5	2	434	8	38	3	5	0	1	0	2	0	0	3.9	17.4	38.7	163	32.7	22.8
1000	518	2754	2	0	456	2	50	5	2	1	0	0	0	0	0	6.1	16.5	38.1	130	25.1	21.9
1100	497	3251	4	2	441	4	32	12	0	0	0	1	0	1	0	2.2	17.5	33	170	34.2	22.8
1200	508	3759	1	5	469	2	12	13	1	0	1	1	2	0	1	4	18.3	38.6	207	40.7	23
1300	520	4279	8	4	473	3	17	7	4	1	0	1	1	0	1	3.6	16.2	34.7	137	26.3	21.7
1400	518	4797	5	4	463	5	19	11	6	1	0	1	2	0	1	4.2	16.9	67.1	143	27.6	21.9
1500	575	5372	8	4	511	8	22	12	7	2	0	0	1	0	0	5.1	14.5	35.2	92	16	20.1
1600	615	5987	12	2	557	6	22	4	9	0	1	2	0	0	0	3.9	15.2	29.9	137	22.3	21.5
1700	613	6600	6	7	566	5	17	7	1	1	0	0	1	0	2	2.6	15.6	46.3	134	21.9	21.3
1800	538	7138	16	9	479	7	14	5	7	0	1	0	0	0	0	7	19.7	45.3	273	50.7	23.9
1900	496	7634	3	6	456	4	10	7	8	0	0	1	0	0	1	2.7	19.6	40.5	256	51.6	24.8
2000	355	7989	3	3	310	2	5	14	17	0	0	1	0	0	0	7.9	22.3	44	240	67.6	26.8
2100	272	8261	3	2	242	0	7	6	9	0	0	0	2	0	1	9.4	23.7	33.8	226	83.1	27.7
2200	189	8450	2	4	173	0	3	0	7	0	0	0	0	0	0	9.4	25.5	40.9	167	88.4	29.8
2300	138	8588	1	3	126	2	2	0	4	0	0	0	0	0	0	7.9	27	39.6	128	92.8	30.4
07-19	6542	8588	80	45	5887	55	300	90	46	7	5	6	14	1	6	2.2	17.2	67.1	2166	33.1	23
06-22	7956	8588	95	59	7147	61	340	124	82	7	6	8	18	1	8	2.2	18.1	67.1	3155	39.7	24.4
06-00	8283	8588	98	66	7446	63	345	124	93	7	6	8	18	1	8	2.2	18.4	67.1	3450	41.7	24.8
00-00	8588	8588	99	73	7701	64	369	141	93	7	6	8	18	1	8	2.2	18.8	67.1	3739	43.5	25.3

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Tue 15 Time	May Total	2018 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	74	8662	3	0	67	0	3	0	1	0	0	0	0	0	0	16.3	28.8	48	71	95.9	32
0100	28	8690	1	1	22	0	1	2	1	0	0	0	0	0	0	17	29.9	43.1	27	96.4	34.9
0200	29	8719	0	0	24	0	0	3	2	0	0	0	0	0	0	12.8	27.6	35.9	28	96.6	31.5
0300	19	8738	1	0	13	0	3	0	2	0	0	0	0	0	0	17.1	27.8	36	17	89.5	31.1
0400	38	8776	1	2	30	0	1	3	0	0	0	0	1	0	0	12.6	27.1	38.2	34	89.5	32.9
0500	81	8857	1	0	74	0	1	2	3	0	0	0	0	0	0	16.9	27.2	40	79	97.5	28.9
0600	272	9129	3	6	226	1	13	11	11	0	0	0	1	0	0	5.9	25.5	40.8	233	85.7	29.8
0700	530	9659	10	1	474	2	14	10	18	0	0	0	0	0	1	6.4	22	33.7	380	71.7	26.4
0800	610	10269	7	2	554	3	22	7	13	1	0	1	0	0	0	3.9	16.9	34.4	186	30.5	22.6
0900	512	10781	3	5	451	2	45	2	3	0	1	0	0	0	0	4.8	18	41	196	38.3	23.3
1000	476	11257	1	4	413	6	46	0	2	1	3	0	0	0	0	3.8	17.6	33.8	165	34.7	22.4
1100	516	11773	0	4	470	1	35	4	2	0	0	0	0	0	0	5.7	17.9	35.9	195	37.8	23
1200	525	12298	1	4	464	1	47	2	5	0	0	1	0	0	0	5.3	18.1	51.5	201	38.3	23
1300	461	12759	6	6	409	4	30	2	1	0	1	1	0	1	0	6.7	19.3	36	212	46	23.5
1400	489	13248	0	3	443	1	37	2	1	1	1	0	0	0	0	4.3	15.5	31.8	110	22.5	21.7
1500	565	13813	4	3	499	7	38	3	8	1	0	1	0	0	1	5.2	14.9	97	100	17.7	20.6
1600	495	14308	6	1	448	2	32	3	0	0	1	1	1	0	0	4.8	16.8	65.1	129	26.1	21.5
1700	548	14856	7	5	499	3	26	3	2	0	0	0	3	0	0	3.2	16.8	69.4	136	24.8	21.9
1800	576	15432	5	9	520	10	22	2	4	0	4	0	0	0	0	4.7	17.1	29.5	190	33	23
1900	518	15950	3	2	481	6	14	8	3	0	0	0	1	0	0	5.2	19.1	49	237	45.8	24.4
2000	400	16350	1	4	361	4	20	4	6	0	0	0	0	0	0	8.9	22.3	39.6	292	73	26.6
2100	278	16628	2	2	260	1	3	5	4	0	0	0	0	1	0	10.1	24.1	36.2	241	86.7	28.2
2200	212	16840	2	3	187	0	6	8	6	0	0	0	0	0	0	8.8	25.2	42.5	187	88.2	28.9
2300	135	16975	2	1	118	0	6	3	4	0	0	1	0	0	0	11.6	27.1	44.4	126	93.3	30.6
07-19	6303	16975	50	47	5644	42	394	40	59	4	11	5	4	1	2	3.2	17.6	97	2200	34.9	23.3
06-22	7771	16975	59	61	6972	54	444	68	83	4	11	5	6	2	2	3.2	18.4	97	3203	41.2	24.4
06-00	8118	16975	63	65	7277	54	456	79	93	4	11	6	6	2	2	3.2	18.7	97	3516	43.3	24.8
00-00	8387	16975	70	68	7507	54	465	89	102	4	11	6	7	2	2	3.2	19	97	3772	45	25.3

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Wed 16 Time	May Total	2018 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	67	17042	2	3	54	0	3	3	2	0	0	0	0	0	0	12.4	27.4	38.6	61	91	31.5
0100	38	17080	0	0	34	0	1	2	1	0	0	0	0	0	0	19.6	29.1	43.8	36	94.7	32.7
0200	26	17106	0	0	24	0	1	1	0	0	0	0	0	0	0	21.3	27.8	37	26	100	30.6
0300	21	17127	0	0	18	0	2	1	0	0	0	0	0	0	0	17.3	28.1	34.8	20	95.2	30.2
0400	34	17161	0	1	26	0	5	1	1	0	0	0	0	0	0	12.8	27.9	37.5	31	91.2	30.9
0500	96	17257	2	0	83	0	4	2	5	0	0	0	0	0	0	14.5	27.3	53.3	91	94.8	31.3
0600	251	17508	3	6	212	1	12	6	8	0	0	1	2	0	0	9.2	24.1	40.4	203	80.9	28.6
0700	548	18056	4	2	488	5	24	8	11	0	1	2	1	0	2	6	21.9	34.5	384	70.1	25.9
0800	626	18682	11	6	571	2	24	2	9	0	0	0	1	0	0	4.2	17.9	34.3	272	43.5	23.9
0900	509	19191	8	5	445	8	28	6	4	1	3	0	0	0	1	5.7	17.1	33.1	169	33.2	22.6
1000	490	19681	1	6	445	0	27	7	3	0	0	1	0	0	0	5.4	18	43.9	154	31.4	22.8
1100	507	20188	4	8	440	2	46	2	4	1	0	0	0	0	0	3.8	17	32.3	165	32.5	22.8
1200	543	20731	3	2	492	4	38	1	2	0	0	0	1	0	0	4.7	16.8	30.6	159	29.3	21.9
1300	509	21240	3	8	453	2	31	6	2	1	1	0	1	0	1	4.4	18	35.2	181	35.6	22.8
1400	591	21831	4	0	543	6	30	5	2	1	0	0	0	0	0	4.5	16.6	32.4	162	27.4	21.9
1500	534	22365	3	1	492	4	25	1	3	1	2	0	1	0	1	2	14.5	34	73	13.7	19.5
1600	551	22916	4	7	502	4	24	3	1	0	4	0	1	1	0	4.1	15.5	31.7	119	21.6	21.3
1700	590	23506	9	5	534	6	20	6	7	1	0	1	1	0	0	1.7	15.3	30.1	118	20	21
1800	616	24122	3	4	568	5	27	2	4	0	0	1	1	1	0	5.4	17.7	54.1	228	37	23.5
1900	524	24646	9	4	477	6	17	7	3	0	0	1	0	0	0	4.5	19.2	56.4	240	45.8	23.7
2000	386	25032	7	0	350	2	9	7	7	0	0	1	3	0	0	7.4	21.3	36.8	265	68.7	25.7
2100	275	25307	2	1	253	0	6	7	6	0	0	0	0	0	0	6	23.7	39.5	237	86.2	27.7
2200	186	25493	6	4	160	1	0	5	10	0	0	0	0	0	0	6.8	21	37.2	117	62.9	25.1
2300	123	25616	2	1	104	0	0	7	8	0	0	0	1	0	0	4.6	24.3	47.5	100	81.3	29.5
07-19	6614	25616	57	54	5973	48	344	49	52	6	11	5	8	2	5	1.7	17.2	54.1	2184	33	23
06-22	8050	25616	78	65	7265	57	388	76	76	6	11	8	13	2	5	1.7	18	56.4	3129	38.9	23.7
06-00	8359	25616	86	70	7529	58	388	88	94	6	11	8	14	2	5	1.7	18.1	56.4	3346	40	23.9
00-00	8641	25616	90	74	7768	58	404	98	103	6	11	8	14	2	5	1.7	18.4	56.4	3611	41.8	24.4

Benchmark Data Collection Ltd

Thu 17 Time	May Total	2018 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	83	25699	1	0	70	0	2	6	3	0	0	0	1	0	0	10.8	25.6	51.1	69	83.1	30.4
0100	32	25731	0	0	26	0	2	4	0	0	0	0	0	0	0	22.4	29.4	38.2	32	100	32.2
0200	27	25758	1	0	24	0	0	1	1	0	0	0	0	0	0	14.1	26	52.5	25	92.6	28.9
0300	26	25784	0	0	22	0	2	2	0	0	0	0	0	0	0	11.9	27	36	24	92.3	31.3
0400	47	25831	0	1	36	0	2	6	2	0	0	0	0	0	0	15	28	36.8	45	95.7	30.6
0500	105	25936	2	0	92	0	4	1	5	0	0	0	1	0	0	15.2	27.2	38.7	103	98.1	30.4
0600	260	26196	2	6	223	0	12	7	8	0	0	0	2	0	0	9	25.8	44.3	230	88.5	29.3
0700	519	26715	12	4	451	3	9	16	19	0	0	1	1	1	2	4.4	21.7	52.2	367	70.7	26.6
0800	536	27251	5	2	486	4	11	7	16	0	2	1	2	0	0	3.9	18.2	70.4	221	41.2	23.5
0900	494	27745	3	3	430	4	39	2	7	2	2	1	1	0	0	2.3	17.7	29.8	177	35.8	23
1000	475	28220	7	5	418	4	36	1	2	1	1	0	0	0	0	4.7	17.2	31	162	34.1	22.8
1100	516	28736	4	1	451	8	42	3	5	0	2	0	0	0	0	3.6	16.7	36.4	142	27.5	21.9
1200	508	29244	2	1	456	2	35	5	3	1	3	0	0	0	0	4.2	17.1	32.2	165	32.5	22.1
1300	541	29785	4	2	475	6	43	1	6	3	1	0	0	0	0	4.7	16	36.4	123	22.7	21.3
1400	531	30316	2	1	479	5	38	3	1	1	0	0	1	0	0	2.5	17.4	30.4	182	34.3	22.6
1500	540	30856	3	2	485	9	30	6	4	0	1	0	0	0	0	4.1	15.4	61.3	118	21.9	21.3
1600	546	31402	4	5	499	4	23	2	5	2	0	0	2	0	0	3.1	15.8	28.4	136	24.9	21.3
1700	584	31986	6	2	529	5	31	8	2	0	1	0	0	0	0	1.1	18.5	35.9	237	40.6	23
1800	594	32580	5	2	553	4	17	6	4	1	1	0	1	0	0	4.6	17.5	84.1	198	33.3	22.6
1900	553	33133	5	3	521	2	15	3	3	1	0	0	0	0	0	3.3	17.8	36.4	214	38.7	23.3
2000	417	33550	2	1	386	1	19	5	3	0	0	0	0	0	0	4.8	21.3	36.9	262	62.8	26.8
2100	292	33842	2	1	271	0	6	5	7	0	0	0	0	0	0	7.6	23.9	45.3	240	82.2	28.2
2200	202	34044	4	2	169	0	1	11	14	0	0	0	1	0	0	5.5	21.7	35.3	137	67.8	26.6
2300	131	34175	3	3	112	0	1	6	5	0	0	1	0	0	0	8	23	49.2	99	75.6	27.7
07-19	6384	34175	57	30	5712	58	354	60	74	11	14	3	8	1	2	1.1	17.4	84.1	2228	34.9	22.8
06-22	7906	34175	68	41	7113	61	406	80	95	12	14	3	10	1	2	1.1	18.2	84.1	3174	40.1	23.9
06-00	8239	34175	75	46	7394	61	408	97	114	12	14	4	11	1	2	1.1	18.3	84.1	3410	41.4	24.2
00-00	8559	34175	79	47	7664	61	420	117	125	12	14	4	13	1	2	1.1	18.7	84.1	3708	43.3	24.6

Benchmark Data Collection Ltd

Fri 18 Time	May Total	2018 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
			Bicycle	Motor Cycle																	
0000	86	34261	0	4	68	0	3	4	7	0	0	0	0	0	0	11.7	25.7	38.7	70	81.4	30
0100	49	34310	1	1	43	0	2	1	1	0	0	0	0	0	0	17.3	29.4	38.8	48	98	33.3
0200	27	34337	0	0	25	0	2	0	0	0	0	0	0	0	0	22	28.5	36.3	27	100	31.1
0300	28	34365	1	0	23	0	1	2	1	0	0	0	0	0	0	10.9	27.9	40.8	26	92.9	30.9
0400	44	34409	0	2	36	0	3	3	0	0	0	0	0	0	0	16.2	29.4	39.4	43	97.7	32.7
0500	107	34516	1	0	84	0	8	9	5	0	0	0	0	0	0	16.2	27.3	51.1	103	96.3	29.8
0600	261	34777	8	4	217	0	9	10	10	0	1	1	1	0	0	7.5	25.3	43.4	237	90.8	28.6
0700	509	35286	13	0	444	1	11	18	18	0	0	0	2	1	1	5.1	21.8	38	354	69.5	26.2
0800	595	35881	8	2	536	11	12	8	13	0	0	0	2	1	2	2.3	17	35.5	167	28.1	23
0900	512	36393	6	6	454	5	26	8	5	1	0	1	0	0	0	5.4	18.1	35.3	174	34	22.8
1000	560	36953	3	6	498	6	36	1	6	2	0	0	2	0	0	1.8	16.1	29.3	148	26.4	21.9
1100	576	37529	0	4	510	5	41	7	7	0	1	0	1	0	0	4.4	16.1	32.7	139	24.1	21.7
1200	560	38089	2	4	502	2	40	2	4	0	1	1	2	0	0	4.2	16.4	29.4	153	27.3	22.1
1300	572	38661	0	1	528	2	31	4	2	1	2	0	1	0	0	3.7	14.7	44.9	98	17.1	20.4
1400	546	39207	1	4	499	5	29	1	4	3	0	0	0	0	0	3.5	15	59.6	67	12.3	19.2
1500	532	39739	2	3	478	3	33	4	6	1	1	0	0	0	1	1.5	12.7	31.7	38	7.1	17.9
1600	532	40271	7	5	480	4	25	4	2	1	1	0	3	0	0	5	15	30.2	70	13.2	19.5
1700	575	40846	3	5	540	4	18	3	2	0	0	0	0	0	0	4.1	15.9	93.2	133	23.1	21.5
1800	601	41447	7	6	554	5	21	1	3	2	2	0	0	0	0	2.6	16.4	95.6	178	29.6	22.1
1900	540	41987	2	3	509	5	13	2	3	0	1	1	1	0	0	4.6	17.8	42.9	200	37	23.5
2000	420	42407	4	5	385	2	12	5	3	0	1	0	1	0	2	7.6	22.2	46.7	309	73.6	26.6
2100	295	42702	1	0	273	2	8	7	4	0	0	0	0	0	0	9.4	23.4	43.4	239	81	27.7
2200	249	42951	2	0	225	1	0	12	8	0	0	0	0	1	0	6.2	22.5	39.7	183	73.5	26.8
2300	166	43117	5	2	134	2	2	9	12	0	0	0	0	0	0	9.6	23.5	46.6	120	72.3	27.7
07-19	6670	43117	52	46	6023	53	323	61	72	11	8	2	13	2	4	1.5	16.3	95.6	1719	25.8	22.1
06-22	8186	43117	67	58	7407	62	365	85	92	11	11	4	16	2	6	1.5	17.2	95.6	2704	33	23.5
06-00	8601	43117	74	60	7766	65	367	106	112	11	11	4	16	3	6	1.5	17.5	95.6	3007	35	23.7
00-00	8942	43117	77	67	8045	65	386	125	126	11	11	4	16	3	6	1.5	17.9	95.6	3324	37.2	24.4

Benchmark Data Collection Ltd

Sat 19 Time	May Total	2018 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	115	43232	1	2	98	1	1	5	7	0	0	0	0	0	0	7.2	26.3	39.8	106	92.2	31.3
0100	63	43295	1	1	58	0	1	2	0	0	0	0	0	0	0	15.2	28.8	44.3	62	98.4	31.8
0200	44	43339	0	0	41	0	3	0	0	0	0	0	0	0	0	9.4	29.2	41	43	97.7	32.7
0300	37	43376	0	0	35	0	2	0	0	0	0	0	0	0	0	10.2	28.6	38.6	34	91.9	34
0400	32	43408	0	0	27	0	3	1	1	0	0	0	0	0	0	23.3	32.2	39.7	32	100	36.2
0500	75	43483	2	0	61	0	3	5	4	0	0	0	0	0	0	18.4	28.3	39.8	73	97.3	32.9
0600	160	43643	4	5	132	0	8	4	4	0	0	1	1	1	0	11.1	26.1	43	139	86.9	30.4
0700	256	43899	4	3	224	1	14	5	5	0	0	0	0	0	0	9.2	25.6	35.1	231	90.2	30
0800	412	44311	1	5	383	3	11	2	7	0	0	0	0	0	0	10.3	23.3	36.6	328	79.6	27.3
0900	538	44849	3	2	486	4	33	2	7	0	0	0	0	0	1	4.5	19.5	34.1	253	47	24.6
1000	584	45433	3	5	543	7	21	1	3	0	0	0	1	0	0	3.7	18.2	46.9	228	39	23.5
1100	575	46008	1	4	532	3	26	3	1	3	2	0	0	0	0	4.6	17.4	35.2	217	37.7	23.5
1200	525	46533	1	1	483	4	31	3	1	0	1	0	0	0	0	5.3	19.8	38.1	275	52.4	25.1
1300	576	47109	3	9	517	9	32	2	2	1	0	1	0	0	0	4.2	19.4	46.7	286	49.7	24.4
1400	606	47715	1	6	551	6	34	5	1	0	2	0	0	0	0	4	17.3	31.8	225	37.1	23.3
1500	606	48321	4	9	557	5	27	2	2	0	0	0	0	0	0	3.3	16.8	34.4	179	29.5	22.4
1600	522	48843	2	7	477	7	25	2	0	2	0	0	0	0	0	3.7	17.2	39.4	193	37	23.3
1700	507	49350	3	4	468	6	22	3	0	0	0	0	1	0	0	5.6	19.9	43.8	269	53.1	25.5
1800	440	49790	1	5	413	2	12	4	3	0	0	0	0	0	0	6	21.4	42.8	306	69.5	25.3
1900	468	50258	3	1	432	2	22	3	4	0	0	0	0	0	1	6.2	20.1	68	257	54.9	25.3
2000	382	50640	2	2	365	0	9	1	3	0	0	0	0	0	0	8.6	22	82.8	263	68.8	27.1
2100	287	50927	1	2	264	2	5	4	6	0	0	2	0	0	1	4.6	23.9	49.6	240	83.6	28
2200	229	51156	3	3	201	0	6	9	7	0	0	0	0	0	0	5.8	22.4	39	155	67.7	28
2300	213	51369	3	4	179	2	1	15	7	0	0	0	2	0	0	5.5	23.3	40.7	162	76.1	27.5
07-19	6147	51369	27	60	5634	57	288	34	32	6	5	1	2	0	1	3.3	19.2	46.9	2990	48.6	25.1
06-22	7444	51369	37	70	6827	61	332	46	49	6	5	4	3	1	3	3.3	19.7	82.8	3889	52.2	25.5
06-00	7886	51369	43	77	7207	63	339	70	63	6	5	4	5	1	3	3.3	19.9	82.8	4206	53.3	25.5
00-00	8252	51369	47	80	7527	64	352	83	75	6	5	4	5	1	3	3.3	20.3	82.8	4556	55.2	26.2

Benchmark Data Collection Ltd

Sun 20 Time	May Total	2018 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	161	51530	1	2	140	0	5	8	4	0	0	0	1	0	0	11.1	26.6	44.8	146	90.7	30.2
0100	112	51642	2	0	102	0	3	4	1	0	0	0	0	0	0	11.3	28.2	37.8	107	95.5	33.6
0200	59	51701	0	2	53	0	2	1	1	0	0	0	0	0	0	20.4	30.2	40.4	59	100	34.2
0300	44	51745	0	0	40	0	2	1	1	0	0	0	0	0	0	11.2	30.6	53.7	43	97.7	35.1
0400	37	51782	0	1	31	0	2	3	0	0	0	0	0	0	0	21.1	29.8	41.2	37	100	33.6
0500	48	51830	1	0	41	0	2	2	2	0	0	0	0	0	0	9.1	27.3	39.7	46	95.8	32
0600	74	51904	4	2	57	1	3	4	3	0	0	0	0	0	0	10.6	27.7	36.7	70	94.6	31.5
0700	98	52002	1	1	87	0	4	4	0	0	0	0	1	0	0	13.1	28.4	48.2	92	93.9	32.7
0800	154	52156	4	2	139	0	3	3	1	1	0	1	0	0	0	13.2	26.1	46.7	142	92.2	29.5
0900	310	52466	1	5	277	0	19	3	3	1	0	0	1	0	0	5.2	24	35.8	261	84.2	28
1000	518	52984	1	4	483	1	23	2	2	0	1	0	1	0	0	6.3	20.2	97.4	280	54.1	24.6
1100	654	53638	4	3	603	9	34	1	0	0	0	0	0	0	0	4.2	18.1	31.7	290	44.3	23.9
1200	612	54250	5	4	574	3	21	1	3	0	0	0	1	0	0	3.8	16.8	41.1	174	28.4	22.1
1300	618	54868	1	2	581	4	21	3	4	0	0	0	2	0	0	4.2	17.4	32.5	227	36.7	23
1400	585	55453	2	8	540	1	30	3	1	0	0	0	0	0	0	6.2	19.8	92.3	313	53.5	24.6
1500	506	55959	7	8	466	1	14	7	3	0	0	0	0	0	0	4.6	20	35	281	55.5	25.3
1600	403	56362	3	7	364	1	24	1	3	0	0	0	0	0	0	4.5	21.9	43.4	264	65.5	27.3
1700	391	56753	3	4	361	1	12	5	3	0	0	1	1	0	0	7.8	23.5	35.2	333	85.2	27.3
1800	394	57147	3	4	369	1	11	5	1	0	0	0	0	0	0	7.3	23.8	36.6	329	83.5	28
1900	390	57537	0	5	364	5	6	8	2	0	0	0	0	0	0	9.4	24.5	39.2	338	86.7	28.6
2000	334	57871	2	3	315	2	2	5	4	0	0	0	1	0	0	6	24.4	47.1	281	84.1	29.1
2100	235	58106	1	3	221	0	4	4	2	0	0	0	0	0	0	6	25.8	41.6	220	93.6	29.8
2200	188	58294	2	0	166	1	1	9	9	0	0	0	0	0	0	4.8	24.1	43.1	154	81.9	29.1
2300	124	58418	2	3	101	0	2	2	13	0	0	0	1	0	0	9.7	23.3	35.7	95	76.6	27.7
07-19	5243	58418	35	52	4844	22	216	38	24	2	1	2	7	0	0	3.8	20.3	97.4	2986	57	25.9
06-22	6276	58418	42	65	5801	30	231	59	35	2	1	2	8	0	0	3.8	21.1	97.4	3895	62.1	26.6
06-00	6588	58418	46	68	6068	31	234	70	57	2	1	2	9	0	0	3.8	21.2	97.4	4144	62.9	26.8
00-00	7049	58418	50	73	6475	31	250	89	66	2	1	2	10	0	0	3.8	21.7	97.4	4582	65	27.5
Summary																					
Total		RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
58418		58418	512	482	52687	397	2646	742	690	48	59	36	83	10	26	1.1	19.2	97.4	27292	46.7	25.5

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Mon 14 Time	May Total	2018 RunTot	Southbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				20	20	85
0000	88	88	1	1	79	0	5	2	0	0	0	0	0	0	0	14.7	26.7	48	84	95.5	29.5
0100	48	136	0	1	42	0	3	2	0	0	0	0	0	0	0	16.9	25.3	37.1	45	93.8	28.4
0200	31	167	1	2	25	0	2	1	0	0	0	0	0	0	0	13.8	27.6	41.8	26	83.9	36.5
0300	32	199	0	1	31	0	0	0	0	0	0	0	0	0	0	21.2	29.1	39.6	32	100	32.9
0400	47	246	1	1	39	0	2	4	0	0	0	0	0	0	0	18.1	27	37.4	44	93.6	31.3
0500	127	373	3	2	111	0	7	3	0	0	0	0	1	0	0	9.6	26.1	42.9	116	91.3	29.8
0600	374	747	4	3	310	0	45	7	2	0	0	2	1	0	0	7	24.6	41.1	342	91.4	28
0700	551	1298	6	3	488	8	37	4	3	1	0	0	1	0	0	0.5	22.8	50.1	431	78.2	26.2
0800	536	1834	7	4	486	2	30	4	2	0	0	1	0	0	0	0.7	19.7	32	303	56.5	23.9
0900	502	2336	4	3	435	0	52	3	2	1	0	1	1	0	0	4	19.7	37.6	258	51.4	23.9
1000	479	2815	3	4	421	2	46	1	1	0	0	1	0	0	0	4.3	19.3	32.5	243	50.7	23.5
1100	498	3313	0	3	445	2	40	3	4	0	1	0	0	0	0	3.4	19.7	36.6	263	52.8	23.5
1200	515	3828	3	2	470	2	33	2	3	0	0	0	0	0	0	4.4	19.7	34.6	279	54.2	23.7
1300	554	4382	9	5	478	3	53	0	4	1	0	0	1	0	0	0.3	18.5	42.6	222	40.1	23
1400	527	4909	4	3	475	3	33	4	4	0	0	0	1	0	0	1.4	19.6	67.1	247	46.9	23
1500	502	5411	4	6	465	1	17	4	5	0	0	0	0	0	0	0.8	17.4	38.3	138	27.5	21.5
1600	554	5965	8	7	501	2	20	8	6	0	0	1	1	0	0	0.3	16.8	36.3	160	28.9	21.9
1700	567	6532	5	6	517	1	26	4	5	1	0	0	2	0	0	0.5	15.1	46.3	143	25.2	21.7
1800	609	7141	7	4	557	1	27	7	3	0	1	0	1	1	0	0.9	18.8	32.9	278	45.6	23.5
1900	554	7695	2	1	513	0	32	5	0	0	1	0	0	0	0	5.6	20.2	38.6	326	58.8	25.1
2000	415	8110	4	3	379	1	21	3	3	1	0	0	0	0	0	4.4	22.4	36.6	310	74.7	26.4
2100	368	8478	4	3	336	2	16	4	2	0	0	1	0	0	0	6.1	23.5	56.1	316	85.9	26.8
2200	222	8700	2	7	184	2	21	5	1	0	0	0	0	0	0	9.4	23.8	41.1	195	87.8	27.1
2300	165	8865	2	2	151	0	7	1	0	2	0	0	0	0	0	14.7	25.5	38	154	93.3	29.5
07-19	6394	8865	60	50	5738	27	414	44	42	4	2	4	8	1	0	0.3	18.9	67.1	2965	46.4	23.5
06-22	8105	8865	74	60	7276	30	528	63	49	5	3	7	9	1	0	0.3	19.6	67.1	4259	52.5	24.4
06-00	8492	8865	78	69	7611	32	556	69	50	7	3	7	9	1	0	0.3	19.9	67.1	4608	54.3	24.8
00-00	8865	8865	84	77	7938	32	575	81	50	7	3	7	10	1	0	0.3	20.1	67.1	4955	55.9	25.1

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Tue 15 Time	May Total	2018 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	91	8956	3	2	78	0	6	1	0	1	0	0	0	0	0	15	26	33.7	86	94.5	29.3
0100	35	8991	0	1	30	0	4	0	0	0	0	0	0	0	0	15.1	24.6	35.2	31	88.6	28.9
0200	31	9022	1	0	26	0	4	0	0	0	0	0	0	0	0	12.8	25.2	36.2	27	87.1	29.5
0300	32	9054	0	0	27	0	1	4	0	0	0	0	0	0	0	20.8	28.7	36.8	32	100	32.9
0400	45	9099	1	1	35	0	7	0	0	1	0	0	0	0	0	15.5	25.1	33.1	44	97.8	28
0500	138	9237	1	3	118	0	13	2	1	0	0	0	0	0	0	10.1	24.9	38.4	126	91.3	28.4
0600	372	9609	4	5	311	1	40	10	0	0	0	1	0	0	0	12.1	24.1	37.6	324	87.1	28
0700	552	10161	11	2	484	3	45	7	0	0	0	0	0	0	0	1.4	21.6	36.3	389	70.5	25.7
0800	526	10687	11	2	482	0	25	1	1	2	0	0	1	1	0	4.3	19.9	32.2	281	53.4	23.9
0900	472	11159	2	3	413	2	43	5	3	0	0	0	0	1	0	0.6	19.9	41	283	60	23.3
1000	446	11605	6	2	391	0	40	3	3	0	1	0	0	0	0	0.6	19.4	32.8	225	50.4	23.3
1100	477	12082	4	2	418	5	42	4	2	0	0	0	0	0	0	0.9	20.5	35.9	299	62.7	23.5
1200	473	12555	2	4	413	1	46	4	2	0	0	0	1	0	0	5.5	19.2	51.5	207	43.8	23.7
1300	502	13057	7	8	440	3	36	4	3	0	1	0	0	0	0	5.8	20.7	43.3	308	61.4	24.4
1400	512	13569	4	1	461	0	38	4	3	0	0	1	0	0	0	0.6	19.4	35.7	272	53.1	23.5
1500	535	14104	7	4	489	3	25	3	3	1	0	0	0	0	0	0.6	18.7	97	238	44.5	22.6
1600	518	14622	8	8	463	1	30	4	3	0	1	0	0	0	0	0.6	14.3	57.6	114	22	21.5
1700	544	15166	8	1	514	0	15	2	3	1	0	0	0	0	0	0.6	11.9	69.4	49	9	16.8
1800	534	15700	9	3	493	4	22	1	1	1	0	0	0	0	0	0.5	19.2	28.8	303	56.7	23.7
1900	549	16249	5	6	507	0	27	3	1	0	0	0	0	0	0	3.4	21	41	329	59.9	24.6
2000	402	16651	4	2	372	0	23	1	0	0	0	0	0	0	0	10.2	22.4	41.6	307	76.4	25.7
2100	326	16977	2	3	303	0	17	0	0	0	1	0	0	0	0	10.6	23.5	39.6	276	84.7	26.8
2200	238	17215	3	2	217	0	16	0	0	0	0	0	0	0	0	5	24.4	35.9	214	89.9	28.9
2300	146	17361	2	2	126	0	14	1	0	1	0	0	0	0	0	10.6	24.8	43.8	132	90.4	28.6
07-19	6091	17361	79	40	5461	22	407	42	27	5	3	1	2	2	0	0.5	18.7	97	2968	48.7	23.5
06-22	7740	17361	94	56	6954	23	514	56	28	5	4	2	2	2	0	0.5	19.5	97	4204	54.3	24.4
06-00	8124	17361	99	60	7297	23	544	57	28	6	4	2	2	2	0	0.5	19.7	97	4550	56	24.6
00-00	8496	17361	105	67	7611	23	579	64	29	8	4	2	2	2	0	0.5	20	97	4896	57.6	24.8

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Wed 16 Time	May Total	2018 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	96	17457	2	1	82	0	10	0	1	0	0	0	0	0	0	14.7	24.8	34.3	86	89.6	29.3
0100	44	17501	1	1	37	0	5	0	0	0	0	0	0	0	0	13.9	24.6	33.2	40	90.9	29.3
0200	35	17536	1	1	30	0	3	0	0	0	0	0	0	0	0	19.3	25.9	37	34	97.1	30
0300	33	17569	0	0	30	0	3	0	0	0	0	0	0	0	0	18.9	27.4	40.7	32	97	30
0400	47	17616	0	2	39	1	5	0	0	0	0	0	0	0	0	16.6	26.4	40.3	45	95.7	30
0500	130	17746	1	1	112	0	14	0	2	0	0	0	0	0	0	9.1	24.7	36.9	120	92.3	28
0600	347	18093	1	1	298	0	38	4	2	0	1	0	2	0	0	11.4	24.8	41.2	313	90.2	28.4
0700	512	18605	6	4	447	0	48	5	1	1	0	0	0	0	0	6.5	23	40	412	80.5	26.6
0800	528	19133	7	5	477	1	34	3	0	0	0	0	1	0	0	4.7	20.9	30.6	367	69.5	24.4
0900	481	19614	1	3	420	3	45	2	6	0	0	1	0	0	0	0.9	20.1	31.1	282	58.6	23.7
1000	468	20082	0	3	408	1	47	3	4	1	0	0	0	0	1	5.3	19.7	30.6	249	53.2	23.5
1100	479	20561	2	1	416	2	51	4	2	0	1	0	0	0	0	0.7	20	41.3	258	53.9	23.3
1200	497	21058	4	6	444	0	38	4	0	1	0	0	0	0	0	0.6	19.2	30.4	233	46.9	22.8
1300	518	21576	4	2	457	3	44	6	1	0	0	0	1	0	0	1.2	18.5	32.4	225	43.4	23
1400	493	22069	8	1	441	0	36	4	2	0	0	1	0	0	0	0.7	19.8	32.7	258	52.3	23.5
1500	560	22629	6	1	513	1	30	4	2	1	0	1	0	1	0	0.8	15.2	34	134	23.9	21
1600	549	23178	9	6	495	2	31	3	1	2	0	0	0	0	0	0.4	16.6	33.3	190	34.6	22.6
1700	589	23767	12	5	536	3	24	4	3	1	1	0	0	0	0	0.8	16.5	31.2	166	28.2	21.9
1800	578	24345	7	1	544	1	18	4	2	0	0	0	0	1	0	0.9	18.5	54.1	256	44.3	23.5
1900	522	24867	9	2	477	3	10	6	13	0	0	1	0	1	0	3.7	17.3	56.4	162	31	21.7
2000	479	25346	4	1	438	2	20	8	5	0	0	0	1	0	0	3.5	21.1	38.9	318	66.4	24.8
2100	344	25690	2	1	321	1	15	2	2	0	0	0	0	0	0	6	23.9	39.9	309	89.8	27.5
2200	261	25951	0	4	236	1	15	5	0	0	0	0	0	0	0	8.1	22.6	32.5	208	79.7	25.9
2300	178	26129	0	1	164	0	9	3	0	0	0	1	0	0	0	6.4	24.4	39.3	157	88.2	28.4
07-19	6252	26129	66	38	5598	17	446	46	24	7	2	3	2	2	1	0.4	18.9	54.1	3030	48.5	23.5
06-22	7944	26129	82	43	7132	23	529	66	46	7	3	4	5	3	1	0.4	19.4	56.4	4132	52	24.2
06-00	8383	26129	82	48	7532	24	553	74	46	7	3	5	5	3	1	0.4	19.6	56.4	4497	53.6	24.4
00-00	8768	26129	87	54	7862	25	593	74	49	7	3	5	5	3	1	0.4	19.9	56.4	4854	55.4	24.6

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Thu 17 Time	May Total	2018 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	96	26225	3	0	83	0	4	6	0	0	0	0	0	0	0	15.9	24.8	41.4	86	89.6	28.6
0100	40	26265	0	0	34	0	3	2	1	0	0	0	0	0	0	15.9	25.6	36.4	38	95	29.8
0200	32	26297	0	0	26	0	2	4	0	0	0	0	0	0	0	19.8	25.6	30.1	30	93.8	28
0300	41	26338	1	1	38	0	0	1	0	0	0	0	0	0	0	13.3	26.1	35.9	37	90.2	30
0400	50	26388	0	2	39	0	4	4	1	0	0	0	0	0	0	20.6	26.6	37	50	100	29.8
0500	127	26515	3	1	104	0	13	5	1	0	0	0	0	0	0	6	25.4	34.3	117	92.1	29.5
0600	319	26834	3	3	264	1	32	6	6	0	2	1	1	0	0	11.3	25.3	47.3	306	95.9	29.1
0700	530	27364	9	2	470	3	33	8	3	0	2	0	0	0	0	5.2	22.3	35.1	425	80.2	25.9
0800	517	27881	9	3	461	3	28	7	3	1	1	0	1	0	0	0.8	20.6	70.4	319	61.7	24.4
0900	493	28374	7	1	429	2	39	9	4	0	0	1	1	0	0	2.3	18.7	34	206	41.8	23.3
1000	483	28857	2	4	416	1	48	3	5	1	2	1	0	0	0	6	19.9	34	278	57.6	23.3
1100	473	29330	2	4	421	3	39	1	1	1	0	0	1	0	0	3.9	19.2	30.3	230	48.6	23.5
1200	504	29834	2	3	441	2	47	5	4	0	0	0	0	0	0	1.8	19.3	34.9	243	48.2	23.5
1300	517	30351	8	3	458	0	39	5	3	0	0	1	0	0	0	0.6	19	36.4	232	44.9	23
1400	526	30877	10	0	474	0	37	0	4	1	0	0	0	0	0	0.6	18.4	31.3	237	45.1	23.3
1500	488	31365	1	4	448	2	27	4	1	0	0	0	1	0	0	1.4	17.6	34.5	211	43.2	23.3
1600	563	31928	5	7	505	1	31	3	5	4	0	1	0	1	0	2	15	28.4	127	22.6	21
1700	593	32521	10	9	533	3	26	2	7	1	1	1	0	0	0	1.1	17.9	35.9	232	39.1	23.5
1800	581	33102	8	2	537	0	31	2	0	1	0	0	0	0	0	1.5	19.4	84.1	279	48	23.5
1900	577	33679	6	3	538	0	23	4	2	1	0	0	0	0	0	1	19	37.4	280	48.5	23.5
2000	468	34147	4	7	429	1	19	3	5	0	0	0	0	0	0	0.8	21.1	38	292	62.4	24.8
2100	346	34493	3	1	322	1	18	0	1	0	0	0	0	0	0	9.4	23.6	37.5	292	84.4	26.4
2200	270	34763	0	3	247	0	18	1	1	0	0	0	0	0	0	9.9	23	40.5	211	78.1	26.4
2300	179	34942	1	2	160	0	16	0	0	0	0	0	0	0	0	8	23.8	44.8	159	88.8	26.8
07-19	6268	34942	73	42	5593	20	425	49	40	10	6	5	4	1	0	0.6	18.9	84.1	3019	48.2	23.5
06-22	7978	34942	89	56	7146	23	517	62	54	11	8	6	5	1	0	0.6	19.5	84.1	4189	52.5	24.2
06-00	8427	34942	90	61	7553	23	551	63	55	11	8	6	5	1	0	0.6	19.7	84.1	4559	54.1	24.4
00-00	8813	34942	97	65	7877	23	577	85	58	11	8	6	5	1	0	0.6	20	84.1	4917	55.8	24.8

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Fri 18 Time	May Total	2018 RunTot	Southbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				20	20	85
0000	109	35051	0	1	94	1	9	4	0	0	0	0	0	0	0	10.1	24.8	45.5	100	91.7	27.5
0100	52	35103	0	1	44	0	4	3	0	0	0	0	0	0	0	7.3	26.4	33.2	51	98.1	29.1
0200	43	35146	1	0	35	0	5	2	0	0	0	0	0	0	0	15.9	27.5	42.2	42	97.7	31.5
0300	31	35177	0	2	25	0	2	1	1	0	0	0	0	0	0	9.8	25.8	35	28	90.3	28.6
0400	54	35231	0	4	41	1	4	4	0	0	0	0	0	0	0	15.8	26.4	44	51	94.4	29.1
0500	123	35354	1	2	104	0	14	1	1	0	0	0	0	0	0	16.2	25.2	35.4	112	91.1	28.9
0600	320	35674	4	4	273	0	24	14	1	0	0	0	0	0	0	8.5	24.5	39.3	287	89.7	28
0700	535	36209	7	1	473	0	38	9	4	0	0	2	1	0	0	0.8	22.4	37.2	411	76.8	25.9
0800	555	36764	8	3	498	1	34	5	2	0	2	0	2	0	0	4.4	20	37.1	272	49	24.4
0900	475	37239	3	3	407	4	51	4	1	0	0	1	1	0	0	4.5	20.7	36.5	286	60.2	24.2
1000	493	37732	2	2	445	1	37	4	1	0	0	0	0	0	1	0.7	18.7	35.5	206	41.8	22.8
1100	511	38243	3	1	459	2	44	0	1	1	0	0	0	0	0	4.4	19.2	37.1	264	51.7	23.5
1200	539	38782	2	9	488	2	36	2	0	0	0	0	0	0	0	1.7	19	32.7	246	45.6	22.4
1300	560	39342	11	5	498	1	37	5	1	2	0	0	0	0	0	0.7	18.3	45.2	239	42.7	23.3
1400	542	39884	6	7	502	0	23	1	2	1	0	0	0	0	0	0.5	12.1	59.6	49	9	18.6
1500	540	40424	6	2	513	1	15	1	1	1	0	0	0	0	0	0.6	13.3	28	78	14.4	19.2
1600	533	40957	10	5	480	2	30	3	2	0	0	0	1	0	0	0.5	11.7	25.5	37	6.9	17.4
1700	569	41526	8	4	524	1	27	1	4	0	0	0	0	0	0	2.4	15.6	31.6	136	23.9	21.9
1800	596	42122	8	3	560	1	18	3	3	0	0	0	0	0	0	0.9	17.4	95.6	224	37.6	22.4
1900	539	42661	2	5	493	1	31	2	2	0	1	0	1	0	1	0.7	18.9	44.4	234	43.4	23.5
2000	463	43124	2	4	431	3	21	2	0	0	0	0	0	0	0	7.5	22	34	341	73.7	25.9
2100	343	43467	2	3	317	0	18	2	0	1	0	0	0	0	0	11.6	23.6	35.6	289	84.3	27.3
2200	322	43789	2	2	308	0	9	0	1	0	0	0	0	0	0	4.2	23.9	41.7	282	87.6	28
2300	234	44023	2	1	219	0	12	0	0	0	0	0	0	0	0	11.2	24	38.1	206	88	27.1
07-19	6448	44023	74	45	5847	16	390	38	22	5	2	3	5	0	1	0.5	17.3	95.6	2448	38	23
06-22	8113	44023	84	61	7361	20	484	58	25	6	3	3	6	0	2	0.5	18.2	95.6	3599	44.4	23.9
06-00	8669	44023	88	64	7888	20	505	58	26	6	3	3	6	0	2	0.5	18.6	95.6	4087	47.1	24.4
00-00	9081	44023	90	74	8231	22	543	73	28	6	3	3	6	0	2	0.5	18.9	95.6	4471	49.2	24.8

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Sat 19 Time	May Total	2018 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	161	44184	0	2	145	0	14	0	0	0	0	0	0	0	0	12.2	24.3	42.5	145	90.1	28.2
0100	95	44279	1	3	85	0	5	1	0	0	0	0	0	0	0	15.8	26	39	89	93.7	29.8
0200	52	44331	0	0	49	0	3	0	0	0	0	0	0	0	0	21.4	26.4	35.6	52	100	28.6
0300	71	44402	0	2	63	0	5	1	0	0	0	0	0	0	0	17.2	26.9	41.3	69	97.2	30.6
0400	44	44446	1	2	37	0	1	2	1	0	0	0	0	0	0	14.4	26	33.1	41	93.2	29.1
0500	78	44524	0	1	66	0	8	3	0	0	0	0	0	0	0	10.8	24.8	36.7	71	91	28.9
0600	169	44693	1	2	151	0	13	2	0	0	0	0	0	0	0	10.2	24.8	36.5	149	88.2	28.6
0700	228	44921	2	2	186	1	30	4	1	0	1	0	1	0	0	11.9	23.9	45.9	188	82.5	27.7
0800	350	45271	3	1	307	3	33	1	2	0	0	0	0	0	0	9	23.3	34.2	287	82	26.8
0900	465	45736	2	0	428	0	32	1	1	1	0	0	0	0	0	7.5	21.8	33	342	73.5	25.5
1000	491	46227	5	8	445	1	30	1	1	0	0	0	0	0	0	3.7	20.5	32.4	301	61.3	24.2
1100	576	46803	3	2	533	1	33	2	1	0	0	0	1	0	0	0.6	19.6	35.2	299	51.9	23.5
1200	529	47332	5	3	481	0	37	1	2	0	0	0	0	0	0	4.2	21.6	33.8	382	72.2	25.1
1300	498	47830	6	8	458	0	24	1	0	0	0	0	0	0	1	0.9	20.6	46.7	312	62.7	24.8
1400	542	48372	6	4	500	4	24	0	4	0	0	0	0	0	0	4.7	20.9	42.9	343	63.3	24.8
1500	567	48939	5	7	527	1	27	0	0	0	0	0	0	0	0	3	20.1	42.5	314	55.4	24.4
1600	568	49507	3	4	524	2	33	1	1	0	0	0	0	0	0	4	19.8	38.8	309	54.4	23.7
1700	551	50058	4	5	504	3	29	1	2	0	2	0	1	0	0	6.6	21.2	37.7	367	66.6	24.8
1800	531	50589	4	6	486	1	31	0	2	0	1	0	0	0	0	1.7	21.2	36	352	66.3	25.3
1900	482	51071	4	5	447	0	25	0	0	0	0	0	1	0	0	5.5	21.8	68	351	72.8	25.1
2000	400	51471	2	3	374	1	16	2	2	0	0	0	0	0	0	2	22.4	82.8	302	75.5	26.2
2100	323	51794	2	4	297	1	15	1	3	0	0	0	0	0	0	10	23.5	57.3	262	81.1	26.8
2200	297	52091	2	3	274	3	13	1	1	0	0	0	0	0	0	11	22.2	35.5	229	77.1	25.7
2300	262	52353	2	2	240	1	16	1	0	0	0	0	0	0	0	4.5	23.4	43.4	217	82.8	27.3
07-19	5896	52353	48	50	5379	17	363	13	17	1	4	0	3	0	1	0.6	21	46.7	3796	64.4	25.1
06-22	7270	52353	57	64	6648	19	432	18	22	1	4	0	4	0	1	0.6	21.3	82.8	4860	66.9	25.3
06-00	7829	52353	61	69	7162	23	461	20	23	1	4	0	4	0	1	0.6	21.4	82.8	5306	67.8	25.5
00-00	8330	52353	63	79	7607	23	497	27	24	1	4	0	4	0	1	0.6	21.7	82.8	5773	69.3	25.7

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Sun 20 Time	May Total	2018 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
Bicycle	Motor Cycle																				
0000	181	52534	0	3	165	0	12	1	0	0	0	0	0	0	0	10.5	25.7	42.7	174	96.1	29.1
0100	96	52630	0	0	90	0	4	2	0	0	0	0	0	0	0	15.9	25.6	36.6	90	93.8	29.5
0200	78	52708	1	2	71	1	3	0	0	0	0	0	0	0	0	17.4	26.2	53.9	77	98.7	29.8
0300	68	52776	0	0	63	0	4	0	1	0	0	0	0	0	0	18.3	26.8	43.6	66	97.1	30.2
0400	53	52829	0	0	49	0	3	1	0	0	0	0	0	0	0	18.8	26.5	41.3	52	98.1	30.6
0500	55	52884	0	2	49	0	4	0	0	0	0	0	0	0	0	18.2	26.3	38.5	52	94.5	30.4
0600	71	52955	1	2	57	0	7	2	1	0	0	0	1	0	0	15.1	25.3	33.5	64	90.1	29.5
0700	105	53060	2	2	85	0	13	3	0	0	0	0	0	0	0	13	25.5	43.8	95	90.5	30.4
0800	162	53222	3	1	143	0	13	0	1	0	0	1	0	0	0	13.9	24.7	39.7	148	91.4	28.4
0900	205	53427	4	2	180	0	16	1	0	1	0	1	0	0	0	9.1	22.7	37.6	159	77.6	26.4
1000	343	53770	1	3	312	0	24	0	3	0	0	0	0	0	0	2.3	21.4	97.4	237	69.1	25.3
1100	487	54257	8	4	453	1	19	0	1	0	0	0	1	0	0	2.4	20	34.4	254	52.2	24.6
1200	548	54805	9	4	516	0	17	0	0	0	0	0	2	0	0	1.7	20.3	34.3	313	57.1	24.2
1300	560	55365	6	3	520	2	24	2	2	0	0	0	1	0	0	0.5	19.7	33.2	309	55.2	23.9
1400	598	55963	2	4	567	1	19	4	1	0	0	0	0	0	0	4.5	20.1	92.3	303	50.7	24.6
1500	547	56510	3	5	515	0	20	1	2	0	1	0	0	0	0	5.2	21.2	37.4	362	66.2	24.8
1600	522	57032	4	4	486	3	21	3	0	0	1	0	0	0	0	4.3	22.4	36.7	408	78.2	26.2
1700	477	57509	6	7	434	2	26	1	1	0	0	0	0	0	0	6.5	22.9	35.2	389	81.6	26.4
1800	369	57878	6	6	330	0	24	1	2	0	0	0	0	0	0	6.6	23.5	38.2	312	84.6	27.3
1900	352	58230	3	3	321	1	23	1	0	0	0	0	0	0	0	12.2	23.7	41	297	84.4	27.3
2000	318	58548	1	2	294	1	17	1	1	1	0	0	0	0	0	8.6	24.1	38.7	276	86.8	27.5
2100	253	58801	1	4	234	0	14	0	0	0	0	0	0	0	0	6	24.4	38.9	226	89.3	28
2200	219	59020	1	3	197	0	16	2	0	0	0	0	0	0	0	5.7	22.7	43.1	181	82.6	25.7
2300	154	59174	1	1	141	0	11	0	0	0	0	0	0	0	0	11	23	40.1	124	80.5	26.2
07-19	4923	59174	54	45	4541	9	236	16	13	1	2	2	4	0	0	0.5	21.4	97.4	3289	66.8	25.5
06-22	5917	59174	60	56	5447	11	297	20	15	2	2	2	5	0	0	0.5	21.9	97.4	4152	70.2	25.9
06-00	6290	59174	62	60	5785	11	324	22	15	2	2	2	5	0	0	0.5	21.9	97.4	4457	70.9	25.9
00-00	6821	59174	63	67	6272	12	354	26	16	2	2	2	5	0	0	0.5	22.3	97.4	4968	72.8	26.4
Summary																					
Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85	
59174	59174	589	483	53398	160	3718	430	254	42	27	25	37	7	4	0.3	20.3	97.4	34834	58.9	25.3	

VEHICLE CLASSIFICATION AND SPEED SURVEY – ST STEPHENS ROAD, YIEWSLEY

DATASETS:

Site: [Yiewsley] St Stephens Rd, on LC between entrances, A-B Outbound

Direction: 8 - East bound A>B, West bound B>A. Lane: 0

Survey Duration: 00:00 04 June 2018 => 14:12 11 June 2018

File: Yiewsley11Jun2018.EC0 (Plus)

Identifier: CA74Z4VM MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Advanced.

PROFILE:

Filter time: 00:00 04 June 2018 => 00:00 11 June 2018

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 100 mph.

Direction: East bound / West bound

Headway: All.

Scheme: ARX Cycles.

Name: Factory default profile.

Method: Vehicle classification.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph)

Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

1	Bicycle	
2	Motor Cycle	
3	Car / Van	(cars and vans - without trailer).
4	Car / Van (T)	(cars and vans towing trailer).
5	R2 / Bus	(HGV / bus 2-axle rigid).
6	R3 / Bus	(HGV / bus 3-axle rigid).
7	R4	(HGV 4-axle rigid).
8	A3	(HGV 3-axle articulated).
9	A4	(HGV 4-axle articulated).
10	A5	(HGV 5-axle articulated).
11	A6	(HGV 6-axle articulated).
12	A6 [2]	(HGV 6-axle articulated comprising two trailers).
13	A7 [2]	(HGV 7 + axle articulated comprising two trailers).

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Mon 04 Time	June Total	2018 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	22	22	0	0	19	0	2	1	0	0	0	0	0	0	0	0	12.7	24.2	0	0	17
0100	3	25	0	0	3	0	0	0	0	0	0	0	0	0	0	10.1	13.7	19.7	0	0	-
0200	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	14	39	0	0	14	0	0	0	0	0	0	0	0	0	0	7.7	17.3	24.4	0	0	22.4
0400	2	41	0	0	1	0	1	0	0	0	0	0	0	0	0	13.9	21.4	29	0	0	-
0500	5	46	0	0	5	0	0	0	0	0	0	0	0	0	0	19.5	22.1	26.7	0	0	-
0600	12	58	0	0	11	0	1	0	0	0	0	0	0	0	0	14.2	20.2	25.2	0	0	22.4
0700	23	81	0	0	21	0	1	1	0	0	0	0	0	0	0	7.7	15.4	23.2	0	0	21.9
0800	77	158	1	0	76	0	0	0	0	0	0	0	0	0	0	6.3	12.2	28	0	0	15.9
0900	79	237	1	0	76	0	1	0	1	0	0	0	0	0	0	5	10.5	26.8	0	0	13.6
1000	84	321	2	0	80	0	2	0	0	0	0	0	0	0	0	3.8	13.5	31.3	1	1.2	20.1
1100	96	417	0	0	93	1	2	0	0	0	0	0	0	0	0	5.9	11.5	22.9	0	0	16.1
1200	101	518	2	2	94	1	1	1	0	0	0	0	0	0	0	4	11.1	27.9	0	0	14.3
1300	109	627	0	0	105	1	2	0	1	0	0	0	0	0	0	3.6	10.8	26.5	0	0	15.4
1400	102	729	2	0	98	0	1	1	0	0	0	0	0	0	0	4.5	11.8	30	0	0	19.9
1500	111	840	2	0	106	0	0	0	2	0	0	0	1	0	0	5.7	11.5	25.8	0	0	16.8
1600	94	934	1	0	89	1	1	0	2	0	0	0	0	0	0	6.2	15.4	64.2	2	2.1	22.8
1700	89	1023	1	0	87	0	0	0	1	0	0	0	0	0	0	6.6	13.4	33.1	2	2.2	19.7
1800	91	1114	0	1	89	0	1	0	0	0	0	0	0	0	0	4.3	10.9	25.3	0	0	14.8
1900	84	1198	1	0	81	1	1	0	0	0	0	0	0	0	0	4.9	11.8	29.2	0	0	15.2
2000	40	1238	1	0	39	0	0	0	0	0	0	0	0	0	0	4.5	11.5	26.4	0	0	15.4
2100	27	1265	0	0	26	0	0	0	1	0	0	0	0	0	0	4.8	13.5	41.3	1	3.7	19.5
2200	32	1297	2	0	30	0	0	0	0	0	0	0	0	0	0	4.9	11.8	21.3	0	0	14.5
2300	38	1335	0	0	37	0	0	1	0	0	0	0	0	0	0	5.3	11.6	18.7	0	0	14.3
07-19	1056	1335	12	3	1014	4	12	3	7	0	0	0	1	0	0	3.6	12.1	64.2	5	0.5	17.7
06-22	1219	1335	14	3	1171	5	14	3	8	0	0	0	1	0	0	3.6	12.2	64.2	6	0.5	17.7
06-00	1289	1335	16	3	1238	5	14	4	8	0	0	0	1	0	0	3.6	12.1	64.2	6	0.5	17.7
00-00	1335	1335	16	3	1280	5	17	5	8	0	0	0	1	0	0	0	12.3	64.2	6	0.4	17.7

Eastbound

Benchmark Data Collection Ltd

Tue 05 Time	June Total	2018 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	23	1358	0	0	22	0	1	0	0	0	0	0	0	0	0	5.9	14.1	24.8	0	0	20.4
0100	1	1359	0	0	1	0	0	0	0	0	0	0	0	0	0	20.6	20.6	20.6	0	0	-
0200	1	1360	0	0	1	0	0	0	0	0	0	0	0	0	0	20.2	20.2	20.2	0	0	-
0300	12	1372	0	0	12	0	0	0	0	0	0	0	0	0	0	7.9	15.7	31.9	1	8.3	20.1
0400	3	1375	0	0	2	0	1	0	0	0	0	0	0	0	0	9.7	13.4	15.6	0	0	-
0500	2	1377	0	0	2	0	0	0	0	0	0	0	0	0	0	15	21.8	28.6	0	0	-
0600	10	1387	0	0	9	0	0	0	1	0	0	0	0	0	0	7.1	15.7	24.7	0	0	-
0700	23	1410	3	0	18	0	2	0	0	0	0	0	0	0	0	6.4	14.6	36.4	2	8.7	16.8
0800	72	1482	1	0	70	0	0	1	0	0	0	0	0	0	0	3.9	13.3	31.6	1	1.4	18.1
0900	56	1538	0	0	52	0	2	1	1	0	0	0	0	0	0	6	11	22.2	0	0	15.4
1000	91	1629	0	0	90	0	1	0	0	0	0	0	0	0	0	6.7	12	24.9	0	0	16.1
1100	94	1723	1	1	91	0	0	0	1	0	0	0	0	0	0	5.7	10.1	28.6	0	0	12.1
1200	124	1847	1	0	117	0	3	2	1	0	0	0	0	0	0	4.5	11.1	24.7	0	0	15.9
1300	97	1944	0	1	92	1	3	0	0	0	0	0	0	0	0	6	12.5	24.9	0	0	18.3
1400	103	2047	0	0	101	1	1	0	0	0	0	0	0	0	0	5.3	13.6	28.3	0	0	20.1
1500	102	2149	0	0	100	0	0	1	0	0	0	1	0	0	0	5.1	11.6	22.9	0	0	15.7
1600	99	2248	2	0	92	1	3	0	1	0	0	0	0	0	0	4.6	13	25.8	0	0	18.1
1700	94	2342	1	0	89	0	2	0	2	0	0	0	0	0	0	5.5	12.2	29.7	0	0	15.9
1800	90	2432	1	0	89	0	0	0	0	0	0	0	0	0	0	4.7	12.7	27.1	0	0	16.3
1900	88	2520	1	0	85	0	2	0	0	0	0	0	0	0	0	6	12	23.4	0	0	15.4
2000	66	2586	0	1	62	0	1	1	1	0	0	0	0	0	0	6.7	12.4	30.5	1	1.5	16.3
2100	28	2614	0	0	28	0	0	0	0	0	0	0	0	0	0	5.7	12.9	26.8	0	0	21
2200	35	2649	0	0	35	0	0	0	0	0	0	0	0	0	0	6.1	12.9	26	0	0	16.6
2300	38	2687	0	0	36	0	0	2	0	0	0	0	0	0	0	5.7	11.3	22.1	0	0	16.3
07-19	1045	2687	10	2	1001	3	17	5	6	0	0	1	0	0	0	3.9	12.1	36.4	3	0.3	17
06-22	1237	2687	11	3	1185	3	20	6	8	0	0	1	0	0	0	3.9	12.2	36.4	4	0.3	17
06-00	1310	2687	11	3	1256	3	20	8	8	0	0	1	0	0	0	3.9	12.2	36.4	4	0.3	17
00-00	1352	2687	11	3	1296	3	22	8	8	0	0	1	0	0	0	3.9	12.3	36.4	5	0.4	17.2

Eastbound

Benchmark Data Collection Ltd

Wed 06 Time	June Total	2018 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	27	2714	0	0	25	0	2	0	0	0	0	0	0	0	0	6.7	11.9	20.7	0	0	15.7
0100	0	2714	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	2715	0	0	1	0	0	0	0	0	0	0	0	0	0	17.9	17.9	17.9	0	0	-
0300	10	2725	0	0	9	0	0	1	0	0	0	0	0	0	0	6.9	16.1	28.9	0	0	-
0400	1	2726	0	0	0	0	1	0	0	0	0	0	0	0	0	24.5	24.5	24.5	0	0	-
0500	6	2732	0	0	6	0	0	0	0	0	0	0	0	0	0	22.2	23.8	26.9	0	0	-
0600	15	2747	0	0	13	0	2	0	0	0	0	0	0	0	0	8	18.4	32.7	1	6.7	23.7
0700	20	2767	0	1	19	0	0	0	0	0	0	0	0	0	0	6	13.4	35.9	1	5	16.6
0800	55	2822	0	0	54	0	1	0	0	0	0	0	0	0	0	7	15.2	30.1	1	1.8	19.7
0900	59	2881	0	0	56	0	2	1	0	0	0	0	0	0	0	6	13.9	34.4	1	1.7	19
1000	73	2954	1	1	68	0	3	0	0	0	0	0	0	0	0	5.9	12.5	26.4	0	0	17.7
1100	73	3027	0	0	70	0	1	0	2	0	0	0	0	0	0	4.5	11	23.7	0	0	13.2
1200	119	3146	3	0	115	0	0	0	0	0	0	0	0	1	0	4.4	11.5	27.1	0	0	15.7
1300	115	3261	0	1	113	0	0	0	1	0	0	0	0	0	0	5.6	12.6	21.8	0	0	17.4
1400	94	3355	1	0	92	0	1	0	0	0	0	0	0	0	0	4.8	11.9	25.6	0	0	16.6
1500	117	3472	0	0	115	0	2	0	0	0	0	0	0	0	0	4.5	12.4	32.6	1	0.9	16.8
1600	92	3564	6	0	85	0	1	0	0	0	0	0	0	0	0	3.5	12.2	28.3	0	0	18.6
1700	106	3670	0	0	100	0	4	1	1	0	0	0	0	0	0	6.2	12.2	31.7	1	0.9	15.9
1800	86	3756	0	0	85	0	0	1	0	0	0	0	0	0	0	4.1	12.4	29.9	0	0	15.9
1900	67	3823	0	0	64	0	2	0	1	0	0	0	0	0	0	5.9	15.1	33.6	1	1.5	21
2000	38	3861	0	0	37	1	0	0	0	0	0	0	0	0	0	5.8	10.3	24.6	0	0	13.6
2100	33	3894	0	1	31	0	0	1	0	0	0	0	0	0	0	7.5	13.7	33.2	1	3	20.8
2200	19	3913	1	0	18	0	0	0	0	0	0	0	0	0	0	5.2	14.6	21.6	0	0	19.2
2300	29	3942	3	0	25	0	1	0	0	0	0	0	0	0	0	4	10.1	18.2	0	0	16.3
07-19	1009	3942	11	3	972	0	15	3	4	0	0	0	0	1	0	3.5	12.4	35.9	5	0.5	17.4
06-22	1162	3942	11	4	1117	1	19	4	5	0	0	0	0	1	0	3.5	12.6	35.9	8	0.7	18.1
06-00	1210	3942	15	4	1160	1	20	4	5	0	0	0	0	1	0	3.5	12.6	35.9	8	0.7	18.1
00-00	1255	3942	15	4	1201	1	23	5	5	0	0	0	0	1	0	3.5	12.7	35.9	8	0.6	18.1

Eastbound

Benchmark Data Collection Ltd

Thu 07 Time	June Total	2018 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	20	3962	0	0	18	0	1	1	0	0	0	0	0	0	0	7.5	13.9	24.8	0	0	17.2
0100	0	3962	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	3962	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	9	3971	0	0	9	0	0	0	0	0	0	0	0	0	0	6.6	13	19.4	0	0	-
0400	1	3972	0	0	0	0	0	1	0	0	0	0	0	0	0	24.3	24.3	24.3	0	0	-
0500	1	3973	0	0	1	0	0	0	0	0	0	0	0	0	0	16.6	16.6	16.6	0	0	-
0600	11	3984	0	0	11	0	0	0	0	0	0	0	0	0	0	8.4	15.4	27.3	0	0	18.8
0700	27	4011	1	0	23	0	2	0	1	0	0	0	0	0	0	4	13.7	22.5	0	0	20.1
0800	59	4070	2	0	54	1	1	0	0	1	0	0	0	0	0	6.6	11.6	24.7	0	0	17.4
0900	85	4155	1	0	80	0	2	1	1	0	0	0	0	0	0	5	12.5	28.4	0	0	19.2
1000	111	4266	2	0	100	0	6	1	2	0	0	0	0	0	0	4.7	12.3	27.2	0	0	16.3
1100	110	4376	0	1	104	2	2	0	1	0	0	0	0	0	0	5.2	11.7	29.4	0	0	15.9
1200	104	4480	0	0	102	0	2	0	0	0	0	0	0	0	0	4.1	13	25.5	0	0	17.7
1300	105	4585	0	0	104	0	1	0	0	0	0	0	0	0	0	4	12.9	24.8	0	0	16.8
1400	105	4690	1	0	102	0	2	0	0	0	0	0	0	0	0	4.8	12	27.5	0	0	18.3
1500	123	4813	0	0	123	0	0	0	0	0	0	0	0	0	0	4	10.3	20.2	0	0	12.8
1600	86	4899	1	0	83	0	0	1	0	0	0	0	1	0	0	6.1	12.5	27.5	0	0	15.9
1700	85	4984	0	0	84	0	1	0	0	0	0	0	0	0	0	5.4	11.7	27	0	0	16.6
1800	69	5053	0	0	68	0	1	0	0	0	0	0	0	0	0	4.5	10.8	39	1	1.4	14.1
1900	78	5131	0	0	75	0	2	0	1	0	0	0	0	0	0	4.3	12	28.1	0	0	16.8
2000	57	5188	0	0	55	0	1	0	1	0	0	0	0	0	0	6.2	15.3	33.3	1	1.8	21
2100	32	5220	0	0	31	0	1	0	0	0	0	0	0	0	0	6.5	12	27.2	0	0	18.1
2200	28	5248	0	0	27	0	1	0	0	0	0	0	0	0	0	5.7	13.2	24.9	0	0	17.7
2300	39	5287	1	0	38	0	0	0	0	0	0	0	0	0	0	2.4	12	33.6	1	2.6	15.4
07-19	1069	5287	8	1	1027	3	20	3	5	1	0	0	1	0	0	4	12	39	1	0.1	16.3
06-22	1247	5287	8	1	1199	3	24	3	7	1	0	0	1	0	0	4	12.2	39	2	0.2	16.8
06-00	1314	5287	9	1	1264	3	25	3	7	1	0	0	1	0	0	2.4	12.2	39	3	0.2	16.8
00-00	1345	5287	9	1	1292	3	26	5	7	1	0	0	1	0	0	2.4	12.2	39	3	0.2	17

Eastbound

Benchmark Data Collection Ltd

Fri 08 Time	June Total	2018 RunTot	Eastbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	26	5313	1	0	23	0	2	0	0	0	0	0	0	0	0	7	14.1	21.8	0	0	17.4
0100	3	5316	0	0	2	0	1	0	0	0	0	0	0	0	0	22.4	23.6	26.1	0	0	-
0200	1	5317	0	0	1	0	0	0	0	0	0	0	0	0	0	30.2	30.2	30.2	1	100	-
0300	14	5331	0	0	14	0	0	0	0	0	0	0	0	0	0	10.8	16.3	26.3	0	0	19.9
0400	1	5332	0	0	1	0	0	0	0	0	0	0	0	0	0	11.1	11.1	11.1	0	0	-
0500	4	5336	0	0	4	0	0	0	0	0	0	0	0	0	0	11.1	21	31.6	1	25	-
0600	7	5343	0	0	7	0	0	0	0	0	0	0	0	0	0	6.1	12	27.4	0	0	-
0700	26	5369	1	0	23	0	2	0	0	0	0	0	0	0	0	4.1	16.2	30.2	1	3.8	21.3
0800	63	5432	0	0	58	0	3	1	1	0	0	0	0	0	0	5.8	15.6	28.5	0	0	21.9
0900	77	5509	2	1	72	0	2	0	0	0	0	0	0	0	0	5.9	12.2	30.1	1	1.3	18.1
1000	95	5604	1	1	90	1	2	0	0	0	0	0	0	0	0	5.5	11.8	27.9	0	0	15
1100	110	5714	2	0	105	0	3	0	0	0	0	0	0	0	0	4	13.9	33.3	2	1.8	23.7
1200	129	5843	0	1	124	0	3	1	0	0	0	0	0	0	0	6.3	13.4	31.8	1	0.8	19.2
1300	126	5969	0	0	126	0	0	0	0	0	0	0	0	0	0	5	12.3	23.7	0	0	14.8
1400	165	6134	1	1	159	0	2	1	0	0	0	0	0	0	1	3.9	11.7	28.4	0	0	15.7
1500	139	6273	0	2	131	0	4	0	1	1	0	0	0	0	0	5.3	13.6	35.5	1	0.7	19.2
1600	129	6402	1	1	124	1	2	0	0	0	0	0	0	0	0	4.6	12.4	37.6	2	1.6	17.9
1700	95	6497	1	0	94	0	0	0	0	0	0	0	0	0	0	5	11.9	24.7	0	0	16.1
1800	99	6596	0	1	93	1	2	0	1	0	0	0	1	0	0	4.4	12.2	32.3	1	1	16.6
1900	96	6692	1	0	94	0	1	0	0	0	0	0	0	0	0	4.4	14.1	33.4	1	1	19.5
2000	54	6746	0	0	53	0	0	0	1	0	0	0	0	0	0	6.6	12	28.7	0	0	17.2
2100	51	6797	3	1	46	0	0	1	0	0	0	0	0	0	0	6.3	14.5	27.8	0	0	19.9
2200	26	6823	0	0	26	0	0	0	0	0	0	0	0	0	0	8.9	14.2	25.6	0	0	15.7
2300	32	6855	0	0	31	0	0	0	1	0	0	0	0	0	0	7.1	13.2	22.8	0	0	16.6
07-19	1253	6855	9	8	1199	3	25	3	3	1	0	0	1	0	1	3.9	12.8	37.6	9	0.7	18.3
06-22	1461	6855	13	9	1399	3	26	4	4	1	0	0	1	0	1	3.9	12.9	37.6	10	0.7	18.3
06-00	1519	6855	13	9	1456	3	26	4	5	1	0	0	1	0	1	3.9	12.9	37.6	10	0.7	18.3
00-00	1568	6855	14	9	1501	3	29	4	5	1	0	0	1	0	1	3.9	13	37.6	12	0.8	18.6

Eastbound

Benchmark Data Collection Ltd

Sat 09 Time	June Total	2018 RunTot	Eastbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	27	6882	0	0	25	0	2	0	0	0	0	0	0	0	0	6.1	14	22.3	0	0	19.2
0100	2	6884	0	0	2	0	0	0	0	0	0	0	0	0	0	20.9	23.2	25.4	0	0	-
0200	0	6884	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	10	6894	1	0	9	0	0	0	0	0	0	0	0	0	0	6.9	14.8	22	0	0	-
0400	1	6895	0	0	1	0	0	0	0	0	0	0	0	0	0	19	19	19	0	0	-
0500	1	6896	0	0	1	0	0	0	0	0	0	0	0	0	0	14.7	14.7	14.7	0	0	-
0600	8	6904	1	0	7	0	0	0	0	0	0	0	0	0	0	8	11.7	19.5	0	0	-
0700	12	6916	0	0	12	0	0	0	0	0	0	0	0	0	0	7.6	10.2	16.7	0	0	10.3
0800	31	6947	0	0	28	0	2	1	0	0	0	0	0	0	0	6.8	13.4	26.9	0	0	14.5
0900	53	7000	0	0	51	0	2	0	0	0	0	0	0	0	0	5.2	11.7	27.5	0	0	19.2
1000	86	7086	0	0	86	0	0	0	0	0	0	0	0	0	0	6	11	30.9	1	1.2	14.3
1100	97	7183	1	1	95	0	0	0	0	0	0	0	0	0	0	3.3	11.6	22.3	0	0	15.2
1200	106	7289	3	1	100	0	2	0	0	0	0	0	0	0	0	4.8	14.4	38.6	1	0.9	25.1
1300	133	7422	0	0	130	0	2	0	1	0	0	0	0	0	0	5.2	15	33.7	1	0.8	19.7
1400	96	7518	2	2	90	0	0	1	1	0	0	0	0	0	0	4.8	12.1	32.4	1	1	19
1500	106	7624	0	0	103	0	3	0	0	0	0	0	0	0	0	5.7	16	65.8	4	3.8	19.2
1600	101	7725	2	0	97	0	0	0	2	0	0	0	0	0	0	5.5	9.9	20.2	0	0	13.2
1700	65	7790	0	0	65	0	0	0	0	0	0	0	0	0	0	6.2	11.9	26.9	0	0	18.8
1800	89	7879	0	0	88	0	0	0	1	0	0	0	0	0	0	5	11.6	34.7	1	1.1	18.1
1900	81	7960	0	0	80	0	1	0	0	0	0	0	0	0	0	4.9	12.1	26.5	0	0	16.8
2000	52	8012	1	0	50	0	1	0	0	0	0	0	0	0	0	4.8	13.5	31.8	1	1.9	19.7
2100	35	8047	2	1	31	0	0	1	0	0	0	0	0	0	0	5.5	13	28.8	0	0	21.3
2200	33	8080	0	0	33	0	0	0	0	0	0	0	0	0	0	7.1	13.1	18.3	0	0	16.6
2300	27	8107	0	0	27	0	0	0	0	0	0	0	0	0	0	6.9	12.5	19.4	0	0	15.9
07-19	975	8107	8	4	945	0	11	2	5	0	0	0	0	0	0	3.3	12.7	65.8	9	0.9	18.8
06-22	1151	8107	12	5	1113	0	13	3	5	0	0	0	0	0	0	3.3	12.7	65.8	10	0.9	18.6
06-00	1211	8107	12	5	1173	0	13	3	5	0	0	0	0	0	0	3.3	12.7	65.8	10	0.8	18.6
00-00	1252	8107	13	5	1211	0	15	3	5	0	0	0	0	0	0	3.3	12.8	65.8	10	0.8	18.6

Eastbound

Benchmark Data Collection Ltd

Sun 10 Time	June Total	2018 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	24	8131	0	0	23	0	1	0	0	0	0	0	0	0	0	3.7	11	21.2	0	0	14.3
0100	3	8134	0	0	3	0	0	0	0	0	0	0	0	0	0	16.1	22.4	27.7	0	0	-
0200	1	8135	0	0	1	0	0	0	0	0	0	0	0	0	0	23.9	23.9	23.9	0	0	-
0300	13	8148	0	0	13	0	0	0	0	0	0	0	0	0	0	6.9	13.9	19.8	0	0	19.2
0400	0	8148	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	8148	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	3	8151	0	0	3	0	0	0	0	0	0	0	0	0	0	9.5	12.4	15.4	0	0	-
0700	2	8153	0	0	2	0	0	0	0	0	0	0	0	0	0	9.7	10	10.3	0	0	-
0800	6	8159	0	0	4	0	2	0	0	0	0	0	0	0	0	10.3	19.3	23.9	0	0	-
0900	5	8164	0	0	5	0	0	0	0	0	0	0	0	0	0	8.5	13.6	14.9	0	0	-
1000	88	8252	1	0	86	1	0	0	0	0	0	0	0	0	0	6	13	26.2	0	0	17.2
1100	106	8358	1	2	101	1	1	0	0	0	0	0	0	0	0	5.9	12.4	27.8	0	0	16.3
1200	104	8462	1	0	102	0	1	0	0	0	0	0	0	0	0	6.3	14.2	26.1	0	0	18.8
1300	113	8575	3	1	109	0	0	0	0	0	0	0	0	0	0	5.5	12.6	33	1	0.9	19
1400	111	8686	1	0	107	1	1	1	0	0	0	0	0	0	0	5.3	10.5	23.3	0	0	13.2
1500	112	8798	1	0	110	0	0	0	0	0	0	0	1	0	0	5	12.3	39	1	0.9	18.3
1600	55	8853	0	0	51	0	2	2	0	0	0	0	0	0	0	6.3	13.4	28.7	0	0	19
1700	30	8883	0	0	30	0	0	0	0	0	0	0	0	0	0	6.5	15.7	28.1	0	0	22.8
1800	12	8895	0	0	12	0	0	0	0	0	0	0	0	0	0	12.1	17.8	29.7	0	0	20.8
1900	31	8926	0	0	31	0	0	0	0	0	0	0	0	0	0	5.9	14.3	33.6	1	3.2	18.3
2000	26	8952	0	0	25	0	1	0	0	0	0	0	0	0	0	7.6	15.4	27.4	0	0	21.5
2100	22	8974	0	0	21	0	0	0	1	0	0	0	0	0	0	4.9	16.6	26.2	0	0	21.9
2200	28	9002	0	0	27	0	1	0	0	0	0	0	0	0	0	5.7	16.1	23.7	0	0	20.8
2300	27	9029	0	0	26	0	0	0	0	0	0	0	0	1	0	4.6	13	19.6	0	0	17.2
07-19	744	9029	8	3	719	3	7	3	0	0	0	0	1	0	0	5	12.8	39	2	0.3	18.3
06-22	826	9029	8	3	799	3	8	3	1	0	0	0	1	0	0	4.9	13	39	3	0.4	18.8
06-00	881	9029	8	3	852	3	9	3	1	0	0	0	1	1	0	4.6	13.1	39	3	0.3	18.8
00-00	922	9029	8	3	892	3	10	3	1	0	0	0	1	1	0	3.7	13.1	39	3	0.3	18.8
Summary																					
Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
9029	9029	86	28	8673	18	142	33	39	2	0	1	4	2	1	0	12.6	65.8	47	0.5	18.1	

Eastbound

Benchmark Data Collection Ltd

Mon 04 Time	June Total	2018 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	3	4	0	0	3	0	0	0	0	0	0	0	0	0	0	6.6	9.9	13.1	0	0	-
0200	6	10	0	0	6	0	0	0	0	0	0	0	0	0	0	15.4	18.7	22.3	0	0	-
0300	7	17	0	0	6	0	0	1	0	0	0	0	0	0	0	7.6	16.7	21.5	0	0	-
0400	1	18	0	0	1	0	0	0	0	0	0	0	0	0	0	7.1	7.1	7.1	0	0	-
0500	7	25	0	0	6	0	0	1	0	0	0	0	0	0	0	10.6	16.3	21.2	0	0	-
0600	21	46	1	1	15	0	1	3	0	0	0	0	0	0	0	3.3	15.9	28.7	0	0	23.5
0700	39	85	0	0	34	0	0	5	0	0	0	0	0	0	0	6.6	12.7	25.8	0	0	14.1
0800	134	219	0	0	121	0	0	13	0	0	0	0	0	0	0	6.3	13.2	31.4	1	0.7	15.4
0900	112	331	0	0	90	0	2	19	1	0	0	0	0	0	0	4.4	12	27.8	0	0	13.9
1000	105	436	0	0	87	0	0	15	3	0	0	0	0	0	0	6.4	12.1	26	0	0	15
1100	133	569	0	0	111	0	2	19	1	0	0	0	0	0	0	4.5	12.5	29.6	0	0	16.1
1200	130	699	0	2	107	0	5	15	1	0	0	0	0	0	0	4.8	11.8	23.7	0	0	14.3
1300	125	824	0	0	104	0	3	18	0	0	0	0	0	0	0	3.3	11.4	23.8	0	0	13.4
1400	132	956	0	0	113	0	0	18	0	0	0	1	0	0	0	5.4	12.4	28.4	0	0	15.9
1500	136	1092	0	0	113	0	6	17	0	0	0	0	0	0	0	3.9	12.1	28	0	0	14.8
1600	111	1203	0	1	96	0	2	11	1	0	0	0	0	0	0	4.2	13.9	64.2	2	1.8	17.4
1700	111	1314	0	0	91	1	2	16	1	0	0	0	0	0	0	3.3	13	33	1	0.9	17.2
1800	111	1425	0	1	104	0	2	3	0	1	0	0	0	0	0	6.1	11.9	32.3	1	0.9	16.1
1900	74	1499	0	0	61	0	1	10	2	0	0	0	0	0	0	4.3	10.9	23	0	0	13.6
2000	44	1543	2	0	31	0	2	9	0	0	0	0	0	0	0	7.1	12.3	24.2	0	0	14.3
2100	24	1567	0	0	21	0	0	3	0	0	0	0	0	0	0	6	14.4	28.6	0	0	17.7
2200	56	1623	1	0	52	1	0	1	1	0	0	0	0	0	0	3.1	11.3	23.2	0	0	15.9
2300	10	1633	0	0	10	0	0	0	0	0	0	0	0	0	0	9.5	13.3	25	0	0	-
07-19	1379	1633	0	4	1171	1	24	169	8	1	0	1	0	0	0	3.3	12.4	64.2	5	0.4	15.2
06-22	1542	1633	3	5	1299	1	28	194	10	1	0	1	0	0	0	3.3	12.4	64.2	5	0.3	15.4
06-00	1608	1633	4	5	1361	2	28	195	11	1	0	1	0	0	0	3.1	12.4	64.2	5	0.3	15.4
00-00	1633	1633	4	5	1384	2	28	197	11	1	0	1	0	0	0	0	12.4	64.2	5	0.3	15.7

Eastbound

Benchmark Data Collection Ltd

Tue 05 Time	June Total	2018 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	5	1638	0	0	5	0	0	0	0	0	0	0	0	0	0	10.4	17.2	22.7	0	0	-
0100	4	1642	0	0	4	0	0	0	0	0	0	0	0	0	0	10.8	18.1	26.4	0	0	-
0200	5	1647	0	0	3	0	0	2	0	0	0	0	0	0	0	9.2	18.8	25.1	0	0	-
0300	6	1653	0	0	5	0	0	1	0	0	0	0	0	0	0	13.9	21.1	27.4	0	0	-
0400	2	1655	0	0	2	0	0	0	0	0	0	0	0	0	0	21.4	21.4	21.4	0	0	-
0500	5	1660	0	0	3	0	0	2	0	0	0	0	0	0	0	10.1	14.4	25.8	0	0	-
0600	24	1684	1	1	13	0	3	4	2	0	0	0	0	0	0	0.9	12.4	25.2	0	0	14.3
0700	36	1720	0	0	27	0	0	8	1	0	0	0	0	0	0	8.2	13.1	25.1	0	0	16.6
0800	106	1826	0	0	82	0	0	20	4	0	0	0	0	0	0	6.8	12.2	28.4	0	0	13.4
0900	86	1912	0	0	65	0	3	16	2	0	0	0	0	0	0	5.4	11.5	26.4	0	0	13.4
1000	114	2026	0	0	94	0	2	18	0	0	0	0	0	0	0	5.6	10.9	23.9	0	0	13
1100	113	2139	0	0	88	0	4	18	3	0	0	0	0	0	0	4.6	11.9	27.3	0	0	14.5
1200	125	2264	1	1	109	0	4	9	1	0	0	0	0	0	0	3.9	12.4	37.1	1	0.8	16.1
1300	129	2393	0	0	107	0	6	16	0	0	0	0	0	0	0	2.9	10.9	24.7	0	0	13.2
1400	126	2519	0	0	103	0	4	19	0	0	0	0	0	0	0	5.2	12.3	28	0	0	14.1
1500	127	2646	0	0	110	0	2	11	2	1	0	0	1	0	0	4.9	12.5	26.2	0	0	14.5
1600	115	2761	1	0	93	0	5	15	1	0	0	0	0	0	0	4.6	12.1	28.9	0	0	15.2
1700	122	2883	2	0	103	0	2	15	0	0	0	0	0	0	0	1.7	11.9	27.6	0	0	14.3
1800	104	2987	0	1	88	0	2	13	0	0	0	0	0	0	0	5.3	12.5	27.1	0	0	14.5
1900	76	3063	0	0	63	0	1	11	1	0	0	0	0	0	0	4.2	11.3	24.3	0	0	14.1
2000	59	3122	1	0	47	0	1	10	0	0	0	0	0	0	0	5.9	12.9	23.9	0	0	15.9
2100	28	3150	0	0	27	0	0	1	0	0	0	0	0	0	0	8.8	14.5	25.2	0	0	20.8
2200	51	3201	1	0	44	0	0	5	1	0	0	0	0	0	0	5.6	10.8	17.9	0	0	12.1
2300	9	3210	0	0	9	0	0	0	0	0	0	0	0	0	0	12.5	17.4	25.1	0	0	-
07-19	1303	3210	4	2	1069	0	34	178	14	1	0	0	1	0	0	1.7	12	37.1	1	0.1	14.3
06-22	1490	3210	6	3	1219	0	39	204	17	1	0	0	1	0	0	0.9	12	37.1	1	0.1	14.5
06-00	1550	3210	7	3	1272	0	39	209	18	1	0	0	1	0	0	0.9	12	37.1	1	0.1	14.5
00-00	1577	3210	7	3	1294	0	39	214	18	1	0	0	1	0	0	0.9	12.1	37.1	1	0.1	14.8

Eastbound

Benchmark Data Collection Ltd

Wed 06 Time	June Total	2018 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	3211	0	0	1	0	0	0	0	0	0	0	0	0	0	18.3	18.3	18.3	0	0	-
0100	1	3212	0	0	1	0	0	0	0	0	0	0	0	0	0	11	11	11	0	0	-
0200	3	3215	0	0	2	0	1	0	0	0	0	0	0	0	0	14	17.4	20.9	0	0	-
0300	4	3219	0	0	4	0	0	0	0	0	0	0	0	0	0	10.9	15.9	19.3	0	0	-
0400	1	3220	0	0	1	0	0	0	0	0	0	0	0	0	0	9.9	9.9	9.9	0	0	-
0500	12	3232	0	0	8	0	1	3	0	0	0	0	0	0	0	8.2	11.7	13.4	0	0	12.1
0600	19	3251	0	1	14	0	3	1	0	0	0	0	0	0	0	7.8	13.2	28.9	0	0	13.6
0700	38	3289	0	0	32	0	0	4	2	0	0	0	0	0	0	7.6	14.9	26.1	0	0	21
0800	88	3377	0	0	74	0	1	13	0	0	0	0	0	0	0	7.8	14.5	34.4	2	2.3	19.2
0900	90	3467	0	0	79	0	4	7	0	0	0	0	0	0	0	6.3	13	28.4	0	0	14.5
1000	86	3553	0	1	75	0	2	7	1	0	0	0	0	0	0	4.6	12.3	28.7	0	0	15.4
1100	98	3651	1	0	85	0	1	9	1	0	0	0	1	0	0	4.4	12.3	27	0	0	14.5
1200	129	3780	0	1	112	0	3	13	0	0	0	0	0	0	0	3.2	13.1	27.5	0	0	17.4
1300	144	3924	1	0	126	0	3	12	1	0	0	1	0	0	0	3.7	13	26	0	0	17
1400	124	4048	0	0	106	0	4	13	1	0	0	0	0	0	0	3.5	12	26	0	0	15.4
1500	130	4178	0	0	117	0	3	10	0	0	0	0	0	0	0	5.2	12.2	23.9	0	0	14.5
1600	91	4269	2	0	75	0	4	9	1	0	0	0	0	0	0	3.6	11.4	23.5	0	0	14.5
1700	107	4376	1	0	95	0	2	8	1	0	0	0	0	0	0	4.3	10.8	26.5	0	0	13.9
1800	99	4475	0	0	85	0	1	11	0	0	0	1	1	0	0	4.9	12.1	28.4	0	0	13.6
1900	60	4535	0	0	54	0	0	6	0	0	0	0	0	0	0	7.8	13.6	33	2	3.3	15.9
2000	56	4591	0	0	46	0	3	6	1	0	0	0	0	0	0	7.4	13	32.2	1	1.8	16.8
2100	32	4623	0	0	27	0	1	4	0	0	0	0	0	0	0	8.2	14.8	23.1	0	0	19.5
2200	48	4671	1	0	39	0	1	6	1	0	0	0	0	0	0	4.7	10	15.5	0	0	13
2300	9	4680	1	0	7	0	1	0	0	0	0	0	0	0	0	6.8	14.6	20.6	0	0	-
07-19	1224	4680	5	2	1061	0	28	116	8	0	0	2	2	0	0	3.2	12.5	34.4	2	0.2	15.7
06-22	1391	4680	5	3	1202	0	35	133	9	0	0	2	2	0	0	3.2	12.6	34.4	5	0.4	15.9
06-00	1448	4680	7	3	1248	0	37	139	10	0	0	2	2	0	0	3.2	12.6	34.4	5	0.3	15.9
00-00	1470	4680	7	3	1265	0	39	142	10	0	0	2	2	0	0	3.2	12.6	34.4	5	0.3	15.9

Eastbound

Benchmark Data Collection Ltd

Thu 07 Time	June Total	2018 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Bicycle	Motor Cycle																				
0000	3	4683	0	0	3	0	0	0	0	0	0	0	0	0	0	12.1	17.1	22.7	0	0	-
0100	2	4685	0	0	2	0	0	0	0	0	0	0	0	0	0	9.2	14.2	19.2	0	0	-
0200	1	4686	0	0	1	0	0	0	0	0	0	0	0	0	0	19.9	19.9	19.9	0	0	-
0300	5	4691	0	0	4	0	0	1	0	0	0	0	0	0	0	8.8	19.6	27.9	0	0	-
0400	0	4691	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	8	4699	0	0	7	0	0	1	0	0	0	0	0	0	0	8.1	13.4	23.3	0	0	-
0600	21	4720	2	1	14	0	1	1	2	0	0	0	0	0	0	3	12.3	24	0	0	18.6
0700	45	4765	2	0	29	0	4	9	1	0	0	0	0	0	0	1.4	12.7	25	0	0	19.7
0800	113	4878	0	0	92	0	0	20	1	0	0	0	0	0	0	4.9	12.5	35.5	1	0.9	14.1
0900	115	4993	3	0	89	0	5	14	4	0	0	0	0	0	0	4.6	11.4	30.9	1	0.9	14.3
1000	122	5115	0	0	99	0	3	17	3	0	0	0	0	0	0	5.6	12.5	23.3	0	0	17.2
1100	108	5223	2	0	87	0	4	15	0	0	0	0	0	0	0	2.9	11.7	24.9	0	0	15.4
1200	114	5337	0	0	99	0	2	11	1	0	0	0	1	0	0	4.1	12.1	29.9	0	0	15.9
1300	116	5453	0	0	94	0	4	17	1	0	0	0	0	0	0	3	12.7	28	0	0	18.1
1400	126	5579	3	0	102	0	3	14	4	0	0	0	0	0	0	4	13.2	28.2	0	0	17.2
1500	135	5714	2	0	121	0	4	7	1	0	0	0	0	0	0	0.5	12	34.6	1	0.7	15.9
1600	89	5803	1	1	71	0	1	12	2	0	1	0	0	0	0	5.3	12.7	29.9	0	0	17
1700	86	5889	0	0	70	0	2	11	3	0	0	0	0	0	0	4.4	12.1	27.9	0	0	14.5
1800	84	5973	1	1	62	0	2	15	3	0	0	0	0	0	0	2.3	11.9	26.3	0	0	17.2
1900	66	6039	3	0	46	0	2	12	3	0	0	0	0	0	0	6.6	12.7	29.2	0	0	16.1
2000	47	6086	0	1	43	0	0	2	1	0	0	0	0	0	0	7.2	13.2	36.3	1	2.1	15.7
2100	20	6106	0	0	19	0	0	1	0	0	0	0	0	0	0	7.7	13	23.3	0	0	15.2
2200	54	6160	0	0	52	0	2	0	0	0	0	0	0	0	0	2.5	9.2	20.7	0	0	11.9
2300	5	6165	1	0	4	0	0	0	0	0	0	0	0	0	0	2.4	10.1	21.4	0	0	-
07-19	1253	6165	14	2	1015	0	34	162	24	0	1	0	1	0	0	0.5	12.3	35.5	3	0.2	16.3
06-22	1407	6165	19	4	1137	0	37	178	30	0	1	0	1	0	0	0.5	12.3	36.3	4	0.3	16.3
06-00	1466	6165	20	4	1193	0	39	178	30	0	1	0	1	0	0	0.5	12.2	36.3	4	0.3	16.1
00-00	1485	6165	20	4	1210	0	39	180	30	0	1	0	1	0	0	0.5	12.3	36.3	4	0.3	16.3

Eastbound

Benchmark Data Collection Ltd

Fri 08 Time	June Total	2018 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	6165	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	6167	0	0	2	0	0	0	0	0	0	0	0	0	0	14.2	14.2	14.2	0	0	-
0200	5	6172	0	0	3	0	1	1	0	0	0	0	0	0	0	8.7	16.6	21.4	0	0	-
0300	4	6176	0	0	4	0	0	0	0	0	0	0	0	0	0	19.4	21.9	24.6	0	0	-
0400	2	6178	0	0	2	0	0	0	0	0	0	0	0	0	0	8.4	17.8	27.3	0	0	-
0500	6	6184	0	0	3	0	0	3	0	0	0	0	0	0	0	9.1	12.2	16.7	0	0	-
0600	14	6198	0	0	12	0	1	0	1	0	0	0	0	0	0	6.1	13.3	25.5	0	0	18.8
0700	31	6229	2	0	23	0	0	5	1	0	0	0	0	0	0	3.6	12.7	24.1	0	0	15.9
0800	96	6325	0	0	76	0	2	17	1	0	0	0	0	0	0	4.5	13	34.5	1	1	15
0900	112	6437	0	0	97	0	2	13	0	0	0	0	0	0	0	5.4	11.9	24.9	0	0	14.1
1000	132	6569	1	0	119	0	2	9	0	0	0	1	0	0	0	5.5	12	23.4	0	0	14.8
1100	115	6684	1	1	104	0	5	4	0	0	0	0	0	0	0	0.8	13.1	32.4	1	0.9	16.6
1200	172	6856	1	1	152	0	5	13	0	0	0	0	0	0	0	4.7	12.3	32.5	1	0.6	15
1300	181	7037	1	1	164	0	4	11	0	0	0	0	0	0	0	1.9	9.5	24.6	0	0	12.1
1400	159	7196	3	1	136	0	6	13	0	0	0	0	0	0	0	1.1	11.1	29.3	0	0	15.9
1500	169	7365	0	1	150	0	5	12	1	0	0	0	0	0	0	3.9	12.4	39.7	2	1.2	14.3
1600	115	7480	0	0	102	0	2	11	0	0	0	0	0	0	0	5.5	13.1	37.6	2	1.7	16.1
1700	96	7576	0	0	82	0	1	13	0	0	0	0	0	0	0	3.7	12.3	25.6	0	0	14.3
1800	121	7697	1	0	106	0	2	12	0	0	0	0	0	0	0	3.6	11.1	25.4	0	0	13
1900	91	7788	0	0	80	0	1	9	1	0	0	0	0	0	0	5.4	13.3	30.7	1	1.1	17.4
2000	64	7852	0	0	46	0	3	15	0	0	0	0	0	0	0	6.6	13.4	31.3	1	1.6	18.8
2100	47	7899	0	0	37	0	4	6	0	0	0	0	0	0	0	4.3	12.8	39.9	1	2.1	17.7
2200	58	7957	0	0	52	0	0	6	0	0	0	0	0	0	0	5	11.4	24	0	0	14.5
2300	13	7970	0	0	11	0	0	2	0	0	0	0	0	0	0	4	15.4	23.4	0	0	21.3
07-19	1499	7970	10	5	1311	0	36	133	3	0	0	1	0	0	0	0.8	11.9	39.7	7	0.5	14.8
06-22	1715	7970	10	5	1486	0	45	163	5	0	0	1	0	0	0	0.8	12	39.9	10	0.6	15
06-00	1786	7970	10	5	1549	0	45	171	5	0	0	1	0	0	0	0.8	12	39.9	10	0.6	15
00-00	1805	7970	10	5	1563	0	46	175	5	0	0	1	0	0	0	0.8	12.1	39.9	10	0.6	15.2

Eastbound

Benchmark Data Collection Ltd

Sat 09 Time	June Total	2018 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Bicycle	Motor Cycle																				
0000	12	7982	0	0	11	0	1	0	0	0	0	0	0	0	0	9.1	17.5	24.5	0	0	21.7
0100	2	7984	0	0	2	0	0	0	0	0	0	0	0	0	0	20.3	25.6	30.9	1	50	-
0200	4	7988	0	0	3	0	0	1	0	0	0	0	0	0	0	10.6	19.3	28	0	0	-
0300	5	7993	0	0	5	0	0	0	0	0	0	0	0	0	0	2.5	11.6	19.8	0	0	-
0400	0	7993	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	9	8002	0	0	6	0	0	2	1	0	0	0	0	0	0	8.4	12.1	17.9	0	0	-
0600	10	8012	0	0	9	0	0	1	0	0	0	0	0	0	0	8.3	11.7	13.5	0	0	-
0700	31	8043	0	0	26	0	0	5	0	0	0	0	0	0	0	8.7	13.8	26.2	0	0	19.7
0800	42	8085	0	0	29	0	0	12	0	0	0	0	1	0	0	6.4	12.1	24.7	0	0	13.2
0900	85	8170	0	0	58	0	6	19	2	0	0	0	0	0	0	3.1	11.4	21.4	0	0	13.4
1000	101	8271	0	0	97	0	0	4	0	0	0	0	0	0	0	4.2	12.5	23	0	0	14.8
1100	118	8389	0	1	103	0	6	8	0	0	0	0	0	0	0	4.8	12.5	25.5	0	0	14.5
1200	126	8515	0	0	107	0	6	13	0	0	0	0	0	0	0	4.6	11.3	24	0	0	13.9
1300	140	8655	0	0	120	0	3	16	0	1	0	0	0	0	0	4.1	12.8	30.6	1	0.7	17.4
1400	113	8768	0	0	97	0	5	11	0	0	0	0	0	0	0	3.6	11.4	26.2	0	0	13.9
1500	122	8890	0	0	110	0	3	8	1	0	0	0	0	0	0	4.4	11.4	24.6	0	0	13.9
1600	99	8989	0	0	86	0	2	11	0	0	0	0	0	0	0	5.3	12.1	23.2	0	0	15.2
1700	84	9073	0	0	78	0	1	5	0	0	0	0	0	0	0	6.5	12.6	25.2	0	0	15.7
1800	103	9176	1	0	88	0	3	9	2	0	0	0	0	0	0	0.9	11.5	25.6	0	0	13.9
1900	78	9254	0	0	67	0	3	8	0	0	0	0	0	0	0	6.9	12.1	27.8	0	0	13.6
2000	58	9312	0	0	51	0	1	6	0	0	0	0	0	0	0	6.5	13.4	25.1	0	0	18.6
2100	38	9350	0	0	31	0	2	5	0	0	0	0	0	0	0	6.8	14.4	38.1	1	2.6	21.3
2200	57	9407	1	0	46	0	1	9	0	0	0	0	0	0	0	3.8	9.9	25.9	0	0	12.5
2300	5	9412	0	0	5	0	0	0	0	0	0	0	0	0	0	8.1	12.8	21.8	0	0	-
07-19	1164	9412	1	1	999	0	35	121	5	1	0	0	1	0	0	0.9	12	30.6	1	0.1	14.5
06-22	1348	9412	1	1	1157	0	41	141	5	1	0	0	1	0	0	0.9	12.1	38.1	2	0.1	14.8
06-00	1410	9412	2	1	1208	0	42	150	5	1	0	0	1	0	0	0.9	12	38.1	2	0.1	14.8
00-00	1442	9412	2	1	1235	0	43	153	6	1	0	0	1	0	0	0.9	12.1	38.1	3	0.2	15

Eastbound

Benchmark Data Collection Ltd

Sun 10 Time	June Total	2018 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
Bicycle	Motor Cycle																					
0000	7	9419	0	0	7	0	0	0	0	0	0	0	0	0	0	3.7	12.3	28.2	0	0	-	
0100	2	9421	0	0	2	0	0	0	0	0	0	0	0	0	0	12	17.6	23.2	0	0	-	
0200	5	9426	0	0	5	0	0	0	0	0	0	0	0	0	0	15.9	19.1	23.1	0	0	-	
0300	9	9435	0	0	8	0	0	0	1	0	0	0	0	0	0	6.9	17.7	27.9	0	0	-	
0400	0	9435	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0500	0	9435	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-	
0600	5	9440	1	0	4	0	0	0	0	0	0	0	0	0	0	1.1	8	15.3	0	0	-	
0700	4	9444	0	0	3	0	0	0	1	0	0	0	0	0	0	12.5	15.8	21.6	0	0	-	
0800	5	9449	0	0	4	0	0	1	0	0	0	0	0	0	0	10.9	14.7	21.7	0	0	-	
0900	42	9491	0	0	36	0	3	3	0	0	0	0	0	0	0	7.5	11.8	17.5	0	0	13.4	
1000	108	9599	0	1	94	0	7	6	0	0	0	0	0	0	0	5.2	11.8	23.1	0	0	13.9	
1100	108	9707	0	0	96	0	5	6	1	0	0	0	0	0	0	5.1	12.4	25.6	0	0	15.2	
1200	123	9830	0	0	106	0	5	12	0	0	0	0	0	0	0	4.4	12.4	23.9	0	0	15.2	
1300	132	9962	1	0	112	0	0	17	2	0	0	0	0	0	0	5.6	12.4	30	0	0	13.6	
1400	137	10099	0	0	124	0	2	10	1	0	0	0	0	0	0	4.1	11.2	28.9	0	0	14.1	
1500	117	10216	0	0	100	0	1	14	2	0	0	0	0	0	0	4	12.4	26.2	0	0	14.8	
1600	47	10263	0	0	46	0	0	1	0	0	0	0	0	0	0	2.5	15.2	28.2	0	0	22.1	
1700	28	10291	0	0	25	0	2	1	0	0	0	0	0	0	0	5.8	13.5	28.3	0	0	21	
1800	36	10327	0	0	32	0	0	4	0	0	0	0	0	0	0	7.9	16.7	30.4	1	2.8	22.6	
1900	19	10346	0	0	19	0	0	0	0	0	0	0	0	0	0	5.2	13	23.7	0	0	18.1	
2000	21	10367	0	0	21	0	0	0	0	0	0	0	0	0	0	8.7	13.6	19.4	0	0	17.4	
2100	14	10381	1	0	12	0	1	0	0	0	0	0	0	0	0	3.1	15.9	23.9	0	0	20.4	
2200	41	10422	0	0	35	0	0	5	1	0	0	0	0	0	0	4.3	10.4	22.7	0	0	12.8	
2300	9	10431	0	0	9	0	0	0	0	0	0	0	0	0	0	8.5	13	18.7	0	0	-	
07-19	887	10431	1	1	778	0	25	75	7	0	0	0	0	0	0	2.5	12.5	30.4	1	0.1	15.7	
06-22	946	10431	3	1	834	0	26	75	7	0	0	0	0	0	0	1.1	12.6	30.4	1	0.1	16.1	
06-00	996	10431	3	1	878	0	26	80	8	0	0	0	0	0	0	1.1	12.5	30.4	1	0.1	15.9	
00-00	1019	10431	3	1	900	0	26	80	9	0	0	0	0	0	0	1.1	12.6	30.4	1	0.1	16.3	
Summary		Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
		10431	10431	53	22	8851	2	260	1141	89	3	1	4	5	0	0	0	12.3	64.2	29	0.3	15.7

Eastbound

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)		
0730 - 0745		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	1	0	1	0	0	0	0	3	3
	MC	0	0	0	0	0	0	0	3	3
	CAR	95	2	97	3	4	7	4	119	123
	LGV	14	0	14	0	1	1	1	20	21
	R2	6	0	6	0	0	0	0	2	2
	R3	0	0	0	0	0	0	0	1	1
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	1	0	1	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	6	0	6	0	0	0	0	6	6
TOT		123	2	125	3	5	8	5	154	159
0745 - 0800		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	1	0	1	0	0	0	0	2	2
	MC	0	0	0	0	0	0	0	5	5
	CAR	100	5	105	0	2	2	11	128	139
	LGV	12	0	12	1	0	1	2	15	17
	R2	6	0	6	0	0	0	0	6	6
	R3	1	0	1	0	0	0	0	1	1
	R4	0	0	0	0	0	0	0	1	1
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	1	1	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	4	0	4	0	0	0	0	5	5
TOT		124	5	129	1	3	4	13	163	176
0800 - 0815		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	1	0	1	0	0	0	0	2	2
	MC	0	0	0	0	0	0	0	1	1
	CAR	108	1	109	4	6	10	12	138	150
	LGV	20	0	20	0	0	0	1	21	22
	R2	5	2	7	0	1	1	0	5	5
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	3	3
TOT		139	3	142	4	7	11	13	170	183
0815 - 0830		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	2	0	2	0	0	0	0	4	4
	MC	0	0	0	0	0	0	0	2	2
	CAR	111	10	121	2	7	9	16	152	168
	LGV	16	0	16	1	0	1	0	16	16
	R2	8	0	8	1	0	1	0	5	5
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	7	7
TOT		142	10	152	4	7	11	16	186	202
TOT (ALL)										

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)		
0830 - 0845		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	0	0	0	0	0	0	0	2	2
	MC	0	0	0	0	0	0	0	0	0
	CAR	119	9	128	2	12	14	21	153	174
	LGV	17	0	17	0	1	1	0	11	11
	R2	4	0	4	0	0	0	0	6	6
	R3	2	0	2	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	4	4
TOT		147	9	156	2	13	15	21	176	197
0845 - 0900		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	0	0	0	0	0	0	0	2	2
	MC	4	0	4	0	0	0	0	1	1
	CAR	101	9	110	4	22	26	20	114	134
	LGV	15	1	16	0	1	1	1	21	22
	R2	3	0	3	0	0	0	0	6	6
	R3	0	0	0	0	1	1	0	1	1
	R4	0	0	0	0	0	0	0	1	1
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	3	0	3	0	0	0	0	5	5
TOT		126	10	136	4	24	28	21	151	172
0900 - 0915		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	0	0	0	0	0	0	0	1	1
	MC	1	0	1	0	0	0	0	0	0
	CAR	127	8	135	2	16	18	17	132	149
	LGV	16	1	17	0	0	0	1	23	24
	R2	5	0	5	0	0	0	0	7	7
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	1	1	2
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	6	0	6	0	0	0	0	7	7
TOT		155	9	164	2	16	18	19	171	190
0915 - 0930		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	1	0	1	0	0	0	0	1	1
	MC	0	0	0	0	0	0	0	1	1
	CAR	93	3	96	5	15	20	17	120	137
	LGV	23	0	23	1	1	2	2	16	18
	R2	4	0	4	0	0	0	0	3	3
	R3	3	0	3	1	0	1	0	1	1
	R4	0	0	0	0	0	0	0	1	1
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	6	0	6	0	0	0	0	6	6
TOT		130	3	133	7	16	23	19	149	168
TOT (ALL)										

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			TOT (ALL)
0730 - 0930		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	6	0	6	0	0	0	0	17	17	23
	MC	5	0	5	0	0	0	0	13	13	18
	CAR	854	47	901	22	84	106	118	1056	1174	2181
	LGV	133	2	135	3	4	7	8	143	151	293
	R2	41	2	43	1	1	2	0	40	40	85
	R3	6	0	6	1	1	2	0	4	4	12
	R4	0	0	0	0	0	0	1	4	5	5
	A3	0	0	0	0	0	0	0	0	0	0
	A4	1	0	1	0	0	0	0	0	0	1
	A5	0	0	0	0	1	1	0	0	0	1
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	40	0	40	0	0	0	0	43	43	83
TOT		1086	51	1137	27	91	118	127	1320	1447	2702

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)		
1630 - 1645		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	2	0	2	0	0	0	0	4	4
	MC	1	0	1	0	1	1	1	1	2
	CAR	108	13	121	10	24	34	19	95	114
	LGV	19	0	19	1	1	2	1	20	21
	R2	5	0	5	0	0	0	1	2	3
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	4	4
TOT		140	13	153	11	26	37	22	126	148
1645 - 1700		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	3	0	3	0	0	0	0	0	0
	MC	2	0	2	0	0	0	0	3	3
	CAR	109	6	115	8	19	27	20	123	143
	LGV	12	0	12	0	1	1	2	18	20
	R2	1	0	1	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	6	0	6	0	0	0	0	6	6
TOT		133	6	139	8	20	28	22	150	172
1700 - 1715		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	2	0	2	0	0	0	0	2	2
	MC	3	0	3	0	0	0	0	1	1
	CAR	102	8	110	14	24	38	21	100	121
	LGV	18	0	18	1	0	1	3	15	18
	R2	3	0	3	0	0	0	0	2	2
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	4	0	4	0	0	0	0	6	6
TOT		132	8	140	15	24	39	24	126	150
1715 - 1730		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT
CLASS	PC	3	0	3	0	0	0	0	1	1
	MC	1	0	1	0	1	1	0	4	4
	CAR	102	10	112	12	16	28	18	118	136
	LGV	12	1	13	2	0	2	2	17	19
	R2	1	0	1	0	0	0	0	3	3
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	1	1
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	1	1
	A6	0	0	0	0	0	0	0	0	0
	BUS	4	0	4	0	0	0	0	4	4
TOT		123	11	134	14	17	31	20	149	169
TOT (ALL)										

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			TOT (ALL)
1730 - 1745		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	1	0	1	0	0	0	0	1	1	2
	CAR	120	9	129	9	22	31	22	130	152	312
	LGV	11	1	12	0	2	2	1	17	18	32
	R2	1	0	1	0	1	1	0	2	2	4
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	1	1	1
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	6	0	6	0	0	0	0	5	5	11
TOT		139	10	149	9	25	34	23	156	179	362
1745 - 1800		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	1	0	1	0	1	1	0	2	2	4
	CAR	116	19	135	12	19	31	16	127	143	309
	LGV	9	1	10	1	1	2	3	16	19	31
	R2	2	0	2	0	0	0	0	4	4	6
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	1	1	1
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	4	4	9
TOT		133	20	153	13	21	34	19	154	173	360
1800 - 1815		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	3	3	3
	MC	1	0	1	0	0	0	0	1	1	2
	CAR	109	7	116	7	20	27	11	140	151	294
	LGV	17	1	18	0	3	3	2	15	17	38
	R2	3	0	3	0	0	0	2	1	3	6
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	5	5	10
TOT		135	8	143	7	23	30	15	165	180	353
1815 - 1830		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	3	0	3	0	0	0	0	1	1	4
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	129	6	135	7	19	26	15	145	160	321
	LGV	13	0	13	1	1	2	0	12	12	27
	R2	1	0	1	0	0	0	0	1	1	2
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	8	0	8	0	0	0	0	6	6	14
TOT		154	6	160	8	20	28	15	165	180	368

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			TOT (ALL)
1630 - 1830		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	13	0	13	0	0	0	0	11	11	24
	MC	10	0	10	0	3	3	1	13	14	27
	CAR	895	78	973	79	163	242	142	978	1120	2335
	LGV	111	4	115	6	9	15	14	130	144	274
	R2	17	0	17	0	1	1	3	15	18	36
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	2	2	2
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	2	2	2
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	43	0	43	0	0	0	0	40	40	83
TOT		1089	82	1171	85	176	261	160	1191	1351	2783

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
0730 - 0745		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	4	1	5	5	2	7	2	0	2	14
	LGV	1	0	1	0	0	0	0	1	1	2
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		5	1	6	5	2	7	2	1	3	16
0745 - 0800		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	5	10	15	2	0	2	1	0	1	18
	LGV	1	0	1	0	0	0	0	1	1	2
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	10	16	2	0	2	1	1	2	20
0800 - 0815		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	5	12	17	7	2	9	1	4	5	31
	LGV	0	1	1	0	0	0	0	0	0	1
	R2	1	0	1	0	0	0	0	1	1	2
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	13	19	7	2	9	1	5	6	34
0815 - 0830		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	20	26	6	1	7	4	2	6	39
	LGV	1	0	1	1	1	2	0	0	0	3
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		7	20	27	7	2	9	4	2	6	42

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
0830 - 0845		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	22	28	11	1	12	1	4	5	45
	LGV	0	0	0	0	0	0	0	1	1	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	22	28	11	1	12	1	5	6	46
0845 - 0900		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	20	26	20	4	24	1	9	10	60
	LGV	1	1	2	0	0	0	0	2	2	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	1	1	1
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		7	21	28	20	4	24	1	12	13	65
0900 - 0915		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	18	24	14	4	18	2	1	3	45
	LGV	1	1	2	0	1	1	0	0	0	3
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		7	19	26	14	5	19	2	1	3	48
0915 - 0930		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	1	19	20	19	1	20	2	2	4	44
	LGV	1	1	2	2	0	2	0	0	0	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	20	22	21	1	22	2	2	4	48

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
0730 - 0930		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	39	122	161	84	15	99	14	22	36	296
	LGV	6	4	10	3	2	5	0	5	5	20
	R2	1	0	1	0	0	0	0	1	1	2
	R3	0	0	0	0	0	0	0	1	1	1
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		46	126	172	87	17	104	14	29	43	319

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
1630 - 1645		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	9	20	29	25	4	29	4	7	11	69
	LGV	0	1	1	1	0	1	0	0	0	2
	R2	1	0	1	0	0	0	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		10	21	31	26	4	30	4	7	11	72
1645 - 1700		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	19	25	17	6	23	2	7	9	57
	LGV	0	1	1	1	0	1	0	1	1	3
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	20	26	18	6	24	2	8	10	60
1700 - 1715		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	10	17	27	28	5	33	3	9	12	72
	LGV	1	2	3	1	0	1	0	0	0	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		11	19	30	29	5	34	3	9	12	76
1715 - 1730		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	1	1	1
	CAR	6	22	28	15	0	15	3	12	15	58
	LGV	2	0	2	2	0	2	0	0	0	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		8	22	30	17	0	17	3	13	16	63

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
1730 - 1745		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	12	18	30	22	0	22	3	7	10	62
	LGV	0	2	2	1	1	2	0	1	1	5
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		12	20	32	23	1	24	3	8	11	67
1745 - 1800		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	1	1	1
	CAR	11	22	33	22	5	27	4	10	14	74
	LGV	2	3	5	2	0	2	1	0	1	8
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		13	25	38	24	5	29	5	11	16	83
1800 - 1815		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	5	10	15	23	7	30	4	4	8	53
	LGV	1	2	3	1	0	1	0	1	1	5
	R2	2	0	2	0	0	0	0	0	0	2
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		8	12	20	24	7	31	4	5	9	60
1815 - 1830		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	5	16	21	19	2	21	2	6	8	50
	LGV	0	0	0	1	2	3	0	2	2	5
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		5	16	21	20	4	24	2	8	10	55

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, YIEWSLEY
FRIDAY 23/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
1630 - 1830		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	2	2	2
	CAR	64	144	208	171	29	200	25	62	87	495
	LGV	6	11	17	10	3	13	1	5	6	36
	R2	3	0	3	0	0	0	0	0	0	3
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		73	155	228	181	32	213	26	69	95	536

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
SATURDAY 10/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			TOT (ALL)
1030 - 1045		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	1	1	1
	MC	1	0	1	0	0	0	0	1	1	2
	CAR	93	17	110	11	10	21	20	110	130	261
	LGV	13	0	13	0	4	4	0	10	10	27
	R2	2	0	2	0	0	0	0	4	4	6
	R3	0	0	0	0	0	0	0	0	0	0
	R4	1	0	1	0	0	0	0	0	0	1
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	4	0	4	0	0	0	0	6	6	10
TOT		114	17	131	11	14	25	20	132	152	308
1045 - 1100		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	1	1	1
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	104	9	113	11	13	24	24	108	132	269
	LGV	8	0	8	0	1	1	0	20	20	29
	R2	0	0	0	0	0	0	0	3	3	3
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	6	6	11
TOT		117	9	126	11	14	25	24	138	162	313
1100 - 1115		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	2	1	3	0	0	0	0	0	0	3
	CAR	97	9	106	14	19	33	22	151	173	312
	LGV	10	0	10	0	1	1	3	12	15	26
	R2	3	0	3	0	0	0	0	1	1	4
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	4	4	9
TOT		117	10	127	14	20	34	25	168	193	354
1115 - 1130		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	2	2	2
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	98	15	113	9	22	31	22	138	160	304
	LGV	13	0	13	1	1	2	1	13	14	29
	R2	1	0	1	0	0	0	0	3	3	4
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	6	0	6	0	0	0	0	3	3	9
TOT		118	15	133	10	23	33	23	159	182	348

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
SATURDAY 10/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			TOT (ALL)
1130 - 1145		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	1	1	1
	CAR	105	16	121	14	17	31	17	130	147	299
	LGV	14	1	15	2	0	2	2	13	15	32
	R2	3	0	3	0	0	0	0	4	4	7
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	4	0	4	0	0	0	0	5	5	9
TOT		126	17	143	16	17	33	19	153	172	348
1145 - 1200		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	1	1	1
	MC	1	0	1	1	0	1	0	0	0	2
	CAR	116	13	129	7	27	34	33	139	172	335
	LGV	11	0	11	2	1	3	1	14	15	29
	R2	6	0	6	0	0	0	0	1	1	7
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	6	6	11
TOT		139	13	152	10	28	38	34	161	195	385
1200 - 1215		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	2	0	2	0	0	0	0	0	0	2
	MC	1	0	1	0	0	0	0	2	2	3
	CAR	127	14	141	6	13	19	18	130	148	308
	LGV	10	0	10	1	1	2	0	15	15	27
	R2	2	0	2	0	0	0	0	3	3	5
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	6	0	6	0	0	0	0	5	5	11
TOT		148	14	162	7	14	21	18	155	173	356
1215 - 1230		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	2	2	2
	MC	2	0	2	0	0	0	0	0	0	2
	CAR	125	18	143	13	27	40	27	131	158	341
	LGV	8	0	8	0	2	2	4	11	15	25
	R2	3	0	3	0	0	0	1	0	1	4
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	4	4	9
TOT		143	18	161	13	29	42	32	148	180	383

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
SATURDAY 10/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			TOT (ALL)
1230 - 1245		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	1	1	1
	CAR	105	15	120	10	22	32	12	140	152	304
	LGV	13	0	13	0	1	1	0	11	11	25
	R2	0	0	0	0	1	1	0	3	3	4
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	3	3	8
TOT		123	15	138	10	24	34	12	158	170	342
1245 - 1300		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	2	0	2	1	0	1	0	3	3	6
	CAR	114	10	124	11	22	33	30	134	164	321
	LGV	13	1	14	0	0	0	1	12	13	27
	R2	1	0	1	0	0	0	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	4	0	4	0	0	0	0	6	6	10
TOT		134	11	145	12	22	34	31	155	186	365
1300 - 1315		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	1	1	1
	MC	1	0	1	0	0	0	0	1	1	2
	CAR	122	13	135	8	17	25	15	120	135	295
	LGV	12	3	15	1	2	3	1	16	17	35
	R2	2	0	2	0	1	1	1	2	3	6
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	1	1	1
	A3	0	0	0	0	0	0	0	0	0	0
	A4	1	0	1	0	0	0	0	0	0	1
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	5	0	5	0	0	0	0	4	4	9
TOT		143	16	159	9	20	29	17	145	162	350
1315 - 1330		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	2	2	2
	MC	0	0	0	0	0	0	0	1	1	1
	CAR	117	16	133	12	17	29	11	123	134	296
	LGV	14	1	15	0	0	0	1	16	17	32
	R2	0	0	0	0	0	0	0	2	2	2
	R3	0	0	0	0	0	0	0	1	1	1
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	4	0	4	0	0	0	0	5	5	9
TOT		135	17	152	12	17	29	12	150	162	343

CLASSIFIED VEHICLE TURNING COUNT
HIGH STREET / ST STEPHEN'S ROAD, YIEWSLEY
SATURDAY 10/02/2018

SUMMARY		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			TOT (ALL)
1030 - 1330		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	2	0	2	0	0	0	0	10	10	12
	MC	10	1	11	2	0	2	0	10	10	23
	CAR	1323	165	1488	126	226	352	251	1554	1805	3645
	LGV	139	6	145	7	14	21	14	163	177	343
	R2	23	0	23	0	2	2	2	26	28	53
	R3	0	0	0	0	0	0	0	1	1	1
	R4	1	0	1	0	0	0	0	1	1	2
	A3	0	0	0	0	0	0	0	0	0	0
	A4	1	0	1	0	0	0	0	0	0	1
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	58	0	58	0	0	0	0	57	57	115
TOT		1557	172	1729	135	242	377	267	1822	2089	4195

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, VIEWSLEY
SATURDAY 10/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
1030 - 1045		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	7	30	37	18	3	21	4	3	7	65
	LGV	0	0	0	2	0	2	0	2	2	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		7	30	37	20	3	23	4	5	9	69
1045 - 1100		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	27	33	20	5	25	5	3	8	66
	LGV	0	0	0	1	0	1	0	0	0	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	27	33	21	5	26	5	3	8	67
1100 - 1115		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	1	1	0	0	0	0	0	0	1
	CAR	5	25	30	32	6	38	4	2	6	74
	LGV	2	1	3	1	0	1	0	0	0	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		7	27	34	33	6	39	4	2	6	79
1115 - 1130		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	32	38	29	8	37	5	3	8	83
	LGV	0	1	1	1	0	1	0	2	2	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	33	39	30	8	38	5	5	10	87

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, VIEWSLEY
SATURDAY 10/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
1130 - 1145		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	5	28	33	25	2	27	6	1	7	67
	LGV	1	2	3	1	0	1	0	1	1	5
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
BUS	0	0	0	0	0	0	0	0	0	0	
TOT		6	30	36	26	2	28	6	2	8	72
1145 - 1200		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	1	0	1	0	0	0	0	0	0	1
	MC	0	0	0	1	0	1	0	0	0	1
	CAR	15	28	43	26	4	30	4	7	11	84
	LGV	1	0	1	1	0	1	0	2	2	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		17	28	45	28	4	32	4	9	13	90
1200 - 1215		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	7	24	31	17	11	28	7	2	9	68
	LGV	0	0	0	2	0	2	0	0	0	2
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		7	24	31	19	11	30	7	2	9	70
1215 - 1230		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	14	30	44	34	1	35	3	5	8	87
	LGV	2	2	4	1	0	1	0	1	1	6
	R2	1	0	1	0	0	0	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		17	32	49	35	1	36	3	6	9	94

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, VIEWSLEY
SATURDAY 10/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
1230 - 1245		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	1	0	1	1	0	1	2
	CAR	6	21	27	33	6	39	3	0	3	69
	LGV	0	0	0	1	1	2	0	0	0	2
	R2	0	0	0	0	0	0	0	1	1	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	21	27	35	7	42	4	1	5	74
1245 - 1300		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	15	25	40	27	2	29	3	7	10	79
	LGV	1	1	2	0	0	0	1	0	1	3
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		16	26	42	27	2	29	4	7	11	82
1300 - 1315		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	4	23	27	22	4	26	4	3	7	60
	LGV	3	1	4	2	3	5	0	1	1	10
	R2	1	0	1	0	0	0	0	1	1	2
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		8	24	32	24	7	31	4	5	9	72
1315 - 1330		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	4	23	27	22	4	26	3	6	9	62
	LGV	1	1	2	0	0	0	0	0	0	2
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		5	24	29	22	4	26	3	6	9	64

CLASSIFIED VEHICLE TURNING COUNT
ST STEPHEN'S ROAD / MORRISONS CAR PARK ACCESS, YIEWSLEY
SATURDAY 10/02/2018

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		ST STEPHEN'S ROAD (WB)			CAR PARK ACCESS			ST STEPHEN'S ROAD (EB)			TOT (ALL)
1030 - 1330		AHEAD	RIGHT	TOT	LEFT	RIGHT	TOT	LEFT	AHEAD	TOT	
CLASS	PC	1	0	1	0	0	0	0	0	0	1
	MC	0	1	1	2	0	2	1	0	1	4
	CAR	94	316	410	305	56	361	51	42	93	864
	LGV	11	9	20	13	4	17	1	9	10	47
	R2	2	0	2	0	0	0	0	2	2	4
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		108	326	434	320	60	380	53	53	106	920

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:30	A	222	DOUBLE DECK	92	50	54
07:32	A	U1	SINGLE DECK	55	12	22
07:37	A	222	DOUBLE DECK	92	60	65
07:40	A	U3	SINGLE DECK	55	45	82
07:42	A	U5	DOUBLE DECK	92	48	52
07:44	A	U1	SINGLE DECK	55	11	20
07:50	A	222	DOUBLE DECK	92	62	67
07:53	A	U5	DOUBLE DECK	92	44	48
07:54	A	U3	DOUBLE DECK	92	48	52
07:58	A	U1	SINGLE DECK	55	18	33
07:59	A	U3	DOUBLE DECK	92	45	49
08:00	A	222	DOUBLE DECK	92	55	60
08:08	A	U5	DOUBLE DECK	92	48	52
08:12	A	U3	SINGLE DECK	55	27	49
08:14	A	222	DOUBLE DECK	92	80	87
08:14	A	U1	DOUBLE DECK	92	25	27
08:18	A	U5	DOUBLE DECK	92	32	35
08:20	A	222	DOUBLE DECK	92	36	39
08:24	A	U3	SINGLE DECK	55	41	75
08:29	A	U1	SINGLE DECK	55	6	11
08:37	A	222	DOUBLE DECK	92	74	80
08:37	A	U3	SINGLE DECK	55	12	22
08:38	A	U5	DOUBLE DECK	92	49	53
08:45	A	222	DOUBLE DECK	92	18	20
08:47	A	U1	SINGLE DECK	55	16	29
08:49	A	U5	DOUBLE DECK	92	8	9
08:51	A	U3	DOUBLE DECK	92	25	27
08:55	A	U5	DOUBLE DECK	92	10	11
08:59	A	U3	SINGLE DECK	55	7	13
08:59	A	222	DOUBLE DECK	92	28	30
09:02	A	U1	SINGLE DECK	55	6	11
09:02	A	U5	DOUBLE DECK	92	17	18
09:05	A	U5	DOUBLE DECK	92	6	7
09:08	A	222	DOUBLE DECK	92	39	42
09:09	A	U3	SINGLE DECK	55	15	27
09:10	A	U5	DOUBLE DECK	92	13	14
09:16	A	222	DOUBLE DECK	92	22	24
09:17	A	U5	DOUBLE DECK	92	8	9
09:19	A	U3	SINGLE DECK	55	11	20
09:21	A	U1	SINGLE DECK	55	2	4
09:24	A	222	DOUBLE DECK	92	28	30

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:31	B	U5	DOUBLE DECK	92	2	2
07:31	B	U3	SINGLE DECK	55	15	27
07:33	B	222	DOUBLE DECK	92	25	27
07:35	B	U1	SINGLE DECK	55	4	7
07:37	B	222	DOUBLE DECK	92	26	28
07:41	B	U5	DOUBLE DECK	92	28	30
07:46	B	222	DOUBLE DECK	92	38	41
07:50	B	U3	DOUBLE DECK	92	34	37
07:51	B	U1	SINGLE DECK	55	5	9
07:55	B	U5	DOUBLE DECK	92	7	8
07:57	B	222	DOUBLE DECK	92	43	47
08:01	B	U5	SINGLE DECK	55	18	33
08:05	B	222	DOUBLE DECK	92	27	29
08:08	B	U5	DOUBLE DECK	92	21	23
08:10	B	U1	SINGLE DECK	55	10	18
08:14	B	U3	SINGLE DECK	55	10	18
08:18	B	222	DOUBLE DECK	92	27	29
08:19	B	U5	DOUBLE DECK	92	13	14
08:24	B	U1	SINGLE DECK	55	3	5
08:25	B	U3	SINGLE DECK	55	18	33
08:32	B	222	DOUBLE DECK	92	36	39
08:34	B	U5	DOUBLE DECK	92	11	12
08:34	B	U3	SINGLE DECK	55	18	33
08:36	B	222	DOUBLE DECK	92	21	23
08:40	B	U1	SINGLE DECK	55	3	5
08:42	B	U3	SINGLE DECK	55	2	4
08:45	B	U5	DOUBLE DECK	92	5	5
08:46	B	222	DOUBLE DECK	92	14	15
08:59	B	U1	SINGLE DECK	55	6	11
09:02	B	222	DOUBLE DECK	92	22	24
09:02	B	U3	DOUBLE DECK	92	16	17
09:13	B	U5	DOUBLE DECK	92	10	11
09:16	B	U5	DOUBLE DECK	92	7	8
09:18	B	222	DOUBLE DECK	92	26	28
09:18	B	U1	SINGLE DECK	55	7	13
09:19	B	222	DOUBLE DECK	92	17	18
09:24	B	U1	SINGLE DECK	55	10	18
09:25	B	U5	DOUBLE DECK	92	19	21
09:25	B	U1	SINGLE DECK	55	0	0
09:25	B	222	DOUBLE DECK	92	26	28

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP C

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:30	C	350	SINGLE DECK	55	7	13
07:49	C	350	SINGLE DECK	55	19	35
08:08	C	350	SINGLE DECK	55	17	31
08:27	C	350	SINGLE DECK	55	41	75
08:47	C	350	SINGLE DECK	55	14	25
09:10	C	350	SINGLE DECK	55	11	20
09:27	C	350	SINGLE DECK	55	17	31

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP D

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:41	D	350	SINGLE DECK	55	10	18
08:01	D	350	SINGLE DECK	55	8	15
08:21	D	350	SINGLE DECK	55	10	18
08:40	D	350	SINGLE DECK	55	6	11
09:00	D	350	SINGLE DECK	55	4	7
09:21	D	350	SINGLE DECK	55	19	35

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:30	A	U1	SINGLE DECK	55	5	9
16:35	A	U5	DOUBLE DECK	92	10	11
16:40	A	U3	SINGLE DECK	55	23	42
16:41	A	222	DOUBLE DECK	92	70	76
16:43	A	222	DOUBLE DECK	92	15	16
16:45	A	U1	SINGLE DECK	55	7	13
16:50	A	222	DOUBLE DECK	92	24	26
16:56	A	U3	SINGLE DECK	55	17	31
17:00	A	U1	SINGLE DECK	55	3	5
17:03	A	U5	DOUBLE DECK	92	8	9
17:06	A	U5	DOUBLE DECK	92	8	9
17:09	A	222	DOUBLE DECK	92	34	37
17:09	A	222	DOUBLE DECK	92	16	17
17:15	A	U1	SINGLE DECK	55	2	4
17:20	A	222	DOUBLE DECK	92	22	24
17:21	A	U3	SINGLE DECK	55	9	16
17:24	A	U5	DOUBLE DECK	92	19	21
17:27	A	U5	DOUBLE DECK	92	6	7
17:30	A	222	DOUBLE DECK	92	14	15
17:32	A	U3	DOUBLE DECK	92	12	13
17:34	A	U1	SINGLE DECK	55	4	7
17:37	A	U5	DOUBLE DECK	92	3	3
17:38	A	222	DOUBLE DECK	92	35	38
17:49	A	U3	SINGLE DECK	55	19	35
17:49	A	U5	DOUBLE DECK	92	18	20
17:50	A	U1	SINGLE DECK	55	3	5
17:58	A	222	DOUBLE DECK	92	45	49
18:01	A	U3	SINGLE DECK	55	15	27
18:02	A	222	DOUBLE DECK	92	9	10
18:07	A	U1	SINGLE DECK	55	2	4
18:07	A	U3	SINGLE DECK	55	0	0
18:09	A	U5	DOUBLE DECK	92	12	13
18:14	A	U3	SINGLE DECK	55	9	16
18:15	A	U5	DOUBLE DECK	92	9	10
18:15	A	U1	SINGLE DECK	55	0	0
18:18	A	222	DOUBLE DECK	92	38	41
18:24	A	U5	DOUBLE DECK	92	9	10
18:25	A	222	DOUBLE DECK	92	24	26

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:35	B	U1	SINGLE DECK	55	5	9
16:36	B	U5	DOUBLE DECK	92	20	22
16:36	B	U3	DOUBLE DECK	92	25	27
16:40	B	222	DOUBLE DECK	92	52	57
16:44	B	U5	DOUBLE DECK	92	24	26
16:47	B	U3	SINGLE DECK	55	25	45
16:50	B	222	DOUBLE DECK	92	92	100
16:52	B	U1	SINGLE DECK	55	11	20
16:52	B	U5	DOUBLE DECK	92	13	14
16:55	B	222	DOUBLE DECK	92	45	49
16:56	B	U3	SINGLE DECK	55	19	35
17:07	B	U5	DOUBLE DECK	92	16	17
17:09	B	U1	SINGLE DECK	55	17	31
17:14	B	222	DOUBLE DECK	92	39	42
17:15	B	U3	SINGLE DECK	55	32	58
17:18	B	222	DOUBLE DECK	92	16	17
17:22	B	U5	DOUBLE DECK	92	21	23
17:27	B	U3	SINGLE DECK	55	22	40
17:30	B	U1	SINGLE DECK	55	7	13
17:31	B	U3	SINGLE DECK	55	7	13
17:31	B	222	DOUBLE DECK	92	44	48
17:33	B	U5	DOUBLE DECK	92	13	14
17:39	B	222	DOUBLE DECK	92	57	62
17:46	B	U1	SINGLE DECK	55	22	40
17:46	B	U3	SINGLE DECK	55	19	35
17:52	B	U5	DOUBLE DECK	92	8	9
17:57	B	U3	SINGLE DECK	55	1	2
17:57	B	222	DOUBLE DECK	92	36	39
17:57	B	U5	DOUBLE DECK	92	28	30
17:59	B	U3	SINGLE DECK	55	6	11
18:02	B	U5	DOUBLE DECK	92	18	20
18:02	B	222	DOUBLE DECK	92	24	26
18:02	B	U1	SINGLE DECK	55	1	2
18:09	B	222	DOUBLE DECK	92	33	36
18:11	B	U1	SINGLE DECK	55	4	7
18:15	B	U3	DOUBLE DECK	92	30	33
18:15	B	222	DOUBLE DECK	92	42	46
18:19	B	U5	DOUBLE DECK	92	18	20
18:21	B	U1	SINGLE DECK	55	1	2
18:22	B	222	DOUBLE DECK	92	24	26
18:22	B	U3	SINGLE DECK	55	6	11

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP C

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:34	C	350	SINGLE DECK	55	34	62
16:36	C	350	SINGLE DECK	55	1	2
16:48	C	350	SINGLE DECK	55	10	18
17:12	C	350	SINGLE DECK	55	28	51
17:28	C	350	SINGLE DECK	55	13	24
17:45	C	350	SINGLE DECK	55	6	11
18:13	C	350	SINGLE DECK	55	22	40
18:27	C	350	SINGLE DECK	55	2	4

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP D

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:40	D	350	SINGLE DECK	55	17	31
17:30	D	350	SINGLE DECK	55	40	73
18:09	D	350	SINGLE DECK	55	18	33
18:13	D	350	SINGLE DECK	55	0	0
18:21	D	350	SINGLE DECK	55	3	5

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:30	A	U1	SINGLE DECK	55	2	4
10:32	A	222	DOUBLE DECK	92	41	45
10:34	A	U5	DOUBLE DECK	92	9	10
10:37	A	U3	SINGLE DECK	55	9	16
10:38	A	222	DOUBLE DECK	92	21	23
10:45	A	U1	SINGLE DECK	55	1	2
10:45	A	U3	SINGLE DECK	55	6	11
10:47	A	U5	DOUBLE DECK	92	9	10
10:52	A	222	DOUBLE DECK	92	35	38
10:55	A	U3	SINGLE DECK	55	11	20
10:58	A	222	DOUBLE DECK	92	19	21
10:59	A	U1	SINGLE DECK	55	1	2
11:00	A	U5	DOUBLE DECK	92	9	10
11:08	A	222	DOUBLE DECK	92	18	20
11:13	A	U3	SINGLE DECK	55	27	49
11:14	A	U5	DOUBLE DECK	92	19	21
11:16	A	U1	SINGLE DECK	55	5	9
11:18	A	222	DOUBLE DECK	92	34	37
11:22	A	U3	DOUBLE DECK	92	9	10
11:26	A	U5	DOUBLE DECK	92	20	22
11:32	A	U1	SINGLE DECK	55	3	5
11:32	A	222	DOUBLE DECK	92	35	38
11:34	A	U5	DOUBLE DECK	92	2	2
11:36	A	222	DOUBLE DECK	92	6	7
11:39	A	U3	SINGLE DECK	55	28	51
11:46	A	U1	SINGLE DECK	55	5	9
11:48	A	222	DOUBLE DECK	92	31	34
11:48	A	U3	SINGLE DECK	55	9	16
11:49	A	U5	DOUBLE DECK	92	12	13
11:59	A	222	DOUBLE DECK	92	46	50
11:59	A	U1	SINGLE DECK	55	3	5
12:00	A	U3	SINGLE DECK	55	11	20
12:04	A	U5	DOUBLE DECK	92	14	15
12:10	A	U5	DOUBLE DECK	92	15	16
12:11	A	U3	SINGLE DECK	55	6	11
12:16	A	222	DOUBLE DECK	92	8	9
12:17	A	222	DOUBLE DECK	92	19	21
12:19	A	U1	SINGLE DECK	55	0	0
12:23	A	U3	SINGLE DECK	55	8	15
12:28	A	U1	SINGLE DECK	55	2	4
12:29	A	U5	DOUBLE DECK	92	18	20
12:33	A	U3	SINGLE DECK	55	12	22
12:39	A	222	DOUBLE DECK	92	19	21
12:40	A	U5	DOUBLE DECK	92	25	27
12:44	A	U1	SINGLE DECK	55	3	5
12:47	A	U3	DOUBLE DECK	92	7	8
12:51	A	U5	DOUBLE DECK	92	34	37
12:56	A	U3	SINGLE DECK	55	10	18
13:02	A	U5	DOUBLE DECK	92	14	15
13:03	A	U1	SINGLE DECK	55	4	7
13:04	A	222	DOUBLE DECK	92	31	34
13:12	A	U3	SINGLE DECK	55	34	62
13:12	A	222	DOUBLE DECK	92	28	30
13:14	A	U5	DOUBLE DECK	92	3	3
13:16	A	U1	SINGLE DECK	55	6	11
13:20	A	U3	SINGLE DECK	55	11	20
13:21	A	222	DOUBLE DECK	92	16	17
13:29	A	U5	DOUBLE DECK	92	5	5

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:30	B	222	DOUBLE DECK	92	18	20
10:34	B	U1	SINGLE DECK	55	3	5
10:38	B	U5	DOUBLE DECK	92	12	13
10:40	B	222	DOUBLE DECK	92	17	18
10:40	B	U3	SINGLE DECK	55	7	13
10:47	B	222	DOUBLE DECK	92	23	25
10:51	B	U1	SINGLE DECK	55	2	4
10:51	B	U5	DOUBLE DECK	92	9	10
10:51	B	U3	SINGLE DECK	55	6	11
11:01	B	222	DOUBLE DECK	92	8	9
11:03	B	U5	DOUBLE DECK	92	7	8
11:05	B	U1	SINGLE DECK	55	6	11
11:05	B	U3	SINGLE DECK	55	6	11
11:07	B	222	DOUBLE DECK	92	13	14
11:15	B	U5	DOUBLE DECK	92	6	7
11:16	B	U3	SINGLE DECK	55	3	5
11:17	B	222	DOUBLE DECK	92	17	18
11:23	B	U1	SINGLE DECK	55	5	9
11:25	B	U3	SINGLE DECK	55	4	7
11:28	B	222	DOUBLE DECK	92	33	36
11:30	B	U5	DOUBLE DECK	92	3	3
11:36	B	U1	SINGLE DECK	55	6	11
11:41	B	U3	SINGLE DECK	55	13	24
11:41	B	222	DOUBLE DECK	92	24	26
11:43	B	U5	DOUBLE DECK	92	11	12
11:50	B	222	DOUBLE DECK	92	28	30
11:51	B	U1	SINGLE DECK	55	4	7
11:52	B	U5	DOUBLE DECK	92	9	10
11:53	B	U3	SINGLE DECK	55	7	13
11:58	B	222	DOUBLE DECK	92	7	8
12:06	B	U3	SINGLE DECK	55	14	25
12:07	B	U1	SINGLE DECK	55	1	2
12:07	B	222	DOUBLE DECK	92	17	18
12:08	B	U5	DOUBLE DECK	92	12	13
12:18	B	U3	SINGLE DECK	55	9	16
12:19	B	U5	DOUBLE DECK	92	6	7
12:20	B	U1	SINGLE DECK	55	1	2
12:21	B	222	DOUBLE DECK	92	29	32
12:24	B	U3	SINGLE DECK	55	10	18
12:28	B	222	DOUBLE DECK	92	21	23
12:30	B	U5	DOUBLE DECK	92	9	10
12:35	B	222	DOUBLE DECK	92	18	20
12:37	B	U1	SINGLE DECK	55	3	5
12:37	B	U3	SINGLE DECK	55	13	24
12:40	B	222	DOUBLE DECK	92	22	24
12:40	B	U5	SINGLE DECK	55	3	5
12:47	B	222	SINGLE DECK	55	39	71
12:54	B	U5	DOUBLE DECK	92	6	7
12:55	B	U1	SINGLE DECK	55	4	7
12:55	B	U3	SINGLE DECK	55	11	20
12:58	B	222	DOUBLE DECK	92	19	21
13:04	B	U1	SINGLE DECK	55	1	2
13:05	B	U5	DOUBLE DECK	92	17	18
13:08	B	U3	SINGLE DECK	55	9	16
13:10	B	222	DOUBLE DECK	92	37	40
13:16	B	U5	DOUBLE DECK	92	15	16
13:22	B	U3	SINGLE DECK	55	22	40
13:24	B	U1	SINGLE DECK	55	5	9

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP C

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:47	C	350	SINGLE DECK	55	12	22
11:07	C	350	SINGLE DECK	55	7	13
11:29	C	350	SINGLE DECK	55	12	22
11:49	C	350	SINGLE DECK	55	13	24
12:07	C	350	SINGLE DECK	55	7	13
12:26	C	350	SINGLE DECK	55	3	5
12:55	C	350	SINGLE DECK	55	9	16
13:11	C	350	SINGLE DECK	55	23	42

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP D

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:32	D	350	SINGLE DECK	55	18	33
10:50	D	350	SINGLE DECK	55	2	4
11:12	D	350	SINGLE DECK	55	4	7
11:26	D	350	SINGLE DECK	55	6	11
11:47	D	350	SINGLE DECK	55	8	15
12:16	D	350	SINGLE DECK	55	21	38
12:35	D	350	SINGLE DECK	55	12	22
12:51	D	350	SINGLE DECK	55	17	31
13:13	D	350	SINGLE DECK	55	14	25

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS SPARE CAPACITY (No)
07:30	A	222	DOUBLE DECK	92	50	42
07:37	A	222	DOUBLE DECK	92	60	32
07:50	A	222	DOUBLE DECK	92	62	30
08:00	A	222	DOUBLE DECK	92	55	37
08:14	A	222	DOUBLE DECK	92	80	12
08:20	A	222	DOUBLE DECK	92	36	56
08:37	A	222	DOUBLE DECK	92	74	18
08:45	A	222	DOUBLE DECK	92	18	74
08:59	A	222	DOUBLE DECK	92	28	64
09:08	A	222	DOUBLE DECK	92	39	53
09:16	A	222	DOUBLE DECK	92	22	70
09:24	A	222	DOUBLE DECK	92	28	64

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS SPARE CAPACITY (No)
07:32	A	U1	SINGLE DECK	55	12	43
07:44	A	U1	SINGLE DECK	55	11	44
07:58	A	U1	SINGLE DECK	55	18	37
08:14	A	U1	DOUBLE DECK	92	25	67
08:29	A	U1	SINGLE DECK	55	6	49
08:47	A	U1	SINGLE DECK	55	16	39
09:02	A	U1	SINGLE DECK	55	6	49
09:21	A	U1	SINGLE DECK	55	2	53

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS SPARE CAPACITY (No)
07:40	A	U3	SINGLE DECK	55	45	10
07:54	A	U3	DOUBLE DECK	92	48	44
07:59	A	U3	DOUBLE DECK	92	45	47
08:12	A	U3	SINGLE DECK	55	27	28
08:24	A	U3	SINGLE DECK	55	41	14
08:37	A	U3	SINGLE DECK	55	12	43
08:51	A	U3	DOUBLE DECK	92	25	67
08:59	A	U3	SINGLE DECK	55	7	48
09:09	A	U3	SINGLE DECK	55	15	40
09:19	A	U3	SINGLE DECK	55	11	44

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS SPARE CAPACITY (No)
07:42	A	U5	DOUBLE DECK	92	48	44
07:53	A	U5	DOUBLE DECK	92	44	48
08:08	A	U5	DOUBLE DECK	92	48	44
08:18	A	U5	DOUBLE DECK	92	32	60
08:38	A	U5	DOUBLE DECK	92	49	43
08:49	A	U5	DOUBLE DECK	92	8	84
08:55	A	U5	DOUBLE DECK	92	10	82
09:02	A	U5	DOUBLE DECK	92	17	75
09:05	A	U5	DOUBLE DECK	92	6	86
09:10	A	U5	DOUBLE DECK	92	13	79
09:17	A	U5	DOUBLE DECK	92	8	84

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:33	B	222	DOUBLE DECK	92	25	27
07:37	B	222	DOUBLE DECK	92	26	28
07:46	B	222	DOUBLE DECK	92	38	41
07:57	B	222	DOUBLE DECK	92	43	47
08:05	B	222	DOUBLE DECK	92	27	29
08:18	B	222	DOUBLE DECK	92	27	29
08:32	B	222	DOUBLE DECK	92	36	39
08:36	B	222	DOUBLE DECK	92	21	23
08:46	B	222	DOUBLE DECK	92	14	15
09:02	B	222	DOUBLE DECK	92	22	24
09:18	B	222	DOUBLE DECK	92	26	28
09:19	B	222	DOUBLE DECK	92	17	18
09:25	B	222	DOUBLE DECK	92	26	28

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:35	B	U1	SINGLE DECK	55	4	7
07:51	B	U1	SINGLE DECK	55	5	9
08:10	B	U1	SINGLE DECK	55	10	18
08:24	B	U1	SINGLE DECK	55	3	5
08:40	B	U1	SINGLE DECK	55	3	5
08:59	B	U1	SINGLE DECK	55	6	11
09:18	B	U1	SINGLE DECK	55	7	13
09:24	B	U1	SINGLE DECK	55	10	18
09:25	B	U1	SINGLE DECK	55	0	0

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:31	B	U3	SINGLE DECK	55	15	27
07:50	B	U3	DOUBLE DECK	92	34	37
08:14	B	U3	SINGLE DECK	55	10	18
08:25	B	U3	SINGLE DECK	55	18	33
08:34	B	U3	SINGLE DECK	55	18	33
08:42	B	U3	SINGLE DECK	55	2	4
09:02	B	U3	DOUBLE DECK	92	16	17

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
07:31	B	U5	DOUBLE DECK	92	2	2
07:41	B	U5	DOUBLE DECK	92	28	30
07:55	B	U5	DOUBLE DECK	92	7	8
08:01	B	U5	SINGLE DECK	55	18	33
08:08	B	U5	DOUBLE DECK	92	21	23
08:19	B	U5	DOUBLE DECK	92	13	14
08:34	B	U5	DOUBLE DECK	92	11	12
08:45	B	U5	DOUBLE DECK	92	5	5
09:13	B	U5	DOUBLE DECK	92	10	11
09:16	B	U5	DOUBLE DECK	92	7	8
09:25	B	U5	DOUBLE DECK	92	19	21

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:41	A	222	DOUBLE DECK	92	70	76
16:43	A	222	DOUBLE DECK	92	15	16
16:50	A	222	DOUBLE DECK	92	24	26
17:09	A	222	DOUBLE DECK	92	34	37
17:20	A	222	DOUBLE DECK	92	22	24
17:30	A	222	DOUBLE DECK	92	14	15
17:38	A	222	DOUBLE DECK	92	35	38
17:58	A	222	DOUBLE DECK	92	45	49
18:02	A	222	DOUBLE DECK	92	9	10
18:18	A	222	DOUBLE DECK	92	38	41
18:25	A	222	DOUBLE DECK	92	24	26

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:30	A	U1	SINGLE DECK	55	5	9
16:45	A	U1	SINGLE DECK	55	7	13
17:00	A	U1	SINGLE DECK	55	3	5
17:15	A	U1	SINGLE DECK	55	2	4
17:34	A	U1	SINGLE DECK	55	4	7
17:50	A	U1	SINGLE DECK	55	3	5
18:07	A	U1	SINGLE DECK	55	2	4
18:15	A	U1	SINGLE DECK	55	0	0

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:40	A	U3	SINGLE DECK	55	23	42
16:56	A	U3	SINGLE DECK	55	17	31
17:21	A	U3	SINGLE DECK	55	9	16
17:32	A	U3	DOUBLE DECK	92	12	13
17:49	A	U3	SINGLE DECK	55	19	35
18:01	A	U3	SINGLE DECK	55	15	27
18:07	A	U3	SINGLE DECK	55	0	0
18:14	A	U3	SINGLE DECK	55	9	16

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:35	A	U5	DOUBLE DECK	92	10	11
17:03	A	U5	DOUBLE DECK	92	8	9
17:06	A	U5	DOUBLE DECK	92	8	9
17:24	A	U5	DOUBLE DECK	92	19	21
17:27	A	U5	DOUBLE DECK	92	6	7
17:37	A	U5	DOUBLE DECK	92	3	3
17:49	A	U5	DOUBLE DECK	92	18	20
18:09	A	U5	DOUBLE DECK	92	12	13
18:15	A	U5	DOUBLE DECK	92	9	10
18:24	A	U5	DOUBLE DECK	92	9	10

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:40	B	222	DOUBLE DECK	92	52	57
16:50	B	222	DOUBLE DECK	92	92	100
16:55	B	222	DOUBLE DECK	92	45	49
17:14	B	222	DOUBLE DECK	92	39	42
17:18	B	222	DOUBLE DECK	92	16	17
17:31	B	222	DOUBLE DECK	92	44	48
17:39	B	222	DOUBLE DECK	92	57	62
17:57	B	222	DOUBLE DECK	92	36	39
18:02	B	222	DOUBLE DECK	92	24	26
18:09	B	222	DOUBLE DECK	92	33	36
18:15	B	222	DOUBLE DECK	92	42	46
18:22	B	222	DOUBLE DECK	92	24	26

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:35	B	U1	SINGLE DECK	55	5	9
16:52	B	U1	SINGLE DECK	55	11	20
17:09	B	U1	SINGLE DECK	55	17	31
17:30	B	U1	SINGLE DECK	55	7	13
17:46	B	U1	SINGLE DECK	55	22	40
18:02	B	U1	SINGLE DECK	55	1	2
18:11	B	U1	SINGLE DECK	55	4	7
18:21	B	U1	SINGLE DECK	55	1	2

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:36	B	U3	DOUBLE DECK	92	25	27
16:47	B	U3	SINGLE DECK	55	25	45
16:56	B	U3	SINGLE DECK	55	19	35
17:15	B	U3	SINGLE DECK	55	32	58
17:27	B	U3	SINGLE DECK	55	22	40
17:31	B	U3	SINGLE DECK	55	7	13
17:46	B	U3	SINGLE DECK	55	19	35
17:57	B	U3	SINGLE DECK	55	1	2
17:59	B	U3	SINGLE DECK	55	6	11
18:15	B	U3	DOUBLE DECK	92	30	33
18:22	B	U3	SINGLE DECK	55	6	11

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:36	B	U5	DOUBLE DECK	92	20	22
16:44	B	U5	DOUBLE DECK	92	24	26
16:52	B	U5	DOUBLE DECK	92	13	14
17:07	B	U5	DOUBLE DECK	92	16	17
17:22	B	U5	DOUBLE DECK	92	21	23
17:33	B	U5	DOUBLE DECK	92	13	14
17:52	B	U5	DOUBLE DECK	92	8	9
17:57	B	U5	DOUBLE DECK	92	28	30
18:02	B	U5	DOUBLE DECK	92	18	20
18:19	B	U5	DOUBLE DECK	92	18	20

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:32	A	222	DOUBLE DECK	92	41	51
10:38	A	222	DOUBLE DECK	92	21	71
10:52	A	222	DOUBLE DECK	92	35	57
10:58	A	222	DOUBLE DECK	92	19	73
11:08	A	222	DOUBLE DECK	92	18	74
11:18	A	222	DOUBLE DECK	92	34	58
11:32	A	222	DOUBLE DECK	92	35	57
11:36	A	222	DOUBLE DECK	92	6	86
11:48	A	222	DOUBLE DECK	92	31	61
11:59	A	222	DOUBLE DECK	92	46	46
12:16	A	222	DOUBLE DECK	92	8	84
12:17	A	222	DOUBLE DECK	92	19	73
12:39	A	222	DOUBLE DECK	92	19	73
13:12	A	222	DOUBLE DECK	92	28	64
13:21	A	222	DOUBLE DECK	92	16	76

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:30	A	U1	SINGLE DECK	55	2	53
10:45	A	U1	SINGLE DECK	55	1	54
10:59	A	U1	SINGLE DECK	55	1	54
11:16	A	U1	SINGLE DECK	55	5	50
11:32	A	U1	SINGLE DECK	55	3	52
11:46	A	U1	SINGLE DECK	55	5	50
11:59	A	U1	SINGLE DECK	55	3	52
12:19	A	U1	SINGLE DECK	55	0	55
12:28	A	U1	SINGLE DECK	55	2	53
12:44	A	U1	SINGLE DECK	55	3	52
13:03	A	U1	SINGLE DECK	55	4	51
13:16	A	U1	SINGLE DECK	55	6	49

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:37	A	U3	SINGLE DECK	55	9	46
10:45	A	U3	SINGLE DECK	55	6	49
10:55	A	U3	SINGLE DECK	55	11	44
11:13	A	U3	SINGLE DECK	55	27	28
11:22	A	U3	DOUBLE DECK	92	9	83
11:39	A	U3	SINGLE DECK	55	28	27
11:48	A	U3	SINGLE DECK	55	9	46
12:00	A	U3	SINGLE DECK	55	11	44
12:11	A	U3	SINGLE DECK	55	6	49
12:23	A	U3	SINGLE DECK	55	8	47
12:33	A	U3	SINGLE DECK	55	12	43
12:47	A	U3	DOUBLE DECK	92	7	85
12:56	A	U3	SINGLE DECK	55	10	45
13:12	A	U3	SINGLE DECK	55	34	21
13:20	A	U3	SINGLE DECK	55	11	44

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP A

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:34	A	U5	DOUBLE DECK	92	9	83
10:47	A	U5	DOUBLE DECK	92	9	83
11:00	A	U5	DOUBLE DECK	92	9	83
11:14	A	U5	DOUBLE DECK	92	19	73
11:26	A	U5	DOUBLE DECK	92	20	72
11:34	A	U5	DOUBLE DECK	92	2	90
11:49	A	U5	DOUBLE DECK	92	12	80
12:04	A	U5	DOUBLE DECK	92	14	78
12:10	A	U5	DOUBLE DECK	92	15	77
12:29	A	U5	DOUBLE DECK	92	18	74
12:40	A	U5	DOUBLE DECK	92	25	67
12:51	A	U5	DOUBLE DECK	92	34	58
13:02	A	U5	DOUBLE DECK	92	14	78
13:14	A	U5	DOUBLE DECK	92	3	89
13:29	A	U5	DOUBLE DECK	92	5	87

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:30	B	222	DOUBLE DECK	92	18	74
10:40	B	222	DOUBLE DECK	92	17	75
10:47	B	222	DOUBLE DECK	92	23	69
11:01	B	222	DOUBLE DECK	92	8	84
11:07	B	222	DOUBLE DECK	92	13	79
11:17	B	222	DOUBLE DECK	92	17	75
11:28	B	222	DOUBLE DECK	92	33	59
11:41	B	222	DOUBLE DECK	92	24	68
11:50	B	222	DOUBLE DECK	92	28	64
11:58	B	222	DOUBLE DECK	92	7	85
12:07	B	222	DOUBLE DECK	92	17	75
12:21	B	222	DOUBLE DECK	92	29	63
12:35	B	222	DOUBLE DECK	92	18	74
12:47	B	222	SINGLE DECK	55	39	16
12:58	B	222	DOUBLE DECK	92	19	73
13:10	B	222	DOUBLE DECK	92	37	55

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:34	B	U1	SINGLE DECK	55	3	52
10:51	B	U1	SINGLE DECK	55	2	53
11:05	B	U1	SINGLE DECK	55	6	49
11:23	B	U1	SINGLE DECK	55	5	50
11:36	B	U1	SINGLE DECK	55	6	49
11:51	B	U1	SINGLE DECK	55	4	51
12:07	B	U1	SINGLE DECK	55	1	54
12:20	B	U1	SINGLE DECK	55	1	54
12:37	B	U1	SINGLE DECK	55	3	52
12:55	B	U1	SINGLE DECK	55	4	51
13:04	B	U1	SINGLE DECK	55	1	54
13:24	B	U1	SINGLE DECK	55	5	50

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:40	B	U3	SINGLE DECK	55	7	48
10:51	B	U3	SINGLE DECK	55	6	49
11:05	B	U3	SINGLE DECK	55	6	49
11:16	B	U3	SINGLE DECK	55	3	52
11:25	B	U3	SINGLE DECK	55	4	51
11:41	B	U3	SINGLE DECK	55	13	42
11:53	B	U3	SINGLE DECK	55	7	48
12:06	B	U3	SINGLE DECK	55	14	41
12:18	B	U3	SINGLE DECK	55	9	46
12:24	B	U3	SINGLE DECK	55	10	45
12:37	B	U3	SINGLE DECK	55	13	42
12:55	B	U3	SINGLE DECK	55	11	44
13:08	B	U3	SINGLE DECK	55	9	46
13:22	B	U3	SINGLE DECK	55	22	33

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP B

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:38	B	U5	DOUBLE DECK	92	12	80
10:51	B	U5	DOUBLE DECK	92	9	83
11:03	B	U5	DOUBLE DECK	92	7	85
11:15	B	U5	DOUBLE DECK	92	6	86
11:30	B	U5	DOUBLE DECK	92	3	89
11:43	B	U5	DOUBLE DECK	92	11	81
11:52	B	U5	DOUBLE DECK	92	9	83
12:08	B	U5	DOUBLE DECK	92	12	80
12:19	B	U5	DOUBLE DECK	92	6	86
12:30	B	U5	DOUBLE DECK	92	9	83
12:40	B	U5	SINGLE DECK	55	3	52
12:54	B	U5	DOUBLE DECK	92	6	86
13:05	B	U5	DOUBLE DECK	92	17	75
13:16	B	U5	DOUBLE DECK	92	15	77

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP C

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS SPARE CAPACITY (No)
07:30	C	350	SINGLE DECK	55	7	48
07:49	C	350	SINGLE DECK	55	19	36
08:08	C	350	SINGLE DECK	55	17	38
08:27	C	350	SINGLE DECK	55	41	14
08:47	C	350	SINGLE DECK	55	14	41
09:10	C	350	SINGLE DECK	55	11	44
09:27	C	350	SINGLE DECK	55	17	38

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP D

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS SPARE CAPACITY (No)
07:41	D	350	SINGLE DECK	55	10	45
08:01	D	350	SINGLE DECK	55	8	47
08:21	D	350	SINGLE DECK	55	10	45
08:40	D	350	SINGLE DECK	55	6	49
09:00	D	350	SINGLE DECK	55	4	51
09:21	D	350	SINGLE DECK	55	19	36

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP C

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:34	C	350	SINGLE DECK	55	34	21
16:36	C	350	SINGLE DECK	55	1	54
16:48	C	350	SINGLE DECK	55	10	45
17:12	C	350	SINGLE DECK	55	28	27
17:28	C	350	SINGLE DECK	55	13	42
17:45	C	350	SINGLE DECK	55	6	49
18:13	C	350	SINGLE DECK	55	22	33
18:27	C	350	SINGLE DECK	55	2	53

YIEWSLEY BUS OCCUPANCY SURVEY - FRIDAY 16th JUNE 2018 - BUS STOP D

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
16:40	D	350	SINGLE DECK	55	17	38
17:30	D	350	SINGLE DECK	55	40	15
18:09	D	350	SINGLE DECK	55	18	37
18:13	D	350	SINGLE DECK	55	0	55
18:21	D	350	SINGLE DECK	55	3	52

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP C

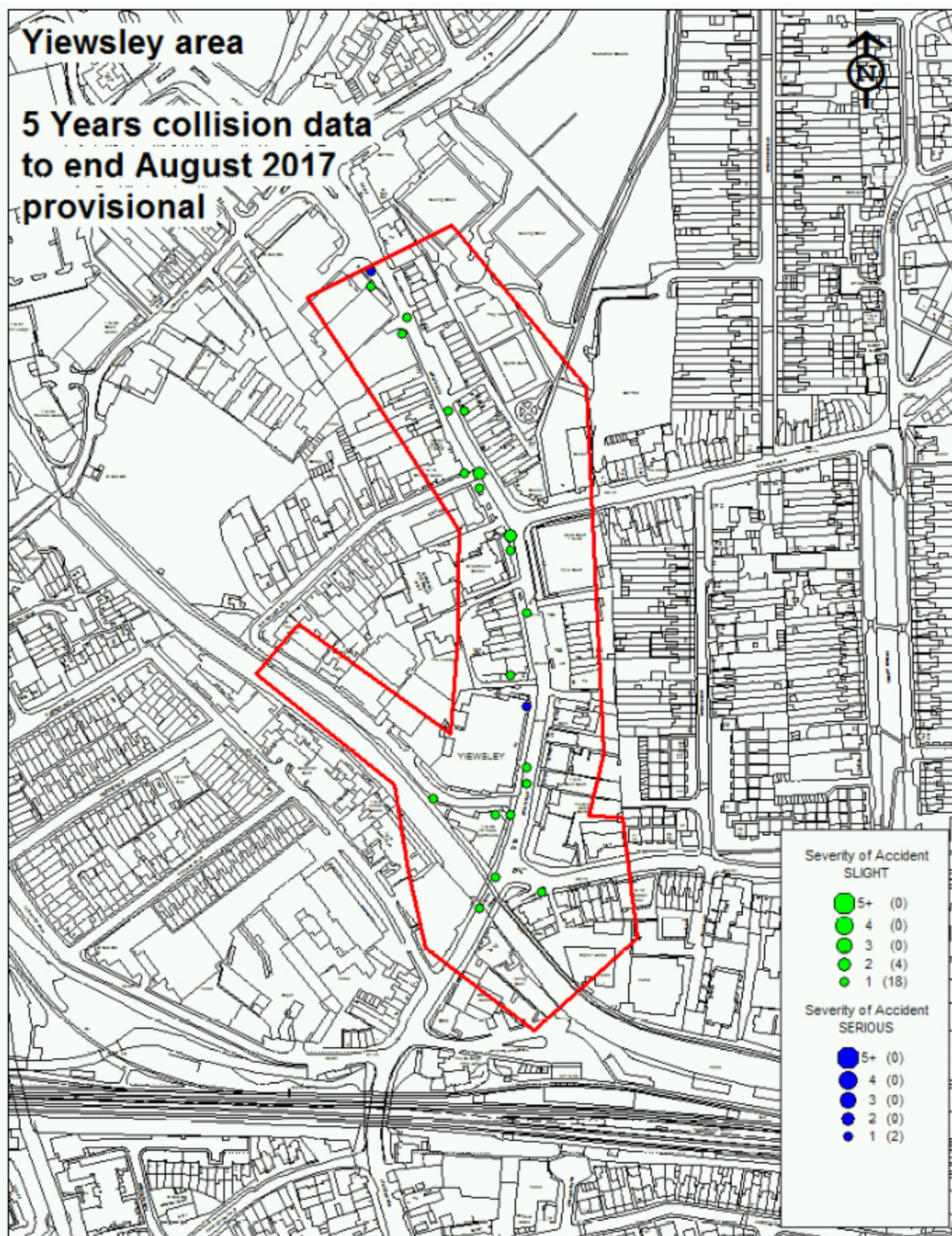
TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:47	C	350	SINGLE DECK	55	12	43
11:07	C	350	SINGLE DECK	55	7	48
11:29	C	350	SINGLE DECK	55	12	43
11:49	C	350	SINGLE DECK	55	13	42
12:07	C	350	SINGLE DECK	55	7	48
12:26	C	350	SINGLE DECK	55	3	52
12:55	C	350	SINGLE DECK	55	9	46
13:11	C	350	SINGLE DECK	55	23	32

YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP D

TIME OF OBSERVATION	BUS STOP LOCATION	ROUTE NUMBER	BUS TYPE	BUS CAPACITY (SEATS + STANDING)	BUS OCCUPANCY	BUS OCCUPANCY %
10:32	D	350	SINGLE DECK	55	18	37
10:50	D	350	SINGLE DECK	55	2	53
11:12	D	350	SINGLE DECK	55	4	51
11:26	D	350	SINGLE DECK	55	6	49
11:47	D	350	SINGLE DECK	55	8	47
12:16	D	350	SINGLE DECK	55	21	34
12:35	D	350	SINGLE DECK	55	12	43
12:51	D	350	SINGLE DECK	55	17	38
13:13	D	350	SINGLE DECK	55	14	41

Yiewsley area

5 Years collision data
to end August 2017
provisional



Ref	Accident Date	Time	Day	Light Conditions	Light Conditions	Location
1	16-Oct-12	1100	Tuesday	1 Daylight	1 Light - Street Lights Present	HORTON ROAD J/W HIGH STREET
2	08-Jun-13	1720	Saturday	1 Daylight	1 Light - Street Lights Present	ST STEPHEN'S RD J/W HIGH STREET
3	08-Jun-13	1720	Saturday	1 Daylight	1 Light - Street Lights Present	ST STEPHEN'S RD J/W HIGH STREET
4	23-Sep-13	1741	Monday	1 Daylight	1 Light - Street Lights Present	NFL HIGH STREET J/W ST STEPHEN'S ROAD
5	09-Sep-13	1825	Monday	1 Daylight	1 Light - Street Lights Present	HIGH STREET 23M NORTH J/W ST STEPHEN'S ROAD
6	27-Jul-13	155	Saturday	2 Dark	7 Dark - Street Lighting Unknown	HIGH STREET, 66M NORTH OF JUNCTION WITH ST STEPHEN'S ROAD
7	19-Aug-13	1315	Monday	1 Daylight	1 Light - Street Lights Present	HIGH STREET J/W FAIRFIELD ROAD
8	19-Aug-13	1400	Monday	1 Daylight	1 Light - Street Lights Present	NFL - HIGH STREET, 50 METRES NORTH OF ST STEPHEN'S ROAD.
9	09-Nov-13	1400	Saturday	1 Daylight	1 Light - Street Lights Present	HIGH STREET 30M NORTH J/W ST STEPHEN'S ROAD
10	25-Nov-13	1149	Monday	1 Daylight	1 Light - Street Lights Present	HIGH STREET, JUNCTION WITH ST STEPHEN'S ROAD
11	14-May-14	1100	Wednesday	1 Daylight	1 Light - Street Lights Present	NFL HIGH STREET J/W ST STEPHEN'S ROAD
12	31-Mar-14	1130	Monday	1 Daylight	1 Light - Street Lights Present	HIGH STREET J/W FAIRFIELD RD
13	24-Jan-15	1230	Saturday	1 Daylight	3 Light - Street Lighting Unknown	HIGH STREET J/W HORTON RD
14	13-Jan-15	1305	Tuesday	1 Daylight	1 Light - Street Lights Present	HIGH STREET 74M SOUTH EAST OF J/W TROUT RD
15	13-Jan-15	1305	Tuesday	1 Daylight	1 Light - Street Lights Present	HIGH STREET 74M SOUTH EAST OF J/W TROUT RD
16	01-Jun-15	1500	Monday	1 Daylight	2 Light - No Street Lighting	ST STEPHEN'S RD 55M WEST OF J/W HIGH STREET
17	01-Jun-15	1500	Monday	1 Daylight	2 Light - No Street Lighting	ST STEPHEN'S RD 55M WEST OF J/W HIGH STREET
18	21-Sep-15	1845	Monday	2 Dark	4 Dark - Street Lights Present And Lit	HIGH STREET J/W ST STEPHEN'S ROAD
19	06-Oct-15	1325	Tuesday	1 Daylight	1 Light - Street Lights Present	HIGH STREET J/W FAIRFIELD ROAD
20	06-Oct-15	1325	Tuesday	1 Daylight	1 Light - Street Lights Present	HIGH STREET J/W FAIRFIELD ROAD
21	06-Feb-16	1525	Saturday	1 Daylight	1 Light - Street Lights Present	HIGH STREET 58M SOUTH OF J/W FAIRFIELD RD
22	13-Jan-16	2007	Wednesday	2 Dark	4 Dark - Street Lights Present And Lit	HIGH STREET, J/W HORTON ROAD
23	13-Jan-16	2007	Wednesday	2 Dark	4 Dark - Street Lights Present And Lit	HIGH STREET, J/W HORTON ROAD
24	13-Jan-16	2007	Wednesday	2 Dark	4 Dark - Street Lights Present And Lit	HIGH STREET, J/W HORTON ROAD
25	14-Aug-16	1451	Sunday	1 Daylight	1 Light - Street Lights Present	HIGH STREET WEST DRAYTON 100M NORTH WEST J/W ST STEPHEN'S ROAD
26	10-Dec-16	1725	Saturday	2 Dark	4 Dark - Street Lights Present And Lit	HIGH STREET 80M S OF J/W FALLING LANE
27	27-Feb-17	1114	Monday	1 Daylight	3 Light - Street Lighting Unknown	HIGH STREET J/W PRIVATE DRIVE ADJACENT TO 71 HIGH STREET
28	10-Jan-17	1026	Tuesday	1 Daylight	3 Light - Street Lighting Unknown	HIGH STREET YIEWSLEY 150M S OF J/W FALLING LANE,
29	10-Jan-17	1026	Tuesday	1 Daylight	3 Light - Street Lighting Unknown	HIGH STREET YIEWSLEY 150M S OF J/W FALLING LANE,
30	27-Mar-17	1602	Monday	1 Daylight	3 Light - Street Lighting Unknown	HIGH STREET J/W ST STEPHENS ROAD
31	30-Mar-17	2147	Thursday	2 Dark	4 Dark - Street Lights Present And Lit	HIGH STREET 100M S OF J/W TROUT ROAD

Ref	Description	Road Surface	Casualties	Casualty Severity
1	PED WAS STANDING IN THE ROAD WHEN V1 CLIPPED THEM.	1 Road-Dry	1	3 Slight
2	AS V1 TURNED RIGHT V2 HIT V1'S O/S.	1 Road-Dry	2	3 Slight
3	AS V1 TURNED RIGHT V2 HIT V1'S O/S.	1 Road-Dry	2	3 Slight
4	V1 TURNED RIGHT AS V2 WAS OVERTAKING	1 Road-Dry	1	3 Slight
5	PED CROSSED ROAD INTO PATH OF V1	1 Road-Dry	1	3 Slight
6	C1 WAS DRUNK & IN CARRIAGEWAY WHEN HER FOOT WAS RUN OVER & BROKEN BY VEH 1	1 Road-Dry	1	2 Serious
7	V1 TURNED RIGHT ACROSS PATH V2	1 Road-Dry	1	3 Slight
8	V.2 WAS STATIONARY AT SIDE OF ROAD. V.1 STARTED TO OVERTAKE V.2, JUST AS V.2 MOVED OFF. V.2 HIT V.1.	1 Road-Dry	1	3 Slight
9	PED TRIPPED WHILE CROSSING ROAD AND HIT V1 - [ELDERLY PED LOST FOOTING (C001)]	1 Road-Dry	1	3 Slight
10	V2 WAS WAITING FOR PED TO ROSS BEFORE SHE COULD TURN, V1 THEN HIT REAR OF V2, PUSHING V2 INTO REAR OF PARKED V3	1 Road-Dry	1	3 Slight
11	V2 MOVED OFF INTO PATH V1	1 Road-Dry	1	3 Slight
12	V2 TURNED LEFT INTO PATH OF V1, CAUSING COLLISION.	1 Road-Dry	1	3 Slight
13	V2 PULLED OUT INTO PATH OF V1, CAUSING COLLISION.	1 Road-Dry	1	3 Slight
14	V1 OVERSHOT THE PELICAN CROSSING, COLLIDING WITH 2 PED'S.	2 Road-Wet	2	2 Serious
15	V1 OVERSHOT THE PELICAN CROSSING, COLLIDING WITH 2 PED'S.	2 Road-Wet	2	3 Slight
16	V1 FAILED TO LOOK AHEAD ON A BEND, COLLIDING WITH ONCOMING V2.	1 Road-Dry	2	3 Slight
17	V1 FAILED TO LOOK AHEAD ON A BEND, COLLIDING WITH ONCOMING V2.	1 Road-Dry	2	3 Slight
18	N/BN V1 PULLED OUT INTO TRAFFIC; N/BD V2 SHUNTED HIM	1 Road-Dry	1	3 Slight
19	V1 BRAKED TO AVOID ACCIDENT CAUSING PASSENGERS TO FALL	2 Road-Wet	2	3 Slight
20	V1 BRAKED TO AVOID ACCIDENT CAUSING PASSENGERS TO FALL	2 Road-Wet	2	3 Slight
21	V2 DRIVING AT SPEED COLLIDED WITH REAR OF V1 WHO HAD STOPPED TO TURN RIGHT.	1 Road-Dry	1	3 Slight
22	APPARENTLY V1 HAS SWERVED TO AVOID UNKNOWN VEH PULLING OUT OF JCN & COULD NOT AVOID REAR OF V2, PUSHING V2 INTO V3	2 Road-Wet	3	3 Slight
23	APPARENTLY V1 HAS SWERVED TO AVOID UNKNOWN VEH PULLING OUT OF JCN & COULD NOT AVOID REAR OF V2, PUSHING V2 INTO V3	2 Road-Wet	3	3 Slight
24	APPARENTLY V1 HAS SWERVED TO AVOID UNKNOWN VEH PULLING OUT OF JCN & COULD NOT AVOID REAR OF V2, PUSHING V2 INTO V3	2 Road-Wet	3	3 Slight
25	V1 WAS MOVING INTO PARKING BAY & V2 WAS MOVING OUT & THEY COLLIDED	1 Road-Dry	1	3 Slight
26	NOT KNOWN HOW COLLISION OCCURRED	2 Road-Wet	1	3 Slight
27	NOT KNOWN HOW COLLISION OCCURRED	2 Road-Wet	1	3 Slight
28	NOT KNOWN HOW COLLISION OCCURRED	1 Road-Dry	2	3 Slight
29	NOT KNOWN HOW COLLISION OCCURRED	1 Road-Dry	2	3 Slight
30	NOT KNOWN HOW COLLISION OCCURRED	1 Road-Dry	1	3 Slight
31	NOT KNOWN HOW COLLISION OCCURRED	1 Road-Dry	1	3 Slight

Ref	Mode of Travel	Pedestrian Accident	Weather	Casualty Class	Casualty Age	Casualty Age Band
1	1 Pedestrian	1 Pedestrian Accident	4 Other	3 Pedestrian	46	25-59
2	4 Car	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	48	25-59
3	2 Pedal Cycle	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	27	25-59
4	3 Powered 2 Wheeler	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	23	16-24
5	1 Pedestrian	1 Pedestrian Accident	4 Other	3 Pedestrian	11	0-15
6	1 Pedestrian	1 Pedestrian Accident	5 Unknown	3 Pedestrian	43	25-59
7	3 Powered 2 Wheeler	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	20	16-24
8	2 Pedal Cycle	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	25	25-59
9	1 Pedestrian	1 Pedestrian Accident	4 Other	3 Pedestrian	89	60+
10	4 Car	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	51	25-59
11	2 Pedal Cycle	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	47	25-59
12	2 Pedal Cycle	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	72	60+
13	3 Powered 2 Wheeler	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	32	25-59
14	1 Pedestrian	1 Pedestrian Accident	4 Other	3 Pedestrian	22	16-24
15	1 Pedestrian	1 Pedestrian Accident	4 Other	3 Pedestrian	3	0-15
16	4 Car	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	41	25-59
17	4 Car	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	25	25-59
18	2 Pedal Cycle	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	27	25-59
19	6 Bus Or Coach	2 Non-Pedestrian Accident	4 Other	2 Passenger	0	Unknown
20	6 Bus Or Coach	2 Non-Pedestrian Accident	4 Other	2 Passenger	3	0-15
21	2 Pedal Cycle	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	13	0-15
22	4 Car	2 Non-Pedestrian Accident	1 Raining	1 Driver/Rider	46	25-59
23	4 Car	2 Non-Pedestrian Accident	1 Raining	2 Passenger	32	25-59
24	4 Car	2 Non-Pedestrian Accident	1 Raining	1 Driver/Rider	31	25-59
25	4 Car	2 Non-Pedestrian Accident	4 Other	2 Passenger	27	25-59
26	1 Pedestrian	1 Pedestrian Accident	1 Raining	3 Pedestrian	31	25-59
27	1 Pedestrian	1 Pedestrian Accident	4 Other	3 Pedestrian	88	60+
28	4 Car	2 Non-Pedestrian Accident	4 Other	2 Passenger	16	16-24
29	4 Car	2 Non-Pedestrian Accident	4 Other	2 Passenger	23	16-24
30	1 Pedestrian	1 Pedestrian Accident	4 Other	3 Pedestrian	47	25-59
31	4 Car	2 Non-Pedestrian Accident	4 Other	1 Driver/Rider	33	25-59



5 years to end August 2017 provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017	24

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



5 years to end August 2017 provisional

MP01 GIS AREA Viewsley area June 2017 (P)							60 MTS TO AUG-2017 SORTED NETWORK ORDER			
	1	2	3	4	5	6	7	8	9	10
Accident Reference	0112XH30631	0115XH30055	0116XH30065	0113XH30255	0113XH30352	0113XH30384	0113XH30387	0113XH30458	0113XH30460	0113XH30517
Day	TUESDAY	SATURDAY	WEDNESDAY	SATURDAY	SATURDAY	MONDAY	MONDAY	MONDAY	MONDAY	SATURDAY
Date	16/10/2012	24/01/2015	13/01/2016	08/06/2013	27/07/2013	19/08/2013	19/08/2013	23/09/2013	09/09/2013	09/11/2013
Time	11:00	12:30	20:07	17:20	01:55	13:15	14:00	17:41	18:25	14:00
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0				0				0	50M
Contributory Factors (* denotes pre 2005)	405 V001 A 407 V001 A	302 V002 A 405 V002 A	510 V001 A 409 V001 A 410 V001 A 405 V001 A 602 V001 A	308 V002 A 404 V001 B 403 V001 A 407 V001 A	805 C001 B 802 C001 A 806 C001 A 808 C001 B	405 V001 A 602 V001 A	403 V002 A 405 V002 A 602 V002 A	405 V001 A 308 V002 A 406 V002 A	802 C001 A 805 C001 A	999 C001 A
Easting/Northing	506090 180240	506060 180250	506050 180230	506070 180290	506080 180360	506070 180470	506030 180550	506050 180510	506080 180310	506080 180320

Pedestrian	8	33 %
Wet	5	21 %
Dark	5	21 %

Site Diagram



Severity / Months To	12 08/2013	12 08/2014	12 08/2015	12 08/2016	12 08/2017	Total	Pct
Fatal	0	0	0	0	0	0	0.0 %
Serious	1	0	1	0	0	2	8.3 %
Slight	4	6	2	5	5	22	91.7 %
Total	5	6	3	5	5	24	
Pct	20.8 %	25.0 %	12.5 %	20.8 %	20.8 %		

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)							60 MTS TO AUG-2017 SORTED NETWORK ORDER			
	11	12	13	14	15	16	17	18	19	20
Accident Reference	0113XH30564	0114XH30299	0114XH30303	0115XH30057	0115XH30696	0115XH30721	01160006232	0116XH30082	0116XH30534	01170010771
Day	MONDAY	MONDAY	WEDNESDAY	TUESDAY	MONDAY	TUESDAY	SATURDAY	SATURDAY	SUNDAY	TUESDAY
Date	25/11/2013	31/03/2014	14/05/2014	13/01/2015	21/09/2015	06/10/2015	10/12/2016	06/02/2016	14/08/2016	10/01/2017
Time	11:49	11:30	11:00	13:05	18:45	13:25	17:25	15:25	14:51	10:26
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	WET	DRY	WET	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location				X			0			
Contributory Factors (* denotes pre 2005)	901 V001 A 601 V001 B 602 V001 A	403 V002 A 405 V002 A 407 V002 A 602 V002 A	405 V002 A 602 V002 A	304 V001 A 405 V001 A 707 V001 A	406 V002 A 403 V002 A	408 V001 A	403 V001 A	306 V002 A 602 V002 A 405 V002 A	403 V001 A 405 V001 A 406 V001 A 403 V002 A 405 V002 A 406 V002 A	406 V002 A 404 V001 B
Easting/Northing	506050 180500	506070 180470	506050 180510	505980 180640	506040 180510	506070 180460	505980 180630	506080 180420	506000 180600	506040 180550

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)				60 MTS TO AUG-2017 SORTED NETWORK ORDER
	21	22	23	24
Accident Reference	01170021413	01170028374	01170029158	0115XH30361
Day	MONDAY	MONDAY	THURSDAY	MONDAY
Date	27/02/2017	27/03/2017	30/03/2017	01/06/2015
Time	11:14	16:02	21:47	15:00
Light Conditions	LIGHT	LIGHT	DARK	LIGHT
Road Surface	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict				
Pedestrian Location	0	0		
Contributory Factors (* denotes pre 2005)	710 V001 A	808 C001 A 803 C001 A 407 V001 B	403 V002 A 602 V001 B 602 V002 B	405 V001 A 403 V001 A 602 V001 A
Easting/Northing	506070 180380	506060 180290	506003 180610	506020 180300



5 years to end August 2017 provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017	24

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017 SORTED NETWORK ORDER
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1	0112XH30631	TUE 16/10/12 11:00	LIGHT	HORTON ROAD J/W HIGH STREET	26	NODE 19	506090 / 180240
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POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED WAS STANDING IN THE ROAD WHEN V1 CLIPPED THEM.

CASUALTY 001 (001) (46 Yrs - M SE5) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING STANDING

VEHICLE	001 (000)	GDS =< 3.5T	(47 Yrs - M UB10)	GOING AHEAD OTHER	W TO E	JCT MID
		BT - NOT REQUESTED			N/S HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

2	0115XH30055	SAT 24/01/15 12:30	LIGHT	HIGH STREET J/W HORTON RD	26	NODE 19	506060 / 180250
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 PULLED OUT INTO PATH OF V1, CAUSING COLLISION.

CASUALTY 001 (001) (32 Yrs - M UB7) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C > 500CC	(32 Yrs - M UB7)	GOING AHEAD OTHER	N TO S	JCT MID
		BT - DRV NOT CONTACTED			N/S HIT FIRST	

VEHICLE	002 (001)	GDS =< 3.5T	(? Yrs - U UNKN)	GOING AHEAD OTHER	SE TO NW	JCT MID
		BT - DRV NOT CONTACTED			FRONT HIT FIRST	

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V002 A 405 (FAILED TO LOOK PROPERLY)

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017 SORTED NETWORK ORDER
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3	0116XH30065	WED 13/01/16 20:07	DARK	HIGH STREET, J/W HORTON ROAD	26	NODE 19	506050 / 180230
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POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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APPARENTLY V1 HAS SWERVED TO AVOID UNKNOWN VEH PULLING OUT OF JCN & COULD NOT AVOID REAR OF V2, PUSHING V2 INTO V3

CASUALTY 001 (002) (46 Yrs - M SL3) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (32 Yrs - F UB7) SLIGHT PASSENGER FRONT SEAT

CASUALTY 003 (003) (31 Yrs - M UB9) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(23 Yrs - M UB7)	GOING AHEAD OTHER	NE TO SW	JCT APP
		BT - NOT REQUESTED			FRONT HIT FIRST	

VEHICLE	002 (001)	CAR	(46 Yrs - M SL3)	GOING AHEAD HELD UP	NE TO SW	JCT CLEARED
		BT - NOT REQUESTED			BACK HIT FIRST	

VEHICLE	003 (002)	CAR	(31 Yrs - M UB9)	GOING AHEAD HELD UP	NE TO SW	JCT CLEARED
		BT - NOT REQUESTED			BACK HIT FIRST	

V001 A 510 (DISTRACTION OUTSIDE VEHICLE)

V001 A 409 (SWERVED)

V001 A 410 (LOSS OF CONTROL)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

4	0113XH30255	SAT 08/06/13 17:20	LIGHT	ST STEPHEN'S RD J/W HIGH STREET	26	LINK 19-72	506070 / 180290
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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AS V1 TURNED RIGHT V2 HIT V1'S O/S.

CASUALTY 001 (001) (48 Yrs - F UB10) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (27 Yrs - M UB7) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR	(48 Yrs - F UB10)	TURNING RIGHT	N TO W	JCT MID
		BT - NEGATIVE			O/S HIT FIRST	

VEHICLE	002 (001)	PEDAL CYCLE	(27 Yrs - M UB7)	GOING AHEAD OTHER	N TO S	JCT MID
		BT - NOT APPLICABLE			N/S HIT FIRST	

V002 A 308 (FOLLOWING TOO CLOSE)

V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)



5 years to end August 2017 provisional

MP01 GIS AREA Yiewsley area June 2017 (P)										60 MTS TO AUG-2017 SORTED NETWORK ORDER									
5	0113XH30352		SAT 27/07/13 01:55		DARK	HIGH STREET, 66M NORTH OF JUNCTION WITH ST STEPHEN'S ROAD					26	LINK 19-72		506080 / 180360					
POLICE - AT SCENE			ROAD-DRY		WEATHER-UNKNOWN		SINGLE CWY		NO JUN IN 20M			PELICAN OR SIMILAR							
C1 WAS DRUNK & IN CARRIAGEWAY WHEN HER FOOT WAS RUN OVER & BROKEN BY VEH 1																			
CASUALTY		001 (001)		(43 Yrs - F UB3)		SERIOUS		PEDESTRIAN		IN ROAD - NOT CROSSING			UNKNOWN						
VEHICLE		001 (000)		CAR		(? Yrs - U UNKN)		GOING AHEAD OTHER			S TO N								
BT - DRV NOT CONTACTED										N/S HIT FIRST									
C001 B		805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))								C001 A		802 (FAILED TO LOOK PROPERLY)							
C001 A		806 (IMPAIRED BY ALCOHOL)								C001 B		808 (CARELESS/RECKLESS/IN A HURRY)							
6	0113XH30384		MON 19/08/13 13:15		LIGHT	HIGH STREET J/W FAIRFIELD ROAD					26	LINK 19-72		506070 / 180470					
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		T/STAG JUN		GIVE WAY/UNCONT NO XING FACILITY IN 50M								
ROADWORKS																			
V1 TURNED RIGHT ACROSS PATH V2																			
CASUALTY		001 (002)		(20 Yrs - M TW20)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		CAR		(36 Yrs - M UB7)		TURNING RIGHT			S TO E			JCT MID					
BT - NOT REQUESTED										N/S HIT FIRST									
VEHICLE		002 (001)		M/C 50-125CC		(20 Yrs - M TW20)		GOING AHEAD OTHER			N TO S			JCT MID					
BT - NOT REQUESTED										FRONT HIT FIRST									
V001 A		405 (FAILED TO LOOK PROPERLY)								V001 A		602 (CARELESS/RECKLESS/IN A HURRY)							
7	0113XH30387		MON 19/08/13 14:00		LIGHT	NFL - HIGH STREET, 50 METRES NORTH OF ST STPEHEN'S ROAD.					26	LINK 19-72		506030 / 180550					
POLICE - OVER COU			ROAD-DRY		WEATHER-FINE		SINGLE CWY		NO JUN IN 20M			NO XING FACILITY IN 50M							
V.2 WAS STATIONARY AT SIDE OF ROAD. V.1 STARTED TO OVERTAKE V.2, JUST AS V.2 MOVED OFF. V.2 HIT V.1.																			
CASUALTY		001 (001)		(25 Yrs - M NW6)		SLIGHT		DRIVER/RIDER											
VEHICLE		001 (002)		PEDAL CYCLE		(25 Yrs - M NW6)		OVERTAKE STAT VEH O/S			N TO S								
BT - NOT APPLICABLE										N/S HIT FIRST									
VEHICLE		002 (001)		CAR		(? Yrs - F UB8)		MOVING OFF			N TO S								
BT - DRV NOT CONTACTED										O/S HIT FIRST									
V002 A		403 (POOR TURN OR MANOEUVRE)								V002 A		405 (FAILED TO LOOK PROPERLY)							
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)																			

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)										60 MTS TO AUG-2017 SORTED NETWORK ORDER	
8	0113XH30458	MON 23/09/13 17:41	LIGHT	NFL HIGH STREET J/W ST STEPHEN'S ROAD				26	LINK 19-72	506050 / 180510	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA											
V1 TURNED RIGHT AS V2 WAS OVERTAKING											
CASUALTY 001 (002) (23 Yrs - M UB7) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(21 Yrs - M UB5)	TURNING RIGHT	N TO W					JCT MID	
BT - NOT REQUESTED					O/S HIT FIRST						
VEHICLE	002 (001)	M/C > 500CC	(23 Yrs - M UB7)	OVERTAKE MOVE VEH O/S	N TO S	TAKING PUPIL TO/FROM SC				JCT MID	
BT - NOT REQUESTED					N/S HIT FIRST						
V001 A 405 (FAILED TO LOOK PROPERLY)											
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)											
V002 A 308 (FOLLOWING TOO CLOSE)											
9	0113XH30460	MON 09/09/13 18:25	LIGHT	HIGH STREET 23M NORTH J/W ST STEPHEN'S ROAD				26	LINK 19-72	506080 / 180310	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M											
PED CROSSED ROAD INTO PATH OF V1											
CASUALTY 001 (001) (11 Yrs - M UNKN) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE											
VEHICLE	001 (000)	CAR	(30 Yrs - M TN20)	GOING AHEAD OTHER	N TO S						
BT - NOT REQUESTED					FRONT HIT FIRST						
C001 A 802 (FAILED TO LOOK PROPERLY)											
C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))											
10	0113XH30517	SAT 09/11/13 14:00	LIGHT	HIGH STREET 30M NORTH J/W ST STEPHEN'S ROAD				26	LINK 19-72	506080 / 180320	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR											
PED TRIPPED WHILE CROSSING ROAD AND HIT V1 - [ELDERLY PED LOST FOOTING (C001)]											
CASUALTY 001 (001) (89 Yrs - M UB10) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING W BOUND FROM DRIVERS N/SIDE											
VEHICLE	001 (000)	BUS/COACH	(32 Yrs - M HA2)	GOING AHEAD HELD UP	N TO S	JNY PART OF WORK					
BT - NOT REQUESTED					N/S HIT FIRST						
C001 A 999 (OTHER FACTOR)											

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017 SORTED NETWORK ORDER
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11 0113XH30564 MON 25/11/13 11:49 LIGHT HIGH STREET, JUNCTION WITH ST STEPHEN'S ROAD	26 LINK 19-72	506050 / 180500
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V2 WAS WAITING FOR PED TO ROSS BEFORE SHE COULD TURN, V1 THEN HIT REAR OF V2, PUSHING V2 INTO REAR OF PARKED V3

CASUALTY 001 (002) (51 Yrs - F UB7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (28 Yrs - F UB7)	GOING AHEAD OTHER	SE TO NW	JCT APP
BT - NOT REQUESTED		FRONT HIT FIRST	

VEHICLE 002 (001) CAR (51 Yrs - F UB7)	WAITING TO TURN LEFT	SE TO SW JNY PART OF WORK	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	
LEFT CWY OFFSIDE	HIT PARKED VEH	HIT OTH OBJECT	

VEHICLE 003 (002) GDS =< 3.5T (? Yrs - M PARKED)	PARKED	P TO P	JCT APP
BT - NOT REQUESTED		BACK HIT FIRST	

V001 A 901 (STOLEN VEHICLE)

V001 B 601 (AGGRESSIVE DRIVING)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

12 0114XH30299 MON 31/03/14 11:30 LIGHT HIGH STREET J/W FAIRFIELD RD	26 LINK 19-72	506070 / 180470
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POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V2 TURNED LEFT INTO PATH OF V1, CAUSING COLLISION.

CASUALTY 001 (001) (72 Yrs - M UB7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (72 Yrs - M UB7)	GOING AHEAD OTHER	N TO S	JCT MID
BT - NOT APPLICABLE		N/S HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - U UNKN)	TURNING LEFT	NE TO S	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017 SORTED NETWORK ORDER
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13 0114XH30303 WED 14/05/14 11:00 LIGHT NFL HIGH STREET J/W ST STEPHEN'S ROAD	26 LINK 19-72	506050 / 180510
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POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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V2 MOVED OFF INTO PATH V1

CASUALTY 001 (001) (47 Yrs - M UB7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (47 Yrs - M UB7)	GOING AHEAD OTHER	S TO N	JCT MID
BT - NOT APPLICABLE		FRONT HIT FIRST	

VEHICLE 002 (001) CAR (? Yrs - U UNKN)	MOVING OFF	W TO E	JCT MID
BT - DRV NOT CONTACTED		O/S HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

14 0115XH30057 TUE 13/01/15 13:05 LIGHT HIGH STREET 74M SOUTH EAST OF J/W TROUT RD	26 LINK 19-72	505980 / 180640
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POLICE - AT SCENE ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	PELICAN OR SIMILAR
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V1 OVERSHOT THE PELICAN CROSSING, COLLIDING WITH 2 PED'S.

CASUALTY 001 (001) (22 Yrs - F UB7) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE

CASUALTY 002 (001) (3 Yrs - F UB7) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (58 Yrs - F UB7)	GOING AHEAD OTHER	SE TO NW
BT - NEGATIVE		FRONT HIT FIRST

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)

15 0115XH30696 MON 21/09/15 18:45 DARK HIGH STREET J/W ST STEPHEN'S ROAD	26 LINK 19-72	506040 / 180510
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POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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N/BN V1 PULLED OUT INTO TRAFFIC; N/BD V2 SHUNTED HIM

CASUALTY 001 (001) (27 Yrs - M UB7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (27 Yrs - M UB7)	MOVING OFF	S TO N	JCT MID
BT - NOT APPLICABLE		COMM TO/FROM WORK	
		O/S HIT FIRST	

VEHICLE 002 (001) OTH MOT VEH (? Yrs - F 1)	OVERTAKE MOVE VEH O/S	S TO N	JCT MID
BT - DRV NOT CONTACTED		FRONT HIT FIRST	

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 A 403 (POOR TURN OR MANOEUVRE)

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017 SORTED NETWORK ORDER
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16 0115XH30721 TUE 06/10/15 13:25 LIGHT HIGH STREET J/W FAIRFIELD ROAD 26 LINK 19-72 506070 / 180460
 POLICE - AT SCENE ROAD-WET WEATHER-OTHER SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 BRAKED TO AVOID ACCIDENT CAUSING PASSENGERS TO FALL
 CASUALTY 001 (001) (? Yrs - F UB10) SLIGHT PASSENGER STANDING ON PSV
 CASUALTY 002 (001) (3 Yrs - M UB7) SLIGHT PASSENGER SEATED ON PSV
 VEHICLE 001 (000) BUS/COACH (21 Yrs - M UB8) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT APP
 BT - NOT REQUESTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)

17 01160006232 SAT 10/12/16 17:25 DARK HIGH STREET 80M S OF J/W FALLING LANE 26 LINK 19-72 505980 / 180630
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 NOT KNOWN HOW COLLISION OCCURRED
 CASUALTY 001 (001) (31 Yrs - F UB8) SLIGHT PEDESTRIAN STANDING
 VEHICLE 001 (000) CAR (? Yrs - U) REVERSING S TO N
 BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)

18 0116XH30082 SAT 06/02/16 15:25 LIGHT HIGH STREET 58M SOUTH OF J/W FAIRFIELD RD 26 LINK 19-72 506080 / 180420
 POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V2 DRIVING AT SPEED COLLIDED WITH REAR OF V1 WHO HAD STOPPED TO TURN RIGHT.
 CASUALTY 001 (002) (13 Yrs - M UB7) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (33 Yrs - F UB7) WAITING TO TURN RIGHT S TO E JCT MID
 BT - NOT REQUESTED BACK HIT FIRST
 VEHICLE 002 (001) PEDAL CYCLE (13 Yrs - M UB7) GOING AHEAD OTHER S TO N JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

V002 A 306 (EXCEEDING SPEED LIMIT)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

V002 A 405 (FAILED TO LOOK PROPERLY)

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)										60 MTS TO AUG-2017 SORTED NETWORK ORDER									
19	0116XH30534		SUN 14/08/16 14:51		LIGHT	HIGH STREET WEST DRAYTON 100M NORTH WEST J/W ST STEPHEN'S ROAD				26	LINK 19-72		506000 / 180600						
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		NO JUN IN 20M		NO XING FACILITY IN 50M								
V1 WAS MOVING INTO PARKING BAY & V2 WAS MOVING OUT & THEY COLLIDED																			
CASUALTY 001 (001)			(27 Yrs - F UB3)		SLIGHT	PASSENGER		FRONT SEAT											
VEHICLE 001 (002)			CAR		(30 Yrs - M UB3)		GOING AHEAD OTHER		NW TO SE										
			BT - NOT REQUESTED						O/S HIT FIRST										
VEHICLE 002 (001)			CAR		(? Yrs - M UNKN)		CHANGE LANE TO RIGHT		NW TO SE										
			BT - DRV NOT CONTACTED						O/S HIT FIRST										
V001 A 403 (POOR TURN OR MANOEUVRE)										V001 A 405 (FAILED TO LOOK PROPERLY)									
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										V002 A 403 (POOR TURN OR MANOEUVRE)									
V002 A 405 (FAILED TO LOOK PROPERLY)										V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)									
20	01170010771		TUE 10/01/17 10:26		LIGHT	HIGH STREET YIEWSLEY 150M S OF J/W FALLING LANE,				26	LINK 19-72		506040 / 180550						
POLICE - AT SCENE			ROAD-DRY		WEATHER-FINE		SINGLE CWY		NO JUN IN 20M		NO XING FACILITY IN 50M								
NOT KNOWN HOW COLLISION OCCURRED																			
CASUALTY 001 (001)			(16 Yrs - F SL9)		SLIGHT	PASSENGER		FRONT SEAT											
CASUALTY 002 (001)			(23 Yrs - F SL9)		SLIGHT	PASSENGER		BACK SEAT											
VEHICLE 001 (000)			CAR		(48 Yrs - F SL9)		SLOWING OR STOPPING		N TO S										
			BT - NOT REQUESTED						BACK HIT FIRST										
VEHICLE 002 (000)			CAR		(45 Yrs - M UB7)		SLOWING OR STOPPING		N TO S										
			BT - NOT REQUESTED						FRONT HIT FIRST										
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)										V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)									
21	01170021413		MON 27/02/17 11:14		LIGHT	HIGH STREET J/W PRIVATE DRIVE ADJACENT TO 71 HIGH STREET				26	LINK 19-72		506070 / 180380						
POLICE - AT SCENE			ROAD-WET		WEATHER-OTHER		SINGLE CWY		PRIV DRIVE		GIVE WAY/UNCONT PELICAN OR SIMILAR								
NOT KNOWN HOW COLLISION OCCURRED																			
CASUALTY 001 (001)			(88 Yrs - F UB07)		SLIGHT	PEDESTRIAN		CROSSING ROAD (NOT ON XING)		STANDING FROM DRIVERS N/SIDE									
VEHICLE 001 (000)			GDS =< 3.5T		(45 Yrs - M HP3)		REVERSING		W TO E		JNY PART OF WORK		ENTERING MAIN RD						
			BT - NEGATIVE						BACK HIT FIRST										
V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)																			

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017 SORTED NETWORK ORDER
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22 01170028374 MON 27/03/17 16:02 LIGHT HIGH STREET J/W ST STEPHENS ROAD	26 LINK 19-72	506060 / 180290
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POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (47 Yrs - M UB7)	SLIGHT	PEDESTRIAN	IN ROAD - NOT CROSSING	N BOUND
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VEHICLE 001 (000) CAR	(18 Yrs - M M27)	GOING AHEAD OTHER	S TO N	JCT APP
BT - NEGATIVE			N/S HIT FIRST	

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
--

V001 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
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23 01170029158 THU 30/03/17 21:47 DARK HIGH STREET 100M S OF J/W TROUT ROAD	26 LINK 19-72	506003 / 180610
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POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (33 Yrs - M UB7)	SLIGHT	DRIVER/RIDER
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VEHICLE 001 (000) CAR	(32 Yrs - M UB7)	GOING AHEAD OTHER	S TO N
BT - NOT REQUESTED			FRONT HIT FIRST

VEHICLE 002 (000) CAR	(33 Yrs - M UB7)	U-TURNING	SE TO S
BT - NOT REQUESTED			N/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

V001 B 602 (CARELESS/RECKLESS/IN A HURRY)

V002 B 602 (CARELESS/RECKLESS/IN A HURRY)

**5 years to end August 2017 provisional**

MP01 GIS AREA Yiewsley area June 2017 (P)	60 MTS TO AUG-2017 SORTED NETWORK ORDER
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24 0115XH30361 MON 01/06/15 15:00 LIGHT ST STEPHEN'S RD 55M WEST OF J/W HIGH STREET	26 CELL 506000/180000	506020 / 180300
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POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY NO JUN IN 20M	NO XING FACILITY IN 50M
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V1 FAILED TO LOOK AHEAD ON A BEND, COLLIDING WITH ONCOMING V2.

CASUALTY 001 (002) (25 Yrs - F UB7) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (41 Yrs - F UB7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (41 Yrs - F UB7)

GOING AHEAD RIGHT BEND E TO NW

BT - NOT REQUESTED

FRONT HIT FIRST

LEFT CWY NEARSIDE

VEHICLE 002 (001) CAR (25 Yrs - F UB7)

GOING AHEAD LEFT BEND NW TO E

BT - NOT REQUESTED

FRONT HIT FIRST

LEFT CWY NEARSIDE

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

End of Accidents for MP01 GIS AREA Yiewsley area June 2017 (P)

End of Report



**THE REDWOOD PARTNERSHIP
PROPOSED ACCESS ARRANGEMENTS -
MORRISONS, YIEWSLEY**

STAGE 1 - ROAD SAFETY AUDIT

JULY 2018



the journey is the reward

**THE REDWOOD PARTNERSHIP
PROPOSED ACCESS ARRANGEMENTS -
MORRISONS, YIEWSLEY**

STAGE 1 - ROAD SAFETY AUDIT

JULY 2018

Project Code:	S/RPWDrayton.1.6
Prepared by:	Martyn Parr
Approved by:	John Reid
Issue Date:	July 2018
Status:	Final

**The Redwood Partnership
Proposed Access Arrangements - Morrisons, Yiewsley
Stage 1 - Road Safety Audit**

List of Contents

Sections

1	Introduction	1
2	Items Raised at the Stage 1 Road Safety Audit.....	3
3	Audit Team Statement.....	7

Appendices

APPENDIX A: Site Location Plan

APPENDIX B: Reference Plan

APPENDIX C: Schedule of Plans and Supplementary Information Provided

1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out following instructions from The Redwood Partnership.
- 1.2 The Road Safety Audit Team membership was as follows:
- | | |
|-------------|--|
| Martyn Parr | MSoRSA, MCIHT, HECoc
Road Safety Manager – Mayer Brown Limited
(Certificate of Competency in Road Safety Audit gained in February 2015) |
| John Reid | MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECoc
Technical Director (Safety) – Mayer Brown Limited
(Certificate of Competency in Road Safety Audit gained in April 2012) |
- 1.3 The Road Safety Audit took place at the Woking Office of Mayer Brown Limited on 13th July 2018.
- 1.4 The site inspection was carried out on 12th July 2018 from 13:00 hours onwards. During the site visit the weather was overcast. Traffic on St Stephens Road was considered low to moderate.
- 1.5 The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.6 The Audit Team have not been advised of any departures or relaxations from standards.
- 1.7 This Audit is concerned only with the works that are intended for adoption by the highway authority.
- 1.8 For reference purposes, a reduced-scale copy of drawing REDW-3290-460 Highway Layout Plan is provided in **Appendix B** of this report.
- 1.9 Additional documents, including ATC data submitted for Audit are provided in **Appendix C** of this report.

- 1.10 The proposals consist of the demolition of the existing Morrison's foodstore and replaced with a smaller store with approximately 140 flats above. The existing car park access will provide vehicle access for both costumers of Morrison's and residents of the new flats. In addition, service vehicles will also use this access point with the former service yard access is to be closed.
- 1.11 As requested by the Design Team, the Auditors are asked to provide comment specifically concerning:
- The alterations to the St Stephen's Road entrances.
 - The operation of the site access and service yard and final servicing of the site.
 - The pedestrian links and crossings to the four nearest bus stops and West Drayton Railway Station.

2 Items Raised at the Stage 1 Road Safety Audit

Specific Comment

The alterations to the St Stephen's Road entrances.

- 2.1 The Auditors are satisfied that the alterations to the St Stephen's Road entrances as proposed will not result in a material decrease to road user safety, subject to the implementation of either the recommendations in this report or other equally satisfactory alternatives.

The operation of the site access and service yard and final servicing of the site.

- 2.2 The Auditors are satisfied that the operation of the site access, service yard and final servicing of the site as proposed will not result in a material decrease to road user safety, subject to the implementation of either the recommendations in this report or other equally satisfactory alternatives.

The pedestrian links and crossings to the four nearest bus stops and West Drayton Railway Station

- 2.3 Pedestrians travelling to/from the proposed development site to/from the four nearest bus stops and West Drayton Railway Station are able to do so without encountering any full height kerbs. Uncontrolled pedestrian crossing points with dropped kerbs and tactile paving have been provided to facilitate crossing movements on the High Street (between St Stephens Road and Horton Road), at the junction of Horton Road/High Street and Station Approach/High Street. In addition to these crossing points, two signalised pedestrian crossing points are provided on the High Street, the first is located to the north of Station Approach, and the other is a raised crossing provided immediately adjacent to the development site. All the crossing points are provided on or close to the pedestrian desire line(s).
- 2.4 The footways are generally 2m wide (min) and the surfaces are in a good state of repair with no obvious trip hazards.
- 2.5 It is therefore considered that pedestrians, including the vision and mobility impaired, are able to access the bus stops/railway station without any issues concerning gradients, obstructions and/or trip hazards.

General

2.6 Problem

Location: General.

Summary: Maintenance / inspection covers – Two wheel vehicle loss of control.

This is a matter which may be addressed at the Detailed Design stage.

New service provision may be required for the proposed development. Inspection covers which become polished by traffic action may create skid hazards for two-wheeled vehicles; this could lead to a loss of control and result in rider and / or passenger injury

Recommendation

Ensure as far as practical that no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is unavoidable, use skid resistant covers and ensure that they are regularly inspected and maintained.

2.7 Problem

Location: General

Summary: Lighting Provision

This is a matter which may be addressed at the Detailed Design stage.

Details of the proposed lighting provision are not provided at this stage. Inadequate and / or uneven levels of illumination may result in drivers failing to correctly identify the access arrangements associated with this development, with consequent kerb strikes and loss of control.

Recommendation

Provide carriageway and footway lighting in accordance with current design standards.

2.8 Problem

Location: General

Summary: Surface Water Drainage

This is a matter which may be addressed at the Detailed Design stage.

Standing water within the carriageway may result in loss of control for vehicles. Standing water on footway areas are potentially hazardous for pedestrians particularly in freezing conditions.

Recommendation

Ensure that carriageway and footway drainage is provided to current design standards. If an inspection cover is to form part of the carriageway surface then, as far as practical, ensure that manhole covers are not located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is not possible, skid resistant covers should be used and maintained accordingly.

2.9 Problem

Location: Car park/service access

Summary: Visibility splay - Obstruction

Whilst visibility splays have been formally identified on the drawings submitted, it will be important that these splays remain free from obstruction.

Recommendation

Ensure that the splays detailed on the drawings submitted will be kept free from obstruction. Any vegetation within the splays should be maintained to ensure that it does not extend beyond a vertical height of 0.6m. If planters are to be provided then these, together with any foliage which they contain, should also not extend beyond a vertical height of 0.6m.

2.10 Problem

Location: Proposed site access

Summary: Vehicle and stationary vehicle collisions

The existing car park access is gated. If gates are to be provided as part of the proposed access arrangement then it will be important that they are setback sufficiently as if they

are not then it may lead to vehicles blocking St Stephen's Road, leading to rear end collisions or loss of control. This would also result in the pedestrian crossing being obstructed, which could force pedestrians to step into the carriageway to pass the stationary vehicle, resulting in the pedestrian(s) being at risk of being struck by a moving vehicle.

Recommendation

If gates are to be provided at the site access then ensure that the gates are set back from St Stephen's Road by a sufficient distance to allow anticipated vehicles to pull onto the site access road without overhanging St Stephen's Road or blocking the pedestrian crossing point.

3 Audit Team Statement

3.0 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out as described in HD 19/15.

ROAD SAFETY AUDIT TEAM LEADER

Martyn Parr – MSoRSA, MCIHT, HECOC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed



Date 16/07/18

ROAD SAFETY AUDIT TEAM MEMBER

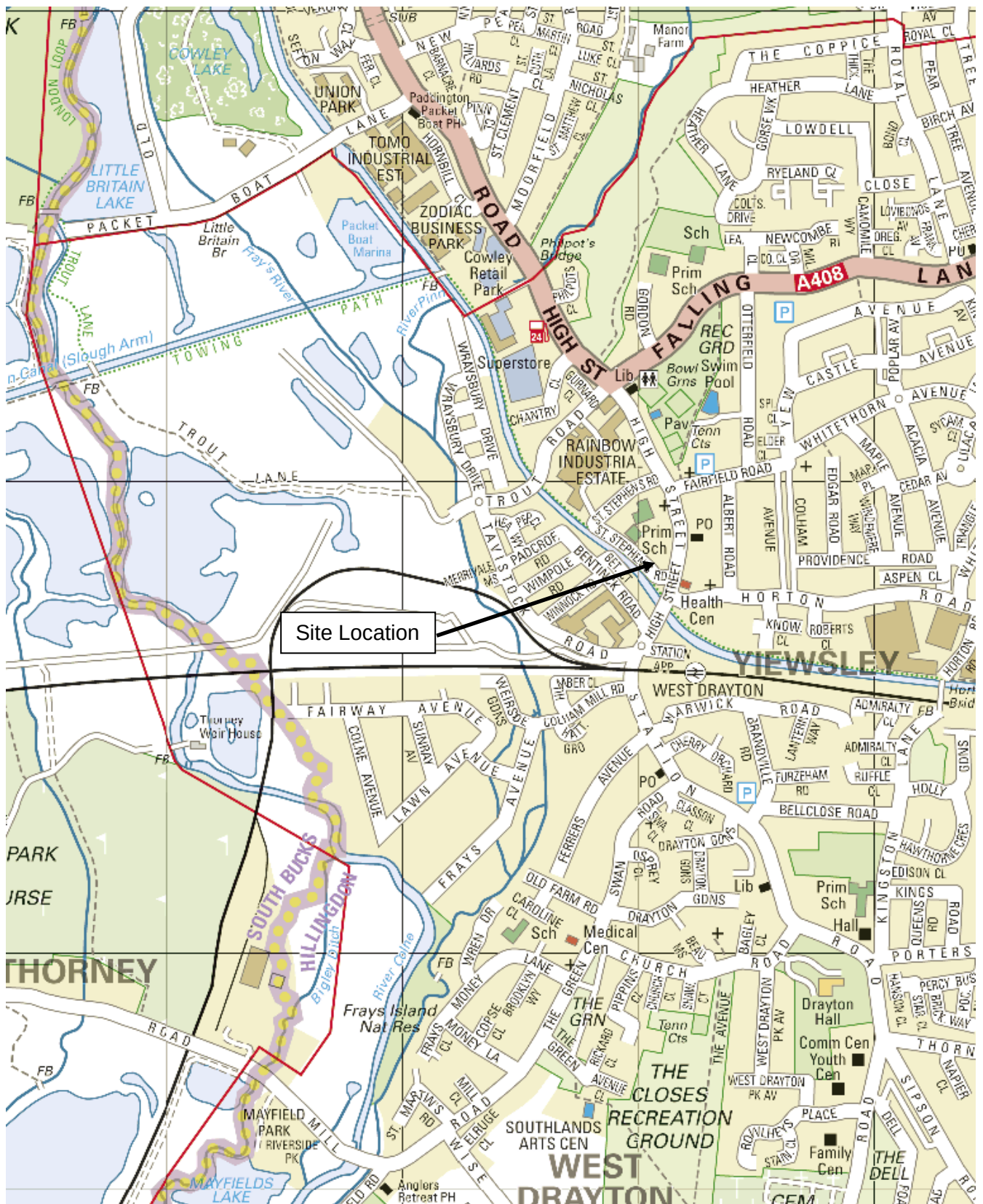
John Reid - MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
Technical Director (Safety)
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Surrey
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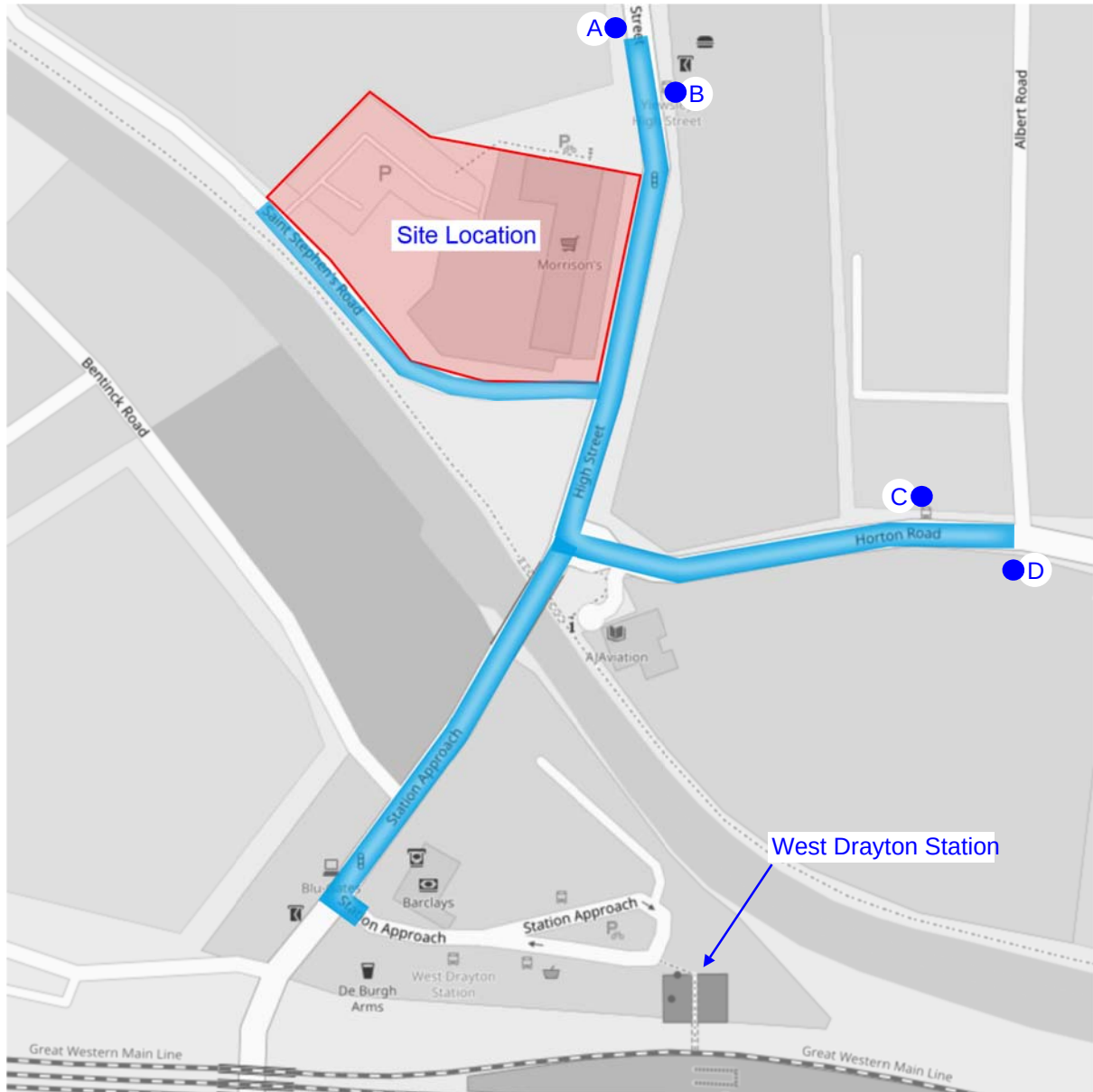
Signed



Date 16/07/18

APPENDIX A: Site Location Plan



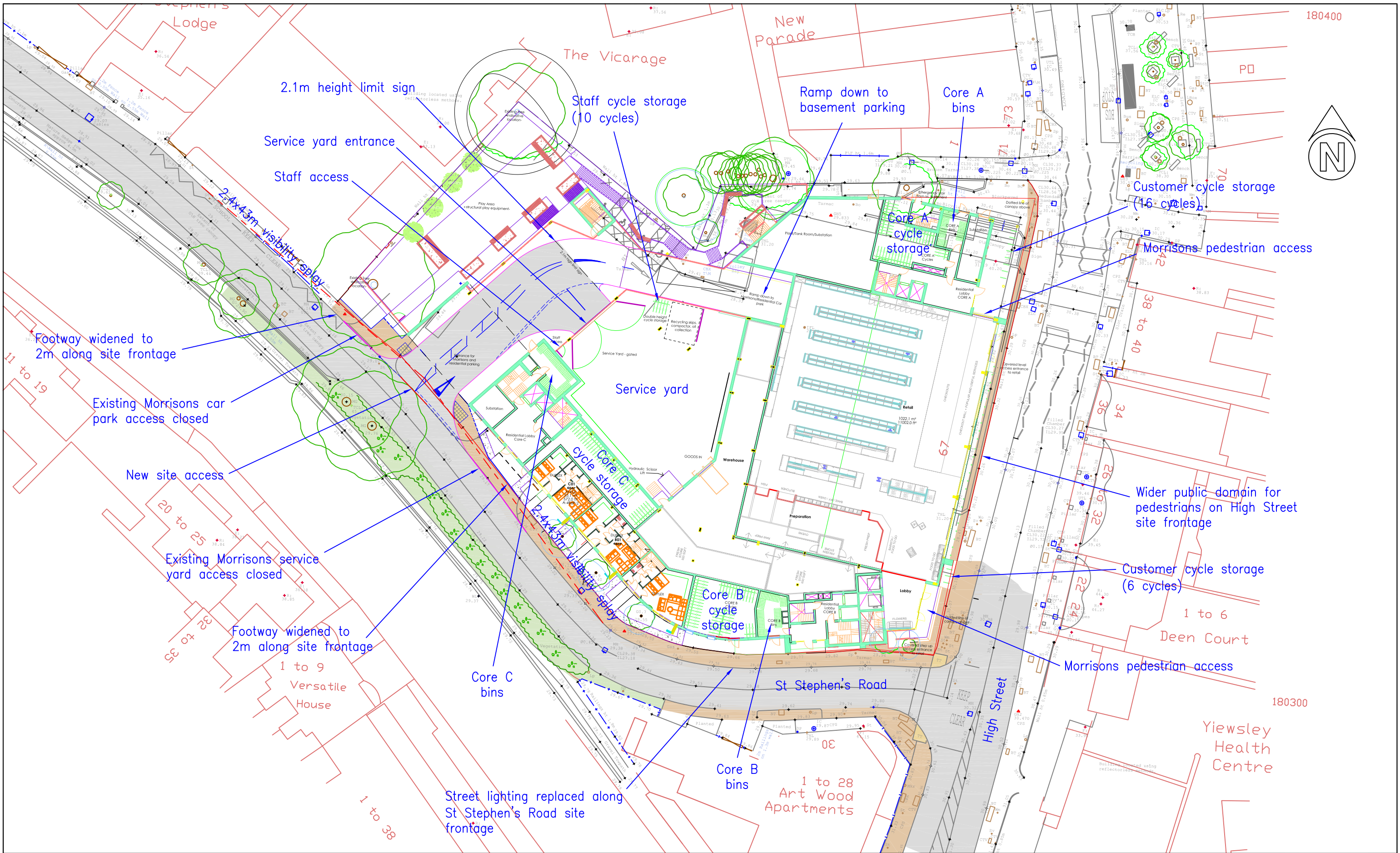


KEY

- Extent of street audit
- Bus stop D

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
STREET AUDIT PLAN

APPENDIX B: Reference Plan



Client			Project			
HARBOURSIDE INVESTMENTS LTD & JM MORRISON SUPERMARKETS LTD			MORRISONS, 43–67 High St, Yiewsley, West Drayton UB7 7QQ			
			Title			
			HIGHWAY LAYOUT PLAN			
Status	Drawn	Scale	Sheet Size	Date	Drawing No.	Rev
FOR APPROVAL	PL	1:500	A3	JULY 2018	REDW–3290–460	

REDWOOD PARTNERSHIP
CONSULTING ENGINEERS & TRANSPORTATION PLANNERS

Maritime House, Basin Road North, Portslade, Brighton, BN41 1WR
Telephone: 01273 414515 www.redwoodpartnership.co.uk

APPENDIX C: Schedule of Plans and Supplementary Information Provided

1. St Stephen's Road ATC Data
2. Redwood Partnership Drawing No. REDW-3290-470 – Track Swept Paths
3. Redwood Partnership Drawing No. REDW-3290-471– Track Swept Paths
4. Redwood Partnership Drawing No. REDW-3290-472– Track Swept Paths
5. Redwood Partnership Drawing No. REDW-3290-473– Track Swept Paths
6. Architect Layout Plan – 16128-2-101-Rev U

