# **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 Web: 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:

<b>PREPARED BY:</b> Paul Bigg, Transport Consultant:		 
<b>CHECKED BY:</b> Matthew Payne, Transport Consu	Itant:	 
APPROVED BY: Stephen A Jobey, Director:		 

#### **REPORT HISTORY**

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

This report has been prepared by SAJ Transport Consultants Ltd with all reasonable skill, care and diligence, within the terms of the Contract with the Client. The report is confidential to the Client and SAJ Transport Consultants Ltd accept no responsibility of whatever nature to third parties to whom this report may be made known.

No part of this document may be reproduced without the prior written approval of SAJ Transport Consultants Ltd.

### 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.

Peak Period	Arri	vals	Depa	rtures	То	tal
i cuit chou	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

- 3.2.8 Table 3.1 shows that the proposed residential development will generate 163 twoway 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.

## JN0682-Rep-0003.0 Addendum Transport Assessment.docxPage 3 20 March 2013

Departures Flats Retail	To Flats	otal Retail
-lats Retail	Flats	Retail
).099 3.952	0.168	8.195
0.087 4.983	0.188	9.928

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.

	E	Existing La	nd Uses – F	Table 3.3 Predicted g	jenerated T	raffic Flow	'S		
Deals Deried		Arrivals			Departures	5		Total	
Peak Period	Flats	Retail	Total	Flats	Retail	Total	Flats	Retail	Total
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.

Proposed Residential Deve	Table 3.4 elopment (222 Dy Generation	vellings) – Final	Vehicular Trip
Peak Period	Arrivals	Departures	Total
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.

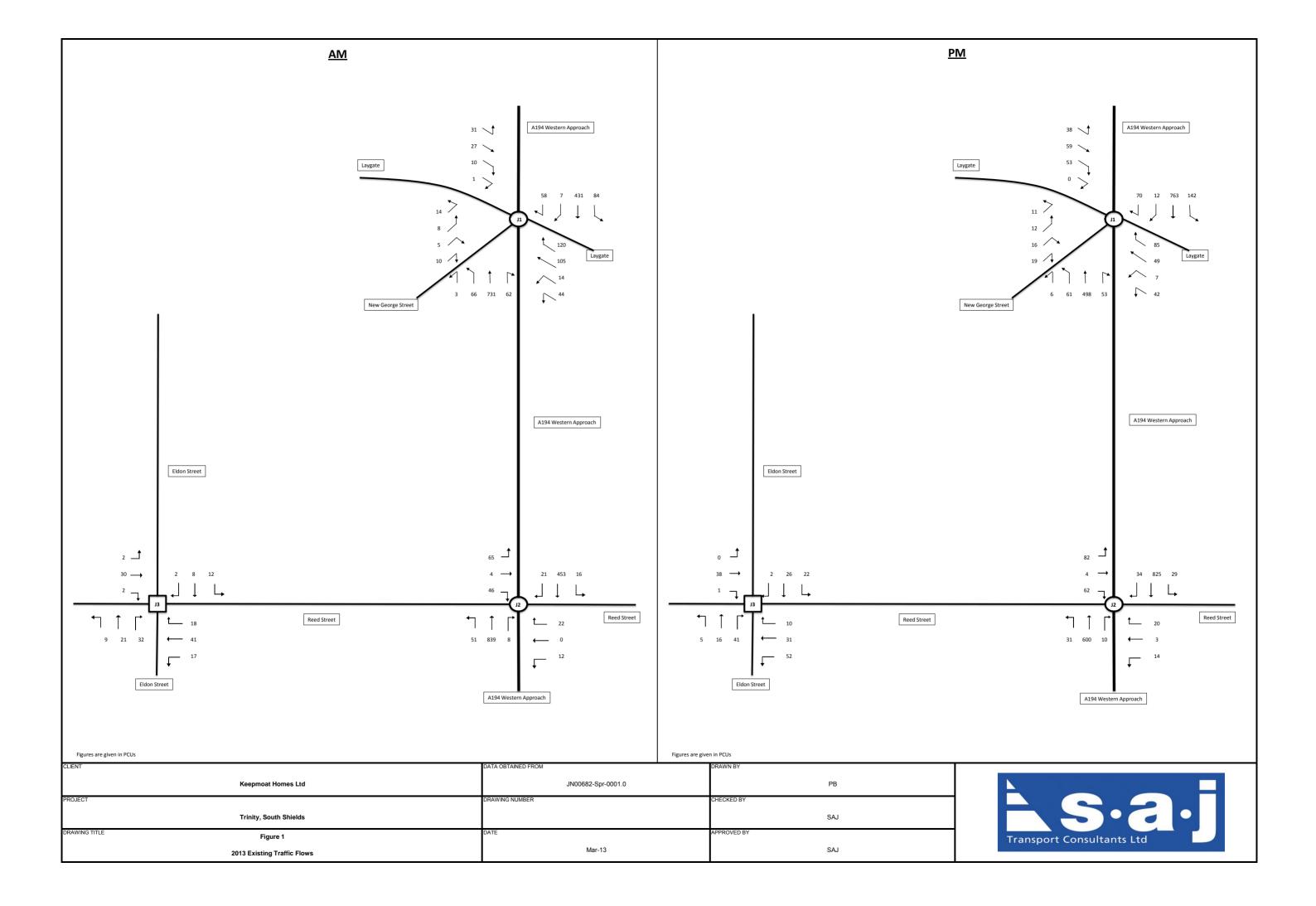
### 4.2 Conclusion

- 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.

JN0682-Rep-0003.0 Addendum Transport Assessment.docxPage 5 20 March 2013

# **FIGURES**





# **APPENDIX A**

# **TRAFFIC SURVEY RESULTS**



#### SMS Traffic Survey

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

Comments:		

	Leg 1																																										
		Laygate	East									Wes	tern Appr	oach Sou	th							N	ew Georg	e Street									Layg	ate West									
		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	F	P M	Car	/ L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м с	ar/	L 2	A 3	A 4	A 3	A 4/	A Bu	is/	Р	М	Car	/ L	2 A	3 A	4 A	3 A	4 A	Bus/	
Time End	From	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach Tota	ils Cyc	list Cycl	ist Tax	i Good	HGV	HGV	HGV	Artic	Artic	Coach T	otals	Cyclist C	yclist T	axi G	od H	GV HO	IV HO	GV Art	tic Art	ic Coa	ach Tota	is Cyc	list Cycl	ist Tax	di Good	HGV	HGV	HGV	Artic	Artic	Coach	n Totals
07:45	Western Approach North	0	0	1	0	0	0	0	0	0	4 5	1	1 0	105	5 13	4	3	0	0	0	1	127	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 0	81	17	1	1	0	0	0	0	100	0	0	2	0	0 0	0	0 0	0	C	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	I 0	186	i 30	5	4	0	0	0	1	227	0	0	2	0	o c		o a	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	1 0	89	11	4	1	0	0	0	1	107	0	0	0	0	o c		D 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 0	103	15	2	2	0	0	0	0	122	0	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	1	107	0	0	0	1	0 0		) a	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 C	85	13	3	0	0	0	0	0	101	0	0	2	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	o (		) a	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		o c	78	15	5	0	0	0	0	1	99	0	0	2	0	0 0		) a	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	330	) 71	24	0	0	0	0	6	431	0	0	6	1	o (	) (	) (	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	2 0	190	) 16	3	1	0	0	0	1	213	0	0	3	0	0 0		) a	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		) a	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	2 14	6	2	0	0	0	0	234	0	0	3	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	9 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 14	2 (	) 0	692	2 44	14	7	0	0	0	6	763	0	0 1	2	0	00	) (	) (	) 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	1 0	116	6	0	0	0	0	0	0	123	0	0	1	0	0 0	0	D 0	0 0	C	) 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	1 7	2	0	0	0	0	2	126	0	0	2	0	0 0	0	D 0	0 0	C	) 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 11	6 1	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	D 0	0 0	C	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 1	83	7	1	1	0	0	0	1	95	0	0	0	0	0 0	0	D 0	0 0	C	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 1	189	) 13	3	3	0	0	0	1	211	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 10	4 2	2 0	708	8 127	27	7	0	0	0	5	876	0	0	8	1	o c		) (	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 22	9 4	2	111	1 70	14	6	0	0	0	6 1	1213	0	0	15	0	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 33	36	3 2	1819	9 197	41	13	0	0	0	11 2	2089	0	0 3	23	1	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	o c		) (	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 12	5 2	2 0	692	2 44	9	3	0	0	0	3	753	0	0	12	0	0 0		) (	0		) 12	0	0	64	6	0	0	0	0	0	0	70

	Leg 2																																											_
		_		pproach									New	George S									La	iygate We									_	Western	n Approac									_
											4 A		Р						4 A					-						3 A				Р		Car/					3 A			
Time End	From	Cy	clist C	yclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic (	Coach Tot	als Cycl	ist Cycli	ist Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach To	otals C	yclist Cy	yclist T	axi Goo	od HG	V HG\	/ HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic (	Coach T	otals
07:45	Laygate East		0	0	4	1	1	0	0	0	0	0 6	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	10	13
08:00	Laygate East		0	0	8	0	0	0	0	0	0	0 8	з о	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	4	12
Total 7 to 8			0	0	12	1	1	0	0	0	0	0 14	4 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	14	25
08:15	Laygate East		0	0	5	2	2	0	0	0	0	0 9	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	5	24
08:30	Laygate East		0	0	7	2	0	0	0	0	0	0 9	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	4	20
08:45	Laygate East		0	0	8	0	1	0	0	0	0	0 9	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	3	29
09:00	Laygate East		0	0	6	2	0	0	0	0	0	1 9	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	3	26
09:15	Laygate East		0	0	11	2	0	0	0	0	0	0 1	3 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	5	23
09:30	Laygate East		0	0	6	5	0	0	0	0	0	0 1	1 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	5	25
CU's 08:30 - 09:30			0	0	31	9	2	0	0	0	0	2 4	4 0	0	11	3	0	0	0	0	0	0	14	0	0 4	88 15	52	0	0	0	0	0	105	0	0	78	7	3	0	0	0	0	32	120
16:45	Laygate East		0	0	11	2	1	0	0	0	0	0 1	4 0	0	2	0	0	0	0	0	0	0	2	0	0	13 2	0	0	0	0	0	0	15	0	0	15	1	1	0	0	0	0	3	20
17:00	Laygate East		0	0	6	2	0	0	0	0	0	0 8	3 0	0	1	0	0	0	0	0	0	0	1	0	0	91	0	0	0	0	0	0	10	0	0	14	0	0	0	0	0	0	4	18
17:15	Laygate East		0	0	9	2	0	0	0	0	0	0 1	1 0	0	0	0	0	0	0	0	0	0	0	0	0	15 0	0	0	0	0	0	0	15	0	0	8	2	0	0	0	0	0	5	15
17:30	Laygate East		0	0	8	0	0	0	0	0	0	0 8	3 0	0	4	0	0	0	0	0	0	0	4	0	0	90	0	0	0	0	0	0	9	0	0	10	3	0	0	0	0	0	3	16
PCU's 16:30 - 17:30			0	0	34	6	2	0	0	0	0	0 43	20	0	7	0	0	0	0	0	0	0	7	0	0 4	16 3	0	0	0	0	0	0	49	0	0	47	6	2	0	0	0	0	30	85
17:45	Laygate East		0	0	7	2	0	0	0	0	0	0 9	9 0	0	0	0	0	0	0	0	0	0	0	0	0	10 0	0	0	0	0	0	0	10	0	0	15	2	0	0	0	0	0	5	22
18:00	Laygate East		0	0	10	1	0	0	0	0	0	0 1	1 0	0	0	0	0	0	0	0	0	0	0	0	0	15 1	1	0	0	0	0	0	17	0	0	12	0	0	0	0	0	0	3	15
Total 17 to 18			0	0	34	5	0	0	0	0	0	0 3	9 0	0	4	0	0	0	0	0	0	0	4	0	0 4	19 1	1	0	0	0	0	0	51	0	0	45	7	0	0	0	0	0	16	68
18:15	Laygate East		0	0	9	0	0	0	0	0	0	0 9	9 0	0	1	0	0	0	0	0	0	0	1	0	0	14 0	0	0	0	0	0	0	14	1	0	8	1	0	0	0	0	0	3	13
18:30	Laygate East		0	0	7	0	0	0	0	0	0	0 7	7 0	0	1	0	0	0	0	0	0	0	1	1	0	9 1	0	0	0	0	0	0	11	0	1	12	1	1	0	0	0	0	2	17
Total 18 to 19			0	0	16	0	0	0	0	0	0	0 1	6 0	0	2	0	0	0	0	0	0	0	2	1	0 3	23 1	0	0	0	0	0	0	25	1	1	20	2	1	0	0	0	0	5	30
AM Totals			0	0	55	14	4	0	0	0	0	1 7	4 0	0	26	3	0	0	0	0	0	0	29	0	0 1	23 17	3	0	0	0	0	0	143	0	0	109	18	6	0	0	0	0	39	172
PM Totals			0	0	67	9	1	0	0	0	0	0 7	7 0	0	9	0	0	0	0	0	0	0	9	1	0 9	94 5	1	0	0	0	0	0	101	1	1	94	10	2	0	0	0	0	28	136
All Day Totals			0	0	122	23	5	0	0	0	0	1 15	51 0	0	35	3	0	0	0	0	0	0	38	1	0 2	17 22	4	0	0	0	0	0	244	1	1	203	28	8	0	0	0	0	67	308
AM Peak	08:30 to 09:30		0	0	31	9	1	0	0	0	0	1 4	2 0	0	11	3	0	0	0	0	0	0	14	0	0 1	38 15	i 1	0	0	0	0	0	104	0	0	78	7	2	0	0	0	0	16	103
PM Peak	16:30 to 17:30		0	0	34	6	1	0	0	0	0	0 4	1 0	0	7	0	0	0	0	0	0	0	7	0	0	16 3		0	0	0	0	0	49	0	0	47	6	1	0	0	0	0	15	69

Totals 5 3 8 7 8 7 7 17 19 4 58 23 14 22 11 70 11 8 62 11 18 62 17 10 27 80 125 206 57 70	
5 3 8 7 17 19 14 58 23 14 22 11 70 11 18 62 17 10 27 80 126 206	
5 3 8 7 17 19 14 58 23 14 22 11 70 11 18 62 17 10 27 80 126 206	
5 3 8 7 17 19 14 58 23 14 22 11 70 11 18 62 17 10 27 80 126 206	
3 8 7 8 7 17 19 14 58 23 14 58 23 14 22 11 70 11 18 62 17 10 27 80 126 206	Totals
8 7 8 7 17 19 14 58 23 14 22 11 11 18 62 117 10 27 80 126 206	5
7 8 7 17 19 14 58 23 14 22 11 70 11 18 62 17 10 27 80 126 206	3
8 7 17 19 14 58 23 14 22 11 10 11 18 62 17 10 27 80 126 206	8
7 17 19 14 58 23 14 22 11 11 18 62 17 10 27 80 126 206	7
17 19 14 58 23 14 22 11 12 11 18 62 17 10 27 80 126 206	
19   14   58   23   14   22   11   18   62   17   10   27   80   126   206	7
14 58 23 14 22 11 70 11 18 62 17 10 27 80 126 206	17
58 23 14 22 11 70 11 18 62 17 10 27 80 126 206	
23 14 22 11 10 11 18 62 17 10 27 80 126 206	
14 22 11 70 11 18 62 17 10 27 80 126 206	
22 11 70 11 18 62 17 10 27 80 126 206	
11 70 11 18 62 17 10 27 80 126 206	
70 11 18 62 17 10 27 80 126 206	
11 18 62 17 10 27 80 126 206	
18 62 17 10 27 80 126 206	
62 17 10 27 80 126 206	
17 10 27 80 126 206	
10 27 80 126 206	
27 80 126 206	
206	27
206	21
206	126
57 70	206
70	57
	70
	.0

Totals
13
12
25
24
20
29
26
23
25
120
20
18
15
16
85
22
15
68
13
17
30
172 136
308
103
69

	Leg 3																																											
			New G	eorge Str	reet								L	aygate We	st									Western /	Approach	North								La	aygate Ea	ust								
			Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	мс	ar/	L 2	A 3/	A 4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3A 4	IA E	Bus/		Р	мс	Car/	L ź	2A 3	5A 4	A 3	A 44	A Bus	1
Time End	From		Cyclis	t Cyclist	t Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach T	otals	Cyclist Cy	yclist T	axi Go	ood HG	GV HG	V HG	V Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV I	HGV	Artic A	rtic Co	oach To	tals C	yclist C	Cyclist T	faxi G	iood H	IGV H	GV HG	iV Ar	ic Arti	ic Coac	h Totals
07:45		Western Approach South	0	0	1	0	0	0	0	0	0	0	1	0	0	7	0 0	D 0	0	0	0	0	7	1	0	77	8	0	3	0	0	0	0	89	0	0	3	0	0	0 0	0	0	1	4
08:00		Western Approach South	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0 0	D O	0	0	0	0	1	0	0	88	11	4	1	0	0	0	1 1	05	0	0	6	2	0	0 0	0	0	0	8
Total 7 to 8			0	0	1	0	0	0	0	0	0	0	1	0	0	8	0 0	D O	0	0	0	0	8	1	0	165	19	4	4	0	0	0	1 1	94	0	0	9	2	0	0 0		0	1	12
08:15		Western Approach South	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1 0	D 0	0	0	0	0	12	1	0	117	14	2	0	0	0	0	0 1	34	0	0	15	2	1	0 0	0	0	0	18
08:30		Western Approach South	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2 0	D 0	0	0	0	0	8	0	0	120	22	4	1	0	0	0	0 1	47	0	0	7	0	0	0 0	0	0	1	8
08:45		Western Approach South	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0 1	10	0	0	0	0	10	0	0	139	20	8	1	0	0	0	0 1	68	0	0	14	7	2	0 0		0	0	23
09:00		Western Approach South	0	0	2	0	0	0	0	0	0	0	2	0	0	11	0 0	D O	0	0	0	0	11	0	0	187	19	5	0	0	0	0	1 3	12	0	0	9	0	0	0 0		0	0	9
09:15		Western Approach South	0	0	1	0	0	0	0	0	0	0	1	0	0	19	2 (	D O	0	0	0	0	21	0	0	152	21	4	0	0	0	0	0 1	77	0	0	8	3	0	0 0		0	0	11
09:30		Western Approach South	0	0	0	0	0	0	0	0	0	0	0	0	0	14	8 1	10	0	0	0	0	23	0	0	133	17	4	3	0	0	0	0 1	57	0	0	10	3	2	0 0		0	1	16
PCU's 08:30 - 09:30			0	0	3	0	0	0	0	0	0	0	3	0	0 9	53 1	10 3	30	0	0	0	0	66	0	0	611	77	32	9	0	0	0	2 7	31	0	0	41	13	6	0 0		0	2	62
16:45		Western Approach South	0	0	1	0	0	0	0	0	0	0	1	0	0	16	0 0	D O	0	0	0	0	16	0	0	116	14	3	0	0	0	0	1 1	34	0	0	10	0	1	0 0		0	0	11
17:00		Western Approach South	0	0	3	0	0	0	0	0	0	0	3	0	0	11	3 0	D O	0	0	0	0	- 14	0	0	116	10	4	0	0	0	0	0 1	30	0	0	12	2	1	0 0		0	0	15
17:15		Western Approach South	0	0	1	0	0	0	0	0	0	0	1	0	0	18	2 0	D O	0	0	0	0	20	0	0	108	6	0	0	0	0	0	0 1	14	0	0	17	3	0	0 0		0	0	20
17:30		Western Approach South	0	0	1	0	0	0	0	0	0	0	1	0	0	7	4 0	D O	0	0	0	0	11	0	0	111	3	1	0	0	0	0	0 1	15	0	0	5	1	0	0 0		0	0	6
PCU's 16:30 - 17:30			0	0	6	0	0	0	0	0	0	0	6	0	0 5	52	9 (	D O	0	0	0	0	61	0	0	451	33	12	0	0	0	0	2 4	98	0	0	44	6	3	0 0		0	0	53
17:45		Western Approach South	0	0	1	0	0	0	0	0	0	0	1	0	0	11	3 0	0 0	0	0	0	0	14	0	1	104	10	1	0	0	0	0	0 1	16	0	0	14	2	0	0 0	0	0	0	16
18:00		Western Approach South	0	0	1	1	0	0	0	0	0	0	2	0	0	11	0 0	D 0	0	0	0	0	11	0	0	130	8	0	1	0	0	0	0 1	39	0	0	15	0	1	0 0	0	0	0	16
Total 17 to 18			0	0	4	1	0	0	0	0	0	0	5	0	0 4	47	9 0	0 0	0	0	0	0	56	0	1	453	27	2	1	0	0	0	0 4	184	0	0	51	6	1	0 0	0	0	0	58
18:15		Western Approach South	0	0	1	0	0	0	0	0	0	0	1	0	0	12	2 1	1 1	0	0	0	0	16	0	0	129	6	3	0	0	0	0	0 1	38	0	0	5	2	0	0 0	0	0	0	7
18:30		Western Approach South	0	0	3	1	0	0	0	0	0	0	4	0	0	15	1 0	D 0	0	0	0	0	16	0	0	91	5	1	0	0	0	0	0	97	0	0	6	1	0	0 0	0	0	0	7
Total 18 to 19			0	0	4	1	0	0	0	0	0	0	5	0	0 3	27	3 1	1 1	0	0	0	0	32	0	0	220	11	4	0	0	0	0	0 2	35	0	0	11	3	0	0 0	0	0	0	14
AM Totals			0	0	4	0	0	0	0	0	0	0	4	0	0	78 1	13 2	20	0	0	0	0	93	2	0	1013	132	31	9	0	0	0	2 1	189	0	0	72	17	5	0 0	0	0	3	97
PM Totals			0	0	12	2	0	0	0	0	0	0	14	0	0 1	1 <b>01</b> 1	15 1	1 1	0	0	0	0	118	0	1	905	62	13	1	0	0	0	1 9	83	0	0	84	11	3	0 0	0	0	0	98
All Day Totals			0	0	16	2	0	0	0	0	0	0	18	0	0 1	179 2	28 3	31	0	0	0	0	211	2	1	1918	194	44	10	0	0	0	3 2	172	0	0 1	156	28	8	0 0	6	0	3	195
AM Peak		08:30 to 09:30	0	0	3	0	0	0	0	0	0	0	3	0	0 !	53 1	10 2	2 0	0	0	0	0	65	0	0	611	77	21	4	0	0	0	1 7	14	0	0	41	13	4	0 0	0	0	1	59
PM Peak		16:30 to 17:30	0	0	6	0	0	0	0	0	0	0	6	0	0 8	52	9 (	0 0	0	0	0	0	61	0	0	451	33	8	0	0	0	0	1 4	93	0	0	44	6	2	0 0		0	0	52

	Leg 4																																		_										
		Layg	gate We	st									W	estern Ap	proach N	lorth								La	ygate Eas	st									Weste	ern Appro	ach Sout	h							
		Р	2	M C	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	M (	Car/	L	2A 3	3A 4	4A 3	A	4A E	Bus/		Р	M C	ar/ I	L 2	A 3/	A 44	3 A	4 A	Bus	5/	Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	
Time End	From	Cycl	list C	yclist 7	Taxi	Good I	HGV	HGV	HGV	Artic	Artic	Coach T	otals C	yclist C	yclist 1	Taxi G	Good H	HGV H	IGV H	HGV A	rtic /	Artic C	oach To	tals C	yclist Cy	yclist T	axi Go	od HC	GV HG	V HG	V Artic	: Artic	c Coa	ch Totals	Cycli	list Cyclis	st Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals
07:45	New George Street	0	)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	1 (	D (	0 0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2
08:00	New George Street	0	)	0	1	1	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	2	0	0	2 (	D (	0 0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	1
Total 7 to 8		0	)	0	1	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	1	4	0	0	3 (	0 0	) 0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3
08:15	New George Street	0	)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0 0	D 1	1 0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2
08:30	New George Street	0	)	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1 (	D (	0 0	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	5
08:45	New George Street	0	)	0	4	1	0	0	0	0	0	0	5	0	0	2	1	0	0	0	0	0	1	4	0	0	0 (	0 0	) 0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
09:00	New George Street	0	)	0	1	0	0	0	0	0	0	0	1	0	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	1
09:15	New George Street	0	)	0	5	2	0	0	0	0	0	0	7	0	0	1	0	0	0	0	0	0	0	1	0	0	1 1	1 0	) 0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	- 4
09:30	New George Street	0	)	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0 1	1 0	) 0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2
PCU's 08:30 - 09:30		0	)	0	11	3	0	0	0	0	0	0	14	0	0	3	1	0	0	0	0	0	4	8	0	0	3 2	20	) 0	0	0	0	0	5	0	0	9	1	0	0	0	0	0	0	10
16:45	New George Street	0	)	0	2	1	0	0	0	0	0	0	3	0	0	4	1	0	0	0	0	0	1	6	0	0	3 (	0 0	) 0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	0	- 4
17:00	New George Street	0	)	0	4	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	1	0	0	4 0	0 0	) 0	0	0	0	0	- 4	0	0	3	0	0	0	0	0	0	0	3
17:15	New George Street	0	)	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	7 1	1 0	) 0	0	0	0	0	8	0	0	7	1	0	0	0	0	0	0	8
17:30	New George Street	0	)	0	2	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	3	0	0	1 (	D (	) 0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	- 4
PCU's 16:30 - 17:30		0	)	0	10	1	0	0	0	0	0	0	11	0	0	7	1	0	0	0	0	0	4 1	12	0	0	<b>15</b> 1	1 (	) (	0	0	0	0	16	0	0	18	1	0	0	0	0	0	0	19
17:45	New George Street	0	)	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	3	0	0	4	1 0	0 0	0	0	0	0	5	0	0	4	0	0	0	0	0	0	0	4
18:00	New George Street	0	)	0	2	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	3	0	0	2 (	0 0	0 0	0	0	0	0	2	0	0	4	1	0	0	0	0	0	0	5
Total 17 to 18		0	)	0	8	0	0	0	0	0	0	0	8	2	0	6	0	0	0	0	0	0	2 1	10	0	0	14 2	20	) 0	0	0	0	0	16	0	0	19	2	0	0	0	0	0	0	21
18:15	New George Street	0	)	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	1	8	0	0	3 1	1 0	0 0	0	0	0	0	4	0	0	9	0	0	0	0	0	0	0	9
18:30	New George Street	0	)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1 1	1 0	0 0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total 18 to 19		0	)	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	1	9	0	0	4 3	2 (	) 0	0	0	0	0	6	0	0	9	0	0	0	0	0	0	0	9
AM Totals		0	)	0	13	4	0	0	0	0	0	0	17	0	0	6	1	1	0	0	0	0	4 1	12	0	0	7 3	2 1	ı 0	0	0	0	0	10	0	1	18	1	0	0	0	0	0	0	20
PM Totals		0	)	0	14	1	0	0	0	0	0	0	15	2	0	18	2	0	0	0	0	0	4 2	26	0	0	25 4	4 0	) 0	0	0	0	0	29	0	0	35	2	0	0	0	0	0	0	37
All Day Totals		0	)	0	27	5	0	0	0	0	0	0	32	2	0	24	3	1	0	0	0	0	8 3	38	0	0	32 (	6 1	1 0	0	0	0	0	39	0	1	53	3	0	0	0	0	0	0	57
AM Peak	08:30 to 09:30	0	)	0	11	3	0	0	0	0	0	0	14	0	0	3	1	0	0	0	0	0	2	6	0	0	3 1	2 (	) 0	0	0	0	0	5	0	0	9	1	0	0	0	0	0	0	10
PM Peak	16:30 to 17:30	0	)	0	10	1	0	0	0	0	0	0	11	1	0	7	1	0	0	0	0	0	2 1	11	0	0	15	1 (	) 0	0	0	0	0	16	0	0	18	1	0	0	0	0	0	0	19

	Leg 5																																										
		Wester	rn Approa	ach North								La	ygate Eas	t									Western	Approach	South								Ne	ew Georg	e Street								
		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		P I	M C	ar/ L	. 2/	A 3A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	M C	ar/	L 2	A 3	A 44	A 3 A	A 44	A Bus	s/
Time End	From	Cyclist	t Cyclis	st Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach T	otals C	yclist Cy	clist Ta	axi Go	od HG	V HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach T	otals	yclist C	yclist T	axi G	ood HC	GV H	GV HG	V Arti	ic Arti	ic Coac	ch Totals
07:45	Laygate West	0	0	2	0	1	0	0	0	0	0	3	0	0	1 1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0
08:00	Laygate West	0	0	3	0	0	0	0	0	0	0	3	0	0 :	з с	0 0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0 0	0	0 0	0	0	0	0
Total 7 to 8		0	0	5	0	1	0	0	0	0	0	6	0	o ·	4 1	0	0	0	0	0	0	5	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0 0	0	0 0	0	0	0	0
08:15	Laygate West	0	0	5	0	0	0	0	0	0	0	5	0	0 :	2 2	2 1	0	0	0	0	0	5	0	0	4	2	0	0	0	0	0	0	6	0	0	0	0 0	0	0 0	0	0	0	0
08:30	Laygate West	0	0	1	0	0	0	0	0	0	0	1	0	0	7 2	2 0	0	0	0	0	0	9	0	0	6	0	1	0	0	0	0	0	7	0	0	0	0 0	0	0 0	0	0	0	0
08:45	Laygate West	0	0	9	0	0	0	0	0	0	0	9	0	0	6 C	0	0	0	0	0	0	6	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0 0	0	0 0	0	0	0	0
09:00	Laygate West	0	0	1	0	1	0	0	0	0	0	2	0	0	в с	0	0	0	0	0	0	8	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0 0	0	0 0	0	0	0	0
09:15	Laygate West	0	0	8	0	0	1	0	0	0	0	9	0	0 :	31	0	0	0	0	0	0	4	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0 0	0	0 0	0	0	0	0
09:30	Laygate West	0	0	7	2	0	0	0	0	0	0	9	0	0	B 1	0	0	0	0	0	0	9	0	0	3	0	0	0	0	0	0	0	3	0	0	1	0 0	0	0 0	0	0	0	1
PCU's 08:30 - 09:30		0	0	25	2	2	2	0	0	0	0	31	0	02	15 2	: 0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	0	10	0	0	1	0 0	0	00	0	0	0	1
16:45	Laygate West	0	0	10	0	1	0	0	0	0	0	11	0	0	6 C	) 0	0	0	0	0	0	6	0	0	13	0	0	0	0	0	0	0	13	0	0	0	0 0	0	0 0	0	0	0	0
17:00	Laygate West	0	0	- 4	1	1	0	0	0	0	0	6	0	0 1	6 2	: 0	0	0	0	0	0	18	0	0	6	1	0	0	0	0	0	0	7	0	0	0	0 0	0	0 0	0	0	0	0
17:15	Laygate West	0	0	9	1	1	0	0	0	0	0	11	0	0 1	7 1	0	0	0	0	0	0	18	0	0	16	0	0	0	0	0	0	0	16	0	0	0	0 0	0	0 0	0	0	0	0
17:30	Laygate West	0	0	7	1	0	0	0	0	0	0	8	0	0 1	7 0	0	0	0	0	0	0	17	0	0	15	2	0	0	0	0	0	0	17	0	0	0	0 0	0	0 0	0	0	0	0
PCU's 16:30 - 17:30		0	0	30	3	5	0	0	0	0	0	38	0	0 5	i6 3	6 0	0	0	0	0	0	59	0	0	50	3	0	0	0	0	0	0	53	0	0	0	0 (	0	00	0	0	0	0
17:45	Laygate West	0	0	10	0	0	0	0	0	0	0	10	0	0 1	5 1	0	0	0	0	0	0	16	0	0	10	0	0	0	0	0	0	0	10	0	0	0	0 0	0	0 0	0	0	0	0
18:00	Laygate West	0	0	11	1	0	0	0	0	0	0	12	0	0	в с	0 0	0	0	0	0	0	8	0	0	11	0	0	0	0	0	0	0	11	0	0	0	0 0	0	0 0	0	0	0	0
Total 17 to 18		0	0	37	3	1	0	0	0	0	0	41	0	0 5	i7 2	e 0	0	0	0	0	0	59	0	0	52	2	0	0	0	0	0	0	54	0	0	0	0 0	0	0 0	0	0	0	0
18:15	Laygate West	0	0	9	1	0	0	0	0	0	0	10	0	0	7 2	2 0	0	0	0	0	0	9	0	0	9	1	0	0	0	0	0	0	10	0	0	0	0 0	0	0 0	0	0	0	0
18:30	Laygate West	0	0	9	0	0	0	0	0	0	0	9	0	0	6 C	0 0	0	0	0	0	0	6	0	0	11	1	1	1	0	0	0	0	14	0	0	0	0 0	0	0 0	0	0	0	0
Total 18 to 19		0	0	18	1	0	0	0	0	0	0	19	0	0 1	3 2	2 0	0	0	0	0	0	15	0	0	20	2	1	1	0	0	0	0	24	0	0	0	0 0	0 1	0 0	0	0	0	0
AM Totals		0	0	36	2	2	1	0	0	0	0	41	0	0 3	18 7	1	0	0	0	0	0	46	0	0	22	2	1	0	0	0	0	0	25	0	0	1	0 0	0	0 0	0	0	0	1
PM Totals		0	0	69	5	3	0	0	0	0	0	77	0	0 9	12 E	6 0	0	0	0	0	0	98	0	0	91	5	1	1	0	0	0	0	98	0	0	0	0 0	0	0 0	0	0	0	0
All Day Totals		0	0	105	7	5	1	0	0	0	0	118	0	0 1	30 1	3 1	0	0	0	0	0	144	0	0	113	7	2	1	0	0	0	0	123	0	0	1	0 0	0	0 0	0	0	0	1
AM Peak	08:30 to 09:30	0	0	25	2	1	1	0	0	0	0	29	0	0 2	15 2	2 0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	0	10	0	0	1	0 0	0	0 0	0	0	0	1
PM Peak	16:30 to 17:30	0	0	30	3	3	0	0	0	0	0	36	0	0 5	i6 3		0	0	0	0	0	59	0	0	50	3	0	0	0	0	0	0	53	0	0	0	0 0	0	0 0	0	0	0	0

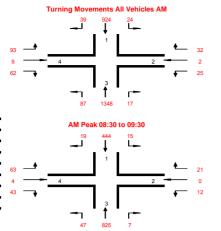
otals
4
8
12
18
8
23
9
11
16
62
11
15
20
6
53
16
16
58
7
14
97
98
195 50
59
52

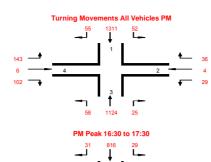
otals
2
1
3
2
5
3
1
4
2
10
4
3
8
4
19
4
5
21
9
0
9 20
37
57
10
19

tals
0
0
0
0
0
0
0
0
1
1
0
0
0
0
0
0
0
0
0
0
-
1
0
1
1
0

#### SMS Traffic Survey

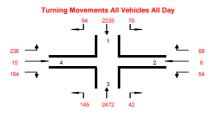
Location:	Western Approach at Reed Roa
Job No.:	004530
Site No.:	02
Day:	Thursday
Date:	17 January 2013

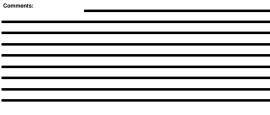




- -

→ 1 3 → 1 ↑ F→ 28 598 10 €\_\_\_\_





	Leg 1																																
		Reed Ro	oad East										Westerr	n Approa	h South									Reed Ro	ad West								
		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/
Time End	From	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach Totals
07:45	Western Approach North	0	0	2	0	0	0	0	0	0	0	2	0	0	99	16	4	0	1	0	2	0	122	0	0	2	1	0	1	0	0	0	0 4
08:00	Western Approach North	0	0	0	0	0	0	0	0	0	0	0	0	0	94	18	1	0	0	0	0	0	113	0	0	4	1	0	0	0	0	0	0 5
Total 7 to 8		0	0	2	0	0	0	0	0	0	0	2	0	0	193	34	5	0	1	0	2	0	235	0	0	6	2	0	1	0	0	0	0 9
08:15	Western Approach North	0	0	3	1	0	0	0	0	0	0	4	0	0	104	19	1	0	2	0	0	0	126	0	0	2	2	0	0	0	0	0	1 5
08:30	Western Approach North	0	0	3	0	0	0	0	0	0	0	3	0	1	97	18	1	0	0	1	1	0	119	0	0	4	2	0	0	0	0	0	0 6
08:45	Western Approach North	0	0	1	1	0	0	0	0	0	0	2	0	0	67	30	1	0	0	1	0	0	99	0	0	5	1	0	0	0	0	0	1 7
09:00	Western Approach North	0	0	2	1	0	0	0	0	0	0	3	0	0	101	18	1	0	0	0	0	1	121	0	0	3	1	0	0	0	0	0	0 4
09:15	Western Approach North	0	0	6	1	1	0	0	0	0	0	8	0	0	77	22	1	0	0	0	0	0	100	0	0	3	2	0	0	0	0	0	1 6
09:30	Western Approach North	0	0	2	0	0	0	0	0	0	0	2	0	0	98	19	5	0	0	1	0	1	124	0	0	2	0	0	0	0	0	0	0 2
PCU's 08:30 - 09:30		0	0	11	3	2	0	0	0	0	0	16	0	0	343	89	12	0	0	5	0	4	453	0	0	13	- 4	0	0	0	0	0	4 21
16:45	Western Approach North	0	0	4	1	0	0	0	0	0	0	5	1	0	194	16	2	0	1	0	1	1	216	0	0	8	2	0	0	0	0	0	0 10
17:00	Western Approach North	0	0	6	1	0	0	0	0	0	0	7	0	0	150	11	1	0	0	1	0	0	163	0	0	10	1	0	0	1	0	0	1 13
17:15	Western Approach North	0	0	10	0	0	0	0	0	0	0	10	0	0	244	17	1	0	0	0	2	0	264	0	0	5	0	0	0	0	0	0	0 5
17:30	Western Approach North	0	0	7	0	0	0	0	0	0	0	7	0	0	158	15	0	0	0	0	0	0	173	0	0	2	0	0	0	0	0	0	1 3
PCU's 16:30 - 17:30		0	0	27	2	0	0	0	0	0	0	29	0	0	746	59	6	0	2	2	7	2	825	0	0	25	3	0	0	2	0	0	4 34
17:45	Western Approach North	0	0	4	3	0	0	0	0	0	0	7	1	1	127	5	1	0	0	0	0	0	135	0	0	6	1	0	0	0	0	0	0 7
18:00	Western Approach North	0	0	4	2	0	0	0	0	0	0	6	0	0	133	8	0	0	0	0	0	1	142	0	0	5	0	0	0	0	0	0	1 6
Total 17 to 18		0	0	25	5	0	0	0	0	0	0	30	1	1	662	45	2	0	0	0	2	1	714	0	0	18	1	0	0	0	0	0	2 21
18:15	Western Approach North	0	0	5	0	0	0	0	0	0	0	5	0	0	114	8	2	0	0	0	1	0	125	0	0	2	1	0	0	0	0	0	0 3
18:30	Western Approach North	0	0	5	0	0	0	0	0	0	0	5	1	0	81	8	1	0	0	0	2	0	93	0	1	6	0	0	0	0	0	0	1 8
Total 18 to 19		0	0	10	0	0	0	0	0	0	0	10	1	0	195	16	3	0	0	0	3	0	218	0	1	8	1	0	0	0	0	0	1 11
AM Totals		0	0	19	4	1	0	0	0	0	0	24	0	1	737	160	15	0	3	3	3	2	924	0	0	25	10	0	1	0	0	0	3 39
PM Totals		0	0	45	7	0	0	0	0	0	0	52	3	1	1201	88	8	0	1	1	6	2	1311	0	1	44	5	0	0	1	0	0	4 55
All Day Totals		0	0	64	11	1	0	0	0	0	0	76	3	2	1938	248	23	0	4	4	9	4	2235	0	1	69	15	0	1	1	0	0	7 94
AM Peak	08:30 to 09:30	0	0	11	3	1	0	0	0	0	0	15	0	0	343	89	8	0	0	2	0	2	444	0	0	13	4	0	0	0	0	0	2 19
PM Peak	16:30 to 17:30	0	0	27	2	0	0	0	0	0	0	29	1	0	746	59	4	0	1	1	3	1	816	0	0	25	3	0	0	1	0	0	2 31

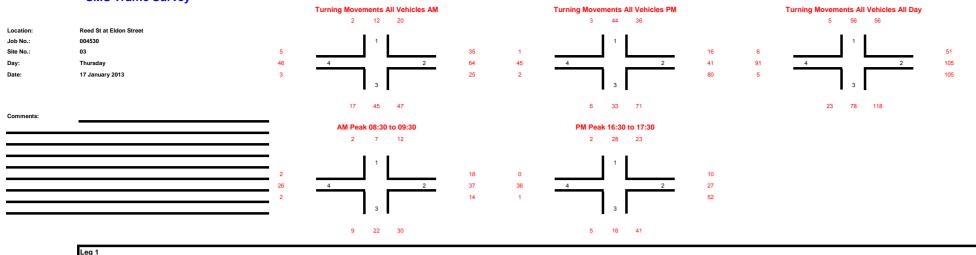
81 **----**4 **-----**59 **---**

	Leg 2																																	
		West	ern Appro	ach Sou	rth								Reed R	Road West										Westerr	n Approa	ch North								
		Р	М	Ca	r/ L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	
Time End	From	Cycl	ist Cyclis	st Tax	xi Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclis	t Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach To	tals
07:45	Reed Road East	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:00	Reed Road East	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total 7 to 8		0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
08:15	Reed Road East	0	0	3	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0 4	4
08:30	Reed Road East	0	0	3	2	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0	5
08:45	Reed Road East	0	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	6
09:00	Reed Road East	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
09:15	Reed Road East	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
09:30	Reed Road East	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
PCU's 08:30 - 09:30		0	0	10	) 2	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	2	0	0	0	0	0 2	22
16:45	Reed Road East	0	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	9	0	0	0	0	0	0	0	9
17:00	Reed Road East	0	0	6	1	0	0	0	0	0	0	7	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2
17:15	Reed Road East	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7
17:30	Reed Road East	0	0	1	1	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2
PCU's 16:30 - 17:30		0	0	12	2 2	0	0	0	0	0	0	14	0	0	3	0	0	0	0	0	0	0	3	0	0	19	1	0	0	0	0	0	0 2	20
17:45	Reed Road East	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	Reed Road East	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
Total 17 to 18		0	0	7	2	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	0	0	1	0	0	12	3	0	0	0	0	0	0 1	15
18:15	Reed Road East	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
18:30	Reed Road East	0	0	5	1	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	1	0	0	5	1	0	0	0	0	0	0	6
Total 18 to 19		0	0	10	) 1	0	0	0	0	0	0	11	0	0	1	0	0	0	0	0	0	0	1	0	0	7	3	0	0	0	0	0	0 1	10
AM Totals		0	0	21	1 4	0	0	0	0	0	0	25	0	0	1	1	0	0	0	0	0	0	2	0	0	28	3	1	0	0	0	0	0 3	32
PM Totals		0	0	25	5 4	0	0	0	0	0	0	29	0	0	4	0	0	0	0	0	0	0	4	0	0	30	6	0	0	0	0	0	0 3	36
All Day Totals		0	0	46	6 8	0	0	0	0	0	0	54	0	0	5	1	0	0	0	0	0	0	6	0	0	58	9	1	0	0	0	0	06	38
AM Peak	08:30 to 09:30	0	0	10	) 2	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	0	0	0 2	21
PM Peak	16:30 to 17:30	0	0	12	2 2	0	0	0	0	0	0	14	0	0	3	0	0	0	0	0	0	0	3	0	0	19	1	0	0	0	0	0	0 2	20

	Leg 3																																	
		Reed	Road We	st									Wester	rn Approa	ch North									Reed R	oad East									_
		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	
Time End	From	Cycli	st Cyclis	st Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclis	t Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	t Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach T	otals
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
Total 7 to 8		1	0	10	2	0	0	0	0	0	0	13	1	0	193	23	2	0	0	0	3	0	222	0	0	2	0	0	0	0	0	0	0	2
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
PCU's 08:30 - 09:30		0	0	36	7	2	5	0	0	2	0	51	0	0	715	92	17	9	0	0	5	2	839	0	0	5	1	2	0	0	0	0	0	8
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
PCU's 16:30 - 17:30		0	0	23	3	0	5	0	0	0	0	31	0	0	542	53	3	0	0	0	0	2	600	0	0	10	0	0	0	0	0	0	0	10
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
Total 17 to 18		0	0	24	6	0	1	0	0	0	0	31	0	1	519	41	0	0	0	0	1	0	562	0	0	11	0	0	0	0	0	0	0	11
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
Total 18 to 19		1	0	8	5	0	0	0	0	0	0	14	0	0	225	18	1	0	0	0	1	0	245	0	0	11	0	0	0	0	0	0	0	11
AM Totals		1	1	65	16	1	2	0	0	1	0	87	2	0	1169	151	14	5	0	0	6	1	1348	0	0	12	4	1	0	0	0	0	0	17
PM Totals		1	0	42	13	0	2	0	0	0	0	58	0	1	1029	88	3	0	0	0	2	1	1124	0	0	25	0	0	0	0	0	0	0	25
All Day Totals		2	1	107	29	1	4	0	0	1	0	145	2	1	2198	239	17	5	0	0	8	2	2472	0	0	37	4	1	0	0	0	0	0	42
AM Peak	08:30 to 09:30	0	0	36	7	1	2	0	0	1	0	47	0	0	715	92	11	4	0	0	2	1	825	0	0	5	1	1	0	0	0	0	0	7
PM Peak	16:30 to 17:30	0	0	23	3	0	2	0	0	0	0	28	0	0	542	53	2	0	0	0	0	1	598	0	0	10	0	0	0	0	0	0	0	10

	Leg 4																																	
		Weste	ern Approa	ch Nort	h								Reed R	oad East										Western	Approad	h South								
		Р	М	Car	/ L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	
Time End	From	Cyclis	st Cyclis	t Tax	i Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	t Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals
07:45	Reed Road West	0	0	2	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	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
Total 7 to 8		0	0	9	0	1	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	1	0	0	0	7
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
PCU's 08:30 - 09:30		0	0	49	11	5	0	0	0	0	0	65	0	0	4	0	0	0	0	0	0	0	- 4	0	0	28	10	8	0	0	0	0	0	46
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
PCU's 16:30 - 17:30		0	0	74	6	2	0	0	0	0	0	82	0	0	1	3	0	0	0	0	0	0	4	0	0	49	6	2	5	0	0	0	0	62
17:45	Reed Road West	0	0	11	1	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	14
18:00	Reed Road West	0	0	26	1	1	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8
Total 17 to 18		0	0	71	5	3	0	0	0	0	0	79	0	0	0	3	0	0	0	0	0	0	3	0	0	39	4	0	0	0	0	0	0	43
18:15	Reed Road West	0	0	14	1	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11
18:30	Reed Road West	0	0	6	0	0	0	0	0	0	0	6	0	0	2	0	0	0	0	0	0	0	2	0	0	10	0	0	0	0	0	0	0	10
Total 18 to 19		0	0	20	1	0	0	0	0	0	0	21	0	0	2	0	0	0	0	0	0	0	2	0	0	20	1	0	0	0	0	0	0	21
AM Totals		0	0	70	17	5	1	0	0	0	0	93	0	0	8	1	0	0	0	0	0	0	9	0	0	40	15	5	1	1	0	0	0	62
PM Totals		0	0	131	9	3	0	0	0	0	0	143	0	0	3	3	0	0	0	0	0	0	6	0	1	89	9	1	2	0	0	0	0	102
All Day Totals		0	0	201	26	8	1	0	0	0	0	236	0	0	11	4	0	0	0	0	0	0	15	0	1	129	24	6	3	1	0	0	0	164
AM Peak	08:30 to 09:30	0	0	49	11	3	0	0	0	0	0	63	0	0	4	0	0	0	0	0	0	0	4	0	0	28	10	5	0	0	0	0	0	43
PM Peak	16:30 to 17:30	0	0	74	6	1	0	0	0	0	0	81	0	0	1	3	0	0	0	0	0	0	4	0	1	49	6	1	2	0	0	0	0	59

#### SMS Traffic Survey



		Reed Road East P M Car/ L 2A 3A 4A 3A 4A													Eldon Str	reet Sou	th									Reed R	oad West	t								
		Р		М	Car/	L	2 A	3 A	4 A	3/	A 4	A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	
Time End	From	Cycli	st Cy	clist	Taxi	Good	HGV	HGV	HG	V Arti	ic A	rtic C	Coach .	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	n Total
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
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
Total 7 to 8		1		0	1	0	0	0	0	0		0	0	2	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15	Eldon St North	0		0	3	0	0	0	0	0		0	0	3	0	0	3	0	0	0	0	0	0	0	3	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	0	3	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	0	6	0	0	1	0	0	0	0	0	0	0	1	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	0	4	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	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	0	1	0	0	0	0	0	0	1	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	0	2	0	0	2	0	1	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1
CU's 08:30 - 09:30		0		0	11	1	0	0	0	0		0	0	12	0	0	5	1	2	0	0	0	0	0	8	0	0	1	1	0	0	0	0	0	0	2
16:45	Eldon St North	0		0	5	1	0	0	0	0		0	0	6	1	0	7	1	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	0	0	1
17:00	Eldon St North	0		1	10	2	0	0	0	0		0	0	13	0	0	6	0	0	0	0	0	0	0	6	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	0	4	1	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	1
17:30	Eldon St North	0		0	4	0	0	0	0	0		0	0	4	1	0	7	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
PCU's 16:30 - 17:30		0		0	19	3	0	0	0	0		0	0	22	0	0	24	2	0	0	0	0	0	0	26	0	0	2	0	0	0	0	0	0	0	2
17:45	Eldon St North	0		0	7	0	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
18:00	Eldon St North	0		0	3	0	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
Total 17 to 18		0		0	14	0	0	0	0	0		0	0	14	1	1	17	1	0	0	0	0	0	0	20	0	0	1	0	0	0	0	0	0	0	1
18:15	Eldon St North	0		0	3	0	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
18:30	Eldon St North	0		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	1
Total 18 to 19		0		0	3	0	0	0	0	0		0	0	3	0	0	8	1	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	0	0	1
AM Totals		1		0	18	1	0	0	0	0		0	0	20	1	0	9	1	1	0	0	0	0	0	12	0	0	1	1	0	0	0	0	0	0	2
PM Totals		0		1	32	3	0	0	0	0		0	0	36	2	1	38	3	0	0	0	0	0	0	44	0	0	3	0	0	0	0	0	0	0	3
All Day Totals		1		1	50	4	0	0	0	0		0	0	56	3	1	47	4	1	0	0	0	0	0	56	0	0	4	1	0	0	0	0	0	0	5
AM Peak	08:30 to 09:30	0		0	11	1	0	0	0	0		0	0	12	0	0	5	1	1	0	0	0	0	0	7	0	0	1	1	0	0	0	0	0	0	2
PM Peak	16:30 to 17:30	0		1	19	3	0	0	0	0		0	0	23	2	0	24	2	0	0	0	0	0	0	28	0	0	2	0	0	0	0	0	0	0	2

																							Eldon St North												
		Eldon S	treet Sout	h									Reed R	oad Wes	t									Eldon S	t North										
		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		
Time End	From	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclis	t Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	
07:45	Reed Road East	0	0	1	1	0	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	3	
08:00	Reed Road East	0	0	2	0	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	8	
Total 7 to 8		0	0	3	1	0	0	0	0	0	0	4	0	0	7	1	0	1	0	0	0	0	9	0	0	11	0	0	0	0	0	0	0	11	
08:15	Reed Road East	0	0	3	0	0	0	0	0	0	1	4	0	0	4	8	0	0	0	0	0	0	12	0	0	2	1	0	0	0	0	0	0	3	
08:30	Reed Road East	0	0	3	0	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	3	
08:45	Reed Road East	0	0	2	0	1	0	0	0	0	1	4	0	0	5	1	1	1	0	0	1	0	9	0	0	4	0	0	0	0	0	0	0	4	
09:00	Reed Road East	0	0	1	0	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	4	
09:15	Reed Road East	0	0	3	1	0	0	0	0	0	1	5	0	0	5	1	0	0	0	0	0	0	6	0	0	3	3	0	0	0	0	0	0	6	
09:30	Reed Road East	0	0	3	1	0	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	4	
PCU's 08:30 - 09:30		0	0	9	2	2	0	0	0	0	4	17	0	0	26	7	2	2	2	0	2	0	41	0	0	15	3	0	0	0	0	0	0	18	
16:45	Reed Road East	3	0	11	1	0	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	3	
17:00	Reed Road East	0	0	13	1	0	0	0	0	0	1	15	0	0	3	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	0	0	0	5	
17:15	Reed Road East	0	0	15	0	0	0	0	0	0	0	15	0	0	4	2	0	0	2	0	0	0	8	0	0	0	1	0	0	0	0	0	0	1	
17:30	Reed Road East	0	0	6	0	0	0	0	0	0	1	7	0	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	1	
PCU's 16:30 - 17:30		1	0	45	2	0	0	0	0	0	4	52	0	0	20	- 4	0	2	5	0	0	0	31	0	0	8	2	0	0	0	0	0	0	10	
17:45	Reed Road East	0	0	5	0	0	0	0	0	0	0	5	0	0	2	1	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	2	
18:00	Reed Road East	0	0	11	0	0	0	0	0	0	1	12	0	0	2	1	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	
Total 17 to 18		0	0	37	0	0	0	0	0	0	2	39	0	0	10	4	0	0	2	0	0	0	16	0	0	4	1	0	0	0	0	0	0	5	
18:15	Reed Road East	0	0	5	0	1	0	0	0	0	0	6	0	0	2	1	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	2	
18:30	Reed Road East	1	0	3	0	0	0	0	0	0	1	5	1	0	3	1	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	1	
Total 18 to 19		1	0	8	0	1	0	0	0	0	1	11	1	0	5	2	0	0	0	0	0	0	8	0	0	3	0	0	0	0	0		0	3	
AM Totals		0	0	18	3	1	0	0	0	0	3	25	0	0	40	19	1	2	1	0	1	0	64	0	0	31	4	0	0	0	0	0	0	35	
PM Totals		4	0	69	2	1	0	0	0	0	4	80	1	0	29	8	0	1	2	0	0	0	41	0	0	14	2	0	0	0	0	0	0	16	
All Day Totals		4	0	87	5	2	0	0	0	0	7	105	1	0	69	27	1	3	3	0	1	0	105	0	0	45	6	0	0	0	0	0	0	51	
AM Peak	08:30 to 09:30	0	0	9	2	1	0	0	0	0	2	14	0	0	26	7	1	1	1	0	1	0	37	0	0	15	3	0	0	0	0	0	0	18	
PM Peak	16:30 to 17:30	3	0	45	2	0	0	0	0	0	2	52	0	0	20	4	0	1	2	0	0	0	27	0	0	8	2	0	0	0	0	0	0	10	

	Leg 3																																	
		Reed R	load West										Eldon Si	t North										Reed R	oad Eas	t								
		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/	
Time End	From	Cyclis	t Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclis	t Taxi	Good	HGV	HGV	HGV	Artic	Artic	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	3	0	0	1	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	6	2	0	6	0	0	0	0	0	0	0	8
Total 7 to 8		0	0	3	4	1	0	0	0	0	0	8	0	0	9	0	0	0	0	0	0	0	9	2	0	7	0	0	0	0	0	0	1	10
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	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	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	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	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	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	1	7
PCU's 08:30 - 09:30		0	0	7	2	0	0	0	0	0	0	9	0	0	17	- 4	0	0	0	0	0	0	21	0	0	22	4	2	0	0	0	0	4	32
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	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	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	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	1	10
PCU's 16:30 - 17:30		0	0	5	0	0	0	0	0	0	0	5	0	0	14	2	0	0	0	0	0	0	16	1	0	30	5	2	0	0	0	0	4	41
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
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	1	13
Total 17 to 18		0	0	0	0	0	0	0	0	0	0	0	1	0	16	0	0	0	0	0	0	0	17	2	0	26	5	0	0	0	0	0	2	35
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	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	1	9
Total 18 to 19		0	0	1	0	0	0	0	0	0	0	1	2	0	4	1	0	0	0	0	0	0	7	1	0	15	0	0	0	0	0	0	1	17
AM Totals		0	0	10	6	1	0	0	0	0	0	17	0	1	39	5	0	0	0	0	0	0	45	3	0	33	6	1	0	0	0	0	4	47
PM Totals		0	0	6	0	0	0	0	0	0	0	6	3	0	27	3	0	0	0	0	0	0	33	5	0	55	6	1	0	0	0	0	4	71
All Day Totals		0	0	16	6	1	0	0	0	0	0	23	3	1	66	8	0	0	0	0	0	0	78	8	0	88	12	2	0	0	0	0	8	118
AM Peak	08:30 to 09:30	0	0	7	2	0	0	0	0	0	0	9	0	1	17	4	0	0	0	0	0	0	22	1	0	22	4	1	0	0	0	0	2	30
PM Peak	16:30 to 17:30	0	0	5	0	0	0	0	0	0	0	5	0	0	14	2	0	0	0	0	0	0	16	3	0	30	5	1	0	0	0	0	2	41

	Leg 4																																
		Eldon \$	St North										Reed Ro	oad East										Eldon S	treet So	uth							
		Р	М	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/		Р	м	Car/	L	2 A	3 A	4 A	3 A	4 A	Bus/
Time End	From	Cyclis	t Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach	Totals	Cyclist	Cyclist	Taxi	Good	HGV	HGV	HGV	Artic	Artic	Coach Tota
07:45	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	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
Total 7 to 8		0	0	1	0	0	0	0	0	0	0	1	0	0	4	2	0	1	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0 0
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 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
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 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
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
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
PCU's 08:30 - 09:30		0	0	0	2	0	0	0	0	0	0	2	0	0	14	8	3	2	2	0	0	0	30	0	0	1	1	0	0	0	0	0	0 2
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 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
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
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
PCU's 16:30 - 17:30		0	0	0	0	0	0	0	0	0	0	0	0	0	28	5	0	2	2	0	0	0	38	0	0	1	0	0	0	0	0	0	0 1
17:45	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0 0
18:00	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	0	0	1	0	0	0	0	0	0	0 1
Total 17 to 18		0	0	0	0	0	0	0	0	0	0	0	1	0	18	3	0	0	0	0	0	0	22	0	0	1	0	0	0	0	0	0	0 1
18:15	Reed Road West	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
18:30	Reed Road West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
Total 18 to 19		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
AM Totals		0	0	1	2	0	0	0	0	2	0	5	0	0	23	16	2	2	3	0	0	0	46	0	0	1	2	0	0	0	0	0	0 3
PM Totals		0	0	1	0	0	0	0	0	0	0	1	1	0	35	7	0	1	1	0	0	0	45	0	0	2	0	0	0	0	0	0	0 2
All Day Totals		0	0	2	2	0	0	0	0	2	0	6	1	0	58	23	2	3	4	0	0	0	91	0	0	3	2	0	0	0	0	0	0 5
AM Peak	08:30 to 09:30	0	0	0	2	0	0	0	0	0	0	2	0	0	14	8	2	1	1	0	0	0	26	0	0	1	1	0	0	0	0	0	0 2
PM Peak	16:30 to 17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	28	5	0	1	1	0	0	0	36	0	0	1	0	0	0	0	0	0	0 1