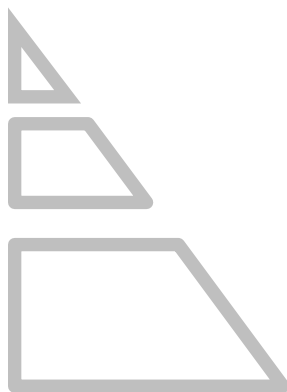


# Keepmoat Homes Ltd

Proposed Residential Development  
Trinity, South Shields

Addendum Transport Assessment

March 2013



## S-A-J Transport Consultants

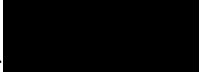
Suite 43, 4<sup>th</sup> Floor, Northumbrian Water House,  
7-15 Pink Lane, Newcastle upon Tyne, NE1 5DW

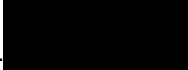
Tel: 0191 261 8679  
Email: [info@saj-consultants.com](mailto:info@saj-consultants.com)  
Web: [www.saj-consultants.com](http://www.saj-consultants.com)

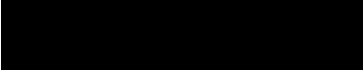
South Tyneside Council  
Planning Group  
Received 04/04/13  
ST/0081/13/FUL

JOB NUMBER: JN0682  
FILE NAME: JN0682-Rep-0003.0 Addendum Transport Assessment.docx  
CLIENT: Keepmoat Homes Ltd  
PROJECT: Trinity, South Shields  
REPORT: Addendum Transport Assessment

CLIENT'S REFERENCE:

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**APPROVED BY:**  
Stephen A Jobey, Director: .....  .....

**REPORT HISTORY**

Report No.	0003.0					
Status	Final					
Date:	22/03/13					
Authorised By:	SAJ					

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## CONTENTS

1.	INTRODUCTION .....	1
2.	TRAFFIC SURVEYS.....	1
3.	THE PROPOSED DEVELOPMENT.....	2
4.	SUMMARY AND CONCLUSION .....	5

## FIGURES

- 1 Existing Network Traffic Flows

## APPENDICES

- A. Traffic Survey Results

## REFERENCES

1. Guidance on Transport Assessment, Department for Transport and Department for Communities and Local Government, March 2007
2. TRICS Good Practice Guide 2012, JMP on behalf of TRICS Consortium, 2012

## **1. INTRODUCTION**

### **1.1 Background**

1.1.1 A Transport Assessment (TA) was prepared by S·A·J Transport Consultants Ltd on behalf of Keepmoat Homes Ltd and submitted in support of a planning application for residential development comprising 222 dwellings in Trinity, South Shields.

1.1.2 It should be noted that outline planning permission was granted in November 2009 (Ref: ST/0588/09/OUT) for a mixed-use development comprising 401 residential units, 5,700sqm commercial floorspace (Use Class B1 and B2) and 400sqm retail and leisure floorspace (Use Class A1, A2, A3, A4 and D2) on an area that included the proposed site. It is evident that the residential element of the approved development i.e. 401 dwellings is located on a similar area to the current application for 222 dwellings.

1.1.3 The TA stated at paragraph 2.2.2 that traffic surveys had been undertaken on the highway network in the vicinity of the site but the results were not available at the time of the planning submission. It was further stated that an Addendum Transport Assessment would be prepared presenting the results of the traffic surveys which would be submitted to the Local Planning Authority.

1.1.4 This Addendum Transport Assessment has been prepared to present the results of the traffic surveys and also details the trip generation exercise undertaken within the submitted TA for clarification purposes.

## **2. TRAFFIC SURVEYS**

### **2.1 Extent of the Study Area**

2.1.1 The extent of the study area was defined in the Transport Assessment (TA) by the following junctions:

- Junction 1: A194/B1301, Laygate Roundabout;
- Junction 2: A194/Reed Street Roundabout;
- Junction 3: Reed Street/Eldon Street T-junction;

### **2.2 Existing Traffic Flows**

2.2.1 Traffic surveys were undertaken at the junctions in the study area to enable the baseline traffic flows to be established. The surveys were undertaken on Thursday 17<sup>th</sup> January 2013 between 07:30 – 09:30 and 16:30 – 18:30 to ensure that the morning and evening peak hours could be satisfactorily ascertained.

- 2.2.2 The full results of the traffic surveys are included at Appendix A and summarised in Figure 1 for the AM (08:30 – 09:30) and PM (16:30 – 17:30) peak hours. It should be noted that the traffic flows are shown in passenger car units (PCU's). A PCU is a means of adjusting different vehicle types to an equivalent car unit; for example an HGV is considered to be the equivalent to 2.3 PCU's.

### **3. THE PROPOSED DEVELOPMENT**

#### **3.1 Introduction**

- 3.1.1 As stated in the Transport Assessment the proposal is for a total of 222 residential dwellings as detailed below:

- 52 No. 2 bedroomed houses
- 125 No. 3 bedroomed houses
- 21 No. 4 bedroomed houses
- 24 No. 2 bedroomed apartments

#### **3.2 Trip Rates and Trip Generation**

- 3.2.1 For ease of reference the trip generation and distribution exercise undertaken within the TA is described below.

- 3.2.2 In order to determine appropriate trip rates for the proposed development the TRICS 2013(a)v6 database was interrogated. The dataset '03-Residential A - Houses Privately Owned' was used to determine the appropriate vehicular trip rates for the proposals. This dataset was considered to be the most appropriate for the proposed housing units.

- 3.2.3 In accordance with TRICS Good Practice (Reference 2) the dataset was based upon the sites' location rather than its geographical location within the UK.

- 3.2.4 Given the location of the proposed site and in line with Table 4.1 of the TRICS Good Practice Guide (Reference 4), consideration was given to using sites defined as being in the edge of town centre, suburban area, edge of town and neighbourhood centre were selected to determine the trip rates.

- 3.2.5 Surveys undertaken at the weekend and at sites in Greater London, Wales and Northern Ireland/Eire were removed from the dataset. Sites with less than 50 and more than 500 dwellings were also removed from the dataset to reflect the proposed quantum of development at the site. The filtering process resulted in 34 sites being within the dataset.

- 3.2.6 To ensure a robust assessment is undertaken 85th percentile AM and PM peak hour trip generation rates were established for the proposed development based upon the rank of total two-way trips. The trip generation exercise was undertaken for the traditional commuter peak periods of 08:00 – 09:00 and 17:00 – 18:00, the AM and PM peak periods respectively.
- 3.2.7 Table 3.1 summarises the trip rates and subsequent trip generation based upon 222 residential units as proposed and included with the submitted TA.

Table 3.1 Proposed Residential Development (222 Dwellings) – Predicted Vehicular Trip Generation						
Peak Period	Arrivals		Departures		Total	
	Rate	Trips	Rate	Trips	Rate	Trips
AM Peak (08:00 – 09:00)	0.243	54	0.491	109	0.734	163
PM Peak (17:00 – 18:00)	0.405	90	0.369	82	0.774	172
Note: Trip Rate is per Dwelling						

- 3.2.8 Table 3.1 shows that the proposed residential development will generate 163 two-way vehicle movements in the AM peak period and 172 two-way vehicle movements in the PM peak period, as stated in the TA.
- 3.2.9 However, as stated in the TA, as part of the proposed development approximately 44 upper floor flats and 1,500sqm of retail ground floor space is to be demolished. It is evident that these existing land uses could generate a certain volume of traffic during the AM and PM peak hours which should be netted off from the trip generation of the proposed development.
- 3.2.10 To establish the likely trip generation of these existing uses the TRICS database was again interrogated. With regard to the flats the dataset '03 - Residential D – Flats for Rent' was used and for the retail units the dataset '01 - Retail – Shopping Centre – Local Shops' was used.
- 3.2.11 The resultant trip generation rates as established in the TA are summarised in Table 3.2. It should be noted that average trip rates were established for the existing land uses to ensure a robust assessment of net impact was undertaken within the TA.

<b>Table 3.2 Existing Land Uses – Predicted Trip Generation Rates</b>						
<b>Peak Period</b>	<b>Arrivals</b>		<b>Departures</b>		<b>Total</b>	
	<b>Flats</b>	<b>Retail</b>	<b>Flats</b>	<b>Retail</b>	<b>Flats</b>	<b>Retail</b>
AM Peak (08:00 – 09:00)	0.069	4.243	0.099	3.952	0.168	8.195
PM Peak (17:00 – 18:00)	0.101	4.945	0.087	4.983	0.188	9.928

Note: Trip Rate is per Dwelling

3.2.12 Table 3.3 shows the resultant trip generation of the existing land uses assuming the trip generation rates presented in Table 3.2.

<b>Table 3.3 Existing Land Uses – Predicted generated Traffic Flows</b>									
<b>Peak Period</b>	<b>Arrivals</b>			<b>Departures</b>			<b>Total</b>		
	<b>Flats</b>	<b>Retail</b>	<b>Total</b>	<b>Flats</b>	<b>Retail</b>	<b>Total</b>	<b>Flats</b>	<b>Retail</b>	<b>Total</b>
AM Peak (08:00 – 09:00)	3	64	67	4	59	63	7	123	130
PM Peak (17:00 – 18:00)	4	74	78	4	75	79	8	149	157

3.2.13 The generated traffic flows associated with the existing land uses, as shown in Table 3.3, were netted off from the generated traffic flows of the proposed development, see Table 3.1, to produce the final trip generation of the proposed development. These final generated traffic flows as presented in the TA are as shown in Table 3.4.

<b>Table 3.4 Proposed Residential Development (222 Dwellings) – Final Vehicular Trip Generation</b>			
<b>Peak Period</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
AM Peak (08:00 – 09:00)	-13	46	33
PM Peak (17:00 – 18:00)	12	3	15

### **3.3 Traffic Impact**

- 3.3.1 As stated in the TA current national guidance (Reference 1) states that the threshold figure for when operational assessment is required is 30 two way movements. Table 3.4 shows that the proposed development will generate just over the threshold figure of 30 two way movements in the AM peak hour whilst the PM peak hour will generate significantly less.
- 3.3.2 It was considered within the TA that the maximum two way trip generation of 33 movements will have no material impact on the operation of the wider road network as the traffic would distribute to various routes from the site accesses and therefore the impact at any junction would be less than 30 two way trips.
- 3.3.3 It was also be stated that the trip generation exercise was robust as it was undertaken using 85<sup>th</sup> percentile trip rates for the proposed development but only average trip rates for the existing land uses.

## **4. SUMMARY AND CONCLUSION**

### **4.1 Summary**

- 4.1.1 The Transport Assessment submitted to accompany the planning application for a proposed residential development at Trinity, South Shields stated that an Addendum Transport Assessment would be prepared and submitted to present the results of the traffic surveys undertaken on the local road network. The survey results have been analysed and the AM and PM peak hour flows presented within this document.
- 4.1.2 The trip generation exercise for the proposed development undertaken within the Transport Assessment demonstrated that the proposal will generate 33 two-way vehicle movements in the AM peak hour and 15 two-way vehicle movements in the PM peak hour.
- 4.1.3 It was considered therefore, that the proposed development will have no material impact upon the operation of the surrounding road network.

### **4.2 Conclusion**

- 4.2.1 It was concluded in the TA that there are no operational, accessibility or road safety highways/transport related issues that would have an adverse material impact on the surrounding road network from the implementation of the proposed development of 222 residential units.
- 4.2.2 This Addendum Transport Statement supports the conclusion of the submitted Transport Assessment.

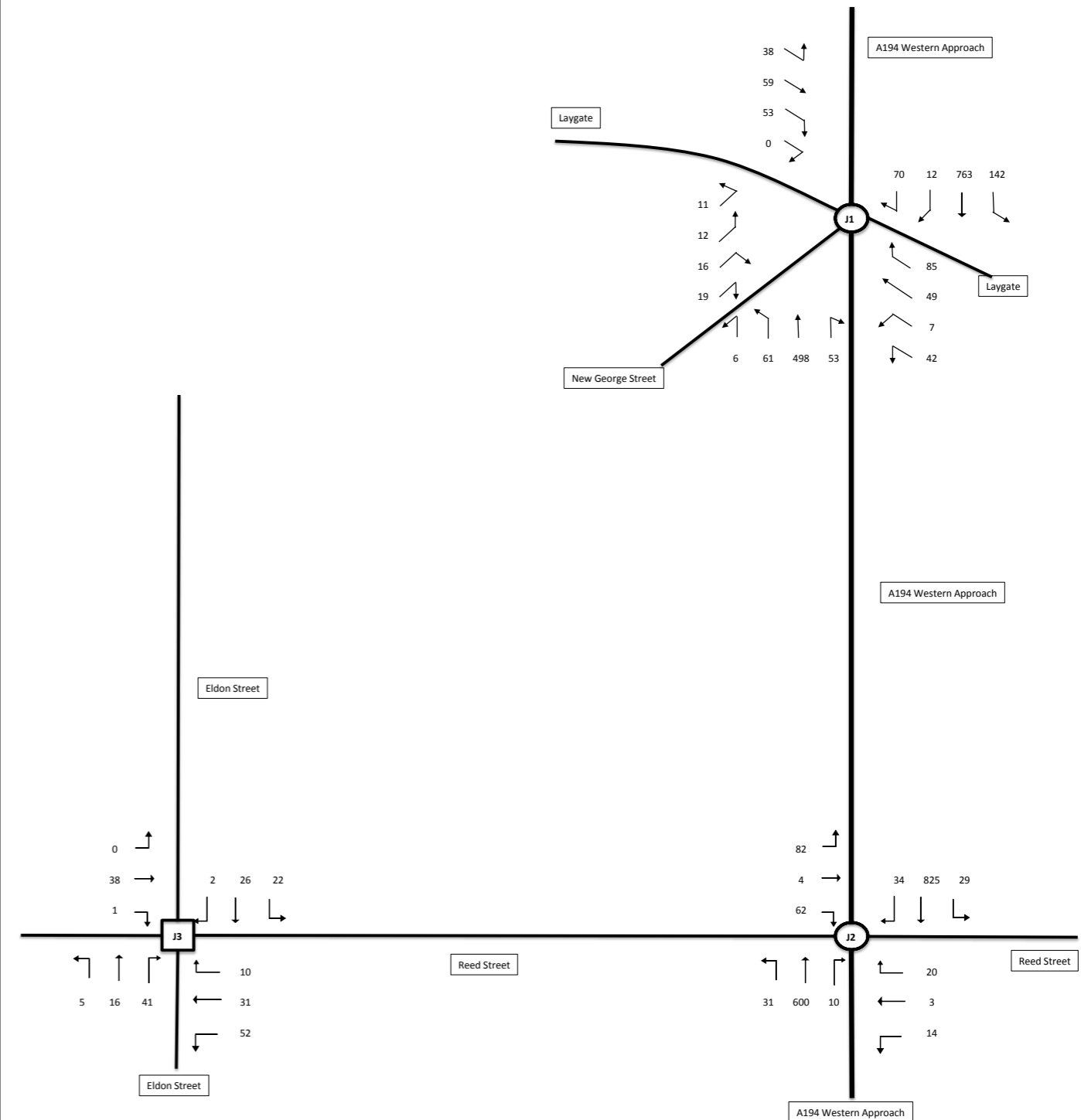
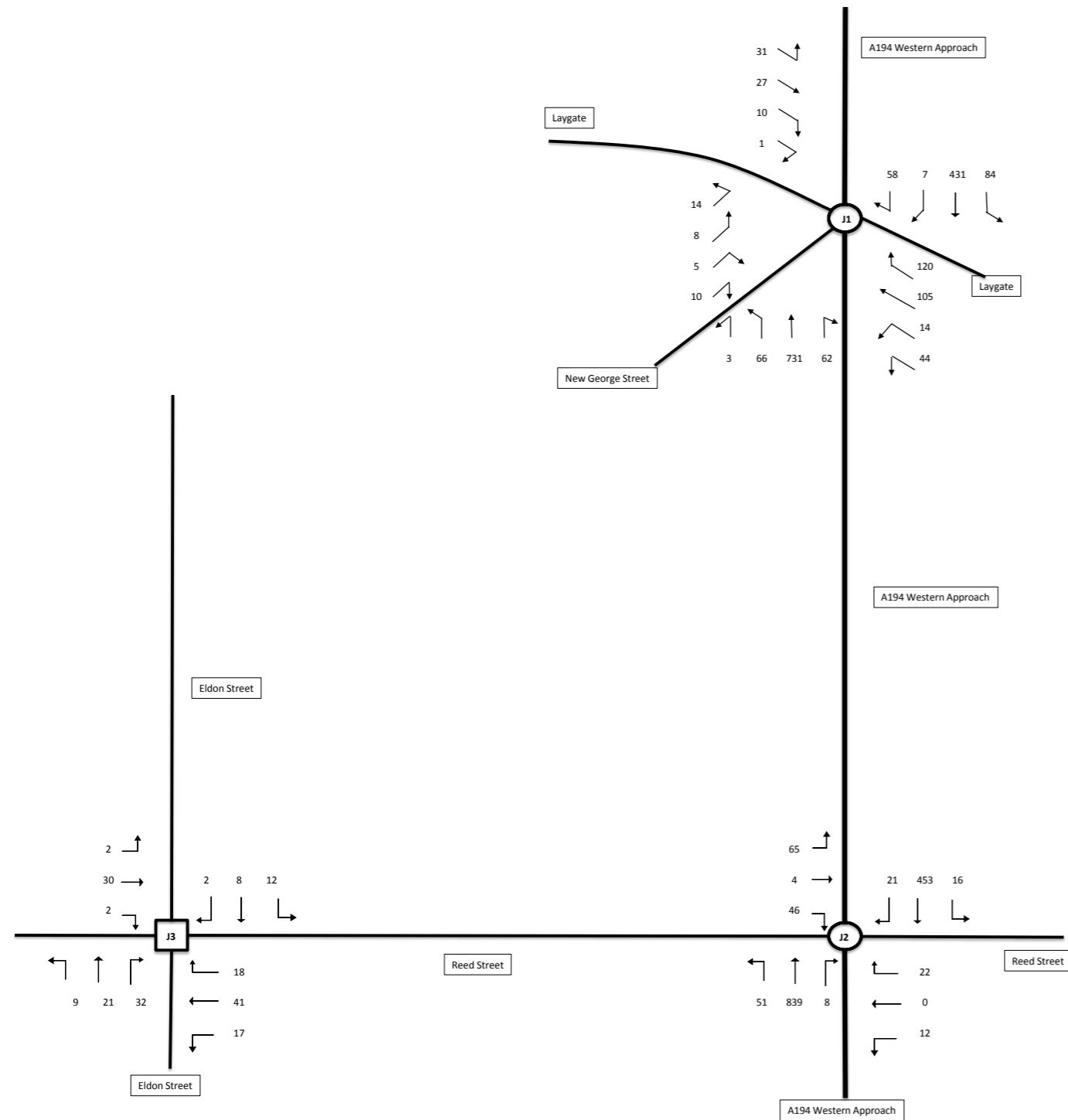


# FIGURES



**AM**

**PM**



Figures are given in PCUs

Figures are given in PCUs

CLIENT	Keepmoat Homes Ltd	DATA OBTAINED FROM	JN00682-Spr-0001.0	DRAWN BY	PB
PROJECT	Trinity, South Shields	DRAWING NUMBER		CHECKED BY	SAJ
DRAWING TITLE	Figure 1 2013 Existing Traffic Flows	DATE	Mar-13	APPROVED BY	SAJ



**APPENDIX A**

**TRAFFIC SURVEY RESULTS**

SMS Traffic Survey

Location: Western Approach at Laygate  
 Job No.: 004530  
 Site No.: 01  
 Day: Thursday  
 Date: 17 January 2013

Comments:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Leg 1

Time End	From	Laygate East											Western Approach South											New George Street											Laygate West											
		P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	
07:45	Western Approach North	0	0	1	0	0	0	0	0	0	4	5	1	0	105	13	4	3	0	0	0	1	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
08:00	Western Approach North	0	0	3	1	1	0	0	0	0	2	7	0	0	81	17	1	1	0	0	0	0	100	0	0	2	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	3	
Total 7 to 8		0	0	4	1	1	0	0	0	0	6	12	1	0	186	30	5	4	0	0	0	1	227	0	0	2	0	0	0	0	0	0	2	0	0	7	1	0	0	0	0	0	0	8		
08:15	Western Approach North	1	0	7	1	0	0	0	0	0	3	12	1	0	89	11	4	1	0	0	0	1	107	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7	
08:30	Western Approach North	0	0	4	2	0	0	0	0	0	5	11	0	0	103	15	2	2	0	0	0	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	1	0	0	0	0	8	
08:45	Western Approach North	0	0	6	3	0	0	0	0	0	3	12	0	0	76	24	6	0	0	0	0	0	107	0	0	0	1	0	0	0	0	0	0	1	0	0	6	1	0	0	0	0	0	0	7	
09:00	Western Approach North	0	0	10	0	0	0	0	0	0	3	13	0	0	85	13	3	0	0	0	0	0	101	0	0	2	0	0	0	0	0	0	0	2	0	0	14	2	1	0	0	0	0	0	17	
09:15	Western Approach North	0	0	16	0	1	0	0	0	0	4	21	0	0	91	19	2	0	0	0	0	1	113	0	0	2	0	0	0	0	0	0	0	2	0	0	15	4	0	0	0	0	0	0	19	
09:30	Western Approach North	0	0	18	1	0	0	0	0	0	4	23	0	0	78	15	5	0	0	0	0	1	99	0	0	2	0	0	0	0	0	0	0	2	0	0	10	4	0	0	0	0	0	0	14	
PCU's 08:30 - 09:30		0	0	50	4	2	0	0	0	0	28	84	0	0	330	71	24	0	0	0	0	6	431	0	0	6	1	0	0	0	0	0	7	0	0	45	11	2	0	0	0	0	0	58		
16:45	Western Approach North	0	0	32	2	0	0	0	0	0	5	39	2	0	190	16	3	1	0	0	0	1	213	0	0	3	0	0	0	0	0	0	0	3	0	0	22	1	0	0	0	0	0	0	23	
17:00	Western Approach North	0	0	17	2	0	0	0	0	0	2	21	0	0	143	4	0	0	0	0	0	1	148	0	0	2	0	0	0	0	0	0	0	2	0	0	11	3	0	0	0	0	0	0	14	
17:15	Western Approach North	0	0	38	0	0	0	0	0	0	4	42	0	0	212	14	6	2	0	0	0	0	234	0	0	3	0	0	0	0	0	0	0	3	0	0	21	1	0	0	0	0	0	0	22	
17:30	Western Approach North	0	0	16	1	0	0	0	0	0	6	23	0	0	147	10	0	0	0	0	0	1	158	0	0	4	0	0	0	0	0	0	0	4	0	0	10	1	0	0	0	0	0	0	11	
PCU's 16:30 - 17:30		0	0	103	5	0	0	0	0	0	34	142	0	0	692	44	14	7	0	0	0	6	763	0	0	12	0	0	0	0	0	0	12	0	0	64	6	0	0	0	0	0	0	70		
17:45	Western Approach North	0	0	20	1	0	0	0	0	0	6	27	1	0	116	6	0	0	0	0	0	0	123	0	0	1	0	0	0	0	0	0	0	1	0	0	10	1	0	0	0	0	0	0	11	
18:00	Western Approach North	0	0	15	1	0	0	0	0	0	8	24	0	1	114	7	2	0	0	0	0	2	126	0	0	2	0	0	0	0	0	0	0	2	0	0	15	1	2	0	0	0	0	0	18	
Total 17 to 18		0	0	89	3	0	0	0	0	0	24	116	1	1	589	37	8	2	0	0	0	3	641	0	0	10	0	0	0	0	0	0	10	0	0	56	4	2	0	0	0	0	0	62		
18:15	Western Approach North	0	0	23	1	0	0	0	0	0	5	29	0	0	106	6	2	2	0	0	0	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	17	
18:30	Western Approach North	0	0	9	6	0	0	0	0	0	9	24	1	1	83	7	1	1	0	0	0	1	95	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	
Total 18 to 19		0	0	32	7	0	0	0	0	0	14	53	1	1	189	13	3	3	0	0	0	1	211	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	0	27	
AM Totals		1	0	65	8	2	0	0	0	0	28	104	2	0	708	127	27	7	0	0	0	5	876	0	0	8	1	0	0	0	0	0	9	0	0	61	16	2	1	0	0	0	0	80		
PM Totals		0	0	170	14	0	0	0	0	0	45	229	4	2	1111	70	14	6	0	0	0	6	1213	0	0	15	0	0	0	0	0	0	15	0	0	114	10	2	0	0	0	0	0	126		
All Day Totals		1	0	235	22	2	0	0	0	0	73	333	6	2	1819	197	41	13	0	0	0	11	2089	0	0	23	1	0	0	0	0	0	24	0	0	175	26	4	1	0	0	0	0	206		
AM Peak	08:30 to 09:30	0	0	50	4	1	0	0	0	0	14	69	0	0	330	71	16	0	0	0	0	3	420	0	0	6	1	0	0	0	0	0	7	0	0	45	11	1	0	0	0	0	0	57		
PM Peak	16:30 to 17:30	0	0	103	5	0	0	0	0	0	17	125	2	0	692	44	9	3	0	0	0	3	753	0	0	12	0	0	0	0	0	0	12	0	0	64	6	0	0	0	0	0	0	70		

Leg 2

Time End	From	Western Approach South											New George Street											Laygate West											Western Approach North											
		P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/ Coach	Totals	
07:45	Laygate East	0	0	4	1	1	0	0	0	0	0	6	0	0	3	0	0	0	0	0	0	0	3	0	0	9	1	1	0	0	0	0	0	11	0	0	0	2	1	0	0	0	0	0	10	13
08:00	Laygate East	0	0	8	0	0	0	0	0	0	0	8	0	0	5	0	0	0	0	0	0	0	5	0	0	9	0	1	0	0	0	0	0	10	0	0	4	2	2	0	0	0	0	0	4	12
Total 7 to 8		0	0	12	1	1	0	0	0	0	0	14	0	0	8	0	0	0	0	0	0	0	8	0	0	18	1	2	0	0	0	0	0	21	0	0	4	4	3	0	0	0	0	0	14	25
08:15	Laygate East	0	0	5	2	2	0	0	0	0	0	9	0	0	2	0	0	0	0	0	0	0	2	0	0	5	1	0	0	0	0	0	0	6	0	0	13	5	1	0	0	0	0	0	5	24
08:30	Laygate East	0	0	7	2	0	0	0	0	0	0	9	0	0	5	0	0	0	0	0	0	0	5	0	0	12	0	0	0	0	0	0	0	12	0	0	14	2	0	0	0	0	0	0	4	20
08:45	Laygate East	0	0	8	0	1	0	0	0	0	0	9	0	0	3	0	0	0	0	0	0	0	3	0	0	20	5	0	0	0	0	0	0	25	0	0	22	3	1	0	0	0	0	0	3	29
09:00	Laygate East	0	0	6	2	0	0	0	0	0	1	9	0	0	3	1	0	0	0	0	0	0	4	0	0	18	2	1	0	0	0	0	0	21	0	0	21	2	0	0	0	0	0	0	3	26
09:15	Laygate East	0	0	11	2	0	0	0	0	0	0	13	0	0	5	2	0	0	0	0	0	0	7	0	0	28	7	0	0	0	0	0	0	35	0	0	18	0	0	0	0	0	0	0	5	23
09:30	Laygate East	0	0	6	5	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	0	23	0	0	17	2	1	0	0	0	0	0	5	25
PCU's 08:30 - 09:30		0	0	31	9	2	0	0	0	0	2	44	0	0	11	3	0	0	0	0	0	0	14	0	0	88	15	2	0	0	0	0	0	105	0	0	78	7	3	0	0	0	0	0	32	120
16:45	Laygate East	0	0	11	2	1	0	0	0	0	0	14	0	0	2	0	0	0	0	0	0	0	2	0	0	13	2	0	0</																	





Leg 3

		Reed Road West											Western Approach North											Reed Road East										
Time End	From	P	M	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	Totals	P	M	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	Totals	P	M	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	Totals
		Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach		Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach		Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	
07:45	Western Approach South	0	0	4	0	0	0	0	0	0	0	4	1	0	87	10	2	0	0	0	3	0	103	0	0	2	0	0	0	0	0	0	0	2
08:00	Western Approach South	1	0	6	2	0	0	0	0	0	0	9	0	0	106	13	0	0	0	0	0	0	119	0	0	0	0	0	0	0	0	0	0	0
<b>Total 7 to 8</b>		<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>193</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>222</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
08:15	Western Approach South	0	1	9	5	0	0	0	0	0	0	15	1	0	128	18	0	1	0	0	0	0	148	0	0	2	2	0	0	0	0	0	0	4
08:30	Western Approach South	0	0	10	2	0	0	0	0	0	0	12	0	0	133	18	1	0	0	0	1	0	153	0	0	3	1	0	0	0	0	0	0	4
08:45	Western Approach South	0	0	7	0	1	1	0	0	1	0	10	0	0	165	22	2	1	0	0	1	0	191	0	0	0	0	1	0	0	0	0	0	1
09:00	Western Approach South	0	0	5	1	0	1	0	0	0	0	7	0	0	229	17	4	0	0	0	0	1	251	0	0	0	0	0	0	0	0	0	0	0
09:15	Western Approach South	0	0	13	2	0	0	0	0	0	0	15	0	0	185	27	2	1	0	0	0	0	215	0	0	1	0	0	0	0	0	0	0	1
09:30	Western Approach South	0	0	11	4	0	0	0	0	0	0	15	0	0	136	26	3	2	0	0	1	0	168	0	0	4	1	0	0	0	0	0	0	5
<b>PCU's 08:30 - 09:30</b>		<b>0</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>715</b>	<b>92</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>839</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
16:45	Western Approach South	0	0	6	2	0	1	0	0	0	0	9	0	0	144	15	2	0	0	0	0	1	162	0	0	2	0	0	0	0	0	0	0	2
17:00	Western Approach South	0	0	4	0	0	0	0	0	0	0	4	0	0	141	14	0	0	0	0	0	0	155	0	0	1	0	0	0	0	0	0	0	1
17:15	Western Approach South	0	0	7	1	0	1	0	0	0	0	9	0	0	123	8	0	0	0	0	0	0	131	0	0	3	0	0	0	0	0	0	0	3
17:30	Western Approach South	0	0	6	0	0	0	0	0	0	0	6	0	0	134	16	0	0	0	0	0	0	150	0	0	4	0	0	0	0	0	0	0	4
<b>PCU's 16:30 - 17:30</b>		<b>0</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>542</b>	<b>53</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
17:45	Western Approach South	0	0	7	3	0	0	0	0	0	0	10	0	1	135	13	0	0	0	0	1	0	150	0	0	1	0	0	0	0	0	0	0	1
18:00	Western Approach South	0	0	4	2	0	0	0	0	0	0	6	0	0	127	4	0	0	0	0	0	0	131	0	0	3	0	0	0	0	0	0	0	3
<b>Total 17 to 18</b>		<b>0</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>519</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>562</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
18:15	Western Approach South	0	0	3	1	0	0	0	0	0	0	4	0	0	129	14	1	0	0	0	1	0	145	0	0	3	0	0	0	0	0	0	0	3
18:30	Western Approach South	1	0	5	4	0	0	0	0	0	0	10	0	0	96	4	0	0	0	0	0	0	100	0	0	8	0	0	0	0	0	0	0	8
<b>Total 18 to 19</b>		<b>1</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>AM Totals</b>		<b>1</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>0</b>	<b>1169</b>	<b>151</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1348</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>PM Totals</b>		<b>1</b>	<b>0</b>	<b>42</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>1</b>	<b>1029</b>	<b>88</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1124</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>All Day Totals</b>		<b>2</b>	<b>1</b>	<b>107</b>	<b>29</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>145</b>	<b>2</b>	<b>1</b>	<b>2198</b>	<b>239</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>2472</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
<b>AM Peak</b>	08:30 to 09:30	<b>0</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>715</b>	<b>92</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>825</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>PM Peak</b>	16:30 to 17:30	<b>0</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>542</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>598</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>

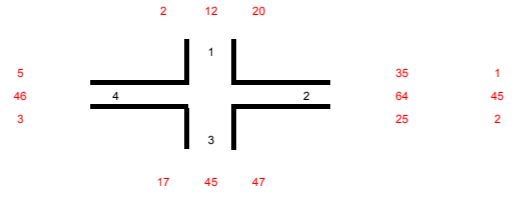
Leg 4

		Western Approach North											Reed Road East											Western Approach South										
Time End	From	P	M	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	Totals	P	M	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	Totals	P	M	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	Totals
		Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach		Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach		Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	
07:45	Reed Road West	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	4
08:00	Reed Road West	0	0	7	0	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
<b>Total 7 to 8</b>		<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
08:15	Reed Road West	0	0	8	0	0	0	0	0	0	0	8	0	0	2	0	0	0	0	0	0	0	2	0	0	5	3	0	0	0	0	0	0	8
08:30	Reed Road West	0	0	4	6	1	0	0	0	0	0	11	0	0	2	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	0	0	4
08:45	Reed Road West	0	0	15	7	0	0	0	0	0	0	22	0	0	1	0	0	0	0	0	0	0	1	0	0	8	2	1	0	0	0	0	0	11
09:00	Reed Road West	0	0	12	2	0	0	0	0	0	0	14	0	0	1	0	0	0	0	0	0	0	1	0	0	6	0	0	0	0	0	0	0	6
09:15	Reed Road West	0	0	4	0	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	2	0	0	0	0	0	13
09:30	Reed Road West	0	0	18	2	0	0	0	0	0	0	20	0	0	2	0	0	0	0	0	0	0	2	0	0	6	5	2	0	0	0	0	0	13
<b>PCU's 08:30 - 09:30</b>		<b>0</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
16:45	Reed Road West	0	0	22	1	0	0	0	0	0	0	23	0	0	1	0	0	0	0	0	0	0	1	0	0	16	1	0	1	0	0	0	0	18
17:00	Reed Road West	0	0	18	2	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	1	14	3	1	1	0	0	0	0	20
17:15	Reed Road West	0	0	17	1	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	2	0	0	8	2	0	0	0	0	0	0	10
17:30	Reed Road West	0	0	17	2	1	0	0	0	0	0	20	0	0	0	1	0	0	0	0	0	0	1	0	0	11	0	0	0	0	0	0	0	11
<b>PCU's 16:30 - 17:30</b>		<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>1</b>																			

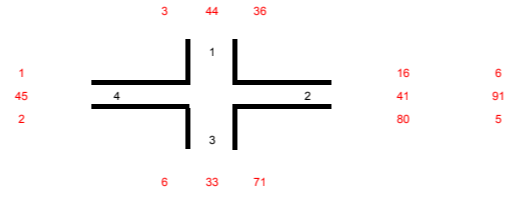
# SMS Traffic Survey

Location: Reed St at Eldon Street  
 Job No.: 004530  
 Site No.: 03  
 Day: Thursday  
 Date: 17 January 2013

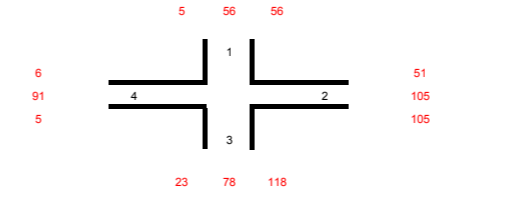
Turning Movements All Vehicles AM



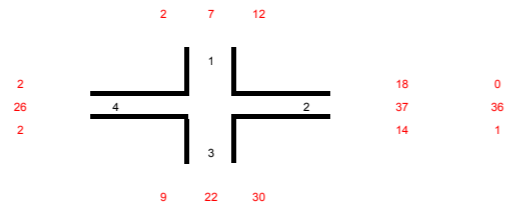
Turning Movements All Vehicles PM



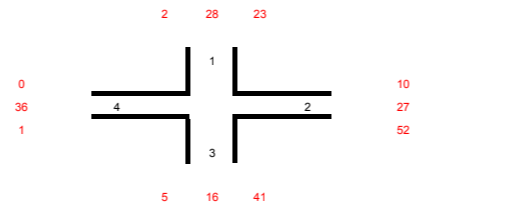
Turning Movements All Vehicles All Day



AM Peak 08:30 to 09:30



PM Peak 16:30 to 17:30



Comments:

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## Leg 1

Time End	From	Reed Road East											Eldon Street South											Reed Road West											
		P Cyclist	M Cyclist	Car/Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/Coach	Totals	P Cyclist	M Cyclist	Car/Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/Coach	Totals	P Cyclist	M Cyclist	Car/Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/Coach	Totals	
07:45	Eldon St North	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	Eldon St North	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total 7 to 8</b>		<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
08:15	Eldon St North	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
08:30	Eldon St North	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	Eldon St North	0	0	5	1	0	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00	Eldon St North	0	0	4	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1
09:15	Eldon St North	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
09:30	Eldon St North	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	1
<b>PCU's 08:30 - 09:30</b>		<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		
16:45	Eldon St North	0	0	5	1	0	0	0	0	0	6	1	0	7	1	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	0	0	0	1
17:00	Eldon St North	0	1	10	2	0	0	0	0	0	13	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
17:15	Eldon St North	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	1	
17:30	Eldon St North	0	0	4	0	0	0	0	0	0	4	1	0	7	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
<b>PCU's 16:30 - 17:30</b>		<b>0</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		
17:45	Eldon St North	0	0	7	0	0	0	0	0	0	7	0	1	5	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	Eldon St North	0	0	3	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total 17 to 18</b>		<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
18:15	Eldon St North	0	0	3	0	0	0	0	0	0	3	0	0	6	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	Eldon St North	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	
<b>Total 18 to 19</b>		<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
<b>AM Totals</b>		<b>1</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		
<b>PM Totals</b>		<b>0</b>	<b>1</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		
<b>All Day Totals</b>		<b>1</b>	<b>1</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>3</b>	<b>1</b>	<b>47</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>		
<b>AM Peak</b>	08:30 to 09:30	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		
<b>PM Peak</b>	16:30 to 17:30	<b>0</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		

## Leg 2

Time End	From	Eldon Street South											Reed Road West											Eldon St North										
		P Cyclist	M Cyclist	Car/Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/Coach	Totals	P Cyclist	M Cyclist	Car/Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/Coach	Totals	P Cyclist	M Cyclist	Car/Taxi	L Good	2 A HGV	3 A HGV	4 A HGV	3 A Artic	4 A Artic	Bus/Coach	Totals
07:45	Reed Road East	0	0	1	1	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	3
08:00	Reed Road East	0	0	2	0	0	0	0	0	0	2	0	0	6	1	0	0	0	0	0	0	7	0	0	8	0	0	0	0	0	0	0	0	8
<b>Total 7 to 8</b>		<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	
08:15	Reed Road East	0	0	3	0	0	0	0	0	0	4	0	0	4	8	0	0	0	0	0	0	12	0	0	2	1	0	0	0	0	0	0	0	3
08:30	Reed Road East	0	0	3	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	6	0	0	3	0	0	0	0	0	0	0	0	3
08:45	Reed Road East	0	0	2	0	1	0	0	0	0	4	0	0	5	1	1	1	0	0	1	0	9	0	0	4	0	0	0	0	0	0	0	0	4
09:00	Reed Road East	0	0	1	0	0	0	0	0	0	1	0	0	6	2	0	0	1	0	0	0	9	0	0	4	0	0	0	0	0	0	0	0	4
09:15	Reed Road East	0	0	3	1	0	0	0	0	0	5	0	0	5	1	0	0	0	0	0	0	6	0	0	3	3	0	0	0	0	0	0	0	6
09:30	Reed Road East	0	0	3	1	0	0	0	0	0	4	0	0	10	3	0	0	0	0	0	0	13	0	0	4	0	0	0	0	0	0	0	0	4
<b>PCU's 08:30 - 09:30</b>		<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>		
16:45	Reed Road East	3	0	11	1	0	0	0	0	0	15	0	0	11	1	0	1	0	0	0	0	13	0	0	3	0	0	0	0	0	0	0	0	3
17:00	Reed Road East	0	0	13	1	0	0	0	0	0	15	0	0	3	1	0	0	0	0	0	0	4	4	0	4	1	0	0	0	0	0	0	0	5
17:15	Reed Road East	0	0	15	0	0	0	0																										



**Leg 3**

		Reed Road West											Eldon St North											Reed Road East													
Time End	From	P Cyclist	M Cyclist	Car/ Taxi	L Good	2A HGV	3A HGV	4A HGV	3A Artic	4A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2A HGV	3A HGV	4A HGV	3A Artic	4A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2A HGV	3A HGV	4A HGV	3A Artic	4A Artic	Bus/ Coach	Totals			
07:45	Eldon Street South	0	0	1	1	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	1	2
08:00	Eldon Street South	0	0	2	3	1	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	2	0	6	0	0	0	0	0	0	0	0	0	8
<b>Total 7 to 8</b>		<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>		
08:15	Eldon Street South	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	1	3		
08:30	Eldon Street South	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	0	0	2	2	0	0	0	0	0	0	0	4		
08:45	Eldon Street South	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0	5	3	0	0	0	0	0	0	1	9		
09:00	Eldon Street South	0	0	1	0	0	0	0	0	0	0	1	0	0	6	1	0	0	0	0	0	0	7	1	0	3	0	0	0	0	0	0	0	0	4		
09:15	Eldon Street South	0	0	3	1	0	0	0	0	0	0	4	0	1	9	1	0	0	0	0	0	0	11	0	0	8	1	1	0	0	0	0	0	0	10		
09:30	Eldon Street South	0	0	2	1	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0	2	0	0	6	0	0	0	0	0	0	0	1	7		
<b>PCU's 08:30 - 09:30</b>		<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>32</b>		
16:45	Eldon Street South	0	0	2	0	0	0	0	0	0	0	2	0	0	4	1	0	0	0	0	0	0	5	2	0	5	1	1	0	0	0	0	0	0	9		
17:00	Eldon Street South	0	0	3	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	0	0	4	0	0	9	0	0	0	0	0	0	0	1	10		
17:15	Eldon Street South	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	9	3	0	0	0	0	0	0	0	12		
17:30	Eldon Street South	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	7	1	0	0	0	0	0	0	1	10		
<b>PCU's 16:30 - 17:30</b>		<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>41</b>		
17:45	Eldon Street South	0	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	Eldon Street South	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	10	1	0	0	0	0	0	0	1	13		
<b>Total 17 to 18</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>35</b>		
18:15	Eldon Street South	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	8		
18:30	Eldon Street South	0	0	1	0	0	0	0	0	0	0	1	1	0	4	1	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	1	9		
<b>Total 18 to 19</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>		
<b>AM Totals</b>		<b>0</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>47</b>		
<b>PM Totals</b>		<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>55</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>		
<b>All Day Totals</b>		<b>0</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>118</b>		
<b>AM Peak</b>	08:30 to 09:30	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30</b>		
<b>PM Peak</b>	16:30 to 17:30	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>41</b>		

**Leg 4**

		Eldon St North											Reed Road East											Eldon Street South											
Time End	From	P Cyclist	M Cyclist	Car/ Taxi	L Good	2A HGV	3A HGV	4A HGV	3A Artic	4A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2A HGV	3A HGV	4A HGV	3A Artic	4A Artic	Bus/ Coach	Totals	P Cyclist	M Cyclist	Car/ Taxi	L Good	2A HGV	3A HGV	4A HGV	3A Artic	4A Artic	Bus/ Coach	Totals	
07:45	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
08:00	Reed Road West	0	0	1	0	0	0	0	0	0	0	1	0	0	2	2	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total 7 to 8</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:15	Reed Road West	0	0	0	0	0	0	0	0	2	0	2	0	0	5	3	0	0	0	0	0	0	8	0	0	0	1	0	0	0	0	0	0	0	1
08:30	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
08:45	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	0	0	1	1	0	0	0	0	0	0	0	2
09:00	Reed Road West	0	0	0	1	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
09:15	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
09:30	Reed Road West	0	0	0	1	0	0	0	0	0	0	1	0	0	8	2	1	0	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
<b>PCU's 08:30 - 09:30</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
16:45	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	0	12	0	0	1	0	0	0	0	0	0	0	0	1
17:00	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
17:15	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
17:30	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
<b>PCU's 16:30 - 17:30</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>							