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PROPOSED MIXED-USE MORRISONS & RESIDENTIAL DEVELOPMENT 41-67 HIGH STREET YIEWSLEY WEST DRAYTON UB7 7QQ

TRANSPORT ASSESSMENT

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on behalf of

HARBOURSIDE INVESTMENTS LTD
&
WM MORRISON SUPERMARKETS PLC

PMcL/3377d3/May 2023

Registered in England No. 7200530
Registered Office: The White House, 2 Meadrow, Godalming, Surrey, GU7 3HN

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APPENDIX F – Traffic Figures

1.0 INTRODUCTION

1.1 The Redwood Partnership are appointed by Harbourside Investments Limited and WM Morrison Supermarkets plc to provide transport and highway advice and prepare a Transport Assessment, Travel Plans and a Delivery & Service Plan to accompany a detailed planning application at the former Morrisons foodstore at 41-67 High St, Yiewsley, West Drayton, London, UB7 7QQ. The proposals are for the phased demolition of existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158no residential units (Class C3), car parking, servicing and access arrangements and associated works. A site location plan is shown on **Figure A1 (Appendix A)**.

1.2 The site has been subject to a similar planning application. Hillingdon Council permitted a replacement foodstore of a similar size with 144no residential units above. Approved car parking included 69no foodstore car parking spaces and 101no residential car parking spaces on two levels of underground basement car parking ('original permission'-Ref: 70/APP//2018/2793). Alterations to the original permission were subsequently sought as part of a S73 application with a reduced level of residential car parking ('amended permission' Ref: 2370/APP//2019/2880). The amended application was refused by Hillingdon Council but allowed at appeal.

1.3 Proposed ground floor and basement layout proposals are shown on Hester Architect's drawings submitted with the application. The proposals include:

i) Demolition of the former 3,555 sqm GEA Morrisons foodstore (closed August 2021);
ii) A new 1,672.1 sqm GIA Morrisons foodstore (Use Class E);
iii) 158no apartments including 74no 1-bedroom; 66no 2-bedroom apartments and 18no 3-bedroom apartments located above the new Morrisons foodstore (Use Class C3);
iv) 64no space underground Morrisons car park, including 6no blue-badge spaces, 2no parent and toddler spaces and a proportion of electric vehicle charging spaces;
v) 22no space surface level residential car park including 4no blue-badge spaces and a proportion of electric vehicle charging spaces;
vi) 2no on-site surface level car-club spaces nearest to the site entrance available to both residents and the general public;
vii) 176no residential cycle parking spaces with space to expand up to 214no cycle parking spaces should more cycle parking demand be identified in the Travel Plan;
viii) 32no Morrisons cycle parking spaces for customers and staff (colleagues);

ix) Closure of 2no existing site accesses off St Stephen's Road, replaced with 2no. relocated site accesses for residential and foodstore car parking and separately for a new Morrisons service yard;
x) Footway widening and street lighting enhancements on St Stephen's Road;
xi) Footway widening on High Street;
xii) Contribution to the Canal & River Trust for providing a future pedestrian and cycle ramped access to the Grand Union Canal from St Stephen's Road.

1.4 The Transport Assessment will measure and assess the highway and transportation effects of the development proposals on the surrounding highway network and review the sustainability of the development proposals against local and national transport guidelines. The Transport Assessment will be undertaken generally in accordance with Transport for London's Best Practice Guide April 2010 and demonstrate how the proposals deliver improvements that support London Health Streets and the Mayor's and TfL's Vision Zero guidance.

1.5 The Transport Assessment considers the following issues:

- **Section 2.0** describes the local and national highway planning policy background;
- **Section 3.0** describes the existing highway conditions and patterns of movement within the study area together with public transport provision and accessibility of all modes of travel in the vicinity of the site;
- **Section 4.0** describes the development proposals;
- **Section 5.0** assesses the volume, distribution and characteristics of trips likely to be attracted to the development, car parking and the likely impact of the development on the adjoining highway network;
- **Section 6.0** provides a full summary and report conclusions.

1.6 The Authorities responsible for planning, highways and transportation issues within the development area is the London Borough of Hillingdon ('the Council') and the Mayor of London. Transport for London (TfL) is responsible for the GLA road network also known as the Transport for London Road Network ("TLRN") and also for strategic transport policy in London.

1.7 The Transport Assessment should be read together with other submitted documents in particular:

- The Morrisons Staff Travel Plan, Residential Travel Plan and a Delivery & Service Plan prepared by The Redwood Partnership;
- The Design and Access Statement prepared by Hester Architects Ltd;
- The Planning Statement prepared by RPS Group;
- The Construction Management Plan prepared by Deacon & Jones Consultants, and
- The detailed submission of commercial and residential site layouts and details prepared by Hester Architects Ltd.

2.0 TRANSPORT PLANNING POLICY GUIDANCE

2.1 National and local transport planning policy and guidance relevant to the proposed development are included in the following documents:

i) National Planning Policy Framework, July 2021;
ii) Hillingdon Local Plan: Part 2 -Development Management Policies, January 2020;
iii) London Plan March 2021;
iv) Mayor of London's Vision Zero;

2.2 The common themes running through these documents are:

- To reduce the growth in the length and number of motorised journeys;
- To encourage alternative means of travel which have less environmental impact and hence;
- To reduce reliance on the private car by offering a realistic choice of access by alternative choices of transport modes.

2.3 Brownfield development in urban areas near to major transport corridors and residential areas will provide an effective sustainable alternative to out of town development reducing the need for, and the length of car trips, thereby promoting healthy alternatives to the private car.

National Planning Policy Framework (NPPF, July 2021)

2.4 The current National Planning Policy Framework (NPPF) was published July 2021 and replaces all Planning Policy Guidance and Statements. The NPPF sets out the Government's planning policies for England and how they are expected to be applied providing a framework within which councils can produce their own planning guidance. Paragraph 104 states:

'104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in

relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'

2.5 The proposals maximise opportunities to use sustainable modes of transport by being situated on the major public transport corridor passing through Yiewsley with good bus and rail services and by being close to local shopping facilities, local services and nearby employment opportunities.

2.6 Para 107 (NPPF) states:

'107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

2.7 The proposals include car parking appropriately below the Council's maximum parking standards for residential development and within the specified car parking range for Use Class E foodstore development. The amended permission proposed a car-lite level of residential car parking with a parking ratio of 0.16 parking spaces per residential unit (23/144), marginally different from this application of 0.15 (24/158) including the additional 2no car club spaces. For the amended permission, the appeal Inspector accepted a car-lite residential parking provision stating:

'31. Given the limited provision for parking on the site and minimal realistic options for parking in the surrounding area at all times, it is reasonable to assume that the vast majority of dwellings would attract occupiers who do not own or use, nor intend to own or use a car and I have already found that the accessibility of the site would offer suitable alternative modes of travel to support this as a realistic option…'

2.8 Para 111 (NPPF) states:

'111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.9 Residual cumulative impact in transport terms has been shown to be beneficial and not '*severe*'. An assessment of the capacity of the local highway network has been made by adding development traffic to other committed development traffic flows, as agreed in the amended permission. The assessment shows the nearest main junction of High Street/St Stephen's Road operating within capacity in Horizon Year 2027, two years after opening.

2.10 Para 113 (NPPF) states:

'113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

2.11 The proposals are accompanied by this Transport Assessment together with Residential and Morrisons Travel Plans.

The London Plan (2021)

2.12 The London Plan (2021) aims to ensure that London's transport is easy, safe and convenient for everyone and encourages cycling, walking and the use of electric vehicles. The London Plan states that London should be a city where it is easy, safe and convenient

for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.13 Policy T1(B) – Strategic approach to transport states:

> *'All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated'*

The brownfield site is located in the District Centre. The replacement of the Morrisons foodstore will mean that local residents will be able to stay in the local area resulting in shorter and less carborne journeys and carborne shopping trips. The reduced level of residential car parking will require residents to use more sustainable modes of travel such as walking, cycling, bus and rail transport readily available nearby.

2.14 Policy T4(B) – Assessing and mitigating transport impacts states:

> *'When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed'.*

This Transport Assessment accompanies the planning application.

2.15 Policy T5(A) Cycling states:

> *'Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
>
> *1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards…'

The proposals support the delivery of a London-wide network of cycle routes with new routes and improved infrastructure by including a financial contribution to the Canal and River Trust for the future construction of a ramped access for pedestrians and cyclists. The ramped access will enable direct access from St Stephen's Road to the canal towpath. Residential and Morrisons cycle parking provision are in accordance with the cycle parking standards.

2.16 Policy T6(A) – Car Parking states:

'Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity'.

The proposed Morrisons and residential car parking provision remain materially unchanged from the amended permission.

2.17 The proposals contribute towards the Mayor's Vision Zero and Healthy Streets aspirations. The Vision Zero Action Plan (in italics) includes:

'Safe speeds: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits'. High Street is subject to a 20mph speed limit (**Photo 3.1**). Vehicle speeds measured on St Stephen's Road are below 20mph (**Para 3.8**) and will be further reduced by a new raised speed table included in the proposals;

'Safe streets: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes'. No issues are raised concerning the safe operation of the local highway network existing at the present time. The proposals will provide a nett reduction in Morrisons traffic generation accessing the site when compared to the former Morrisons operation, reducing the traffic impact on the local highway network;

'Safe vehicles: Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new

'Direct Vision Standard' for Heavy Goods Vehicles'. HGV deliveries will be no greater, potentially less, when compared to the operation of the former Morrisons

Safe behaviour: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programs and safety training for cyclists, motorcycle and moped riders'. The proposals include Morrisons and Residential Travel Plans which include targeted information on cycling;

'Post-collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents'. The proposals include alterations to the site access off St Stephen's Road. The access works will be subject to a Stage 3 Road Safety Audit one year after opening when the safety of highway works will be reviewed and any safety issues addressed.

2.18 The Transport Assessment shows that the proposals deliver improvements that support Transport for London's Vision Zero and the Healthy Streets approach by reason of its town centre location; reduced traffic generation compared to the site's former operation; much reduced car parking provision promoting walking, cycling, bus and rail travel; significant cycle parking provision and the funding of off-site pedestrian/cycle improvements which will provide easy pedestrian and cycle access direct to the adjacent Grand Union Canal.

2.19 Transport for London provided strong support for the amended permission with the car-lite provision of 23no residential parking spaces saying:

'…we are writing to confirm that Transport for London (TfL) supports the applicant's proposed reduction in residential parking in accordance with the parking standards in Table 6.2 of the adopted London Plan and Policy T6.1 of the Intend to Publish draft of the London Plan. This was set out in the transport section of the planning report to the Mayor at stage 2, which was sent on 16 March 2020', also

'As previously stated in the Stage 2 planning report to the Mayor, the site is highly accessible by public transport and currently has a Public Transport Access Level (PTAL) of 3 (see Figure 2), which is expected to rise to PTAL 4 once the Elizabeth line opens. This will greatly benefit the site, given the proximity of West Drayton station which provides wider connectivity enhancements and quicker journey times

to key destinations and interchanges such as Tottenham Court Road, Stratford and Canary Wharf. These are benefits that go beyond what is captured by PTAL alone'.

Transport for London concluded by saying:

'The reduction in residential parking is therefore entirely appropriate to this site and the applicant's progressive approach to car parking is strongly supported by TfL'

Hillingdon Local Plan: Part 2; Development Management Policies (Adopted January 2020)

2.20 Part 2 of the Local Plan delivers detail of the strategic policies that were set out in Part 1, together with Part 1 it forms a comprehensive development strategy up to 2026. Part 2 comprises of a number of documents. The document 'Site Allocations and Designations' identifies suitable sites for new housing. The Hayes/West Drayton corridor is identified as a key corridor for growth, with Crossrail as a catalyst.

2.21 The document 'Development Management Policies' has detailed transport policies in Chapter 8. The key policies are summarised as follows:

- Policy DMT 1: Managing Transport Impacts. This policy requires that development proposals are accessible by public transport, promote walking and cycling, provide equal access for all people, address delivery and service requirements, and have no significant adverse transport impacts on the local environment (in particular the strategic road network);
- Policy DMT 2: Highways Impacts. This policy requires safe and efficient vehicular access to the highway network, minimising impact on the local environment and facilities for pedestrians and cyclists;
- Policy DMT 5: Pedestrians and Cyclists. This policy requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network;
- Policy DMT 6: Vehicle Parking. Developments are to comply with parking standards in order to facilitate sustainable development and address congestion.

2.22 The aims of transport policies are to ensure that developments are accessible; reduce the length of journeys; reduce car dependency; support the economy; encourage active travel and improve the quality of life. The policies also aim to reduce congestion and smooth traffic flow.

Summary

2.23 The proposals accord with the relevant transport policies at a national, regional and local level as agreed by the Inspector for the amended permission. The proposals have been assessed in the light of current local and national transport policy and are shown to fully support transport policy objectives.

3.0 EXISTING SITUATION

3.1 The existing 0.52-hectare site consists of the former Morrisons foodstore located at the north-west corner of the junction of High Street and St Stephen's Road, Yiewsley, West Drayton, London, UB7 7QQ. The site is located within the outer London Borough of Hillingdon within the local District Centre. **Figure A1** (**Appendix A**) shows the location of the site relative to the local highway network. **Appendix C** includes the limit adopted highways adjacent to the site.

Highways – High Street

3.2 High Street is an 8.3m wide single carriageway north/south urban road with waiting and loading restrictions, street lighting and wide footways both sides. The High Street's western footway forms the eastern boundary of the site. Speeds limits are 30mph south of the St Stephen's Road junction changing to a 20mph zone along the site frontage adjacent to the Morrisons (**Photo 3.1**). High Street is a local distributor road serving local residential catchments and forms an important transport corridor through Yiewsley, linking the A408 Falling Lane in the north with West Drayton station in the south and beyond through to junction 4 of the M4 motorway (**Figure A1**).

3.3 **Photo 3.1** shows High Street looking north with the green façade of the former Morrisons foodstore with its wide footway frontage; **Photo 3.2** shows High Street looking south with Colham bridge passing over the Grand Union Canal in the background:

Photo 3.1
High Street looking north

Photo 3.2
High Street looking south

3.4 A 7-day Automatic Traffic Counter (ATC) was installed on High Street as part of the original permission (**Appendix H**). Current vehicle speeds on High Street are not anticipated to be

materially different from those measured for the original permission which at the time measured 85%ile traffic speeds on High Street as:

High Street (southbound) – 25.3 mph (40.7 kph)
High Street (northbound) – 25.5 mph (41.0 kph)

Highways – St Stephen's Road

3.5 St Stephen's Road is generally a 6.1m wide single carriageway urban road with single yellow line waiting restrictions, street lighting and a single narrow and poorly maintained footway on its north side adjacent to the site's southern boundary. St Stephen's Road has the Grand Union Canal passing along its southern boundary with a narrow-landscaped strip dividing the canal towpath from the road. The footway on the north side of St Stephen's Road links High Street with St Matthew's Primary School to the west. St Stephen's Road is subject to the national 30mph urban speed limit along the site frontage adjacent to the former Morrisons.

3.6 **Photo 3.3** and **Photo 3.4** show the general condition of the existing footway on the St Stephen's Road:

Photo 3.3
St Stephen's Road

Photo 3.4
St Stephen's Road

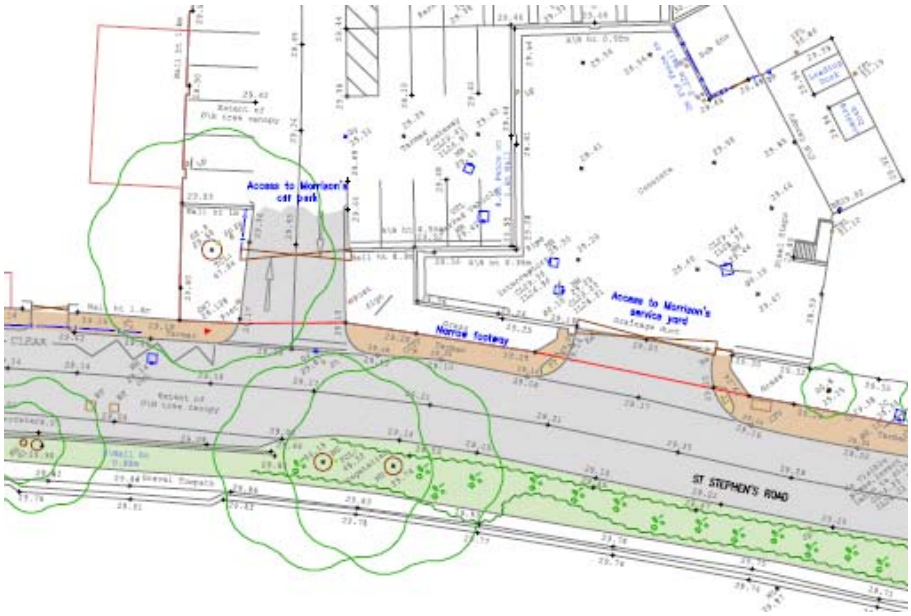
3.7 St Stephen's Road is a local access road serving St Matthew's Primary School, small businesses and residential properties to the west and north of the site. The road is not a through route as it loops west from the site then north before connecting back to High Street, approximately 150 metres north of the site. The former Morrisons foodstore attracted the majority of its customer traffic and all of its HGV deliveries from High Street via the southern end of St Stephen's Road. Customer vehicles used to access the site from St Stephen's Road via a simple priority junction (**Photo 3.5**). Service vehicles accessed via a second dedicated

access for deliveries east of the car park access as shown in **Photo 3.6**. **Figure 3.1** shows the relative location of the 2no existing site accesses on St Stephen's Road which will be closed as part of the proposals:

Photo 3.5
St Stephen's Road
Existing Morrisons car park entrance

Photo 3.6
St Stephen's Road
Existing Morrisons service entrance

Figure 3.1
Existing Morrisons vehicle accesses from St Stephen's Road



3.8 A 7-day Automatic Traffic Counter (ATC) was installed on St Stephen's Road as part of the data collection for the original permission (**Appendix H**). Current vehicle speeds on St Stephen's Road are not anticipated to be materially different from those surveyed for the original permission which measured 85%ile traffic speeds on St Stephen's Road as:

St Stephen's Road (westbound) –15.7 mph (25.3 kph)
St Stephen's Road (eastbound) – 18.1 mph (29.1 kph)

Pedestrian & Cycle Accessibility

3.9 The Institution of Highways and Transportation (IHT) publication "Guidelines for providing for journeys on foot" (2000) suggests acceptable walking distances for pedestrians without impaired mobility. The document suggests walk distances up to 2km (slightly over one mile) as being the maximum the general public would consider if walking is a consideration. **Figure A5** shows a significant local population living within a 15-minute (1200 metre) walk isochrone. The site's location will benefit those who wish to walk to and from the site, namely new residents and colleagues and customers accessing the Morrisons.

3.10 **Figure A6** shows the significant level of potential access routes for cyclists, albeit generally all along existing carriageway. A 5-mile (30 minutes) cycling isochrone encompasses a significant residential population providing new residents with a good opportunity to cycle to work from the site and for colleagues and customers working or shopping at Morrisons. The 5-mile cycling isochrone extends as far as Heathrow in the south which could provide many employment opportunities for new residents.

Public Transport - Bus Accessibility

3.11 **Figure A2** shows local bus routes. Bus services 222, U1, U3 and U5 all pass along High Street adjacent to the site. The bus stop for northbound services (stop A) is located on the west side of High Street 75 metres (1-minute) walk distance from the north-east corner of the site. All southbound services stop at bus stop B located on the east side of High Street 40 metres (2-minute) walk distance from the north-east corner of the Site via a traffic signal-controlled pedestrian crossing of High Street. **Photo 3.7** and **Photo 3.8** show bus stop A and bus stop B located on High Street. Both bus stops are provided with shelters and seats:

Photo 3.7
Bus Stop A adjacent to Morrisons

Photo 3.8
Bus stop B opposite Morrisons

3.12 Bus service route 350 runs along Horton Road then south via West Drayton station to Heathrow. The bus stop for eastbound services (stop C) is located on the north side of Horton Road 160 metres (2-3 minutes) walk distance from the site via a pedestrian refuge island on High Street. For southbound services, route 350 stops at bus stop D located on the south side of Horton Road 200 metres (3 minutes) walk distance from the site via pedestrian refuge islands on Horton Road and High Street. **Photo 3.9** shows bus stop C; **Photo 3.10** shows bus stop D with a shelter and also showing that all bus services are accessible:

Photo 3.9
Bus Stop C Horton Road

Photo 3.10
Bus Stop D Horton Road

3.13 Most bus services are high frequency and operate throughout the day from approximately 03:40 hrs to 00:40 hrs with bus service 222 providing a 24-hour service. The frequency and timing of bus services provide a realistic opportunity for residents, colleagues and customers to use bus travel. **Table 3.1** shows the local bus services and available routes stopping near to the site:

Table 3.1 - Local bus services and frequencies (Figure A2)

Service Number	General Frequency (mins)			Route
	Mon-Fri	Saturday	Sunday	
350	20 mins	20 mins	20 mins	Hayes-Botwell Common-Stockley Park-West Drayton-Harmondsworth-Colnbrook by-pass-Heathrow Terminal 5
222	10 mins	10 mins	12 mins	Uxbridge-Cowley-West Drayton-Heathrow Airport North-Cranford-Hounslow
U1	15 mins	15 mins	30 mins	West Drayton-Apple Tree Avenue-Colham Green-Kingston Lane-Uxbridge-Ickenham-West Ruislip-Ruislip
U3	12 mins	12 mins	20 mins	Heathrow Airport Central-Harmonsworth-Wise Lane-West Drayton-Apple Tree Avenue-Colham Green-Pield Heath-Brunel University-Uxbridge
U5	12 mins	12 mins	20 mins	Hayes=Stockley Park-Stockley Estate-West Drayton-Falling Lane-Colham Green-Pield Heath-Cowley-Uxbridge
697/698	5 services	-	-	**School Service** Wood End/West Drayton – Yeading/Hayes – Hayes End – Hillingdon – Ickenham

3.14 Walk distances from the site to the nearest bus stops on High Street and Horton Road are well within the recommended maximum walk distances suggested in the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop*". The site location is easily accessible to local bus services.

3.15 In order to determine the usage of the existing bus services on High Street and Horton Road a bus occupancy survey was carried out during peak hours for the original permission. The results of the bus occupancy survey are included in **Appendix K** and are not expected to be significantly different for this new application. The impact of the residential development on local bus services will be addressed in **Section 5.0** of this document.

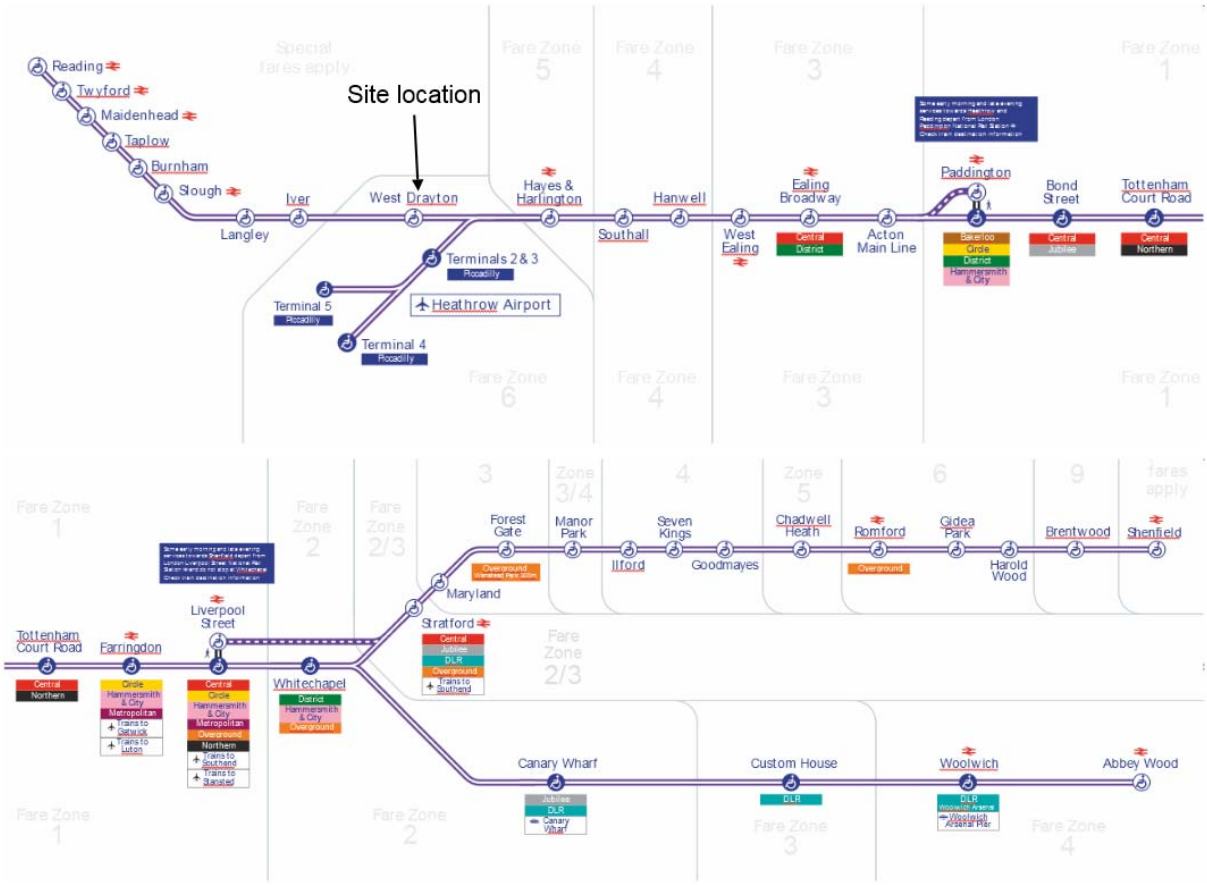
Public Transport - Rail Accessibility

3.16 The Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.21) states: "*New developments should be located so that public transport trips involve a walking distance of less than 800 metres from the nearest railway station*". West Drayton station is located 250 metres (4-minutes) walk distance from the site

boundary; well within the preferred maximum walking distance. With regular, comprehensive and now improved services, the station provides an attractive travel choice for colleagues, customers and residents accessing all the proposed uses on the site. The site location is easily accessible to local rail services.

3.17 West Drayton station has been subject to significant improvements as part of the London Crossrail project with its connection to the new Elizabeth line. The Elizabeth line provides up to four rail services an hour stopping at West Drayton station, allowing passengers to travel east into central London and beyond and west through to Reading. The Elizabeth line route plan is shown in **Figure 3.2**:

Fig 3.2 – Elizabeth line Route Plan



Public Transport Accessibility Levels

3.18 A Public Transport Accessibility Level (PTAL) assessment has been undertaken using standard online TfL methodology. The PTAL methodology provides a relative 'accessibility index' of rail and bus services within a particular location in London. Each 100m x 100m area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport. Threshold walk times are set to eight minutes (an equivalent walk of 640 metres) for bus services and up to 12 minutes (an equivalent walk of 960 metres) for rail services. Parameters reflected by the accessibility measures are:

- Walking time between the point of interest and the public transport access points;
- Reliability of the service modes available;
- Number of services within the catchment area, and
- Level of service at the public transport access point (average waiting time).

3.19 The exact location of the PTAL point of interest can, depending upon the scale of the site, have a considerable bearing on the PTAL score since the distance to local transport services and the nature of the local walk network will vary from point to point. A single point of interest has been taken to determine the PTAL rating for this site located at the south-east corner of the site. The PTAL assessment indicates that this site is located in an area surrounded by a 'moderate' PTAL score of 3 reflecting local rail and bus accessibility. **Appendix B** includes the results of the PTAL assessment for the site.

3.20 Crossrail has improved PTAL accessibility to the site as reflected by the increased rail services. Journey time improvements from West Drayton station as a result of Crossrail are shown in **Table 3.2**:

Table 3.2 – Key Journey Times from West Drayton

To	Previous journey time (mins)	Journey time with Elizabeth Line (mins)
Bond Street	44	24
Liverpool Street	56	31
Canary Wharf	59	38
Reading	37	30

Traffic surveys

3.21 Traffic surveys were undertaken for the original permission at the St Stephen's Road/High Street priority junction and the St Stephen's Road/Morrisons access priority junction on Saturday 10th February 2018 and Friday 23rd February 2018. Classified count data are included in **Appendix J**. Peak hour turning count data are shown on **Figures F51** to **Figure F53** (**Appendix F**) with additional HGV traffic shown in brackets.

3.22 Traffic surveys at the High Street/St Stephen's Road junction identified peak hours which for this location were established as:

- Friday AM peak hour – 08:15-09:15 hrs;
- Friday PM peak hour – 17:30-18:30 hrs;
- Saturday midday peak hour – 11:30-12:30 hrs.

3.23 Vehicle turning movements included heavy goods vehicle proportions. Heavy goods vehicles have been converted to equivalent Passenger Car Units (PCUs) using a conversion factor of one HGV vehicle to 2.5 PCUs. Vehicle turning proportions in PCUs are shown in **Figure F54** to **Figure F56**.

Personal Injury Accident Records

3.24 Personal injury accident data for a five-year period were obtained for the original permission for a five-year period between 1st September 2012 and 30th August 2017 and are included in **Appendix L**.

3.25 An appraisal of the accident data over that 5-year period identified a number of accidents around the High Street/St Stephen's Road junction near to the site, however the review considered there was no history or pattern of traffic collisions which highlighted any concerns with the safe operation of the local highway network. The data did not indicate any abnormal grouping of accidents or a statistically high occurrence of incidents near to the site. The recorded incidents in many cases flagged up a lack of driver or pedestrian attention and driver or pedestrian error rather than junction inadequacies.

3.26 The arrangement of the existing highway network adjacent to the site remains as for the original permission and the amended permission. No issues are therefore raised concerning the safe operation of the local highway network existing at the present time.

Pedestrian Environment Assessment

3.27 To establish the quality of the walking environment for pedestrians, a pedestrian environment assessment was carried out on the pedestrian routes between the site and local bus stops and West Drayton Station. The assessment, prepared for the original permission, was extended to include the important pedestrian routes between:

i) The site and bus stops A and B on High Street;
ii) The site and bus stops C and D on Horton Road;
iii) The site and West Drayton Station via Long Drive.

3.28 The pedestrian environment street assessment did not highlight any areas of safety concern along the pedestrian routes from the site to the nearest bus stops and West Drayton Station. The pedestrian environment street assessment is included in **Appendix E**.

4.0 DEVELOPMENT PROPOSALS

4.1 The detailed planning application comprises a mixed-use replacement Morrisons and new residential development. Proposed ground floor and basement layout proposals are shown on Hester Architect's drawings submitted with the application. The proposals include:

i) Demolition of the former 3,555 sqm GEA Morrisons foodstore (closed August 2021);
ii) A new 1,672.1 sqm GIA Morrisons foodstore (Use Class E);
iii) 158no apartments including 74no 1-bedroom; 66no 2-bedroom apartments and 18no 3-bedroom apartments located above the new Morrisons foodstore (Use Class C3);
iv) 64no space underground Morrisons car park, including 6no blue-badge spaces, 2no parent and toddler spaces and a proportion of electric vehicle charging spaces;
v) 22no space surface level residential car park including 4no blue-badge spaces and a proportion of electric vehicle charging spaces;
vi) 2no on-site surface level car-club spaces nearest to the site entrance available to both residents and the general public;
vii) 176no residential cycle parking spaces with space to expand up to 214no cycle parking spaces should more cycle parking demand be identified in the Travel Plan;
viii) 32no Morrisons cycle parking spaces for customers and staff (colleagues);
ix) Closure of 2no existing site accesses off St Stephen's Road, replaced with 2no. relocated site accesses for residential and foodstore car parking and separately for a new Morrisons service yard;
x) Footway widening and street lighting enhancements on St Stephen's Road;
xi) Footway widening on High Street;
xii) Contribution to the Canal & River Trust for providing a future pedestrian and cycle ramped access to the Grand Union Canal from St Stephen's Road.

4.2 **Drawing No. REDW-3377-412** shows improvements to the site access off and along St Stephen's Road. Works on the highway include:

i) Closure of the existing Morrisons customer car park access;
ii) Closure of the existing Morrisons service yard access;
iii) A relocated site access for residential parking and Morrisons basement level parking;
iv) A relocated Morrisons service yard access;
v) Widening of the existing footway with new tactile paved crossings and overlay of the existing footway along the Stephen's Road frontage;
vi) Replacement street lighting on St Stephen's Road from its junction with High Street

west to the former pedestrian entrance to St Matthew's School;

vii) A new speed and future pedestrian crossing table on St Stephen's Road;

viii) Widening of the footway on High Street where the footway abuts the new Morrisons foodstore frontage.

Site Access

4.3 **Photo 4.1** shows the visibility to the left at the proposed car parks access**. Photo 4.2** shows the visibility to the right at the proposed access. The sightlines are clear and unobstructed:

Photo 4.1
Visibility to left along St Stephen's Road looking east from the proposed site access

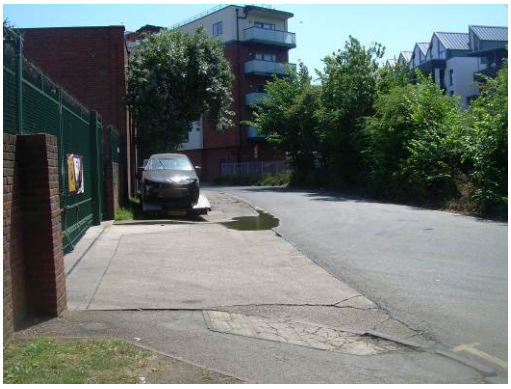


Photo 4.2
Visibility to right along St Stephen's Road looking west from the proposed site access

4.4 Visibility splays at an access have 2 main dimensions. The minimum requirement for the minor or site road distance (dimension 'x') is dependent upon the type of minor access varying from 4.5m for main road to 2.4m for minor accesses allowing the motorist to see down the major road without encroachment on the highway.

4.5 The larger 'x' distance of 4.5 metres is used to reduce traffic delay on public roads and allows vehicles to move slowly up to the give way lane and leave the junction without stopping. For minor accesses a shorter 'x' distance is appropriate as a reduced distance introduces an element of traffic calming, lowering vehicle speeds leaving the side road. An 'x' distance of 2.4 metres is proposed at the site accesses.

4.6 **Appendix H** includes the results of the speed survey measured on St Stephen's Road. The 85%ile traffic speeds were recorded as:

St Stephen's Road (westbound) –15.7 mph (25.3 kph)
St Stephen's Road (eastbound) – 18.1 mph (29.1 kph)

4.7 The ATC survey confirmed that 85%ile vehicle speeds are lower than 40mph therefore in this location visibility and stopping distance criteria outlined in the Manual for Streets 2 – Wider Application of the Principles (MfS2) published at the end of September 2010 are appropriate. MfS2 suggests a 'y' distance of 25 metres in both directions for the highest measured road speed. The layout allows for 2.4x43m visibility splays for the car parks access and 2.4x25m visibility splays for the service yard access**.** The proposed visibility splays are adequate for the measured St Stephen's Road vehicle speeds as shown on **Drg.No. REDW-3377-412**.

4.8 A relocated vehicular access on St Stephen's Road will serve all Morrisons and residential car parking. After entering the site, residents park in a partially covered surface level car park to the left of the access. Car-share spaces which will be available to both residents and the general public are also located to the left of the access. Fully covered blue-badge resident parking and motorcycle parking are located to the right of the access after entry from St Stephen's Road. Stair and lift access to Core C is located in the corner of the car park, whilst a footpath connects to Core A on the north side of the site. Core B can be accessed from the car park either through Core C entrance and across the podium deck at level 1 or alternatively along St Stephen's Road. Morrisons carborne customers continue straight ahead turning right down a ramp to a basement level parking area solely for the use of Morrisons.

4.9 A second relocated access on St Stephen's Road will serve a new and larger service yard. Morrison's service vehicles turn immediately right into a dedicated service yard of sufficient size to ensure that all turning manoeuvres occur within the service yard without encroaching onto the public highway. The new service yard will enable all service vehicles to turn around within the service yard and leave in forward gear.

Pedestrians and Walking

4.10 Walking can either be part of a trip linked with other modes such as car, bus or train or be a single purpose trip in itself. Everybody is likely to be a pedestrian at some stage of their journey. Mixed-use development in a central urban location can provide significant benefits, in terms of promoting vitality and diversity and in promoting walking as a primary mode of travel. Pedestrians can access all parking via lifts and stairs and internal footpaths. Local services for new residents are shown on **Figure A3**.

4.11 Pedestrians and cyclists gain access to the site at a number of locations around the periphery as shown in **Figure 4.1**. Red arrows indicate pedestrian access points; green areas show the location of cycle storage space for Morrison's and residential cycle stores for each residential core:

Figure 4.1 Development Access Points & Cycle Parking

Morrisons Car Parking

4.12 The former Morrisons foodstore had 114no customer car parking spaces, now reduced to 64no spaces. Car park accumulation surveys were originally carried out in January, April, July and October 2018 when the Morrisons was trading. These surveys show that the car park was significantly underutilised with occupation barely exceeding 64no parking spaces. Car park accumulation graphs and tables as surveyed in 2018 are included in **Figure A8-Figure A11** (**Appendix A**). The reduction in Morrisons parking provision will reduce local traffic generation and benefit air quality.

4.13 **Table 4.1** summarises the proposed Morrisons basement car parking provision:

Table 4.1 Proposed Morrisons Parking Provision

Space Description	Spaces (No.)
Standard parking	40
Standard parking with passive electric charging	13
Standard parking with active electric charging	3
Blue badge parking	6
Parent & child parking	2
Total	**64**

4.14 The Council's car parking standards Use Class A1 Food (now Use Class E) are contained in Hillingdon Local Plan: Part 2 2020, Appendix C. **Table 4.2** shows an extract of The Council's 2020 parking standard:

Table 4.2 Hillingdon A1 Food Car Parking Standards

CAR AND OTHER VEHICLE PARKING MAXIMUM REQUIREMENT	BICYCLE PARKING MAXIMUM REQUIREMENT (1 space per sqm of gross floorspace unless otherwise stated)
A1 FOOD	
Parking space per sqm of gross floorspace: PTAL 6-5 PTAL 4-2 PTAL1 Up to 550sqm 75 50 - 35 30 Up to 2500sqm 45 - 30 30 - 20 18 Over 2500sqm 38 - 25 25 – 18 15 With at least 1 space required for those food uses with a delivery service.	(a) A1 (shops) Out of centre – 1 per 350 sqm In Centre - 1 per 125 sqm (b) A3 Café & restaurant 1 per 20 staff + 1 per 20 customers. (c) A4 Pub/wine bars 1 per 100 sqm (d) Takeaways 1 per 50 sqm

4.15 The Council's car parking standard is applied to gross floorspace. Therefore, for this calculation we have factored the GIA by an additional 5% to derive a figure of 1,756sqm gross floor space (1,672x1.05). For a site located in a PTAL area of 4-2, the Council's car parking standards suggests a maximum food retail parking range of one space per 30 – 20 sqm gross floor space, equating to a range of 59-88no parking spaces (**Table 4.2**). The proposed Morrisons car park will provide 64no customer car parking spaces, a parking provision of one space per 27sqm gross floorspace, approximately midway between the range suggested by the Council's 2020 car parking standards. The proposed Morrisons parking provision is therefore compliant with those standards as approved in the amended permission.

4.16 The proposed number of Morrisons blue-badge and parent & child spaces accords with the Council's car parking standards which requires 10% provision for inclusive access. The layout provides a total of 6no blue-badge spaces with an additional 2no parent and child spaces, all of which ensures that the proposals are accessible to all, particularly for groups for whom public transport is not always a viable option.

4.17 Customer car parking spaces within the Morrisons car park are dimensioned 2.5x4.8m with some minor but acceptable localised intrusion by columns. Blue-badge bays and parent and child spaces have additional 1.2m zones to the sides and blue-badge spaces will have a further 1.2m zone at the front of the car parking space. Aisle widths in front of parking bays have been set generally at a minimum 6.0m wide to provide adequate manoeuvring space in front.

4.18 London Plan 2021, Policy T6.3(f) states *'Where car parking is provided at retail development, provision for rapid electric vehicle charging should be made'*. In compliance with London Plan policy, the Morrisons car park will include 1no active rapid 150KW electric vehicle charging point (EVCP) serving 2no parking spaces next to 1no active fast 22KW EVCP serving a single space. Passive provision with underground duct connections for future active installation will be provided for 20% of the standard parking spaces (13no).

Morrisons Car Park Management

4.19 On-site parking by commuters and workers not associated with the site will be prevented. The car park will be for both Morrisons customers and those who wish to shop locally on High Street as a combined shopping trip, therefore a maximum duration of stay of 3 hours will be implemented which accords with the former Morrison's cark park management regime. This

period will allow sufficient time for Morrison's customers to shop in store with additional time for linked shopping trips to other local High Street shops.

Residential Car Parking

4.20 **Table 4.3** summarises the quantum and type of parking spaces provided for the residential element of the development, including 2no car club spaces:

Table 4.3 Proposed Residential Car Parking Provision

Space Description	Spaces (No.)
Standard space + active EVCP	4
Standard space + passive EVC provision	14
Car club space + passive EVC provision	2
Blue-badge space + active EVC provision	1
Blue-badge space + passive EVC provision	3
Total	**24**

4.21 The Council's residential car parking standards are contained in Hillingdon Local Plan: Part 2 2020, Appendix C. **Table 4.4** shows an extract of Hillingdon's car parking standard:

Table 4.4 Hillingdon A1 Residential Car Parking Standards

FLATS	
3 - 4 or more bedrooms - 2 spaces per unit 1 – 2 bedrooms - 1.5 - 1 spaces per unit Studio - 1 space per 2 units (a) Proposals must also accommodate visitor's car parking on-site additional to the above (b) Car parks must be allocated to dwellings.	(a) 1 per studio, 1 or 2 bed unit. (b) 2 per 3 or more bed unit.

4.22 From **Table 4.4**, the Council's maximum car parking standard is 1.5-1no spaces per 1-2 bedroom unit and 2no spaces per 3-4 bedroom unit. The site has good accessibility, therefore

using the lower range for 1-2 bedrooms, the Council's residential car parking standard equates to a maximum provision of 176no spaces (140x1+18x2).

4.23 On most days, new residents will not have the opportunity to park near to the site without penalty. All residential parking demand would be contained within the site as no opportunity exists to park freely and without limit outside the site boundary. As part of the S106 Agreement for the original permission and the subsequent amended permission, there is provision that residents of the development will not to be eligible for parking permits, apart from blue-badge holders.

4.24 The amended permission proposed car-lite residential car parking with a parking ratio of 0.16 parking spaces per residential unit (23/144). The Inspector at the appeal accepted the car-lite parking provision stating:

> *'31. Given the limited provision for parking on the site and minimal realistic options for parking in the surrounding area at all times, it is reasonable to assume that the vast majority of dwellings would attract occupiers who do not own or use, nor intend to own or use a car and I have already found that the accessibility of the site would offer suitable alternative modes of travel to support this as a realistic option…'*

4.25 The proposals result in a marginal change to the parking ratio to 0.15 parking spaces per residential unit (24/158). The principle of the Inspector's conclusion remains the same for these proposals.

4.26 All residential car parking spaces have a minimum dimension of 2.4x4.8m with some minor but acceptable localised intrusion by columns and all aisle widths will be a minimum of 6m. Hillingdon Local Plan: Part 2 2020, Appendix C, Table 1 (a) 9 (b) states that 10% of spaces must be suitable for wheelchair users which equates to a minimum of 2no blue-badge spaces. London Plan 2021 suggests 3% of dwellings rather than a percentage of parking spaces. As parking provision is significantly less than the Council's maximum parking standard the residential parking provision includes 4no blue-badge spaces, a provision in excess of the Council's standards and sufficiently close to the London Plan 2021 3% standard.

4.27 London Plan 2021 additionally requires developments to demonstrate how an additional 7% of dwellings could in future could be provided with 1no designated disabled persons parking

space as soon as existing provision is insufficient. The site is located in a constrained brownfield space within the town centre and as such no additional space is available for conversion at a later date to provide additional blue-badge parking spaces. To meet this requirement a loss of 7no standard spaces would result, reducing total residential car park provision from 22no spaces to 15no spaces (excluding car share spaces) as new hatched wheelchair manoeuvring areas would be required between proposed parking bays.

4.28 Hillingdon Local Plan: Part 2 2020, Appendix C, Table 1 (a) 10 states that *'Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the mayor's targets'*. Residential EVCP provision will be in excess of the Council's requirements with 5no active spaces (20%) installed immediately with the remaining 19no spaces (80%) provided with passive provision with underground duct connections for future active installation.

4.29 Discussions have been held with a local car club provider who has expressed an interest in providing car club vehicles for the development. To support sustainable forms of transport and provide both residents and the general public with the option of using a car club vehicle, the proposals include the allocation of 2no car club spaces located at the front of the residential car park with easy access from St Stephen's Road. The proposals will commit to fund, initially one car club vehicle, and depending upon demand up to 2no car club vehicles for a period of 2 years. The car club offer will include a single, free 2 year car club membership for each apartment interested in participating in the scheme. **Drawing No. REDW-3377-412** shows the proposed location of the car club spaces.

Motorcycle Parking

4.30 Hillingdon Local Plan: Part 2 2020, Appendix C, Table 1 (a) 13 states that *'In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, moped and scooters) must be provided at a rate of 5% of car parking spaces'*. The motorcycle parking standard equates to 3no motorcycle parking spaces for the Morrisons car park (64x0.05) and to 1no motorcycle parking space for the residential car park (24x0.05) which are included in the proposals.

Residential Cycle Parking

4.31 There are no dedicated cycle lanes adjacent to the site and cyclists are required to cycle on the main carriageway. Once cyclists arrive at the site, there are a number of locations for cycle parking (**Figure 4.1)**:

i) Off High Street at the north-east corner of site for Zone A residential cycle parking and Morrisons customer cycle parking;

ii) Off High Street at the south-east corner of site for Zone B residential cycle parking;

iii) Off St Stephen's Road for Zone C residential cycle parking;

iv) Off St Stephen's Road for Morrisons colleagues via the service yard access. A pedestrian access gate is provided to allow secure colleague's access into the service yard.

4.32 Short term cycle parking generally consists of uncovered but secure cycle hoops such as 'Sheffield' type stands which can accommodate 2no cycles per stand, whereas long term cycle parking would be covered. For this development, all short and long-term cycle parking areas for colleagues, customers and residents will be secure and covered.

4.33 Residential cycle parking is located in 3no dedicated rooms within the development (**Figure 4.1**). The ceiling height within each cycle storage room is sufficient to allow for 'double-deck' cycle parking similar to that shown in **Photo 4.3**:

Photo 4.3 – Double-deck Cycle Parking

4.34 The Council's cycle parking standard for Use Class C3 residential development is contained in Appendix C of the Local Plan Part 2: Development Management Policies, January 2020. An extract of the cycle parking standard is shown in **Table 4.4** (right column). The Council's standard requires a minimum cycle parking provision equating to 1 space for 1-2 bedrooms and 2 spaces for 3+ bedrooms. Based upon a total of 158no apartments including 74no 1-bedroom apartments; 66no 2-bedroom apartments and 18no 3-bedroom apartments this equates to a minimum cycle parking provision of 176no cycles (140x1+18x2).

4.35 The London Plan 2021 (Table 10.2) specifies a minimum long stay cycle parking provision of 1no cycle parking space for 1-bedroom units (1x74); 1.5no cycle parking spaces for 2-bedroom units (1.5x66) and 2no cycle parking spaces for 3-bedroom units (2x18) equating to 209no cycle spaces. Additional cycle parking is required for short stay (residential visitors) of 2no cycle parking spaces per 40no units plus 1no cycle space per 40 units thereafter equating to an additional 5no spaces. The higher London Plan cycle parking requirement equates to 214no spaces (209+5).

4.36 The proposals for residential cycle parking include double-deck cycle-racking, typically as shown in **Photo 4.3**. Initially providing cycle parking infrastructure for 176no cycles in accordance with the Council's cycle parking standards. The internal cycle storage rooms have a total maximum capacity for 214no cycles. The proposals therefore allow for future expansion of cycle rack storage from an initial 176no spaces with capacity to provide up to a maximum of 214no spaces, if future demand for additional cycle storage is required by subsequent Residential Travel Plan surveys.

Morrison's Cycle Parking

4.37 The Council's cycle parking standard for Use Class E (previously Class A1) food is contained in Local Plan Part 2: Development Management Policies, January 2020. The standard is a blanket requirement of 1no cycle space per 125sqm GFA (**Table 4.2**). The Council's standard equates to 14no spaces (1,719/125).

4.38 The London Plan 2021 (Table 10.2) suggests additional requirements for long and short stay basing its cycle parking standards on gross external floor space. **Table 4.5** schedules the London Plan's cycle parking requirements:

Table 4.5 Use Class A1 Food Retail Cycle Parking Standards – London Plan 2021

Use Class	London Plan standard	Cycle Spaces (Min.)
A1 Food (1,672 sqm)	Long stay (staff) 1/175sqm	10
A1 Food up to 750sqm (750sqm)	Short Stay 1/40sqm (GEA) up to 750sqm	19
A1 Food above 750sqm (969sqm)	Short Stay 1/300sqm (GEA) over to 750sqm	3
	TOTAL	**32**

4.39 Morrisons cycle parking provision will be in accordance with the higher London Plan's cycle parking standards providing a total of 32no cycle parking spaces located in three areas as indicated on **Figure 4.1** as follows:

i) 22no short-stay customer 'Sheffield' type cycle spaces at the main Morrisons entrance off High Street;

ii) 10no secure and covered long-stay colleagues cycle spaces in a single bespoke unit within the service yard (double-deck).

Service Vehicles – Morrisons Foodstore

4.40 Morrison's service vehicle access to the site is via a new dedicated service yard entrance off St Stephen's Road further east from its present location (**Drg.No. REDW-3377-412**). Bread/Chill and Produce will be delivered early morning and LLC/Grocery/Frozen will be delivered in the evening. Direct supplies such as milk and bread will be delivered at various times of the day using the suppliers' own medium or light goods vehicles. **Table 4.6** shows the anticipated schedule of service vehicle movements which reflect the former Morrisons delivery schedule:

Table 4.6 Existing Morrisons Servicing Schedule

449 Yiewsley	Vehicle Spec	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Bread, Chill, Produce	16.5m artic	1	1	1	1	1	1	1
Long Life Chill (LLC)	16.5m artic	1	1	1	1	1	1	-
Grocery / Frozen	16.5m artic	1	-	1	1	1	1	-
Directs: Milk, Bread, Cash, Clipper (Clothing)	MGV/LGV	4	4	4	4	4	4	4
Refuse	12m rigid	1	-	1	-	1	-	-
Total Deliveries	**-**	**8**	**6**	**8**	**7**	**8**	**7**	**5**

4.41 Morrisons have advised that the quantum of service vehicle deliveries to the new Morrisons foodstore will be no greater than the previous level of servicing and may potentially be lower.

4.42 All turning, manoeuvring and loading/unloading will be undertaken within the service yard. The service yard has sufficient size to allow a 16.5m articulated lorry and 12.0m rigid lorry to enter, turn and reverse to the loading/unloading dock. If required, additional space is available for a rigid lorry to enter the service yard and wait whilst an articulated lorry or other vehicle is parked at the loading bay, taking up position in the loading bay after the articulated lorry or other vehicle has departed.

4.43 **Drawing No. REDW-3377-413** shows the track swept path of a 16.5m articulated lorry accessing and egressing a larger service yard from/to St Stephen's Road into and out of. All deliveries will enter the service yard direct from St Stephens Road in forward gear, turning right into the service yard, then clockwise within the service yard area, before reversing into the loading bay. The track swept path shows that the manoeuvre can be undertaken safely.

4.44 **Drawing No. REDW-3377-414** shows the 4-point turn track swept path of a 12.0m rigid lorry accessing and egressing from/onto St Stephen's Road, leaving east towards High Street. This vehicle can enter the service yard whilst another service vehicle occupies the loading dock, however it would need to wait until the loading dock is vacant before reversing, manoeuvring and turning within the service yard with an additional turn. The track swept path shows that the manoeuvre can be undertaken safely.

4.45 Morrisons refuse collection will use private vehicles no larger than a 12m rigid lorry. All Morrison's refuse manoeuvring occurs within the service yard with vehicles leaving in forward gear. Vehicle turning requirements for emergency fire tenders and ambulances are smaller than for a refuse vehicle and will therefore require less area to turn on site if required.

Refuse Collection & Servicing (Residential)

4.46 TRICS data (**Appendix D**) estimates residential OGV total deliveries (arrivals and departures) as 0.066 total trips per day which equates to 10no vehicle total trips per day, i.e. 5no arrivals and 5no departures per day. We anticipate that the majority of deliveries to the apartments will be from smaller transit type vans up to 7.5 tonne light goods vehicles (i.e. Amazon type deliveries).

4.47 Refuse collection and servicing for the residential development will take place from the street frontages, serving nearby businesses and properties as it occurs for these neighbours at the present time. Hester Architect's drawings, submitted with the application, show the expected collection and delivery points:

- Core A refuse will be collected on-street from High Street beyond the north-east corner of the development. A 5.7m clear width on High Street is available at the side of a standing refuse vehicle which is sufficient for 2-way traffic to pass a refuse vehicle when it is temporarily standing collecting refuse. If the opposite bus stop is occupied sufficient space is available for vehicles to pass individually between two standing vehicles. Council refuse vehicles already stop in the same manner collecting waste from other businesses and residences further north on High street;
- Core B refuse will be collected on-street from St Stephen's Road;
- Cores A and B general deliveries can stop on 24m of single yellow line on the High Street frontage. The width of High Street in this location varies from 4.9-5.6 metres which is sufficient for 2-way traffic to pass a standing delivery vehicle (**Photo 3.1**);
- Core C refuse and general deliveries will be collected and deliveries made on-street on St Stephen's Road.

4.48 In times of emergency, fire tenders and ambulances can temporarily stop on-street. Adequate clearance has been established for larger service vehicles, therefore clearance for smaller emergency vehicles is deemed acceptable.

Taxi Facilities

4.49 Taxi drop-off and pick-up points are allowable kerbside on the single yellow lines on High Street south of the foodstore pedestrian entrance (**Photo 3.1**) and on St Stephen's Road. If required, it is possible for taxis to descend to the Morrisons basement level car park to pick up or drop off customers. Details of local taxi operators will be displayed in store and a telephone will be provided in store to allow customers and colleagues to order a local taxi.

Employment accessibility

4.50 Morrisons have advised that the proposals will provide employment opportunities for 80-85no full and part-time colleagues. Clearly, local recruitment will influence employee travel

behaviour and this will undoubtedly make a significant contribution towards limiting unnecessary car usage. It is likely that many of the jobs created by the development will be taken up by those living close to the site generally living within a 1.5-mile radius of the site. The position of the site within a substantial residential catchment area with good bus and rail links will encourage walking, cycling and the use of public transport amongst colleagues.

Construction Management Plan

4.51 A Construction Management Plan (CMP) manages all types of freight vehicle movements to and from the site during the demolition and construction period. The CMP will improve the safety and reliability of deliveries to the site, reduce congestion and minimise the environmental impact. A CMP has been prepared by Deacon & Jones Consultants and is included within the application documents.

Travel Plans

4.52 Two separate Travel Plans are included in the application documents, namely a Morrisons Staff Travel and a Residential Travel Plan. The submitted Travel Plans are essentially as approved in the amended permission and will form part of a S106 Planning Agreement.

Pedestrian Link to the Grand Union Canal

4.53 The proposals include a raised table across St Stephen's Road leading to a future ramped access point from the south side of St Stephen's Road onto the Grand Union Canal towpath. The proposals also include a financial contribution to the Canal & River Trust towards them providing a future pedestrian and cycle ramped access link onto the canal towpath from the south side of St Stephen's Road.

5.0 TRAVEL ASSESSMENT

5.1 Traffic surveys were carried out for the original permission at the St Stephen's Road/High Street priority junction and the St Stephen's Road/Morrisons access priority junction on Saturday 10th February 2018 and Friday 23rd February 2018. Classified turning count data are included in **Appendix J**. Peak hour turning count data are shown on **Figures F51-Figure F53** with additional HGV traffic shown in brackets.

5.2 The traffic surveys at the High Street/St Stephen's Road junction identified the peak hours. Local highway network peak hours for this location were established as:

- Friday AM peak hour – 08:15-09:15 hrs;
- Friday PM peak hour – 17:30-18:30 hrs;
- Saturday midday peak hour – 11:30-12:30 hrs.

5.3 Existing vehicle turning movements were counted including heavy goods vehicle proportions. Heavy goods vehicles have been converted to equivalent Passenger Car Units (PCUs) using a conversion factor of one HGV vehicle to 2.5 PCUs. Vehicle turning proportions in PCUs are shown in **Figure F54-Figure F56**.

Traffic growth

5.4 It is expected that the development will be open and occupied by late 2025. TEMPRO traffic growth factors specific to the local Hillingdon area have been applied to the 2018 base traffic survey information as produced for the original permission to estimate projected base traffic flows at Opening Year 2025 and Horizon Year 2027 (opening+2 years). Growth factors applied to the 2018 base traffic flows to derive Opening Year and Horizon Year base traffic flows are shown in **Table 5.1**:

Table 5.1
Tempro adjusted traffic growth figures

Time Period	NTM Growth Factors with Tempro Adjustment	
	Growth Factor 2018-2025	Growth Factor 2018-2027
Fri AM / Fri PM / Sat	1.07	1.09

5.5 Base traffic turning movements at the High Street/St Stephen's Road priority junction have been growthed to Opening Year 2025 and Horizon Year 2027 as shown on **Figure F57** and **Figure F58 (Appendix F)**.

Residential Development Traffic

5.6 TRICS data has previously been agreed by the Council for the original and amended permissions. These data are retained for this assessment. A number of comparable sites were selected to suit as far as possible the following criteria:

- Developments within London;
- Developments comparable in size (i.e. number of dwellings);
- Developments with approximately one car parking space per dwelling;
- Developments in London with PTAL 3 public transport accessibility or less;
- Surveys less than 5 years old.

5.7 The TRICS sites shown in **Table 5.2** have been selected. One London site has a PTAL of 3 but a higher parking ratio than the proposals; two other sites are less accessible and are located in PTAL 2 areas. It is expected that all these sample sites will produce higher vehicle trip rates than the development site thereby providing a robust assessment. The appropriate TRICS data is included in **Appendix D**:

Table 5.2
Proposed Residential Use – Sites Selected for Weekday Assessment

TRICS Ref	Location	Survey Date	Units (no.)	parking spaces (no.)	Parking ratio (space/unit)	PTAL
BT-03-C-01	Brent	28/09/2016	170	212	1.25	3
HO-03-C-03	Hounslow	18/11/2016	150	106	0.71	2
HV-03-C-01	Havering	25/06/2014	293	246	0.84	2

5.8 The TRICS database does not include London-based residential Saturday surveys. In this situation, we reviewed the TRICS database for Edge of Centre sites outside London. The appropriate TRICS data is included in **Appendix D**. **Table 5.3** shows the Friday AM/PM and Saturday midday peak hour vehicle trip rates to be used in the assessment which were agreed by the Council for the original permission:

Table 5.3
Gross residential vehicular trip rates per dwelling
Residential access off St Stephen's Road

Land Use	Development vehicle trip rate (vehs/dwelling)					
	Friday 0815-0915hrs		Friday 17:30-18:30hrs		Saturday 11:30-12:30hrs	
	Arr	Dep	Arr	Dep	Arr	Dep
C3 Dwellings	0.034	0.082	0.121	0.108	0.080	0.140

5.9 As agreed by the Council for the original permission, **Table 5.4** shows the resultant TRICS vehicle movements at the site access for 144no dwellings with 101no residential car parking spaces previously proposed. It should be noted that the agreed sample of TRICS residential sites have an average car park ratio of 1no parking space per dwelling, which compared with this proposal with a car parking ration of 0.15no spaces per dwelling will suggest a much higher vehicle trip generation per dwelling than this application:

Table 5.4
Residential peak hour vehicular trips as agreed with Planning Permission 2370/APP/2018/2793
Residential access off St Stephen's Road

Land Use	Residential vehicle trips (vehicles)					
	Friday 0815-0915hrs		Friday 17:30-18:30hrs		Saturday 11:30-12:30hrs	
	Arr	Dep	Arr	Dep	Arr	Dep
144 dwellings 101 spaces	5	12	17	16	12	20

5.10 The amended permission reduced the residential car parking provision from the original figure of 114no car parking spaces to 23no car parking spaces, therefore reducing residential traffic impact on the highway network. This application provides 24no residential car parking spaces (including 2no car share spaces), therefore, using methodology agreed for the amended permission, it is estimated that peak hour traffic flows resulting from residential vehicle trips will reduce in proportion to the reduced car park provision from that shown in **Table 5.4** to that shown in **Table 5.5**:

Table 5.5
Residential peak hour vehicular trips resulting from a reduced car park (22no spaces)
Residential access off St Stephen's Road

Land Use	Residential vehicle trips (vehicles)					
	Friday 0815-0915hrs		Friday 17:30-18:30hrs		Saturday 11:30-12:30hrs	
	Arr	Dep	Arr	Dep	Arr	Dep
158 dwellings 24 spaces	1	3	4	4	3	5

Morrisons Development Traffic

5.11 The Morrisons proposal includes a 1,672.1 sqm GIA foodstore which will retain broadly the same product offer as the previous store whilst making more efficient use of space. A foodstore of this size is unlikely to generate a majority of primary one-stop shopping trips but will continue to meet the shopping needs of local and new residents and nearby office workers all walking to the foodstore. Customers will also be able to combine their shopping trip with other shopping destinations on High Street.

5.12 The former Morrisons internal gross floor area was 3,340 sqm GIA. Traffic flows accessing the Morrison's car park were counted in February 2018 which enables us to calculate the site-specific peak hour vehicle trip rates for the foodstore when open at that time. **Table 5.6** shows the former Morrisons peak hour vehicle trips as surveyed with the resulting vehicle trip rates per 100sqm based upon the store size at that time:

Table 5.6
Vehicle traffic attraction to the existing Morrisons (3,340sqm GFA)

Time Period	Total surveyed vehicle trips (vehs)		Vehicle Trip Rate (vehs per 100sqm GFA)	
	Arrivals	Departures	Arrivals	Departures
Weekday (08:15-09:15)	90	64	2.695	1.916
Weekday (17:30-18:30)	87	108	2.605	3.234
Saturday peak (11:30-12:30)	134	126	4.012	3.772

5.13 Using the peak hour vehicle trip rates calculated for the former Morrisons foodstore in **Table 5.6**, we can estimate the corresponding peak hour vehicle traffic at the site entrance to the proposed foodstore as shown in **Table 5.7**:

Table 5.7
Vehicle traffic to proposed Morrisons (1,756sqm GFA)

Time Period	Ex. Vehicle Trip Rate (vehs per 100sqm GFA)		Vehicle trips to proposed 1,756sqm GFA (vehs)	
	Arrivals	Departures	Arrivals	Departures
Weekday (08:15-09:15)	2.695	1.916	46	33
Weekday (17:30-18:30)	2.605	3.234	45	56
Saturday peak (11:30-12:30)	4.012	3.772	69	65

5.14 **Table 5.8** shows the corresponding reduction in peak hour Morrison's vehicle traffic at the site entrance which were included in the 2018 original base traffic surveys:

Table 5.8
Vehicle traffic reduction compared to the former Morrisons

Time Period	Reduction in vehicle trips from reduction in GFA (vehs)	
	Arrivals	Departures
Weekday (08:15-09:15)	-44	-31
Weekday (17:30-18:30)	-42	-52
Saturday peak (11:30-12:30)	-65	-61

5.15 **Table 5.9** shows the nett traffic benefit at the St Stephen's Road site entrance as a result of the addition of traffic flows from **Table 5.5** and **Table 5.8**. The nett traffic flows show a reduction in peak hour traffic which have been distributed on the local highway in **Figure F59** (**Appendix F**):

Table 5.9
Nett Traffic Benefit at site access off St Stephen's Road (Figure F59)

Land Use	Peak Hour vehicle trips (vehicles)					
	Friday 0815-0915hrs		Friday 17:30-18:30hrs		Saturday 11:30-12:30hrs	
	Arr	Dep	Arr	Dep	Arr	Dep
158 dwellings (Table 5.5)	1	3	4	4	3	5
Reduced Morrisons (Table 5.8)	-44	-31	-42	-52	-65	-61
Nett Traffic Impact (vehs/hr)	**-43**	**-28**	**-38**	**-48**	**-62**	**-56**

5.16 The nett reduction in development vehicle traffic will benefit the nearby High Street/St Stephen's Road junction and beyond. However, not all foodstore traffic flows will be entirely removed from

the network at the High Street junction. Vehicle turning movements into St Stephen's Road will be reduced on High Street and we have assumed that these vehicle movements will instead divert to alternative supermarkets north of the site with northbound vehicles diverting north instead of turning left into St Stephen's Road whilst southbound vehicles are removed from the junction completely. The distribution of vehicle turning movements at the High Street/St Stephen's Road junction have been assumed to be in proportion to the existing turning movements surveyed in February 2018 as shown on **Figure F59**.

Committed Development Sites

5.17 As part of the original permission, the Council requested an assessment of the additional effect of five other development sites nearby which were committed developments at that time. The committed development sites were in various stages of construction, their locations relative to the site are shown on **Figure A12**. It was assumed that the estimated development traffic from each committed development site was 100% new to the local highway network with no reduction in traffic flows due the removal of traffic from existing uses on those sites.

5.18 The nett impact from the 5no sites for weekday AM & PM were previously agreed for the original permission and are shown on **Figure F60** and **Figure F61** respectively. These data are retained for this assessment.

Total Development Traffic Impact

5.19 Total traffic flows include base network traffic flows growthed to Opening Year 2025 and Horizon Year 2027 together with nett development traffic and 5no committed development sites as shown on **Figure F62** and **Figure F63**. These total traffic flows are used to test the effect of the proposals on the capacity of the High Street/St Stephen's Road junction.

5.20 The assessment of the High Street/St Stephen's Road junction is tested with the following scenarios:

i) Opening Year 2025 – Year 2025 base traffic + proposals + committed development;
ii) Horizon Year 2027 – Year 2027 base traffic + proposals + committed development.

5.21 The results of the PICADY assessment of the High Street/St Stephen's Road junction with the proposals and committed development are enclosed in **Appendix G** and summarised in **Table 5.10**:

Table 5.10
High Street / St Stephen's Road Junction - Summary of Picady results including committed dev sites

Link	Friday AM Peak		Friday PM Peak		Saturday Peak	
	Queue (Vehs)	Demand Capacity (RFC)	Queue (Vehs)	Demand Capacity (RFC)	Queue (Vehs)	Demand Capacity (RFC)
	Opening Year 2025 Total traffic flows + committed development					
St Stephen's Road	0.4	0.27	0.6	0.37	0.5	0.36
High Street right turn	0.2	0.10	0.3	0.13	0.6	0.18
	Horizon Year 2027 Total traffic flows + committed development					
St Stephen's Road	0.4	0.28	0.6	0.39	0.6	0.38
High Street right turn	0.2	0.10	0.3	0.13	0.7	0.19

5.22 The assessment shows that the High Street/St Stephen's Road junction will operate within capacity at both Opening Year 2025 and Horizon Year 2027 with a maximum RFC of 0.38 and a queue of 1 vehicle on St Stephen's Road in 2027. The proposals will have a beneficial effect on High Street/St Stephen's Road junction as the reduction in Morrisons parking provision will reduce traffic and encourage alternative modes of transport other than the private car.

Modal Split

5.23 A detailed assessment has been undertaken of the modal split of person trips for the proposed residential use. For the residential development, travel to work statistics for Yiewsley are included in the Neighbourhood Statistics, 2011 dataset QS701EW as shown in **Fig 5.1**. Travel to work statistics will provide a robust test of bus and rail passenger demand during peak hours:

Fig 5.1 – Office for National Statistics, Census 2011 – Travel to work
Ref: https://nomisweb.co.uk

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 18 July 2018]

Population	All usual residents aged 16 to 74
Units	Persons
Area Type	2011 wards
Area Name	E05000345 : Yiewsley
Rural Urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	9,525
Work mainly at or from home	160
Underground, metro, light rail, tram	370
Train	403
Bus, minibus or coach	886
Taxi	16
Motorcycle, scooter or moped	59
Driving a car or van	3,273
Passenger in a car or van	226
Bicycle	136
On foot	587
Other method of travel to work	45

5.24 **Table 5.11** shows the Modal Split for the Yiewsley Ward and Hillingdon with 'Work mainly at or from home' and 'Other method of travel to work' removed. The proportions in the dataset are of usual residents aged 16-74:

Table 5.11 Residential modal Split

	Modal Split (%)	
Residential Mode of Travel	**LB Hillingdon**	**Yiewsley Ward**
Underground	13.9	0
Train	4.5	12.9
Bus	12.6	14.9
Taxi	0.4	0.3
PTW	0.8	1.0
Car driver	55.1	54.9
Car passenger	3.3	3.8
Cycle	1.6	2.3
Walk	7.8	9.9
Total	100.0	100.0

5.25 The modal split will vary throughout the day when peak hour work trips are removed and car driver trips reduce, however the residential travel to work modal split provides a robust indicator of the peak hour demand for bus and rail services which then reduce outside peak hours.

5.26 Using the TRICS assessment for residential development (**Appendix D**) we can estimate the total daily person trips produced by the 158no apartments. TRICS estimates a total daily person trip rate of 5.987 persons per apartment equating to approximately 946no daily person trips (158x5.987). Using the travel to work modal split we can estimate the peak hour quantum of passengers using bus and rail services.

5.27 **Table 5.12** shows the modal split for the Yiewsley Ward according to 2011 Census 'Travel to work' data which can be used to estimate the daily volume of person trips for each mode of travel for this development based upon 946no daily person trips. However, as there is a car-lite parking provision the 'car driver' travel mode has been reduced for this site with train, bus, cycle and walk trips adjusted accordingly (col 3):

Table 5.12 Daily Residential Modal Split (158no units)

Residential Mode of Travel	Yiewsley Ward Census data (%)	Adjusted Modal Split for site	Daily person trips for 158no units (total trips)	Predicted Daily Trips	
				Arrivals (persons)	Departures (persons)
Underground	0	0	0	0	0
Train	12.9	24.2	229	115	115
Bus	14.9	27.9	264	132	132
Taxi	0.3	0.3	3	2	2
PTW	1.0	1.0	9	5	5
Car driver	54.9	20.0	189	95	95
Car passenger	3.8	3.8	36	18	18
Cycle	2.3	4.3	40	20	20
Walk	9.9	18.5	175	88	88
Total	100.0	100.0	946(1)	475	475

Notes: 1. TRICS (158x5.987)

5.28 To assess the worst-case peak hour impact of new-person passenger trips on local bus and rail services we need to ascertain the proportion of peak hour public transport person trips. Using the TRICS database we can estimate the proportion of bus and train users in the peak hours by comparing the AM/PM peak hour trip rates with the total daily trip rates.

5.29 AM peak hour bus travel is estimated at approximately 18% of the daily figure (TRICS-0.099/0.566) divided into arrivals and departures as 15%/85% respectively. PM bus travel is estimated as 11% of daily trips (TRICS-0.06/0.566) with the proportion of arrivals/departures divided as 85%/15%.

5.30 Using the TRICS database the calculation can be repeated for rail travel. AM peak hour rail travel is estimated at 15% of the daily figure (TRICS-0.102/0.704) with the proportion of AM peak hour arrivals/departures as 10%/90% respectively. PM rail travel is estimated at approximately 8% of the daily trips (TRICS-0.058/0.704) with the proportion of arrivals/departures as 90%/10% respectively.

5.31 **Table 5.13** shows the estimate of new daily public transport demand from the residential proposals:

Table 5.13 Residential Modal Split for public transport (peak hour person trips)

Residential Mode of Travel	Daily person trips (no)	AM Peak Hour		PM Peak Hour	
		Arrivals (no.)	Departures (no)	Arrivals (no.)	Departures (no)
Underground	0	0	0	0	0
Bus	264	7(1)	40	25	4
Train	230	3(2)	31(3)	17	2
Total	**494**	**10**	**71**	**42**	**6**

Notes:

1. 264x0.18x0.15=7
2. 230x0.15x0.1=3
3. 230x0.15x0.9=31

Bus Capacity Assessment

5.32 A survey of existing bus capacity was carried out for the original permission in July 2018 (**Appendix K**). It is not expected that present day occupancy is significantly greater than that previously surveyed. **Table 5.13** shows the maximum bus passenger trip generation from the development as 40no persons departing the site with 7no arrivals in the AM peak hour and 25no arriving at the site with 4no departures in the PM peak hour. A review of the spare capacity within each bus service passing near to the site in the AM/PM peak hours shows that most individual buses could contain the total peak hour demand from the site. In practice, passengers would be travelling on a number of different bus services to various destinations. Local bus service capacity is considered more than sufficient to cater for the increased bus travel demand from the proposals.

Rail Capacity Assessment

5.33 **Table 5.14** shows the maximum rail passenger trip generation from the development as 31no departures and 3no arrivals in the AM peak hour and 17no arrivals and 2no departure in the PM peak hour. This quantum of new peak hour trips can readily be absorbed by rail services at West Drayton station and the new Crossrail upgrade. Local rail service capacity is considered more than sufficient to cater for the increased rail travel demand from the proposals.

6.0 SUMMARY & CONCLUSIONS

6.1 The proposals are for the phased demolition of existing buildings and the redevelopment of the site for a replacement foodstore (Class E), 158no residential units (Class C3), car parking, servicing and access arrangements and associated works. The proposals include:

i) Demolition of the former 3,555 sqm GEA Morrisons foodstore (closed August 2021);
ii) A new 1,672.1 sqm GIA Morrisons foodstore (Use Class E);
iii) 158no apartments including 74no 1-bedroom; 66no 2-bedroom apartments and 18no 3-bedroom apartments located above the new Morrisons foodstore (Use Class C3);
iv) 64no space underground Morrisons car park, including 6no blue-badge spaces, 2no parent and toddler spaces and a proportion of electric vehicle charging spaces;
v) 22no space surface level residential car park including 4no blue-badge spaces and a proportion of electric vehicle charging spaces;
vi) 2no on-site surface level car-club spaces nearest to the site entrance available to both residents and the general public;
vii) 176no residential cycle parking spaces with space to expand up to 214no cycle parking spaces should more cycle parking demand be identified in the Travel Plan;
viii) 32no Morrisons cycle parking spaces for customers and staff (colleagues);
ix) Closure of 2no existing site accesses off St Stephen's Road, replaced with 2no. relocated site accesses for residential and Morrisons car parking and separately for a new Morrisons service yard;
x) Footway widening and street lighting enhancements on St Stephen's Road;
xi) Footway widening on High Street;
xii) Contribution to the Canal & River Trust for providing a future pedestrian and cycle ramped access to the Grand Union Canal from St Stephen's Road.

6.2 The site has been subject to a similar planning application. The Council permitted a replacement Morrisons of a similar size with 144no residential units above. Alterations to the original permission were subsequently sought as part of an amended permission via a S73 application with a reduced level of residential car parking. The amended application was refused by Hillingdon Council but allowed at appeal.

6.3 The site location is well within the 400-metre recommended walk distance from bus stops. Most bus services are high frequency and operate throughout the day from approximately 03:40 hrs to 00:40 hrs with bus service 222 providing a 24-hour service. The frequency and timing of

bus services provide a good and realistic opportunity for residents, colleagues and customers to consider bus travel. The site location is easily accessible to local bus services.

6.4 The maximum bus passenger trip generation from the development is estimated as 22no persons departing the site with 4no arrivals in the AM peak hour and 13no arriving at the site with 2no departures in the PM peak hour. Local bus service capacity is considered more than sufficient to cater for the increased bus travel demand from the proposals.

6.5 West Drayton station is located 250 metres (4-minutes) walk distance from the site boundary; well within the preferred maximum walking distance. With regular, comprehensive and now improved services, the station provides an attractive travel choice for colleagues, customers and residents accessing all the proposed uses on the site. The site location is easily accessible to local rail services.

6.6 The proposals generate new rail trips equating to 17no departures and 2no arrivals in the AM peak hour and 9no arrivals and 1no departure in the PM peak hour. This quantum of new peak hour trips can readily be absorbed by rail services at West Drayton station and the new Crossrail upgrade. Local rail service capacity is considered more than sufficient to cater for the increased rail travel demand from the proposals.

6.7 The proposed Morrison's car park will provide 64no customer car parking spaces, a parking provision of one space per 27sqm gross floorspace, approximately midway between the range suggested by the Council's 2020 car parking standards. The proposed Morrisons parking provision is slightly less than the amended permission and is compliant with the Council's 2020 car parking standards.

6.8 The amended permission proposed a car-lite level of residential car parking with a parking ratio of 0.16 parking spaces per residential unit (23/144). The Inspector at appeal accepted the reduced residential parking provision for the amended permission to 23no spaces, marginally increased to 24no spaces for this application including 2no car club spaces.

6.9 The proposals for residential cycle parking include double-deck cycle-racking, initially providing cycle parking infrastructure for 176no cycles in accordance with the Council's cycle parking standards. The internal cycle storage rooms have a total maximum capacity for 214no cycles in accordance with London Plan cycle parking standards. The proposals therefore allow for future expansion of cycle rack storage from an initial 176no spaces with capacity to provide up to a maximum of 214no spaces, if future demand for additional cycle storage is required by

subsequent Residential Travel Plan surveys.

6.10 Morrisons have advised that the quantum of service vehicle deliveries to the new Morrisons foodstore will be no greater than the previous level of servicing and may potentially be lower. All turning, manoeuvring and loading/unloading will be undertaken within the new service yard which has sufficient size to allow a 16.5m articulated lorry and 12m rigid lorry to enter, turn and reverse to the loading/unloading dock. All deliveries will enter the service yard direct from St Stephens Road in forward gear, turning right into the service yard, then clockwise within the service yard area, before reversing into the loading bay. The track swept paths show that the service vehicle manoeuvres can be undertaken safely within the service yard.

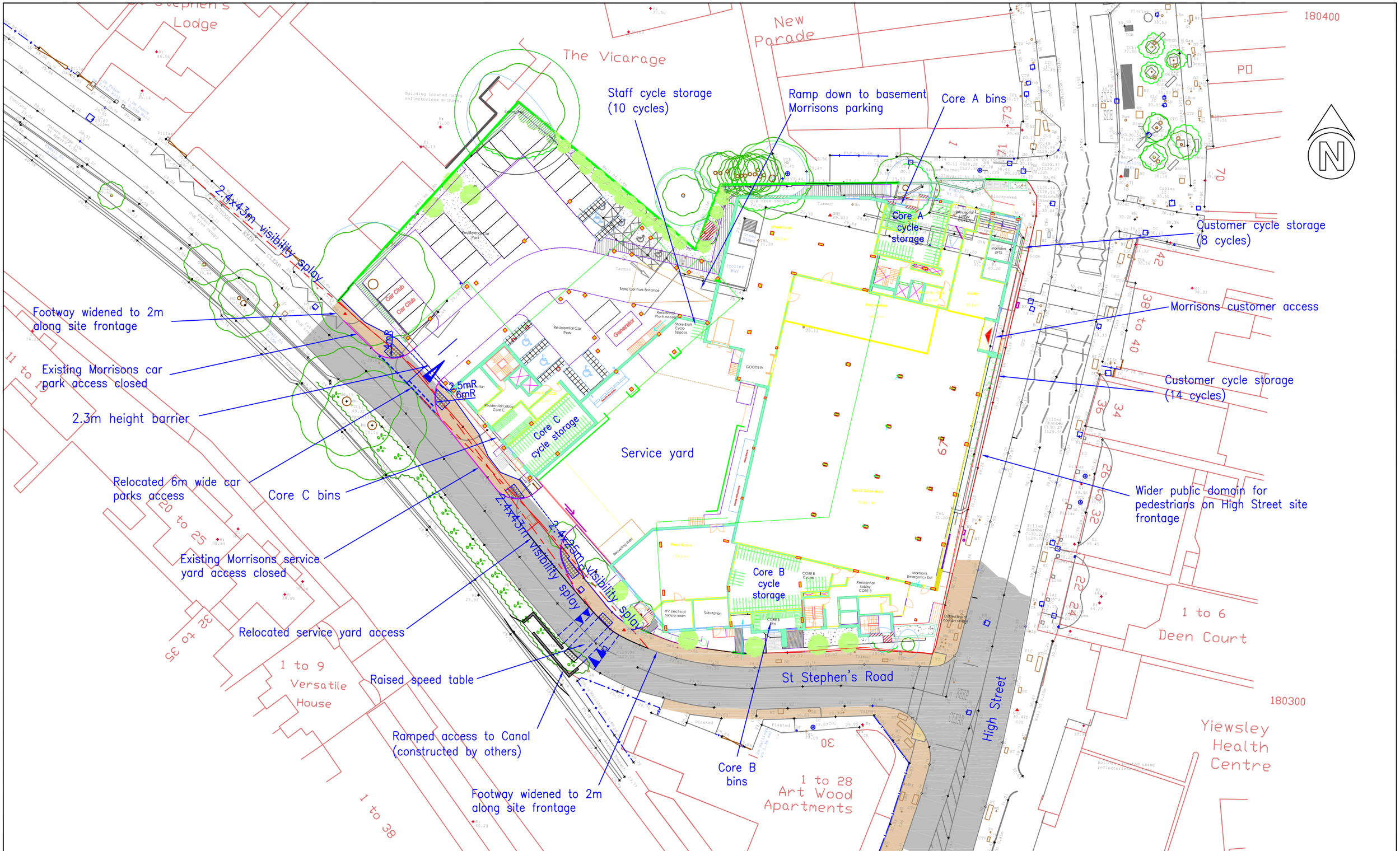
6.11 Morrisons refuse collection will use private vehicles no larger than a 12m rigid lorry. All Morrison's refuse manoeuvring occurs within the service yard with vehicles leaving in forward gear. Vehicle turning requirements for emergency fire tenders and ambulances are smaller than for a refuse vehicle and will therefore require less area to turn on site if required. Refuse collection and servicing for the residential development will take place from the street frontages, serving nearby businesses and properties as it occurs for these neighbours at the present time.

6.12 Total traffic flows include base network traffic flows growthed to Opening Year 2025 and Horizon Year 2027 together with nett development traffic and 5no committed development sites. These total traffic flows are used to test the effect of the proposals on the capacity of the High Street/St Stephen's Road junction. The assessment shows that the High Street/St Stephen's Road junction will operate within capacity at both Opening Year 2025 and Horizon Year 2027 with a maximum RFC of 0.38 and a queue of 1 vehicle on St Stephen's Road in 2027. The proposals will have a beneficial effect on High Street/St Stephen's Road junction as the reduction in Morrisons parking provision will reduce traffic and encourage alternative modes of transport other than the private car.

6.13 The Transport Assessment shows that the proposals deliver improvements that support Transport for London's Vision Zero and the Healthy Streets approach by reason of its town centre location; reduced traffic generation compared to its former operation; much reduced car parking provision promoting walking, cycling, bus and rail travel; significant cycle parking provision and funding of 2no car club spaces and off-site pedestrian/cycle improvements which will provide easy pedestrian and cycle access direct to the adjacent Grand Union Canal.

6.14 Residual cumulative impact in transport terms is shown to be beneficial and not '*severe*'. The proposals accord with the relevant transport policies at national, regional and local level as agreed by the Inspector for the amended permission. The proposals have been assessed in the light of current local and national transport policy and are shown to be compliant with transport policy objectives.

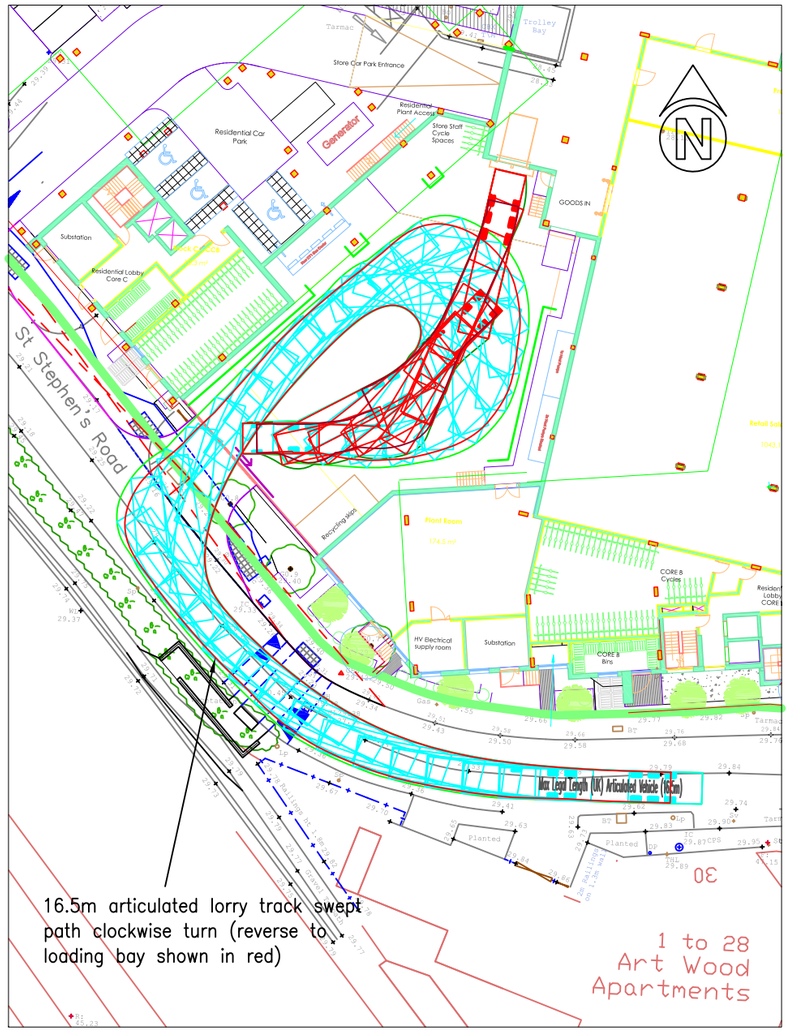
DRAWINGS



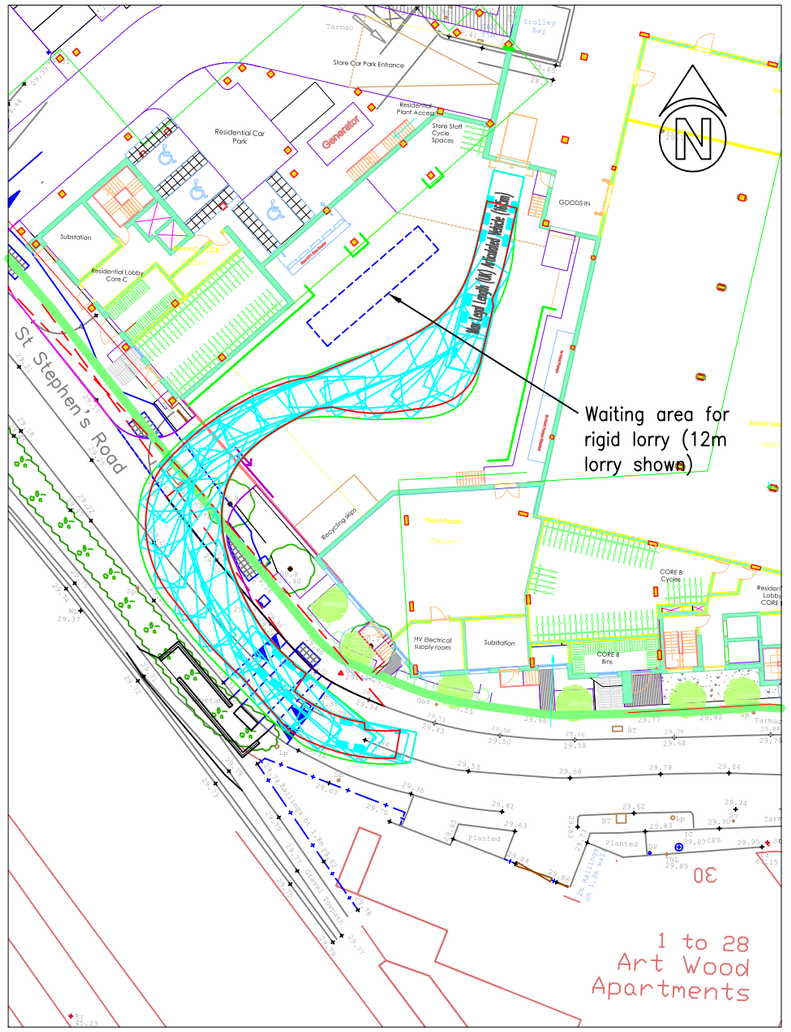
Client: HARBOURSIDE INVESTMENTS LTD & JM MORRISON SUPERMARKETS LTD			Project: MORRISONS, High St, Yiewsley, West Drayton UB7 7QQ			
			Title: HIGHWAY LAYOUT PLAN			
Status: FOR APPROVAL	Drawn: PL	Scale: 1:500	Sheet Size: A3	Date: MAY 2023	Drawing No.: REDW–3377–412	Rev

REDWOOD PARTNERSHIP
CONSULTING ENGINEERS & TRANSPORTATION PLANNERS
Maritime House, Basin Road North, Portslade, Brighton, BN41 1WR
Telephone: 01273 414515 www.redwoodpartnership.co.uk

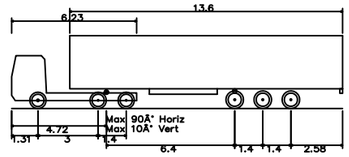
NOTES
1. Site layout taken from Hester Architect's site layout 22050-2-101-RevD



16.5m Track Swept Path Entry



16.5m Track Swept Path Egress



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

Vehicle Details

Client: HARBOURSIDE INVESTMENTS LTD & JM MORRISON SUPERMARKETS LTD			Project: MORRISONS, High St, Yiewsley, West Drayton UB7 7QQ			
			Title: 16.5m Track Swept Path Access to Service Yard			
Status: FOR APPROVAL	Drawn: PL	Scale: 1:500	Sheet Size: A3	Date: MAY 2023	Drawing No.: REDW-3377-413	Rev:

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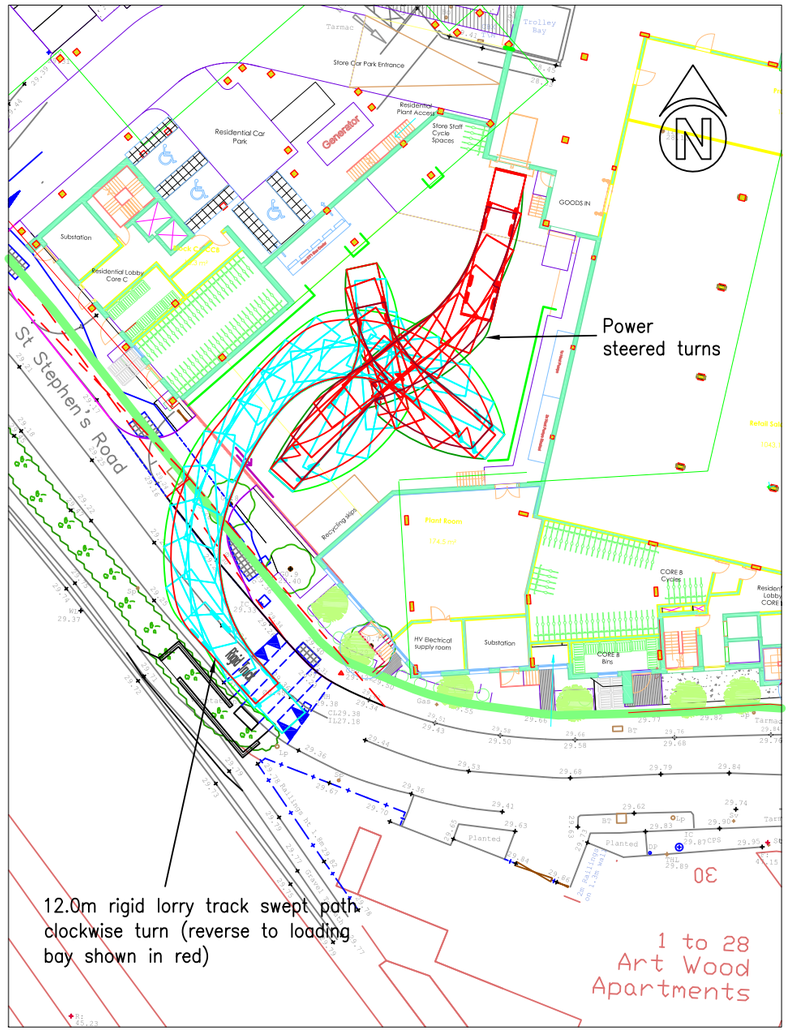
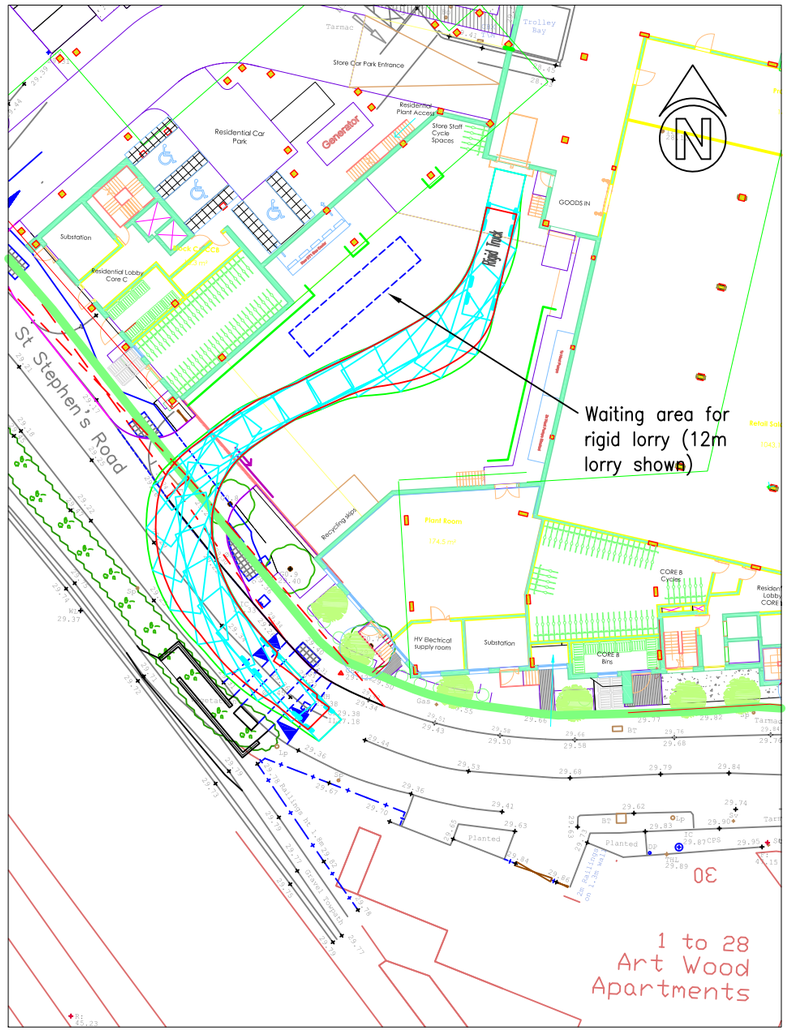
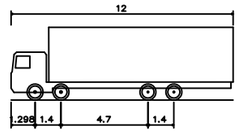
NOTES
1. Site layout taken from Hester Architect's site layout 22050-2-101-RevD



12.0m Rigid Lorry Track Swept Path Entry



12.0m Rigid Lorry Track Swept Path Egress



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to Lock Time	6.00s or power steered
Kerb to Kerb Turning Radius	11.900m

Vehicle Details

Client: HARBOURSIDE INVESTMENTS LTD & JM MORRISON SUPERMARKETS LTD			Project: MORRISONS, High St, Yiewsley, West Drayton UB7 7QQ			
			Title: 12.0m rigid Track Swept Path Access to Service Yard			
Status: FOR APPROVAL	Drawn: PL	Scale: 1:500	Sheet Size: A3	Date: MAY 2023	Drawing No.: REDW-3377-414	Rev:

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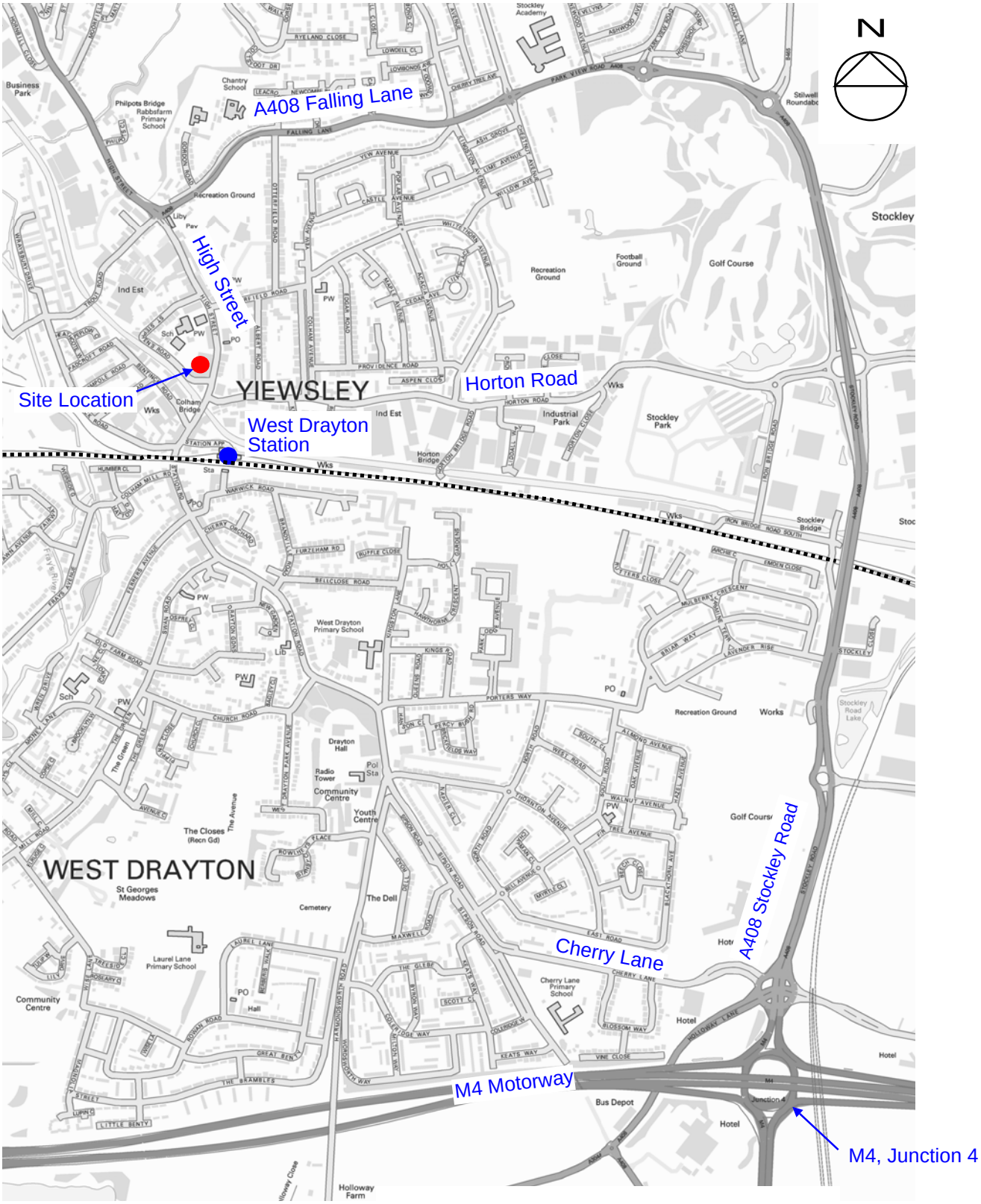
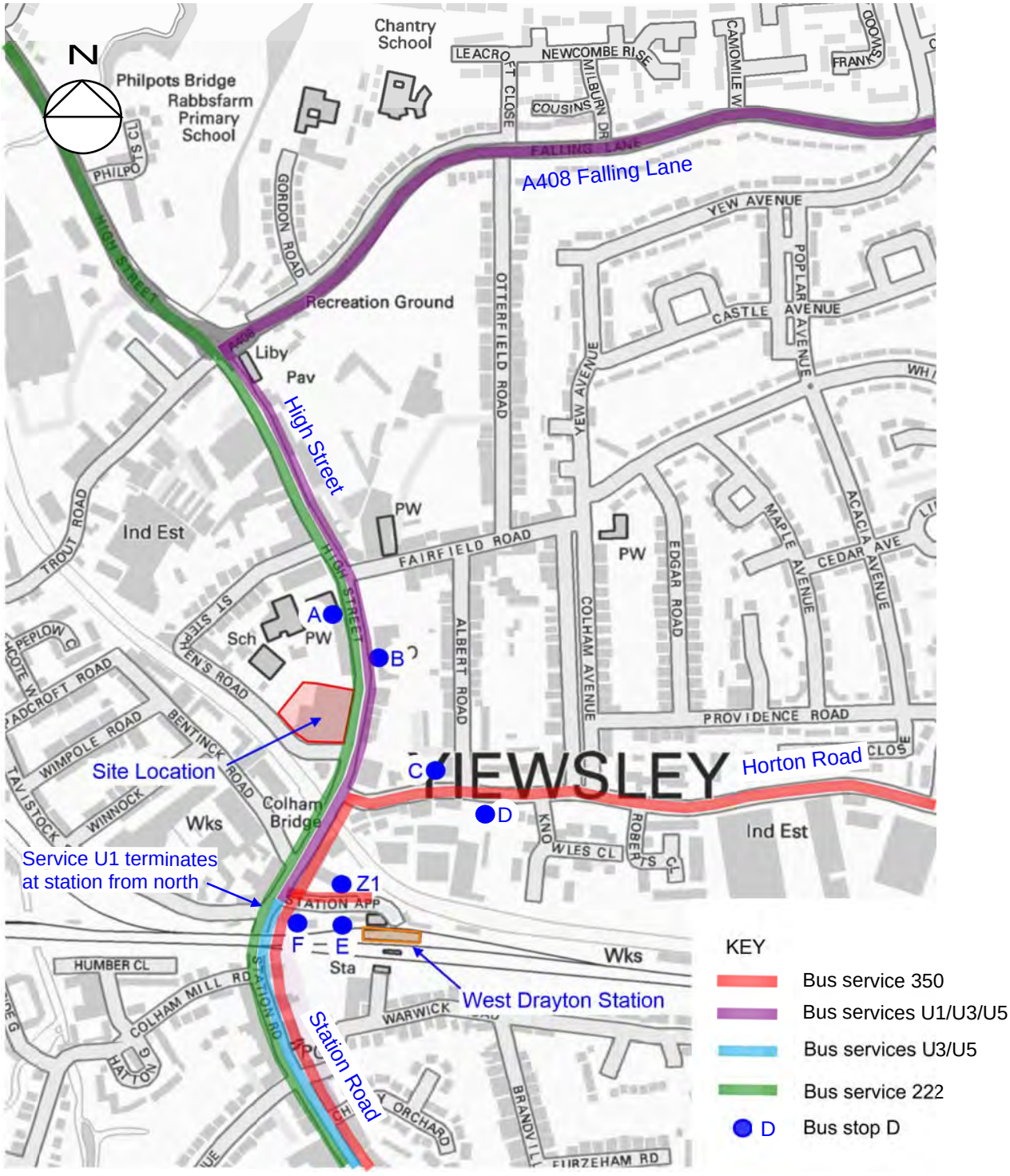
APPENDIX A



MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
SITE LOCATION PLAN

FIGURE A1

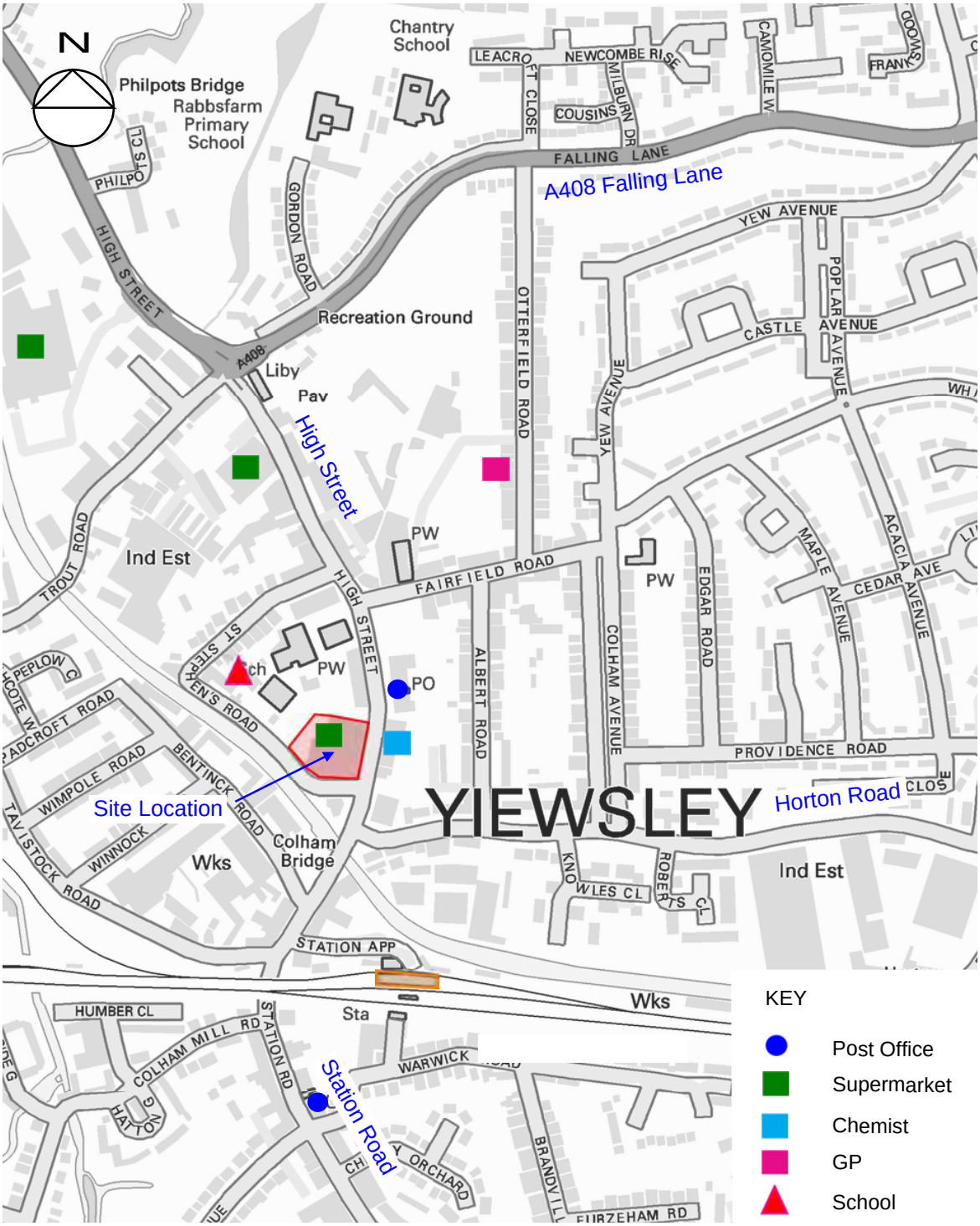


0 100 200 300 400

Scale (metres)

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
PUBLIC TRANSPORT PLAN

FIGURE A2



0 100 200 300 400

Scale (metres)

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
LOCAL SERVICES PLAN

FIGURE A3

KEY

Local on-street cycle routes 89/93

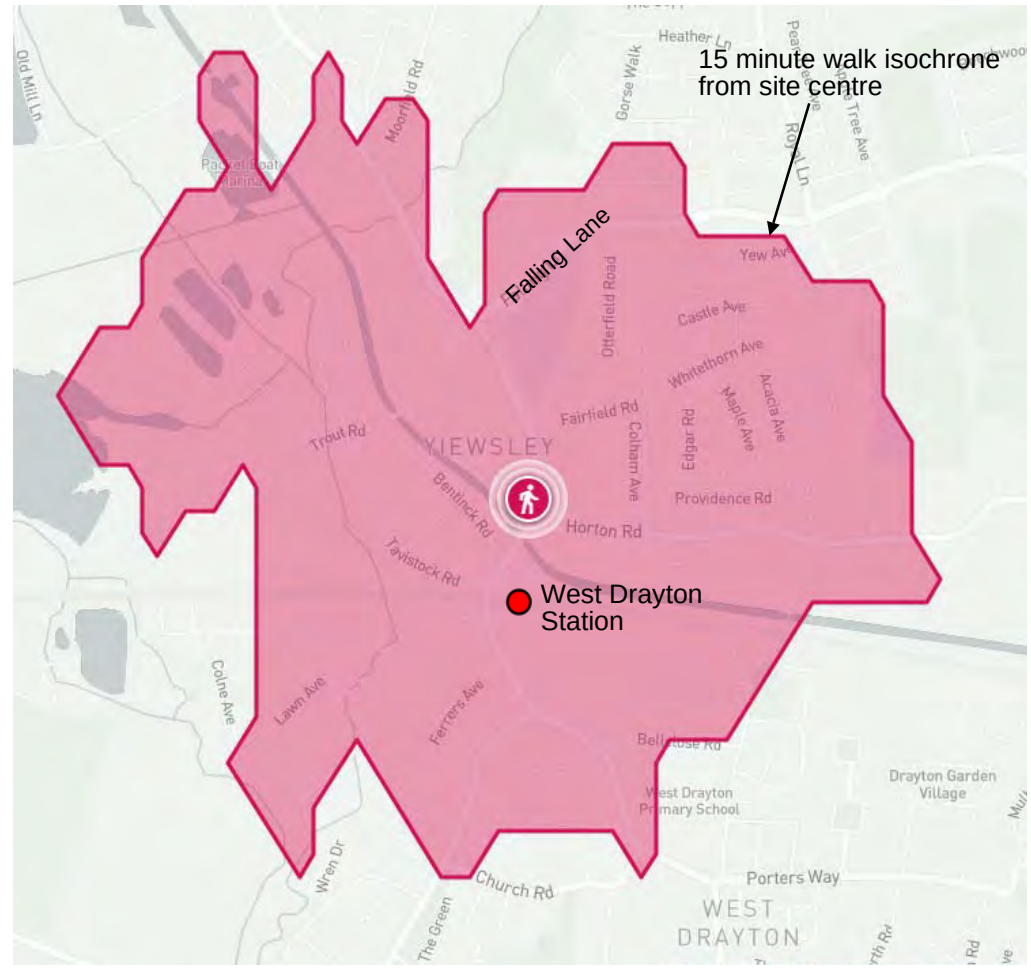
Grand Union Canal Cycle Route (Watford to London)

0 200 400

Scale (metres)

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
LOCAL CYCLE ROUTES PLAN

FIGURE A4



KEY

15 minute walk isochrone
80m/min = 1200m

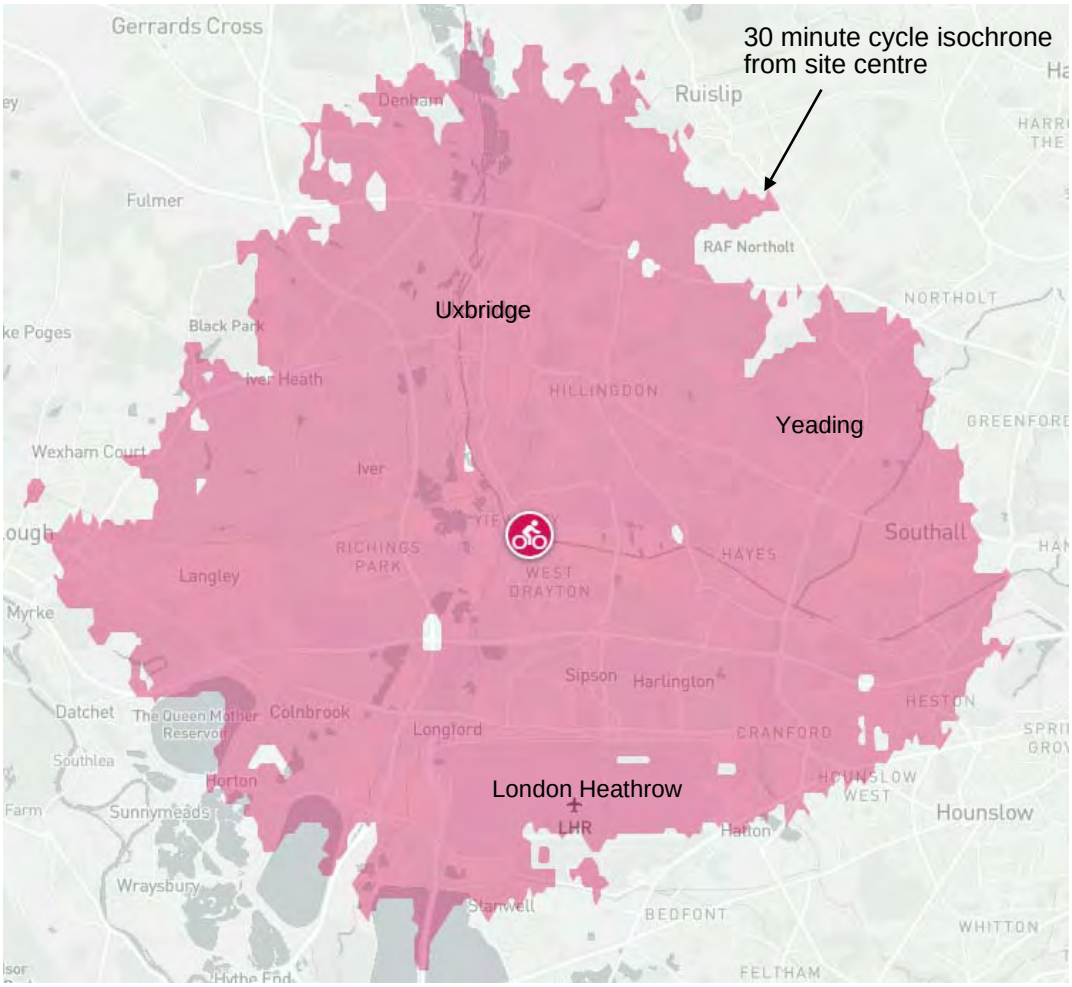
0 400 800

Scale (metres)

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
LOCAL WALK ISOCHRONE PLAN

FIGURE A5

N



KEY

30 minute cycle isochrone
5 miles @ 10mph

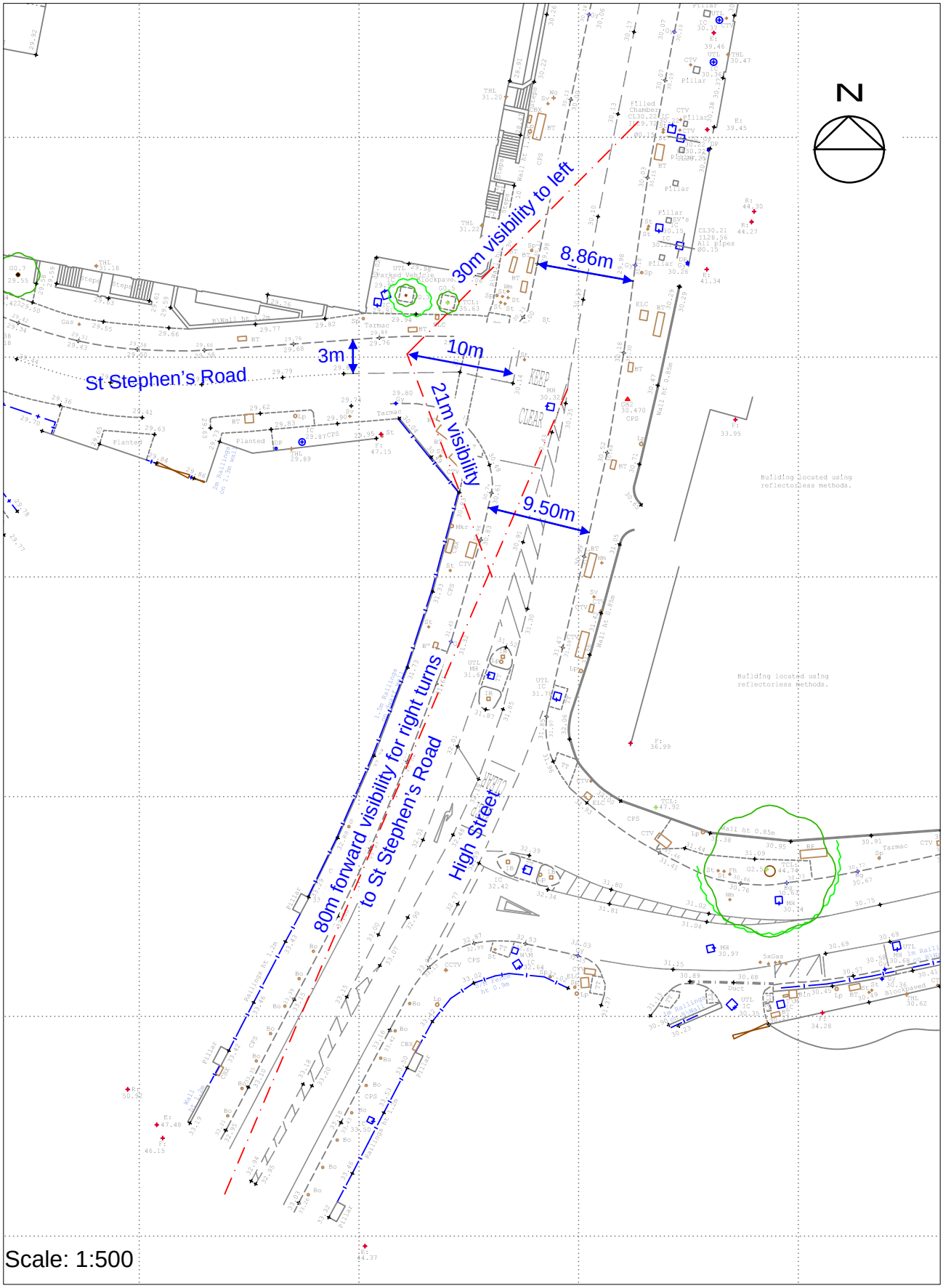
0 4 8

Scale (kilometres)

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
LOCAL CYCLE ISOCHRONE PLAN

FIGURE A6

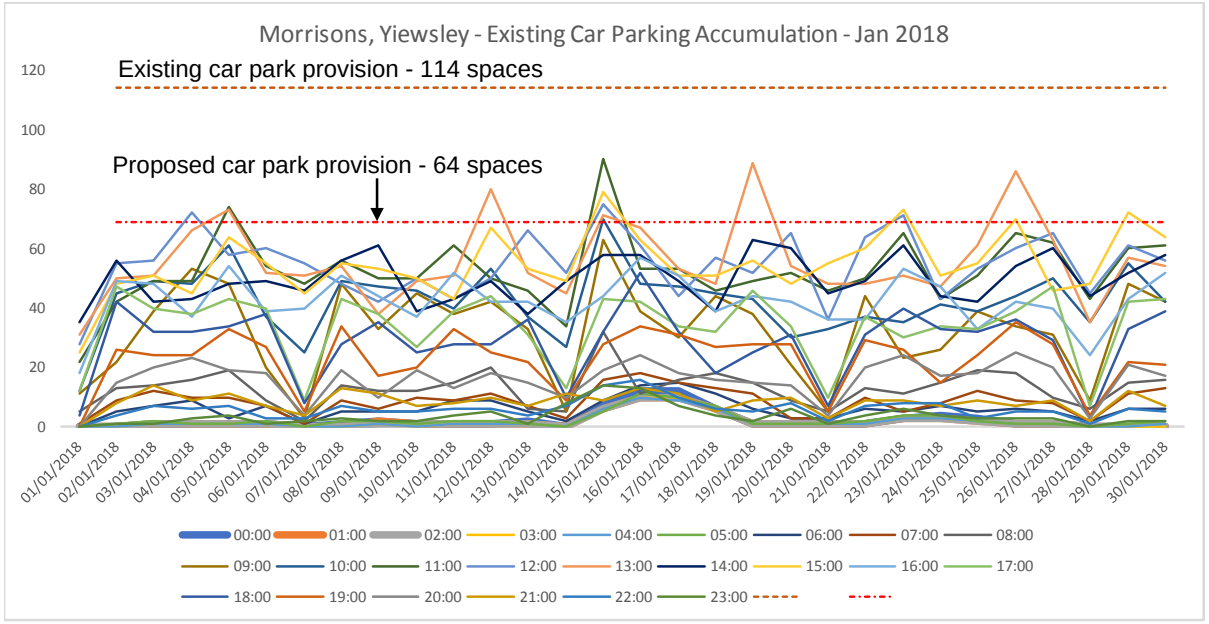
REDWOOD PARTNERSHIP
Consulting Engineers
Transportation Planners



MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
PICADY DESIGN PARAMETERS

FIGURE A7

REDWOOD PARTNERSHIP
Consulting Engineers
Transportation Planners



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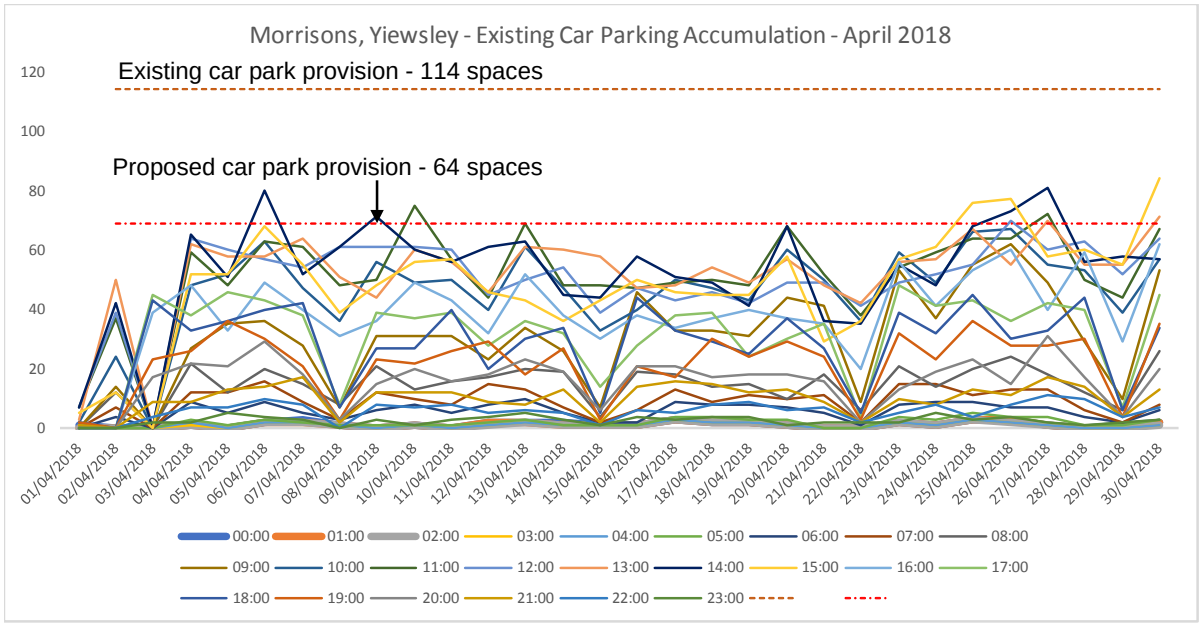
01/01/2018	0	0	0	0	0	0	0	1	5	11	12	22	28	31	35	25	18	12	4	0	0	0	0	0
02/01/2018	0	0	0	0	0	1	5	9	13	22	45	42	55	50	56	48	49	47	42	26	15	8	4	1
03/01/2018	1	1	1	1	1	2	7	12	14	39	49	49	56	51	42	51	48	40	32	24	20	14	7	1
04/01/2018	1	1	1	1	1	1	9	10	16	53	48	49	72	66	43	45	37	38	32	24	23	9	6	3
05/01/2018	1	1	1	1	1	1	3	10	19	48	61	74	58	73	48	64	54	43	34	33	19	11	7	4
06/01/2018	1	1	1	1	1	2	7	7	9	20	37	54	60	52	49	55	39	40	38	27	18	7	3	1
07/01/2018	0	0	0	0	0	0	1	1	2	3	25	48	55	51	46	45	40	9	8	5	4	4	3	2
08/01/2018	1	0	0	0	0	2	5	9	14	48	49	56	48	54	56	55	51	43	28	34	19	13	7	3
09/01/2018	2	2	1	1	1	2	5	6	12	33	47	50	42	38	61	53	44	38	35	17	10	11	5	2
10/01/2018	1	1	1	0	0	1	5	10	12	45	46	50	50	49	39	50	37	27	25	20	19	7	5	2
11/01/2018	1	1	1	1	1	2	9	9	15	38	40	61	43	51	43	43	52	39	28	33	13	8	6	4
12/01/2018	1	1	1	1	1	2	9	11	20	42	53	50	50	80	49	67	42	44	28	25	18	10	6	5
13/01/2018	2	1	1	1	1	1	5	7	6	33	37	46	66	52	38	53	42	31	36	22	15	7	4	1
14/01/2018	0	0	0	0	0	0	2	3	5	5	27	34	52	45	49	49	35	13	10	9	10	11	7	8
15/01/2018	7	6	6	6	6	5	9	16	32	63	70	90	75	71	58	79	44	43	32	28	19	9	14	14
16/01/2018	12	10	10	10	10	11	14	18	11	39	48	53	61	67	58	63	57	42	52	34	24	13	16	13
17/01/2018	12	10	10	10	9	10	15	15	16	30	47	53	44	53	49	51	51	34	32	31	18	11	10	7
18/01/2018	6	6	6	6	6	7	11	13	18	44	45	46	57	48	39	51	39	32	18	27	16	5	6	4
19/01/2018	1	1	1	1	1	1	6	11	15	38	43	49	52	89	63	56	44	46	25	28	15	9	5	2
20/01/2018	1	1	1	1	1	1	3	3	9	21	30	52	65	54	60	48	42	34	31	28	14	10	8	6
21/01/2018	1	1	1	1	1	1	3	3	5	5	33	46	36	48	45	55	36	10	7	5	4	3	2	1
22/01/2018	1	1	1	1	1	2	6	10	13	44	37	50	64	48	49	60	36	37	31	29	20	9	7	4
23/01/2018	3	3	3	3	3	4	5	5	11	23	35	65	71	51	61	73	53	30	40	26	24	9	8	6
24/01/2018	4	3	3	3	3	4	7	8	15	26	41	43	43	47	44	51	47	34	33	15	17	7	8	4
25/01/2018	3	2	2	2	2	2	5	12	19	39	39	51	53	61	42	55	33	33	32	24	18	9	3	3
26/01/2018	1	1	1	1	1	1	6	9	18	34	44	65	60	86	54	70	42	39	36	35	25	7	5	3
27/01/2018	1	1	1	1	1	1	5	8	10	31	50	62	65	63	60	46	40	47	29	28	20	9	5	3
28/01/2018	0	0	0	0	0	0	2	2	6	9	35	43	45	35	44	48	24	7	3	4	3	2	1	0
29/01/2018	0	0	0	0	0	1	6	11	15	48	55	60	61	57	52	72	43	42	33	22	21	12	6	2
30/01/2018	0	0	0	0	1	2	6	13	16	42	42	61	56	54	58	64	52	43	39	21	17	7	5	2

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
CAR PARK ACCUMULATION SURVEYED JANUARY 2018

FIGURE A8



REDWOOD PARTNERSHIP
Consulting Engineers
Transportation Planners

Traffic	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
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02/04/2018	0	0	0	0	0	0	4	7	12	14	24	37	39	50	42	12	0	0	0	0	0	0	0	0
03/04/2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	45	43	23	17	9	4	2
04/04/2018	1	1	1	1	2	3	9	12	22	27	48	59	64	62	65	52	48	38	33	26	22	9	7	2
05/04/2018	0	0	0	0	0	1	5	12	12	35	52	48	60	58	51	52	33	46	36	36	21	13	7	5
06/04/2018	2	2	2	2	2	3	9	16	20	36	63	63	57	58	80	68	49	43	40	30	29	14	10	4
07/04/2018	3	2	2	2	2	2	5	9	15	28	47	61	54	64	52	55	40	38	42	21	18	17	8	3
08/04/2018	1	1	1	1	1	1	3	3	8	7	36	48	61	51	61	39	31	8	7	3	3	2	0	0
09/04/2018	0	0	0	0	0	1	6	12	21	31	56	50	61	44	71	48	36	39	27	23	15	12	8	3
10/04/2018	1	1	1	1	1	1	8	10	13	31	49	75	61	60	60	56	49	37	27	22	20	12	7	1
11/04/2018	0	0	0	0	0	1	5	8	16	31	50	57	60	56	56	57	43	39	40	26	16	12	8	3
12/04/2018	2	2	1	1	1	2	8	15	17	23	40	44	45	46	61	46	32	28	20	29	18	9	5	4
13/04/2018	2	2	2	2	2	3	10	13	20	34	61	69	50	61	63	43	52	36	30	18	23	8	6	5
14/04/2018	2	1	1	1	1	1	5	7	19	26	47	48	54	60	45	36	38	32	34	27	19	13	5	3
15/04/2018	1	1	1	1	1	1	2	2	4	7	33	48	39	58	44	43	30	14	5	3	6	2	1	1
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17/04/2018	3	3	3	3	3	4	9	13	18	33	50	49	43	48	51	46	34	38	33	17	21	16	5	3
18/04/2018	2	2	2	2	2	4	8	9	14	33	47	50	46	54	49	45	37	39	29	30	17	15	8	4
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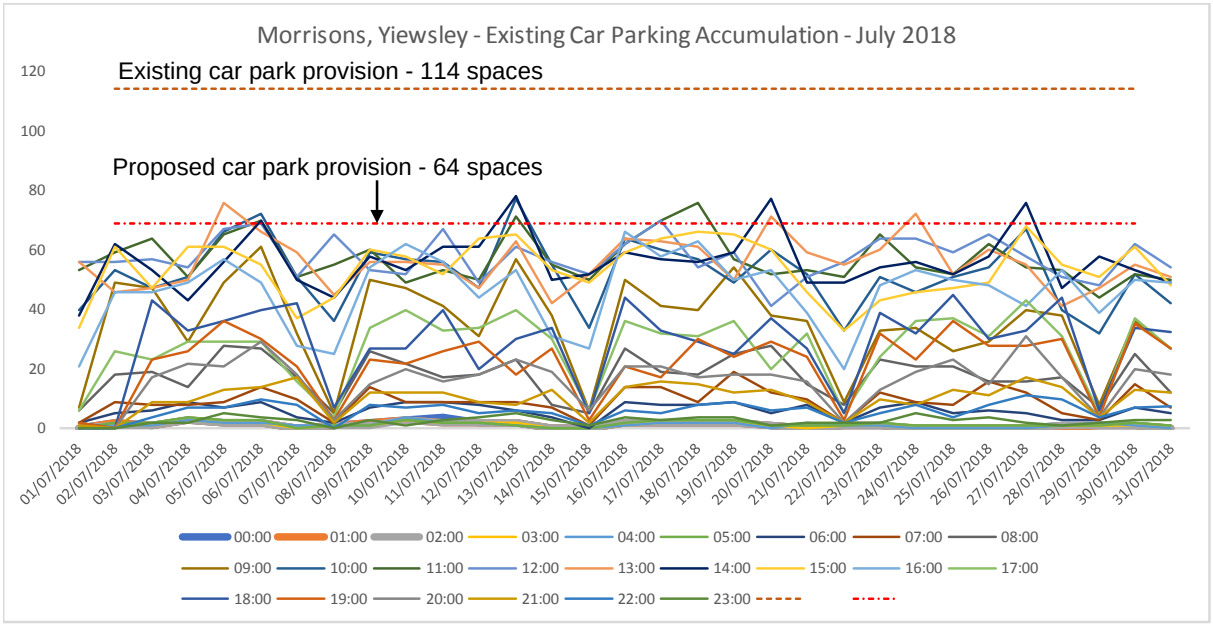
20/04/2018	1	1	1	1	1	3	7	10	10	44	60	68	49	57	68	58	37	30	37	29	18	13	6	1
21/04/2018	0	0	0	0	0	0	5	11	18	41	50	52	49	48	36	29	35	35	27	24	16	9	7	2
22/04/2018	0	0	0	0	0	0	1	2	6	9	36	38	41	42	35	36	20	4	5	3	2	2	2	2
23/04/2018	2	2	2	2	2	4	8	15	21	53	59	54	49	56	55	57	56	48	39	32	13	10	5	2
24/04/2018	1	1	1	1	1	3	9	15	14	37	49	59	52	57	48	61	41	41	32	23	19	8	8	5
25/04/2018	3	3	3	3	3	5	9	11	20	55	66	64	55	67	68	76	53	43	45	36	23	13	4	3
26/04/2018	3	3	2	2	2	4	7	13	24	62	67	64	70	55	73	77	60	36	30	28	15	11	8	4
27/04/2018	1	1	1	1	1	4	7	13	18	49	55	72	60	70	81	58	40	42	33	28	31	17	11	2
28/04/2018	0	0	0	0	0	1	4	6	12	29	53	50	63	55	56	60	59	40	44	30	17	14	10	1
29/04/2018	1	0	0	0	0	1	2	2	6	10	39	44	52	55	58	55	29	7	6	4	4	4	4	2
30/04/2018	2	2	1	1	1	3	6	8	26	53	57	67	64	71	57	84	62	45	34	35	20	13	7	3

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
CAR PARK ACCUMULATION SURVEYED APRIL 2018

FIGURE A9

REDWOOD PARTNERSHIP
Consulting Engineers
Transportation Planners



Traffic	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
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02/07/2018	2	2	1	1	1	2	5	9	18	49	53	59	56	46	62	61	46	26	0	0	0	0	0	0
03/07/2018	1	1	1	1	1	2	6	8	19	47	47	64	57	47	53	47	46	23	43	23	17	9	4	2
04/07/2018	3	3	3	3	3	4	9	8	14	29	51	51	54	50	43	61	49	29	33	26	22	9	7	2
05/07/2018	2	2	2	2	2	3	7	9	28	49	66	65	67	76	56	61	57	29	36	36	21	13	7	5
06/07/2018	2	2	2	2	2	3	9	14	27	61	72	70	69	66	70	55	49	29	40	30	29	14	10	4
07/07/2018	0	0	0	0	1	0	4	10	17	32	51	51	51	59	50	37	28	16	42	21	18	17	8	3
08/07/2018	1	1	1	1	1	1	2	2	5	5	36	55	65	45	44	44	25	4	7	3	3	2	0	0
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10/07/2018	3	3	3	3	4	3	9	9	22	47	57	49	52	56	53	58	62	40	27	22	20	12	7	1
11/07/2018	4	2	2	2	2	2	9	9	17	41	56	53	67	55	61	52	56	33	40	26	16	12	8	3
12/07/2018	2	2	2	2	2	2	8	9	18	31	47	50	49	47	61	64	44	34	20	29	18	9	5	4
13/07/2018	2	2	2	2	1	1	6	9	23	57	77	71	61	63	78	65	53	40	30	18	23	8	6	5
14/07/2018	0	0	0	0	0	0	4	7	8	38	55	55	56	42	50	53	31	30	34	27	19	13	5	3
15/07/2018	0	0	0	0	0	0	0	1	5	6	34	50	52	52	52	49	27	6	5	3	6	2	1	1
16/07/2018	2	2	2	1	1	2	9	14	27	50	64	62	62	64	59	59	66	36	44	21	21	14	6	4
17/07/2018	2	2	2	2	2	3	8	14	19	41	60	70	70	63	57	64	58	32	33	17	21	16	5	3
18/07/2018	2	2	2	2	2	3	8	9	18	40	57	76	54	61	56	66	63	31	29	30	17	15	8	4
19/07/2018	2	2	2	2	2	3	9	19	25	54	49	57	59	50	59	65	50	36	25	24	18	12	9	4
20/07/2018	1	1	1	1	0	1	5	12	28	38	60	52	41	71	77	60	53	20	37	29	18	13	6	1
21/07/2018	0	0	0	0	2	1	8	10	15	36	52	53	51	59	49	46	39	32	27	24	16	9	7	2
22/07/2018	1	1	1	1	1	1	2	2	8	9	33	51	56	55	49	33	20	5	5	3	2	2	2	2
23/07/2018	1	1	1	1	1	2	7	12	23	33	51	65	64	60	54	43	48	24	39	32	13	10	5	2
24/07/2018	0	0	0	0	0	1	9	9	21	34	46	54	64	72	56	46	53	36	32	23	19	8	8	5
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26/07/2018	0	0	0	0	0	1	6	16	16	29	54	62	65	60	58	49	48	31	30	28	15	11	8	4
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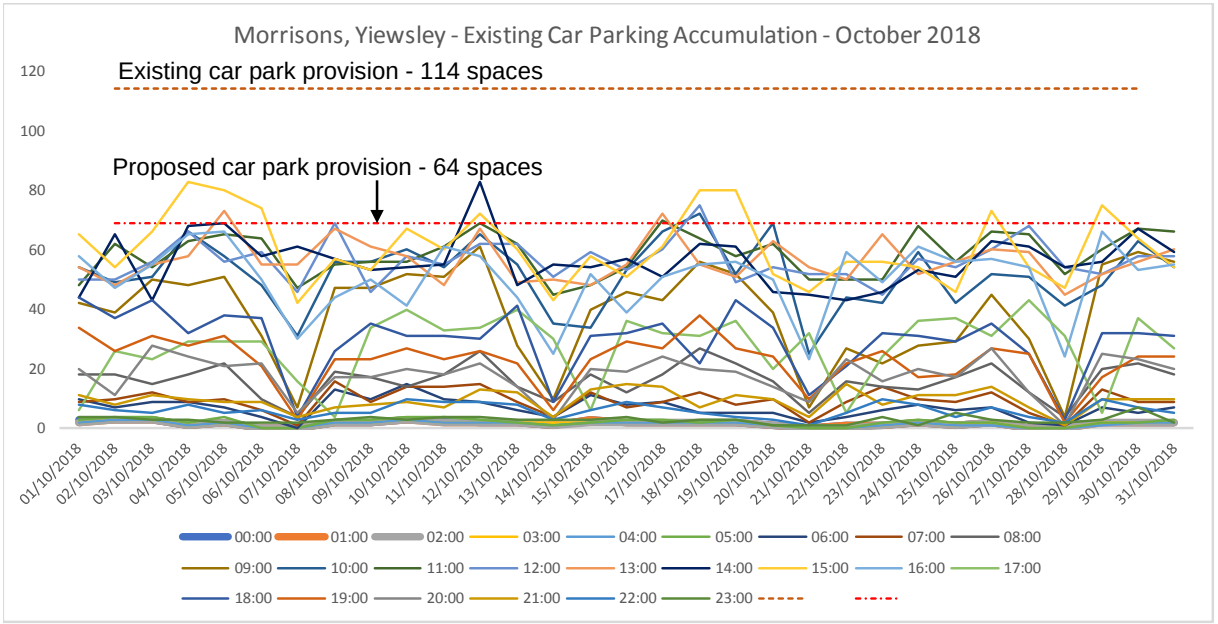
28/07/2018	1	0	1	1	1	1	3	5	17	38	40	53	51	41	47	55	53	31	44	30	17	14	10	1
29/07/2018	1	1	1	1	2	1	3	3	7	8	32	44	48	47	58	51	39	5	6	4	4	4	4	2
30/07/2018	1	1	1	1	1	2	7	15	25	36	52	52	62	55	53	61	50	37	34	35	20	13	7	3
31/07/2018	0	0	0	0	0	1	5	7	12	27	42	50	54	51	49	48	49	27	32	27	18	12	8	3

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
CAR PARK ACCUMULATION SURVEYED JULY 2018

FIGURE A10

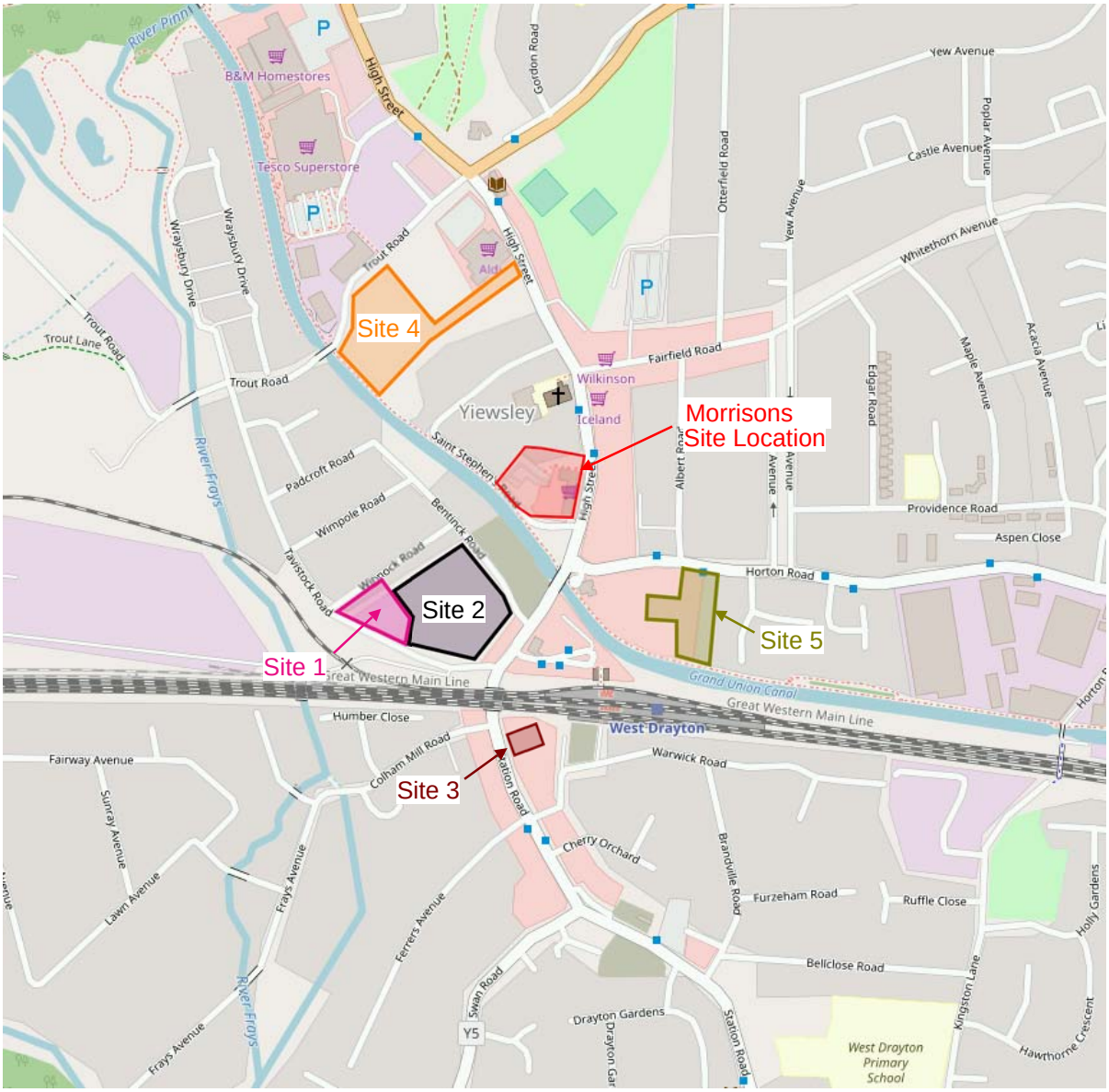


REDWOOD PARTNERSHIP
Consulting Engineers
Transportation Planners

Traffic	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
01/10/2018	3	2	2	2	2	3	10	9	18	42	54	48	50	54	44	65	58	6	44	34	20	11	8	4
02/10/2018	3	3	3	3	3	4	7	10	18	39	49	62	50	48	65	54	47	26	37	26	11	8	6	4
03/10/2018	3	3	3	3	3	4	9	12	15	50	51	54	56	55	43	66	55	23	43	31	28	11	5	3
04/10/2018	1	1	1	1	1	2	9	9	18	48	66	63	66	58	68	83	65	29	32	28	24	10	8	3
05/10/2018	2	2	2	2	2	4	7	10	22	51	58	65	56	73	69	80	66	29	38	31	21	9	5	2
06/10/2018	0	0	0	0	0	0	4	6	10	31	48	64	59	55	58	74	50	29	37	21	22	9	6	2
07/10/2018	0	0	0	0	0	0	0	1	4	7	31	47	46	55	61	42	30	16	4	3	5	4	3	2
08/10/2018	2	2	2	2	2	3	13	16	19	47	56	55	69	67	57	57	44	4	26	23	17	7	5	3
09/10/2018	2	2	2	2	2	3	10	9	17	47	56	56	46	61	53	53	50	34	35	23	17	8	5	4
10/10/2018	3	3	3	3	3	4	15	14	14	52	60	56	58	58	54	67	41	40	31	27	20	9	10	3
11/10/2018	3	2	2	2	2	4	10	14	18	51	54	61	55	48	55	60	61	33	31	23	18	7	9	4
12/10/2018	2	2	2	2	2	3	9	15	26	61	65	69	62	67	83	72	58	34	30	26	22	13	9	4
13/10/2018	2	2	2	2	2	2	6	9	14	28	55	62	62	49	48	60	44	40	41	22	14	12	8	3
14/10/2018	1	1	1	2	1	1	4	4	9	10	35	45	51	50	55	43	25	30	9	6	3	4	3	3
15/10/2018	3	3	2	2	2	2	11	12	18	40	34	48	59	48	54	58	52	6	31	23	20	13	6	3
16/10/2018	2	2	2	2	2	3	8	7	12	46	53	54	53	55	57	51	39	36	32	29	19	15	9	4
17/10/2018	2	2	2	2	2	3	9	9	18	43	66	70	60	72	51	61	51	32	35	27	24	14	7	2
18/10/2018	2	2	2	2	2	2	5	12	27	56	72	64	75	55	62	80	55	31	22	38	20	7	5	3
19/10/2018	2	2	2	2	2	3	5	8	22	52	52	58	49	51	61	80	56	36	43	27	19	11	4	3
20/10/2018	1	1	1	1	1	1	5	10	16	39	69	62	54	63	46	52	50	20	34	24	14	10	3	1
21/10/2018	0	0	0	0	0	0	2	2	5	7	25	50	52	54	45	46	23	32	11	10	9	4	1	1
22/10/2018	1	1	0	0	0	0	4	9	16	27	44	50	52	50	43	56	59	5	21	22	23	15	5	1
23/10/2018	1	1	1	1	1	2	6	14	14	22	42	50	45	65	46	56	49	24	32	26	16	8	10	4
24/10/2018	2	2	2	2	2	3	8	10	13	28	59	68	57	52	53	54	61	36	31	17	20	11	8	1
25/10/2018	1	1	1	1	1	2	6	9	17	29	42	56	54	56	51	46	56	37	29	18	17	11	4	5
26/10/2018	2	2	2	2	1	2	7	12	22	45	52	66	60	60	63	73	57	31	35	27	27	14	7	3
27/10/2018	0	0	0	0	0	0	2	5	12	30	51	65	68	59	61	54	54	43	25	25	12	7	4	2
28/10/2018	1	0	0	0	0	0	1	1	4	4	41	52	54	45	54	47	24	31	3	2	1	1	2	2
29/10/2018	2	2	2	2	1	2	7	13	20	55	48	60	52	52	56	75	66	5	32	17	25	10	10	3
30/10/2018	2	2	2	2	2	2	5	9	22	59	63	67	58	56	67	64	53	37	32	24	23	10	7	7
31/10/2018	2	2	2	2	2	3	7	9	18	56	54	66	58	60	59	54	55	27	31	24	20	10	5	2

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
CAR PARK ACCUMULATION SURVEYED OCTOBER 2018

FIGURE A11



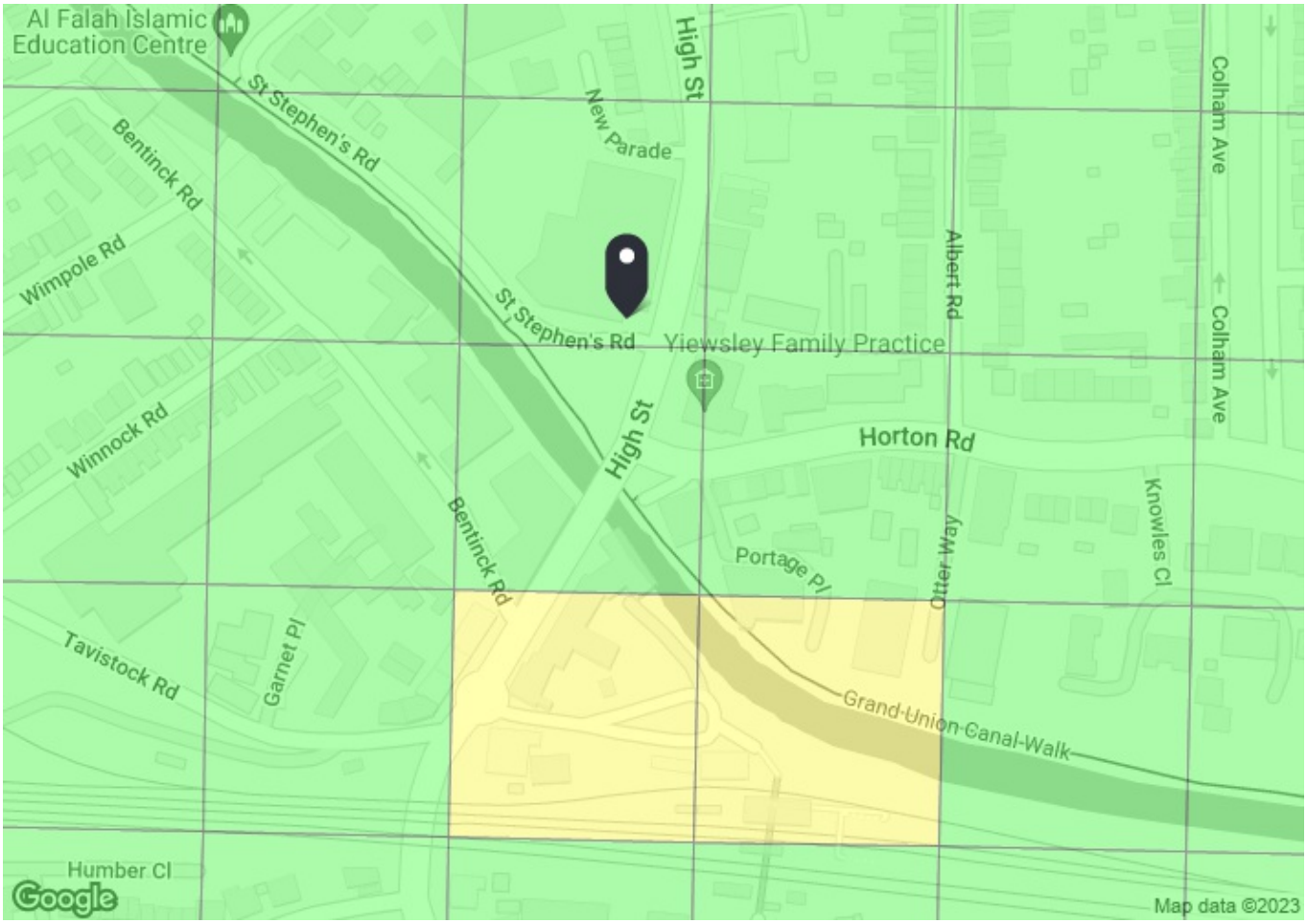
SITE DESCRIPTION & PLANNING REFERENCE

1. Comag- 24843/APP/2018/269
2. Padcrof - 45200/APP/2014/3638
3. 5 Station Rd - 65480/APP/2015/1862
4. Rainbow and Kirby- 38058/APP/2013/1756
5. Land rear of 26 - 36 Horton Rd- 3507/APP/2013/2327.

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
COMMITTED DEVELOPMENT SITES - LOCATION PLAN FIGURE A12

APPENDIX B

TRANSPORT FOR LONDON



PTAL output for Base Year
3

41 High St, West Drayton UB7 7QQ, UK
Easting: 506064, Northing: 180305

Grid Cell: 79575

Report generated: 29/03/2023

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

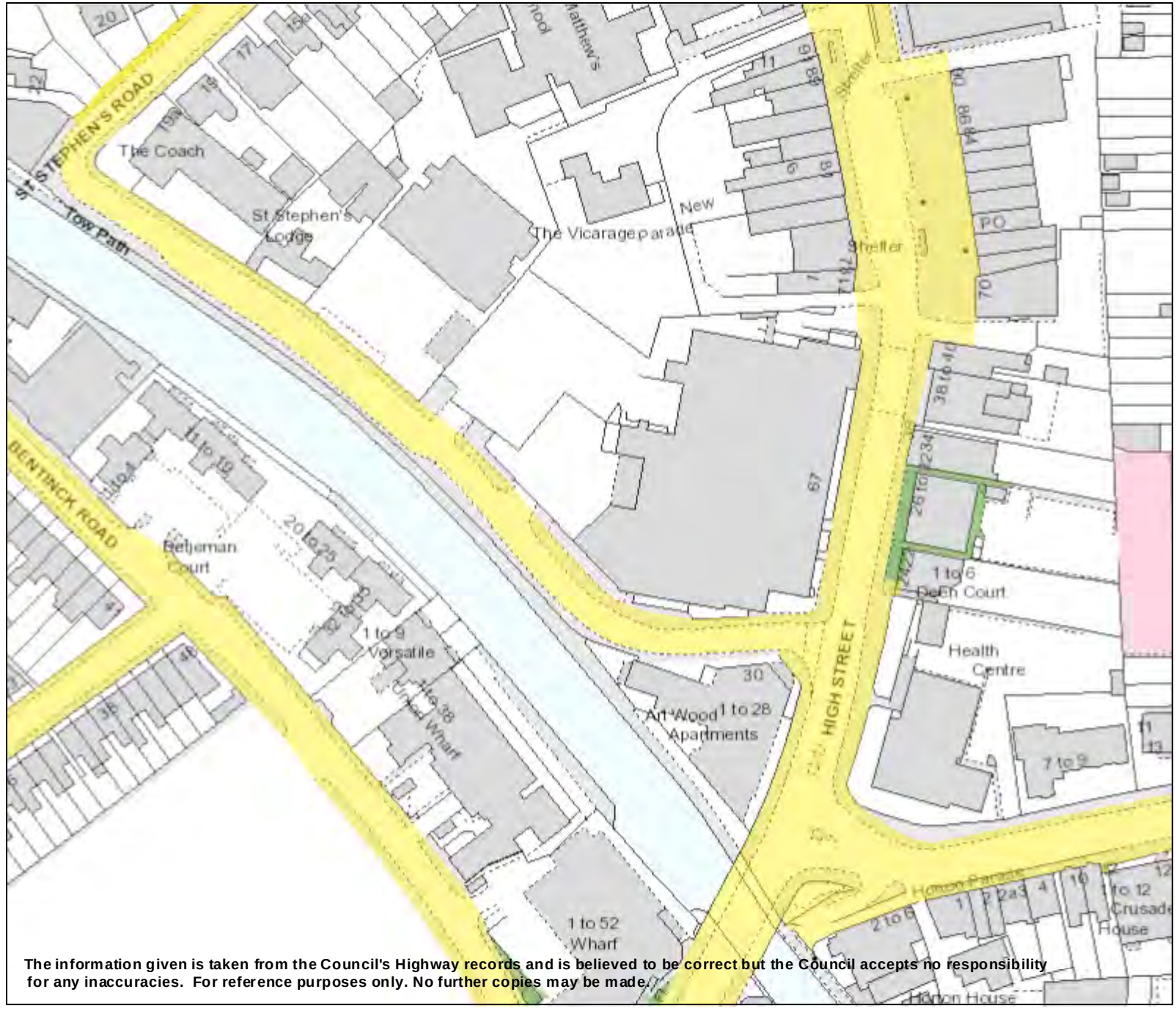
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH STREET YIEWSLEY	U5	113.25	5	1.42	8	9.42	3.19	0.5	1.59
Bus	HIGH STREET YIEWSLEY	222	113.25	7.5	1.42	6	7.42	4.05	1	4.05
Bus	HIGH STREET YIEWSLEY	U3	113.25	5	1.42	8	9.42	3.19	0.5	1.59
Bus	HIGH STREET YIEWSLEY	U1	113.25	4	1.42	9.5	10.92	2.75	0.5	1.37
Bus	HORTON ROAD ALBERT ROAD	350	281.33	5	3.52	8	11.52	2.6	0.5	1.3
Rail	West Drayton	'PADTON-OXFD 2N14'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N16'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N18'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N22'	419.91	0.67	5.25	45.53	50.77	0.59	0.5	0.3
Rail	West Drayton	'PADTON-OXFD 2N24'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P09'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P11'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P12'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P14'	419.91	1.33	5.25	23.31	28.56	1.05	0.5	0.53
Rail	West Drayton	'RDNGSTN-PADTON 2P17'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P18'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'BNBR-PADTON 2P20'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P25'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P32'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
Rail	West Drayton	'PADTON-RDNGSTN 2R13'	419.91	1.67	5.25	18.71	23.96	1.25	1	1.25
Rail	West Drayton	'PADTON-TWYFORD 2R21'	419.91	0.33	5.25	91.66	96.91	0.31	0.5	0.15
									Total Grid Cell AI:	**13.94**

APPENDIX C

Highways Browser

- Bridleway
- Byway Open To All Traffic
- Footpath
- Road Widening Line (Indicitive only)
- Adopted Highway
- Housing Department Maintained
- Housing but right of way (not public)
- Privately maintained
- Section 38 or 228 -subject to adoption
- Other - see map notes
- Heathrow Airport
- Borough Boundary



The information given is taken from the Council's Highway records and is believed to be correct but the Council accepts no responsibility for any inaccuracies. For reference purposes only. No further copies may be made.

HILLINGDON
LONDON

N
W E
S

Map Notes

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0 50 100 Metres

APPENDIX D

Calculation Reference: AUDIT-641801-180328-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 150 to 293 (units:)
Range Selected by User: 150 to 293 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 18/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	2
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 Poor	2 days
3 Moderate	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE

PARK ROYAL
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

2 HO-03-C-03 BLOCKS OF FLATS HOUNSLOW
COMMERCE ROAD

BRENTFORD
Edge of Town Centre
Development Zone
Total Number of dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

3 HV-03-C-01 BLOCKS OF FLATS HAVERING
WATERLOO ROAD

ROMFORD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 293
Survey date: WEDNESDAY *25/06/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.047	3	204	0.067	3	204	0.114
08:00 - 09:00	3	204	0.034	3	204	0.082	3	204	0.116
09:00 - 10:00	3	204	0.038	3	204	0.062	3	204	0.100
10:00 - 11:00	3	204	0.072	3	204	0.083	3	204	0.155
11:00 - 12:00	3	204	0.054	3	204	0.077	3	204	0.131
12:00 - 13:00	3	204	0.059	3	204	0.057	3	204	0.116
13:00 - 14:00	3	204	0.070	3	204	0.080	3	204	0.150
14:00 - 15:00	3	204	0.034	3	204	0.057	3	204	0.091
15:00 - 16:00	3	204	0.104	3	204	0.062	3	204	0.166
16:00 - 17:00	3	204	0.111	3	204	0.086	3	204	0.197
17:00 - 18:00	3	204	0.121	3	204	0.108	3	204	0.229
18:00 - 19:00	3	204	0.088	3	204	0.064	3	204	0.152
19:00 - 20:00	2	160	0.094	2	160	0.069	2	160	0.163
20:00 - 21:00	2	160	0.084	2	160	0.059	2	160	0.143
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.010			1.013			2.023

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.002	3	204	0.002	3	204	0.004
08:00 - 09:00	3	204	0.002	3	204	0.002	3	204	0.004
09:00 - 10:00	3	204	0.003	3	204	0.005	3	204	0.008
10:00 - 11:00	3	204	0.005	3	204	0.002	3	204	0.007
11:00 - 12:00	3	204	0.005	3	204	0.003	3	204	0.008
12:00 - 13:00	3	204	0.003	3	204	0.007	3	204	0.010
13:00 - 14:00	3	204	0.002	3	204	0.002	3	204	0.004
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.010	3	204	0.008	3	204	0.018
16:00 - 17:00	3	204	0.002	3	204	0.003	3	204	0.005
17:00 - 18:00	3	204	0.007	3	204	0.005	3	204	0.012
18:00 - 19:00	3	204	0.008	3	204	0.008	3	204	0.016
19:00 - 20:00	2	160	0.006	2	160	0.009	2	160	0.015
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.056			0.111

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.003	3	204	0.002	3	204	0.005
08:00 - 09:00	3	204	0.002	3	204	0.003	3	204	0.005
09:00 - 10:00	3	204	0.003	3	204	0.002	3	204	0.005
10:00 - 11:00	3	204	0.011	3	204	0.010	3	204	0.021
11:00 - 12:00	3	204	0.003	3	204	0.002	3	204	0.005
12:00 - 13:00	3	204	0.002	3	204	0.002	3	204	0.004
13:00 - 14:00	3	204	0.008	3	204	0.011	3	204	0.019
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.000	3	204	0.002	3	204	0.002
16:00 - 17:00	3	204	0.000	3	204	0.000	3	204	0.000
17:00 - 18:00	3	204	0.000	3	204	0.000	3	204	0.000
18:00 - 19:00	3	204	0.000	3	204	0.000	3	204	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.034			0.066

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.000	3	204	0.000	3	204	0.000
08:00 - 09:00	3	204	0.000	3	204	0.000	3	204	0.000
09:00 - 10:00	3	204	0.000	3	204	0.000	3	204	0.000
10:00 - 11:00	3	204	0.000	3	204	0.000	3	204	0.000
11:00 - 12:00	3	204	0.000	3	204	0.000	3	204	0.000
12:00 - 13:00	3	204	0.000	3	204	0.000	3	204	0.000
13:00 - 14:00	3	204	0.000	3	204	0.000	3	204	0.000
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.000	3	204	0.000	3	204	0.000
16:00 - 17:00	3	204	0.000	3	204	0.000	3	204	0.000
17:00 - 18:00	3	204	0.000	3	204	0.000	3	204	0.000
18:00 - 19:00	3	204	0.000	3	204	0.000	3	204	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.005	3	204	0.016	3	204	0.021
08:00 - 09:00	3	204	0.002	3	204	0.020	3	204	0.022
09:00 - 10:00	3	204	0.000	3	204	0.007	3	204	0.007
10:00 - 11:00	3	204	0.000	3	204	0.011	3	204	0.011
11:00 - 12:00	3	204	0.003	3	204	0.003	3	204	0.006
12:00 - 13:00	3	204	0.003	3	204	0.002	3	204	0.005
13:00 - 14:00	3	204	0.007	3	204	0.003	3	204	0.010
14:00 - 15:00	3	204	0.003	3	204	0.000	3	204	0.003
15:00 - 16:00	3	204	0.007	3	204	0.003	3	204	0.010
16:00 - 17:00	3	204	0.005	3	204	0.002	3	204	0.007
17:00 - 18:00	3	204	0.015	3	204	0.008	3	204	0.023
18:00 - 19:00	3	204	0.013	3	204	0.007	3	204	0.020
19:00 - 20:00	2	160	0.013	2	160	0.000	2	160	0.013
20:00 - 21:00	2	160	0.006	2	160	0.000	2	160	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.082			0.164

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.062	3	204	0.085	3	204	0.147
08:00 - 09:00	3	204	0.036	3	204	0.109	3	204	0.145
09:00 - 10:00	3	204	0.049	3	204	0.069	3	204	0.118
10:00 - 11:00	3	204	0.080	3	204	0.090	3	204	0.170
11:00 - 12:00	3	204	0.075	3	204	0.093	3	204	0.168
12:00 - 13:00	3	204	0.070	3	204	0.067	3	204	0.137
13:00 - 14:00	3	204	0.095	3	204	0.095	3	204	0.190
14:00 - 15:00	3	204	0.041	3	204	0.067	3	204	0.108
15:00 - 16:00	3	204	0.122	3	204	0.069	3	204	0.191
16:00 - 17:00	3	204	0.134	3	204	0.108	3	204	0.242
17:00 - 18:00	3	204	0.160	3	204	0.163	3	204	0.323
18:00 - 19:00	3	204	0.145	3	204	0.091	3	204	0.236
19:00 - 20:00	2	160	0.131	2	160	0.119	2	160	0.250
20:00 - 21:00	2	160	0.119	2	160	0.075	2	160	0.194
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.319			1.300			2.619

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.055	3	204	0.132	3	204	0.187
08:00 - 09:00	3	204	0.075	3	204	0.162	3	204	0.237
09:00 - 10:00	3	204	0.078	3	204	0.078	3	204	0.156
10:00 - 11:00	3	204	0.036	3	204	0.070	3	204	0.106
11:00 - 12:00	3	204	0.046	3	204	0.052	3	204	0.098
12:00 - 13:00	3	204	0.059	3	204	0.057	3	204	0.116
13:00 - 14:00	3	204	0.051	3	204	0.041	3	204	0.092
14:00 - 15:00	3	204	0.044	3	204	0.054	3	204	0.098
15:00 - 16:00	3	204	0.069	3	204	0.046	3	204	0.115
16:00 - 17:00	3	204	0.064	3	204	0.052	3	204	0.116
17:00 - 18:00	3	204	0.106	3	204	0.044	3	204	0.150
18:00 - 19:00	3	204	0.091	3	204	0.072	3	204	0.163
19:00 - 20:00	2	160	0.081	2	160	0.053	2	160	0.134
20:00 - 21:00	2	160	0.059	2	160	0.044	2	160	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.914			0.957			1.871

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.008	3	204	0.044	3	204	0.052
08:00 - 09:00	3	204	0.013	3	204	0.086	3	204	0.099
09:00 - 10:00	3	204	0.018	3	204	0.024	3	204	0.042
10:00 - 11:00	3	204	0.011	3	204	0.005	3	204	0.016
11:00 - 12:00	3	204	0.005	3	204	0.020	3	204	0.025
12:00 - 13:00	3	204	0.015	3	204	0.016	3	204	0.031
13:00 - 14:00	3	204	0.010	3	204	0.028	3	204	0.038
14:00 - 15:00	3	204	0.013	3	204	0.003	3	204	0.016
15:00 - 16:00	3	204	0.015	3	204	0.018	3	204	0.033
16:00 - 17:00	3	204	0.042	3	204	0.018	3	204	0.060
17:00 - 18:00	3	204	0.042	3	204	0.005	3	204	0.047
18:00 - 19:00	3	204	0.020	3	204	0.020	3	204	0.040
19:00 - 20:00	2	160	0.025	2	160	0.013	2	160	0.038
20:00 - 21:00	2	160	0.016	2	160	0.013	2	160	0.029
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.253			0.313			0.566

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.008	3	204	0.077	3	204	0.085
08:00 - 09:00	3	204	0.002	3	204	0.100	3	204	0.102
09:00 - 10:00	3	204	0.007	3	204	0.033	3	204	0.040
10:00 - 11:00	3	204	0.005	3	204	0.026	3	204	0.031
11:00 - 12:00	3	204	0.010	3	204	0.013	3	204	0.023
12:00 - 13:00	3	204	0.007	3	204	0.007	3	204	0.014
13:00 - 14:00	3	204	0.010	3	204	0.008	3	204	0.018
14:00 - 15:00	3	204	0.015	3	204	0.011	3	204	0.026
15:00 - 16:00	3	204	0.018	3	204	0.015	3	204	0.033
16:00 - 17:00	3	204	0.028	3	204	0.007	3	204	0.035
17:00 - 18:00	3	204	0.051	3	204	0.007	3	204	0.058
18:00 - 19:00	3	204	0.047	3	204	0.005	3	204	0.052
19:00 - 20:00	2	160	0.122	2	160	0.006	2	160	0.128
20:00 - 21:00	2	160	0.050	2	160	0.009	2	160	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.380			0.324			0.704

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.000	3	204	0.000	3	204	0.000
08:00 - 09:00	3	204	0.000	3	204	0.000	3	204	0.000
09:00 - 10:00	3	204	0.000	3	204	0.000	3	204	0.000
10:00 - 11:00	3	204	0.000	3	204	0.000	3	204	0.000
11:00 - 12:00	3	204	0.000	3	204	0.000	3	204	0.000
12:00 - 13:00	3	204	0.000	3	204	0.000	3	204	0.000
13:00 - 14:00	3	204	0.000	3	204	0.000	3	204	0.000
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.000	3	204	0.000	3	204	0.000
16:00 - 17:00	3	204	0.000	3	204	0.000	3	204	0.000
17:00 - 18:00	3	204	0.000	3	204	0.000	3	204	0.000
18:00 - 19:00	3	204	0.000	3	204	0.000	3	204	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.016	3	204	0.121	3	204	0.137
08:00 - 09:00	3	204	0.015	3	204	0.186	3	204	0.201
09:00 - 10:00	3	204	0.024	3	204	0.057	3	204	0.081
10:00 - 11:00	3	204	0.016	3	204	0.031	3	204	0.047
11:00 - 12:00	3	204	0.015	3	204	0.033	3	204	0.048
12:00 - 13:00	3	204	0.021	3	204	0.023	3	204	0.044
13:00 - 14:00	3	204	0.020	3	204	0.036	3	204	0.056
14:00 - 15:00	3	204	0.028	3	204	0.015	3	204	0.043
15:00 - 16:00	3	204	0.033	3	204	0.033	3	204	0.066
16:00 - 17:00	3	204	0.070	3	204	0.024	3	204	0.094
17:00 - 18:00	3	204	0.093	3	204	0.011	3	204	0.104
18:00 - 19:00	3	204	0.067	3	204	0.024	3	204	0.091
19:00 - 20:00	2	160	0.147	2	160	0.019	2	160	0.166
20:00 - 21:00	2	160	0.066	2	160	0.022	2	160	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.631			0.635			1.266

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.139	3	204	0.354	3	204	0.493
08:00 - 09:00	3	204	0.127	3	204	0.476	3	204	0.603
09:00 - 10:00	3	204	0.152	3	204	0.210	3	204	0.362
10:00 - 11:00	3	204	0.132	3	204	0.202	3	204	0.334
11:00 - 12:00	3	204	0.139	3	204	0.181	3	204	0.320
12:00 - 13:00	3	204	0.153	3	204	0.148	3	204	0.301
13:00 - 14:00	3	204	0.171	3	204	0.175	3	204	0.346
14:00 - 15:00	3	204	0.116	3	204	0.135	3	204	0.251
15:00 - 16:00	3	204	0.230	3	204	0.150	3	204	0.380
16:00 - 17:00	3	204	0.272	3	204	0.186	3	204	0.458
17:00 - 18:00	3	204	0.374	3	204	0.227	3	204	0.601
18:00 - 19:00	3	204	0.316	3	204	0.194	3	204	0.510
19:00 - 20:00	2	160	0.372	2	160	0.191	2	160	0.563
20:00 - 21:00	2	160	0.250	2	160	0.141	2	160	0.391
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.943			2.970			5.913

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.033	3	204	0.059	3	204	0.092
08:00 - 09:00	3	204	0.021	3	204	0.065	3	204	0.086
09:00 - 10:00	3	204	0.021	3	204	0.042	3	204	0.063
10:00 - 11:00	3	204	0.041	3	204	0.055	3	204	0.096
11:00 - 12:00	3	204	0.036	3	204	0.057	3	204	0.093
12:00 - 13:00	3	204	0.041	3	204	0.039	3	204	0.080
13:00 - 14:00	3	204	0.041	3	204	0.051	3	204	0.092
14:00 - 15:00	3	204	0.029	3	204	0.046	3	204	0.075
15:00 - 16:00	3	204	0.077	3	204	0.041	3	204	0.118
16:00 - 17:00	3	204	0.088	3	204	0.065	3	204	0.153
17:00 - 18:00	3	204	0.103	3	204	0.091	3	204	0.194
18:00 - 19:00	3	204	0.072	3	204	0.049	3	204	0.121
19:00 - 20:00	2	160	0.075	2	160	0.053	2	160	0.128
20:00 - 21:00	2	160	0.075	2	160	0.053	2	160	0.128
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.753			0.766			1.519

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.007	3	204	0.003	3	204	0.010
08:00 - 09:00	3	204	0.008	3	204	0.003	3	204	0.011
09:00 - 10:00	3	204	0.010	3	204	0.010	3	204	0.020
10:00 - 11:00	3	204	0.013	3	204	0.016	3	204	0.029
11:00 - 12:00	3	204	0.008	3	204	0.013	3	204	0.021
12:00 - 13:00	3	204	0.013	3	204	0.010	3	204	0.023
13:00 - 14:00	3	204	0.020	3	204	0.013	3	204	0.033
14:00 - 15:00	3	204	0.005	3	204	0.011	3	204	0.016
15:00 - 16:00	3	204	0.016	3	204	0.011	3	204	0.027
16:00 - 17:00	3	204	0.020	3	204	0.016	3	204	0.036
17:00 - 18:00	3	204	0.008	3	204	0.010	3	204	0.018
18:00 - 19:00	3	204	0.003	3	204	0.007	3	204	0.010
19:00 - 20:00	2	160	0.000	2	160	0.003	2	160	0.003
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.126			0.257

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	204	0.003	3	204	0.002	3	204	0.005
08:00 - 09:00	3	204	0.002	3	204	0.008	3	204	0.010
09:00 - 10:00	3	204	0.000	3	204	0.003	3	204	0.003
10:00 - 11:00	3	204	0.002	3	204	0.000	3	204	0.002
11:00 - 12:00	3	204	0.002	3	204	0.002	3	204	0.004
12:00 - 13:00	3	204	0.000	3	204	0.000	3	204	0.000
13:00 - 14:00	3	204	0.000	3	204	0.003	3	204	0.003
14:00 - 15:00	3	204	0.000	3	204	0.000	3	204	0.000
15:00 - 16:00	3	204	0.002	3	204	0.000	3	204	0.002
16:00 - 17:00	3	204	0.002	3	204	0.002	3	204	0.004
17:00 - 18:00	3	204	0.003	3	204	0.002	3	204	0.005
18:00 - 19:00	3	204	0.005	3	204	0.000	3	204	0.005
19:00 - 20:00	2	160	0.013	2	160	0.003	2	160	0.016
20:00 - 21:00	2	160	0.009	2	160	0.006	2	160	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.031			0.074

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	150 - 293 (units:)
Survey date date range:	01/01/09 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-641801-180323-0323

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SC	SURREY	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 28 to 72 (units:)
Range Selected by User: 10 to 320 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 10/07/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DS-03-C-02	FLATS		DERBYSHIRE
	BURTON ROAD			
	NEW NORMANTON			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		28	
	Survey date: SATURDAY		*09/07/11*	*Survey Type: MANUAL*
2	SC-03-C-04	BLOCK OF FLATS		SURREY
	LONDON ROAD			
	BURPHAM			
	GUILDFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		72	
	Survey date: SATURDAY		*23/10/10*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.010	2	50	0.030	2	50	0.040
08:00 - 09:00	2	50	0.000	2	50	0.060	2	50	0.060
09:00 - 10:00	2	50	0.020	2	50	0.090	2	50	0.110
10:00 - 11:00	2	50	0.100	2	50	0.070	2	50	0.170
11:00 - 12:00	2	50	0.080	2	50	0.100	2	50	0.180
12:00 - 13:00	2	50	0.080	2	50	0.140	2	50	0.220
13:00 - 14:00	2	50	0.170	2	50	0.210	2	50	0.380
14:00 - 15:00	2	50	0.120	2	50	0.130	2	50	0.250
15:00 - 16:00	2	50	0.140	2	50	0.080	2	50	0.220
16:00 - 17:00	2	50	0.170	2	50	0.090	2	50	0.260
17:00 - 18:00	2	50	0.080	2	50	0.060	2	50	0.140
18:00 - 19:00	2	50	0.170	2	50	0.090	2	50	0.260
19:00 - 20:00	1	72	0.111	1	72	0.097	1	72	0.208
20:00 - 21:00	1	72	0.083	1	72	0.069	1	72	0.152
21:00 - 22:00	1	72	0.083	1	72	0.042	1	72	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.417			1.358			2.775

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	72	0.000	1	72	0.000	1	72	0.000
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.010	2	50	0.010	2	50	0.020
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.000	2	50	0.000	2	50	0.000
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.010	2	50	0.010	2	50	0.020
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.014	1	72	0.014	1	72	0.028
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.000	2	50	0.000	2	50	0.000
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.000	2	50	0.000	2	50	0.000
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.000	2	50	0.000	2	50	0.000
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.000	2	50	0.000	2	50	0.000
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.000	2	50	0.000	2	50	0.000
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.000	2	50	0.000	2	50	0.000
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.000	1	72	0.000	1	72	0.000
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.000	1	72	0.000	1	72	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	28 - 72 (units:)
Survey date date range:	01/01/09 - 10/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	50	0.000	2	50	0.000	2	50	0.000
08:00 - 09:00	2	50	0.000	2	50	0.000	2	50	0.000
09:00 - 10:00	2	50	0.000	2	50	0.000	2	50	0.000
10:00 - 11:00	2	50	0.000	2	50	0.000	2	50	0.000
11:00 - 12:00	2	50	0.000	2	50	0.000	2	50	0.000
12:00 - 13:00	2	50	0.000	2	50	0.000	2	50	0.000
13:00 - 14:00	2	50	0.000	2	50	0.000	2	50	0.000
14:00 - 15:00	2	50	0.010	2	50	0.000	2	50	0.010
15:00 - 16:00	2	50	0.000	2	50	0.000	2	50	0.000
16:00 - 17:00	2	50	0.000	2	50	0.000	2	50	0.000
17:00 - 18:00	2	50	0.000	2	50	0.000	2	50	0.000
18:00 - 19:00	2	50	0.000	2	50	0.000	2	50	0.000
19:00 - 20:00	1	72	0.000	1	72	0.014	1	72	0.014
20:00 - 21:00	1	72	0.000	1	72	0.000	1	72	0.000
21:00 - 22:00	1	72	0.014	1	72	0.000	1	72	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.014			0.038

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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APPENDIX E

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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

PEDESTRIAN ENVIRONMENT REVIEW (PERS) Audit

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on behalf of

HARBOURSIDE INVESTMENTS LIMITED
&
WM MORRISON SUPERMARKETS PLC

PMcL/3290d7/Jul 2018

Registered in England No. 7200530
Registered Office: The White House, 2 Meadrow, Godalming, Surrey, GU7 3HN

CONTENTS

1.0 INTRODUCTION

1.1 The Redwood Partnership has been appointed by Harbourside Investments Limited and WM Morrison Supermarkets PLC to prepare a Morrisons Travel Plan for a mixed-use retail and residential development consisting of a new Morrisons foodstore and 144no residential apartments above, located at 43-67 High St, Yiewsley. West Drayton UB7 7QQ.

1.2 To establish the quality of the environment for pedestrians the Redwood Partnership has undertaken a Pedestrian Environment Review System (PERS) Assessment of the routes between the Site and the nearest local bus stops and West Drayton railway station.

1.3 This document describes the execution and outcome of the PERS assessment. The PERS approach provides a qualitative and quantitative means of describing and valuing the urban realm and pedestrian environment. The objective of this PERS audit is to assess and grade the urban realm and pedestrian environment between the site and the local bus stops including the pedestrian route from the Site to West Drayton Station via Colham Bridge where the High Street passes over the Grand Union Canal.

1.4 The PERS site assessment was carried out on 19th June 2018. The extent of the subject area is shown in **Figure A1**.

1.5 The remainder of this report outlines the following:

- An overview of the PERS process, its use and capabilities
- Summary of the PERS audit on High Street, Horton Road and St Stephen's Road
- Summary and conclusion

2.0 OVERVIEW OF THE PERS SYSTEM

2.1 PERS is a tool that measures the quality of the pedestrian environment through subjective review and provides an objective measure to pedestrian quality. The auditing process allows for an overall review of pedestrian accessibility to and from the site.

2.2 Transport for London (TfL) has recognised PERS as an appropriate tool to fully evaluate the pedestrian environment. The PERS audit can identify where pedestrian environments require improvement.

2.3 PERS is produced by the Transport Research Laboratory (TRL) and is described as:

'*a systematic [computer programme] process designed to assess the quality of the pedestrian environment within a framework that promotes objectivity*'

2.4 The review process allows for a wide range of information to be collected and presented in a number of analytical formats suitable for presentation. In principle, PERS reviews the environment from the end-user's perspective with emphasis placed on the viewpoint of a vulnerable pedestrian.

2.5 The Mayor's Transport Strategy aims to create a connected, safe, convenient and attractive environment that encourages people to walk, making London one of the most walking friendly cities for pedestrians.

2.6 Provision for walking is essential to the delivery of a sustainable and integrated transport policy with the overall result of environmental, social and economic health benefits.

2.7 When designing walking schemes and assessing the pedestrian environment, consideration needs to be given to the 5 'C's. The London Advisory Planning Committee first introduced the 5 'C's in 1997 as a basis on which new measures to encourage walking should be developed. The proposed development will provide a number of significant improvements to the public realm and pedestrian environment. These benefits are outlines together with the 5 'C's produced by the London Advisory Planning Committee. These are:

i) **Convenient**: Routes should allow people to go where they want and the new facilities will offer an advantage in terms of directness and/or reduced delay compared with existing provision. Routes and key destinations will be properly

signed. For cyclists, trip-end cycle parking facilities will be clearly marked, conveniently located, and appropriate for the likely length of stay

ii) **Accessible**: Local pedestrian and cycling routes form a significant network linking trip origins and the site. The routes are continuous and as direct as possible in terms of distance and journey time

iii) **Safe**: Not only must infrastructure be safe, but it must be perceived to be safe. Opportunities for redistributing space within the highway have been fully explored with improved facilities on the public highway for both pedestrians and cyclists.

iv) **Comfortable**: Any new highway works must meet the design standards for width, gradient, and surface quality etc, and will cater for all types of user, including children and disabled people. Dropped kerbs are provided at all new crossing points together with tactile paving to assist visually impaired people.

v) **Attractive**: The walking and cycling environment on the site will be attractive and interesting to reinforce the site's link with the nearby bus stops and West Drayton station

2.8 It is important to engineer routes that provide for the five important considerations given above. The 5 'C's reflect the fact that all transport users, regardless of mode, wish to make their journeys in the shortest, most convenient manner that is consistent with their personal safety and provides a pleasant and comfortable walking experience.

2.9 PERS takes into consideration the 5 'C's above and works on a simple scoring method that breaks down various auditing criteria based on the pedestrian environment.

2.10 PERS as an audit tool consists of two parts:

- Check sheets with accompanying guidance for the use in the field to score environments and note comments; and
- Software that was adopted for the purpose of this study follows that recommended by TRL and summarised in **Table 2.1**:

Table 2.1
Approach to PERS

Stage	Tasks
1. Definition of study area	The study area is defined on a base map with all the pedestrian environments identified
2. On-street evaluation	The auditor reviews the assigned environment using the summary sheets and scoring guides. Scores and comments are noted down and later input into the PERS software
3. Data input and analysis	The scores and comments gathered are entered into PERS software for each environment reviewed. The software assigns each environment and sub-criteria an overall score.

2.11 Using this approach, the PERS audit assesses parameters within the designated study area as described in **Table 2.2**:

Table 2.2
PERS Description of the Pedestrian Environment

Environment Type	Brief Description
Links	Any footway, footpath or highway. They can be divided into sections if very long or reviewed in total
Crossings	Any designated or undesignated crossing where a pedestrian route intersects with a highway. You may choose to include side road junction crossings or not, dependent on the audit taking place
Routes	A way that links a trip origin and a trip destination, for example from a public transport interchange to a development site. Routes may consist of any number of links and crossings but has some characteristics specific to itself

2.12 This PERS audit looks specifically at the routes in the vicinity of the Site which is accessed via High Street, Horton Road and St Stephen's Road. The study area shown on **Figure A1** consists of the following routes:

i) Route 1 - Site to northbound bus stop A on High Street
ii) Route 2 - Site to southbound bus stop B on High Street
iii) Route 3 - Site to eastbound bus stop C on Horton Road
iv) Route 4 - Site to westbound bus stop D on Horton Road

v) Route 5 – Horton Road junction to West Drayton Station

vi) Route 6 – St Stephen's Road on development frontage

2.13 Based upon best practice guidance in Manual for Streets and the 5 'C's, PERS works on a simple scoring method that breaks down various parameters into a number of sub categories or characteristics. Each characteristic is scored on a range from +3 to -3, where +3 is the highest score. The PERS software weights the score for each characteristic depending on its deemed importance, to give a final overall score for each environment type. **Table 2.3** shows the score descriptions:

Table 2.3
PERS Scoring Description

Score	Condition
-3	Exceptionally poor example or practice
-2	Significant problems
-1	Minor problems
0	Neutral, neither good nor poor
+1	Slightly better than average
+2	Very Good
+3	Exceptionally good example or practice

2.14 Although quantitative methods are used when reviewing pedestrian environments within PERS much of the auditing is also qualitative, using the judgement of the auditor. This allows the 'feel' of an environment to be gauged and assessed. The walking environment was specifically viewed from the perspective of the end user and the most vulnerable.

2.15 The key to the process relies on the reviewer to:

'*Recognise the implications of current conditions for the whole range of users and their needs, bearing in mind the need to give particular consideration to the needs of pedestrians with mobility impairment*.'

2.16 Once the scores have been inputted into the PERS software, the environment type and each individual characteristic are rated either Red (poor quality), Amber (satisfactory quality) or Green (good quality) depending on their scores. The rating is also influenced by the observed importance of the pedestrian environment. If a route is deemed to have 'strategic importance' it is rated more harshly than if the route has 'local importance'. Both High Street and Horton Road

was deemed to have strategic importance, St Stephen's Road has local importance. The quality of the environment was measured taking this into account.

3.0 PERS AUDIT

3.1 The PERS audit assessed the walking environment for the routes and crossings (**Figure A1**) as follows:

- Route 1 – Western Footway of High Street from the NE corner of the Morrisons foodstore to northbound bus stop A on High Street
- Route 2 – Eastern Footway of High Street from the NE corner of the Morrisons foodstore to southbound bus stop B on High Street
- Route 3 – Western footway of High Street from the NE corner of the Morrisons foodstore via a pedestrian refuge island on High Street to the northern footway of Horton Road then to eastbound bus stop C on Horton Road
- Route 4 – Footway from the pedestrian refuge at western end of Horton Road to southern footway of Horton Road then to westbound bus stop D on Horton Road
- Route 5 – Footway from pedestrian refuge crossing on High Street at the eastern end of Horton Road, south to controlled crossing of High Street to West Drayton Station
- Route 6 – St Stephen's Road on development frontage

3.2 **ROUTE 1** forms a footway route between the north-east corner of the Morrisons foodstore and bus stop A on the western side of High Street passing in front of shops on the frontage of High Street (**Photo 3.1**). Bus stop A has the benefit of a shelter and seating (**Photo 3.2**):

Photo 3.1
High Street looking north

Photo 3.2
Bus stop A

3.3 **Table 3.1** shows a summary detailing the PERS Scores for Route 1. Each characteristic is scored on a range from -3 to +3, where +3 is the highest score. The total score is obtained from the PERS software weighting different categories depending on their deemed importance to the pedestrian environment:

3.4 **Table 3.1** shows the results of the scoring produced by the PERS software of Route 1. The pedestrian environment in this area is generally of a good quality, the route in front of the shops can become congested at times, however this is not an unusual situation in the London environment and is acceptable:

Table 3.1 – PERS Scores for Route 1 (strategic)

Ref	Gradient	Obstructions	Permeability	Legibility	Lighting	Tactile information	Colour contrast	Personal Security	Surface quality	User conflict	Environment quality	Maintenance	Score	RAG
1	2	1	2	2	2	2	2	2	2	2	2	2	117	

3.5 **ROUTE 2** forms a footway route for pedestrians between the north-east corner of the Morrisons foodstore and bus stop B on the east side of High Street. Pedestrians are required to cross High Street via a traffic signal-controlled PUFFIN pedestrian crossing (**Photo 3.3**). Bus stop B has the benefit of a shelter and seating (**Photo 3.4**):

Photo 3.3
High Street controlled crossing

Photo 3.4
Bus stop B

3.6 **Table 3.2** shows the results of the scoring produced by the PERS software of Route 2. The pedestrian environment in this area is of a good quality, although at the time of the audit the controlled crossing was not in use due to roadworks:

Table 3.2 – PERS Scores for Route 2 (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG	
2	2	2	2	2	2	2	2	2	2	2	2	120		

3.7 **ROUTE 3** forms a footway route on High Street from the NE corner of the Morrisons foodstore (**Photo 3.5** and **Photo 3.6**) via pedestrian refuge on High Street (**Photo 3.7** and **Photo 3.8**) to northern footway of Horton Road (**Photo 3.9**) then to eastbound bus stop C on Horton Road (**Photo 3.10**). Bus stop C does not have the benefit of a shelter and seating:

Photo 3.5
High Street looking south

Photo 3.6
High Street looking south at St Stephen's Rd

Photo 3.7
High Street looking north fro Horton Rd Jct

Photo 3.8
High Street refuge island

Photo 3.9
Horton Road footway (north) looking west

Photo 3.10
Bus stop C

3.8 **Table 3.3** shows the results of the scoring produced by the PERS software of Route 3. The pedestrian environment in this area is of a good quality with acceptable footway quality and tactile paving:

Table 3.3 – PERS Scores for Route 3 (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
3	2	2	2	2	2	2	2	2	2	2	2	120	

3.9 **ROUTE 4** forms a footway from the pedestrian refuge at western end of Horton Road to south footway of Horton Road then to westbound bus stop D on Horton Road:

Photo 3.11
High Street looking north

Photo 3.12
Horton Road south looking to High Street

Photo 3.13
Horton Road south footway

Photo 3.14
Horton Road south footway

3.10 **Table 3.4** shows the results of the scoring produced by the PERS software of Route 4. The pedestrian environment in this area is of a good quality with acceptable footway quality and tactile paving. A short section of Horton Road's footway is relatively steep (**Photo 3.12**) but is acceptable as it is over a short length:

Route 3.4 – PERS Scores for Route 4 (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
4	2	1	2	2	2	2	2	2	2	2	2	119	

3.11 **ROUTE 5** forms a footway from the pedestrian refuge crossing on High Street (**Photo 3.7**) at eastern end of Horton Road, south to controlled crossing of High Street to West Drayton Station:

Photo 3.15
High Street west footway looking north over bridge

Photo 3.16
High Street south of bridge looking south towards West Drayton station

Photo 3.17
High Street controlled crossing outside West Drayton station

Photo 3.18
Station Approach crossing looking north

3.12 **Table 3.5** shows the results of the scoring produced by the PERS software of Route 5. The pedestrian environment in this area is of a good quality with acceptable footway quality and tactile paving:

Table 3.5 – PERS Scores for Route (strategic)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
5	2	2	2	2	2	2	2	2	2	2	2	120	

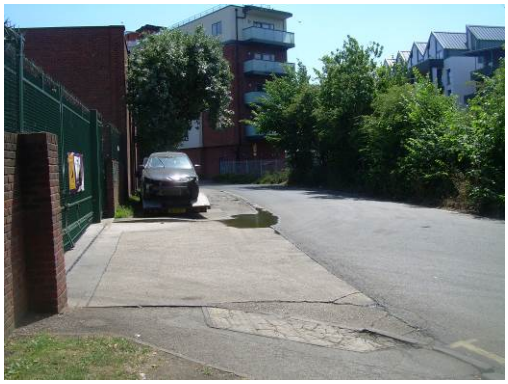
3.13 **ROUTE 6** forms a footway route for pedestrians between the south-east corner of the Morrisons foodstore along the northern footway passing the existing site frontage:

Photo 3.19
St Stephen's Rd looking west

Photo 3.20
St Stephen's Rd looking west

Photo 3.21
St Stephen's Rd looking west

Photo 3.22
St Stephen's Rd looking east



3.14 **Table 3.6** shows the results of the scoring produced by the PERS software of Route 6:

Table 3.6 – PERS Scores for Route 6 (local)

Ref	Effective width	Gradient	Obstructions	Permeability	Legibility	Lighting	Colour contrast	Personal Security	Surface quality	Environment quality	Maintenance	Score	RAG
6	-1	2	-1	2	2	0	2	-1	-2	-2	-2	25	

3.15 St Stephen's Road on the south frontage of the development provides a poor-quality environment for pedestrians with ponding, broken tactile paving and abandoned cars. The footway along this frontage will be subject to improvements as part of the development proposals with a wider footway, new footway surfacing, tactile paving and new street lighting.

3.16 Five of the routes included in this audit have been reviewed separately by the safety audit team. St Stephen's Road was not reviewed by the safety auditors as it is subject to new works included in the application. The safety audit team made the following comments with regards to these routes which they considered to be acceptable in terms of pedestrian safety:

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

1.1 *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).*

1.2 *The footways are generally 2m wide (min) and the surfaces are in a good state of repair with no obvious trip hazards.*

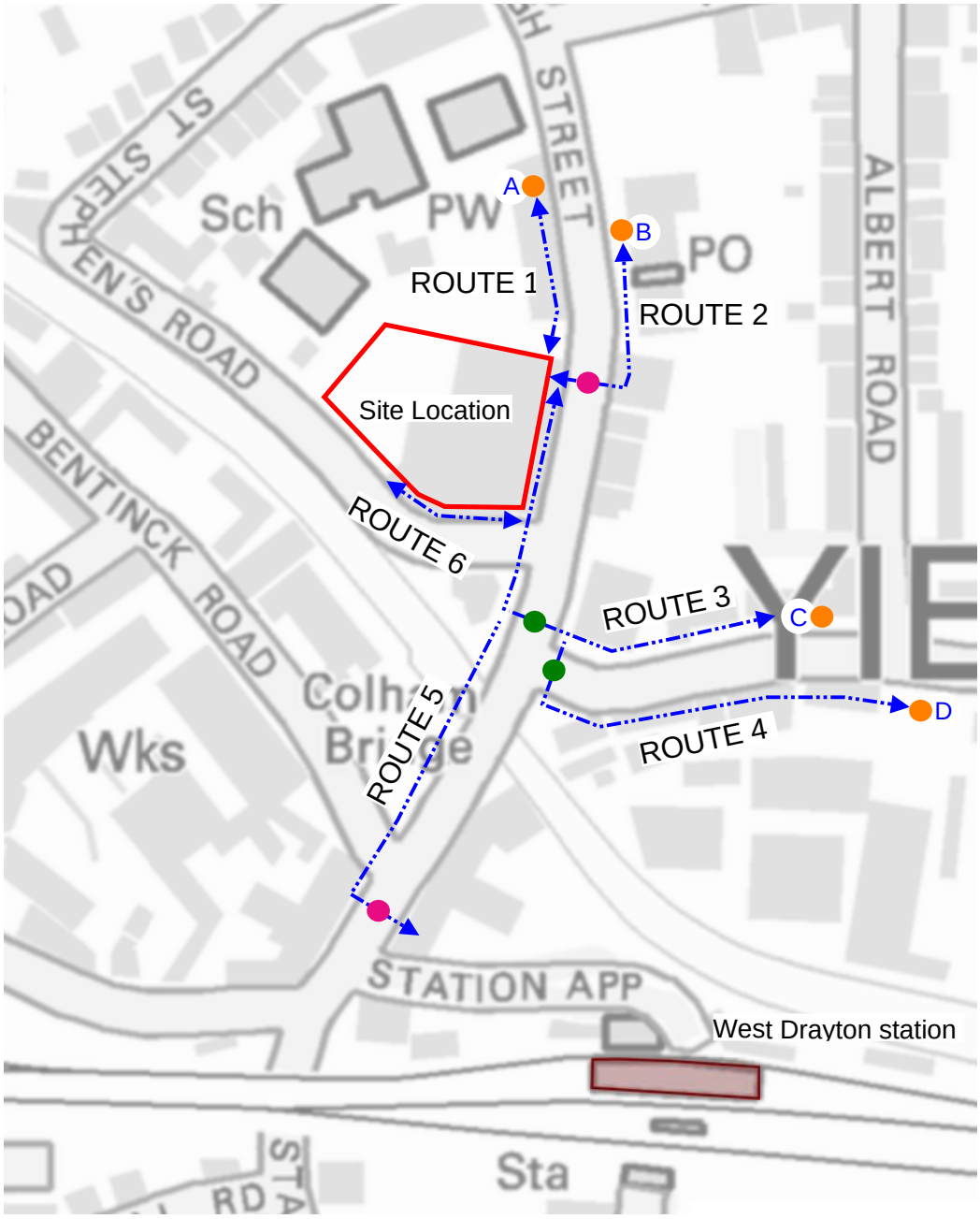
1.3 *It is therefore considered that pedestrians, including the vision and mobility impaired, are able to access the bus stops/railway station without any issues concerning gradients, obstructions and/or trip hazards.'*

4.0 SUMMARY & CONCLUSIONS

4.1 The Redwood Partnership has undertaken a Pedestrian Environment Review System (PERS) Assessment to establish the quality of the walking environment for pedestrians between the Site, the nearest local bus stops and West Drayton station.

4.2 The existing environment for pedestrians is generally good along High Street as far as West Drayton station and Horton Road as far as bus stops C and D. The PERS assessment has not highlighted any area of concern which would need improvements apart from the northern footway on St Stephen's Road.

4.3 The Stage 1 Road Safety Audit considered all routes to be acceptable in terms of pedestrian safety. They did not review St Stephen's Road (Route 6) as the pedestrian environment on this road will be subject to improvement as part of the development proposals.



KEY

Pedestrian route

D Bus stop D

Controlled pedestrian crossing

Pedestrian refuge island

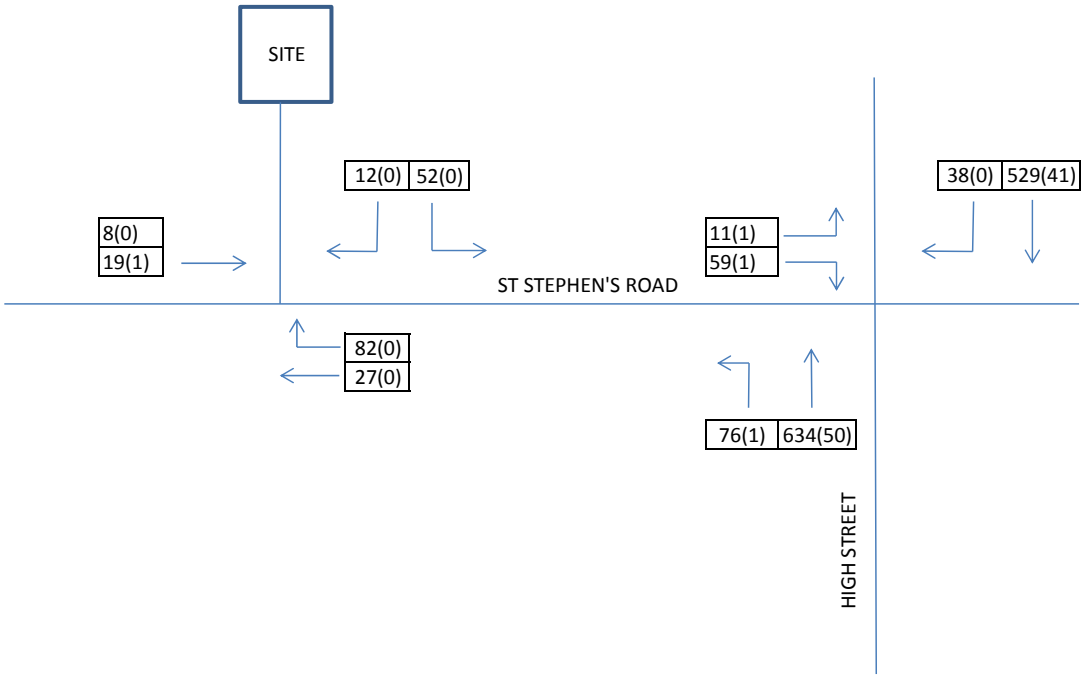
0 100 200

Scale (metres)

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
STREET AUDIT REVIEW - ROUTING PLAN

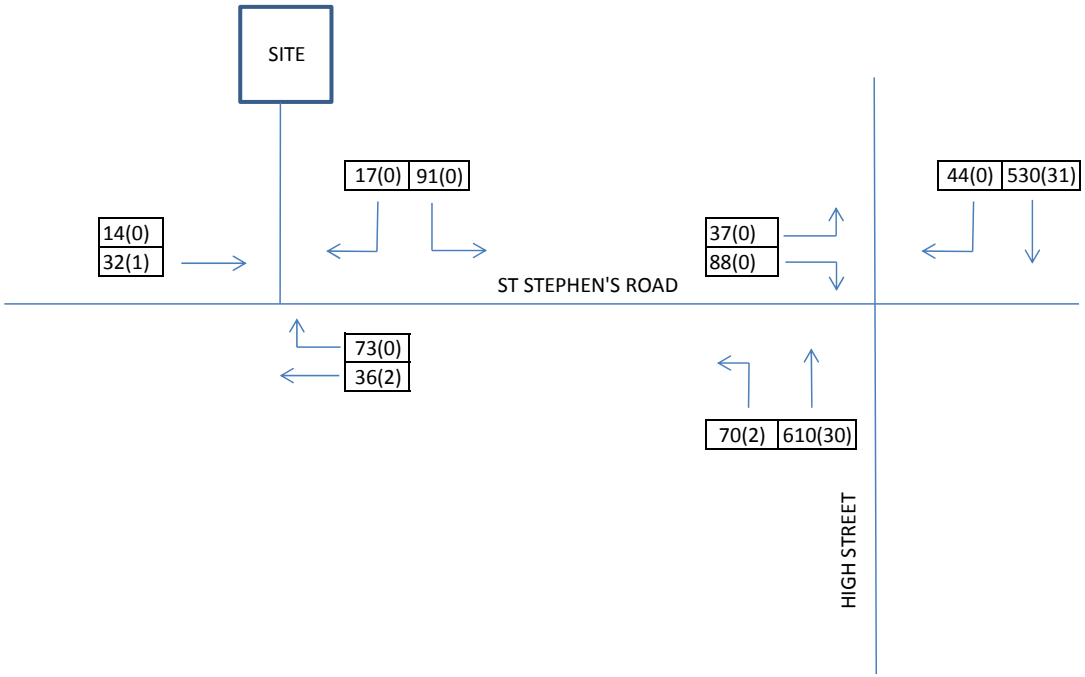
FIGURE A1

APPENDIX F



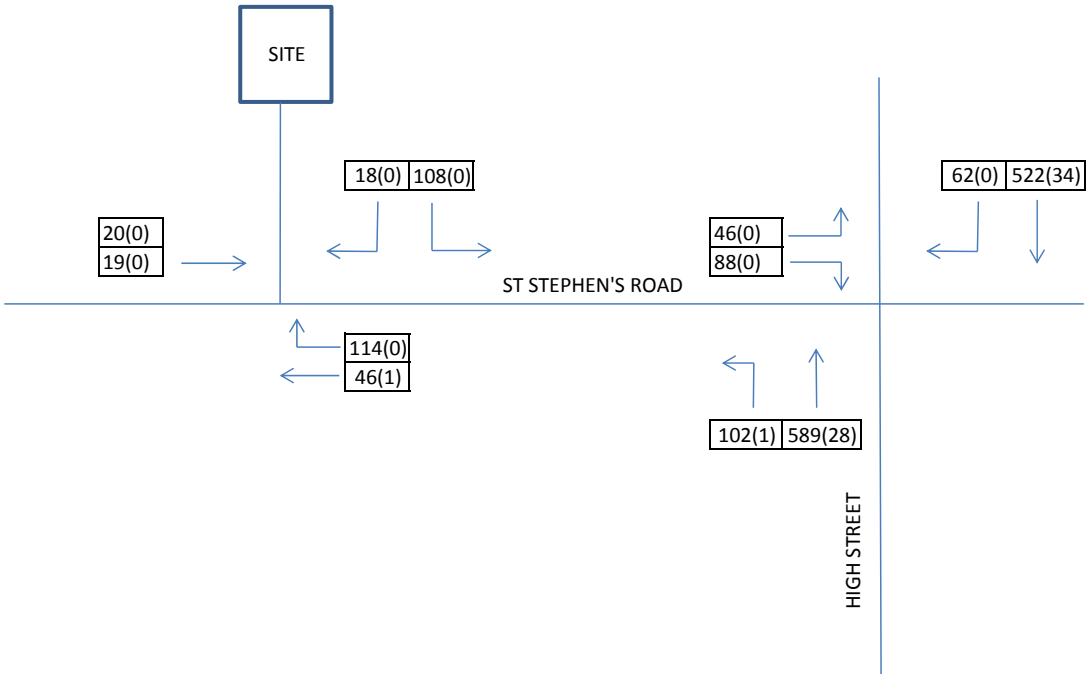
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING AM PEAK HOUR TRAFFIC FLOWS - 0815-0915 HRS, FRIDAY 23RD FEBRUARY 2018

FIGURE F51



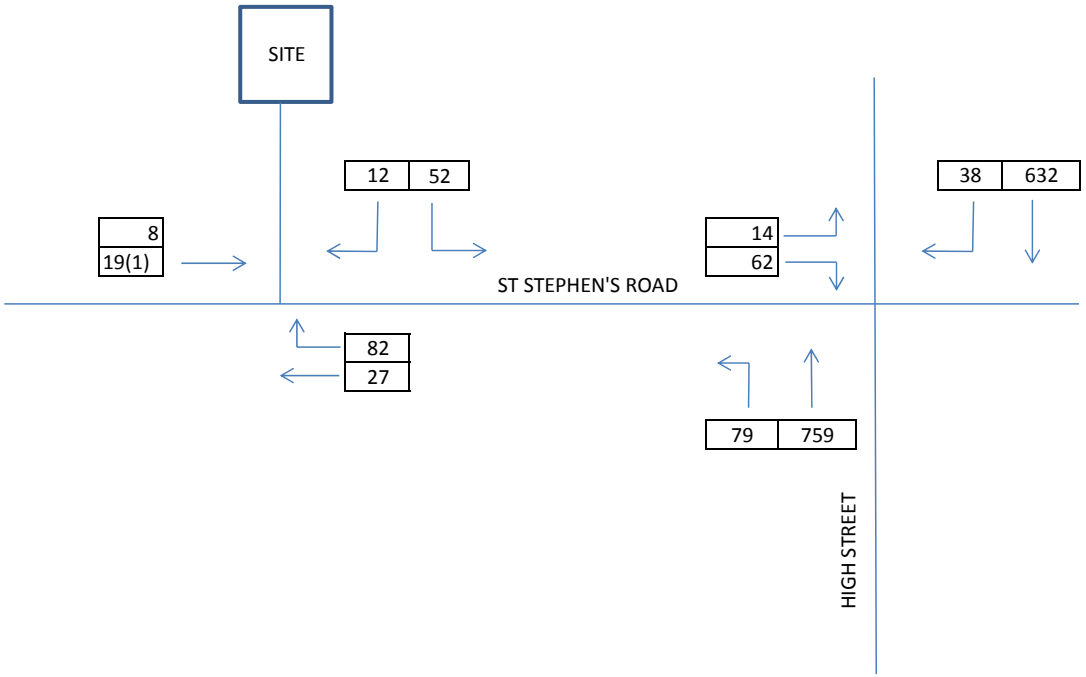
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING PM PEAK HOUR TRAFFIC FLOWS - 1730-1830 HRS, FRIDAY 23RD FEBRUARY 2018

FIGURE F52



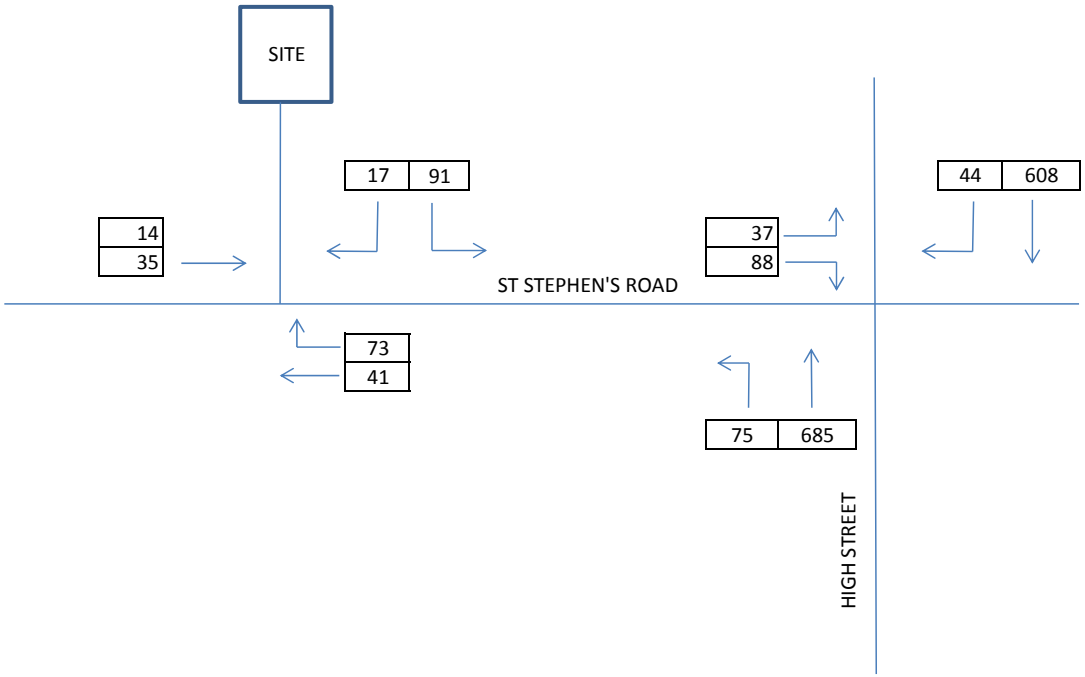
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING MIDDAY PEAK HOUR TRAFFIC FLOWS - 1130-1230 HRS, SATURDAY 10TH FEBRUARY 2018

FIGURE F53



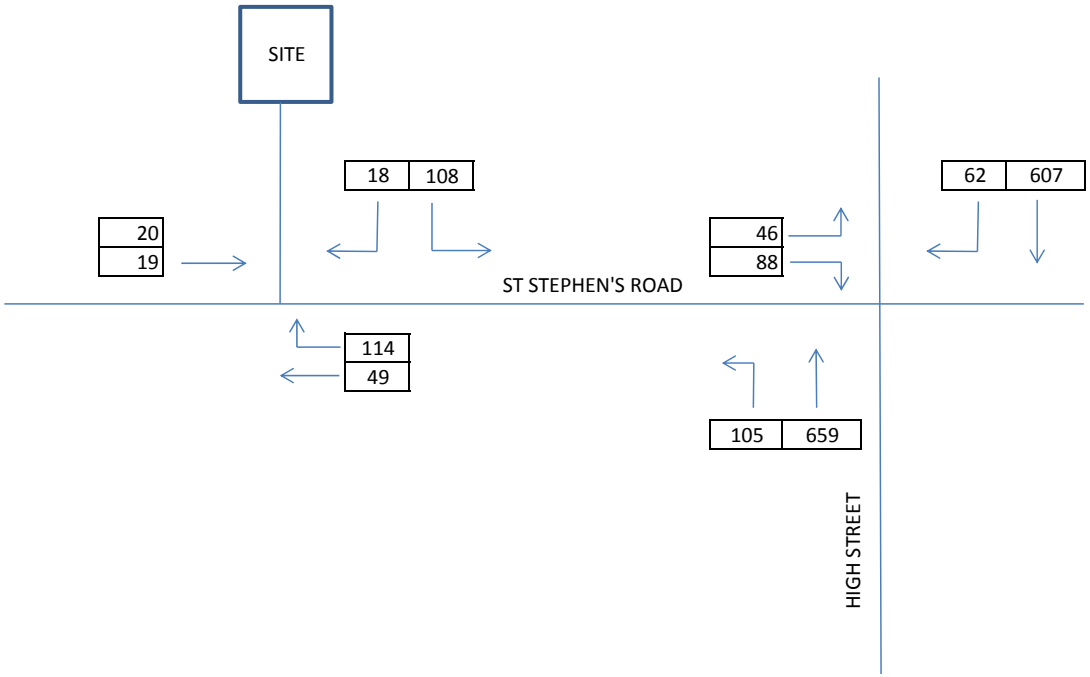
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING AM PEAK HOUR TRAFFIC FLOWS (PCUs) - 0815-0915 HRS, FRIDAY 23RD FEBRUARY 2018

FIGURE F54



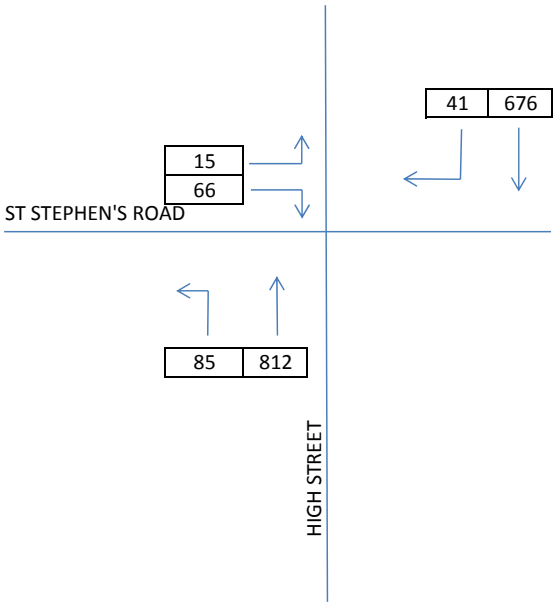
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING PM PEAK HOUR TRAFFIC FLOWS (PCUs) - 1730-1830 HRS, FRIDAY 23RD FEBRUARY 2018

FIGURE F55

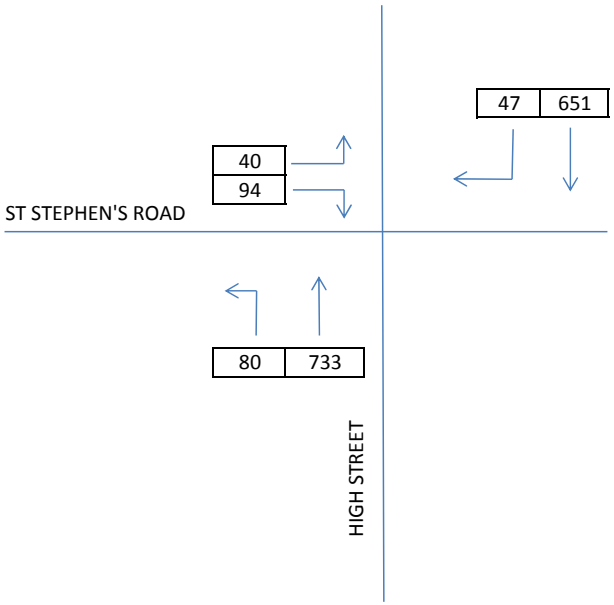


MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING MIDDAY PEAK HOUR TRAFFIC FLOWS (PCUs) - 1130-1230 HRS, SATURDAY 10TH FEBRUARY 2018

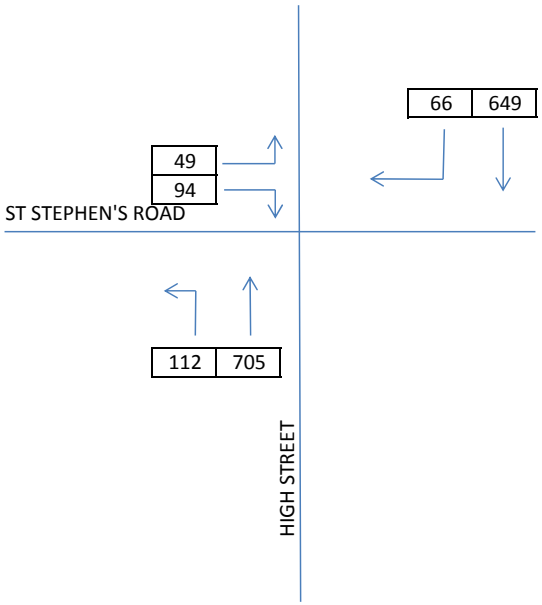
FIGURE F56



WEEKDAY AM PEAK HOUR
08:15-09:15 HRS



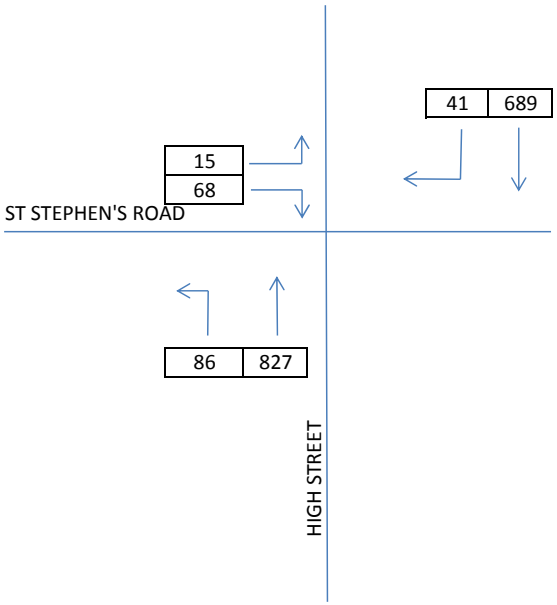
WEEKDAY PM PEAK HOUR
08:15-09:15 HRS



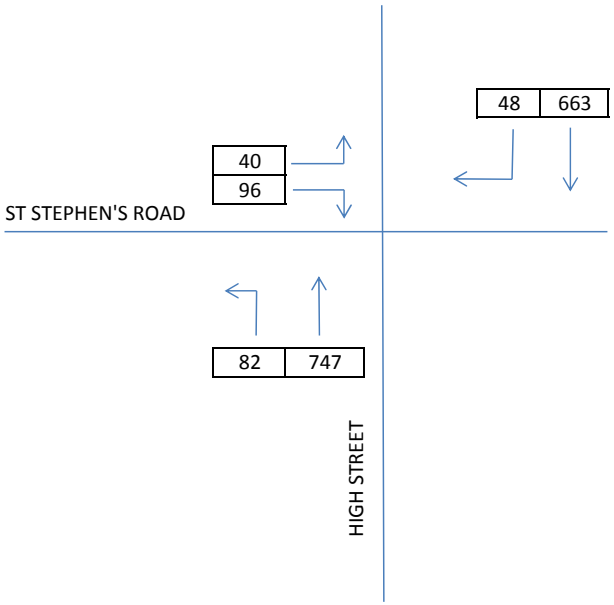
SATURDAY MIDDAY PEAK HOUR
11:30-12:30 HRS

MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING 2018 PEAK HOUR TRAFFIC FLOWS GROWTHED TO YEAR OF OPENING 2025

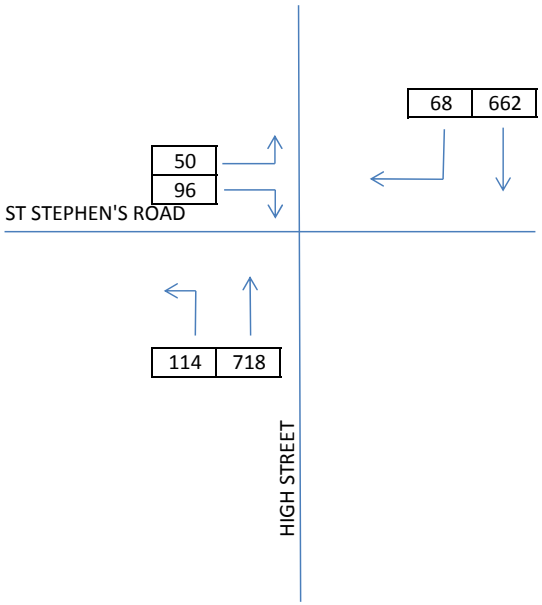
FIGURE F57



WEEKDAY AM PEAK HOUR
08:15-09:15 HRS



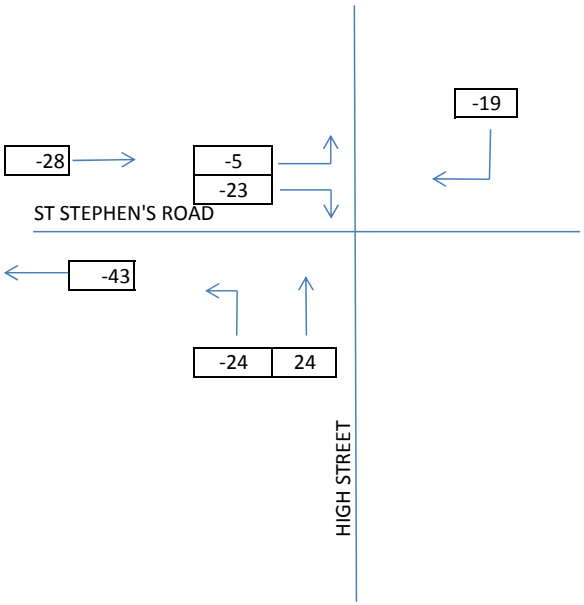
WEEKDAY PM PEAK HOUR
08:15-09:15 HRS



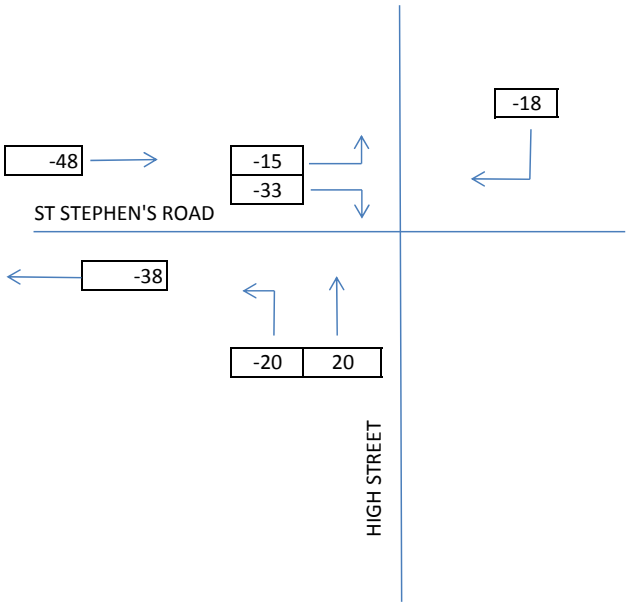
SATURDAY MIDDAY PEAK HOUR
11:30-12:30 HRS

MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
EXISTING 2018 PEAK HOUR TRAFFIC FLOWS GROWTHED TO HORIZON YEAR 2027

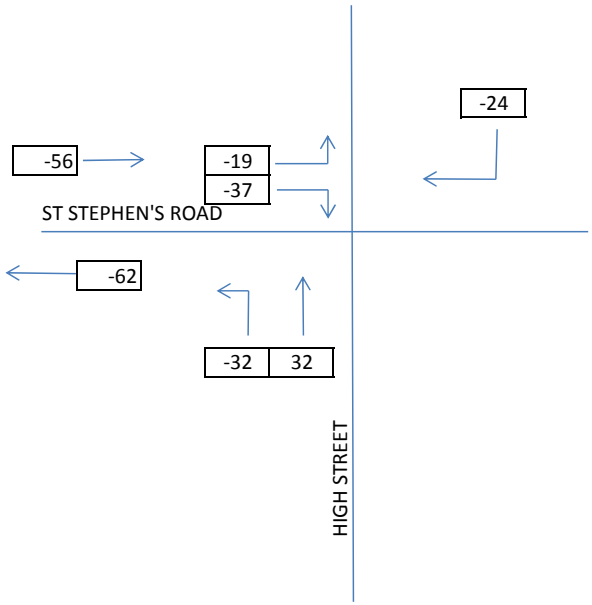
FIGURE F58



WEEKDAY AM PEAK HOUR
08:15-09:15 HRS



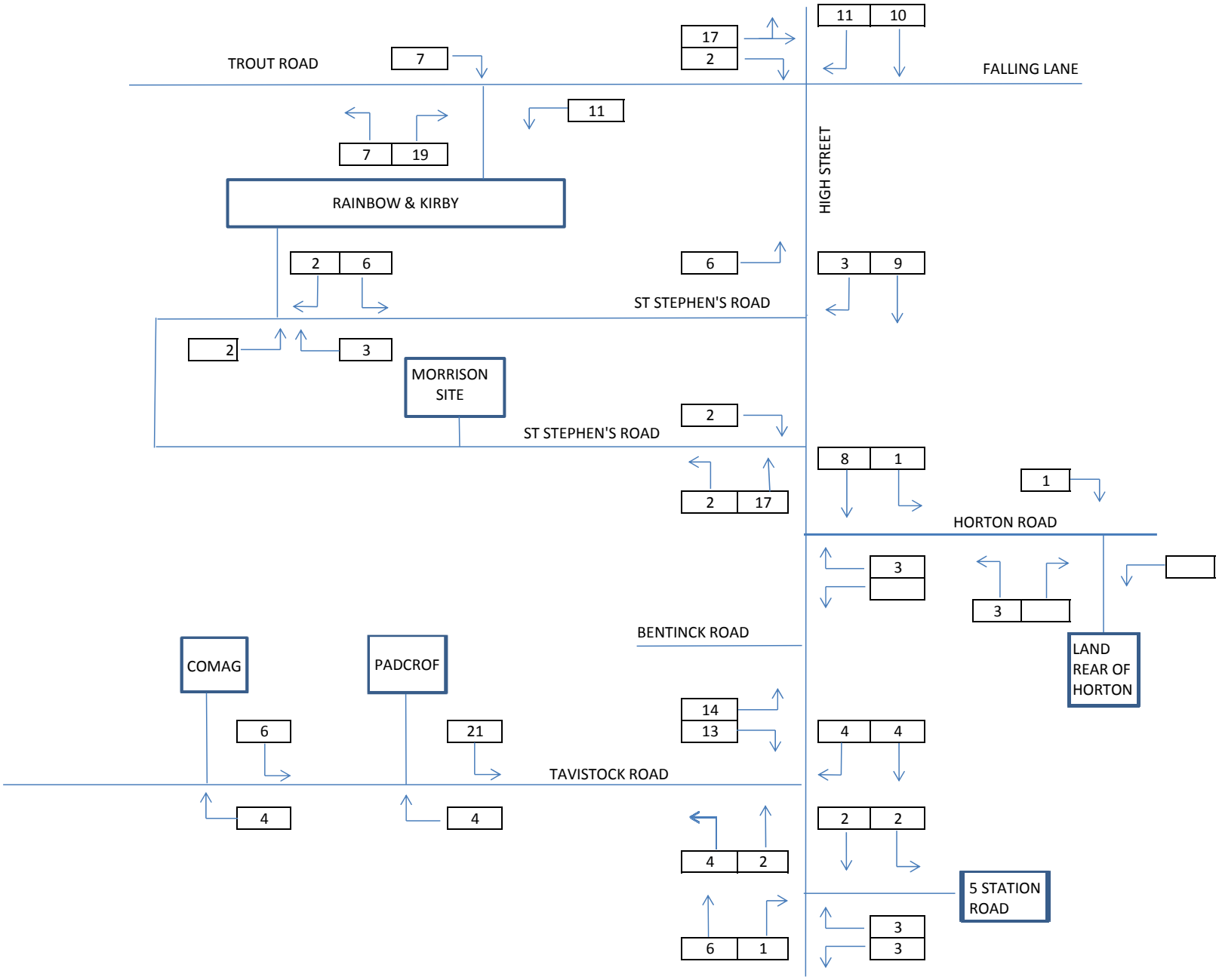
WEEKDAY PM PEAK HOUR
08:15-09:15 HRS



SATURDAY MIDDAY PEAK HOUR
11:30-12:30 HRS

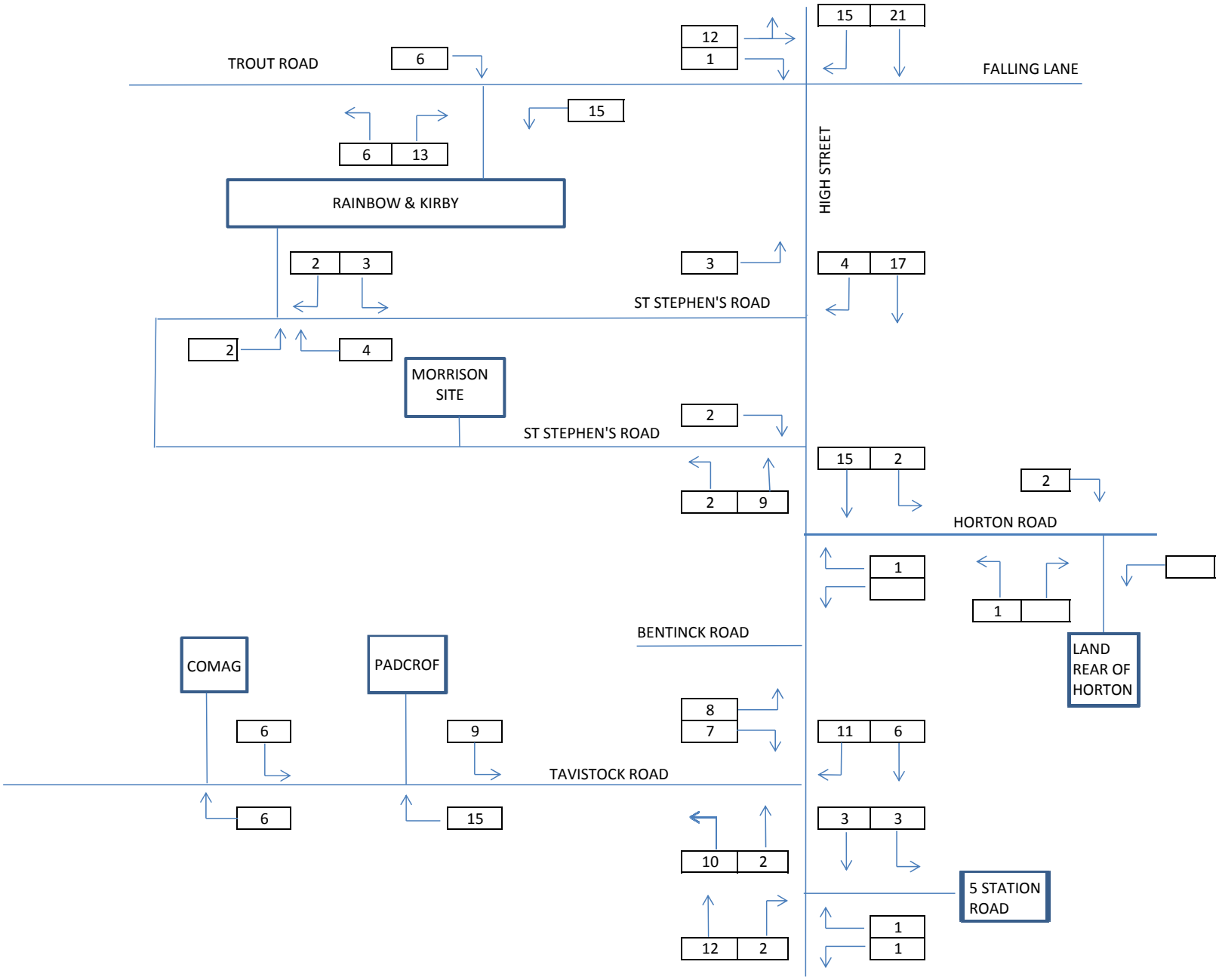
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
NETT DEVELOPMENT PEAK HOUR TRAFFIC FLOWS

FIGURE F59



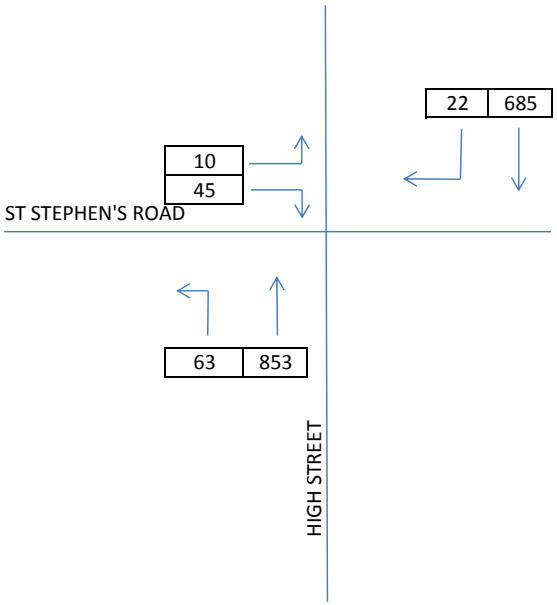
MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
TOTAL COMMITTED DEVELOPMENT TRAFFIC FLOWS - WEEKDAY AM PEAK HOUR

FIGURE F60

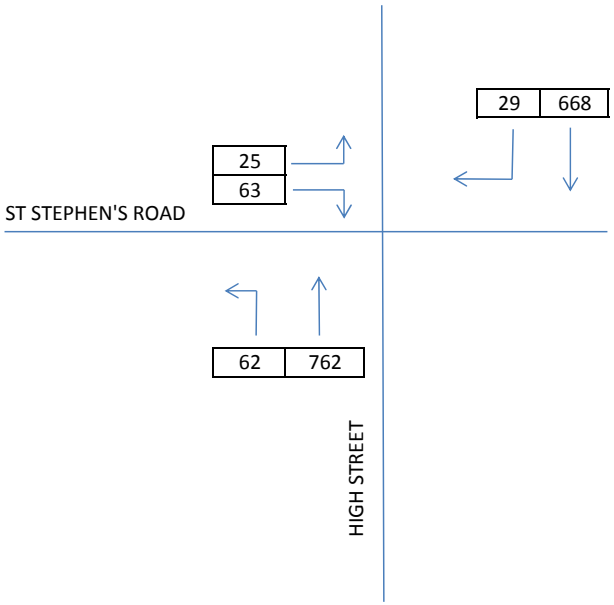


MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
TOTAL COMMITTED DEVELOPMENT TRAFFIC FLOWS - WEEKDAY PM PEAK HOUR

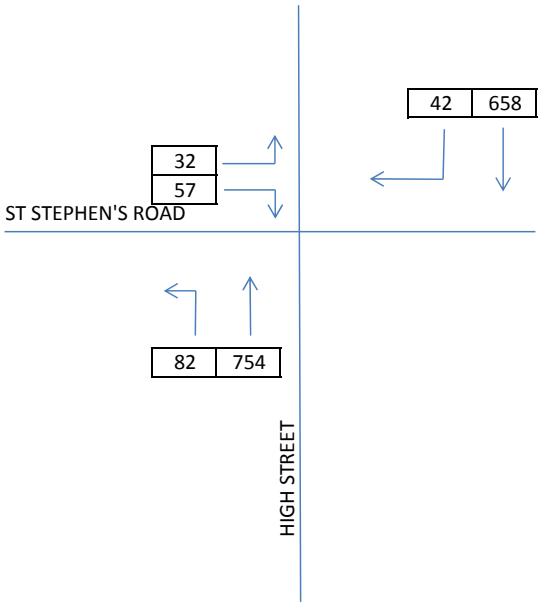
FIGURE F61



WEEKDAY AM PEAK HOUR
08:15-09:15 HRS
FIGURES F57+F59+F60



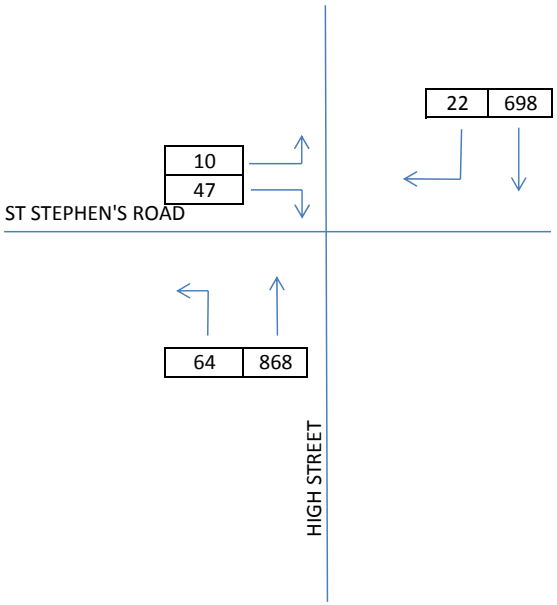
WEEKDAY PM PEAK HOUR
08:15-09:15 HRS
FIGURES F57+F59+F61



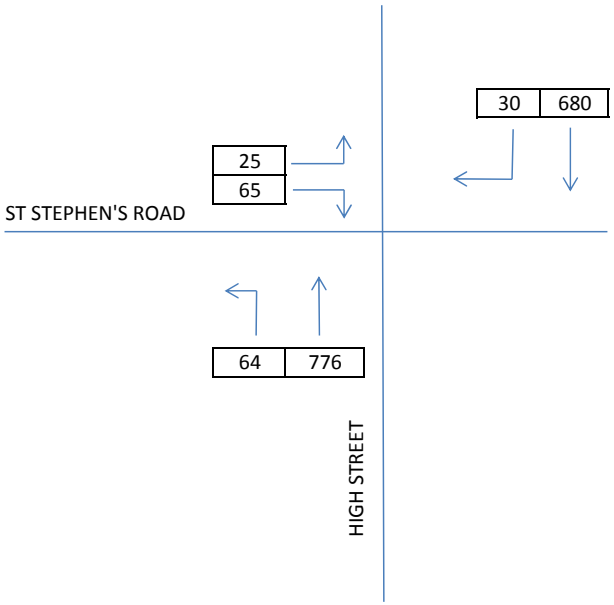
SATURDAY MIDDAY PEAK HOUR
11:30-12:30 HRS
FIGURES F57+F59+F60

MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
TOTAL TRAFFIC FLOWS - OPENING YEAR 2025

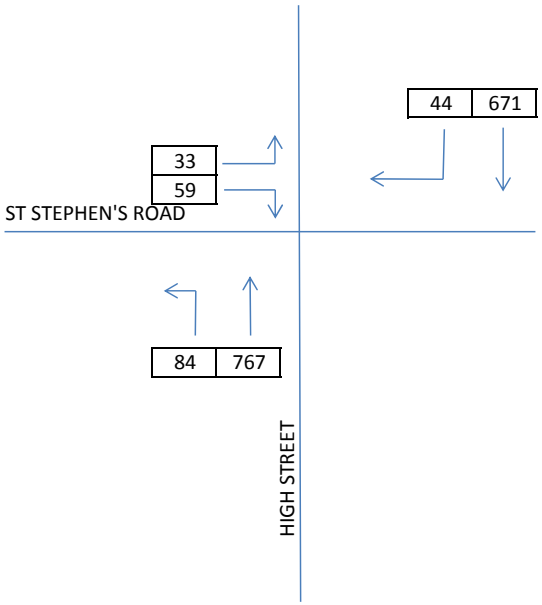
FIGURE F62



WEEKDAY AM PEAK HOUR
08:15-09:15 HRS
FIGURES F58+F59+F60



WEEKDAY PM PEAK HOUR
08:15-09:15 HRS
FIGURES F58+F59+F61



SATURDAY MIDDAY PEAK HOUR
11:30-12:30 HRS
FIGURES F58+F59+F60

MORRISON'S REDEVELOPMENT, HIGH STREET, YIEWSLEY
TOTAL TRAFFIC FLOWS - HORIZON YEAR 2027

FIGURE F63

APPENDIX G

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: High Street-St Stephen's Road Junction.j9
Path: \\STORE-1\Documents\New Projects\3377 Yiewsley Design - Citygrove\Design\Picady
Report generation date: 28/03/2023 13:01:43

Summary of junction performance

	Friday AM							Friday PM							Saturday midday						
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Base 2025+nett development+committed development																				
Stream B-AC	0.4	21.51	0.27	C	0.91	A	18 % [Stream B-AC]	0.6	21.57	0.37	C	1.45	A	17 % [Stream B-AC]	0.5	20.54	0.36	C	1.52	A	19 % [Stream B-AC]
Stream C-AB	0.2	4.59	0.10	A				0.3	4.65	0.13	A				0.6	4.83	0.18	A			
	Base 2027+nett development+committed development																				
Stream B-AC	0.4	22.64	0.28	C	0.96	A	15 % [Stream B-AC]	0.6	22.73	0.39	C	1.52	A	15 % [Stream B-AC]	0.6	21.66	0.38	C	1.62	A	16 % [Stream B-AC]
Stream C-AB	0.2	4.57	0.10	A				0.3	4.64	0.13	A				0.7	4.83	0.19	A			

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Existing High Street / Station Road Junction
Location	Morrisons Yiewsley
Site number	
Date	28/03/2023
Version	
Status	(new file)
Identifier	PMcL
Client	Morrisons
Jobnumber	3377
Enumerator	\Redwood
Description	Development+committed development

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2025+nett development+committed development	Friday AM	ONE HOUR	08:00	09:30	15
D2	Base 2025+nett development+committed development	Friday PM	ONE HOUR	17:15	18:45	15
D3	Base 2025+nett development+committed development	Saturday midday	ONE HOUR	11:15	12:45	15
D4	Base 2027+nett development+committed development	Friday AM	ONE HOUR	08:00	09:30	15
D5	Base 2027+nett development+committed development	Friday PM	ONE HOUR	17:15	18:45	15
D6	Base 2027+nett development+committed development	Saturday midday	ONE HOUR	11:15	12:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Base 2025+nett development+committed development, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	0.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	18	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	High Street northbound		Major
B	St Stephen's Road		Minor
C	High Street southbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.18			80.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	30	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	498	0.078	0.197	0.124	0.282
1	B-C	637	0.084	0.213	-	-
1	C-B	620	0.207	0.207	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Base 2025+nett development+committed development	Friday AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	916	100.000
B		✓	55	100.000
C		✓	707	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	63	853
	B	45	0	10
	C	685	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	21.51	0.4	C
C-AB	0.10	4.59	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	322	0.129	41	0.1	12.788	B
C-AB	42	856	0.049	41	0.1	4.572	A
C-A	491			491			
A-B	47			47			
A-C	642			642			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	49	283	0.175	49	0.2	15.401	C
C-AB	61	912	0.067	61	0.1	4.392	A
C-A	574			574			
A-B	57			57			
A-C	767			767			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	61	228	0.266	60	0.4	21.368	C
C-AB	101	993	0.102	101	0.2	4.208	A
C-A	677			677			
A-B	69			69			
A-C	939			939			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	61	228	0.266	61	0.4	21.512	C
C-AB	101	994	0.102	101	0.2	4.219	A
C-A	677			677			
A-B	69			69			
A-C	939			939			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	49	283	0.175	50	0.2	15.515	C
C-AB	61	912	0.067	62	0.1	4.420	A
C-A	574			574			
A-B	57			57			
A-C	767			767			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	41	322	0.129	42	0.2	12.869	B
C-AB	42	857	0.049	42	0.1	4.591	A
C-A	490			490			
A-B	47			47			
A-C	642			642			

Base 2025+nett development+committed development, Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Base 2025+nett development+committed development	Friday PM	ONE HOUR	17:15	18:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	824	100.000
B		✓	88	100.000
C		✓	697	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	62	762
	B	63	0	25
	C	668	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	21.57	0.6	C
C-AB	0.13	4.65	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	66	351	0.189	65	0.2	12.564	B
C-AB	53	857	0.062	52	0.1	4.626	A
C-A	472			472			
A-B	47			47			
A-C	574			574			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	79	315	0.251	79	0.3	15.225	C
C-AB	77	912	0.084	76	0.2	4.469	A
C-A	550			550			
A-B	56			56			
A-C	685			685			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	97	264	0.367	96	0.6	21.340	C
C-AB	124	992	0.126	124	0.3	4.326	A
C-A	643			643			
A-B	68			68			
A-C	839			839			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	97	264	0.368	97	0.6	21.569	C
C-AB	125	992	0.126	125	0.3	4.340	A
C-A	643			643			
A-B	68			68			
A-C	839			839			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	79	315	0.251	80	0.3	15.402	C
C-AB	77	912	0.084	78	0.2	4.503	A
C-A	550			550			
A-B	56			56			
A-C	685			685			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	66	351	0.189	67	0.2	12.686	B
C-AB	53	858	0.062	53	0.1	4.645	A
C-A	472			472			
A-B	47			47			
A-C	574			574			

Base 2025+nett development+committed development, Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	19	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Base 2025+nett development+committed development	Saturday midday	ONE HOUR	11:15	12:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	836	100.000
B		✓	89	100.000
C		✓	700	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	82	754
	B	57	0	32
	C	658	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	20.54	0.5	C
C-AB	0.18	4.83	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	67	361	0.185	66	0.2	12.156	B
C-AB	76	850	0.089	75	0.2	4.800	A
C-A	451			451			
A-B	62			62			
A-C	568			568			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	80	325	0.246	80	0.3	14.651	B
C-AB	110	904	0.122	109	0.3	4.703	A
C-A	519			519			
A-B	74			74			
A-C	678			678			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	98	273	0.359	97	0.5	20.332	C
C-AB	178	982	0.181	177	0.6	4.668	A
C-A	593			593			
A-B	90			90			
A-C	830			830			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	98	273	0.359	98	0.5	20.543	C
C-AB	179	983	0.182	179	0.6	4.690	A
C-A	592			592			
A-B	90			90			
A-C	830			830			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	80	325	0.246	81	0.3	14.815	B
C-AB	111	905	0.122	112	0.3	4.747	A
C-A	519			519			
A-B	74			74			
A-C	678			678			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	67	361	0.186	67	0.2	12.270	B
C-AB	76	851	0.090	77	0.2	4.829	A
C-A	451			451			
A-B	62			62			
A-C	568			568			

Base 2027+nett development+committed development, Friday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	0.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Base 2027+nett development+committed development	Friday AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	932	100.000
B		✓	57	100.000
C		✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	64	868
	B	47	0	10
	C	698	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	22.64	0.4	C
C-AB	0.10	4.57	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	317	0.135	42	0.2	13.058	B
C-AB	42	862	0.049	42	0.1	4.548	A
C-A	500			500			
A-B	48			48			
A-C	653			653			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	278	0.185	51	0.2	15.868	C
C-AB	63	919	0.068	63	0.1	4.366	A
C-A	585			585			
A-B	58			58			
A-C	780			780			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	222	0.283	62	0.4	22.462	C
C-AB	104	1002	0.104	104	0.2	4.181	A
C-A	688			688			
A-B	70			70			
A-C	956			956			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	222	0.283	63	0.4	22.639	C
C-AB	105	1003	0.104	105	0.2	4.194	A
C-A	688			688			
A-B	70			70			
A-C	956			956			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	51	277	0.185	52	0.2	16.001	C
C-AB	63	919	0.068	63	0.1	4.396	A
C-A	584			584			
A-B	58			58			
A-C	780			780			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	43	317	0.135	43	0.2	13.147	B
C-AB	43	862	0.050	43	0.1	4.568	A
C-A	499			499			
A-B	48			48			
A-C	653			653			

Base 2027+nett development+committed development , Friday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Base 2027+nett development+committed development	Friday PM	ONE HOUR	17:15	18:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	840	100.000
B		✓	90	100.000
C		✓	710	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	64	776
	B	65	0	25
	C	680	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	22.73	0.6	C
C-AB	0.13	4.64	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	346	0.196	67	0.2	12.829	B
C-AB	56	862	0.065	55	0.1	4.616	A
C-A	479			479			
A-B	48			48			
A-C	584			584			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	81	310	0.261	80	0.3	15.688	C
C-AB	81	918	0.088	81	0.2	4.464	A
C-A	557			557			
A-B	58			58			
A-C	698			698			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	257	0.385	98	0.6	22.448	C
C-AB	133	999	0.133	132	0.3	4.329	A
C-A	649			649			
A-B	70			70			
A-C	854			854			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	99	257	0.385	99	0.6	22.731	C
C-AB	133	1000	0.133	133	0.3	4.345	A
C-A	649			649			
A-B	70			70			
A-C	854			854			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	81	309	0.262	82	0.4	15.896	C
C-AB	82	918	0.089	82	0.2	4.495	A
C-A	557			557			
A-B	58			58			
A-C	698			698			

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	68	346	0.196	68	0.2	12.966	B
C-AB	56	862	0.065	56	0.1	4.637	A
C-A	479			479			
A-B	48			48			
A-C	584			584			

Base 2027+nett development+committed development , Saturday midday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	High Street / St Stephen's Road	T-Junction	Two-way	1.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Base 2027+nett development+committed development	Saturday midday	ONE HOUR	11:15	12:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	851	100.000
B		✓	92	100.000
C		✓	715	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	84	767
	B	59	0	33
	C	671	44	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	21.66	0.6	C
C-AB	0.19	4.83	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	69	358	0.194	68	0.2	12.405	B
C-AB	81	856	0.094	80	0.2	4.800	A
C-A	457			457			
A-B	63			63			
A-C	577			577			

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	83	320	0.258	82	0.3	15.092	C
C-AB	118	911	0.129	117	0.3	4.710	A
C-A	525			525			
A-B	76			76			
A-C	690			690			

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	267	0.379	100	0.6	21.404	C
C-AB	192	991	0.194	191	0.7	4.701	A
C-A	595			595			
A-B	92			92			
A-C	844			844			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	101	267	0.379	101	0.6	21.665	C
C-AB	193	992	0.195	193	0.7	4.727	A
C-A	594			594			
A-B	92			92			
A-C	844			844			

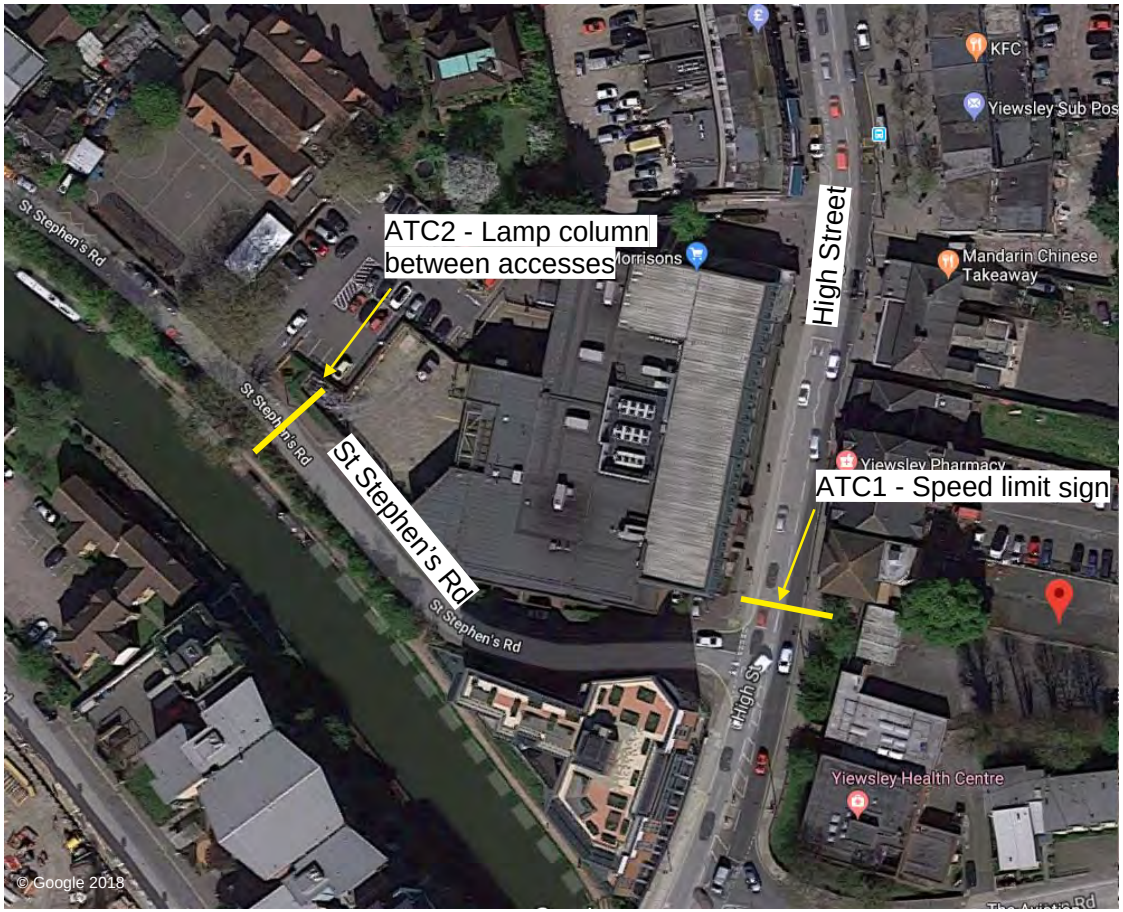
12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	83	320	0.258	84	0.4	15.286	C
C-AB	119	912	0.130	120	0.3	4.758	A
C-A	524			524			
A-B	76			76			
A-C	690			690			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	69	357	0.194	70	0.2	12.531	B
C-AB	82	857	0.095	82	0.2	4.830	A
C-A	457			457			
A-B	63			63			
A-C	577			577			

APPENDIX H



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 2018Included
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).

Mon 14 Time	May Total	2018 RunTot	Northbound 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
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**

Tue 15 May 2018 Northbound																			
Time	**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**
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**

Wed 16 May 2018 Northbound																			
Time	**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**
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**

Thu 17 May 2018 Northbound																			
Time	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
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**

Fri 18 Time	May Total	2018 RunTot	Northbound 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
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**

Sat 19 Time	May Total	2018 RunTot	Northbound 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
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**

Sun 20 Time	May Total	2018 RunTot	Northbound 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
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	Northbound 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**

Mon 14 May 2018 Southbound																			
Time	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
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**

Tue 15 May 2018 Southbound																			
Time	**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**
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**

Wed 16 May 2018 Southbound																			
Time	**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**
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**

Thu 17 May 2018 Southbound																			
Time	**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**
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**

Fri 18 Time	May Total	2018 RunTot	Southbound 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
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**

Sat 19 May 2018 Southbound																			
Time	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
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**

Sun 20 Time	May Total	2018 RunTot	Southbound 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
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	Southbound 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 betweem 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).

Mon 04 Time	June Total	2018 RunTot	Eastbound 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
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**

Tue 05 Time	June Total	2018 RunTot	Eastbound 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
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**

Wed 06 Time	June Total	2018 RunTot	Eastbound 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
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**

Thu 07 June 2018 Eastbound																				
Time	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
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**

Fri 08 Time	June Total	2018 RunTot	Eastbound 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
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**

Sat 09 Time	June Total	2018 RunTot	Eastbound 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
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**

Sun 10	June	2018	Eastbound																	
Time	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
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			Eastbound																	
	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**

Mon 04 Time	June Total	2018 RunTot	Westbound 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
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**

Tue 05 Time	June Total	2018 RunTot	Westbound 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
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**

Wed 06 Time	June Total	2018 RunTot	Westbound 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
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**

Thu 07 June 2018 Westbound Time	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
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**

Fri 08 Time	June Total	2018 RunTot	Westbound 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
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**

Sat 09 June 2018 Westbound																			
Time	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
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**

Sun 10 Time	June Total	2018 RunTot	Westbound 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
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	Westbound 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

APPENDIX J

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**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	0	3	**3**	**4**
	MC	0	0	**0**	0	0	**0**	0	3	**3**	**3**
	CAR	95	2	**97**	3	4	**7**	4	119	**123**	**227**
	LGV	14	0	**14**	0	1	**1**	1	20	**21**	**36**
	R2	6	0	**6**	0	0	**0**	0	2	**2**	**8**
	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	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	6	0	**6**	0	0	**0**	0	6	**6**	**12**
TOT		**123**	**2**	**125**	**3**	**5**	**8**	**5**	**154**	**159**	**292**
0745 - 0800		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	0	2	**2**	**3**
	MC	0	0	**0**	0	0	**0**	0	5	**5**	**5**
	CAR	100	5	**105**	0	2	**2**	11	128	**139**	**246**
	LGV	12	0	**12**	1	0	**1**	2	15	**17**	**30**
	R2	6	0	**6**	0	0	**0**	0	6	**6**	**12**
	R3	1	0	**1**	0	0	**0**	0	1	**1**	**2**
	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	1	**1**	0	0	**0**	**1**
	A6	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	BUS	4	0	**4**	0	0	**0**	0	5	**5**	**9**
TOT		**124**	**5**	**129**	**1**	**3**	**4**	**13**	**163**	**176**	**309**
0800 - 0815		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	0	2	**2**	**3**
	MC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	CAR	108	1	**109**	4	6	**10**	12	138	**150**	**269**
	LGV	20	0	**20**	0	0	**0**	1	21	**22**	**42**
	R2	5	2	**7**	0	1	**1**	0	5	**5**	**13**
	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		**139**	**3**	**142**	**4**	**7**	**11**	**13**	**170**	**183**	**336**
0815 - 0830		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	2	0	**2**	0	0	**0**	0	4	**4**	**6**
	MC	0	0	**0**	0	0	**0**	0	2	**2**	**2**
	CAR	111	10	**121**	2	7	**9**	16	152	**168**	**298**
	LGV	16	0	**16**	1	0	**1**	0	16	**16**	**33**
	R2	8	0	**8**	1	0	**1**	0	5	**5**	**14**
	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	7	**7**	**12**
TOT		**142**	**10**	**152**	**4**	**7**	**11**	**16**	**186**	**202**	**365**

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**	**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	119	9	**128**	2	12	**14**	21	153	**174**	**316**
	LGV	17	0	**17**	0	1	**1**	0	11	**11**	**29**
	R2	4	0	**4**	0	0	**0**	0	6	**6**	**10**
	R3	2	0	**2**	0	0	**0**	0	0	**0**	**2**
	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		**147**	**9**	**156**	**2**	**13**	**15**	**21**	**176**	**197**	**368**
0845 - 0900		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	0	0	**0**	0	0	**0**	0	2	**2**	**2**
	MC	4	0	**4**	0	0	**0**	0	1	**1**	**5**
	CAR	101	9	**110**	4	22	**26**	20	114	**134**	**270**
	LGV	15	1	**16**	0	1	**1**	1	21	**22**	**39**
	R2	3	0	**3**	0	0	**0**	0	6	**6**	**9**
	R3	0	0	**0**	0	1	**1**	0	1	**1**	**2**
	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	3	0	**3**	0	0	**0**	0	5	**5**	**8**
TOT		**126**	**10**	**136**	**4**	**24**	**28**	**21**	**151**	**172**	**336**
0900 - 0915		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	0	**0**	**1**
	CAR	127	8	**135**	2	16	**18**	17	132	**149**	**302**
	LGV	16	1	**17**	0	0	**0**	1	23	**24**	**41**
	R2	5	0	**5**	0	0	**0**	0	7	**7**	**12**
	R3	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	R4	0	0	**0**	0	0	**0**	1	1	**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	0	**0**	**0**
	A6	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	BUS	6	0	**6**	0	0	**0**	0	7	**7**	**13**
TOT		**155**	**9**	**164**	**2**	**16**	**18**	**19**	**171**	**190**	**372**
0915 - 0930		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	1	0	**1**	0	0	**0**	0	1	**1**	**2**
	MC	0	0	**0**	0	0	**0**	0	1	**1**	**1**
	CAR	93	3	**96**	5	15	**20**	17	120	**137**	**253**
	LGV	23	0	**23**	1	1	**2**	2	16	**18**	**43**
	R2	4	0	**4**	0	0	**0**	0	3	**3**	**7**
	R3	3	0	**3**	1	0	**1**	0	1	**1**	**5**
	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	6	**6**	**12**
TOT		**130**	**3**	**133**	**7**	**16**	**23**	**19**	**149**	**168**	**324**

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 - 0930		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
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**	**TOT (ALL)**
CLASS	PC	2	0	**2**	0	0	**0**	0	4	**4**	**6**
	MC	1	0	**1**	0	1	**1**	1	1	**2**	**4**
	CAR	108	13	**121**	10	24	**34**	19	95	**114**	**269**
	LGV	19	0	**19**	1	1	**2**	1	20	**21**	**42**
	R2	5	0	**5**	0	0	**0**	1	2	**3**	**8**
	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		**140**	**13**	**153**	**11**	**26**	**37**	**22**	**126**	**148**	**338**
1645 - 1700		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	3	0	**3**	0	0	**0**	0	0	**0**	**3**
	MC	2	0	**2**	0	0	**0**	0	3	**3**	**5**
	CAR	109	6	**115**	8	19	**27**	20	123	**143**	**285**
	LGV	12	0	**12**	0	1	**1**	2	18	**20**	**33**
	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	6	0	**6**	0	0	**0**	0	6	**6**	**12**
TOT		**133**	**6**	**139**	**8**	**20**	**28**	**22**	**150**	**172**	**339**
1700 - 1715		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	2	0	**2**	0	0	**0**	0	2	**2**	**4**
	MC	3	0	**3**	0	0	**0**	0	1	**1**	**4**
	CAR	102	8	**110**	14	24	**38**	21	100	**121**	**269**
	LGV	18	0	**18**	1	0	**1**	3	15	**18**	**37**
	R2	3	0	**3**	0	0	**0**	0	2	**2**	**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	4	0	**4**	0	0	**0**	0	6	**6**	**10**
TOT		**132**	**8**	**140**	**15**	**24**	**39**	**24**	**126**	**150**	**329**
1715 - 1730		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
CLASS	PC	3	0	**3**	0	0	**0**	0	1	**1**	**4**
	MC	1	0	**1**	0	1	**1**	0	4	**4**	**6**
	CAR	102	10	**112**	12	16	**28**	18	118	**136**	**276**
	LGV	12	1	**13**	2	0	**2**	2	17	**19**	**34**
	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	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	1	**1**	**1**
	A6	0	0	**0**	0	0	**0**	0	0	**0**	**0**
	BUS	4	0	**4**	0	0	**0**	0	4	**4**	**8**
TOT		**123**	**11**	**134**	**14**	**17**	**31**	**20**	**149**	**169**	**334**

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)			
1730 - 1745		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	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)			
1630 - 1830		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
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)			
0730 - 0745		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	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)			
0830 - 0845		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	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)			
0730 - 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	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)			
1630 - 1645		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	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)			
1730 - 1745		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	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)			
1630 - 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	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)			
1030 - 1045		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	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)			
1130 - 1145		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	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)			
1230 - 1245		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	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		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		HIGH STREET (SB)			ST STEPHEN'S ROAD (EB)			HIGH STREET (NB)			
1030 - 1330		AHEAD	RIGHT	**TOT**	LEFT	RIGHT	**TOT**	LEFT	AHEAD	**TOT**	**TOT (ALL)**
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, 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)			
1030 - 1045		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	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, 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)			
1130 - 1145		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	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, 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)			
1230 - 1245		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**	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)			
1030 - 1330		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	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**

APPENDIX K

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

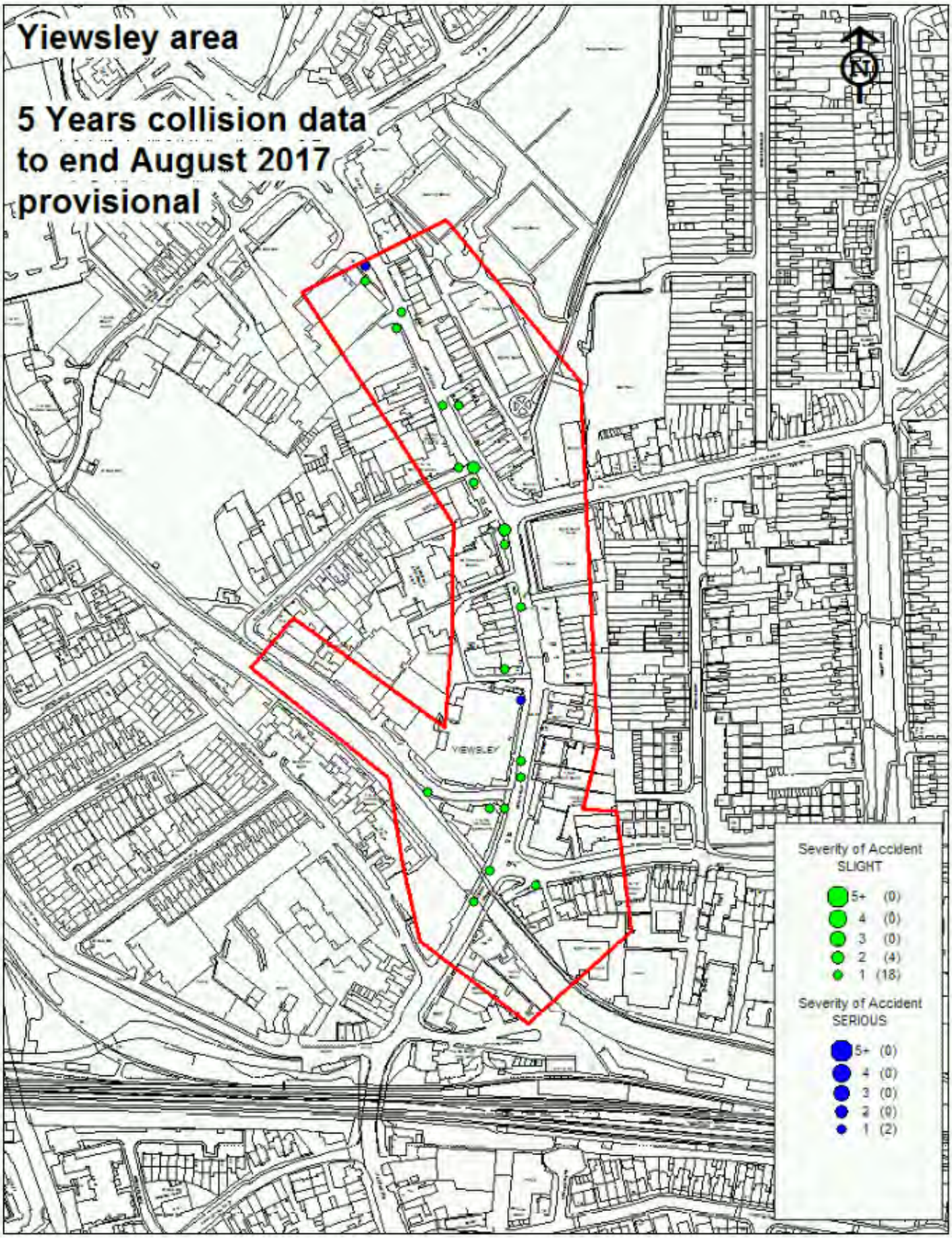
YIEWSLEY BUS OCCUPANCY SURVEY - SATURDAY 17th JUNE 2018 - BUS STOP C

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

APPENDIX L


Yiewsley area
5 Years collision data
to end August 2017
provisional
N
YIEWSLEY
Severity of Accident
SLIGHT
5+ (0)
4 (0)
3 (0)
2 (4)
1 (18)
Severity of Accident
SERIOUS
5+ (0)
4 (0)
3 (0)
2 (0)
1 (2)

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 STPEHEN'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 Yiewsley 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

1 0112XH30631 TUE 16/10/12 11:00 LIGHT HORTON ROAD J/W HIGH STREET 26 NODE 19 506090 / 180240

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)

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2 0115XH30055 SAT 24/01/15 12:30 LIGHT HIGH STREET J/W HORTON RD 26 NODE 19 506060 / 180250

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)

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5 years to end August 2017 provisional

MP01 GIS AREA Yiewsley area June 2017 (P) — 60 MTS TO AUG-2017 SORTED NETWORK ORDER

3 0116XH30065 WED 13/01/16 20:07 DARK HIGH STREET, J/W HORTON ROAD 26 NODE 19 506050 / 180230

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

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 BT - NOT REQUESTED	(23 Yrs - M UB7)	GOING AHEAD OTHER	NE TO SW FRONT HIT FIRST	JCT APP	
VEHICLE	002 (001)	CAR BT - NOT REQUESTED	(46 Yrs - M SL3)	GOING AHEAD HELD UP	NE TO SW BACK HIT FIRST	JCT CLEARED	
VEHICLE	003 (002)	CAR BT - NOT REQUESTED	(31 Yrs - M UB9)	GOING AHEAD HELD UP	NE TO SW BACK HIT FIRST	JCT CLEARED	

V001 A 510 (DISTRACTION OUTSIDE VEHICLE)
V001 A 410 (LOSS OF CONTROL)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 409 (SWERVED)
V001 A 405 (FAILED TO LOOK PROPERLY)

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4 0113XH30255 SAT 08/06/13 17:20 LIGHT ST STEPHEN'S RD J/W HIGH STREET 26 LINK 19-72 506070 / 180290

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

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 BT - NEGATIVE	(48 Yrs - F UB10)	TURNING RIGHT	N TO W O/S HIT FIRST	JCT MID	
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(27 Yrs - M UB7)	GOING AHEAD OTHER	N TO S N/S HIT FIRST	JCT MID	

V002 A 308 (FOLLOWING TOO CLOSE)
V001 A 403 (POOR TURN OR MANOEUVRE)
V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

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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)

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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)

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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)

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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 308 (FOLLOWING TOO CLOSE)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

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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))

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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)

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5 years to end August 2017 provisional

MP01 GIS AREA Yiewsley area June 2017 (P) 60 MTS TO AUG-2017 SORTED NETWORK ORDER

11 0113XH30564 MON 25/11/13 11:49 LIGHT HIGH STREET, JUNCTION WITH ST STEPHEN'S ROAD 26 LINK 19-72 506050 / 180500

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) BT - NOT REQUESTED	GOING AHEAD OTHER	SE TO NW FRONT HIT FIRST		JCT APP
VEHICLE	002 (001)	CAR (51 Yrs - F UB7) BT - NOT REQUESTED LEFT CWY OFFSIDE	WAITING TO TURN LEFT HIT PARKED VEH	SE TO SW JNY PART OF WORK BACK HIT FIRST HIT OTH OBJECT		JCT APP
VEHICLE	003 (002)	GDS =< 3.5T (? Yrs - M PARKED) BT - NOT REQUESTED	PARKED	P TO P BACK HIT FIRST		JCT APP

V001 A 901 (STOLEN VEHICLE)
V001 B 601 (AGGRESSIVE DRIVING)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

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12 0114XH30299 MON 31/03/14 11:30 LIGHT HIGH STREET J/W FAIRFIELD RD 26 LINK 19-72 506070 / 180470

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

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)

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5 years to end August 2017 provisional

MP01 GIS AREA Yiewsley area June 2017 (P) — 60 MTS TO AUG-2017 SORTED NETWORK ORDER

13 0114XH30303 WED 14/05/14 11:00 LIGHT NFL HIGH STREET J/W ST STEPHEN'S ROAD 26 LINK 19-72 506050 / 180510
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
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)

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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
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
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)

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15 0115XH30696 MON 21/09/15 18:45 DARK HIGH STREET J/W ST STEPHEN'S ROAD 26 LINK 19-72 506040 / 180510
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
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 COMM TO/FROM WORK JCT MID
BT - NOT APPLICABLE 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)

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5 years to end August 2017 provisional

MP01 GIS AREA Yiewsley area June 2017 (P) — 60 MTS TO AUG-2017 SORTED NETWORK ORDER

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 BT - NOT REQUESTED	(21 Yrs - M UB8)	GOING AHEAD OTHER	S TO N DID NOT IMPACT	JNY PART OF WORK	JCT APP	

V001 A 408 (SUDDEN BRAKING)

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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 BT - DRV NOT CONTACTED	(? Yrs - U)	REVERSING	S TO N BACK HIT FIRST			

V001 A 403 (POOR TURN OR MANOEUVRE)

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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 BT - NOT REQUESTED	(33 Yrs - F UB7)	WAITING TO TURN RIGHT	S TO E BACK HIT FIRST		JCT MID	
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(13 Yrs - M UB7)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST		JCT MID	

V002 A 306 (EXCEEDING SPEED LIMIT)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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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)

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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)

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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)

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5 years to end August 2017 provisional

MP01 GIS AREA Yiewsley area June 2017 (P) 60 MTS TO AUG-2017 SORTED NETWORK ORDER

22 01170028374 MON 27/03/17 16:02 LIGHT HIGH STREET J/W ST STEPHENS ROAD 26 LINK 19-72 506060 / 180290

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (001) (47 Yrs - M UB7) SLIGHT PEDESTRIAN IN ROAD - NOT CROSSING N BOUND

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

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 (002) (33 Yrs - M UB7) SLIGHT DRIVER/RIDER

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)

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5 years to end August 2017 provisional

MP01 GIS AREA Yiewsley area June 2017 (P) 60 MTS TO AUG-2017 SORTED NETWORK ORDER

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

POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

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