



**ALDI STORES LTD.  
PROPOSED DISCOUNT FOODSTORE  
GLEN STREET, HEBBURN**

**TRANSPORT ASSESSMENT**

**AUGUST 2015**



**the journey is the reward**

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|                      |                        |
|----------------------|------------------------|
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## List of Contents

### Sections

|    |  |    |
|----|--|----|
| 1  | Introduction .....                           | 1  |
| 2  | Site Location and Local Highway Network..... | 2  |
| 3  | Proposed Development .....                   | 5  |
| 4  | Planning Policy .....                        | 7  |
| 5  | Accessibility .....                          | 10 |
| 6  | Existing Traffic .....                       | 20 |
| 7  | Trip Generation and Distribution .....       | 23 |
| 8  | Traffic Impact Assessment.....               | 32 |
| 9  | Personal Injury Accident Data.....           | 35 |
| 10 | Summary and Conclusions .....                | 36 |

### Figures

|   |    |
|---|----|
| Figure 2.1: Site Location .....   | 2  |
| Figure 5.1: Approximate 1km and 2km Walking Catchment for Built Up Areas.....                 | 11 |
| Figure 5.2: Approximate 5km Cycle Catchment Area .....  | 13 |
| Figure 5.3: Cycle Routes in Proximity to Proposed Store (Source: South Tyneside Council)..... | 14 |
| Figure 5.4: Metro Map (Source: Nexus).....  | 16 |
| FFigure 5.4: Summary of Sustainable Transport Facilities .....                                | 18 |

### Tables

|  |    |
|--|----|
| Table 5.2: Metro Service Frequencies for Hebburn (Source: Nexus) .....   | 17 |
| Travel Plan.....   | 18 |
| Table 6.1: PICADY Results for Glen Street / Eastern Car Park Access (Kensington Court) / Glen Primary Care Centre Access – Existing 2015 ..... | 21 |

|  |    |
|--|----|
| Table 6.2: PICADY Results for Glen Street / Western Car Park Access (Kensington Court) – Existing 2015.....  | 22 |
| Table 7.1 – Peak Hour TRICS Discount Foodstore Average Vehicle Trip Rates (per 100sqm GFA).....  | 24 |
| Table 7.2 – Predicted Peak Hour Aldi Average Vehicle Trips.....  | 24 |
| Table 7.3: Assigned Trip Types .....   | 28 |
| Table 7.4: Summary of Trips by Trip Type.....  | 28 |
| Table 8.1: PICADY Results for Glen Street / Eastern Car Park Access (Kensington Court) / Glen Primary Care Access – Without Development 2020 ..... | 32 |
| Table 8.2: PICADY Results for Glen Street / Western Car Park Access (Kensington Court) – Without Development 2020.....                             | 32 |
| Table 8.4: PICADY Results for Glen Street / Proposed Aldi Access / Glen Primary Care Access – With Development 2020 .....                          | 33 |
| Table 8.5: PICADY Results for Glen Street / Western Car Park Access (Kensington Court) – With Development 2020.....                                | 33 |

## **Appendices**

APPENDIX A: Traffic Survey Data

APPENDIX B: Traffic Flow Figures

APPENDIX C: Junction Modelling Output – Existing Traffic (includes all LinSig output)

APPENDIX D: TRICS Output

APPENDIX E: Junction Modelling Output – 2020, Without Development

APPENDIX F: Junction Modelling Output, 2020 With Development

APPENDIX G: Personal Injury Accident Data

DRAWINGS

# 1 Introduction

- 1.1 Mayer Brown (MB) Limited has been appointed by Aldi Stores Ltd. to prepare a Transport Assessment (TA) relating to the proposed development of a discount foodstore at Glen Street, Hebburn.
- 1.2 The site formerly included residential development adjacent to Kensington Court and forms part of a wider area for redevelopment of Hebburn Town Centre, including the recently opened community centre, Hebburn Central. The site is now vacant and includes the Kensington Court access road which serves Hebburn Central and the car park adjacent to the Town Centre.
- 1.3 The Aldi development proposals are for a discount foodstore with a Gross External Floor Area (GFA) of 1,659 sqm and associated parking totalling 70 spaces.
- 1.4 Following a description of the site context and the local highway network in Section 2, the TA provides a more detailed description of the proposed development in Section 3. The TA provides details on local and national transport policy in Section 4 and assesses the store's accessibility by pedestrians, cyclists and public transport users in Section 5.
- 1.5 Section 6 details the existing traffic on the local highway network.
- 1.6 Section 7 assesses the trip generation of the proposed development followed by Section 8 which provides details of junction capacity assessments, assessing the impact of the development traffic.
- 1.7 Section 9 reviews the historical accident record on the local road network. Summary and conclusions are provided in Section 10.
- 1.8 A Draft Travel Plan for the proposed store has been produced as part of the planning application as a separate document.





- 2.3 There is a public car park located to the south of the site. This serves the Town Centre, including the recently opened community centre, Hebburn Central. This provides community facilities, including a library, swimming pool and a gym.
- 2.4 To the north of Glen Street, the Glen Primary Care Centre and Victoria Medical Centre are located opposite the site. Parking provision is provided to the rear of the Glen Primary Care Centre.
- 2.5 A car park no longer in use also exists to the rear of the Victoria Medical Centre. Following a recent planning application, this area forms part of a site (incorporating the former Tharsus Engineering Works) approved for the residential development of 31 dwellings, with access onto Glen Street being shared with vehicles using the Glen Primary Care Centre.
- 2.6 Further to the west, residential development predominates along Glen Street.
- 2.7 To the north of this area, the Tyne and Wear Metro line is located, with the Hebburn Metro station being located adjacent to Station Road.
- 2.8 To the north of the Metro line residential development predominates, with this also being the case to the east of the site. Indeed, beyond the immediate surroundings of the Town Centre, residential development predominates in all directions.

### **Local Highway Network**

- 2.9 The proposed vehicular access to the site will be from Glen Street. Kensington Court currently has two points of access with Glen Street, a remnant of the former residential development in this area.
- 2.10 With the recent development of Hebburn Central, both of these junctions currently serve the car parking associated with Hebburn Central and the adjacent Town Centre. With the Aldi development, it is proposed that the north-easternmost part of Kensington Court would be 'stopped up', with the proposed Aldi access being sited in the same location on Glen Street. This is discussed in further detail later in this TA.
- 2.11 Glen Street, like the rest of the highway network in and around Hebburn Town Centre has a 30mph speed limit. It runs in a north-east/south-west direction and meets Station Road and Hedgeley Road at a signalised junction to the north of the proposed Aldi site.
- 2.12 There are two lanes on Glen Street on the approach to the signals, providing for left turn and straight ahead/right turn movements. Both of the Station Road arms each have two approach lanes providing for right turn and straight ahead/left turn

movements, whilst Hedgeley Road has a single approach lane. Controlled pedestrian crossing facilities are also present on all arms of the junction.

- 2.13 Opposite the location of the proposed Aldi vehicular access, a priority junction serves the car parking associated with the Glen Primary Care Centre.
- 2.14 To the south-west, Glen Street serves the predominantly residential area and becomes North Farm Road as it runs in a north-west/south-east directions and meets the A185 Victoria Road West by means of a priority junction.
- 2.15 The A185 Victoria Road West serves as the main road through this part of South Tyneside providing connections between Pelaw and Felling in the west and Jarrow to the east.
- 2.16 Approximately 440m north-east of its junction with North Farm Road, Victoria Road West meets Station Road and Hall Road by means of a signalised junction with two approach lanes provided on each of the Victoria Road and Station Road arms.
- 2.17 The Station Road/Victoria Road junction lies approximately 275m south-east of the Station Road/Glen Street junction. Station Road has sections of on-street parking and serves as a bus route with a Zebra crossing provided approximately midway between the two signalised junctions.
- 2.18 As Station Road continues to the north it passes over the Tyne and Wear Metro line and serves further residential and light industrial development to the north.



## 3 Proposed Development

### Floor Area and Parking Provision

- 3.1 The Projekt Drawing Number 0268-PL(0)04 shows the proposed layout of the Aldi store and associated parking. It also provides an illustration of the proposed access arrangements.
- 3.2 The proposed store would have a Gross External Floor Area of 1,659 sqm with a total parking provision of 70 spaces. Within this parking provision, 7 parent and child and 4 disabled spaces are proposed, with the remaining 59 being standard spaces. All of the disabled bays will be flanked by appropriately designed access strips.

### Sustainable Transport Facilities

- 3.3 Pedestrian access points will be provided at the northern and eastern corners of the site, close to the Glen Street/Station Road/Hedgeley Road signalised junction and on Station Road respectively. These will enhance the connectivity of the site with other facilities in the Town Centre.
- 3.4 In addition, a pedestrian access point is also proposed on the western boundary of the site, close to where the access road which serves the parking associated with Hebburn Central and the Town Centre meets Glen Street. Associated with this pedestrian access point will be the provision of an internal crossing point and footpath alongside the store building providing a connection to the store entrance.
- 3.5 Further pedestrian access will be possible adjacent to the vehicular access to the site from Glen Street.
- 3.6 Cycle parking is proposed in a covered location close to the store entrance, with 4 Sheffield cycle stands being proposed, able to accommodate parking for up to 8 cycles.

### Proposed Access

- 3.7 A simple priority junction is proposed to serve the site. This is in the same location as the existing north-easternmost junction which currently serves the parking associated with Hebburn Central and the Town Centre and opposite the access which currently serves the parking associated with the Glen Primary Care Centre.
- 3.8 The south-westernmost (Kensington Court) access will therefore become the sole vehicular access to serve the parking associated with Hebburn Central and the Town

Centre, although it is expected that Aldi shoppers linking their trips with other shops and facilities in the Town Centre would make use of the proposed Aldi car park.

- 3.9 It is proposed that 'Parking Eye' traffic management will be installed at the Aldi car park access to manage the car park and ensure that it is not used for long stay parking.

### **Servicing**

- 3.10 The delivery requirements for an Aldi store are daily deliveries of milk, bread and morning fresh produce, prior to or as early as possible to the store opening in the morning.
- 3.11 Milk deliveries are made by a local supplier, usually undertaken using an HGV. In addition, there are approximately three Aldi HGV deliveries per day, one of which delivers the bread and morning fresh produce.
- 3.12 Aldi operate a closely managed servicing arrangement for each of its stores. The Aldi articulated service vehicles are able to carry frozen, chilled and mixed goods assembled at a centralised distribution depot enabling the potential to reduce journeys. Thus, approximately three articulated Aldi vehicles will usually be the only vehicle of this type visiting each store.
- 3.13 Service vehicles will use the same access as customer vehicles.
- 3.14 The proposed service area for the Aldi store is to the south-west side of the building and would be accessed from within the car park. Vehicular access to the service area has been designed to accommodate the required turning manoeuvres of the largest service vehicle (16.5m articulated goods vehicle). The service vehicle would drive forwards into the site, reverse into the service ramp and then drive out forwards to exit the site.
- 3.15 During unloading, the back of the vehicle is at floor level, enabling the driver to unload the goods quickly into the dedicated storage area. The delivery has previously been pre-packed onto pallets.
- 3.16 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time. The delivery system is unique to Aldi and extremely efficient compared to other food retailers.
- 3.17 The proposed site layout drawing also illustrates vehicle Autotracks showing how delivery vehicles would access and manoeuvre within the site. The drawing demonstrates that these manoeuvres could be undertaken satisfactorily.

## 4 Planning Policy

### Introduction

- 4.1 There are a variety of sources of planning policy which provide guidance in relation to highways considerations for the proposed development site. These include:
- Department for Communities and Local Government National Planning Policy Framework (NPPF) (March 2012);
  - The Tyne and Wear Local Transport Plan 3 (LTP3), 2011-2021; and
  - South Tyneside Council Local Development Framework – Core Strategy

### National Planning Policy Framework (NPPF)

- 4.2 NPPF sets out the Government’s planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 4.3 The NPPF replaces all PPS and PPG documents including PPG13 ‘Transport’. The NPPF includes guidance on promoting sustainable transport as part of new developments.
- 4.4 The document recognises the importance of promoting developments which encourage travel by sustainable transport, whilst also recognising the variation in sustainable transport opportunities and the need to take a balanced view as to whether the development will have a severe impact in terms of transport. The document states that:

*“The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”*

and

*“Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.”*

and

- 4.5 *“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

### **The Tyne and Wear Local Transport Plan 3 (LTP3)**

- 4.6 The Tyne and Wear LTP3 covers the period from 2011 to 2021 and provides a strategic response to the spatial and transport patterns of the area, reflecting Local Authority policy objectives for the whole of Tyne and Wear.
- 4.7 The Local Authorities' vision is that *“Tyne & Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne & Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.”*
- 4.8 The LTP3 considers there to be three key challenges as part of the vision, namely:
- supporting economic development and regeneration
  - addressing climate change
  - supporting safe and sustainable communities
- 4.9 As part of achieving these challenges, the LTP3 seeks to promote and encourage travel by more sustainable modes such as walking, cycling and use of public transport whilst also making best use of taxi and private hire services and to ensure the safe and sustainable movement of freight around the region.

### **South Tyneside Local Development Framework – Core Strategy**

- 4.10 The Core Strategy lies at the heart of the Local Development Framework to set out the overall direction of the Plan. It includes a Spatial Vision of concentrating development on key regeneration/development areas, but ensuring that this is not at the expense of maintaining communities and providing full access to major facilities and developments.
- 4.11 The Spatial Vision for the borough seeks to ensure that:
- development meets the need of resident and businesses without compromising the quality of life of future residents
  - the natural and built environment is valued, protected, enhanced and capitalised on for the benefit of all

- those within the Borough can access opportunities with reliable public transport, efficient road network, focusing on delivery accessibility

4.12 The Core Strategy includes policies to deliver sustainable communities. It states that development proposals will be focused and promoted within built-up areas, where they:

- create a strong sense of place
- revitalise town centres and other main shopping centres
- maintain and improve the provision of accessible basic local services and community facilities, whilst focusing high trip-generating uses within town centres

## 5 Accessibility

- 5.1 This Section of the TA gives consideration to the accessibility of the proposed development by sustainable transport modes. The descriptions below consider the accessibility by walking, cycling and public transport.

### Accessibility on Foot

- 5.2 The Institution of Highways and Transportation guidance document ‘*Guidelines for Providing for Journeys on Foot*’ [2000] states that:

*“walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile”*

- 5.3 Around one third of all shopping journeys are made on foot and are an essential part of many public transport trips. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities.

- 5.4 Walking is important to the many people but particularly the young, older people, those without access to a car and those who are not the main driver within a household.

- 5.5 There are various guidelines relating to journey distances which people are prepared to make on foot;

- 5.6 ‘*IHT Guidelines for Providing Journeys on Foot*’ states:

*“The average length of a walk journey is 1km. This differs little by age or sex and has remained constant since 1975/76.”*

- 5.7 The document ‘*Planning Policy Guidance Note 13 – Transport*’ [2011] has now been superseded by NPPF, however the following extracts are considered to be an appropriate reference in terms of walking distances:

*“walking offers the greatest potential to replace short car trips, particularly under 2km”;*  
and

*‘it is not unreasonable for shoppers to walk 1 mile (1.8km) and cycle 5 miles (8km) between homes and shops.’*

- 5.8 Based on the above and given the nature of the proposed development, it would be reasonable to assume that journeys on foot to the store would be made up to 1km, which includes a significant number of households within nearby residential areas. Consideration needs to be given to the possibility of walking not just by shoppers but also by employees at the proposed Aldi store.



5.9 On the basis of the guidance provided above, the Figure below provides an illustration of a walking catchment based upon a distance of 1km and 2km. It can be seen that the area covers a substantial amount of residential areas.



Figure 5.1: Approximate 1km and 2km Walking Catchment for Built Up Areas

5.10 Overall, the site is considered to be highly accessible by pedestrian means.



### Accessibility by Cycle

- 5.11 The document '*Planning Policy Guidance Note 13 – Transport*' [2011] has now been superseded by NPPF, however the following extract is considered to be an appropriate reference in terms of cycling distances:

*“cycling has the potential to act as a substitute for shorter car journeys in urban or rural areas, or form part of a longer journey when combined with public transport.”*

and

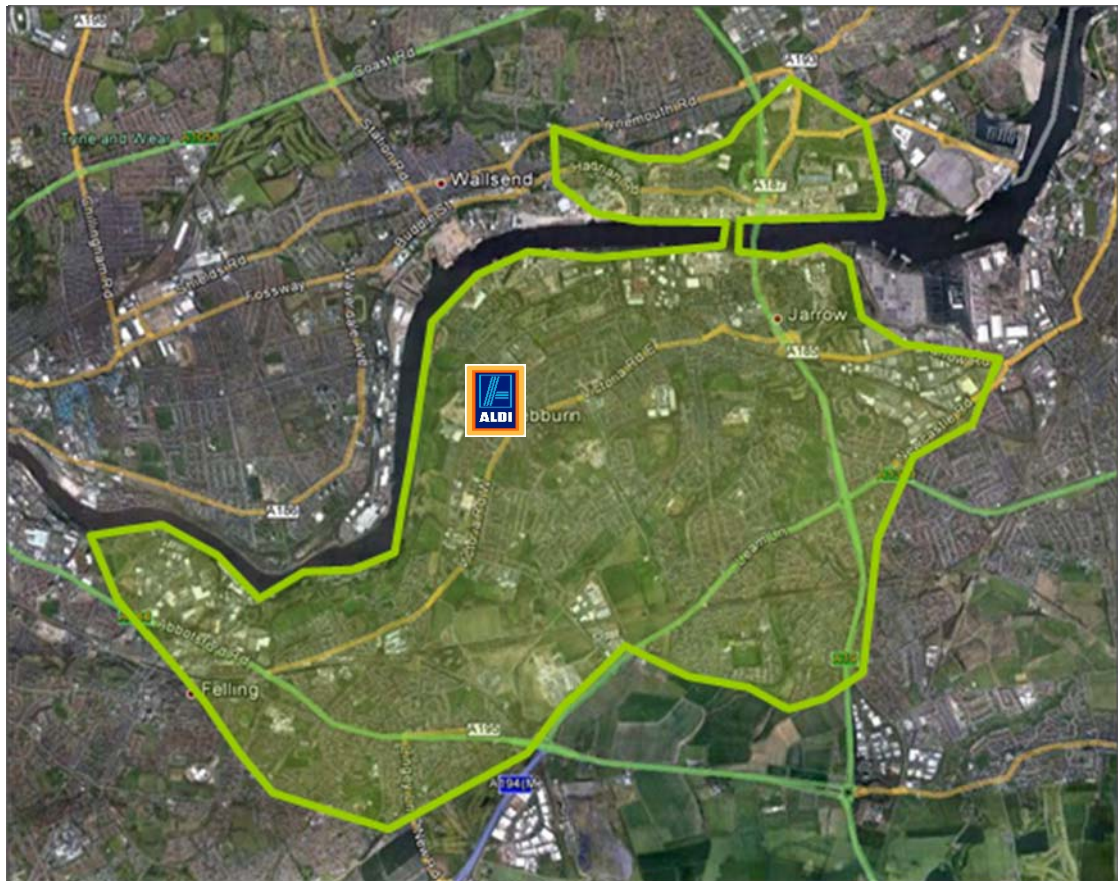
*“cycling also has the potential to substitute for short car trips, particularly those under 5km”.*

- 5.12 The IHT and Department for Transport document '*Cycle Friendly Infrastructure – Guidelines for Planning and Design 1996*' gives the following cycling classifications of cyclist speeds:

- i) Vulnerable children, inexperienced adults, elderly people and those with some form of disability such as deafness. Speed usually below 15mph. Predominantly short trips
- ii) *Commuter adults reasonably confident in traffic, valuing speed and directness;* speed typically 10-20mph. Medium length trips
- iii) *Sports adults often travelling above 20mph and prepared to claim their road space.* Longer trips.

- 5.13 Using the assumption that a cyclist would travel at the lower speed of 10mph (16 kph) to cover a 5km distance would mean that they would be cycling for approximately 20 minutes.

- 5.14 The Figure below shows an approximate 5km cycle catchment area.



**Figure 5.2: Approximate 5km Cycle Catchment Area**

- 5.15 The Figure above indicates the extent to which local areas lie within the 5km cycle catchment area. In addition to Hebburn, it extends to Jarrow, Felling and parts of South Shields and indeed to North Tyneside.
- 5.16 The likelihood of travelling by cycle will be determined by distance, with cycle use over longer distances more likely to be undertaken by staff.
- 5.17 Designated cycle routes also lie in close proximity to the Hebburn area, as shown on the Figure below, which provides an extract from South Tyneside Council's cycling map.
- 5.18 National Cycle Route 14 (Three Rivers Cycle Route) runs along the south side of the River Tyne. This has connections with the local cycle routes which are a combination of advisory cycle routes and traffic free routes.



**Figure 5.3: Cycle Routes in Proximity to Proposed Store (Source: South Tyneside Council)**

5.19 Overall the site is considered to provide good opportunities for cycle access

### **Public Transport Accessibility**

#### Buses

5.20 The Institution of Highways and Transportation (IHT) document ‘*Guidance for Planning for Public Transport in Developments*’ [1999] states that:

*“New developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.”*

5.21 The nearest bus stops are located on Station Road, north of the junction with Glen Street and Hedgeley Road. Both a northbound and southbound bus stop are in place with both of these being located approximately 90m from the location of the proposed pedestrian entrance to the store.

5.22 Additional bus stops are located on Station Road, with the northbound and southbound bus stops being located approximately 115m and 135m walking distance respectively from the location of the proposed pedestrian entrance to the store.

5.23 Bus stops are also located on Victoria Road and Hedgeley Road, the nearest ones being 210m (Hedgeley Road) and 345m (Victoria Road) respectively of the proposed pedestrian entrance to the store.

5.24 In terms of walk access distances to bus stops, the proposed store is within convenient walking distance of bus stops and therefore there is a good potential for access by this mode of transport, with this accessibility being enhanced by the proposed pedestrian access points along the site boundary.

5.25 A summary of bus services and frequencies at the Station Road bus stops is provided in the Table below:

| Stand No. | Service No. | Route  | Frequency (min) |     |     |     |
|-----------|-------------|--|-----------------|-----|-----|-----|
|           |             |  | Mon-Fri         | Sat | Sun | Eve |
| D         | 27          | Hebburn – Jarrow – Tyne Dock – Chichester – South Shields                                    | 10              | 10  | 20  | 30  |
| B&D       | 88          | Hebburn – Jarrow – West Harton – Chichester – South Shields                                  | 30              | 30  | 30  | 30  |
| B&D       | 88A         | Hebburn – Jarrow – West Harton – West Park – Chichester – South Shields                      | 30              | 30  | -   | -   |
| D         | TB529       | Hebburn – Bill Quay – Pelaw – Heworth Metro  | 60              | 60  | -   | -   |
| C         | 27          | Hebburn – Minkton Lane Est – Pelaw – Heworth I/C – Felling Metro – Gateshead I/C – Newcastle | 12              | 12  | 20  | 30  |
| A&C       | 88          | Hebburn – Monkton Lane Est – Lukes Lane Est  | 30              | 30  | 30  | 30  |
| A&C       | 88A         | Hebburn – Lukes Lane Est   | 30              | 30  | -   | -   |
| A&C       | 515         | Hebburn – Pelaw – Heworth Metro  | 60              | 60  | -   | -   |
| C         | TB529       | Hebburn – Lukes Lane Est   | 60              | 60  | -   | -   |
| C         | 927         | Hebburn – Monkton Business Park  | 1/day           | -   | -   | -   |

**Table 5.1: Bus Service Frequencies for Station Road**

5.26 The Table above demonstrates a good level of frequency of bus services in close and convenient proximity to the store location. There are approximately 22 buses per hour along Station Road during the day, Monday to Saturday which approximates to a bus every 3 minutes on average.

5.27 On an evening there are approximately 8 buses per hour, approximating to a bus every 8 minutes on average. On a Sunday there are approximately 10 buses per hour during the day, which is a bus every 6 minutes on average.

5.28 The frequency of bus services and the destinations served provide for a very high level of bus accessibility.

5.29 Bus shelters, seating, lighting and timetable information are provided at the bus stops on Station Road and indeed at the stops on Victoria Road and Hedgeley Road.





| <b>Platform 1 - To South Shields</b>          |               |               |               |
|---|---------------|---------------|---------------|
| Frequency                                     | Mon-Fri       | Sat           | Sun           |
| Peak (am/pm)                                  | every 12 mins | every 12 mins | every 15 mins |
| Daytime                                       | every 12 mins | every 12 mins | every 15 mins |
| Evenings                                      | every 15 mins | every 15 mins | every 15 mins |
| <b>First trains to</b>                        |               |               |               |
|   | Mon-Fri       | Sat           | Sun           |
| South Shields                                 | 0527          | 0533          | 0647          |
| <b>Last trains to</b>                         |               |               |               |
|   | Mon-Fri       | Sat           | Sun           |
| South Shields                                 | 2339          | 2339          | 2339          |
| <b>Platform 2 - To St James via the coast</b> |               |               |               |
| Frequency                                     | Mon-Fri       | Sat           | Sun           |
| Peak (am/pm)                                  | every 12 mins | every 12 mins | every 15 mins |
| Daytime                                       | every 12 mins | every 12 mins | every 15 mins |
| Evenings                                      | every 15 mins | every 15 mins | every 15 mins |
| <b>First trains to</b>                        |               |               |               |
|   | Mon-Fri       | Sat           | Sun           |
| St James                                      | 0558          | 0603          | 0716          |
| <b>Last trains to</b>                         |               |               |               |
|   | Mon-Fri       | Sat           | Sun           |
| St James                                      | 2224          | 2224          | 2224          |
| Manors  | 2324          | 2324          | 2324          |
| Benton  | 0008          | 0008          | 0008          |

**Table 5.2: Metro Service Frequencies for Hebburn (Source: Nexus)**

### Sustainable Accessibility Summary

5.35 The Figure below provides an illustrative summary of the sustainable travel facilities in the vicinity of the site of the proposed Aldi store, including the bus stops and Metro station, pedestrian connections to local residential areas and other parts of the Town Centre, as well as cycle routes.



**F**  
**Figure 5.4: Summary of Sustainable Transport Facilities**

### Travel Plan

- 5.36 A Travel Plan is proposed for the proposed development to promote the use of sustainable travel modes when travelling to the store, particularly amongst staff.
- 5.37 A Draft Travel Plan has been prepared as a separate document as part of the foodstore planning application. A Final Travel Plan will be produced. The timing of the production of this document, together with its content, will be the subject of further discussion with the Local Authority.
- 5.38 A Staff Travel Questionnaire will be issued to the future employees at the proposed foodstore, once the store is operational, to gain information on existing staff travel patterns, awareness of existing sustainable travel options and to identify the potential for measures to reduce single occupancy car journeys made to the store by employees.
- 5.39 Once the questionnaires have been completed and returned the information will be analysed and used to set targets for modal share.



5.40 The Aldi store will appoint a Travel Plan Co-ordinator who will be responsible for overseeing the Final Travel Plan measures.

## 6 Existing Traffic

### Traffic Surveys

- 6.1 Surveys have been undertaken during both the Friday PM and Saturday peak periods. Surveys undertaken by video camera have been undertaken at the Glen Street/Station Road/Hedgeley Road signalised junction and the two access points which currently serve the car parking associated with the Town Centre and Hebburn Central.
- 6.2 On this basis, traffic surveys were undertaken at the following times:
- Tuesday 14<sup>th</sup> July 2015 (07:00-19:00 hours)
  - Saturday 18<sup>th</sup> July 2015 (07:00-19:00 hours)
- 6.3 **Appendix A** contains the survey data. With traffic flows summarised in 15 minute intervals, the data has been analysed and, with traffic flows having been converted into passenger car units (PCUs), the following network peak hours have been identified:
- Weekday 16:30-17:30 hours
  - Saturday 11:30-12:30 hours
- 6.4 In terms of the development traffic considered in Section 8, the peak hours may differ from those identified above. However, analysis has been undertaken to determine the worst case combined peak hour for both existing and proposed development traffic. Having undertaken this exercise on an hour by hour basis, it has been confirmed that the peak hours identified above provide for the most robust assessment in terms of the combination of existing network and proposed development traffic in the peak periods.
- 6.5 The TA subsequently describes the use of TRICS to determine the peak hour traffic generation for the proposed Aldi store, for which information is only available on an hour by hour basis. The closest hours to the identified network peak hours for which the most robust assessment is provided are therefore 16.00-17:00 on a Friday and 12:00-13:00 on a Saturday.
- 6.6 Traffic flow diagrams provided in **Appendix B** provide details of traffic flows on the local highway network during these peak hours, whilst Section 7 of this TA provides details of the traffic impact during these peak hours.

### Existing Junction Operation

- 6.7 The existing operation of the priority junctions have been assessed using PICADY. In understanding the figures presented in the Table below, the normally accepted

maximum RFC threshold is 0.85. Where values exceed these levels junctions are considered to be approaching operational capacity where junction arms can experience problems associated with queuing and delay.

6.8 The signalised junction has been assessed using the LinSig program. In understanding the output from the junction modelling, within LinSig the normally accepted maximum Degree of Saturation (DoS) is 90%. Where values exceed these levels junctions are considered to be approaching operational capacity where junction arms can experience issues associated with queuing and delay.

[Glen Street / Eastern Car Park Access \(Kensington Court\) / Glen Primary Care Access](#)

6.9 The Table below provides a summary of the modelling results, whilst full junction modelling output is provided in **Appendix C**.

| Arm                                | Weekday PM<br>(16:30-17:30) |       | Saturday<br>(11:30-12:30) |       |
|------------------------------------|-----------------------------|-------|---------------------------|-------|
|                                    | RFC                         | Max Q | RFC                       | Max Q |
| Car Park Access (Kensington Court) | 0.124                       | 0     | 0.114                     | 0     |
| Glen Street (East)                 | 0.013                       | 0     | 0.000                     | 0     |
| Glen Primary Care Centre Access    | 0.033                       | 0     | 0.009                     | 0     |
| Glen Street (West)                 | 0.015                       | 0     | 0.017                     | 0     |

**Table 6.1: PICADY Results for Glen Street / Eastern Car Park Access (Kensington Court) / Glen Primary Care Centre Access – Existing 2015**

6.10 The Table above shows that the junction currently operates within capacity with no queues.

6.11 A review of the video surveys has been undertaken to confirm that the modelled operation of this junction reflects the actual operation. In reviewing the current operation of this junction, consideration has also been given to queues which arise on Glen Street on the approach to the signals.

6.12 The distance between the signal stop line and the existing Kensington Court/proposed Aldi access junction is approximately 36m (6 pcus) with 2 lanes provided for separate left turn and right turn/straight ahead movements.

6.13 The video survey review has found that on only 1 occasion during the Weekday PM peak hour did queues extend beyond the location of the proposed Aldi access, whilst during the Saturday peak hour (when traffic flows are lower), there were no instances of queues extending to the location of the proposed Aldi access. The instance of queuing beyond the site access during the Weekday PM peak hour was short-lived, only causing delay to 3 vehicles in exiting Kensington Court.

6.14 On this basis, the modelled mean maximum queues, as subsequently reported below, are considered to be representative of the signalised junction’s current operation and provide confirmation that the impact of queues at the signals upon the proposed Aldi access are predicted to be minimal during the peak hours.

[Glen Street / Western Car Park Access \(Kensington Court\)](#)

6.15 The Table below provides a summary of the modelling results, whilst full junction modelling output is provided in **Appendix C**.

| Arm                                | Weekday PM<br>(16:30-17:30) |       | Saturday<br>(11:30-12:30) |       |
|------------------------------------|-----------------------------|-------|---------------------------|-------|
|                                    | RFC                         | Max Q | RFC                       | Max Q |
| Car Park Access (Kensington Court) | 0.256                       | 0     | 0.325                     | 0     |
| Glen Street (West)                 | 0.054                       | 0     | 0.043                     | 0     |

**Table 6.2: PICADY Results for Glen Street / Western Car Park Access (Kensington Court) – Existing 2015**

6.16 The Table above shows that the junction currently operates within capacity during both the Weekday PM and Saturday peaks with no queues occurring. This operation has been confirmed through a review of the video surveys undertaken.

[Station Road / Glen Street / Hedgeley Road](#)

6.17 The Table below provides a summary of the modelling results, whilst full junction modelling output is provided in **Appendix C**.

| Arm                                    | Weekday PM<br>(16:30-17:30) |     | Saturday<br>(11:30-12:30) |     |
|--|-----------------------------|-----|---------------------------|-----|
|  | DoS                         | MMQ | DoS                       | MMQ |
| Station Road (S), (Left, Ahead, Right) | 41.1%                       | 4.4 | 29.0%                     | 3.2 |
| Station Road (N), (Left, Ahead, Right) | 54.6%                       | 6.9 | 42.9%                     | 5.0 |
| Glen Street (Left, Ahead, Right)       | 53.5%                       | 5.1 | 36.1%                     | 3.1 |
| Hedgeley Road (Left, Ahead, Right)     | 49.5%                       | 4.1 | 43.8%                     | 3.7 |
| PRC (%)                                | 64.8                        |     | 105.6                     |     |
| Cycletime (secs)                       | 89                          |     | 89                        |     |

**Table 6.3: LinSig Results for Station Road / Glen Street / Hedgeley Road – Existing 2015**

6.18 The results show that the junction currently operates within capacity during both the Weekday PM and Saturday peaks. This operation has been confirmed through a review of the video surveys undertaken.

## 7 Trip Generation and Distribution

### Proposed Aldi Development Traffic

- 7.1 To provide an assessment of the proposed development traffic, the TRICS 7.2.2 database has been referenced. The TRICS database contains the results of surveys of arrivals and departures undertaken at developments, including discount food retail development throughout the UK and is the industry standard method of determining the traffic impact of development proposals.
- 7.2 Within the TRICS database the land use category '01-Retail' has been referenced which includes the sub-category 'C-Discount Foodstores'. The results of surveys in stores in 'Town Centre', 'Edge of Town Centre' and 'Suburban Area' locations have been referenced on the basis of these being compatible with the site's location.
- 7.3 In referencing TRICS, the trip rates presented in the Table below have been obtained. These average trip rates based upon the selected TRICS sites are on a per 100sqm of GFA basis.
- 7.4 The average peak hour trip rates provided below represent the worst case scenario in terms of the combination of existing network traffic and proposed development traffic, although the peak for an Aldi store tends to be in the early afternoon for both a weekday and a Saturday.
- 7.5 Whilst the peak hours for the local road network will include the weekday AM peak (in addition to the assessed weekday PM peak), this does not coincide with a peak time of traffic generation for the proposed Aldi store. During the weekday AM peak hour (08:00-09:00), the proposed Aldi store is predicted to generate in the region of 30 two-way vehicle movements.
- 7.6 Taking into consideration the presence of diverted, primary transfer and linked trips, the impact during the weekday AM peak is therefore predicted to be minimal.
- 7.7 Full TRICS output is provided in **Appendix D**. The trip rates presented in the Table below relate to the 16:00-17:00 (weekday) and 12:00-13:00 (Saturday) periods, these being the closest to the identified network peak hours being assessed and for which the most robust assessment is provided.

| Weekday PM (16:30-17:30) |            | Saturday (11:30-12:30) |            |
|--------------------------|------------|------------------------|------------|
| Arrivals                 | Departures | Arrivals               | Departures |
| 3.658                    | 3.807      | 5.293                  | 5.504      |

**Table 7.1 – Peak Hour TRICS Discount Foodstore Average Vehicle Trip Rates (per 100sqm GFA)**

7.8 Applying these trip rates to the proposed GFA (1,659sqm) of the development yields the following vehicle trip levels.

| Weekday PM (16:30-17:30) |            | Saturday (11:30-12:30) |            |
|--------------------------|------------|------------------------|------------|
| Arrivals                 | Departures | Arrivals               | Departures |
| 61                       | 63         | 88                     | 91         |

**Table 7.2 – Predicted Peak Hour Aldi Average Vehicle Trips**

### Trip Types

7.9 In relation to trip types, it is now recognised that shoppers already driving on the highway network make the majority of car trips to new food retail stores. Most are probably making an existing shopping trip to another similar store, whilst others may be on their way home from work.

7.10 Published studies such as TRICS Research Report 14/1; ‘Pass By and Diverted Trips’, have shown that the number of completely new trips on the highway network resulting from the opening of a new store is very low (in some cases less than 5%), particularly during the PM peak periods. The studies show that what actually occurs is a change in existing traffic patterns.

7.11 The reason for the above observation is that customers are unlikely to go food shopping more frequently simply because a new store opens. They are already travelling to a foodstore and therefore are likely to already be on part of the network being assessed. The level of this transfer of trips will depend on the extent of the road network being assessed as well as the proximity of existing local food retail provision.

7.12 Studies have identified five main trip types to a food store. These are:-

- Primary New – These are trips that do not appear anywhere on the road network prior to the opening of a development. For many types of development this element of generated trips can be relatively small
- Primary Transfer – These trips were previously made to another competing store or shopping centre and have transferred to the new store, or make an additional

stop at the new store. Some of these may already be passing close to the new store

- Diverted – These trips are part of a trip chain in which the visit to the store forms an intermediate stop between the trip origin and the final trip destination (e.g. Work to Home). The trip to the store involves a diversion from the route that would otherwise be followed
- Pass-by – These trips are also part of a trip chain but do not involve a diversion as they are already passing the store. This type of trip is likely to be relevant only where the site is located on a major arterial route within an urban area.
- Linked – These are trips that will have multiple destination either within or close to the proposed development site. Examples include food and non-food retail between both the development site and an established town centre.

7.13 The TRICS Research Report 14/1 advises that sites are treated on an individual basis when considering the relevance of different trip types with decisions on trip types made on the basis of site location and store size.

7.14 On this basis, consideration to the relevance of different trip types has been provided in the descriptions below.

#### Primary Transfer Trips

7.15 These are trips that are already present on the local road network, accessing similar sites in close proximity to the proposed development and will have the potential to transfer their destination to the proposed development, e.g. shoppers switching to a new supermarket that is more convenient for them.

7.16 In the case of the proposed Aldi store off Glen Street, there is likely to be an element of trips which would transfer from the existing Asda store nearby. These trips will already be parking in the car park adjacent to the Town Centre and therefore their transfer to the proposed Aldi store would have no additional impact upon the local highway network, other than switching from the western (Kensington Court) access to the eastern (proposed Aldi) access on Glen Street in some cases.

7.17 Taking account of the above, it has been assumed that **30%** of the Aldi store trips will transfer from the existing food retail provision located in the centre of Hebburn. These movements are reflected in **Figure B.3** in **Appendix B**.



### Diverted and Pass-by Trips

- 7.18 The most recent guidance in relation to pass-by and diverted trips is contained with TRICS Research Report 14/1 – ‘*Pass-by and Diverted Trips*’. This document references a variety of research and literature and advises that for foodstores on a major commuting route in a large urban area the diverted and pass-by proportion may range between 25% and 35% whilst on less significant commuting routes in out-of-town locations and in urban areas with smaller populations a proportion of 15% to 20% should be assumed.
- 7.19 The site of the proposed Aldi store in Hebburn is adjacent to Station Road, which although not a major commuting route in an urban area, can be considered as a commuting route passing through a smaller urban area. In addition, the nearby A185 Victoria Road can be considered as a major commuting route within the South Tyneside area, from which there is potential for trips to divert.
- 7.20 On this basis, the level of diverted trips for the proposed Aldi store has been taken as **20%**.
- 7.21 In terms of pass-by trips, guidance states that these are only likely to be relevant where the site’s access is located on a major arterial route within an urban area. They are therefore not considered to be directly applicable to the site of the proposed Aldi store. However, it is assumed that trips will divert from the nearby signalised junction with Station Road and from the Station Road/Victoria Road/Hall Road signalised junction to the south.
- 7.22 The assumed diverted trips are shown in **Figure B.4** in **Appendix B**.

### Linked

- 7.23 There have been a number of studies which have been undertaken to determine the level of linked trip making at Retail Parks which have concluded that a significant level of linked trip making takes place on multi-store sites.
- 7.24 TRICS Research Report 05/1 ‘*Trip Attraction Rates of Developments with Multiple Retail and Leisure Uses*’ also states that the more individual units located on any one site the greater the number of linked trips.
- 7.25 Surveys undertaken by Mayer Brown at a large Retail Park have found that both on a Friday and a Saturday in excess of 90% of customers visit more than one retail unit.
- 7.26 With specific reference to existing Aldi stores within or in very close proximity to Town Centre stores, the following information exists:

- **Aldi Dronfield** – the store is approximately **700m** from the heart of Dronfield Town Centre. Customer surveys have found that **32%** of shoppers were undertaking linked trips with the Town Centre
- **Aldi Lichfield** – the store is approximately 200m from the defined Town Centre boundary and approximately **500m** from the heart of the City Centre. Customer surveys have found that **17%** of shoppers on a Friday and **26%** of shoppers on a Saturday were undertaking linked trips with the Town Centre
- **Aldi Romsey** – the store is effectively within the Town Centre with its ‘back’ to the high street. Customer surveys have found that **59.4%** of shoppers ‘always’ or ‘frequently’ link their trips with the Town Centre, whilst only **6.5%** ‘never’ combine their trip with the Town Centre

7.27 The range of retail opportunities and services available within the centre of Hebburn (including the recently opened Hebburn Central community centre) offers considerable potential for linked trips with the proposed Aldi store, with these trips being undertaken on foot in conjunction with pedestrian connections between the Aldi site and Station Road and towards Hebburn Central.

7.28 Taking account of the above, it has been assumed that during the Weekday PM peak **20%** of the Aldi store trips will be linked with other existing outlets and facilities in Hebburn Town Centre, whilst a linkage of **25%** has been assumed for the Saturday peak.

7.29 This effectively means that these trips are already being made to the centre of Hebburn and are already using one of the two access points (Kensington Court) to access the car park. These trips will already be parking in the car park adjacent to the Town Centre and therefore their linkage with the proposed Aldi store would have no impact upon the local highway network.

7.30 In terms of the proposed access, to provide a robust assessment, it has been assumed that all linked trips would park within the proposed Aldi car park. However, given that they are assumed to link with other shops and facilities in the centre of Hebburn, it is likely that some of these trips would be associated with the existing car park in the Town Centre, with linked trips being undertaken on foot.

7.31 The linked trip traffic movements are shown on **Figure B.5** in **Appendix B**.

### Primary New Trips

- 7.32 Given the previous assumptions made regarding primary transferred, pass-by, diverted and linked trips, it has therefore been assumed that **30%** of trips during the weekday PM peak and **25%** during the Saturday peak are classed as primary new.
- 7.33 These are considered to be trips not currently travelling on any part of the network being assessed as part of this TA and will likely include trips made to existing Aldi stores elsewhere, including the stores at Pelaw and South Shields (which is known to take place amongst Hebburn residents). In some cases, these trips may already be travelling along Station Road and/or Glen Street. However, to add an element of robustness to the assessment this has not been taken into consideration.

### Trip Types Summary

- 7.34 The Table below therefore provides a summary of the trip type percentages derived as part of this TA.

| Trip Type        | Weekday PM (16:30-17:30) | Saturday (11:30-12:30) |
|------------------|--------------------------|------------------------|
| Primary New      | 30%                      | 25%                    |
| Pass-by          | 0%                       | 0%                     |
| Diverted         | 20%                      | 20%                    |
| Primary Transfer | 30%                      | 30%                    |
| Linked           | 20%                      | 25%                    |
| <b>Total</b>     | <b>100%</b>              | <b>100%</b>            |

**Table 7.3: Assigned Trip Types**

- 7.35 Applying these percentages to the total trip numbers presented in the Table above yields the following trip levels by trip type.

| Trip Type        | Weekday PM (16:30-17:30) |                        | Saturday (11:30-12:30) |            |
|------------------|--------------------------|------------------------|------------------------|------------|
|                  | Arrivals                 | Departures             | Arrivals               | Departures |
| Primary New      | 18                       | 19                     | 22                     | 23         |
| Pass-by          | 0                        | 0                      | 0                      | 0          |
| Diverted         | 12                       | 13                     | 18                     | 18         |
| Primary Transfer | 18                       | 19                     | 26                     | 27         |
| Linked           | 12                       | 13                     | 22                     | 23         |
| <b>Total</b>     | <b>61 (rounded up)</b>   | <b>63 (rounded up)</b> | <b>88</b>              | <b>91</b>  |

**Table 7.4: Summary of Trips by Trip Type**

- 7.36 The total predicted Aldi movements are shown on **Figure B.7** in **Appendix B**.

### Trip Distribution

- 7.37 Given the proposed site access already acts as an access to the car park which serves the centre of Hebburn with its existing retail and leisure opportunities, it is reasonable

to assume that the distribution of the proposed Aldi store traffic at the site access will be in the same proportions

7.38 Similarly, it has been assumed that the distribution of the proposed Aldi store traffic at the Glen Street/Station Road/Hedgeley Road signalised junction will be the same as the surveyed traffic movements at this junction.

7.39 On this basis, **Figure B.2** in **Appendix B** provides details of the assumed traffic distribution, this having been applied to primary new trips. Whilst primary transfer and linked trips are assumed to already present on the local road network, their distribution at the Aldi access has been assumed to be on the basis of existing proportions.

### Net Impact

7.40 With the proposed location of the Aldi access being in the same location as the existing eastern car park access, it is expected that existing use of this access will shift to the western access, unless associated with the Aldi store. In reference to this, the TA has considered the existing traffic movements in and out of this access. As presented in **Figure B.1** of **Appendix B**, these can be summarised as:

- Weekday PM Peak arrivals – **111**
- Weekday PM peak departures – **53**
- Saturday Peak arrivals – **123**
- Saturday departures – **51**

7.41 Comparison of these flows with those predicted for the Aldi store and presented in Table 7.2 show that fewer arrivals are predicted during the Weekday PM peak than is currently the case, whilst the predicted Weekday PM peak departures is similar to the current situation. During the Saturday peak, fewer arrivals are predicted than is currently the case, whilst an increase in departures is predicted.

7.42 For the purposes of this TA any existing traffic accessing the existing car park and not assumed to be associated with the Aldi store in the future has been assumed to switch to using the western access closer to Hebburn Central.

7.43 On this basis, the net impact of the proposed Aldi development is shown in **Figure B.8** in **Appendix B**. It should be noted that the linked trip element of the proposed Aldi trips have been assumed to use the proposed access to provide a robust assessment of the proposed access junction. In reality, given that these trips are assumed to be associated with other shops and facilities in the centre of Hebburn, parking within the Aldi car park may not always be the case.

### Committed Development

- 7.44 Following a recent planning application the area of land to the north of Glen Street and south of the Tyne and Wear Metro Line has approval for the development of 31 residential dwellings. Formerly occupied by Tharsus Engineering Works and including the disused area of parking to the rear of the Victoria Medical Centre, approval for this development was granted in June 2015.
- 7.45 Access to this development would be to the rear of the Victoria Medical Centre and therefore traffic associated with this development would share the same access onto Glen Street as traffic using the Glen Primary Care Centre car park, opposite the proposed Aldi store access.
- 7.46 Given the size of the development (31 dwellings) no assessment of its potential traffic generation was provided as part of the planning application for the development. Furthermore, it is not known what the historic traffic generation of the Tharsus Engineering Works was, which took access from a location further west on Glen Street.
- 7.47 However, given that the residential development traffic would access Glen Street opposite the proposed Aldi access, to provide a robust assessment, consideration has been given to the site's potential traffic generation during the Weekday PM and Saturday peak hours. This has been undertaken through reference to the TRICS database, with traffic distributed on the local highway according to surveyed traffic movements.
- 7.48 On this basis, **Figure B.9** in **Appendix B** provides details of the assumed committed development traffic flows.

### Traffic Growth

- 7.49 An Opening Year of 2017 has been assumed for the proposed foodstore, whilst an assessment for the year 2020 has also been considered, this being 5 years after the date of submission of the planning application and in accordance with guidance. The TEMPRO (Version 6.2) program has been used to provide an assessment on the basis of local growth factors, with the following factors being applied:
- Weekday PM Peak 2015-2017 Factor – 1.0185
  - Weekday PM Peak 2015-2020 Factor – 1.0441
  - Saturday Peak 2015-2017 Factor – 1.0173
  - Saturday Peak 2015-2020 Factor – 1.0411

- 7.50 Having applied these factors to existing background traffic, **Appendix B** provide details of predicted traffic flows in 2017 and 2020 with and without the proposed development traffic, these being shown in Figures **B.10** to **B.13**.
- 7.51 Using the predicted traffic flows for future years, Section 9 provides details of junction capacity assessments which have been undertaken with and without the proposed development traffic.

## 8 Traffic Impact Assessment

### Introduction

- 8.1 This Section provides summaries of Future Year (2020) assessments which have been undertaken both with and without the proposed development traffic. This Section summarises the results on a junction by junction basis and includes assessments of the site access for the proposed foodstore.
- 8.2 The proposed Opening Year for the development is 2017. The level of background traffic growth between 2015 and 2017 is forecast to be very low – less than 2% during both the weekday PM and Saturday peak hours. On this basis, assessments are summarised for the Future Year 2020 only, this being 5 years after the submission of the planning application and in accordance with guidance.

### Without Development - 2020

- 8.3 Firstly, the results of assessments without the development traffic are presented below. Full junction modelling output is presented in **Appendix E**.

#### Glen Street / Eastern Car Park Access (Kensington Court) / Glen Primary Care Access

| Arm                                | Weekday PM<br>(16:30-17:30) |       | Saturday<br>(11:30-12:30) |       |
|------------------------------------|-----------------------------|-------|---------------------------|-------|
|                                    | RFC                         | Max Q | RFC                       | Max Q |
| Car Park Access (Kensington Court) | 0.132                       | 0     | 0.120                     | 0     |
| Glen Street (East)                 | 0.033                       | 0     | 0.019                     | 0     |
| Glen Primary Care Centre Access    | 0.057                       | 0     | 0.033                     | 0     |
| Glen Street (West)                 | 0.015                       | 0     | 0.017                     | 0     |

**Table 8.1: PICADY Results for Glen Street / Eastern Car Park Access (Kensington Court) / Glen Primary Care Access – Without Development 2020**

- 8.4 The results show that the junction is predicted to continue to operate within capacity in 2020 without the addition of the proposed Aldi development traffic.

#### Glen Street / Western Car Park Access (Kensington Court)

| Arm                                | Weekday PM<br>(16:30-17:30) |       | Saturday<br>(11:30-12:30) |       |
|------------------------------------|-----------------------------|-------|---------------------------|-------|
|                                    | RFC                         | Max Q | RFC                       | Max Q |
| Car Park Access (Kensington Court) | 0.415                       | 1     | 0.339                     | 1     |
| Glen Street (West)                 | 0.084                       | 0     | 0.055                     | 0     |

**Table 8.2: PICADY Results for Glen Street / Western Car Park Access (Kensington Court) – Without Development 2020**



8.5 The results show that the junction is predicted to continue to operate within capacity in 2020 without the addition of the proposed Aldi development traffic.

Station Road / Glen Street / Hedgeley Road

| Arm                                    | Weekday PM<br>(16:30-17:30) |     | Saturday<br>(11:30-12:30) |     |
|--|-----------------------------|-----|---------------------------|-----|
|  | DoS                         | MMQ | DoS                       | MMQ |
| Station Road (S), (Left, Ahead, Right) | 43.5%                       | 4.7 | 31.6%                     | 3.4 |
| Station Road (N), (Left, Ahead, Right) | 57.5%                       | 7.5 | 46.2%                     | 5.4 |
| Glen Street (Left, Ahead, Right)       | 56.8%                       | 5.4 | 37.9%                     | 3.4 |
| Hedgeley Road (Left, Ahead, Right)     | 54.3%                       | 4.4 | 44.9%                     | 3.9 |
| PRC (%)                                | 56.6                        |     | 94.7                      |     |
| Cycletime                              | 89                          |     | 89                        |     |

**Table 8.3: LinSig Results for Station Road / Glen Street / Hedgeley Road – Without Development 2020**

8.6 The results show that the junction is predicted to continue to operate within capacity in 2020 without the addition of the proposed Aldi development traffic.

**With Development - 2020**

8.7 The results of assessments with the development traffic are presented below. Full junction modelling output is presented in **Appendix F**.

Glen Street / Proposed Aldi Access / Glen Primary Care Access

| Arm                                | Weekday PM<br>(16:30-17:30) |       | Saturday<br>(11:30-12:30) |       |
|------------------------------------|-----------------------------|-------|---------------------------|-------|
|                                    | RFC                         | Max Q | RFC                       | Max Q |
| Car Park Access (Kensington Court) | 0.161                       | 0     | 0.212                     | 0     |
| Glen Street (East)                 | 0.034                       | 0     | 0.019                     | 0     |
| Glen Primary Care Centre Access    | 0.058                       | 0     | 0.034                     | 0     |
| Glen Street (West)                 | 0.022                       | 0     | 0.026                     | 0     |

**Table 8.4: PICADY Results for Glen Street / Proposed Aldi Access / Glen Primary Care Access – With Development 2020**

8.8 The results show that the junction is predicted to continue to operate within capacity in 2020 with the addition of the proposed Aldi development traffic.

Glen Street / Western Car Park Access (Kensington Court)

| Arm                                | Weekday PM<br>(16:30-17:30) |       | Saturday<br>(11:30-12:30) |       |
|------------------------------------|-----------------------------|-------|---------------------------|-------|
|                                    | RFC                         | Max Q | RFC                       | Max Q |
| Car Park Access (Kensington Court) | 0.478                       | 1     | 0.353                     | 1     |
| Glen Street (East)                 | 0.089                       | 0     | 0.057                     | 0     |

**Table 8.5: PICADY Results for Glen Street / Western Car Park Access (Kensington Court) – With Development 2020**

8.9 The results show that the junction is predicted to continue to operate within capacity in 2020 with the addition of the proposed Aldi development traffic.

Station Road / Glen Street / Hedgeley Road

| Arm                                    | Weekday PM<br>(16:30-17:30) |     | Saturday<br>(11:30-12:30) |     |
|--|-----------------------------|-----|---------------------------|-----|
|  | DoS                         | MMQ | DoS                       | MMQ |
| Station Road (S), (Left, Ahead, Right) | 45.6%                       | 5.0 | 32.6%                     | 3.6 |
| Station Road (N), (Left, Ahead, Right) | 59.2%                       | 7.6 | 46.2%                     | 5.2 |
| Glen Street (Left, Ahead, Right)       | 58.4%                       | 5.7 | 44.6%                     | 3.9 |
| Hedgeley Road (Left, Ahead, Right)     | 55.1%                       | 4.5 | 47.6%                     | 4.1 |
| PRC (%)                                | 51.9                        |     | 89.0                      |     |
| Cyclotime                              | 89                          |     | 89                        |     |

**Table 8.6: LinSig Results for Station Road / Glen Street / Hedgeley Road – With Development 2020**

8.10 The results show that the junction is predicted to continue to operate within capacity in 2020 with the addition of the proposed Aldi development traffic.

**Junction Assessment Summary**

8.11 Overall, the assessments show minimal differences in RFC/DoS values and queues with the development in place. This is a reflection of the prediction that much of the predicted Aldi traffic is assumed to already been on the local road network.

8.12 The results also reflect the increased use of the western (Kensington Court) access as non-Aldi shoppers are predicted to use this access. These results also show minimal differences in RFC values and predicted queues.

## 9 Personal Injury Accident Data

- 9.1 Personal injury accident data has been obtained from the Tyne and Wear Traffic and Accident Data Unit (TADU). The data covers the most recent 5 years of available data from May 2010 to April 2015. The study area includes the road network study area of Glen Street and Station Road, north of its junction with Glen Street and north of its junction with Victoria Road.
- 9.2 Full data is provided in **Appendix G**, whilst a summary is provided below.
- 9.3 Throughout the study area over the 5 year period there have been 14 accidents recorded, of which 13 were classed as slight and 1 was classed as serious. There have been no fatal accidents.
- 9.4 The accidents which have taken place have occurred for a variety of reasons and although there have been several accidents at the Glen Street / Station Road / Hedgeley Road junction, there is no pattern to the accidents which have taken place.
- 9.5 Of the 14 recorded accidents in total:
- 2 accidents involved injury to a cyclists
  - 2 accidents involved injury to pedestrians
  - 10 accidents were vehicle only related
- 9.6 Of the total accidents recorded, 6 took place at the Glen Street / Station Road / Hedgeley Road junction. These occurred for the following reasons:
- 1 occurred when a vehicle failed to stop for a red light
  - 1 occurred when a bus braked suddenly at the lights causing injury to a passenger
  - 1 occurred when the traffic lights were not working
  - 1 occurred when a southbound vehicle collided with a westbound vehicle
  - 1 occurred when a pedestrian stepped into the path of a vehicle
  - 1 occurred when a vehicle went through an amber light at the junction
- 9.7 On this basis, it is considered that there is no pattern to the accidents which have taken place.
- 9.8 Overall, with 14 accidents having been recorded over a 5 year period, this is not considered to be a high number of accidents. With the TA having previously considered that much of the traffic associated with the proposed Aldi store will already be on the local road network in the form of primary transfer, diverted and linked trips, it is also considered that there will be an adverse effect upon the accident record.

## 10 Summary and Conclusions

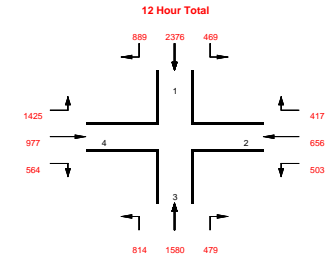
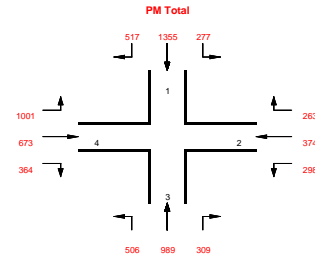
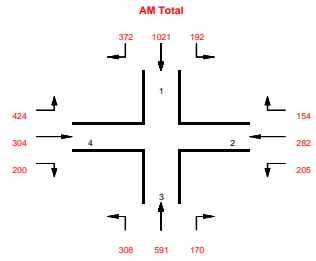
- 10.1 This Transport Assessment has been prepared by Mayer Brown to examine the transport implications of a proposal to develop an Aldi Discount Foodstore at Glen Street, Hebburn.
- 10.2 Following a description of the site location and local highway network a description of the proposed development has been provided. The key details of the proposed development are:
- A proposed discount foodstore with a Gross External Floor Area of 1,659 sqm
  - A total parking provision of 70 spaces, including 7 parent and child spaces, 4 disabled spaces and 59 standard spaces
- 10.3 The context of the site with regard to local and national transport planning policy has been examined and reported.
- 10.4 An assessment of accessibility by sustainable travel modes has followed. This has highlighted the accessibility for pedestrians and cyclists as well as the excellent public transport accessibility of the site, being in very close proximity to local bus stops (from where frequent bus services are available) as well as Hebburn Metro station.
- 10.5 The pedestrian connectivity of the site to local residential areas as well as the Town Centre has been demonstrated, with connectivity to other parts of the Town Centre being enhanced by the provision of three points of pedestrian access to the site in addition to pedestrian access adjacent to vehicular access to the site.
- 10.6 The TA has provided details of how the traffic impact of the proposed development has been considered. Use of the TRICS database has determined the peak hour trip generation rates for the proposed development, whilst different trip types have been considered. In relation to trip types, given the site's location in Hebburn Town Centre with its existing retail outlets and community facilities, it is considered that linked trips and primary transfer trips will constitute a significant proportion of the overall trip generation of the proposed Aldi store.
- 10.7 In assessing the overall trip generation and traffic impact of the proposed Aldi store the assessment has also made reference to the existing traffic generation associated with the car park that serves the centre of Hebburn and considered how this traffic would use the single car park access which would remain.

- 10.8 Subsequently the TA has provided peak hour capacity assessments (up to the year 2020) of the operation of the Glen Street / Station Road / Hedgeley Road signalised junction, as well as the existing junctions (Kensington Court) on Glen Street, including the proposed site access. These assessments have shown that the junctions are predicted to operate within capacity during all tested scenarios.
- 10.9 The road safety record for the last 5 years on the highway network within the study area has been examined. This has shown that there is not currently a significant accident problem on the local highway network. With the TA demonstrating that the majority of the Aldi traffic is predicted to already be on the local highway network, including at the Glen Street / Station Road / Hedgeley Road junction, it is therefore considered that there will not be an adverse effect upon the road safety record.
- 10.10 In conclusion, the TA has provided a comprehensive assessment of the transport implications of the proposed development of an Aldi discount foodstore at Glen Street, Stanley. It is considered that the development is acceptable in highways terms.

## **APPENDIX A: Traffic Survey Data**



Client **Mayer Brown**  
 Location **Station Road -Hedgeley Road**  
 Date **14.07.2015**  
 Site Number **Site 1**



**Comments**

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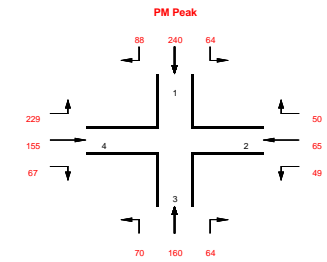
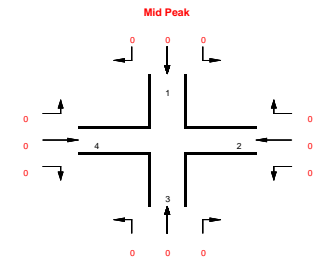
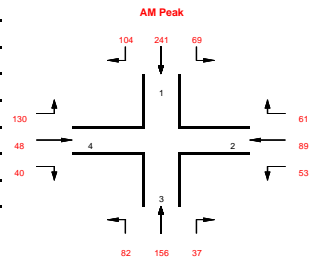
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| Leg 1          |                    | Hedgeley Road |         |      |      |     |     |       |        |   |         | Station Road South |      |      |     |     |       |        |   |         |         | Glen Street |      |     |     |       |        |     |        |        |        | All Vehicles |         |  |  |  |
|----------------|--------------------|---------------|---------|------|------|-----|-----|-------|--------|---|---------|--------------------|------|------|-----|-----|-------|--------|---|---------|---------|-------------|------|-----|-----|-------|--------|-----|--------|--------|--------|--------------|---------|--|--|--|
| Time End       |                    | P             | M       | Car/ | L    | OGV | OGV | Bus/  | Totals |   | P       | M                  | Car/ | L    | OGV | OGV | Bus/  | Totals |   | P       | M       | Car/        | L    | OGV | OGV | Bus/  | Totals |     | Leg 1  | Leg 2  | Leg 3  | Leg 4        | unction |  |  |  |
|                |                    | Cyclist       | Cyclist | Taxi | Good | 1   | 2   | Coach |        |   | Cyclist | Cyclist            | Taxi | Good | 1   | 2   | Coach |        |   | Cyclist | Cyclist | Taxi        | Good | 1   | 2   | Coach |        |     | Totals | Totals | Totals | Totals       | Totals  |  |  |  |
| 07:00          | Station Road North | 0             | 0       | 6    | 1    | 0   | 0   | 0     | 7      | 1 | 0       | 39                 | 11   | 0    | 0   | 1   | 52    | 0      | 0 | 12      | 1       | 0           | 0    | 0   | 0   | 0     | 72     | 27  | 27     | 21     | 147    |              |         |  |  |  |
| 07:15          | Station Road North | 0             | 0       | 8    | 0    | 0   | 0   | 0     | 8      | 0 | 0       | 61                 | 5    | 0    | 0   | 0   | 66    | 1      | 0 | 10      | 0       | 1           | 0    | 0   | 0   | 0     | 86     | 29  | 37     | 30     | 182    |              |         |  |  |  |
| 07:30          | Station Road North | 0             | 0       | 10   | 0    | 0   | 0   | 0     | 10     | 1 | 0       | 56                 | 12   | 1    | 0   | 2   | 72    | 1      | 1 | 29      | 4       | 0           | 0    | 0   | 0   | 0     | 117    | 30  | 42     | 34     | 223    |              |         |  |  |  |
| 07:45          | Station Road North | 0             | 0       | 17   | 1    | 0   | 0   | 0     | 18     | 0 | 0       | 56                 | 7    | 2    | 0   | 1   | 66    | 0      | 0 | 21      | 1       | 0           | 0    | 0   | 0   | 0     | 106    | 35  | 44     | 34     | 219    |              |         |  |  |  |
| Total 7 to 8   |                    | 0             | 0       | 41   | 2    | 0   | 0   | 0     | 43     | 2 | 0       | 212                | 35   | 3    | 0   | 4   | 266   | 2      | 1 | 72      | 6       | 1           | 0    | 0   | 0   | 0     | 381    | 121 | 150    | 119    | 771    |              |         |  |  |  |
| 08:00          | Station Road North | 0             | 0       | 11   | 3    | 0   | 0   | 0     | 14     | 1 | 0       | 59                 | 9    | 3    | 0   | 1   | 73    | 0      | 0 | 25      | 2       | 0           | 0    | 0   | 0   | 0     | 114    | 38  | 46     | 40     | 238    |              |         |  |  |  |
| 08:15          | Station Road North | 1             | 0       | 19   | 1    | 0   | 0   | 0     | 21     | 0 | 1       | 58                 | 4    | 1    | 1   | 0   | 65    | 0      | 0 | 30      | 3       | 1           | 0    | 0   | 0   | 0     | 120    | 49  | 50     | 45     | 264    |              |         |  |  |  |
| 08:30          | Station Road North | 0             | 0       | 20   | 3    | 0   | 0   | 0     | 23     | 0 | 0       | 53                 | 9    | 2    | 0   | 2   | 66    | 0      | 0 | 13      | 2       | 0           | 0    | 0   | 0   | 0     | 104    | 61  | 74     | 56     | 295    |              |         |  |  |  |
| 08:45          | Station Road North | 0             | 0       | 16   | 1    | 0   | 0   | 0     | 17     | 0 | 0       | 47                 | 12   | 1    | 0   | 1   | 61    | 1      | 0 | 29      | 1       | 0           | 0    | 0   | 0   | 0     | 109    | 48  | 62     | 55     | 274    |              |         |  |  |  |
| Total 8 to 9   |                    | 1             | 0       | 66   | 8    | 0   | 0   | 0     | 75     | 1 | 1       | 217                | 34   | 7    | 1   | 4   | 265   | 1      | 0 | 97      | 8       | 1           | 0    | 0   | 0   | 0     | 447    | 196 | 232    | 196    | 1071   |              |         |  |  |  |
| 09:00          | Station Road North | 0             | 0       | 8    | 0    | 0   | 0   | 0     | 8      | 0 | 0       | 35                 | 11   | 2    | 0   | 1   | 49    | 0      | 1 | 21      | 2       | 0           | 0    | 0   | 0   | 0     | 81     | 45  | 89     | 62     | 277    |              |         |  |  |  |
| 09:15          | Station Road North | 0             | 0       | 10   | 0    | 0   | 0   | 0     | 10     | 0 | 0       | 37                 | 7    | 1    | 0   | 3   | 48    | 0      | 0 | 14      | 0       | 0           | 0    | 0   | 0   | 0     | 72     | 36  | 60     | 52     | 220    |              |         |  |  |  |
| 09:30          | Station Road North | 0             | 0       | 9    | 1    | 0   | 0   | 0     | 10     | 0 | 1       | 27                 | 12   | 1    | 0   | 1   | 42    | 0      | 0 | 7       | 3       | 0           | 0    | 0   | 0   | 0     | 62     | 38  | 52     | 47     | 199    |              |         |  |  |  |
| 09:45          | Station Road North | 0             | 0       | 2    | 2    | 0   | 0   | 0     | 4      | 2 | 0       | 26                 | 4    | 0    | 0   | 1   | 33    | 1      | 0 | 11      | 3       | 0           | 0    | 0   | 0   | 0     | 52     | 23  | 61     | 55     | 191    |              |         |  |  |  |
| Total 9 to 10  |                    | 0             | 0       | 29   | 3    | 0   | 0   | 0     | 32     | 2 | 1       | 125                | 34   | 4    | 0   | 6   | 172   | 1      | 1 | 53      | 8       | 0           | 0    | 0   | 0   | 0     | 267    | 142 | 262    | 216    | 887    |              |         |  |  |  |
| 10:00          | Station Road North | 0             | 0       | 3    | 2    | 0   | 0   | 0     | 5      | 0 | 0       | 26                 | 12   | 1    | 0   | 1   | 40    | 0      | 0 | 9       | 2       | 0           | 0    | 0   | 0   | 0     | 56     | 23  | 58     | 44     | 181    |              |         |  |  |  |
| 10:15          | Station Road North | 0             | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0 | 0       | 30                 | 10   | 0    | 0   | 2   | 42    | 0      | 0 | 13      | 2       | 0           | 0    | 0   | 0   | 0     | 59     | 22  | 40     | 60     | 181    |              |         |  |  |  |
| 10:30          | Station Road North | 0             | 0       | 2    | 1    | 0   | 0   | 0     | 3      | 0 | 0       | 33                 | 10   | 1    | 0   | 1   | 45    | 1      | 0 | 13      | 4       | 0           | 0    | 0   | 0   | 0     | 66     | 24  | 71     | 43     | 204    |              |         |  |  |  |
| 10:45          | Station Road North | 0             | 0       | 3    | 1    | 0   | 0   | 0     | 4      | 0 | 0       | 30                 | 11   | 0    | 1   | 1   | 43    | 0      | 0 | 11      | 5       | 0           | 0    | 0   | 0   | 0     | 63     | 24  | 55     | 45     | 187    |              |         |  |  |  |
| Total 10 to 11 |                    | 0             | 0       | 10   | 4    | 0   | 0   | 0     | 14     | 0 | 0       | 119                | 43   | 2    | 1   | 5   | 170   | 1      | 0 | 46      | 13      | 0           | 0    | 0   | 0   | 0     | 244    | 93  | 224    | 192    | 753    |              |         |  |  |  |
| 11:00          | Station Road North | 0             | 0       | 5    | 2    | 0   | 0   | 0     | 7      | 1 | 0       | 33                 | 8    | 0    | 0   | 1   | 43    | 1      | 0 | 13      | 0       | 0           | 0    | 0   | 0   | 0     | 64     | 22  | 48     | 49     | 183    |              |         |  |  |  |
| 11:15          | Station Road North | 0             | 0       | 5    | 1    | 0   | 0   | 0     | 6      | 0 | 0       | 25                 | 6    | 1    | 0   | 2   | 34    | 0      | 1 | 10      | 3       | 0           | 0    | 0   | 0   | 0     | 54     | 19  | 56     | 48     | 177    |              |         |  |  |  |
| 11:30          | Station Road North | 0             | 0       | 3    | 1    | 0   | 0   | 0     | 4      | 0 | 0       | 34                 | 8    | 2    | 1   | 1   | 46    | 1      | 0 | 10      | 2       | 0           | 0    | 0   | 0   | 0     | 63     | 26  | 47     | 51     | 187    |              |         |  |  |  |
| 11:45          | Station Road North | 0             | 0       | 9    | 2    | 0   | 0   | 0     | 11     | 1 | 0       | 26                 | 6    | 0    | 1   | 1   | 35    | 0      | 0 | 16      | 3       | 0           | 0    | 0   | 0   | 0     | 65     | 22  | 50     | 57     | 194    |              |         |  |  |  |
| Total 11 to 12 |                    | 0             | 0       | 22   | 6    | 0   | 0   | 0     | 28     | 2 | 0       | 118                | 28   | 3    | 2   | 5   | 158   | 2      | 1 | 49      | 8       | 0           | 0    | 0   | 0   | 0     | 60     | 246 | 89     | 201    | 205    | 741          |         |  |  |  |
| 12:00          | Station Road North | 0             | 0       | 6    | 1    | 0   | 0   | 0     | 7      | 1 | 0       | 23                 | 6    | 1    | 0   | 1   | 32    | 1      | 0 | 13      | 2       | 0           | 0    | 0   | 0   | 0     | 55     | 26  | 58     | 60     | 199    |              |         |  |  |  |
| 12:15          | Station Road North | 0             | 0       | 8    | 1    | 0   | 0   | 0     | 9      | 1 | 0       | 27                 | 11   | 2    | 0   | 2   | 43    | 0      | 0 | 15      | 1       | 0           | 0    | 0   | 0   | 0     | 68     | 20  | 54     | 54     | 196    |              |         |  |  |  |
| 12:30          | Station Road North | 0             | 0       | 3    | 1    | 1   | 0   | 0     | 5      | 0 | 0       | 31                 | 6    | 1    | 0   | 1   | 39    | 0      | 0 | 10      | 3       | 0           | 0    | 0   | 0   | 0     | 57     | 27  | 59     | 52     | 195    |              |         |  |  |  |
| 12:45          | Station Road North | 0             | 0       | 7    | 0    | 0   | 0   | 0     | 7      | 1 | 0       | 23                 | 6    | 3    | 0   | 1   | 34    | 0      | 0 | 10      | 1       | 0           | 0    | 0   | 0   | 0     | 52     | 38  | 54     | 50     | 194    |              |         |  |  |  |
| Total 12 to 13 |                    | 0             | 0       | 24   | 3    | 1   | 0   | 0     | 28     | 3 | 0       | 104                | 29   | 7    | 0   | 5   | 148   | 1      | 0 | 48      | 7       | 0           | 0    | 0   | 0   | 0     | 232    | 111 | 225    | 216    | 784    |              |         |  |  |  |
| 13:00          | Station Road North | 0             | 0       | 6    | 1    | 0   | 0   | 0     | 7      | 0 | 0       | 36                 | 5    | 0    | 0   | 1   | 42    | 1      | 0 | 20      | 1       | 0           | 0    | 0   | 0   | 0     | 71     | 37  | 47     | 48     | 203    |              |         |  |  |  |
| 13:15          | Station Road North | 0             | 0       | 11   | 1    | 0   | 0   | 0     | 12     | 0 | 0       | 30                 | 4    | 2    | 1   | 2   | 39    | 1      | 0 | 12      | 2       | 0           | 0    | 0   | 0   | 0     | 66     | 25  | 61     | 41     | 193    |              |         |  |  |  |
| 13:30          | Station Road North | 0             | 0       | 8    | 1    | 0   | 0   | 0     | 9      | 0 | 0       | 18                 | 8    | 0    | 0   | 0   | 26    | 0      | 0 | 15      | 2       | 0           | 0    | 0   | 0   | 0     | 52     | 21  | 58     | 47     | 178    |              |         |  |  |  |
| 13:45          | Station Road North | 0             | 0       | 7    | 1    | 0   | 0   | 0     | 8      | 0 | 1       | 29                 | 8    | 0    | 0   | 2   | 40    | 0      | 0 | 15      | 2       | 0           | 0    | 0   | 0   | 0     | 65     | 30  | 46     | 49     | 190    |              |         |  |  |  |
| Total 13 to 14 |                    | 0             | 0       | 32   | 4    | 0   | 0   | 0     | 36     | 0 | 1       | 113                | 25   | 2    | 1   | 5   | 147   | 2      | 0 | 62      | 7       | 0           | 0    | 0   | 0   | 0     | 254    | 113 | 212    | 185    | 764    |              |         |  |  |  |
| 14:00          | Station Road North | 0             | 0       | 4    | 1    | 0   | 0   | 0     | 5      | 1 | 0       | 20                 | 5    | 0    | 0   | 1   | 27    | 0      | 0 | 10      | 1       | 0           | 0    | 0   | 0   | 0     | 43     | 24  | 60     | 45     | 172    |              |         |  |  |  |
| 14:15          | Station Road North | 0             | 0       | 2    | 1    | 0   | 0   | 0     | 3      | 1 | 0       | 19                 | 7    | 0    | 1   | 2   | 30    | 1      | 0 | 10      | 0       | 0           | 0    | 0   | 0   | 0     | 44     | 38  | 45     | 56     | 183    |              |         |  |  |  |
| 14:30          | Station Road North | 0             | 0       | 3    | 0    | 0   | 0   | 0     | 3      | 0 | 0       | 30                 | 11   | 1    | 0   | 0   | 42    | 0      | 0 | 11      | 1       | 0           | 0    | 0   | 0   | 0     | 57     | 25  | 60     | 53     | 195    |              |         |  |  |  |
| 14:45          | Station Road North | 0             | 0       | 11   | 1    | 0   | 0   | 0     | 12     | 0 | 1       | 36                 | 6    | 1    | 0   | 2   | 46    | 0      | 0 | 18      | 4       | 0           | 0    | 0   | 0   | 0     | 80     | 29  | 70     | 66     | 245    |              |         |  |  |  |
| Total 14 to 15 |                    | 0             | 0       | 20   | 3    | 0   | 0   | 0     | 23     | 2 | 1       | 105                | 29   | 2    | 1   | 5   | 145   | 1      | 0 | 49      | 6       | 0           | 0    | 0   | 0   | 0     | 0      | 224 | 116    | 235    | 220    | 795          |         |  |  |  |
| 15:00          | Station Road North | 0             | 0       | 5    | 2    | 0   | 0   | 0     | 7      | 0 | 0       | 39                 | 9    | 0    | 0   | 1   | 49    | 0      | 0 | 14      | 3       | 0           | 0    | 0   | 0   | 0     | 73     | 34  | 82     | 77     | 266    |              |         |  |  |  |
| 15:15          | Station Road North | 1             | 0       | 12   | 2    | 0   | 0   | 0     | 15     | 1 | 4       | 35                 | 4    | 2    | 1   | 1   | 48    | 0      | 0 | 15      | 0       | 0           | 0    | 0   | 0   | 0     | 78     | 23  | 57     | 62     | 220    |              |         |  |  |  |
| 15:30          | Station Road North | 0             | 0       | 15   | 3    | 0   | 0   | 0     | 18     | 0 | 1       | 54                 | 9    | 0    | 0   | 3   | 67    | 0      | 0 | 28      | 2       | 0           | 0    | 0   | 0   | 0     | 115    | 45  | 79     | 68     | 307    |              |         |  |  |  |
| 15:45          | Station Road North | 0             | 1       | 5    | 1    | 0   | 0   | 0     | 7      | 1 | 0       | 30                 | 9    | 2    | 0   | 0   | 42    | 0      | 0 | 17      | 3       | 0           | 0    | 0   | 0   | 0     | 69     | 26  | 68     | 62     | 225    |              |         |  |  |  |
| Total 15 to 16 |                    | 1             | 1       | 37   | 8    | 0   | 0   | 0     | 47     | 2 | 5       | 158                | 31   | 4    | 1   | 5   | 206   | 0      | 0 | 74      | 8       | 0           | 0    | 0   | 0   | 0     | 335    | 128 | 286    | 269    | 1018   |              |         |  |  |  |
| 16:00          | Station Road North | 0             | 0       | 9    | 0    | 0   | 0   | 0     | 9      | 2 | 0       | 47                 | 4    | 1    | 0   | 2   | 56    | 0      | 0 | 21      | 1       | 0           | 0    | 0   | 0   | 0     | 87     | 31  | 60     | 83     | 261    |              |         |  |  |  |
| 16:15          | Station Road North | 0             | 0       | 8    | 0    | 0   | 0   | 0     | 8      | 0 | 0       | 40                 | 10   | 0    | 0   | 0   | 50    | 1      | 1 | 19      | 2       | 0           | 0    | 0   | 0   | 0     | 81     | 39  | 66     | 110    | 296    |              |         |  |  |  |
| 16:30          | Station Road North | 0             | 0       | 15   | 2    | 0   | 0   | 0     | 17     | 0 | 0       | 49                 | 8    | 0    | 0   | 3   | 60    | 0      | 0 | 16      | 0       | 0           | 0    | 0   | 0   | 0     | 93     | 31  | 76     | 142    | 342    |              |         |  |  |  |
| 16:45          | Station Road North | 0             | 0       | 16   | 2    | 0   | 0   | 0     | 18     | 0 | 0       | 53                 | 6    | 0    | 0   | 2   | 61    | 0      | 2 | 29      | 2       | 0           | 0    | 0   | 0   | 0     | 112    | 46  | 88     | 100    | 346    |              |         |  |  |  |
| Total 16 to 17 |                    | 0             | 0       | 48   | 4    | 0   | 0   | 0     | 52     | 2 | 0       | 189                | 28   | 1    | 0   | 7   | 227   | 1      | 3 | 85      | 5       | 0           | 0    | 0   | 0   | 0     | 373    | 147 | 290    | 435    | 1245   |              |         |  |  |  |
| 17:00          | Station Road North | 0             | 0       | 17   | 2    | 0   | 0   | 0     | 19     | 0 | 0       | 57                 | 6    | 0    | 0   | 1   | 64    | 0      | 0 | 20      | 2       | 0           | 0    | 0   | 0   | 0     | 105    | 44  | 57     | 104    | 310    |              |         |  |  |  |
| 17:15          | Station Road North | 0             | 0       | 8    | 2    | 0   | 0   | 0     | 10     | 0 | 0       | 49                 | 4    | 0    | 0   | 2   | 55    | 1      | 0 | 15      | 1       | 0           | 0    | 0   | 0   | 0     | 82     | 43  | 73     | 105    | 303    |              |         |  |  |  |
| 17:30          | Station Road North | 0             | 0       | 10   | 1    | 0   | 0   | 0     | 11     | 0 | 0       | 66                 | 9    | 1    | 0   | 1   | 77    | 1      | 0 | 14      | 0       | 0           | 0    | 0   | 0   | 0     | 103    | 44  | 66     | 124    | 337    |              |         |  |  |  |
| 17:45          | Station Road North | 0             | 0       | 7    | 0    | 0   | 0   | 0     | 7      | 0 | 0       | 48                 | 3    | 0    | 0   | 2   | 53    | 1      | 0 | 19      | 1       | 0           | 0    | 0   | 0   | 0     | 81     | 50  | 80     | 98     | 309    |              |         |  |  |  |
| Total 17 to 18 |                    | 0             | 0       | 42   | 5    | 0   | 0   | 0     | 47     | 0 | 0       | 220                | 22   | 1    | 0   | 6   | 249   | 3      | 0 | 68      | 4       | 0           | 0    | 0   | 0   | 0     | 371    | 181 | 276    | 431    | 1259   |              |         |  |  |  |
| 18:00          | Station Road North | 0             | 0</     |      |      |     |     |       |        |   |         |                    |      |      |     |     |       |        |   |         |         |             |      |     |     |       |        |     |        |        |        |              |         |  |  |  |

| Leg 2                 |               | Station Road South |          |           |          |          |          |          |           |          |          | Glen Street |          |          |          |          |           |          |          |           |          | Station Road North |          |          |           |            |  |  |  |  |  | Leg 2<br>Totals |
|-----------------------|---------------|--------------------|----------|-----------|----------|----------|----------|----------|-----------|----------|----------|-------------|----------|----------|----------|----------|-----------|----------|----------|-----------|----------|--------------------|----------|----------|-----------|------------|--|--|--|--|--|-----------------|
|                       |               | P                  | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals    | P        | M        | Car/        | L        | OGV      | OGV      | Bus/     | Totals    | P        | M        | Car/      | L        | OGV                | OGV      | Bus/     | Totals    |            |  |  |  |  |  |                 |
|                       |               | Cyclist            | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |           | Cyclist  | Cyclist  | Taxi        | Good     | 1        | 2        | Coach    |           | Cyclist  | Cyclist  | Taxi      | Good     | 1                  | 2        | Coach    |           |            |  |  |  |  |  |                 |
| 07:00                 | Hedgeley Road | 0                  | 0        | 10        | 0        | 0        | 0        | 1        | 11        | 0        | 0        | 12          | 0        | 0        | 0        | 0        | 12        | 0        | 0        | 4         | 0        | 0                  | 0        | 0        | 4         | 27         |  |  |  |  |  |                 |
| 07:15                 | Hedgeley Road | 0                  | 0        | 16        | 3        | 0        | 0        | 1        | 20        | 0        | 0        | 7           | 0        | 0        | 0        | 0        | 7         | 0        | 0        | 1         | 1        | 0                  | 0        | 0        | 2         | 29         |  |  |  |  |  |                 |
| 07:30                 | Hedgeley Road | 0                  | 0        | 12        | 2        | 0        | 0        | 2        | 16        | 0        | 0        | 11          | 0        | 0        | 0        | 0        | 11        | 0        | 0        | 2         | 0        | 1                  | 0        | 0        | 3         | 30         |  |  |  |  |  |                 |
| 07:45                 | Hedgeley Road | 0                  | 0        | 10        | 2        | 0        | 0        | 1        | 13        | 2        | 0        | 9           | 1        | 0        | 0        | 0        | 12        | 0        | 0        | 10        | 0        | 0                  | 0        | 0        | 10        | 35         |  |  |  |  |  |                 |
| <b>Total 7 to 8</b>   |               | <b>0</b>           | <b>0</b> | <b>48</b> | <b>7</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>60</b> | <b>2</b> | <b>0</b> | <b>39</b>   | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>42</b> | <b>0</b> | <b>0</b> | <b>17</b> | <b>1</b> | <b>1</b>           | <b>0</b> | <b>0</b> | <b>19</b> | <b>121</b> |  |  |  |  |  |                 |
| 08:00                 | Hedgeley Road | 0                  | 0        | 10        | 3        | 0        | 0        | 1        | 14        | 0        | 0        | 15          | 0        | 0        | 0        | 0        | 15        | 0        | 0        | 6         | 2        | 1                  | 0        | 0        | 9         | 38         |  |  |  |  |  |                 |
| 08:15                 | Hedgeley Road | 0                  | 0        | 16        | 0        | 0        | 0        | 2        | 18        | 0        | 0        | 20          | 1        | 0        | 0        | 0        | 21        | 0        | 0        | 10        | 0        | 0                  | 0        | 0        | 10        | 49         |  |  |  |  |  |                 |
| 08:30                 | Hedgeley Road | 0                  | 1        | 12        | 1        | 0        | 0        | 2        | 16        | 0        | 0        | 17          | 2        | 1        | 0        | 0        | 20        | 0        | 0        | 22        | 3        | 0                  | 0        | 0        | 25        | 61         |  |  |  |  |  |                 |
| 08:45                 | Hedgeley Road | 0                  | 0        | 8         | 4        | 0        | 0        | 1        | 13        | 0        | 0        | 18          | 0        | 0        | 0        | 0        | 18        | 0        | 0        | 16        | 1        | 0                  | 0        | 0        | 17        | 48         |  |  |  |  |  |                 |
| <b>Total 8 to 9</b>   |               | <b>0</b>           | <b>1</b> | <b>46</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>6</b> | <b>61</b> | <b>0</b> | <b>0</b> | <b>70</b>   | <b>3</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>74</b> | <b>0</b> | <b>0</b> | <b>54</b> | <b>6</b> | <b>1</b>           | <b>0</b> | <b>0</b> | <b>61</b> | <b>196</b> |  |  |  |  |  |                 |
| 09:00                 | Hedgeley Road | 0                  | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0        | 0        | 29          | 1        | 0        | 0        | 0        | 30        | 0        | 0        | 8         | 1        | 0                  | 0        | 0        | 9         | 45         |  |  |  |  |  |                 |
| 09:15                 | Hedgeley Road | 0                  | 0        | 6         | 0        | 0        | 0        | 1        | 7         | 0        | 0        | 15          | 3        | 0        | 0        | 0        | 18        | 0        | 0        | 10        | 1        | 0                  | 0        | 0        | 11        | 36         |  |  |  |  |  |                 |
| 09:30                 | Hedgeley Road | 0                  | 0        | 6         | 3        | 0        | 0        | 1        | 10        | 1        | 0        | 15          | 1        | 0        | 0        | 0        | 17        | 0        | 0        | 7         | 4        | 0                  | 0        | 0        | 11        | 38         |  |  |  |  |  |                 |
| 09:45                 | Hedgeley Road | 0                  | 0        | 10        | 0        | 0        | 0        | 1        | 11        | 0        | 0        | 9           | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 3         | 0        | 0                  | 0        | 0        | 3         | 23         |  |  |  |  |  |                 |
| <b>Total 9 to 10</b>  |               | <b>0</b>           | <b>0</b> | <b>28</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>34</b> | <b>1</b> | <b>0</b> | <b>68</b>   | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>74</b> | <b>0</b> | <b>0</b> | <b>28</b> | <b>6</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>34</b> | <b>142</b> |  |  |  |  |  |                 |
| 10:00                 | Hedgeley Road | 0                  | 0        | 3         | 0        | 0        | 0        | 2        | 5         | 1        | 0        | 12          | 2        | 0        | 0        | 0        | 15        | 0        | 0        | 3         | 0        | 0                  | 0        | 0        | 3         | 23         |  |  |  |  |  |                 |
| 10:15                 | Hedgeley Road | 0                  | 0        | 3         | 1        | 0        | 0        | 1        | 5         | 0        | 0        | 10          | 0        | 0        | 0        | 0        | 10        | 0        | 0        | 4         | 3        | 0                  | 0        | 0        | 7         | 22         |  |  |  |  |  |                 |
| 10:30                 | Hedgeley Road | 0                  | 0        | 7         | 0        | 0        | 0        | 1        | 8         | 0        | 0        | 7           | 1        | 0        | 0        | 0        | 8         | 0        | 0        | 5         | 3        | 0                  | 0        | 0        | 8         | 24         |  |  |  |  |  |                 |
| 10:45                 | Hedgeley Road | 0                  | 0        | 8         | 0        | 0        | 0        | 2        | 10        | 0        | 0        | 12          | 0        | 0        | 0        | 0        | 12        | 0        | 0        | 1         | 0        | 1                  | 0        | 0        | 2         | 24         |  |  |  |  |  |                 |
| <b>Total 10 to 11</b> |               | <b>0</b>           | <b>0</b> | <b>21</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>6</b> | <b>28</b> | <b>1</b> | <b>0</b> | <b>41</b>   | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>45</b> | <b>0</b> | <b>0</b> | <b>13</b> | <b>6</b> | <b>1</b>           | <b>0</b> | <b>0</b> | <b>20</b> | <b>93</b>  |  |  |  |  |  |                 |
| 11:00                 | Hedgeley Road | 0                  | 0        | 4         | 1        | 0        | 0        | 1        | 6         | 0        | 0        | 10          | 0        | 0        | 0        | 0        | 10        | 0        | 0        | 5         | 1        | 0                  | 0        | 0        | 6         | 22         |  |  |  |  |  |                 |
| 11:15                 | Hedgeley Road | 0                  | 0        | 3         | 0        | 0        | 0        | 1        | 4         | 0        | 0        | 9           | 1        | 0        | 0        | 0        | 10        | 0        | 0        | 5         | 0        | 0                  | 0        | 0        | 5         | 19         |  |  |  |  |  |                 |
| 11:30                 | Hedgeley Road | 0                  | 0        | 5         | 1        | 0        | 0        | 1        | 7         | 0        | 0        | 16          | 1        | 0        | 0        | 0        | 17        | 0        | 0        | 2         | 0        | 0                  | 0        | 0        | 2         | 26         |  |  |  |  |  |                 |
| 11:45                 | Hedgeley Road | 0                  | 0        | 3         | 0        | 0        | 0        | 2        | 5         | 0        | 0        | 9           | 1        | 0        | 0        | 0        | 10        | 0        | 0        | 6         | 1        | 0                  | 0        | 0        | 7         | 22         |  |  |  |  |  |                 |
| <b>Total 11 to 12</b> |               | <b>0</b>           | <b>0</b> | <b>15</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>22</b> | <b>0</b> | <b>0</b> | <b>44</b>   | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>47</b> | <b>0</b> | <b>0</b> | <b>18</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>20</b> | <b>89</b>  |  |  |  |  |  |                 |
| 12:00                 | Hedgeley Road | 0                  | 0        | 6         | 1        | 0        | 0        | 0        | 7         | 0        | 0        | 14          | 3        | 0        | 0        | 0        | 17        | 0        | 0        | 2         | 0        | 0                  | 0        | 0        | 2         | 26         |  |  |  |  |  |                 |
| 12:15                 | Hedgeley Road | 0                  | 0        | 3         | 2        | 0        | 0        | 2        | 7         | 0        | 0        | 9           | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 4         | 0        | 0                  | 0        | 0        | 4         | 20         |  |  |  |  |  |                 |
| 12:30                 | Hedgeley Road | 0                  | 0        | 3         | 2        | 0        | 0        | 1        | 6         | 0        | 0        | 13          | 0        | 0        | 0        | 0        | 13        | 0        | 0        | 4         | 4        | 0                  | 0        | 0        | 8         | 27         |  |  |  |  |  |                 |
| 12:45                 | Hedgeley Road | 0                  | 0        | 14        | 1        | 1        | 0        | 1        | 17        | 0        | 0        | 15          | 0        | 0        | 0        | 0        | 15        | 0        | 0        | 5         | 1        | 0                  | 0        | 0        | 6         | 38         |  |  |  |  |  |                 |
| <b>Total 12 to 13</b> |               | <b>0</b>           | <b>0</b> | <b>26</b> | <b>6</b> | <b>1</b> | <b>0</b> | <b>4</b> | <b>37</b> | <b>0</b> | <b>0</b> | <b>51</b>   | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>54</b> | <b>0</b> | <b>0</b> | <b>15</b> | <b>5</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>20</b> | <b>111</b> |  |  |  |  |  |                 |
| 13:00                 | Hedgeley Road | 0                  | 0        | 11        | 0        | 0        | 0        | 2        | 13        | 0        | 0        | 10          | 1        | 0        | 0        | 0        | 11        | 0        | 0        | 12        | 1        | 0                  | 0        | 0        | 13        | 37         |  |  |  |  |  |                 |
| 13:15                 | Hedgeley Road | 0                  | 0        | 6         | 2        | 0        | 0        | 1        | 9         | 0        | 0        | 6           | 2        | 0        | 0        | 0        | 8         | 0        | 0        | 6         | 1        | 1                  | 0        | 0        | 8         | 25         |  |  |  |  |  |                 |
| 13:30                 | Hedgeley Road | 0                  | 0        | 3         | 0        | 0        | 0        | 1        | 4         | 0        | 2        | 12          | 0        | 0        | 0        | 0        | 14        | 0        | 0        | 3         | 0        | 0                  | 0        | 0        | 3         | 21         |  |  |  |  |  |                 |
| 13:45                 | Hedgeley Road | 0                  | 1        | 4         | 1        | 0        | 0        | 1        | 7         | 0        | 0        | 14          | 1        | 0        | 0        | 0        | 15        | 0        | 0        | 6         | 2        | 0                  | 0        | 0        | 8         | 30         |  |  |  |  |  |                 |
| <b>Total 13 to 14</b> |               | <b>0</b>           | <b>1</b> | <b>24</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>33</b> | <b>0</b> | <b>2</b> | <b>42</b>   | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>48</b> | <b>0</b> | <b>0</b> | <b>27</b> | <b>4</b> | <b>1</b>           | <b>0</b> | <b>0</b> | <b>32</b> | <b>113</b> |  |  |  |  |  |                 |
| 14:00                 | Hedgeley Road | 0                  | 0        | 4         | 0        | 1        | 0        | 2        | 7         | 0        | 1        | 8           | 1        | 0        | 0        | 0        | 10        | 0        | 0        | 7         | 0        | 0                  | 0        | 0        | 7         | 24         |  |  |  |  |  |                 |
| 14:15                 | Hedgeley Road | 0                  | 0        | 8         | 0        | 0        | 0        | 1        | 9         | 0        | 0        | 20          | 2        | 0        | 0        | 0        | 22        | 0        | 0        | 6         | 1        | 0                  | 0        | 0        | 7         | 38         |  |  |  |  |  |                 |
| 14:30                 | Hedgeley Road | 1                  | 0        | 7         | 1        | 0        | 0        | 1        | 10        | 0        | 0        | 10          | 1        | 0        | 0        | 0        | 11        | 0        | 0        | 4         | 0        | 0                  | 0        | 0        | 4         | 25         |  |  |  |  |  |                 |
| 14:45                 | Hedgeley Road | 0                  | 0        | 9         | 1        | 0        | 0        | 1        | 11        | 0        | 0        | 6           | 0        | 0        | 0        | 0        | 6         | 0        | 0        | 9         | 3        | 0                  | 0        | 0        | 12        | 29         |  |  |  |  |  |                 |
| <b>Total 14 to 15</b> |               | <b>1</b>           | <b>0</b> | <b>28</b> | <b>2</b> | <b>1</b> | <b>0</b> | <b>5</b> | <b>37</b> | <b>0</b> | <b>1</b> | <b>44</b>   | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>49</b> | <b>0</b> | <b>0</b> | <b>26</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>30</b> | <b>116</b> |  |  |  |  |  |                 |
| 15:00                 | Hedgeley Road | 0                  | 2        | 5         | 1        | 0        | 0        | 2        | 10        | 0        | 0        | 14          | 0        | 0        | 0        | 0        | 14        | 0        | 0        | 7         | 3        | 0                  | 0        | 0        | 10        | 34         |  |  |  |  |  |                 |
| 15:15                 | Hedgeley Road | 0                  | 0        | 2         | 1        | 0        | 0        | 1        | 4         | 0        | 0        | 9           | 1        | 0        | 0        | 0        | 10        | 0        | 0        | 8         | 0        | 0                  | 0        | 1        | 9         | 23         |  |  |  |  |  |                 |
| 15:30                 | Hedgeley Road | 0                  | 0        | 12        | 2        | 0        | 0        | 1        | 15        | 1        | 0        | 16          | 3        | 0        | 0        | 0        | 20        | 0        | 0        | 10        | 0        | 0                  | 0        | 0        | 10        | 45         |  |  |  |  |  |                 |
| 15:45                 | Hedgeley Road | 0                  | 0        | 3         | 1        | 0        | 0        | 1        | 5         | 0        | 1        | 11          | 0        | 0        | 0        | 0        | 12        | 0        | 0        | 7         | 2        | 0                  | 0        | 0        | 9         | 26         |  |  |  |  |  |                 |
| <b>Total 15 to 16</b> |               | <b>0</b>           | <b>2</b> | <b>22</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>34</b> | <b>1</b> | <b>1</b> | <b>50</b>   | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>56</b> | <b>0</b> | <b>0</b> | <b>32</b> | <b>5</b> | <b>0</b>           | <b>0</b> | <b>1</b> | <b>38</b> | <b>128</b> |  |  |  |  |  |                 |
| 16:00                 | Hedgeley Road | 0                  | 0        | 8         | 1        | 0        | 0        | 2        | 11        | 0        | 0        | 10          | 3        | 0        | 0        | 0        | 13        | 0        | 0        | 6         | 1        | 0                  | 0        | 0        | 7         | 31         |  |  |  |  |  |                 |
| 16:15                 | Hedgeley Road | 0                  | 0        | 9         | 1        | 0        | 0        | 1        | 11        | 1        | 0        | 13          | 3        | 0        | 0        | 0        | 17        | 0        | 0        | 10        | 1        | 0                  | 0        | 0        | 11        | 39         |  |  |  |  |  |                 |
| 16:30                 | Hedgeley Road | 0                  | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0        | 0        | 18          | 1        | 0        | 0        | 0        | 19        | 0        | 0        | 5         | 1        | 0                  | 0        | 0        | 6         | 31         |  |  |  |  |  |                 |
| 16:45                 | Hedgeley Road | 0                  | 0        | 10        | 1        | 0        | 0        | 2        | 13        | 1        | 0        | 14          | 1        | 0        | 0        | 0        | 16        | 0        | 0        | 16        | 1        | 0                  | 0        | 0        | 17        | 46         |  |  |  |  |  |                 |
| <b>Total 16 to 17</b> |               | <b>0</b>           | <b>0</b> | <b>33</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>41</b> | <b>2</b> | <b>0</b> | <b>55</b>   | <b>8</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>65</b> | <b>0</b> | <b>0</b> | <b>37</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>41</b> | <b>147</b> |  |  |  |  |  |                 |
| 17:00                 | Hedgeley Road | 0                  | 0        | 13        | 2        | 0        | 0        | 1        | 16        | 0        | 0        | 17          | 2        | 0        | 0        | 0        | 19        | 0        | 0        | 9         | 0        | 0                  | 0        | 0        | 9         | 44         |  |  |  |  |  |                 |
| 17:15                 | Hedgeley Road | 0                  | 0        | 11        | 1        | 0        | 0        | 2        | 14        | 1        | 0        | 9           | 1        | 0        | 0        | 0        | 11        | 0        | 0        | 16        | 2        | 0                  | 0        | 0        | 18        | 43         |  |  |  |  |  |                 |
| 17:30                 | Hedgeley Road | 0                  | 0        | 16        | 0        | 0        | 0        | 1        | 17        | 0        | 0        | 18          | 0        | 0        | 0        | 0        | 18        | 0        | 0        | 7         | 2        | 0                  | 0        | 0        | 9         | 44         |  |  |  |  |  |                 |
| 17:45                 | Hedgeley Road | 0                  | 0        | 15        | 0        | 0        | 0        | 1        | 16        | 0        | 0        | 18          | 0        | 0        | 0        | 0        | 18        | 0        | 0        | 15        | 1        | 0                  | 0        | 0        | 16        | 50         |  |  |  |  |  |                 |
| <b>Total 17 to 18</b> |               | <b>0</b>           | <b>0</b> | <b>55</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>63</b> | <b>1</b> | <b>0</b> | <b>62</b>   | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>66</b> | <b>0</b> | <b>0</b> | <b>47</b> | <b>5</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>52</b> | <b>181</b> |  |  |  |  |  |                 |
| 18:00                 | Hedgeley Road | 0                  | 0        | 14        | 0        | 0        | 0        | 2        | 16        | 0        | 0        | 7           | 1        | 0        | 0        | 0        | 8         | 0        | 0        | 16        | 1        | 0                  | 0        | 0        | 17        | 41         |  |  |  |  |  |                 |
| 18:15                 | Hedgeley Road | 0                  | 1        | 9         | 1        | 0        | 0        | 1        | 12        | 0        | 0        | 12          | 0        | 0        | 0        | 0        | 12        | 0        | 0        | 8         | 0        | 0                  | 0        | 0        | 8         | 32         |  |  |  |  |  |                 |
| 18:30                 | Hedgeley Road | 0                  | 0        | 14        | 1        | 0        | 0        | 1        | 16        | 0        | 0        | 7           | 1        | 0        | 0        | 0        | 8         | 0        | 0        | 10        | 1        | 0                  | 0        | 0        | 11        | 35         |  |  |  |  |  |                 |
| 18:45                 | Hedgeley Road | 0                  | 0        | 7         | 1        | 0        | 0        | 1        | 9         | 1        | 0        | 6           | 1        | 0        | 0        | 0        | 8         | 0        | 0        | 14        | 0        | 0                  | 0        | 0        | 14        | 31         |  |  |  |  |  |                 |
| <b>Total 18 to 19</b> |               | <b>0</b>           | <b>1</b> | <b>44</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>53</b> | <b>1</b> | <b>0</b> | <b>32</b>   | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>36</b> | <b>0</b> | <b>0</b> | <b>48</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>50</b> | <b>139</b> |  |  |  |  |  |                 |
| AM Total              |               | 0                  | 1        | 158       | 21       | 0        | 0        | 2        |           |          |          |             |          |          |          |          |           |          |          |           |          |                    |          |          |           |            |  |  |  |  |  |                 |

| Leg 3                 |                    | Glen Street |          |           |           |          |          |           |          |          |            | Station Road North |          |          |          |            |          |          |           |          |          | Hedgeley Road |          |           |  |  |  |  |  |  |  |
|-----------------------|--------------------|-------------|----------|-----------|-----------|----------|----------|-----------|----------|----------|------------|--------------------|----------|----------|----------|------------|----------|----------|-----------|----------|----------|---------------|----------|-----------|--|--|--|--|--|--|--|
|                       |                    | P           | M        | Car/      | OGV       | OGV      | Bus/     | Totals    | P        | M        | Car/       | L                  | OGV      | OGV      | Bus/     | Totals     | P        | M        | Car/      | L        | OGV      | OGV           | Bus/     | Totals    |  |  |  |  |  |  |  |
|                       |                    | Cyclist     | Cyclist  | Taxi      | Good      | 2        | Coach    |           | Cyclist  | Cyclist  | Taxi       | Good               | 1        | 2        | Coach    |            | Cyclist  | Cyclist  | Taxi      | Good     | 1        | 2             | Coach    |           |  |  |  |  |  |  |  |
| 07:00                 | Station Road South | 0           | 0        | 3         | 0         | 0        | 0        | 3         | 0        | 0        | 13         | 3                  | 0        | 0        | 1        | 17         | 0        | 0        | 5         | 1        | 0        | 0             | 1        | 7         |  |  |  |  |  |  |  |
| 07:15                 | Station Road South | 0           | 0        | 5         | 0         | 1        | 0        | 6         | 0        | 0        | 22         | 3                  | 1        | 0        | 1        | 27         | 0        | 0        | 3         | 0        | 0        | 0             | 1        | 4         |  |  |  |  |  |  |  |
| 07:30                 | Station Road South | 0           | 0        | 5         | 0         | 0        | 0        | 5         | 0        | 0        | 19         | 9                  | 2        | 0        | 1        | 31         | 0        | 0        | 5         | 0        | 0        | 0             | 1        | 6         |  |  |  |  |  |  |  |
| 07:45                 | Station Road South | 0           | 0        | 5         | 2         | 2        | 0        | 9         | 0        | 0        | 20         | 7                  | 0        | 0        | 1        | 28         | 0        | 0        | 4         | 1        | 0        | 0             | 2        | 7         |  |  |  |  |  |  |  |
| <b>Total 7 to 8</b>   |                    | <b>0</b>    | <b>0</b> | <b>18</b> | <b>2</b>  | <b>3</b> | <b>0</b> | <b>23</b> | <b>0</b> | <b>0</b> | <b>74</b>  | <b>22</b>          | <b>3</b> | <b>0</b> | <b>4</b> | <b>103</b> | <b>0</b> | <b>0</b> | <b>17</b> | <b>2</b> | <b>0</b> | <b>0</b>      | <b>5</b> | <b>24</b> |  |  |  |  |  |  |  |
| 08:00                 | Station Road South | 0           | 0        | 11        | 2         | 2        | 0        | 15        | 0        | 0        | 19         | 3                  | 0        | 0        | 2        | 24         | 0        | 0        | 4         | 2        | 0        | 0             | 1        | 7         |  |  |  |  |  |  |  |
| 08:15                 | Station Road South | 0           | 0        | 9         | 2         | 3        | 0        | 14        | 0        | 0        | 23         | 6                  | 0        | 0        | 1        | 30         | 0        | 0        | 3         | 2        | 0        | 0             | 1        | 6         |  |  |  |  |  |  |  |
| 08:30                 | Station Road South | 0           | 0        | 13        | 3         | 1        | 0        | 17        | 0        | 1        | 36         | 11                 | 0        | 0        | 1        | 49         | 0        | 0        | 7         | 0        | 0        | 0             | 1        | 8         |  |  |  |  |  |  |  |
| 08:45                 | Station Road South | 0           | 0        | 17        | 0         | 0        | 0        | 17        | 0        | 0        | 33         | 4                  | 3        | 0        | 0        | 40         | 0        | 0        | 3         | 1        | 0        | 0             | 1        | 5         |  |  |  |  |  |  |  |
| <b>Total 8 to 9</b>   |                    | <b>0</b>    | <b>0</b> | <b>50</b> | <b>7</b>  | <b>6</b> | <b>0</b> | <b>63</b> | <b>0</b> | <b>1</b> | <b>111</b> | <b>24</b>          | <b>3</b> | <b>0</b> | <b>4</b> | <b>143</b> | <b>0</b> | <b>0</b> | <b>17</b> | <b>5</b> | <b>0</b> | <b>0</b>      | <b>4</b> | <b>26</b> |  |  |  |  |  |  |  |
| 09:00                 | Station Road South | 0           | 0        | 30        | 3         | 1        | 0        | 34        | 0        | 0        | 25         | 7                  | 1        | 0        | 4        | 37         | 0        | 0        | 13        | 3        | 0        | 0             | 2        | 18        |  |  |  |  |  |  |  |
| 09:15                 | Station Road South | 0           | 0        | 15        | 2         | 2        | 0        | 19        | 0        | 0        | 25         | 6                  | 2        | 0        | 1        | 34         | 0        | 0        | 6         | 0        | 0        | 0             | 1        | 7         |  |  |  |  |  |  |  |
| 09:30                 | Station Road South | 0           | 0        | 11        | 4         | 0        | 0        | 15        | 1        | 0        | 14         | 11                 | 3        | 1        | 1        | 31         | 0        | 0        | 4         | 1        | 0        | 0             | 1        | 6         |  |  |  |  |  |  |  |
| 09:45                 | Station Road South | 0           | 0        | 16        | 3         | 1        | 0        | 20        | 0        | 1        | 15         | 13                 | 1        | 1        | 1        | 32         | 0        | 0        | 7         | 0        | 0        | 0             | 2        | 9         |  |  |  |  |  |  |  |
| <b>Total 9 to 10</b>  |                    | <b>0</b>    | <b>0</b> | <b>72</b> | <b>12</b> | <b>4</b> | <b>0</b> | <b>88</b> | <b>1</b> | <b>1</b> | <b>79</b>  | <b>37</b>          | <b>7</b> | <b>2</b> | <b>7</b> | <b>134</b> | <b>0</b> | <b>0</b> | <b>30</b> | <b>4</b> | <b>0</b> | <b>0</b>      | <b>6</b> | <b>40</b> |  |  |  |  |  |  |  |
| 10:00                 | Station Road South | 0           | 0        | 18        | 1         | 1        | 0        | 20        | 0        | 0        | 14         | 9                  | 1        | 0        | 2        | 26         | 0        | 0        | 11        | 0        | 0        | 0             | 1        | 12        |  |  |  |  |  |  |  |
| 10:15                 | Station Road South | 0           | 0        | 8         | 3         | 0        | 0        | 11        | 0        | 0        | 13         | 3                  | 0        | 0        | 0        | 16         | 0        | 0        | 11        | 1        | 0        | 0             | 1        | 13        |  |  |  |  |  |  |  |
| 10:30                 | Station Road South | 0           | 0        | 21        | 4         | 0        | 0        | 25        | 1        | 0        | 18         | 15                 | 2        | 0        | 2        | 38         | 0        | 0        | 6         | 1        | 0        | 0             | 1        | 8         |  |  |  |  |  |  |  |
| 10:45                 | Station Road South | 0           | 0        | 16        | 2         | 0        | 0        | 18        | 0        | 0        | 15         | 6                  | 1        | 0        | 0        | 22         | 0        | 0        | 13        | 1        | 0        | 0             | 1        | 15        |  |  |  |  |  |  |  |
| <b>Total 10 to 11</b> |                    | <b>0</b>    | <b>0</b> | <b>63</b> | <b>10</b> | <b>1</b> | <b>0</b> | <b>74</b> | <b>1</b> | <b>0</b> | <b>60</b>  | <b>33</b>          | <b>4</b> | <b>0</b> | <b>4</b> | <b>102</b> | <b>0</b> | <b>0</b> | <b>41</b> | <b>3</b> | <b>0</b> | <b>0</b>      | <b>4</b> | <b>48</b> |  |  |  |  |  |  |  |
| 11:00                 | Station Road South | 0           | 0        | 7         | 3         | 0        | 0        | 10        | 0        | 0        | 19         | 7                  | 2        | 0        | 1        | 29         | 0        | 0        | 5         | 2        | 0        | 0             | 2        | 9         |  |  |  |  |  |  |  |
| 11:15                 | Station Road South | 0           | 0        | 10        | 4         | 0        | 0        | 14        | 0        | 0        | 20         | 11                 | 1        | 0        | 1        | 33         | 0        | 0        | 8         | 0        | 0        | 0             | 1        | 9         |  |  |  |  |  |  |  |
| 11:30                 | Station Road South | 0           | 0        | 15        | 6         | 0        | 0        | 21        | 0        | 0        | 16         | 4                  | 0        | 0        | 1        | 21         | 0        | 0        | 2         | 2        | 0        | 0             | 1        | 5         |  |  |  |  |  |  |  |
| 11:45                 | Station Road South | 0           | 0        | 14        | 1         | 0        | 0        | 15        | 0        | 0        | 18         | 5                  | 2        | 0        | 1        | 26         | 0        | 0        | 7         | 0        | 0        | 0             | 2        | 9         |  |  |  |  |  |  |  |
| <b>Total 11 to 12</b> |                    | <b>0</b>    | <b>0</b> | <b>46</b> | <b>14</b> | <b>0</b> | <b>0</b> | <b>60</b> | <b>0</b> | <b>0</b> | <b>73</b>  | <b>27</b>          | <b>5</b> | <b>0</b> | <b>4</b> | <b>109</b> | <b>0</b> | <b>0</b> | <b>22</b> | <b>4</b> | <b>0</b> | <b>0</b>      | <b>6</b> | <b>32</b> |  |  |  |  |  |  |  |
| 12:00                 | Station Road South | 0           | 0        | 20        | 3         | 0        | 0        | 23        | 0        | 0        | 21         | 4                  | 2        | 0        | 2        | 29         | 0        | 0        | 5         | 1        | 0        | 0             | 0        | 6         |  |  |  |  |  |  |  |
| 12:15                 | Station Road South | 0           | 0        | 19        | 2         | 0        | 1        | 22        | 0        | 0        | 14         | 6                  | 2        | 0        | 0        | 22         | 0        | 0        | 6         | 2        | 0        | 0             | 2        | 10        |  |  |  |  |  |  |  |
| 12:30                 | Station Road South | 0           | 1        | 13        | 1         | 0        | 0        | 15        | 0        | 0        | 17         | 10                 | 1        | 1        | 2        | 31         | 0        | 0        | 10        | 2        | 0        | 0             | 1        | 13        |  |  |  |  |  |  |  |
| 12:45                 | Station Road South | 0           | 0        | 13        | 1         | 0        | 0        | 14        | 0        | 0        | 23         | 4                  | 3        | 0        | 0        | 30         | 0        | 0        | 8         | 1        | 0        | 0             | 1        | 10        |  |  |  |  |  |  |  |
| <b>Total 12 to 13</b> |                    | <b>0</b>    | <b>1</b> | <b>65</b> | <b>7</b>  | <b>0</b> | <b>1</b> | <b>74</b> | <b>0</b> | <b>0</b> | <b>75</b>  | <b>24</b>          | <b>8</b> | <b>1</b> | <b>4</b> | <b>112</b> | <b>0</b> | <b>0</b> | <b>29</b> | <b>6</b> | <b>0</b> | <b>0</b>      | <b>4</b> | <b>39</b> |  |  |  |  |  |  |  |
| 13:00                 | Station Road South | 0           | 0        | 11        | 0         | 0        | 0        | 11        | 0        | 0        | 19         | 4                  | 1        | 1        | 1        | 26         | 0        | 0        | 6         | 2        | 0        | 0             | 2        | 10        |  |  |  |  |  |  |  |
| 13:15                 | Station Road South | 0           | 0        | 19        | 3         | 0        | 0        | 22        | 0        | 0        | 21         | 5                  | 0        | 0        | 1        | 27         | 0        | 0        | 10        | 1        | 0        | 0             | 1        | 12        |  |  |  |  |  |  |  |
| 13:30                 | Station Road South | 0           | 0        | 19        | 5         | 1        | 0        | 25        | 0        | 0        | 15         | 7                  | 0        | 0        | 1        | 23         | 0        | 0        | 8         | 1        | 0        | 0             | 1        | 10        |  |  |  |  |  |  |  |
| 13:45                 | Station Road South | 0           | 0        | 12        | 0         | 0        | 0        | 12        | 0        | 1        | 16         | 7                  | 1        | 0        | 1        | 26         | 0        | 0        | 6         | 1        | 0        | 0             | 1        | 8         |  |  |  |  |  |  |  |
| <b>Total 13 to 14</b> |                    | <b>0</b>    | <b>0</b> | <b>61</b> | <b>8</b>  | <b>1</b> | <b>0</b> | <b>70</b> | <b>0</b> | <b>1</b> | <b>71</b>  | <b>23</b>          | <b>2</b> | <b>1</b> | <b>4</b> | <b>102</b> | <b>0</b> | <b>0</b> | <b>30</b> | <b>5</b> | <b>0</b> | <b>0</b>      | <b>5</b> | <b>40</b> |  |  |  |  |  |  |  |
| 14:00                 | Station Road South | 0           | 0        | 15        | 3         | 0        | 1        | 19        | 0        | 0        | 21         | 1                  | 1        | 0        | 2        | 25         | 0        | 0        | 12        | 2        | 0        | 0             | 2        | 16        |  |  |  |  |  |  |  |
| 14:15                 | Station Road South | 0           | 1        | 14        | 1         | 0        | 0        | 16        | 2        | 0        | 17         | 4                  | 1        | 0        | 0        | 24         | 0        | 0        | 3         | 1        | 0        | 0             | 1        | 5         |  |  |  |  |  |  |  |
| 14:30                 | Station Road South | 0           | 0        | 13        | 2         | 0        | 0        | 15        | 1        | 0        | 24         | 8                  | 2        | 0        | 2        | 37         | 0        | 0        | 5         | 2        | 0        | 0             | 1        | 8         |  |  |  |  |  |  |  |
| 14:45                 | Station Road South | 0           | 0        | 20        | 2         | 0        | 0        | 22        | 0        | 0        | 30         | 5                  | 2        | 0        | 0        | 37         | 0        | 0        | 10        | 0        | 0        | 0             | 1        | 11        |  |  |  |  |  |  |  |
| <b>Total 14 to 15</b> |                    | <b>0</b>    | <b>1</b> | <b>62</b> | <b>8</b>  | <b>0</b> | <b>1</b> | <b>72</b> | <b>3</b> | <b>0</b> | <b>92</b>  | <b>18</b>          | <b>6</b> | <b>0</b> | <b>4</b> | <b>123</b> | <b>0</b> | <b>0</b> | <b>30</b> | <b>5</b> | <b>0</b> | <b>0</b>      | <b>5</b> | <b>40</b> |  |  |  |  |  |  |  |
| 15:00                 | Station Road South | 0           | 0        | 17        | 0         | 0        | 1        | 18        | 0        | 0        | 39         | 9                  | 3        | 0        | 2        | 53         | 0        | 0        | 9         | 0        | 0        | 0             | 2        | 11        |  |  |  |  |  |  |  |
| 15:15                 | Station Road South | 0           | 0        | 16        | 1         | 0        | 0        | 17        | 1        | 0        | 28         | 3                  | 1        | 0        | 0        | 33         | 0        | 0        | 7         | 0        | 0        | 0             | 0        | 7         |  |  |  |  |  |  |  |
| 15:30                 | Station Road South | 1           | 0        | 24        | 2         | 1        | 0        | 28        | 0        | 0        | 30         | 6                  | 2        | 0        | 1        | 39         | 0        | 0        | 11        | 0        | 0        | 0             | 1        | 12        |  |  |  |  |  |  |  |
| 15:45                 | Station Road South | 0           | 0        | 24        | 1         | 0        | 0        | 25        | 0        | 0        | 29         | 2                  | 3        | 0        | 1        | 35         | 0        | 0        | 5         | 1        | 0        | 0             | 2        | 8         |  |  |  |  |  |  |  |
| <b>Total 15 to 16</b> |                    | <b>1</b>    | <b>0</b> | <b>81</b> | <b>4</b>  | <b>1</b> | <b>1</b> | <b>88</b> | <b>1</b> | <b>0</b> | <b>126</b> | <b>20</b>          | <b>9</b> | <b>0</b> | <b>4</b> | <b>160</b> | <b>0</b> | <b>0</b> | <b>32</b> | <b>1</b> | <b>0</b> | <b>0</b>      | <b>5</b> | <b>38</b> |  |  |  |  |  |  |  |
| 16:00                 | Station Road South | 0           | 0        | 19        | 0         | 0        | 0        | 19        | 0        | 0        | 28         | 6                  | 1        | 0        | 1        | 36         | 0        | 0        | 3         | 0        | 0        | 0             | 1        | 4         |  |  |  |  |  |  |  |
| 16:15                 | Station Road South | 0           | 0        | 17        | 2         | 0        | 0        | 19        | 1        | 0        | 31         | 3                  | 2        | 0        | 1        | 38         | 0        | 0        | 7         | 0        | 1        | 0             | 1        | 9         |  |  |  |  |  |  |  |
| 16:30                 | Station Road South | 0           | 0        | 13        | 1         | 0        | 0        | 14        | 1        | 0        | 35         | 6                  | 1        | 0        | 1        | 44         | 0        | 0        | 17        | 0        | 0        | 0             | 1        | 18        |  |  |  |  |  |  |  |
| 16:45                 | Station Road South | 0           | 0        | 26        | 1         | 0        | 0        | 27        | 0        | 0        | 38         | 4                  | 1        | 0        | 1        | 44         | 0        | 0        | 15        | 1        | 0        | 0             | 1        | 17        |  |  |  |  |  |  |  |
| <b>Total 16 to 17</b> |                    | <b>0</b>    | <b>0</b> | <b>75</b> | <b>4</b>  | <b>0</b> | <b>0</b> | <b>80</b> | <b>2</b> | <b>0</b> | <b>132</b> | <b>19</b>          | <b>5</b> | <b>0</b> | <b>4</b> | <b>162</b> | <b>0</b> | <b>0</b> | <b>42</b> | <b>1</b> | <b>1</b> | <b>0</b>      | <b>4</b> | <b>48</b> |  |  |  |  |  |  |  |
| 17:00                 | Station Road South | 0           | 0        | 11        | 0         | 0        | 0        | 11        | 1        | 1        | 29         | 3                  | 0        | 0        | 1        | 35         | 0        | 0        | 10        | 0        | 0        | 0             | 1        | 11        |  |  |  |  |  |  |  |
| 17:15                 | Station Road South | 0           | 0        | 17        | 1         | 0        | 0        | 18        | 2        | 1        | 32         | 2                  | 0        | 0        | 0        | 37         | 0        | 0        | 18        | 0        | 0        | 0             | 0        | 18        |  |  |  |  |  |  |  |
| 17:30                 | Station Road South | 0           | 0        | 15        | 0         | 0        | 0        | 15        | 1        | 0        | 37         | 1                  | 0        | 0        | 1        | 40         | 0        | 0        | 9         | 1        | 0        | 0             | 1        | 11        |  |  |  |  |  |  |  |
| 17:45                 | Station Road South | 0           | 0        | 18        | 1         | 0        | 0        | 19        | 0        | 0        | 40         | 5                  | 0        | 0        | 0        | 45         | 0        | 0        | 14        | 0        | 0        | 0             | 2        | 16        |  |  |  |  |  |  |  |
| <b>Total 17 to 18</b> |                    | <b>0</b>    | <b>0</b> | <b>61</b> | <b>2</b>  | <b>0</b> | <b>0</b> | <b>63</b> | <b>4</b> | <b>2</b> | <b>138</b> | <b>11</b>          | <b>0</b> | <b>0</b> | <b>2</b> | <b>157</b> | <b>0</b> | <b>0</b> | <b>51</b> | <b>1</b> | <b>0</b> | <b>0</b>      | <b>4</b> | <b>58</b> |  |  |  |  |  |  |  |
| 18:00                 | Station Road South | 0           | 0        | 12        | 0         | 0        | 0        | 12        | 0        | 0        | 57         | 6                  | 0        | 0        | 1        | 64         | 0        | 0        | 11        | 2        | 0        | 0             | 1        | 14        |  |  |  |  |  |  |  |
| 18:15                 | Station Road South | 0           | 0        | 15        | 0         | 0        | 0        | 15        | 1        | 0        | 34         | 1                  | 0        | 0        | 1        | 37         | 0        | 0        | 12        | 1        | 0        | 0             | 2        | 15        |  |  |  |  |  |  |  |
| 18:30                 | Station Road South | 0           | 0        | 18        | 1         | 0        | 0        | 19        | 0        | 0        | 36         | 0                  | 0        | 0        | 0        | 36         | 0        | 0        | 8         | 1        | 0        | 0             | 1        | 10        |  |  |  |  |  |  |  |
| 18:45                 | Station Road South | 0           | 0        | 11        | 1         | 0        | 0        | 12        | 1        | 1        | 32         | 1                  | 0        | 0        | 1        | 36         | 0        | 0        | 8         | 0        | 0        | 0             | 1        | 9         |  |  |  |  |  |  |  |
| <b>Total 18 to 19</b> |                    | <b>0</b>    | <b>0</b> | <b>56</b> | <b>2</b>  | <b>0</b> | <b>0</b> | <b>58</b> | <b>2</b> | <b>2</b> | <b>159</b> | <b>8</b>           | <b>0</b> | <b>0</b> | <b>3</b> | <b>173</b> | <b>0</b> | <b>0</b> | <b>39</b> | <b>4</b> | <b>0</b> | <b>0</b>      | <b>5</b> | <b>48</b> |  |  |  |  |  |  |  |
| AM Total              |                    | 0           | 0        | 249       | 45        | 14       | 0        | 308       | 2        | 2        | 397        | 143                | 22       | 2        | 23       | 591        | 0        | 0        | 127       | 18       | 0        | 0             | 25       | 170       |  |  |  |  |  |  |  |
| PM Total              |                    | 1           | 2        | 461       | 35        | 2        | 3        | 506       | 12       | 4        | 793        | 123                | 30       | 2        | 25       | 989        | 0        | 0        | 253       | 23       | 1        | 0             | 32       | 309       |  |  |  |  |  |  |  |
| Combined Total        |                    | 1           | 2        | 710       | 80        | 16       | 3        | 814       | 14       | 6        | 1190       | 266                | 52       | 4        | 48       | 1580       | 0        | 0        | 380       | 41       | 1        | 0             | 57       | 479       |  |  |  |  |  |  |  |
| AM Peak Hour          | 06:15 to 06:15     | 0           | 0        | 69        | 8         | 5        | 0        | 82        | 0        | 1        | 117        | 26                 | 4        | 0        | 6        | 156        | 0        | 0        | 26        | 6        | 0        | 0             | 5        | 37        |  |  |  |  |  |  |  |
| Mid Peak Hour         |                    |             |          |           |           |          |          |           |          |          |            |                    |          |          |          |            |          |          |           |          |          |               |          |           |  |  |  |  |  |  |  |
| PM Peak Hour          | 16:30 to 17:30     | 0           | 0        | 67        |           |          |          |           |          |          |            |                    |          |          |          |            |          |          |           |          |          |               |          |           |  |  |  |  |  |  |  |

Leg 4

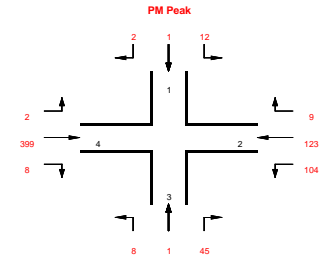
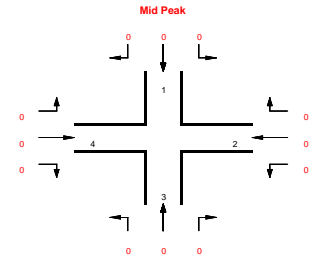
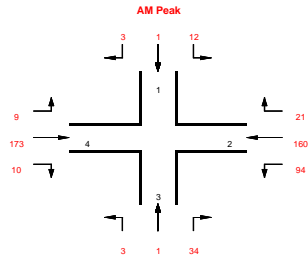
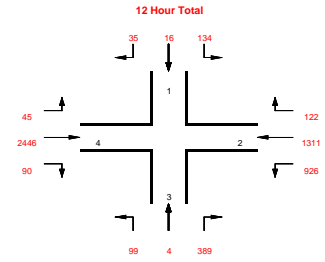
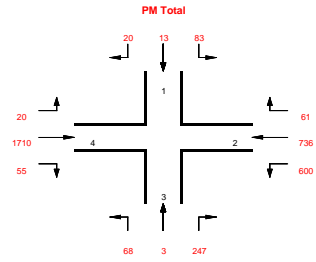
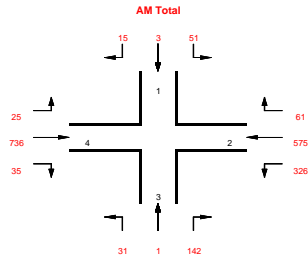
|                       | Station Road North | Hedgeley Road |          |            |           |          |          |          |            |          |          |            | Station Road South |          |          |          |            |          |          |           |           |          |          |          |           |
|-----------------------|--------------------|---------------|----------|------------|-----------|----------|----------|----------|------------|----------|----------|------------|--------------------|----------|----------|----------|------------|----------|----------|-----------|-----------|----------|----------|----------|-----------|
|                       |                    | P             | M        | Car/       | L         | OGV      | OGV      | Bus/     |            | P        | M        | Car/       | L                  | OGV      | OGV      | Bus/     |            | P        | M        | Car/      | L         | OGV      | OGV      | Bus/     |           |
|                       |                    | Cyclist       | Cyclist  | Taxi       | Good      | 1        | 2        | Coach    | Totals     | Cyclist  | Cyclist  | Taxi       | Good               | 1        | 2        | Coach    | Totals     | Cyclist  | Cyclist  | Taxi      | Good      | 1        | 2        | Coach    | Totals    |
| 07:00                 | Glen Street        | 0             | 0        | 11         | 1         | 0        | 0        | 0        | 12         | 0        | 0        | 5          | 0                  | 0        | 0        | 2        | 7          | 0        | 0        | 1         | 0         | 1        | 0        | 0        | 2         |
| 07:15                 | Glen Street        | 0             | 1        | 11         | 3         | 0        | 0        | 0        | 15         | 0        | 0        | 11         | 0                  | 0        | 0        | 0        | 11         | 1        | 0        | 3         | 0         | 0        | 0        | 0        | 4         |
| 07:30                 | Glen Street        | 0             | 0        | 17         | 2         | 0        | 0        | 0        | 19         | 0        | 0        | 9          | 2                  | 0        | 0        | 0        | 11         | 0        | 0        | 2         | 0         | 2        | 0        | 0        | 4         |
| 07:45                 | Glen Street        | 0             | 0        | 20         | 2         | 0        | 0        | 0        | 22         | 0        | 0        | 8          | 2                  | 0        | 0        | 0        | 10         | 1        | 0        | 1         | 0         | 0        | 0        | 0        | 2         |
| <b>Total 7 to 8</b>   |                    | <b>0</b>      | <b>1</b> | <b>59</b>  | <b>8</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>68</b>  | <b>0</b> | <b>0</b> | <b>33</b>  | <b>4</b>           | <b>0</b> | <b>0</b> | <b>2</b> | <b>39</b>  | <b>2</b> | <b>0</b> | <b>7</b>  | <b>0</b>  | <b>3</b> | <b>0</b> | <b>0</b> | <b>12</b> |
| 08:00                 | Glen Street        | 0             | 0        | 13         | 4         | 0        | 0        | 0        | 17         | 0        | 0        | 11         | 2                  | 0        | 0        | 0        | 13         | 1        | 0        | 7         | 1         | 0        | 1        | 0        | 10        |
| 08:15                 | Glen Street        | 0             | 0        | 30         | 1         | 0        | 0        | 0        | 31         | 0        | 0        | 8          | 0                  | 0        | 0        | 0        | 8          | 0        | 0        | 3         | 3         | 0        | 0        | 0        | 6         |
| 08:30                 | Glen Street        | 0             | 0        | 37         | 1         | 0        | 0        | 0        | 38         | 0        | 0        | 9          | 1                  | 0        | 0        | 0        | 10         | 0        | 0        | 7         | 0         | 1        | 0        | 0        | 8         |
| 08:45                 | Glen Street        | 0             | 0        | 25         | 4         | 0        | 0        | 0        | 29         | 0        | 0        | 14         | 1                  | 0        | 0        | 0        | 15         | 0        | 0        | 9         | 1         | 1        | 0        | 0        | 11        |
| <b>Total 8 to 9</b>   |                    | <b>0</b>      | <b>0</b> | <b>105</b> | <b>10</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>115</b> | <b>0</b> | <b>0</b> | <b>42</b>  | <b>4</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>46</b>  | <b>1</b> | <b>0</b> | <b>26</b> | <b>5</b>  | <b>2</b> | <b>1</b> | <b>0</b> | <b>35</b> |
| 09:00                 | Glen Street        | 0             | 0        | 26         | 5         | 1        | 0        | 0        | 32         | 0        | 0        | 14         | 1                  | 0        | 0        | 0        | 15         | 0        | 0        | 12        | 3         | 0        | 0        | 0        | 15        |
| 09:15                 | Glen Street        | 0             | 0        | 24         | 1         | 0        | 0        | 0        | 25         | 0        | 0        | 17         | 1                  | 0        | 0        | 0        | 18         | 0        | 0        | 9         | 0         | 0        | 0        | 0        | 9         |
| 09:30                 | Glen Street        | 0             | 0        | 21         | 6         | 0        | 0        | 0        | 27         | 0        | 0        | 9          | 1                  | 0        | 0        | 0        | 10         | 0        | 0        | 8         | 1         | 1        | 0        | 0        | 10        |
| 09:45                 | Glen Street        | 0             | 0        | 17         | 5         | 0        | 0        | 0        | 22         | 0        | 0        | 13         | 5                  | 0        | 0        | 0        | 18         | 0        | 0        | 13        | 1         | 1        | 0        | 0        | 15        |
| <b>Total 9 to 10</b>  |                    | <b>0</b>      | <b>0</b> | <b>88</b>  | <b>17</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>106</b> | <b>0</b> | <b>0</b> | <b>53</b>  | <b>8</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>61</b>  | <b>0</b> | <b>0</b> | <b>42</b> | <b>5</b>  | <b>2</b> | <b>0</b> | <b>0</b> | <b>49</b> |
| 10:00                 | Glen Street        | 0             | 0        | 13         | 1         | 0        | 0        | 0        | 14         | 1        | 0        | 14         | 2                  | 0        | 0        | 0        | 17         | 0        | 0        | 12        | 1         | 0        | 0        | 0        | 13        |
| 10:15                 | Glen Street        | 0             | 0        | 14         | 6         | 1        | 0        | 0        | 21         | 0        | 0        | 25         | 2                  | 0        | 0        | 0        | 27         | 0        | 0        | 12        | 0         | 0        | 0        | 0        | 12        |
| 10:30                 | Glen Street        | 0             | 0        | 8          | 0         | 0        | 0        | 0        | 8          | 0        | 0        | 18         | 1                  | 0        | 0        | 0        | 19         | 0        | 1        | 13        | 2         | 0        | 0        | 0        | 16        |
| 10:45                 | Glen Street        | 2             | 0        | 16         | 1         | 0        | 0        | 0        | 19         | 0        | 0        | 16         | 0                  | 0        | 0        | 0        | 16         | 0        | 0        | 10        | 0         | 0        | 0        | 0        | 10        |
| <b>Total 10 to 11</b> |                    | <b>2</b>      | <b>0</b> | <b>51</b>  | <b>8</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>62</b>  | <b>1</b> | <b>0</b> | <b>73</b>  | <b>5</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>79</b>  | <b>0</b> | <b>1</b> | <b>47</b> | <b>3</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>51</b> |
| 11:00                 | Glen Street        | 1             | 1        | 15         | 4         | 0        | 0        | 0        | 21         | 0        | 0        | 18         | 2                  | 0        | 0        | 0        | 20         | 0        | 0        | 6         | 2         | 0        | 0        | 0        | 8         |
| 11:15                 | Glen Street        | 0             | 0        | 14         | 1         | 0        | 0        | 0        | 15         | 0        | 0        | 19         | 3                  | 1        | 0        | 0        | 23         | 0        | 1        | 8         | 1         | 0        | 0        | 0        | 10        |
| 11:30                 | Glen Street        | 0             | 0        | 12         | 3         | 0        | 0        | 0        | 15         | 0        | 0        | 12         | 2                  | 2        | 0        | 0        | 16         | 0        | 0        | 15        | 4         | 1        | 0        | 0        | 20        |
| 11:45                 | Glen Street        | 1             | 0        | 20         | 0         | 1        | 0        | 0        | 22         | 0        | 0        | 18         | 2                  | 0        | 0        | 0        | 20         | 0        | 0        | 11        | 3         | 1        | 0        | 0        | 15        |
| <b>Total 11 to 12</b> |                    | <b>2</b>      | <b>1</b> | <b>61</b>  | <b>8</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>73</b>  | <b>0</b> | <b>0</b> | <b>67</b>  | <b>9</b>           | <b>3</b> | <b>0</b> | <b>0</b> | <b>79</b>  | <b>0</b> | <b>1</b> | <b>40</b> | <b>10</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>53</b> |
| 12:00                 | Glen Street        | 0             | 0        | 21         | 1         | 0        | 0        | 0        | 22         | 0        | 0        | 25         | 1                  | 0        | 0        | 0        | 26         | 0        | 0        | 10        | 2         | 0        | 0        | 0        | 12        |
| 12:15                 | Glen Street        | 0             | 0        | 18         | 4         | 0        | 0        | 0        | 22         | 0        | 0        | 17         | 0                  | 0        | 0        | 0        | 17         | 0        | 0        | 14        | 1         | 0        | 0        | 0        | 15        |
| 12:30                 | Glen Street        | 0             | 0        | 17         | 1         | 1        | 0        | 0        | 19         | 0        | 0        | 12         | 1                  | 0        | 0        | 0        | 13         | 0        | 0        | 17        | 2         | 0        | 1        | 0        | 20        |
| 12:45                 | Glen Street        | 1             | 1        | 19         | 2         | 0        | 0        | 0        | 23         | 0        | 0        | 16         | 1                  | 0        | 0        | 0        | 17         | 0        | 0        | 10        | 0         | 0        | 0        | 0        | 10        |
| <b>Total 12 to 13</b> |                    | <b>1</b>      | <b>1</b> | <b>75</b>  | <b>8</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>86</b>  | <b>0</b> | <b>0</b> | <b>70</b>  | <b>3</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>73</b>  | <b>0</b> | <b>0</b> | <b>51</b> | <b>5</b>  | <b>0</b> | <b>1</b> | <b>0</b> | <b>57</b> |
| 13:00                 | Glen Street        | 0             | 0        | 24         | 1         | 0        | 0        | 0        | 25         | 0        | 0        | 15         | 0                  | 0        | 0        | 0        | 15         | 0        | 0        | 6         | 1         | 1        | 0        | 0        | 8         |
| 13:15                 | Glen Street        | 0             | 0        | 15         | 3         | 0        | 0        | 0        | 18         | 0        | 0        | 10         | 3                  | 0        | 0        | 0        | 13         | 0        | 0        | 9         | 1         | 0        | 0        | 0        | 10        |
| 13:30                 | Glen Street        | 0             | 0        | 19         | 3         | 0        | 0        | 0        | 22         | 0        | 1        | 14         | 0                  | 0        | 0        | 0        | 15         | 0        | 0        | 10        | 0         | 0        | 0        | 0        | 10        |
| 13:45                 | Glen Street        | 0             | 0        | 24         | 3         | 0        | 0        | 0        | 27         | 0        | 0        | 12         | 1                  | 1        | 0        | 0        | 14         | 0        | 0        | 7         | 1         | 0        | 0        | 0        | 8         |
| <b>Total 13 to 14</b> |                    | <b>0</b>      | <b>0</b> | <b>82</b>  | <b>10</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>92</b>  | <b>0</b> | <b>1</b> | <b>51</b>  | <b>4</b>           | <b>1</b> | <b>0</b> | <b>0</b> | <b>57</b>  | <b>0</b> | <b>0</b> | <b>32</b> | <b>3</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>36</b> |
| 14:00                 | Glen Street        | 0             | 0        | 15         | 6         | 0        | 0        | 0        | 21         | 0        | 1        | 9          | 2                  | 0        | 0        | 0        | 12         | 0        | 0        | 12        | 0         | 0        | 0        | 0        | 12        |
| 14:15                 | Glen Street        | 0             | 1        | 19         | 3         | 0        | 0        | 0        | 23         | 0        | 0        | 21         | 2                  | 0        | 0        | 0        | 23         | 0        | 0        | 10        | 0         | 0        | 0        | 0        | 10        |
| 14:30                 | Glen Street        | 0             | 0        | 23         | 2         | 0        | 0        | 0        | 25         | 0        | 0        | 19         | 2                  | 0        | 0        | 0        | 21         | 0        | 0        | 7         | 0         | 0        | 0        | 0        | 7         |
| 14:45                 | Glen Street        | 0             | 0        | 27         | 3         | 1        | 0        | 0        | 31         | 0        | 0        | 21         | 2                  | 0        | 0        | 0        | 23         | 0        | 0        | 12        | 0         | 0        | 0        | 0        | 12        |
| <b>Total 14 to 15</b> |                    | <b>0</b>      | <b>1</b> | <b>84</b>  | <b>14</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>100</b> | <b>0</b> | <b>1</b> | <b>70</b>  | <b>8</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>79</b>  | <b>0</b> | <b>0</b> | <b>41</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>41</b> |
| 15:00                 | Glen Street        | 1             | 2        | 44         | 2         | 0        | 0        | 0        | 49         | 0        | 0        | 10         | 2                  | 1        | 0        | 0        | 13         | 0        | 0        | 14        | 0         | 1        | 0        | 0        | 15        |
| 15:15                 | Glen Street        | 0             | 0        | 26         | 2         | 0        | 0        | 0        | 28         | 0        | 0        | 14         | 3                  | 0        | 0        | 0        | 17         | 0        | 0        | 16        | 1         | 0        | 0        | 0        | 17        |
| 15:30                 | Glen Street        | 0             | 0        | 28         | 8         | 0        | 0        | 0        | 36         | 0        | 1        | 17         | 2                  | 0        | 0        | 0        | 20         | 0        | 0        | 10        | 0         | 1        | 1        | 0        | 12        |
| 15:45                 | Glen Street        | 0             | 0        | 33         | 0         | 0        | 0        | 0        | 33         | 0        | 0        | 13         | 2                  | 0        | 0        | 0        | 15         | 0        | 0        | 14        | 0         | 0        | 0        | 0        | 14        |
| <b>Total 15 to 16</b> |                    | <b>1</b>      | <b>2</b> | <b>131</b> | <b>12</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>146</b> | <b>0</b> | <b>1</b> | <b>54</b>  | <b>9</b>           | <b>1</b> | <b>0</b> | <b>0</b> | <b>65</b>  | <b>0</b> | <b>0</b> | <b>54</b> | <b>1</b>  | <b>2</b> | <b>1</b> | <b>0</b> | <b>58</b> |
| 16:00                 | Glen Street        | 0             | 0        | 36         | 6         | 0        | 0        | 0        | 42         | 1        | 0        | 21         | 4                  | 0        | 0        | 0        | 26         | 0        | 0        | 12        | 1         | 1        | 1        | 0        | 15        |
| 16:15                 | Glen Street        | 0             | 1        | 48         | 3         | 0        | 0        | 0        | 52         | 1        | 0        | 33         | 5                  | 0        | 0        | 0        | 39         | 0        | 0        | 15        | 2         | 2        | 0        | 0        | 19        |
| 16:30                 | Glen Street        | 0             | 0        | 64         | 3         | 0        | 0        | 0        | 67         | 0        | 2        | 47         | 2                  | 0        | 0        | 0        | 51         | 0        | 0        | 22        | 1         | 1        | 0        | 0        | 24        |
| 16:45                 | Glen Street        | 0             | 0        | 42         | 5         | 0        | 0        | 0        | 47         | 0        | 0        | 34         | 2                  | 0        | 0        | 0        | 36         | 0        | 0        | 15        | 1         | 0        | 1        | 0        | 17        |
| <b>Total 16 to 17</b> |                    | <b>0</b>      | <b>1</b> | <b>190</b> | <b>17</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>208</b> | <b>2</b> | <b>2</b> | <b>135</b> | <b>13</b>          | <b>0</b> | <b>0</b> | <b>0</b> | <b>152</b> | <b>0</b> | <b>0</b> | <b>64</b> | <b>5</b>  | <b>4</b> | <b>2</b> | <b>0</b> | <b>75</b> |
| 17:00                 | Glen Street        | 0             | 1        | 48         | 4         | 0        | 0        | 0        | 53         | 0        | 0        | 38         | 2                  | 0        | 0        | 0        | 40         | 0        | 0        | 10        | 1         | 0        | 0        | 0        | 11        |
| 17:15                 | Glen Street        | 1             | 0        | 56         | 5         | 0        | 0        | 0        | 62         | 1        | 0        | 27         | 0                  | 0        | 0        | 0        | 28         | 0        | 0        | 13        | 2         | 0        | 0        | 0        | 15        |
| 17:30                 | Glen Street        | 1             | 0        | 53         | 7         | 0        | 0        | 0        | 61         | 0        | 1        | 46         | 0                  | 0        | 0        | 0        | 47         | 0        | 0        | 16        | 0         | 0        | 0        | 0        | 16        |
| 17:45                 | Glen Street        | 0             | 1        | 49         | 1         | 0        | 0        | 0        | 51         | 0        | 1        | 31         | 4                  | 0        | 0        | 0        | 36         | 0        | 0        | 10        | 1         | 0        | 0        | 0        | 11        |
| <b>Total 17 to 18</b> |                    | <b>2</b>      | <b>2</b> | <b>206</b> | <b>17</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>227</b> | <b>1</b> | <b>2</b> | <b>142</b> | <b>6</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>151</b> | <b>0</b> | <b>0</b> | <b>49</b> | <b>4</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>53</b> |
| 18:00                 | Glen Street        | 0             | 0        | 46         | 1         | 0        | 0        | 0        | 47         | 1        | 1        | 21         | 2                  | 0        | 0        | 0        | 25         | 0        | 0        | 9         | 1         | 0        | 0        | 0        | 10        |
| 18:15                 | Glen Street        | 0             | 0        | 35         | 3         | 0        | 0        | 0        | 38         | 0        | 0        | 26         | 2                  | 0        | 0        | 0        | 28         | 0        | 0        | 11        | 0         | 0        | 0        | 0        | 11        |
| 18:30                 | Glen Street        | 1             | 0        | 30         | 2         | 0        | 0        | 0        | 33         | 1        | 0        | 18         | 0                  | 0        | 0        | 0        | 19         | 0        | 0        | 11        | 0         | 0        | 0        | 0        | 11        |
| 18:45                 | Glen Street        | 0             | 0        | 23         | 1         | 0        | 0        | 0        | 24         | 0        | 0        | 22         | 2                  | 0        | 0        | 0        | 24         | 0        | 0        | 12        | 0         | 0        | 0        | 0        | 12        |
| <b>Total 18 to 19</b> |                    | <b>1</b>      | <b>0</b> | <b>134</b> | <b>7</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>142</b> | <b>2</b> | <b>1</b> | <b>87</b>  | <b>6</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>96</b>  | <b>0</b> | <b>0</b> | <b>43</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>44</b> |
| AM Total              |                    | 4             | 2        | 364        | 51        | 3        | 0        | 0        | 424        | 1        | 0        | 298        | 30                 | 3        | 0        | 2        | 304        | 3        | 2        | 162       | 23        | 9        | 1        | 0        | 200       |
| PM Total              |                    | 5             | 7        | 902        | 85        | 2        | 0        | 0        | 1001       | 5        | 8        | 609        | 49                 | 2        | 0        | 0        | 673        | 0        | 0        | 334       | 19        | 7        | 4        | 0        | 364       |
| Combined Total        |                    | 9             | 9        | 1266       | 136       | 5        | 0        | 0        | 1425       | 6        | 8        | 877        | 7                  |          |          |          |            |          |          |           |           |          |          |          |           |

Client **Mayer Brown**

Location **Primary Care Car Park-Glen Street**

Date **14.07.2015**

Site Number **Site 2**



**Comments**

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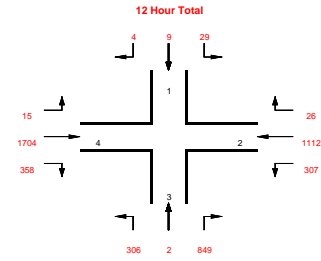
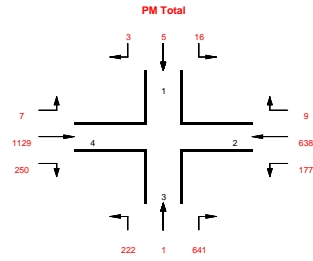
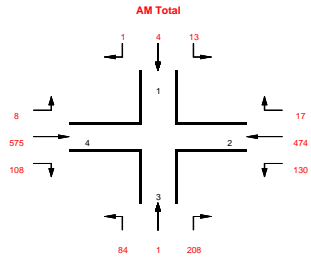
Leg 2

|                       |                  | Kensington Court East |          |           |          |          |          |          |            | Glen Street West |          |            |           |           |          |          |            | Primary Care Car Park |          |           |          |          |          |          |          | Leg 2      |
|-----------------------|------------------|-----------------------|----------|-----------|----------|----------|----------|----------|------------|------------------|----------|------------|-----------|-----------|----------|----------|------------|-----------------------|----------|-----------|----------|----------|----------|----------|----------|------------|
|                       |                  | P                     | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals     | P                | M        | Car/       | L         | OGV       | OGV      | Bus/     | Totals     | P                     | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals   | Totals     |
|                       |                  | Cyclist               | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |            | Cyclist          | Cyclist  | Taxi       | Good      | 1         | 2        | Coach    |            | Cyclist               | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |          |            |
| 07:00                 | Glen Street East | 0                     | 0        | 3         | 0        | 0        | 0        | 0        | 3          | 0                | 0        | 24         | 1         | 0         | 0        | 0        | 25         | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 28         |
| 07:15                 | Glen Street East | 0                     | 0        | 4         | 0        | 0        | 0        | 0        | 4          | 1                | 0        | 17         | 0         | 2         | 0        | 0        | 20         | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 25         |
| 07:30                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2          | 1                | 1        | 41         | 4         | 0         | 0        | 0        | 47         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 51         |
| 07:45                 | Glen Street East | 0                     | 0        | 6         | 2        | 2        | 0        | 0        | 10         | 2                | 0        | 27         | 2         | 0         | 0        | 0        | 31         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 43         |
| <b>Total 7 to 8</b>   |                  | <b>0</b>              | <b>0</b> | <b>15</b> | <b>2</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>19</b>  | <b>4</b>         | <b>1</b> | <b>109</b> | <b>7</b>  | <b>2</b>  | <b>0</b> | <b>0</b> | <b>123</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>147</b> |
| 08:00                 | Glen Street East | 0                     | 0        | 11        | 1        | 1        | 0        | 0        | 13         | 0                | 0        | 39         | 3         | 1         | 0        | 0        | 43         | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 57         |
| 08:15                 | Glen Street East | 0                     | 0        | 13        | 1        | 2        | 0        | 0        | 16         | 0                | 0        | 40         | 5         | 2         | 0        | 0        | 47         | 0                     | 0        | 6         | 0        | 0        | 0        | 0        | 0        | 69         |
| 08:30                 | Glen Street East | 0                     | 0        | 15        | 2        | 1        | 0        | 0        | 18         | 0                | 0        | 26         | 5         | 1         | 0        | 0        | 32         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 52         |
| 08:45                 | Glen Street East | 0                     | 0        | 22        | 0        | 0        | 0        | 0        | 22         | 1                | 0        | 36         | 1         | 0         | 0        | 0        | 38         | 0                     | 0        | 6         | 0        | 0        | 0        | 0        | 0        | 66         |
| <b>Total 8 to 9</b>   |                  | <b>0</b>              | <b>0</b> | <b>61</b> | <b>4</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>69</b>  | <b>1</b>         | <b>0</b> | <b>141</b> | <b>14</b> | <b>4</b>  | <b>0</b> | <b>0</b> | <b>160</b> | <b>0</b>              | <b>0</b> | <b>15</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>244</b> |
| 09:00                 | Glen Street East | 0                     | 0        | 37        | 1        | 0        | 0        | 0        | 38         | 0                | 1        | 36         | 5         | 1         | 0        | 0        | 43         | 0                     | 0        | 7         | 0        | 0        | 0        | 0        | 0        | 88         |
| 09:15                 | Glen Street East | 0                     | 0        | 20        | 1        | 0        | 0        | 0        | 21         | 0                | 0        | 18         | 4         | 2         | 0        | 0        | 24         | 0                     | 0        | 6         | 0        | 0        | 0        | 0        | 0        | 51         |
| 09:30                 | Glen Street East | 0                     | 0        | 14        | 3        | 0        | 0        | 0        | 17         | 1                | 0        | 17         | 5         | 0         | 0        | 0        | 23         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 42         |
| 09:45                 | Glen Street East | 0                     | 0        | 21        | 2        | 1        | 0        | 0        | 24         | 1                | 0        | 14         | 4         | 0         | 0        | 0        | 19         | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 44         |
| <b>Total 9 to 10</b>  |                  | <b>0</b>              | <b>0</b> | <b>92</b> | <b>7</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>100</b> | <b>2</b>         | <b>1</b> | <b>85</b>  | <b>18</b> | <b>3</b>  | <b>0</b> | <b>0</b> | <b>109</b> | <b>0</b>              | <b>0</b> | <b>16</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>225</b> |
| 10:00                 | Glen Street East | 0                     | 0        | 10        | 2        | 0        | 0        | 0        | 12         | 1                | 0        | 25         | 3         | 1         | 0        | 0        | 30         | 0                     | 0        | 4         | 0        | 0        | 0        | 0        | 0        | 46         |
| 10:15                 | Glen Street East | 0                     | 0        | 15        | 0        | 0        | 0        | 0        | 15         | 0                | 0        | 14         | 5         | 0         | 0        | 0        | 19         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 36         |
| 10:30                 | Glen Street East | 0                     | 0        | 16        | 3        | 0        | 0        | 0        | 19         | 1                | 0        | 23         | 6         | 0         | 0        | 0        | 30         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 51         |
| 10:45                 | Glen Street East | 0                     | 0        | 15        | 1        | 0        | 0        | 0        | 16         | 0                | 0        | 22         | 6         | 0         | 0        | 0        | 28         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 46         |
| <b>Total 10 to 11</b> |                  | <b>0</b>              | <b>0</b> | <b>56</b> | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>62</b>  | <b>2</b>         | <b>0</b> | <b>84</b>  | <b>20</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>107</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>179</b> |
| 11:00                 | Glen Street East | 1                     | 0        | 16        | 1        | 0        | 0        | 0        | 18         | 0                | 0        | 10         | 2         | 0         | 0        | 0        | 12         | 0                     | 0        | 4         | 0        | 0        | 0        | 0        | 0        | 34         |
| 11:15                 | Glen Street East | 0                     | 0        | 12        | 0        | 0        | 0        | 0        | 12         | 0                | 1        | 13         | 7         | 0         | 0        | 0        | 21         | 0                     | 0        | 4         | 1        | 0        | 0        | 0        | 0        | 38         |
| 11:30                 | Glen Street East | 0                     | 0        | 20        | 3        | 0        | 0        | 0        | 23         | 1                | 0        | 15         | 6         | 0         | 0        | 0        | 22         | 0                     | 0        | 6         | 0        | 0        | 0        | 0        | 0        | 51         |
| 11:45                 | Glen Street East | 0                     | 0        | 22        | 0        | 1        | 0        | 0        | 23         | 0                | 0        | 17         | 5         | -1        | 0        | 0        | 21         | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 44         |
| <b>Total 11 to 12</b> |                  | <b>1</b>              | <b>0</b> | <b>70</b> | <b>4</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>76</b>  | <b>1</b>         | <b>1</b> | <b>55</b>  | <b>20</b> | <b>-1</b> | <b>0</b> | <b>0</b> | <b>76</b>  | <b>0</b>              | <b>0</b> | <b>14</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>167</b> |
| 12:00                 | Glen Street East | 0                     | 0        | 19        | 1        | 0        | 0        | 0        | 20         | 1                | 0        | 26         | 7         | 0         | 0        | 0        | 34         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 56         |
| 12:15                 | Glen Street East | 0                     | 0        | 27        | 1        | 0        | 0        | 0        | 28         | 0                | 0        | 12         | 2         | 0         | 1        | 0        | 15         | 0                     | 0        | 4         | 0        | 0        | 0        | 0        | 0        | 47         |
| 12:30                 | Glen Street East | 0                     | 1        | 16        | 1        | 0        | 0        | 0        | 18         | 0                | 0        | 18         | 3         | 0         | 0        | 0        | 21         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 41         |
| 12:45                 | Glen Street East | 0                     | 0        | 13        | 0        | 0        | 0        | 0        | 13         | 0                | 0        | 15         | 2         | 0         | 0        | 0        | 17         | 0                     | 0        | 10        | 0        | 0        | 0        | 0        | 0        | 40         |
| <b>Total 12 to 13</b> |                  | <b>0</b>              | <b>1</b> | <b>75</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>79</b>  | <b>1</b>         | <b>0</b> | <b>71</b>  | <b>14</b> | <b>0</b>  | <b>1</b> | <b>0</b> | <b>87</b>  | <b>0</b>              | <b>0</b> | <b>18</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>184</b> |
| 13:00                 | Glen Street East | 0                     | 0        | 12        | 1        | 0        | 0        | 0        | 13         | 1                | 0        | 27         | 1         | 0         | 0        | 0        | 29         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 44         |
| 13:15                 | Glen Street East | 0                     | 0        | 20        | 1        | 0        | 0        | 0        | 21         | 1                | 0        | 15         | 6         | 0         | 0        | 0        | 22         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 45         |
| 13:30                 | Glen Street East | 0                     | 2        | 17        | 1        | 1        | 0        | 0        | 21         | 0                | 0        | 27         | 5         | 0         | 0        | 0        | 32         | 0                     | 0        | 2         | 1        | 0        | 0        | 0        | 0        | 56         |
| 13:45                 | Glen Street East | 0                     | 0        | 26        | 1        | 0        | 0        | 0        | 27         | 0                | 0        | 13         | 2         | 0         | 0        | 0        | 15         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 44         |
| <b>Total 13 to 14</b> |                  | <b>0</b>              | <b>2</b> | <b>75</b> | <b>4</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>82</b>  | <b>2</b>         | <b>0</b> | <b>82</b>  | <b>14</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>98</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>189</b> |
| 14:00                 | Glen Street East | 0                     | 0        | 16        | 2        | 0        | 1        | 0        | 19         | 0                | 1        | 14         | 2         | 0         | 0        | 0        | 17         | 0                     | 0        | 3         | 1        | 0        | 0        | 0        | 0        | 40         |
| 14:15                 | Glen Street East | 0                     | 1        | 19        | 0        | 0        | 0        | 0        | 20         | 1                | 0        | 23         | 3         | 0         | 0        | 0        | 27         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 49         |
| 14:30                 | Glen Street East | 0                     | 0        | 10        | 1        | 0        | 0        | 0        | 11         | 0                | 0        | 21         | 3         | 0         | 0        | 0        | 24         | 0                     | 0        | 3         | 0        | 0        | 0        | 0        | 0        | 38         |
| 14:45                 | Glen Street East | 0                     | 0        | 15        | 1        | 0        | 0        | 0        | 16         | 0                | 0        | 27         | 4         | 0         | 0        | 0        | 31         | 0                     | 0        | 2         | 1        | 0        | 0        | 0        | 0        | 50         |
| <b>Total 14 to 15</b> |                  | <b>0</b>              | <b>1</b> | <b>60</b> | <b>4</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>66</b>  | <b>1</b>         | <b>1</b> | <b>85</b>  | <b>12</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>99</b>  | <b>0</b>              | <b>0</b> | <b>10</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>177</b> |
| 15:00                 | Glen Street East | 0                     | 0        | 17        | 0        | 0        | 0        | 0        | 17         | 0                | 0        | 26         | 3         | 0         | 1        | 0        | 30         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 49         |
| 15:15                 | Glen Street East | 0                     | 0        | 21        | 0        | 0        | 0        | 0        | 21         | 0                | 0        | 17         | 2         | 0         | 0        | 0        | 19         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 42         |
| 15:30                 | Glen Street East | 0                     | 0        | 32        | 1        | 0        | 0        | 0        | 33         | 2                | 0        | 36         | 6         | 1         | 0        | 0        | 45         | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 78         |
| 15:45                 | Glen Street East | 0                     | 1        | 27        | 1        | 0        | 0        | 0        | 29         | 0                | 0        | 24         | 3         | 0         | 0        | 0        | 27         | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 57         |
| <b>Total 15 to 16</b> |                  | <b>0</b>              | <b>1</b> | <b>97</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>100</b> | <b>2</b>         | <b>0</b> | <b>103</b> | <b>14</b> | <b>1</b>  | <b>1</b> | <b>0</b> | <b>121</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>226</b> |
| 16:00                 | Glen Street East | 0                     | 0        | 21        | 3        | 0        | 0        | 0        | 24         | 0                | 0        | 27         | 1         | 0         | 0        | 1        | 29         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 55         |
| 16:15                 | Glen Street East | 0                     | 0        | 20        | 1        | 0        | 0        | 0        | 21         | 2                | 1        | 28         | 4         | 0         | 0        | 0        | 35         | 0                     | 0        | 1         | 2        | 0        | 0        | 0        | 0        | 59         |
| 16:30                 | Glen Street East | 0                     | 0        | 19        | 0        | 0        | 0        | 0        | 19         | 0                | 0        | 25         | 2         | 0         | 0        | 0        | 27         | 0                     | 0        | 3         | 0        | 0        | 0        | 0        | 0        | 49         |
| 16:45                 | Glen Street East | 0                     | 1        | 33        | 0        | 0        | 0        | 0        | 34         | 1                | 1        | 33         | 4         | 0         | 0        | 0        | 39         | 0                     | 0        | 3         | 0        | 0        | 0        | 0        | 0        | 76         |
| <b>Total 16 to 17</b> |                  | <b>0</b>              | <b>1</b> | <b>93</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>98</b>  | <b>3</b>         | <b>2</b> | <b>113</b> | <b>11</b> | <b>0</b>  | <b>0</b> | <b>1</b> | <b>130</b> | <b>0</b>              | <b>0</b> | <b>9</b>  | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>239</b> |
| 17:00                 | Glen Street East | 0                     | 0        | 29        | 1        | 0        | 0        | 0        | 30         | 0                | 0        | 19         | 3         | 0         | 0        | 0        | 22         | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 52         |
| 17:15                 | Glen Street East | 0                     | 0        | 17        | 0        | 0        | 0        | 0        | 17         | 2                | 0        | 23         | 3         | 0         | 0        | 0        | 28         | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 46         |
| 17:30                 | Glen Street East | 0                     | 0        | 18        | 0        | 0        | 0        | 0        | 18         | 1                | 0        | 27         | 0         | 0         | 0        | 0        | 28         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 48         |
| 17:45                 | Glen Street East | 0                     | 0        | 21        | 0        | 0        | 0        | 0        | 21         | 1                | 0        | 32         | 2         | 0         | 0        | 0        | 35         | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 0        | 58         |
| <b>Total 17 to 18</b> |                  | <b>0</b>              | <b>0</b> | <b>85</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>86</b>  | <b>4</b>         | <b>0</b> | <b>101</b> | <b>8</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>113</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>204</b> |
| 18:00                 | Glen Street East | 0                     | 0        | 23        | 2        | 0        | 0        | 0        | 25         | 0                | 0        | 15         | 0         | 0         | 0        | 0        | 15         | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 40         |
| 18:15                 | Glen Street East | 0                     | 0        | 22        | 0        | 0        | 0        | 0        | 22         | 1                | 0        | 27         | 1         | 0         | 0        | 1        | 30         | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 0        | 53         |
| 18:30                 | Glen Street East | 0                     | 0        | 24        | 2        | 0        | 0        | 0        | 26         | 0                | 0        | 18         | 2         | 0         | 0        | 0        | 20         | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 46         |
| 18:45                 | Glen Street East | 0                     | 0        | 14        | 2        | 0        | 0        | 0        | 16         | 3                | 0        | 18         | 2         | 0         | 0        | 0        | 23         | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0        | 39         |
| <b>Total 18 to 19</b> |                  | <b>0</b>              | <b>0</b> | <b>83</b> | <b></b>  |          |          |          |            |                  |          |            |           |           |          |          |            |                       |          |           |          |          |          |          |          |            |

| Leg 3                 |                       | Glen Street West |          |           |          |          |          |          |           | Primary Care Car Park |          |          |          |          |          |          |          | Glen Street East |           |           |          |          |          |           |           | Leg 3     |   |
|-----------------------|-----------------------|------------------|----------|-----------|----------|----------|----------|----------|-----------|-----------------------|----------|----------|----------|----------|----------|----------|----------|------------------|-----------|-----------|----------|----------|----------|-----------|-----------|-----------|---|
|                       |                       | P                | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals    | P                     | M        | Car/     | L        | OGV      | OGV      | Bus/     | Totals   | P                | M         | Car/      | L        | OGV      | OGV      | Bus/      | Totals    | Totals    |   |
|                       |                       | Cyclist          | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |           | Cyclist               | Cyclist  | Taxi     | Good     | 1        | 2        | Coach    |          | Cyclist          | Cyclist   | Taxi      | Good     | 1        | 2        | Coach     |           |           |   |
| 07:00                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 1         | 0        | 0        | 0        | 0         | 0         | 1         | 2 |
| 07:15                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 4         | 0        | 0        | 0        | 0         | 0         | 4         | 5 |
| 07:30                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 2         | 0         | 1        | 0        | 0        | 0         | 3         | 3         |   |
| 07:45                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1                | 0         | 1         | 0        | 0        | 0        | 0         | 2         | 2         |   |
| <b>Total 7 to 8</b>   |                       | <b>0</b>         | <b>0</b> | <b>2</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>1</b>         | <b>0</b>  | <b>8</b>  | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b>  | <b>10</b> | <b>12</b> |   |
| 08:00                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 6         | 0         | 0        | 0        | 0        | 0         | 6         | 6         |   |
| 08:15                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 4         | 0         | 1        | 0        | 0        | 0         | 5         | 5         |   |
| 08:30                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 8         | 0         | 0        | 0        | 0        | 0         | 8         | 8         |   |
| 08:45                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 0                | 0         | 6         | 1        | 0        | 0        | 0         | 7         | 9         |   |
| <b>Total 8 to 9</b>   |                       | <b>0</b>         | <b>0</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b>  | <b>0</b>              | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b>         | <b>24</b> | <b>1</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>26</b> | <b>28</b> |           |   |
| 09:00                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 11        | 3         | 0        | 0        | 0        | 0         | 14        | 16        |   |
| 09:15                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 11        | 1         | 0        | 0        | 0        | 0         | 12        | 14        |   |
| 09:30                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 6         | 1         | 1        | 0        | 0        | 0         | 8         | 10        |   |
| 09:45                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 11        | 2         | 0        | 0        | 0        | 0         | 13        | 16        |   |
| <b>Total 9 to 10</b>  |                       | <b>0</b>         | <b>0</b> | <b>8</b>  | <b>1</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>39</b> | <b>7</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>47</b> | <b>56</b> |           |   |
| 10:00                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 7         | 1         | 0        | 0        | 0        | 0         | 8         | 9         |   |
| 10:15                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 5         | 2         | 1        | 0        | 0        | 0         | 8         | 11        |   |
| 10:30                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 4         | 1         | 0        | 0        | 0        | 0         | 5         | 7         |   |
| 10:45                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 4         | 0         | 0        | 0        | 0        | 0         | 4         | 4         |   |
| <b>Total 10 to 11</b> |                       | <b>0</b>         | <b>0</b> | <b>5</b>  | <b>1</b> | <b>0</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>0</b> | <b>0</b>         | <b>20</b> | <b>4</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>25</b> | <b>31</b> |           |   |
| 11:00                 | Kensington Court East | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 6         | 2         | 0        | 0        | 0        | 0         | 8         | 13        |   |
| 11:15                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 7         | 0         | 0        | 0        | 0        | 0         | 7         | 7         |   |
| 11:30                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 4         | 1         | 1        | 0        | 0        | 0         | 6         | 9         |   |
| 11:45                 | Kensington Court East | 0                | 0        | 4         | 1        | 0        | 0        | 0        | 5         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 11        | 2         | 0        | 0        | 0        | 0         | 13        | 18        |   |
| <b>Total 11 to 12</b> |                       | <b>0</b>         | <b>0</b> | <b>12</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>13</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>28</b> | <b>5</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>34</b> | <b>47</b> |           |   |
| 12:00                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 3         | 0         | 0        | 0        | 0        | 0         | 3         | 7         |   |
| 12:15                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 6         | 1         | 0        | 0        | 0        | 0         | 7         | 8         |   |
| 12:30                 | Kensington Court East | 1                | 0        | 3         | 1        | 0        | 0        | 0        | 5         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 8         | 1         | 0        | 0        | 0        | 0         | 9         | 14        |   |
| 12:45                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 11        | 0        | 0        | 0        | 0         | 12        | 15        |   |
| <b>Total 12 to 13</b> |                       | <b>1</b>         | <b>0</b> | <b>11</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>13</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>28</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>31</b> | <b>44</b> |           |   |
| 13:00                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 3         | 0         | 0        | 0        | 0        | 0         | 3         | 6         |   |
| 13:15                 | Kensington Court East | 0                | 0        | 3         | 3        | 0        | 0        | 0        | 6         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 6         | 0         | 0        | 0        | 0        | 0         | 6         | 12        |   |
| 13:30                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 5         | 1        | 1        | 0        | 0         | 8         | 8         |   |
| 13:45                 | Kensington Court East | 0                | 0        | 0         | 1        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 4         | 1        | 0        | 0        | 0         | 5         | 6         |   |
| <b>Total 13 to 14</b> |                       | <b>0</b>         | <b>0</b> | <b>5</b>  | <b>5</b> | <b>0</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>0</b> | <b>0</b>         | <b>1</b>  | <b>18</b> | <b>2</b> | <b>1</b> | <b>0</b> | <b>22</b> | <b>32</b> |           |   |
| 14:00                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 5         | 0         | 0        | 0        | 0        | 0         | 5         | 8         |   |
| 14:15                 | Kensington Court East | 0                | 0        | 1         | 1        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 10        | 1         | 0        | 0        | 0        | 0         | 11        | 13        |   |
| 14:30                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 6         | 1         | 0        | 0        | 0        | 0         | 7         | 7         |   |
| 14:45                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 7         | 0         | 0        | 0        | 0        | 0         | 7         | 7         |   |
| <b>Total 14 to 15</b> |                       | <b>0</b>         | <b>0</b> | <b>3</b>  | <b>2</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b>  | <b>28</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>30</b> | <b>35</b> |           |   |
| 15:00                 | Kensington Court East | 0                | 0        | 5         | 1        | 1        | 0        | 0        | 7         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 12        | 0         | 0        | 0        | 0        | 0         | 12        | 19        |   |
| 15:15                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 4         | 1         | 0        | 0        | 0        | 0         | 5         | 8         |   |
| 15:30                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 7         | 1         | 0        | 0        | 0        | 0         | 8         | 11        |   |
| 15:45                 | Kensington Court East | 0                | 0        | 1         | 1        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 9         | 0         | 0        | 0        | 0        | 0         | 9         | 11        |   |
| <b>Total 15 to 16</b> |                       | <b>0</b>         | <b>0</b> | <b>11</b> | <b>3</b> | <b>1</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b>  | <b>32</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>34</b> | <b>49</b> |           |   |
| 16:00                 | Kensington Court East | 0                | 0        | 1         | 1        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 8         | 1         | 0        | 0        | 0        | 0         | 9         | 11        |   |
| 16:15                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 10        | 2         | 0        | 0        | 0        | 0         | 12        | 15        |   |
| 16:30                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 11        | 2         | 1        | 0        | 0        | 0         | 14        | 14        |   |
| 16:45                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 9         | 0         | 0        | 0        | 0        | 0         | 9         | 10        |   |
| <b>Total 16 to 17</b> |                       | <b>0</b>         | <b>0</b> | <b>5</b>  | <b>1</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b>  | <b>38</b> | <b>5</b> | <b>1</b> | <b>0</b> | <b>44</b> | <b>50</b> |           |   |
| 17:00                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1                | 0         | 8         | 1        | 0        | 0        | 0         | 10        | 15        |   |
| 17:15                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 10        | 2         | 0        | 0        | 0        | 0         | 12        | 14        |   |
| 17:30                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 10        | 0         | 0        | 0        | 0        | 0         | 10        | 12        |   |
| 17:45                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1                | 0         | 10        | 1        | 0        | 0        | 0         | 11        | 13        |   |
| <b>Total 17 to 18</b> |                       | <b>0</b>         | <b>0</b> | <b>9</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>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>0</b>         | <b>1</b>  | <b>38</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>43</b> | <b>54</b> |           |   |
| 18:00                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1                | 0         | 7         | 0        | 0        | 0        | 0         | 7         | 10        |   |
| 18:15                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 12        | 0         | 0        | 0        | 0        | 0         | 12        | 13        |   |
| 18:30                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 13        | 1         | 0        | 0        | 0        | 0         | 14        | 17        |   |
| 18:45                 | Kensington Court East | 0                | 0        | 3         | 1        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 10        | 0         | 0        | 0        | 0        | 0         | 10        | 14        |   |
| <b>Total 18 to 19</b> |                       | <b>0</b>         | <b>0</b> | <b>9</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>10</b> | <b>0</b>              | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b>         | <b>0</b>  | <b>42</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>43</b> | <b>54</b> |           |   |
| AM Total              |                       | 0                | 0        | 28        | 3        | 0        | 0        | 0        | 31        | 0                     | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 1                | 0         | 119       | 17       | 5        | 0        | 0         | 142       |           |   |
| PM Total              |                       | 1                | 0        | 53        | 13       | 1        | 0        | 0        | 6         |                       |          |          |          |          |          |          |          |                  |           |           |          |          |          |           |           |           |   |



Client **Mayer Brown**  
 Location **Health Centre Car Park-Glen Street**  
 Date **14.07.2015**  
 Site Number **Site 3**



Comments

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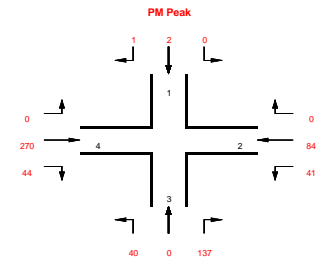
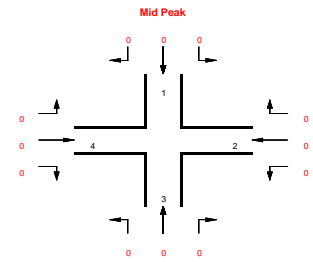
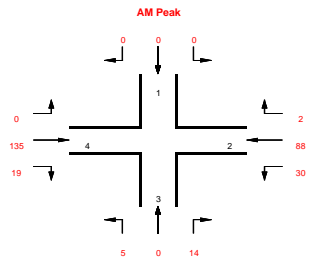
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| Leg 3                 |                       | Glen Street West |          |           |          |          |          |          |           | Health Centre Car Park |          |          |          |          |          |          |          | Glen Street East |           |            |          |          |          |          |            | Leg 3  |
|-----------------------|-----------------------|------------------|----------|-----------|----------|----------|----------|----------|-----------|------------------------|----------|----------|----------|----------|----------|----------|----------|------------------|-----------|------------|----------|----------|----------|----------|------------|--------|
|                       |                       | P                | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals    | P                      | M        | Car/     | L        | OGV      | OGV      | Bus/     | Totals   | P                | M         | Car/       | L        | OGV      | OGV      | Bus/     | Totals     | Totals |
|                       |                       | Cyclist          | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |           | Cyclist                | Cyclist  | Taxi     | Good     | 1        | 2        | Coach    |          | Cyclist          | Cyclist   | Taxi       | Good     | 1        | 2        | Coach    |            |        |
| 07:00                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 0          | 0        | 0        | 0        | 0        | 0          | 1      |
| 07:15                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 2          | 1        | 0        | 0        | 0        | 0          | 4      |
| 07:30                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 2          | 0        | 0        | 0        | 0        | 0          | 3      |
| 07:45                 | Kensington Court West | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 4          | 1        | 0        | 0        | 0        | 0          | 5      |
| <b>Total 7 to 8</b>   |                       | <b>0</b>         | <b>0</b> | <b>3</b>  | <b>0</b> | <b>0</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>0</b> | <b>0</b>         | <b>8</b>  | <b>2</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>13</b>  |        |
| 08:00                 | Kensington Court West | 0                | 0        | 1         | 0        | 1        | 0        | 0        | 2         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 1          | 0        | 0        | 1        | 0        | 2          | 4      |
| 08:15                 | Kensington Court West | 0                | 0        | 0         | 0        | 1        | 0        | 0        | 1         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 3          | 0        | 0        | 0        | 0        | 0          | 4      |
| 08:30                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 0          | 1        | 0        | 0        | 0        | 0          | 5      |
| 08:45                 | Kensington Court West | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 9          | 1        | 0        | 0        | 0        | 0          | 10     |
| <b>Total 8 to 9</b>   |                       | <b>0</b>         | <b>0</b> | <b>5</b>  | <b>0</b> | <b>2</b> | <b>0</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>0</b> | <b>0</b>         | <b>13</b> | <b>2</b>   | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>23</b>  |        |
| 09:00                 | Kensington Court West | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 4          | 1        | 0        | 0        | 0        | 0          | 7      |
| 09:15                 | Kensington Court West | 0                | 0        | 9         | 1        | 0        | 0        | 0        | 10        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 11         | 0        | 0        | 0        | 0        | 0          | 21     |
| 09:30                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 13         | 1        | 0        | 0        | 0        | 0          | 18     |
| 09:45                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 18         | 1        | 0        | 0        | 0        | 0          | 23     |
| <b>Total 9 to 10</b>  |                       | <b>0</b>         | <b>0</b> | <b>19</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>20</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>46</b> | <b>3</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>69</b>  |        |
| 10:00                 | Kensington Court West | 0                | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0                      | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 1                | 0         | 13         | 0        | 0        | 0        | 0        | 0          | 21     |
| 10:15                 | Kensington Court West | 0                | 0        | 3         | 1        | 0        | 0        | 0        | 4         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 23         | 0        | 0        | 0        | 0        | 0          | 27     |
| 10:30                 | Kensington Court West | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 15         | 0        | 0        | 0        | 0        | 0          | 21     |
| 10:45                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 21         | 0        | 0        | 0        | 0        | 0          | 25     |
| <b>Total 10 to 11</b> |                       | <b>0</b>         | <b>0</b> | <b>18</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>19</b> | <b>0</b>               | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>1</b>         | <b>1</b>  | <b>72</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>74</b>  |        |
| 11:00                 | Kensington Court West | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 11         | 1        | 0        | 0        | 0        | 0          | 22     |
| 11:15                 | Kensington Court West | 0                | 0        | 5         | 1        | 0        | 0        | 0        | 6         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 16         | 0        | 0        | 0        | 0        | 0          | 16     |
| 11:30                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 7          | 2        | 0        | 0        | 0        | 0          | 17     |
| 11:45                 | Kensington Court West | 0                | 0        | 10        | 1        | 0        | 0        | 0        | 11        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 22         | 0        | 0        | 0        | 0        | 0          | 33     |
| <b>Total 11 to 12</b> |                       | <b>0</b>         | <b>0</b> | <b>33</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>35</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>56</b> | <b>3</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>94</b>  |        |
| 12:00                 | Kensington Court West | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 17         | 0        | 0        | 0        | 0        | 0          | 24     |
| 12:15                 | Kensington Court West | 0                | 0        | 12        | 0        | 0        | 0        | 0        | 12        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 22         | 0        | 0        | 0        | 0        | 0          | 34     |
| 12:30                 | Kensington Court West | 0                | 0        | 4         | 1        | 0        | 0        | 0        | 5         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 22         | 1        | 0        | 0        | 0        | 0          | 28     |
| 12:45                 | Kensington Court West | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1                | 0         | 13         | 0        | 0        | 0        | 0        | 0          | 21     |
| <b>Total 12 to 13</b> |                       | <b>0</b>         | <b>0</b> | <b>30</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>31</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>74</b> | <b>1</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>107</b> |        |
| 13:00                 | Kensington Court West | 0                | 0        | 11        | 0        | 0        | 0        | 0        | 11        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 19         | 0        | 0        | 0        | 0        | 0          | 30     |
| 13:15                 | Kensington Court West | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 12         | 0        | 0        | 0        | 0        | 0          | 17     |
| 13:30                 | Kensington Court West | 0                | 0        | 5         | 1        | 0        | 0        | 0        | 6         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 16         | 1        | 0        | 0        | 0        | 0          | 23     |
| 13:45                 | Kensington Court West | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 16         | 0        | 0        | 0        | 0        | 0          | 26     |
| <b>Total 13 to 14</b> |                       | <b>0</b>         | <b>0</b> | <b>31</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>32</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>63</b> | <b>1</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>64</b>  |        |
| 14:00                 | Kensington Court West | 0                | 0        | 9         | 2        | 0        | 0        | 0        | 11        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 11         | 1        | 0        | 0        | 0        | 0          | 24     |
| 14:15                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0                      | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 0                | 1         | 17         | 0        | 0        | 0        | 0        | 0          | 27     |
| 14:30                 | Kensington Court West | 0                | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 24         | 1        | 0        | 0        | 0        | 0          | 31     |
| 14:45                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 21         | 1        | 0        | 0        | 0        | 0          | 23     |
| <b>Total 14 to 15</b> |                       | <b>0</b>         | <b>0</b> | <b>24</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>26</b> | <b>0</b>               | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b>         | <b>2</b>  | <b>73</b>  | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>105</b> |        |
| 15:00                 | Kensington Court West | 0                | 0        | 12        | 0        | 0        | 0        | 0        | 12        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 15         | 0        | 0        | 0        | 0        | 0          | 27     |
| 15:15                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1                | 0         | 14         | 1        | 0        | 0        | 0        | 0          | 16     |
| 15:30                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 23         | 0        | 0        | 0        | 0        | 0          | 27     |
| 15:45                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 19         | 0        | 0        | 0        | 0        | 0          | 27     |
| <b>Total 15 to 16</b> |                       | <b>0</b>         | <b>0</b> | <b>25</b> | <b>0</b> | <b>0</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>0</b> | <b>1</b>         | <b>0</b>  | <b>71</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>73</b>  |        |
| 16:00                 | Kensington Court West | 0                | 0        | 11        | 0        | 0        | 0        | 0        | 11        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 0          | 29       | 2        | 0        | 0        | 0          | 33     |
| 16:15                 | Kensington Court West | 0                | 0        | 11        | 1        | 0        | 0        | 0        | 12        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 22         | 1        | 0        | 0        | 0        | 0          | 36     |
| 16:30                 | Kensington Court West | 0                | 1        | 7         | 0        | 0        | 0        | 0        | 8         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 38         | 0        | 0        | 0        | 0        | 0          | 46     |
| 16:45                 | Kensington Court West | 0                | 0        | 15        | 0        | 0        | 0        | 0        | 15        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 32         | 1        | 0        | 0        | 0        | 0          | 48     |
| <b>Total 16 to 17</b> |                       | <b>0</b>         | <b>1</b> | <b>44</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>46</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>1</b>  | <b>121</b> | <b>4</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>128</b> |        |
| 17:00                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 29         | 1        | 0        | 0        | 0        | 0          | 30     |
| 17:15                 | Kensington Court West | 1                | 0        | 8         | 0        | 0        | 0        | 0        | 9         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 35         | 0        | 0        | 0        | 0        | 0          | 45     |
| 17:30                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 33         | 0        | 0        | 0        | 0        | 0          | 42     |
| 17:45                 | Kensington Court West | 0                | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 24         | 0        | 0        | 0        | 0        | 0          | 31     |
| <b>Total 17 to 18</b> |                       | <b>1</b>         | <b>0</b> | <b>30</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>31</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>2</b>         | <b>1</b>  | <b>121</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>125</b> |        |
| 18:00                 | Kensington Court West | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 1         | 21         | 1        | 0        | 0        | 0        | 0          | 28     |
| 18:15                 | Kensington Court West | 0                | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 24         | 2        | 0        | 0        | 0        | 0          | 32     |
| 18:30                 | Kensington Court West | 0                | 0        | 10        | 1        | 0        | 0        | 0        | 11        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 21         | 0        | 0        | 0        | 0        | 0          | 32     |
| 18:45                 | Kensington Court West | 0                | 0        | 8         | 1        | 0        | 0        | 0        | 9         | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0         | 25         | 2        | 0        | 0        | 0        | 0          | 36     |
| <b>Total 18 to 19</b> |                       | <b>0</b>         | <b>0</b> | <b>29</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>31</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>91</b>  | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>97</b>  |        |
| AM Total              |                       | 0                | 0        | 78        | 4        | 2        | 0        | 0        | 84        | 0                      | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 1                | 1         | 195        | 10       | 0        | 1        | 0        | 0          | 208    |
| PM Total              |                       | 1                | 1        | 213</     |          |          |          |          |           |                        |          |          |          |          |          |          |          |                  |           |            |          |          |          |          |            |        |

Leg 4

|                |                  | Health Centre Car Park |         |      |      |     |     |       |        | Glen Street East |         |      |      |     |     |       |        | Kensington Court West |         |      |      |     |     |       |        |        |        |  |  |
|----------------|------------------|------------------------|---------|------|------|-----|-----|-------|--------|------------------|---------|------|------|-----|-----|-------|--------|-----------------------|---------|------|------|-----|-----|-------|--------|--------|--------|--|--|
|                |                  | P                      | M       | Car/ | L    | OGV | OGV | Bus/  | Totals | P                | M       | Car/ | L    | OGV | OGV | Bus/  | Totals | P                     | M       | Car/ | L    | OGV | OGV | Bus/  | Totals |        |        |  |  |
|                |                  | Cyclist                | Cyclist | Taxi | Good | 1   | 2   | Coach |        | Cyclist          | Cyclist | Taxi | Good | 1   | 2   | Coach |        | Cyclist               | Cyclist | Taxi | Good | 1   | 2   | Coach |        | Totals | Totals |  |  |
| 07:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 17   | 0    | 1   | 0   | 2     | 20     | 0                     | 0       | 8    | 0    | 0   | 0   | 0     | 8      | 28     |        |  |  |
| 07:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 1       | 21   | 2    | 0   | 0   | 0     | 25     | 0                     | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0      | 25     |  |  |
| 07:30          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 24   | 4    | 1   | 0   | 0     | 29     | 0                     | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0      | 29     |  |  |
| 07:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 27   | 4    | 0   | 0   | 0     | 31     | 0                     | 0       | 5    | 0    | 0   | 0   | 0     | 0      | 5      | 36     |  |  |
| Total 7 to 8   |                  | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 1       | 89   | 10   | 2   | 0   | 2     | 105    | 0                     | 0       | 13   | 0    | 0   | 0   | 0     | 0      | 13     | 118    |  |  |
| 08:00          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 2                | 0       | 28   | 7    | 0   | 0   | 0     | 37     | 0                     | 0       | 2    | 0    | 0   | 0   | 0     | 0      | 2      | 40     |  |  |
| 08:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 38   | 4    | 0   | 0   | 0     | 42     | 0                     | 0       | 7    | 0    | 0   | 0   | 0     | 0      | 7      | 49     |  |  |
| 08:30          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 49   | 2    | 1   | 0   | 0     | 52     | 0                     | 0       | 1    | 1    | 0   | 0   | 0     | 0      | 2      | 54     |  |  |
| 08:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 36   | 4    | 1   | 0   | 0     | 41     | 0                     | 0       | 10   | 0    | 0   | 0   | 0     | 0      | 10     | 51     |  |  |
| Total 8 to 9   |                  | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 2                | 0       | 151  | 17   | 2   | 0   | 0     | 172    | 0                     | 0       | 20   | 1    | 0   | 0   | 0     | 0      | 21     | 194    |  |  |
| 09:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 32   | 5    | 1   | 0   | 0     | 38     | 0                     | 0       | 5    | 0    | 0   | 0   | 0     | 0      | 5      | 43     |  |  |
| 09:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 25   | 0    | 0   | 0   | 0     | 25     | 0                     | 0       | 11   | 1    | 0   | 0   | 0     | 0      | 12     | 37     |  |  |
| 09:30          | Glen Street West | 0                      | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0                | 0       | 21   | 7    | 0   | 0   | 0     | 28     | 0                     | 0       | 9    | 0    | 0   | 0   | 0     | 0      | 9      | 39     |  |  |
| 09:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 14   | 8    | 1   | 0   | 0     | 23     | 0                     | 0       | 7    | 0    | 0   | 0   | 0     | 0      | 7      | 30     |  |  |
| Total 9 to 10  |                  | 0                      | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0                | 0       | 92   | 20   | 2   | 0   | 0     | 114    | 0                     | 0       | 32   | 1    | 0   | 0   | 0     | 0      | 33     | 149    |  |  |
| 10:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 18   | 3    | 0   | 0   | 0     | 21     | 0                     | 0       | 1    | 0    | 0   | 0   | 0     | 0      | 1      | 22     |  |  |
| 10:15          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 21   | 8    | 0   | 0   | 0     | 29     | 0                     | 0       | 7    | 0    | 0   | 0   | 0     | 0      | 7      | 37     |  |  |
| 10:30          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 14   | 2    | 0   | 0   | 0     | 16     | 0                     | 0       | 7    | 0    | 0   | 0   | 0     | 0      | 7      | 24     |  |  |
| 10:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 2                | 0       | 17   | 1    | 0   | 0   | 0     | 20     | 0                     | 0       | 3    | 1    | 0   | 0   | 0     | 0      | 4      | 24     |  |  |
| Total 10 to 11 |                  | 0                      | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 2                | 0       | 70   | 14   | 0   | 0   | 0     | 86     | 0                     | 0       | 18   | 1    | 0   | 0   | 0     | 0      | 19     | 107    |  |  |
| 11:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 1       | 23   | 6    | 0   | 0   | 0     | 31     | 0                     | 0       | 5    | 0    | 0   | 0   | 0     | 0      | 5      | 36     |  |  |
| 11:15          | Glen Street West | 0                      | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0                | 1       | 13   | 4    | 1   | 0   | 0     | 19     | 0                     | 0       | 4    | 1    | 0   | 0   | 0     | 0      | 5      | 26     |  |  |
| 11:30          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 22   | 5    | 2   | 0   | 0     | 29     | 0                     | 0       | 4    | 0    | 0   | 0   | 0     | 0      | 4      | 34     |  |  |
| 11:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 0       | 13   | 3    | 2   | 0   | 0     | 19     | 0                     | 0       | 7    | 1    | 0   | 0   | 0     | 0      | 8      | 27     |  |  |
| Total 11 to 12 |                  | 0                      | 0       | 3    | 0    | 0   | 0   | 0     | 3      | 2                | 2       | 71   | 18   | 5   | 0   | 0     | 98     | 0                     | 0       | 20   | 2    | 0   | 0   | 0     | 0      | 22     | 123    |  |  |
| 12:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 34   | 4    | 0   | 0   | 0     | 38     | 0                     | 0       | 11   | 0    | 0   | 0   | 0     | 0      | 11     | 49     |  |  |
| 12:15          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 21   | 4    | 0   | 0   | 0     | 25     | 0                     | 0       | 6    | 1    | 0   | 0   | 0     | 0      | 7      | 33     |  |  |
| 12:30          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 14   | 2    | 1   | 1   | 0     | 18     | 1                     | 0       | 10   | 0    | 0   | 0   | 0     | 0      | 11     | 30     |  |  |
| 12:45          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 19   | 3    | 0   | 0   | 0     | 22     | 0                     | 0       | 11   | 0    | 0   | 0   | 0     | 0      | 11     | 34     |  |  |
| Total 12 to 13 |                  | 0                      | 0       | 3    | 0    | 0   | 0   | 0     | 3      | 0                | 0       | 88   | 13   | 1   | 1   | 0     | 103    | 1                     | 0       | 38   | 1    | 0   | 0   | 0     | 0      | 40     | 146    |  |  |
| 13:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 18   | 3    | 1   | 0   | 0     | 22     | 0                     | 0       | 8    | 1    | 0   | 0   | 0     | 0      | 9      | 31     |  |  |
| 13:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 17   | 7    | 0   | 0   | 0     | 24     | 0                     | 0       | 6    | 0    | 0   | 0   | 0     | 0      | 6      | 30     |  |  |
| 13:30          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 20   | 0    | 1   | 0   | 0     | 21     | 0                     | 0       | 7    | 1    | 0   | 0   | 0     | 0      | 8      | 30     |  |  |
| 13:45          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 24   | 3    | 1   | 0   | 0     | 28     | 0                     | 0       | 6    | 1    | 0   | 0   | 0     | 0      | 7      | 36     |  |  |
| Total 13 to 14 |                  | 0                      | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0                | 0       | 79   | 13   | 3   | 0   | 0     | 95     | 0                     | 0       | 27   | 3    | 0   | 0   | 0     | 0      | 30     | 127    |  |  |
| 14:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 17   | 7    | 0   | 0   | 0     | 24     | 0                     | 0       | 7    | 0    | 0   | 0   | 0     | 0      | 7      | 31     |  |  |
| 14:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 20   | 4    | 0   | 0   | 0     | 24     | 0                     | 1       | 6    | 0    | 0   | 0   | 0     | 0      | 7      | 31     |  |  |
| 14:30          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 19   | 1    | 0   | 0   | 0     | 20     | 0                     | 0       | 7    | 1    | 0   | 0   | 0     | 0      | 8      | 28     |  |  |
| 14:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 29   | 3    | 1   | 0   | 0     | 33     | 0                     | 0       | 10   | 2    | 0   | 0   | 0     | 0      | 12     | 45     |  |  |
| Total 14 to 15 |                  | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 85   | 15   | 1   | 0   | 0     | 101    | 0                     | 1       | 30   | 3    | 0   | 0   | 0     | 0      | 34     | 135    |  |  |
| 15:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 2       | 43   | 4    | 2   | 0   | 0     | 52     | 0                     | 0       | 4    | 0    | 0   | 0   | 0     | 0      | 4      | 56     |  |  |
| 15:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 40   | 4    | 0   | 0   | 0     | 44     | 0                     | 0       | 5    | 0    | 0   | 0   | 0     | 0      | 5      | 49     |  |  |
| 15:30          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 1       | 25   | 10   | 1   | 1   | 0     | 39     | 0                     | 0       | 7    | 0    | 0   | 0   | 0     | 0      | 7      | 46     |  |  |
| 15:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 32   | 2    | 0   | 0   | 0     | 34     | 0                     | 0       | 9    | 0    | 0   | 0   | 0     | 0      | 9      | 43     |  |  |
| Total 15 to 16 |                  | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 2                | 3       | 140  | 20   | 3   | 1   | 0     | 169    | 0                     | 0       | 25   | 0    | 0   | 0   | 0     | 0      | 25     | 194    |  |  |
| 16:00          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 0                | 0       | 35   | 7    | 1   | 0   | 0     | 43     | 0                     | 0       | 11   | 0    | 0   | 0   | 0     | 0      | 11     | 55     |  |  |
| 16:15          | Glen Street West | 0                      | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 1                | 0       | 62   | 7    | 2   | 0   | 0     | 72     | 0                     | 0       | 9    | 1    | 0   | 0   | 0     | 0      | 10     | 83     |  |  |
| 16:30          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 2       | 85   | 4    | 0   | 0   | 0     | 91     | 0                     | 0       | 10   | 3    | 0   | 0   | 0     | 0      | 13     | 104    |  |  |
| 16:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 50   | 6    | 0   | 1   | 0     | 57     | 0                     | 0       | 11   | 0    | 0   | 0   | 0     | 0      | 11     | 68     |  |  |
| Total 16 to 17 |                  | 0                      | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 1                | 2       | 232  | 24   | 3   | 1   | 0     | 263    | 0                     | 0       | 41   | 4    | 0   | 0   | 0     | 0      | 45     | 310    |  |  |
| 17:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 59   | 5    | 0   | 0   | 0     | 64     | 0                     | 0       | 9    | 0    | 0   | 0   | 0     | 0      | 9      | 73     |  |  |
| 17:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 0       | 52   | 5    | 0   | 0   | 0     | 58     | 0                     | 0       | 9    | 2    | 0   | 0   | 0     | 0      | 11     | 69     |  |  |
| 17:30          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 0       | 71   | 7    | 0   | 0   | 0     | 79     | 0                     | 0       | 13   | 0    | 0   | 0   | 0     | 0      | 13     | 92     |  |  |
| 17:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | -1               | 2       | 53   | 5    | 0   | 0   | 0     | 59     | 0                     | 1       | 4    | 0    | 0   | 0   | 0     | 0      | 5      | 64     |  |  |
| Total 17 to 18 |                  | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 2       | 235  | 22   | 0   | 0   | 0     | 260    | 0                     | 1       | 35   | 2    | 0   | 0   | 0     | 0      | 38     | 298    |  |  |
| 18:00          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 1                | 0       | 42   | 3    | 0   | 0   | 0     | 46     | 0                     | 0       | 5    | 0    | 0   | 0   | 0     | 0      | 5      | 51     |  |  |
| 18:15          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 38   | 3    | 0   | 0   | 0     | 41     | 0                     | 0       | 5    | 1    | 0   | 0   | 0     | 0      | 6      | 47     |  |  |
| 18:30          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 2                | 0       | 24   | 1    | 0   | 0   | 0     | 27     | 0                     | 0       | 13   | 0    | 0   | 0   | 0     | 0      | 13     | 40     |  |  |
| 18:45          | Glen Street West | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 23   | 1    | 0   | 0   | 0     | 24     | 0                     | 0       | 12   | 2    | 0   | 0   | 0     | 0      | 14     | 38     |  |  |
| Total 18 to 19 |                  | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 3                | 0       | 127  | 8    | 0   | 0   | 0     | 138    | 0                     | 0       | 35   | 3    | 0   | 0   | 0     | 0      | 38     | 176    |  |  |
| AM Total       |                  | 0                      | 0       | 8    | 0    | 0   | 0   | 0     | 8      | 7                | 3       | 473  | 79   | 11  | 0   | 2     | 575    | 0                     | 0       | 103  | 5    | 0   | 0   | 0     | 0      | 108    |        |  |  |
| PM Total       |                  | 0                      | 0       | 7    | 0    | 0   | 0   | 0     | 7      | 7                | 7       | 986  | 115  | 11  | 3   | 0     | 1129   | 1                     | 2       | 231  | 16   | 0   | 0   | 0     | 0      | 250    |        |  |  |
| Combined Total |                  | 0                      | 0       | 15   | 0    | 0   | 0   | 0     | 15     | 14               | 10      | 1459 | 194  | 22  | 3   | 2     | 1704   | 1                     | 2       | 334  | 21   | 0   | 0   | 0     | 0      | 358    |        |  |  |
| AM Peak Hour   | 06:15 to 09:15   | 0                      | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0                | 0       | 123  | 10   | 2   | 0   | 0     | 135    | 0                     | 0       | 16   | 1    | 0   | 0   | 0     | 0      | 19     |        |  |  |
| Mid Peak Hour  |                  |                        |         |      |      |     |     |       |        |                  |         |      |      |     |     |       |        |                       |         |      |      |     |     |       |        |        |        |  |  |
| PM Peak Hour   | 16:30 to 17:30   | 0                      |         |      |      |     |     |       |        |                  |         |      |      |     |     |       |        |                       |         |      |      |     |     |       |        |        |        |  |  |

Client **Mayer Brown**  
 Location **Station Road - Hedgeley Road**  
 Date **18.07.2015**  
 Site Number **Site 1**

**Comments**

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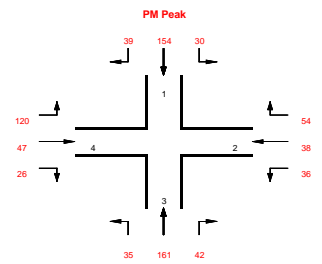
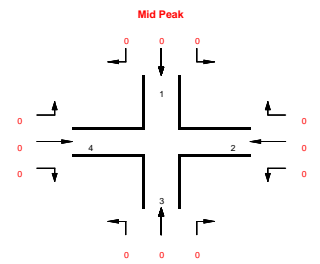
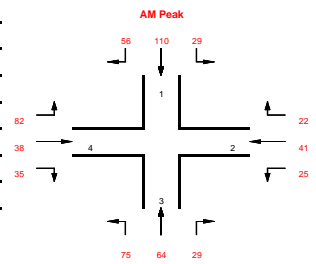
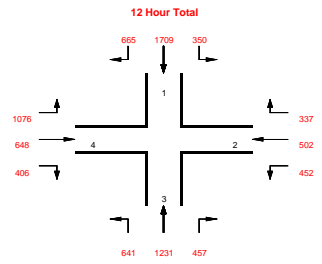
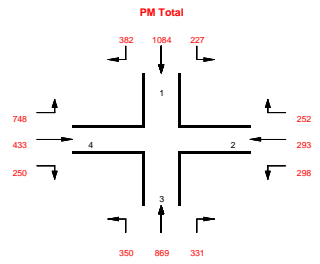
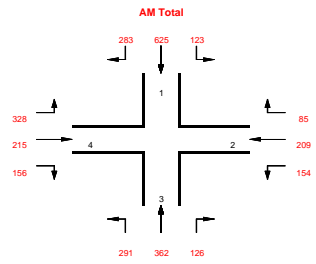
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| Leg 1          |                    | Hedgeley Road |         |      |      |     |     |       |        |   |         | Station Road South |      |      |     |     |       |        |   |         |         | Glen Street |      |     |     |       |        |     |        |        |        | All Vehicles |         |  |  |  |
|----------------|--------------------|---------------|---------|------|------|-----|-----|-------|--------|---|---------|--------------------|------|------|-----|-----|-------|--------|---|---------|---------|-------------|------|-----|-----|-------|--------|-----|--------|--------|--------|--------------|---------|--|--|--|
| Time End       |                    | P             | M       | Car/ | L    | OGV | OGV | Bus/  | Totals |   | P       | M                  | Car/ | L    | OGV | OGV | Bus/  | Totals |   | P       | M       | Car/        | L    | OGV | OGV | Bus/  | Totals |     | Leg 1  | Leg 2  | Leg 3  | Leg 4        | unction |  |  |  |
|                |                    | Cyclist       | Cyclist | Taxi | Good | 1   | 2   | Coach |        |   | Cyclist | Cyclist            | Taxi | Good | 1   | 2   | Coach |        |   | Cyclist | Cyclist | Taxi        | Good | 1   | 2   | Coach |        |     | Totals | Totals | Totals | Totals       | Totals  |  |  |  |
| 07:00          | Station Road North | 0             | 0       | 1    | 0    | 0   | 0   | 0     | 1      | 1 | 0       | 11                 | 2    | 0    | 0   | 0   | 14    | 0      | 0 | 3       | 0       | 0           | 0    | 0   | 0   | 0     | 3      | 18  | 7      | 8      | 6      | 39           |         |  |  |  |
| 07:15          | Station Road North | 0             | 0       | 0    | 0    | 0   | 0   | 0     | 0      | 0 | 0       | 20                 | 0    | 0    | 0   | 0   | 20    | 1      | 0 | 6       | 0       | 0           | 0    | 0   | 0   | 0     | 7      | 27  | 9      | 19     | 13     | 68           |         |  |  |  |
| 07:30          | Station Road North | 0             | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0 | 0       | 11                 | 2    | 0    | 0   | 1   | 14    | 0      | 0 | 3       | 0       | 0           | 0    | 0   | 0   | 0     | 3      | 19  | 7      | 11     | 17     | 54           |         |  |  |  |
| 07:45          | Station Road North | 0             | 0       | 6    | 1    | 0   | 0   | 0     | 7      | 0 | 0       | 14                 | 1    | 2    | 0   | 0   | 17    | 0      | 0 | 2       | 0       | 0           | 0    | 0   | 0   | 0     | 2      | 26  | 5      | 23     | 11     | 65           |         |  |  |  |
| Total 7 to 8   |                    | 0             | 0       | 9    | 1    | 0   | 0   | 0     | 10     | 1 | 0       | 56                 | 5    | 2    | 0   | 1   | 65    | 1      | 0 | 14      | 0       | 0           | 0    | 0   | 0   | 0     | 15     | 90  | 28     | 61     | 47     | 226          |         |  |  |  |
| 08:00          | Station Road North | 0             | 0       | 1    | 1    | 0   | 0   | 0     | 2      | 1 | 0       | 19                 | 1    | 0    | 0   | 1   | 22    | 0      | 0 | 6       | 1       | 0           | 0    | 0   | 0   | 0     | 7      | 31  | 15     | 20     | 9      | 75           |         |  |  |  |
| 08:15          | Station Road North | 0             | 0       | 4    | 0    | 0   | 0   | 0     | 4      | 0 | 0       | 17                 | 2    | 0    | 0   | 1   | 20    | 0      | 0 | 11      | 0       | 1           | 0    | 0   | 0   | 0     | 12     | 36  | 14     | 33     | 15     | 98           |         |  |  |  |
| 08:30          | Station Road North | 0             | 0       | 3    | 0    | 0   | 0   | 0     | 3      | 0 | 0       | 24                 | 4    | 1    | 0   | 1   | 30    | 0      | 0 | 21      | 2       | 0           | 0    | 0   | 0   | 0     | 23     | 56  | 15     | 34     | 18     | 123          |         |  |  |  |
| 08:45          | Station Road North | 0             | 0       | 3    | 0    | 0   | 0   | 0     | 3      | 0 | 0       | 28                 | 0    | 0    | 0   | 0   | 28    | 2      | 0 | 20      | 2       | 0           | 0    | 0   | 0   | 0     | 24     | 55  | 16     | 35     | 24     | 130          |         |  |  |  |
| Total 8 to 9   |                    | 0             | 0       | 11   | 1    | 0   | 0   | 0     | 12     | 1 | 0       | 88                 | 7    | 1    | 0   | 3   | 100   | 2      | 0 | 58      | 5       | 1           | 0    | 0   | 0   | 0     | 66     | 178 | 60     | 122    | 66     | 426          |         |  |  |  |
| 09:00          | Station Road North | 0             | 0       | 7    | 2    | 0   | 0   | 0     | 9      | 0 | 0       | 17                 | 6    | 0    | 0   | 1   | 24    | 0      | 0 | 14      | 3       | 0           | 0    | 0   | 0   | 0     | 17     | 50  | 25     | 29     | 38     | 142          |         |  |  |  |
| 09:15          | Station Road North | 0             | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0 | 0       | 21                 | 3    | 0    | 0   | 2   | 26    | 0      | 0 | 12      | 0       | 0           | 0    | 0   | 0   | 0     | 12     | 40  | 22     | 47     | 34     | 143          |         |  |  |  |
| 09:30          | Station Road North | 0             | 0       | 10   | 1    | 0   | 0   | 0     | 11     | 0 | 0       | 28                 | 4    | 1    | 0   | 1   | 34    | 0      | 0 | 11      | 2       | 0           | 0    | 0   | 0   | 0     | 13     | 58  | 22     | 49     | 51     | 180          |         |  |  |  |
| 09:45          | Station Road North | 0             | 0       | 7    | 0    | 0   | 0   | 0     | 7      | 0 | 0       | 20                 | 4    | 1    | 0   | 1   | 26    | 0      | 0 | 13      | 1       | 0           | 0    | 0   | 0   | 0     | 14     | 47  | 19     | 43     | 32     | 141          |         |  |  |  |
| Total 9 to 10  |                    | 0             | 0       | 26   | 3    | 0   | 0   | 0     | 29     | 0 | 0       | 86                 | 17   | 2    | 0   | 5   | 110   | 0      | 0 | 50      | 6       | 0           | 0    | 0   | 0   | 0     | 56     | 195 | 88     | 168    | 155    | 606          |         |  |  |  |
| 10:00          | Station Road North | 0             | 0       | 6    | 1    | 0   | 0   | 0     | 7      | 1 | 0       | 30                 | 6    | 1    | 0   | 1   | 39    | 0      | 0 | 12      | 2       | 0           | 0    | 0   | 0   | 0     | 14     | 60  | 34     | 43     | 47     | 184          |         |  |  |  |
| 10:15          | Station Road North | 0             | 0       | 7    | 1    | 0   | 0   | 0     | 8      | 1 | 0       | 31                 | 3    | 0    | 0   | 2   | 37    | 1      | 0 | 17      | 1       | 0           | 0    | 0   | 0   | 0     | 19     | 64  | 27     | 62     | 49     | 202          |         |  |  |  |
| 10:30          | Station Road North | 0             | 0       | 12   | 0    | 1   | 0   | 0     | 13     | 0 | 0       | 41                 | 1    | 0    | 0   | 1   | 43    | 0      | 0 | 14      | 1       | 0           | 0    | 0   | 0   | 0     | 15     | 71  | 42     | 44     | 45     | 202          |         |  |  |  |
| 10:45          | Station Road North | 0             | 0       | 7    | 1    | 0   | 0   | 0     | 8      | 0 | 0       | 32                 | 6    | 0    | 0   | 1   | 39    | 0      | 0 | 18      | 2       | 0           | 0    | 0   | 0   | 0     | 20     | 67  | 27     | 54     | 49     | 197          |         |  |  |  |
| Total 10 to 11 |                    | 0             | 0       | 32   | 3    | 1   | 0   | 0     | 36     | 2 | 0       | 134                | 16   | 1    | 0   | 5   | 158   | 1      | 0 | 61      | 6       | 0           | 0    | 0   | 0   | 0     | 68     | 262 | 130    | 203    | 190    | 785          |         |  |  |  |
| 11:00          | Station Road North | 0             | 0       | 10   | 0    | 0   | 0   | 0     | 10     | 0 | 0       | 35                 | 3    | 0    | 0   | 1   | 39    | 1      | 1 | 13      | 3       | 0           | 0    | 0   | 0   | 0     | 18     | 67  | 38     | 57     | 65     | 227          |         |  |  |  |
| 11:15          | Station Road North | 0             | 1       | 5    | 2    | 0   | 0   | 0     | 8      | 0 | 0       | 40                 | 3    | 0    | 0   | 2   | 45    | 0      | 0 | 16      | 2       | 0           | 0    | 0   | 0   | 0     | 16     | 71  | 24     | 60     | 53     | 208          |         |  |  |  |
| 11:30          | Station Road North | 0             | 0       | 12   | 0    | 0   | 0   | 0     | 12     | 0 | 2       | 46                 | 7    | 0    | 0   | 2   | 57    | 0      | 0 | 20      | 2       | 0           | 0    | 0   | 0   | 0     | 22     | 91  | 38     | 41     | 63     | 233          |         |  |  |  |
| 11:45          | Station Road North | 0             | 0       | 5    | 1    | 0   | 0   | 0     | 6      | 0 | 0       | 44                 | 5    | 1    | 0   | 1   | 51    | 0      | 0 | 18      | 2       | 0           | 0    | 0   | 0   | 0     | 20     | 77  | 42     | 67     | 60     | 246          |         |  |  |  |
| Total 11 to 12 |                    | 0             | 1       | 32   | 3    | 0   | 0   | 0     | 36     | 0 | 2       | 165                | 18   | 1    | 0   | 6   | 192   | 1      | 1 | 67      | 9       | 0           | 0    | 0   | 0   | 0     | 78     | 306 | 142    | 225    | 241    | 914          |         |  |  |  |
| 12:00          | Station Road North | 0             | 0       | 12   | 0    | 0   | 0   | 0     | 12     | 2 | 0       | 49                 | 7    | 2    | 0   | 1   | 61    | 0      | 0 | 21      | 0       | 0           | 0    | 0   | 0   | 0     | 21     | 94  | 41     | 54     | 65     | 254          |         |  |  |  |
| 12:15          | Station Road North | 0             | 0       | 11   | 3    | 0   | 0   | 0     | 14     | 0 | 0       | 42                 | 1    | 0    | 0   | 2   | 45    | 0      | 0 | 15      | 2       | 0           | 0    | 0   | 0   | 0     | 17     | 76  | 36     | 52     | 77     | 241          |         |  |  |  |
| 12:30          | Station Road North | 0             | 0       | 7    | 0    | 0   | 0   | 0     | 7      | 0 | 0       | 41                 | 7    | 0    | 0   | 1   | 49    | 0      | 0 | 17      | 0       | 0           | 0    | 0   | 0   | 0     | 17     | 73  | 31     | 68     | 63     | 235          |         |  |  |  |
| 12:45          | Station Road North | 0             | 0       | 7    | 0    | 0   | 0   | 0     | 7      | 2 | 0       | 39                 | 1    | 0    | 0   | 1   | 43    | 0      | 0 | 13      | 0       | 0           | 0    | 0   | 0   | 0     | 13     | 63  | 24     | 58     | 49     | 194          |         |  |  |  |
| Total 12 to 13 |                    | 0             | 0       | 37   | 3    | 0   | 0   | 0     | 40     | 4 | 0       | 171                | 16   | 2    | 0   | 5   | 198   | 0      | 0 | 66      | 2       | 0           | 0    | 0   | 0   | 0     | 68     | 306 | 132    | 232    | 254    | 924          |         |  |  |  |
| 13:00          | Station Road North | 0             | 0       | 4    | 1    | 0   | 0   | 0     | 5      | 0 | 0       | 43                 | 4    | 0    | 0   | 1   | 48    | 0      | 0 | 14      | 2       | 0           | 0    | 0   | 0   | 0     | 16     | 69  | 32     | 54     | 57     | 212          |         |  |  |  |
| 13:15          | Station Road North | 0             | 0       | 5    | 3    | 0   | 0   | 0     | 8      | 0 | 0       | 33                 | 5    | 0    | 0   | 2   | 40    | 0      | 0 | 15      | 0       | 0           | 0    | 0   | 0   | 0     | 15     | 63  | 28     | 61     | 45     | 197          |         |  |  |  |
| 13:30          | Station Road North | 0             | 0       | 10   | 0    | 0   | 0   | 0     | 10     | 0 | 0       | 38                 | 4    | 0    | 0   | 1   | 43    | 0      | 1 | 9       | 3       | 0           | 0    | 0   | 0   | 0     | 13     | 66  | 34     | 64     | 60     | 224          |         |  |  |  |
| 13:45          | Station Road North | 0             | 0       | 7    | 1    | 0   | 0   | 0     | 8      | 0 | 0       | 39                 | 1    | 0    | 0   | 1   | 41    | 0      | 0 | 17      | 0       | 0           | 0    | 0   | 0   | 0     | 17     | 66  | 35     | 48     | 42     | 191          |         |  |  |  |
| Total 13 to 14 |                    | 0             | 0       | 26   | 5    | 0   | 0   | 0     | 31     | 0 | 0       | 153                | 14   | 0    | 0   | 5   | 172   | 0      | 1 | 55      | 5       | 0           | 0    | 0   | 0   | 0     | 61     | 264 | 129    | 227    | 204    | 824          |         |  |  |  |
| 14:00          | Station Road North | 0             | 0       | 4    | 0    | 0   | 0   | 0     | 4      | 0 | 1       | 27                 | 3    | 1    | 0   | 1   | 33    | 0      | 1 | 15      | 0       | 0           | 0    | 0   | 0   | 0     | 16     | 53  | 38     | 67     | 56     | 214          |         |  |  |  |
| 14:15          | Station Road North | 0             | 0       | 7    | 1    | 0   | 0   | 0     | 8      | 0 | 0       | 25                 | 1    | 0    | 0   | 2   | 28    | 0      | 0 | 11      | 2       | 0           | 0    | 0   | 0   | 0     | 13     | 49  | 28     | 67     | 69     | 213          |         |  |  |  |
| 14:30          | Station Road North | 0             | 0       | 8    | 0    | 0   | 0   | 0     | 8      | 0 | 0       | 28                 | 2    | 1    | 0   | 1   | 32    | 0      | 0 | 14      | 2       | 0           | 0    | 0   | 0   | 0     | 16     | 56  | 32     | 47     | 44     | 179          |         |  |  |  |
| 14:45          | Station Road North | 0             | 0       | 2    | 0    | 0   | 0   | 0     | 2      | 0 | 1       | 29                 | 4    | 0    | 0   | 1   | 35    | 1      | 0 | 10      | 1       | 0           | 0    | 0   | 0   | 0     | 12     | 49  | 51     | 60     | 69     | 229          |         |  |  |  |
| Total 14 to 15 |                    | 0             | 0       | 21   | 1    | 0   | 0   | 0     | 22     | 0 | 2       | 109                | 10   | 2    | 0   | 5   | 128   | 1      | 1 | 50      | 5       | 0           | 0    | 0   | 0   | 0     | 57     | 207 | 149    | 241    | 238    | 835          |         |  |  |  |
| 15:00          | Station Road North | 0             | 1       | 11   | 0    | 0   | 0   | 0     | 12     | 1 | 1       | 27                 | 6    | 0    | 0   | 1   | 36    | 0      | 0 | 13      | 0       | 0           | 0    | 0   | 0   | 0     | 13     | 61  | 34     | 50     | 56     | 201          |         |  |  |  |
| 15:15          | Station Road North | 0             | 0       | 6    | 0    | 0   | 0   | 0     | 6      | 0 | 1       | 37                 | 1    | 0    | 0   | 2   | 41    | 0      | 0 | 10      | 0       | 1           | 0    | 0   | 0   | 0     | 11     | 58  | 25     | 42     | 40     | 165          |         |  |  |  |
| 15:30          | Station Road North | 0             | 0       | 6    | 2    | 0   | 0   | 0     | 8      | 1 | 0       | 33                 | 6    | 0    | 0   | 1   | 41    | 0      | 0 | 12      | 1       | 0           | 0    | 0   | 0   | 0     | 13     | 62  | 14     | 53     | 48     | 177          |         |  |  |  |
| 15:45          | Station Road North | 0             | 0       | 6    | 0    | 0   | 0   | 0     | 6      | 0 | 0       | 18                 | 1    | 0    | 0   | 1   | 20    | 0      | 0 | 11      | 0       | 0           | 0    | 0   | 0   | 0     | 11     | 37  | 33     | 53     | 45     | 168          |         |  |  |  |
| Total 15 to 16 |                    | 0             | 1       | 29   | 2    | 0   | 0   | 0     | 32     | 2 | 2       | 115                | 14   | 0    | 0   | 5   | 138   | 0      | 0 | 46      | 1       | 1           | 0    | 0   | 0   | 0     | 42     | 218 | 106    | 198    | 189    | 711          |         |  |  |  |
| 16:00          | Station Road North | 0             | 0       | 9    | 1    | 0   | 0   | 0     | 10     | 0 | 0       | 29                 | 1    | 0    | 0   | 1   | 31    | 0      | 0 | 12      | 0       | 0           | 0    | 0   | 0   | 0     | 18     | 53  | 30     | 42     | 67     | 192          |         |  |  |  |
| 16:15          | Station Road North | 0             | 0       | 6    | 1    | 0   | 0   | 0     | 7      | 0 | 0       | 25                 | 3    | 1    | 0   | 2   | 31    | 0      | 0 | 6       | 0       | 0           | 0    | 0   | 0   | 0     | 6      | 44  | 18     | 48     | 53     | 163          |         |  |  |  |
| 16:30          | Station Road North | 0             | 0       | 8    | 0    | 0   | 0   | 0     | 8      | 2 | 1       | 26                 | 3    | 0    | 0   | 1   | 33    | 0      | 0 | 18      | 0       | 0           | 0    | 0   | 0   | 0     | 8      | 59  | 22     | 56     | 58     | 195          |         |  |  |  |
| 16:45          | Station Road North | 0             | 0       | 9    | 0    | 0   | 0   | 0     | 9      | 0 | 0       | 33                 | 0    | 0    | 0   | 1   | 34    | 0      | 1 | 11      | 1       | 0           | 0    | 0   | 0   | 0     | 13     | 56  | 21     | 61     | 33     | 171          |         |  |  |  |
| Total 16 to 17 |                    | 0             | 0       | 32   | 2    | 0   | 0   | 0     | 34     | 2 | 1       | 113                | 7    | 1    | 0   | 5   | 129   | 0      | 1 | 47      | 1       | 0           | 0    | 0   | 0   | 0     | 49     | 212 | 91     | 207    | 211    | 721          |         |  |  |  |
| 17:00          | Station Road North | 0             | 0       | 8    | 1    | 0   | 0   | 0     | 9      | 0 | 0       | 38                 | 6    | 0    | 0   | 1   | 45    | 0      | 1 | 14      | 0       | 0           | 0    | 0   | 0   | 0     | 15     | 69  | 26     | 58     | 47     | 200          |         |  |  |  |
| 17:15          | Station Road North | 0             | 0       | 5    | 0    | 0   | 0   | 0     | 5      | 0 | 2       | 24                 | 1    | 0    | 0   | 2   | 29    | 1      | 0 | 6       | 0       | 0           | 0    | 0   | 0   | 0     | 7      | 41  | 32     | 44     | 44     | 161          |         |  |  |  |
| 17:30          | Station Road North | 0             | 0       | 5    | 0    | 0   | 0   | 0     | 5      | 0 | 0       | 43                 | 1    | 0    | 0   | 1   | 45    | 0      | 0 | 12      | 0       | 0           | 0    | 0   | 0   | 0     | 12     | 62  | 29     | 67     | 50     | 208          |         |  |  |  |
| 17:45          | Station Road North | 0             | 0       |      |      |     |     |       |        |   |         |                    |      |      |     |     |       |        |   |         |         |             |      |     |     |       |        |     |        |        |        |              |         |  |  |  |

| Leg 2                 |               | Station Road South |          |           |          |          |          |          |          |           |          | Glen Street |           |          |          |          |           |          |          |           |          | Station Road North |          |          |           |            |  |  |  |  |  | Leg 2<br>Totals |
|-----------------------|---------------|--------------------|----------|-----------|----------|----------|----------|----------|----------|-----------|----------|-------------|-----------|----------|----------|----------|-----------|----------|----------|-----------|----------|--------------------|----------|----------|-----------|------------|--|--|--|--|--|-----------------|
|                       |               | P                  | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals   | P         | M        | Car/        | L         | OGV      | OGV      | Bus/     | Totals    | P        | M        | Car/      | L        | OGV                | OGV      | Bus/     | Totals    |            |  |  |  |  |  |                 |
|                       |               | Cyclist            | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |          | Cyclist   | Cyclist  | Taxi        | Good      | 1        | 2        | Coach    |           | Cyclist  | Cyclist  | Taxi      | Good     | 1                  | 2        | Coach    |           |            |  |  |  |  |  |                 |
| 07:00                 | Hedgeley Road | 0                  | 0        | 1         | 0        | 1        | 0        | 1        | 3        | 0         | 0        | 3           | 1         | 0        | 0        | 0        | 4         | 0        | 0        | 0         | 0        | 0                  | 0        | 0        | 0         | 7          |  |  |  |  |  |                 |
| 07:15                 | Hedgeley Road | 0                  | 0        | 4         | 1        | 0        | 0        | 0        | 5        | 0         | 0        | 2           | 0         | 0        | 0        | 0        | 2         | 0        | 0        | 2         | 0        | 0                  | 0        | 0        | 0         | 9          |  |  |  |  |  |                 |
| 07:30                 | Hedgeley Road | 0                  | 0        | 4         | 0        | 0        | 0        | 0        | 1        | 5         | 0        | 0           | 0         | 0        | 0        | 0        | 0         | 0        | 0        | 2         | 0        | 0                  | 0        | 0        | 0         | 7          |  |  |  |  |  |                 |
| 07:45                 | Hedgeley Road | 0                  | 0        | 0         | 0        | 0        | 0        | 0        | 1        | 1         | 0        | 0           | 2         | 1        | 0        | 0        | 0         | 3        | 0        | 0         | 1        | 0                  | 0        | 0        | 0         | 5          |  |  |  |  |  |                 |
| <b>Total 7 to 8</b>   |               | <b>0</b>           | <b>0</b> | <b>9</b>  | <b>1</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>14</b> | <b>0</b> | <b>0</b>    | <b>7</b>  | <b>2</b> | <b>0</b> | <b>0</b> | <b>9</b>  | <b>0</b> | <b>0</b> | <b>5</b>  | <b>0</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>28</b> |            |  |  |  |  |  |                 |
| 08:00                 | Hedgeley Road | 0                  | 0        | 6         | 1        | 0        | 0        | 0        | 1        | 8         | 0        | 0           | 4         | 0        | 0        | 0        | 4         | 0        | 0        | 3         | 0        | 0                  | 0        | 0        | 0         | 15         |  |  |  |  |  |                 |
| 08:15                 | Hedgeley Road | 0                  | 0        | 3         | 0        | 0        | 0        | 0        | 0        | 3         | 0        | 0           | 8         | 0        | 0        | 0        | 8         | 0        | 0        | 3         | 0        | 0                  | 0        | 0        | 0         | 14         |  |  |  |  |  |                 |
| 08:30                 | Hedgeley Road | 0                  | 0        | 5         | 0        | 0        | 0        | 0        | 1        | 6         | 0        | 0           | 6         | 0        | 0        | 0        | 6         | 0        | 0        | 2         | 1        | 0                  | 0        | 0        | 15        |            |  |  |  |  |  |                 |
| 08:45                 | Hedgeley Road | 0                  | 0        | 4         | 0        | 0        | 0        | 0        | 1        | 5         | 0        | 0           | 8         | 1        | 0        | 0        | 9         | 0        | 0        | 2         | 0        | 0                  | 0        | 0        | 0         | 16         |  |  |  |  |  |                 |
| <b>Total 8 to 9</b>   |               | <b>0</b>           | <b>0</b> | <b>18</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>22</b> | <b>0</b> | <b>0</b>    | <b>26</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>27</b> | <b>0</b> | <b>0</b> | <b>10</b> | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>60</b> |            |  |  |  |  |  |                 |
| 09:00                 | Hedgeley Road | 0                  | 0        | 5         | 1        | 0        | 0        | 0        | 1        | 7         | 0        | 0           | 13        | 0        | 0        | 0        | 13        | 0        | 0        | 5         | 0        | 0                  | 0        | 0        | 0         | 25         |  |  |  |  |  |                 |
| 09:15                 | Hedgeley Road | 0                  | 0        | 1         | 4        | 0        | 0        | 0        | 1        | 6         | 0        | 0           | 10        | 0        | 0        | 0        | 10        | 0        | 0        | 5         | 1        | 0                  | 0        | 0        | 0         | 22         |  |  |  |  |  |                 |
| 09:30                 | Hedgeley Road | 0                  | 0        | 4         | 1        | 0        | 0        | 0        | 1        | 6         | 0        | 0           | 10        | 0        | 0        | 0        | 10        | 0        | 0        | 5         | 1        | 0                  | 0        | 0        | 0         | 22         |  |  |  |  |  |                 |
| 09:45                 | Hedgeley Road | 0                  | 0        | 4         | 0        | 0        | 0        | 0        | 2        | 6         | 0        | 0           | 6         | 2        | 0        | 0        | 8         | 0        | 0        | 5         | 0        | 0                  | 0        | 0        | 0         | 19         |  |  |  |  |  |                 |
| <b>Total 9 to 10</b>  |               | <b>0</b>           | <b>0</b> | <b>14</b> | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>25</b> | <b>0</b> | <b>0</b>    | <b>39</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>41</b> | <b>0</b> | <b>0</b> | <b>20</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>88</b> |            |  |  |  |  |  |                 |
| 10:00                 | Hedgeley Road | 0                  | 0        | 9         | 0        | 0        | 0        | 0        | 1        | 10        | 0        | 0           | 17        | 0        | 0        | 0        | 17        | 0        | 0        | 3         | 1        | 1                  | 1        | 1        | 7         | 34         |  |  |  |  |  |                 |
| 10:15                 | Hedgeley Road | 0                  | 0        | 10        | 0        | 0        | 0        | 0        | 1        | 11        | 1        | 0           | 10        | 1        | 0        | 0        | 12        | 0        | 0        | 3         | 0        | 1                  | 0        | 0        | 0         | 27         |  |  |  |  |  |                 |
| 10:30                 | Hedgeley Road | 0                  | 0        | 11        | 1        | 0        | 0        | 0        | 1        | 13        | 0        | 0           | 20        | 1        | 0        | 0        | 21        | 0        | 0        | 7         | 1        | 0                  | 0        | 0        | 0         | 42         |  |  |  |  |  |                 |
| 10:45                 | Hedgeley Road | 0                  | 0        | 4         | 1        | 0        | 0        | 0        | 1        | 6         | 0        | 0           | 16        | 1        | 1        | 0        | 18        | 0        | 0        | 3         | 0        | 0                  | 0        | 0        | 0         | 27         |  |  |  |  |  |                 |
| <b>Total 10 to 11</b> |               | <b>0</b>           | <b>0</b> | <b>34</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>4</b> | <b>40</b> | <b>1</b> | <b>0</b>    | <b>63</b> | <b>3</b> | <b>1</b> | <b>0</b> | <b>68</b> | <b>0</b> | <b>0</b> | <b>16</b> | <b>2</b> | <b>2</b>           | <b>1</b> | <b>1</b> | <b>22</b> | <b>130</b> |  |  |  |  |  |                 |
| 11:00                 | Hedgeley Road | 0                  | 1        | 10        | 1        | 0        | 0        | 0        | 2        | 14        | 0        | 0           | 17        | 0        | 0        | 0        | 17        | 0        | 0        | 7         | 0        | 0                  | 0        | 0        | 0         | 38         |  |  |  |  |  |                 |
| 11:15                 | Hedgeley Road | 0                  | 0        | 7         | 0        | 0        | 0        | 0        | 1        | 8         | 0        | 0           | 10        | 2        | 0        | 0        | 12        | 0        | 0        | 4         | 0        | 0                  | 0        | 0        | 0         | 24         |  |  |  |  |  |                 |
| 11:30                 | Hedgeley Road | 0                  | 0        | 13        | 1        | 0        | 0        | 0        | 1        | 15        | 0        | 0           | 16        | 1        | 0        | 0        | 17        | 0        | 0        | 6         | 0        | 0                  | 0        | 0        | 0         | 38         |  |  |  |  |  |                 |
| 11:45                 | Hedgeley Road | 0                  | 0        | 12        | 3        | 0        | 0        | 0        | 1        | 16        | 0        | 0           | 18        | 0        | 0        | 0        | 18        | 0        | 0        | 8         | 0        | 0                  | 0        | 0        | 0         | 42         |  |  |  |  |  |                 |
| <b>Total 11 to 12</b> |               | <b>0</b>           | <b>1</b> | <b>42</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>53</b> | <b>0</b> | <b>0</b>    | <b>61</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>64</b> | <b>0</b> | <b>0</b> | <b>25</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>25</b> | <b>142</b> |  |  |  |  |  |                 |
| 12:00                 | Hedgeley Road | 0                  | 0        | 8         | 1        | 0        | 0        | 0        | 2        | 11        | 0        | 0           | 13        | 2        | 0        | 0        | 15        | 0        | 0        | 12        | 3        | 0                  | 0        | 0        | 0         | 41         |  |  |  |  |  |                 |
| 12:15                 | Hedgeley Road | 0                  | 0        | 10        | 0        | 0        | 0        | 0        | 1        | 11        | 0        | 0           | 15        | 0        | 0        | 0        | 15        | 0        | 0        | 10        | 0        | 0                  | 0        | 0        | 0         | 36         |  |  |  |  |  |                 |
| 12:30                 | Hedgeley Road | 0                  | 0        | 6         | 1        | 0        | 0        | 0        | 2        | 9         | 0        | 0           | 15        | 1        | 0        | 0        | 16        | 0        | 0        | 5         | 1        | 0                  | 0        | 0        | 0         | 31         |  |  |  |  |  |                 |
| 12:45                 | Hedgeley Road | 0                  | 0        | 7         | 0        | 0        | 0        | 0        | 1        | 8         | 0        | 0           | 11        | 0        | 0        | 0        | 11        | 0        | 0        | 4         | 1        | 0                  | 0        | 0        | 0         | 24         |  |  |  |  |  |                 |
| <b>Total 12 to 13</b> |               | <b>0</b>           | <b>0</b> | <b>31</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>6</b> | <b>39</b> | <b>0</b> | <b>0</b>    | <b>54</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>57</b> | <b>0</b> | <b>0</b> | <b>31</b> | <b>5</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>36</b> | <b>132</b> |  |  |  |  |  |                 |
| 13:00                 | Hedgeley Road | 0                  | 0        | 16        | 0        | 0        | 0        | 0        | 1        | 17        | 0        | 0           | 7         | 1        | 0        | 0        | 8         | 0        | 0        | 6         | 1        | 0                  | 0        | 0        | 0         | 32         |  |  |  |  |  |                 |
| 13:15                 | Hedgeley Road | 0                  | 0        | 8         | 0        | 0        | 0        | 0        | 1        | 9         | 0        | 0           | 12        | 0        | 0        | 0        | 12        | 0        | 0        | 7         | 0        | 0                  | 0        | 0        | 0         | 28         |  |  |  |  |  |                 |
| 13:30                 | Hedgeley Road | 0                  | 0        | 14        | 1        | 0        | 0        | 0        | 1        | 16        | 0        | 0           | 9         | 0        | 0        | 0        | 9         | 0        | 0        | 9         | 0        | 0                  | 0        | 0        | 0         | 34         |  |  |  |  |  |                 |
| 13:45                 | Hedgeley Road | 0                  | 1        | 10        | 1        | 0        | 0        | 0        | 2        | 14        | 0        | 0           | 13        | 1        | 0        | 0        | 14        | 0        | 0        | 6         | 1        | 0                  | 0        | 0        | 0         | 35         |  |  |  |  |  |                 |
| <b>Total 13 to 14</b> |               | <b>0</b>           | <b>1</b> | <b>48</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>56</b> | <b>0</b> | <b>0</b>    | <b>41</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>43</b> | <b>0</b> | <b>0</b> | <b>28</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>30</b> | <b>129</b> |  |  |  |  |  |                 |
| 14:00                 | Hedgeley Road | 0                  | 0        | 14        | 2        | 0        | 0        | 0        | 1        | 17        | 0        | 1           | 10        | 0        | 0        | 0        | 11        | 0        | 0        | 10        | 0        | 0                  | 0        | 0        | 0         | 38         |  |  |  |  |  |                 |
| 14:15                 | Hedgeley Road | 0                  | 0        | 8         | 1        | 0        | 0        | 0        | 1        | 10        | 0        | 0           | 13        | 0        | 0        | 0        | 13        | 0        | 0        | 5         | 0        | 0                  | 0        | 0        | 0         | 28         |  |  |  |  |  |                 |
| 14:30                 | Hedgeley Road | 0                  | 0        | 8         | 1        | 0        | 0        | 0        | 1        | 10        | 0        | 0           | 15        | 2        | 0        | 0        | 17        | 0        | 0        | 5         | 0        | 0                  | 0        | 0        | 0         | 32         |  |  |  |  |  |                 |
| 14:45                 | Hedgeley Road | 0                  | 0        | 15        | 1        | 0        | 0        | 0        | 2        | 18        | 0        | 0           | 18        | 1        | 0        | 0        | 19        | 0        | 0        | 12        | 2        | 0                  | 0        | 0        | 0         | 51         |  |  |  |  |  |                 |
| <b>Total 14 to 15</b> |               | <b>0</b>           | <b>0</b> | <b>45</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>55</b> | <b>0</b> | <b>1</b>    | <b>56</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>60</b> | <b>0</b> | <b>0</b> | <b>32</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>34</b> | <b>149</b> |  |  |  |  |  |                 |
| 15:00                 | Hedgeley Road | 0                  | 0        | 12        | 0        | 0        | 0        | 0        | 1        | 13        | 0        | 0           | 7         | 2        | 0        | 0        | 9         | 0        | 0        | 10        | 2        | 0                  | 0        | 0        | 0         | 34         |  |  |  |  |  |                 |
| 15:15                 | Hedgeley Road | 0                  | 0        | 5         | 0        | 0        | 0        | 0        | 1        | 6         | 0        | 0           | 12        | 0        | 0        | 0        | 12        | 0        | 0        | 7         | 0        | 0                  | 0        | 0        | 0         | 25         |  |  |  |  |  |                 |
| 15:30                 | Hedgeley Road | 0                  | 0        | 3         | 0        | 0        | 0        | 0        | 1        | 4         | 0        | 0           | 8         | 0        | 0        | 0        | 8         | 0        | 0        | 2         | 0        | 0                  | 0        | 0        | 0         | 14         |  |  |  |  |  |                 |
| 15:45                 | Hedgeley Road | 0                  | 0        | 6         | 2        | 0        | 0        | 0        | 2        | 10        | 1        | 0           | 10        | 0        | 0        | 0        | 11        | 0        | 0        | 10        | 2        | 0                  | 0        | 0        | 0         | 33         |  |  |  |  |  |                 |
| <b>Total 15 to 16</b> |               | <b>0</b>           | <b>0</b> | <b>26</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>33</b> | <b>1</b> | <b>0</b>    | <b>37</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>40</b> | <b>0</b> | <b>0</b> | <b>29</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>33</b> | <b>106</b> |  |  |  |  |  |                 |
| 16:00                 | Hedgeley Road | 0                  | 0        | 10        | 0        | 0        | 0        | 0        | 1        | 11        | 0        | 0           | 6         | 1        | 0        | 0        | 7         | 0        | 0        | 11        | 0        | 1                  | 0        | 0        | 0         | 30         |  |  |  |  |  |                 |
| 16:15                 | Hedgeley Road | 0                  | 0        | 8         | 0        | 0        | 0        | 0        | 1        | 9         | 0        | 0           | 4         | 1        | 0        | 0        | 5         | 0        | 0        | 4         | 0        | 0                  | 0        | 0        | 0         | 18         |  |  |  |  |  |                 |
| 16:30                 | Hedgeley Road | 0                  | 0        | 10        | 0        | 0        | 0        | 0        | 1        | 11        | 0        | 0           | 5         | 1        | 0        | 0        | 6         | 0        | 0        | 3         | 2        | 0                  | 0        | 0        | 0         | 22         |  |  |  |  |  |                 |
| 16:45                 | Hedgeley Road | 0                  | 0        | 3         | 0        | 0        | 0        | 0        | 2        | 5         | 0        | 0           | 6         | 1        | 0        | 0        | 7         | 0        | 0        | 9         | 0        | 0                  | 0        | 0        | 0         | 21         |  |  |  |  |  |                 |
| <b>Total 16 to 17</b> |               | <b>0</b>           | <b>0</b> | <b>31</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b> | <b>36</b> | <b>0</b> | <b>0</b>    | <b>21</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>25</b> | <b>0</b> | <b>0</b> | <b>27</b> | <b>2</b> | <b>1</b>           | <b>0</b> | <b>0</b> | <b>91</b> | <b>30</b>  |  |  |  |  |  |                 |
| 17:00                 | Hedgeley Road | 0                  | 0        | 7         | 1        | 0        | 0        | 0        | 1        | 9         | 0        | 0           | 10        | 0        | 0        | 0        | 10        | 0        | 0        | 6         | 1        | 0                  | 0        | 0        | 0         | 26         |  |  |  |  |  |                 |
| 17:15                 | Hedgeley Road | 0                  | 0        | 9         | 1        | 0        | 0        | 0        | 1        | 11        | 0        | 0           | 10        | 0        | 0        | 0        | 10        | 0        | 0        | 10        | 1        | 0                  | 0        | 0        | 0         | 32         |  |  |  |  |  |                 |
| 17:30                 | Hedgeley Road | 0                  | 0        | 2         | 0        | 0        | 0        | 0        | 1        | 3         | 0        | 0           | 11        | 0        | 0        | 0        | 11        | 0        | 0        | 15        | 0        | 0                  | 0        | 0        | 0         | 29         |  |  |  |  |  |                 |
| 17:45                 | Hedgeley Road | 0                  | 0        | 12        | 0        | 0        | 0        | 0        | 1        | 13        | 0        | 0           | 7         | 0        | 0        | 0        | 7         | 1        | 0        | 20        | 0        | 0                  | 0        | 0        | 0         | 41         |  |  |  |  |  |                 |
| <b>Total 17 to 18</b> |               | <b>0</b>           | <b>0</b> | <b>30</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>4</b> | <b>36</b> | <b>0</b> | <b>0</b>    | <b>38</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>38</b> | <b>1</b> | <b>0</b> | <b>51</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>54</b> | <b>128</b> |  |  |  |  |  |                 |
| 18:00                 | Hedgeley Road | 0                  | 0        | 6         | 0        | 0        | 0        | 0        | 0        | 6         | 0        | 0           | 9         | 0        | 0        | 0        | 9         | 0        | 0        | 8         | 0        | 0                  | 0        | 0        | 0         | 23         |  |  |  |  |  |                 |
| 18:15                 | Hedgeley Road | 0                  | 0        | 7         | 1        | 0        | 0        | 0        | 2        | 10        | 0        | 0           | 7         | 2        | 0        | 0        | 9         | 0        | 0        | 4         | 0        | 0                  | 0        | 0        | 0         | 23         |  |  |  |  |  |                 |
| 18:30                 | Hedgeley Road | 0                  | 0        | 11        | 1        | 0        | 0        | 0        | 0        | 12        | 0        | 0           | 5         | 0        | 0        | 0        | 5         | 0        | 0        | 13        | 1        | 0                  | 0        | 0        | 0         | 31         |  |  |  |  |  |                 |
| 18:45                 | Hedgeley Road | 0                  | 0        | 14        | 0        | 0        | 0        | 0        | 1        | 15        | 0        | 0           | 7         | 0        | 0        | 0        | 7         | 0        | 0        | 8         | 1        | 0                  | 0        | 0        | 0         | 31         |  |  |  |  |  |                 |
| <b>Total 18 to 19</b> |               | <b>0</b>           | <b>0</b> | <b>38</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>3</b> | <b>43</b> | <b>0</b> | <b>0</b>    | <b>28</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>30</b> | <b>0</b> | <b>0</b> | <b>33</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>35</b> | <b>108</b> |  |  |  |  |  |                 |
| AM Total              |               | 0                  | 1        | 117       | 15       | 1        | 0        | 0        | 20       | 154       | 1        | 0           | 196       | 11       | 1        | 0        | 0         | 209      | 0        | 0         | 76       | 5                  |          |          |           |            |  |  |  |  |  |                 |

| Leg 3 |                       | Glen Street |          |           |           |          |          |          |           |          |          | Station Road North |           |          |          |          |            |          |          |           |          | Hedgeley Road |          |          |          |           |            |  |  |  |  | Leg 3<br>Totals |
|-------|-----------------------|-------------|----------|-----------|-----------|----------|----------|----------|-----------|----------|----------|--------------------|-----------|----------|----------|----------|------------|----------|----------|-----------|----------|---------------|----------|----------|----------|-----------|------------|--|--|--|--|-----------------|
|       |                       | P           | M        | Car/      | L         | OGV      | OGV      | Bus/     | Totals    | P        | M        | Car/               | L         | OGV      | OGV      | Bus/     | Totals     | P        | M        | Car/      | L        | OGV           | OGV      | Bus/     | Totals   |           |            |  |  |  |  |                 |
|       |                       | Cyclist     | Cyclist  | Taxi      | Good      | 1        | 2        | Coach    |           | Cyclist  | Cyclist  | Taxi               | Good      | 1        | 2        | Coach    |            | Cyclist  | Cyclist  | Taxi      | Good     | 1             | 2        | Coach    |          |           |            |  |  |  |  |                 |
| 07:00 | Station Road South    | 0           | 0        | 1         | 0         | 0        | 0        | 0        | 1         | 0        | 0        | 5                  | 1         | 0        | 0        | 1        | 7          | 0        | 0        | 0         | 0        | 0             | 0        | 0        | 0        | 0         | 8          |  |  |  |  |                 |
| 07:15 | Station Road South    | 0           | 0        | 2         | 0         | 0        | 0        | 0        | 2         | 1        | 0        | 9                  | 2         | 0        | 0        | 0        | 12         | 0        | 0        | 4         | 0        | 0             | 0        | 0        | 1        | 5         | 19         |  |  |  |  |                 |
| 07:30 | Station Road South    | 0           | 0        | 1         | 0         | 2        | 0        | 0        | 3         | 0        | 0        | 2                  | 1         | 0        | 0        | 1        | 4          | 0        | 0        | 3         | 0        | 0             | 0        | 0        | 1        | 4         | 11         |  |  |  |  |                 |
| 07:45 | Station Road South    | 0           | 0        | 5         | 0         | 0        | 0        | 0        | 5         | 0        | 0        | 12                 | 1         | 0        | 0        | 0        | 13         | 0        | 0        | 4         | 0        | 0             | 0        | 0        | 1        | 5         | 23         |  |  |  |  |                 |
|       | <b>Total 7 to 8</b>   | <b>0</b>    | <b>0</b> | <b>9</b>  | <b>0</b>  | <b>2</b> | <b>0</b> | <b>0</b> | <b>11</b> | <b>1</b> | <b>0</b> | <b>28</b>          | <b>5</b>  | <b>0</b> | <b>0</b> | <b>2</b> | <b>36</b>  | <b>0</b> | <b>0</b> | <b>11</b> | <b>0</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>3</b> | <b>14</b> | <b>61</b>  |  |  |  |  |                 |
| 08:00 | Station Road South    | 0           | 0        | 7         | 0         | 0        | 0        | 0        | 7         | 0        | 0        | 3                  | 4         | 1        | 0        | 1        | 9          | 0        | 0        | 3         | 0        | 0             | 0        | 0        | 1        | 4         | 20         |  |  |  |  |                 |
| 08:15 | Station Road South    | 0           | 0        | 13        | 0         | 0        | 0        | 0        | 13        | 0        | 0        | 9                  | 3         | 0        | 0        | 1        | 13         | 0        | 0        | 4         | 2        | 0             | 0        | 0        | 1        | 7         | 33         |  |  |  |  |                 |
| 08:30 | Station Road South    | 0           | 0        | 10        | 1         | 0        | 0        | 0        | 11        | 0        | 0        | 15                 | 2         | 0        | 0        | 1        | 18         | 0        | 0        | 4         | 0        | 0             | 0        | 0        | 1        | 5         | 34         |  |  |  |  |                 |
| 08:45 | Station Road South    | 0           | 0        | 16        | 1         | 0        | 0        | 0        | 17        | 0        | 0        | 10                 | 2         | 1        | 0        | 0        | 13         | 0        | 0        | 1         | 2        | 1             | 0        | 1        | 0        | 1         | 35         |  |  |  |  |                 |
|       | <b>Total 8 to 9</b>   | <b>0</b>    | <b>0</b> | <b>46</b> | <b>2</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>48</b> | <b>0</b> | <b>0</b> | <b>37</b>          | <b>11</b> | <b>2</b> | <b>0</b> | <b>3</b> | <b>53</b>  | <b>0</b> | <b>0</b> | <b>12</b> | <b>4</b> | <b>1</b>      | <b>0</b> | <b>0</b> | <b>4</b> | <b>21</b> | <b>122</b> |  |  |  |  |                 |
| 09:00 | Station Road South    | 0           | 0        | 13        | 1         | 0        | 0        | 0        | 14        | 0        | 0        | 5                  | 3         | 0        | 0        | 2        | 10         | 0        | 0        | 3         | 1        | 0             | 0        | 0        | 1        | 5         | 29         |  |  |  |  |                 |
| 09:15 | Station Road South    | 0           | 0        | 19        | 1         | 0        | 0        | 0        | 20        | 0        | 0        | 14                 | 5         | 0        | 0        | 0        | 19         | 0        | 0        | 7         | 0        | 0             | 0        | 0        | 1        | 8         | 47         |  |  |  |  |                 |
| 09:30 | Station Road South    | 0           | 0        | 23        | 2         | 0        | 0        | 0        | 25        | 0        | 0        | 13                 | 1         | 1        | 0        | 2        | 17         | 0        | 0        | 6         | 0        | 0             | 0        | 0        | 1        | 7         | 49         |  |  |  |  |                 |
| 09:45 | Station Road South    | 0           | 0        | 15        | 1         | 0        | 0        | 0        | 16        | 0        | 0        | 15                 | 3         | 0        | 0        | 0        | 18         | 0        | 0        | 7         | 0        | 0             | 0        | 2        | 9        | 43        |            |  |  |  |  |                 |
|       | <b>Total 9 to 10</b>  | <b>0</b>    | <b>0</b> | <b>70</b> | <b>5</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>75</b> | <b>0</b> | <b>0</b> | <b>47</b>          | <b>12</b> | <b>1</b> | <b>0</b> | <b>4</b> | <b>64</b>  | <b>0</b> | <b>0</b> | <b>23</b> | <b>1</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>5</b> | <b>29</b> | <b>168</b> |  |  |  |  |                 |
| 10:00 | Station Road South    | 0           | 0        | 19        | 0         | 0        | 0        | 1        | 20        | 0        | 1        | 9                  | 3         | 1        | 0        | 2        | 16         | 0        | 0        | 6         | 0        | 0             | 0        | 0        | 1        | 7         | 43         |  |  |  |  |                 |
| 10:15 | Station Road South    | 0           | 0        | 23        | 1         | 0        | 0        | 0        | 24        | 4        | 0        | 25                 | 3         | 0        | 0        | 0        | 32         | 0        | 0        | 5         | 0        | 0             | 0        | 0        | 1        | 6         | 62         |  |  |  |  |                 |
| 10:30 | Station Road South    | 0           | 0        | 13        | 1         | 0        | 0        | 0        | 14        | 0        | 0        | 18                 | 2         | 0        | 0        | 3        | 23         | 0        | 0        | 6         | 0        | 0             | 0        | 0        | 1        | 7         | 44         |  |  |  |  |                 |
| 10:45 | Station Road South    | 0           | 0        | 13        | 0         | 0        | 0        | 1        | 14        | 0        | 0        | 28                 | 3         | 0        | 0        | 0        | 31         | 0        | 0        | 7         | 1        | 0             | 0        | 0        | 1        | 9         | 54         |  |  |  |  |                 |
|       | <b>Total 10 to 11</b> | <b>0</b>    | <b>0</b> | <b>68</b> | <b>2</b>  | <b>0</b> | <b>0</b> | <b>2</b> | <b>72</b> | <b>4</b> | <b>1</b> | <b>80</b>          | <b>11</b> | <b>1</b> | <b>0</b> | <b>5</b> | <b>102</b> | <b>0</b> | <b>0</b> | <b>24</b> | <b>1</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>4</b> | <b>29</b> | <b>203</b> |  |  |  |  |                 |
| 11:00 | Station Road South    | 0           | 0        | 19        | 0         | 0        | 0        | 0        | 19        | 0        | 0        | 25                 | 1         | 1        | 0        | 1        | 28         | 0        | 0        | 5         | 3        | 0             | 0        | 0        | 2        | 10        | 57         |  |  |  |  |                 |
| 11:15 | Station Road South    | 1           | 0        | 23        | 1         | 0        | 0        | 0        | 25        | 0        | 0        | 22                 | 4         | 0        | 0        | 2        | 28         | 0        | 0        | 6         | 0        | 0             | 0        | 0        | 1        | 7         | 60         |  |  |  |  |                 |
| 11:30 | Station Road South    | 0           | 0        | 15        | 1         | 0        | 0        | 0        | 16        | 0        | 0        | 16                 | 3         | 0        | 0        | 2        | 21         | 0        | 0        | 3         | 0        | 0             | 0        | 1        | 4        | 41        |            |  |  |  |  |                 |
| 11:45 | Station Road South    | 0           | 0        | 23        | 2         | 0        | 0        | 0        | 25        | 0        | 1        | 24                 | 5         | 0        | 0        | 0        | 30         | 0        | 1        | 9         | 1        | 0             | 0        | 1        | 1        | 12        | 67         |  |  |  |  |                 |
|       | <b>Total 11 to 12</b> | <b>1</b>    | <b>0</b> | <b>80</b> | <b>4</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>85</b> | <b>0</b> | <b>1</b> | <b>87</b>          | <b>13</b> | <b>1</b> | <b>0</b> | <b>5</b> | <b>107</b> | <b>0</b> | <b>1</b> | <b>23</b> | <b>4</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>5</b> | <b>33</b> | <b>225</b> |  |  |  |  |                 |
| 12:00 | Station Road South    | 0           | 0        | 12        | 1         | 0        | 0        | 0        | 13        | 0        | 0        | 26                 | 3         | 0        | 0        | 1        | 30         | 0        | 0        | 9         | 0        | 0             | 0        | 2        | 11       | 54        |            |  |  |  |  |                 |
| 12:15 | Station Road South    | 0           | 0        | 17        | 0         | 0        | 0        | 0        | 17        | 0        | 0        | 22                 | 2         | 0        | 0        | 1        | 25         | 0        | 0        | 9         | 0        | 0             | 0        | 1        | 10       | 52        |            |  |  |  |  |                 |
| 12:30 | Station Road South    | 0           | 0        | 19        | 1         | 0        | 0        | 0        | 20        | 0        | 0        | 35                 | 3         | 0        | 0        | 1        | 39         | 0        | 0        | 8         | 0        | 0             | 0        | 1        | 9        | 68        |            |  |  |  |  |                 |
| 12:45 | Station Road South    | 0           | 0        | 18        | 2         | 0        | 0        | 0        | 20        | 0        | 0        | 27                 | 3         | 0        | 0        | 1        | 31         | 0        | 0        | 6         | 0        | 0             | 0        | 0        | 1        | 7         | 58         |  |  |  |  |                 |
|       | <b>Total 12 to 13</b> | <b>0</b>    | <b>0</b> | <b>66</b> | <b>4</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>70</b> | <b>0</b> | <b>0</b> | <b>110</b>         | <b>11</b> | <b>0</b> | <b>0</b> | <b>4</b> | <b>125</b> | <b>0</b> | <b>0</b> | <b>32</b> | <b>0</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>5</b> | <b>37</b> | <b>232</b> |  |  |  |  |                 |
| 13:00 | Station Road South    | 0           | 0        | 15        | 0         | 0        | 0        | 0        | 15        | 0        | 0        | 24                 | 1         | 1        | 0        | 1        | 27         | 0        | 0        | 9         | 1        | 0             | 0        | 2        | 12       | 54        |            |  |  |  |  |                 |
| 13:15 | Station Road South    | 0           | 0        | 22        | 0         | 0        | 0        | 0        | 22        | 0        | 0        | 25                 | 3         | 0        | 0        | 1        | 29         | 0        | 0        | 9         | 1        | 0             | 0        | 0        | 10       | 61        |            |  |  |  |  |                 |
| 13:30 | Station Road South    | 0           | 0        | 17        | 1         | 0        | 0        | 0        | 18        | 1        | 0        | 22                 | 2         | 0        | 0        | 1        | 26         | 0        | 0        | 17        | 2        | 0             | 0        | 0        | 1        | 20        | 64         |  |  |  |  |                 |
| 13:45 | Station Road South    | 0           | 0        | 14        | 0         | 0        | 0        | 0        | 14        | 0        | 1        | 17                 | 4         | 0        | 0        | 1        | 23         | 0        | 0        | 10        | 0        | 0             | 0        | 0        | 1        | 11        | 48         |  |  |  |  |                 |
|       | <b>Total 13 to 14</b> | <b>0</b>    | <b>0</b> | <b>68</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>69</b> | <b>1</b> | <b>1</b> | <b>88</b>          | <b>10</b> | <b>1</b> | <b>0</b> | <b>4</b> | <b>105</b> | <b>0</b> | <b>0</b> | <b>45</b> | <b>4</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>4</b> | <b>53</b> | <b>227</b> |  |  |  |  |                 |
| 14:00 | Station Road South    | 0           | 0        | 23        | 2         | 0        | 0        | 0        | 25        | 0        | 0        | 24                 | 2         | 0        | 0        | 2        | 28         | 0        | 0        | 12        | 0        | 0             | 0        | 2        | 14       | 67        |            |  |  |  |  |                 |
| 14:15 | Station Road South    | 0           | 0        | 14        | 2         | 0        | 0        | 0        | 16        | 0        | 0        | 34                 | 3         | 0        | 0        | 0        | 37         | 0        | 0        | 12        | 0        | 0             | 0        | 2        | 14       | 67        |            |  |  |  |  |                 |
| 14:30 | Station Road South    | 0           | 0        | 16        | 1         | 0        | 0        | 0        | 17        | 0        | 0        | 22                 | 0         | 0        | 0        | 2        | 24         | 0        | 0        | 5         | 0        | 0             | 0        | 1        | 6        | 47        |            |  |  |  |  |                 |
| 14:45 | Station Road South    | 0           | 0        | 10        | 1         | 0        | 0        | 0        | 11        | 0        | 0        | 34                 | 1         | 0        | 0        | 0        | 35         | 0        | 0        | 12        | 0        | 0             | 0        | 2        | 14       | 60        |            |  |  |  |  |                 |
|       | <b>Total 14 to 15</b> | <b>0</b>    | <b>0</b> | <b>63</b> | <b>6</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>69</b> | <b>0</b> | <b>0</b> | <b>114</b>         | <b>6</b>  | <b>0</b> | <b>0</b> | <b>4</b> | <b>124</b> | <b>0</b> | <b>0</b> | <b>41</b> | <b>0</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>7</b> | <b>48</b> | <b>241</b> |  |  |  |  |                 |
| 15:00 | Station Road South    | 0           | 0        | 12        | 0         | 0        | 0        | 0        | 12        | 0        | 0        | 21                 | 3         | 0        | 0        | 2        | 26         | 0        | 0        | 9         | 2        | 0             | 0        | 1        | 12       | 50        |            |  |  |  |  |                 |
| 15:15 | Station Road South    | 0           | 0        | 7         | 0         | 0        | 0        | 0        | 7         | 0        | 1        | 24                 | 0         | 0        | 0        | 0        | 25         | 0        | 0        | 8         | 1        | 0             | 0        | 1        | 10       | 42        |            |  |  |  |  |                 |
| 15:30 | Station Road South    | 0           | 0        | 16        | 1         | 0        | 0        | 0        | 17        | 0        | 0        | 19                 | 3         | 0        | 0        | 1        | 23         | 0        | 0        | 10        | 2        | 0             | 0        | 0        | 1        | 13        | 53         |  |  |  |  |                 |
| 15:45 | Station Road South    | 0           | 0        | 11        | 1         | 0        | 0        | 0        | 12        | 2        | 1        | 22                 | 1         | 1        | 0        | 1        | 28         | 0        | 0        | 10        | 0        | 0             | 0        | 3        | 13       | 53        |            |  |  |  |  |                 |
|       | <b>Total 15 to 16</b> | <b>0</b>    | <b>0</b> | <b>46</b> | <b>2</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>48</b> | <b>2</b> | <b>2</b> | <b>86</b>          | <b>7</b>  | <b>1</b> | <b>0</b> | <b>4</b> | <b>102</b> | <b>0</b> | <b>0</b> | <b>37</b> | <b>5</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>6</b> | <b>48</b> | <b>198</b> |  |  |  |  |                 |
| 16:00 | Station Road South    | 0           | 0        | 6         | 0         | 0        | 0        | 0        | 6         | 0        | 0        | 18                 | 3         | 0        | 0        | 2        | 23         | 0        | 0        | 12        | 0        | 0             | 0        | 1        | 13       | 42        |            |  |  |  |  |                 |
| 16:15 | Station Road South    | 0           | 0        | 8         | 0         | 0        | 0        | 0        | 8         | 0        | 0        | 29                 | 1         | 0        | 0        | 0        | 30         | 0        | 0        | 9         | 0        | 0             | 0        | 1        | 10       | 48        |            |  |  |  |  |                 |
| 16:30 | Station Road South    | 0           | 0        | 14        | 1         | 0        | 0        | 0        | 15        | 0        | 0        | 23                 | 3         | 0        | 0        | 2        | 28         | 0        | 0        | 12        | 0        | 0             | 0        | 1        | 13       | 56        |            |  |  |  |  |                 |
| 16:45 | Station Road South    | 0           | 0        | 8         | 0         | 0        | 0        | 0        | 8         | 0        | 0        | 37                 | 2         | 0        | 0        | 0        | 39         | 0        | 0        | 12        | 0        | 0             | 0        | 2        | 14       | 61        |            |  |  |  |  |                 |
|       | <b>Total 16 to 17</b> | <b>0</b>    | <b>0</b> | <b>36</b> | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>37</b> | <b>0</b> | <b>0</b> | <b>107</b>         | <b>9</b>  | <b>0</b> | <b>0</b> | <b>4</b> | <b>120</b> | <b>0</b> | <b>0</b> | <b>45</b> | <b>0</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>5</b> | <b>90</b> | <b>207</b> |  |  |  |  |                 |
| 17:00 | Station Road South    | 0           | 0        | 1         | 7         | 1        | 0        | 0        | 9         | 0        | 0        | 35                 | 1         | 0        | 0        | 1        | 37         | 0        | 0        | 11        | 0        | 0             | 0        | 0        | 1        | 12        | 58         |  |  |  |  |                 |
| 17:15 | Station Road South    | 0           | 0        | 6         | 0         | 0        | 0        | 0        | 6         | 0        | 0        | 27                 | 1         | 0        | 0        | 0        | 28         | 0        | 0        | 8         | 0        | 0             | 0        | 2        | 10       | 44        |            |  |  |  |  |                 |
| 17:30 | Station Road South    | 0           | 0        | 9         | 0         | 0        | 0        | 0        | 9         | 0        | 0        | 42                 | 6         | 0        | 0        | 1        | 49         | 0        | 0        | 8         | 0        | 0             | 0        | 1        | 9        | 67        |            |  |  |  |  |                 |
| 17:45 | Station Road South    | 0           | 0        | 11        | 0         | 0        | 0        | 0        | 11        | 0        | 0        | 46                 | 1         | 0        | 0        | 0        | 47         | 0        | 0        | 10        | 0        | 0             | 0        | 1        | 11       | 69        |            |  |  |  |  |                 |
|       | <b>Total 17 to 18</b> | <b>0</b>    | <b>0</b> | <b>1</b>  | <b>33</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>35</b> | <b>0</b> | <b>0</b> | <b>150</b>         | <b>9</b>  | <b>0</b> | <b>0</b> | <b>2</b> | <b>161</b> | <b>0</b> | <b>0</b> | <b>37</b> | <b>0</b> | <b>0</b>      | <b>0</b> | <b>0</b> | <b>5</b> | <b>42</b> | <b>238</b> |  |  |  |  |                 |
| 18:00 | Station Road South    | 0           | 0        | 7         | 0         | 0        | 0        | 0        | 7         | 0        | 0        | 29                 | 0         | 0        | 0        | 0        | 29         | 0        | 0        | 18        | 1        | 0             | 0        | 1        | 20       | 56        |            |  |  |  |  |                 |
| 18:15 | Station Road South    | 0           | 0        | 4         | 1         | 0        | 0        | 0        | 5         | 0        | 0        | 33                 | 2         | 0        | 0        | 1        | 36         | 0        | 0        | 9         | 0        | 0             | 0        | 1        | 10       | 51        |            |  |  |  |  |                 |
| 18:30 | Station Road South    | 0           | 0        | 4         | 0         | 0        | 0        | 0        | 4         | 0        | 0        | 28                 | 0         | 0        | 0        | 0        | 28         | 0        | 0        | 10        | 0        | 0             | 0        | 1        | 11       | 43        |            |  |  |  |  |                 |
| 18:45 | Station Road South    | 0           | 0        |           |           |          |          |          |           |          |          |                    |           |          |          |          |            |          |          |           |          |               |          |          |          |           |            |  |  |  |  |                 |



| Leg 4                 |             | Station Road North |          |            |          |          |          |          |            |          |          | Hedgeley Road |          |          |          |          |           |          |          |           |          | Station Road South |          |          |          |           |            |            |            |    |  | Leg 4<br>Totals |  |
|-----------------------|-------------|--------------------|----------|------------|----------|----------|----------|----------|------------|----------|----------|---------------|----------|----------|----------|----------|-----------|----------|----------|-----------|----------|--------------------|----------|----------|----------|-----------|------------|------------|------------|----|--|-----------------|--|
|                       |             | P                  | M        | Car/       | L        | OGV      | OGV      | Bus/     |            |          |          | P             | M        | Car/     | L        | OGV      | OGV       | Bus/     |          |           |          | P                  | M        | Car/     | L        | OGV       | OGV        | Bus/       |            |    |  |                 |  |
|                       |             | Cyclist            | Cyclist  | Taxi       | Good     | 1        | 2        | Coach    | Totals     |          |          | Cyclist       | Cyclist  | Taxi     | Good     | 1        | 2         | Coach    | Totals   |           |          | Cyclist            | Cyclist  | Taxi     | Good     | 1         | 2          | Coach      | Totals     |    |  |                 |  |
| 07:00                 | Glen Street | 0                  | 0        | 3          | 0        | 0        | 0        | 0        | 3          | 0        | 0        | 1             | 0        | 0        | 0        | 0        | 0         | 1        | 0        | 0         | 2        | 0                  | 0        | 0        | 0        | 0         | 0          | 2          | 6          |    |  |                 |  |
| 07:15                 | Glen Street | 0                  | 0        | 6          | 1        | 0        | 0        | 0        | 7          | 0        | 0        | 2             | 0        | 0        | 0        | 0        | 0         | 2        | 0        | 0         | 2        | 0                  | 0        | 2        | 0        | 0         | 0          | 4          | 13         |    |  |                 |  |
| 07:30                 | Glen Street | 0                  | 0        | 8          | 1        | 0        | 0        | 0        | 9          | 0        | 0        | 5             | 1        | 0        | 0        | 0        | 0         | 6        | 0        | 0         | 1        | 0                  | 1        | 0        | 0        | 0         | 2          | 17         |            |    |  |                 |  |
| 07:45                 | Glen Street | 0                  | 0        | 5          | 2        | 0        | 0        | 0        | 7          | 0        | 0        | 2             | 0        | 0        | 0        | 0        | 0         | 2        | 0        | 0         | 2        | 0                  | 0        | 0        | 0        | 0         | 0          | 2          | 11         |    |  |                 |  |
| <b>Total 7 to 8</b>   |             | <b>0</b>           | <b>0</b> | <b>22</b>  | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>26</b>  | <b>0</b> | <b>0</b> | <b>10</b>     | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>11</b> | <b>0</b> | <b>0</b> | <b>7</b>  | <b>0</b> | <b>1</b>           | <b>2</b> | <b>0</b> | <b>0</b> | <b>10</b> | <b>47</b>  |            |            |    |  |                 |  |
| 08:00                 | Glen Street | 0                  | 0        | 5          | 2        | 0        | 0        | 0        | 7          | 0        | 0        | 1             | 0        | 0        | 0        | 0        | 0         | 1        | 0        | 0         | 1        | 0                  | 0        | 0        | 0        | 0         | 0          | 1          | 9          |    |  |                 |  |
| 08:15                 | Glen Street | 0                  | 0        | 9          | 0        | 0        | 0        | 0        | 9          | 0        | 0        | 3             | 0        | 0        | 0        | 0        | 0         | 3        | 0        | 0         | 3        | 0                  | 0        | 0        | 0        | 0         | 0          | 3          | 15         |    |  |                 |  |
| 08:30                 | Glen Street | 0                  | 0        | 11         | 0        | 0        | 0        | 0        | 11         | 0        | 0        | 4             | 0        | 0        | 0        | 0        | 0         | 4        | 0        | 0         | 3        | 0                  | 0        | 0        | 0        | 0         | 0          | 3          | 18         |    |  |                 |  |
| 08:45                 | Glen Street | 0                  | 0        | 17         | 0        | 1        | 0        | 0        | 18         | 0        | 0        | 5             | 0        | 0        | 0        | 0        | 0         | 5        | 0        | 0         | 0        | 1                  | 0        | 0        | 0        | 0         | 0          | 1          | 24         |    |  |                 |  |
| <b>Total 8 to 9</b>   |             | <b>0</b>           | <b>0</b> | <b>42</b>  | <b>2</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>45</b>  | <b>0</b> | <b>0</b> | <b>13</b>     | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>13</b> | <b>0</b> | <b>0</b> | <b>7</b>  | <b>1</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>8</b>   | <b>66</b>  |            |    |  |                 |  |
| 09:00                 | Glen Street | 0                  | 0        | 17         | 1        | 0        | 0        | 0        | 18         | 0        | 0        | 7             | 2        | 0        | 0        | 0        | 0         | 9        | 0        | 0         | 11       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 11         | 38 |  |                 |  |
| 09:15                 | Glen Street | 0                  | 0        | 18         | 2        | 0        | 0        | 0        | 20         | 0        | 0        | 7             | 1        | 0        | 0        | 0        | 0         | 8        | 0        | 0         | 6        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 6          | 34 |  |                 |  |
| 09:30                 | Glen Street | 0                  | 0        | 23         | 2        | 0        | 0        | 0        | 25         | 0        | 0        | 16            | 0        | 0        | 0        | 0        | 0         | 16       | 0        | 0         | 10       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 10         | 51 |  |                 |  |
| 09:45                 | Glen Street | 2                  | 0        | 17         | 0        | 0        | 0        | 0        | 19         | 0        | 0        | 4             | 1        | 0        | 0        | 0        | 0         | 5        | 0        | 0         | 8        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 8          | 32 |  |                 |  |
| <b>Total 9 to 10</b>  |             | <b>2</b>           | <b>0</b> | <b>75</b>  | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>82</b>  | <b>0</b> | <b>0</b> | <b>34</b>     | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>38</b> | <b>0</b> | <b>0</b> | <b>35</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>   | <b>35</b>  | <b>155</b> |    |  |                 |  |
| 10:00                 | Glen Street | 0                  | 0        | 15         | 2        | 0        | 0        | 0        | 17         | 0        | 0        | 12            | 0        | 0        | 0        | 0        | 0         | 12       | 0        | 0         | 15       | 2                  | 0        | 0        | 0        | 1         | 1          | 18         | 47         |    |  |                 |  |
| 10:15                 | Glen Street | 0                  | 0        | 20         | 0        | 0        | 0        | 0        | 20         | 0        | 0        | 19            | 0        | 0        | 0        | 0        | 0         | 19       | 0        | 0         | 9        | 1                  | 0        | 0        | 0        | 0         | 0          | 0          | 10         | 49 |  |                 |  |
| 10:30                 | Glen Street | 0                  | 0        | 23         | 2        | 0        | 0        | 0        | 25         | 0        | 0        | 10            | 2        | 0        | 0        | 0        | 0         | 12       | 0        | 0         | 8        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 8          | 45 |  |                 |  |
| 10:45                 | Glen Street | 0                  | 0        | 17         | 0        | 0        | 0        | 0        | 17         | 0        | 0        | 21            | 0        | 0        | 0        | 0        | 0         | 21       | 0        | 0         | 10       | 1                  | 0        | 0        | 0        | 0         | 0          | 0          | 11         | 49 |  |                 |  |
| <b>Total 10 to 11</b> |             | <b>0</b>           | <b>0</b> | <b>75</b>  | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>79</b>  | <b>0</b> | <b>0</b> | <b>62</b>     | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>64</b> | <b>0</b> | <b>0</b> | <b>42</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>1</b> | <b>47</b> | <b>190</b> |            |            |    |  |                 |  |
| 11:00                 | Glen Street | 0                  | 0        | 29         | 1        | 0        | 0        | 0        | 30         | 0        | 0        | 25            | 1        | 0        | 0        | 0        | 0         | 26       | 0        | 0         | 9        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 9          | 65 |  |                 |  |
| 11:15                 | Glen Street | 0                  | 0        | 21         | 2        | 0        | 0        | 0        | 23         | 0        | 0        | 17            | 0        | 0        | 0        | 0        | 0         | 17       | 0        | 0         | 12       | 1                  | 0        | 0        | 0        | 0         | 0          | 0          | 13         | 53 |  |                 |  |
| 11:30                 | Glen Street | 0                  | 0        | 24         | 2        | 0        | 0        | 0        | 26         | 0        | 0        | 20            | 1        | 0        | 0        | 0        | 0         | 21       | 0        | 0         | 15       | 1                  | 0        | 0        | 0        | 0         | 0          | 0          | 16         | 63 |  |                 |  |
| 11:45                 | Glen Street | 0                  | 0        | 16         | 1        | 0        | 0        | 0        | 17         | 1        | 0        | 23            | 1        | 0        | 0        | 0        | 0         | 25       | 0        | 1         | 15       | 2                  | 0        | 0        | 0        | 0         | 0          | 0          | 18         | 60 |  |                 |  |
| <b>Total 11 to 12</b> |             | <b>0</b>           | <b>0</b> | <b>90</b>  | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>96</b>  | <b>1</b> | <b>0</b> | <b>85</b>     | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>89</b> | <b>0</b> | <b>1</b> | <b>51</b> | <b>4</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>   | <b>56</b>  | <b>241</b> |    |  |                 |  |
| 12:00                 | Glen Street | 0                  | 1        | 26         | 3        | 0        | 0        | 0        | 30         | 0        | 0        | 23            | 1        | 0        | 0        | 0        | 0         | 24       | 0        | 0         | 8        | 2                  | 0        | 0        | 0        | 0         | 0          | 0          | 11         | 65 |  |                 |  |
| 12:15                 | Glen Street | 0                  | 0        | 38         | 1        | 0        | 0        | 0        | 39         | 0        | 0        | 25            | 0        | 0        | 0        | 0        | 0         | 25       | 0        | 0         | 12       | 1                  | 0        | 0        | 0        | 0         | 0          | 0          | 13         | 77 |  |                 |  |
| 12:30                 | Glen Street | 0                  | 0        | 22         | 0        | 0        | 0        | 0        | 22         | 0        | 0        | 23            | 0        | 0        | 0        | 0        | 0         | 23       | 0        | 0         | 18       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 18         | 63 |  |                 |  |
| 12:45                 | Glen Street | 0                  | 0        | 25         | 1        | 0        | 0        | 0        | 26         | 0        | 0        | 8             | 0        | 0        | 0        | 0        | 0         | 8        | 0        | 0         | 15       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 15         | 49 |  |                 |  |
| <b>Total 12 to 13</b> |             | <b>0</b>           | <b>1</b> | <b>111</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>117</b> | <b>0</b> | <b>0</b> | <b>79</b>     | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>80</b> | <b>0</b> | <b>0</b> | <b>54</b> | <b>3</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>   | <b>57</b>  | <b>254</b> |    |  |                 |  |
| 13:00                 | Glen Street | 0                  | 0        | 26         | 1        | 0        | 0        | 0        | 27         | 0        | 0        | 15            | 4        | 0        | 0        | 0        | 0         | 19       | 0        | 0         | 11       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 11         | 57 |  |                 |  |
| 13:15                 | Glen Street | 0                  | 0        | 20         | 1        | 0        | 0        | 0        | 21         | 0        | 0        | 13            | 0        | 0        | 0        | 0        | 0         | 13       | 0        | 0         | 9        | 2                  | 0        | 0        | 0        | 0         | 0          | 0          | 11         | 45 |  |                 |  |
| 13:30                 | Glen Street | 0                  | 0        | 18         | 3        | 0        | 0        | 0        | 21         | 0        | 0        | 22            | 0        | 0        | 0        | 0        | 0         | 22       | 0        | 0         | 17       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 17         | 60 |  |                 |  |
| 13:45                 | Glen Street | 0                  | 1        | 20         | 1        | 0        | 0        | 0        | 22         | 0        | 0        | 10            | 1        | 0        | 0        | 0        | 0         | 11       | 0        | 0         | 9        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 9          | 42 |  |                 |  |
| <b>Total 13 to 14</b> |             | <b>0</b>           | <b>1</b> | <b>84</b>  | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>91</b>  | <b>0</b> | <b>0</b> | <b>60</b>     | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>65</b> | <b>0</b> | <b>0</b> | <b>46</b> | <b>2</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>   | <b>48</b>  | <b>204</b> |    |  |                 |  |
| 14:00                 | Glen Street | 0                  | 0        | 27         | 1        | 0        | 0        | 0        | 28         | 0        | 1        | 17            | 0        | 0        | 0        | 0        | 0         | 18       | 0        | 0         | 10       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 10         | 56 |  |                 |  |
| 14:15                 | Glen Street | 1                  | 0        | 42         | 1        | 0        | 0        | 0        | 44         | 1        | 0        | 14            | 1        | 0        | 0        | 0        | 0         | 16       | 0        | 0         | 9        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 9          | 69 |  |                 |  |
| 14:30                 | Glen Street | 0                  | 0        | 18         | 1        | 0        | 0        | 0        | 19         | 0        | 0        | 13            | 2        | 0        | 0        | 0        | 0         | 15       | 0        | 0         | 9        | 1                  | 0        | 0        | 0        | 0         | 0          | 0          | 10         | 44 |  |                 |  |
| 14:45                 | Glen Street | 0                  | 0        | 24         | 3        | 0        | 0        | 0        | 27         | 1        | 0        | 27            | 3        | 0        | 0        | 0        | 0         | 31       | 0        | 0         | 9        | 2                  | 0        | 0        | 0        | 0         | 0          | 0          | 11         | 69 |  |                 |  |
| <b>Total 14 to 15</b> |             | <b>1</b>           | <b>0</b> | <b>111</b> | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>118</b> | <b>2</b> | <b>1</b> | <b>71</b>     | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>80</b> | <b>0</b> | <b>0</b> | <b>37</b> | <b>3</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>   | <b>40</b>  | <b>238</b> |    |  |                 |  |
| 15:00                 | Glen Street | 0                  | 2        | 26         | 1        | 0        | 0        | 0        | 29         | 0        | 0        | 15            | 2        | 0        | 0        | 0        | 0         | 17       | 0        | 0         | 10       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 10         | 56 |  |                 |  |
| 15:15                 | Glen Street | 0                  | 0        | 25         | 2        | 0        | 0        | 0        | 27         | 0        | 0        | 6             | 0        | 0        | 0        | 0        | 0         | 6        | 0        | 0         | 6        | 1                  | 0        | 0        | 0        | 0         | 0          | 0          | 7          | 40 |  |                 |  |
| 15:30                 | Glen Street | 0                  | 0        | 24         | 0        | 0        | 0        | 0        | 24         | 0        | 0        | 16            | 1        | 0        | 0        | 0        | 0         | 17       | 0        | 1         | 5        | 0                  | 0        | 1        | 0        | 0         | 0          | 7          | 48         |    |  |                 |  |
| 15:45                 | Glen Street | 0                  | 0        | 19         | 3        | 0        | 0        | 0        | 22         | 0        | 0        | 13            | 1        | 0        | 0        | 0        | 0         | 14       | 0        | 0         | 9        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 9          | 45 |  |                 |  |
| <b>Total 15 to 16</b> |             | <b>0</b>           | <b>2</b> | <b>94</b>  | <b>6</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>102</b> | <b>0</b> | <b>0</b> | <b>50</b>     | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>54</b> | <b>0</b> | <b>1</b> | <b>30</b> | <b>1</b> | <b>0</b>           | <b>1</b> | <b>0</b> | <b>1</b> | <b>0</b>  | <b>33</b>  | <b>189</b> |            |    |  |                 |  |
| 16:00                 | Glen Street | 0                  | 0        | 35         | 1        | 0        | 0        | 0        | 36         | 1        | 0        | 24            | 0        | 0        | 0        | 0        | 0         | 25       | 0        | 0         | 6        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 6          | 67 |  |                 |  |
| 16:15                 | Glen Street | 0                  | 0        | 26         | 1        | 0        | 0        | 0        | 27         | 0        | 0        | 16            | 2        | 0        | 0        | 0        | 0         | 18       | 0        | 0         | 8        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 8          | 53 |  |                 |  |
| 16:30                 | Glen Street | 0                  | 0        | 31         | 0        | 0        | 0        | 0        | 31         | 0        | 0        | 18            | 1        | 0        | 0        | 0        | 0         | 19       | 0        | 0         | 8        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 8          | 58 |  |                 |  |
| 16:45                 | Glen Street | 0                  | 0        | 17         | 2        | 0        | 0        | 0        | 19         | 0        | 0        | 5             | 1        | 0        | 0        | 0        | 0         | 6        | 0        | 0         | 8        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 8          | 33 |  |                 |  |
| <b>Total 16 to 17</b> |             | <b>0</b>           | <b>0</b> | <b>109</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>113</b> | <b>1</b> | <b>0</b> | <b>63</b>     | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>68</b> | <b>0</b> | <b>0</b> | <b>30</b> | <b>0</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b>   | <b>30</b>  | <b>211</b> |    |  |                 |  |
| 17:00                 | Glen Street | 0                  | 1        | 26         | 0        | 0        | 0        | 0        | 27         | 0        | 0        | 7             | 0        | 0        | 0        | 0        | 0         | 7        | 0        | 0         | 13       | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 13         | 47 |  |                 |  |
| 17:15                 | Glen Street | 0                  | 0        | 26         | 0        | 0        | 0        | 0        | 26         | 0        | 1        | 14            | 0        | 0        | 0        | 0        | 0         | 15       | 0        | 0         | 3        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 3          | 44 |  |                 |  |
| 17:30                 | Glen Street | 0                  | 1        | 31         | 2        | 0        | 0        | 0        | 34         | 1        | 0        | 12            | 0        | 0        | 0        | 0        | 0         | 13       | 0        | 0         | 3        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 3          | 50 |  |                 |  |
| 17:45                 | Glen Street | 0                  | 0        | 31         | 2        | 0        | 0        | 0        | 33         | 0        | 0        | 12            | 0        | 0        | 0        | 0        | 0         | 12       | 0        | 0         | 7        | 0                  | 0        | 0        | 0        | 0         | 0          | 0          | 7          | 52 |  |                 |  |
| <b>Total 17 to 18</b> |             | <b>0</b>           | <b>2</b> | <b>114</b> |          |          |          |          |            |          |          |               |          |          |          |          |           |          |          |           |          |                    |          |          |          |           |            |            |            |    |  |                 |  |

Client **Mayer Brown**  
 Location **Primary Care Car Park-Glen Street**  
 Date **18.07.2015**  
 Site Number **Site 2**

Comments

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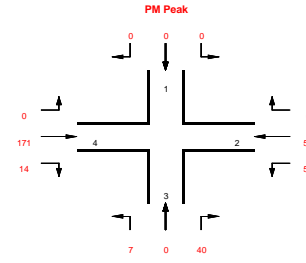
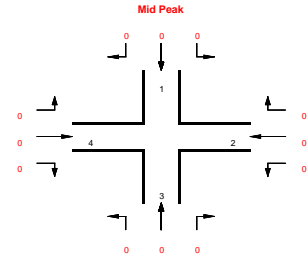
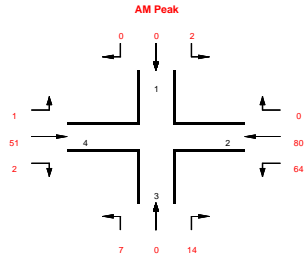
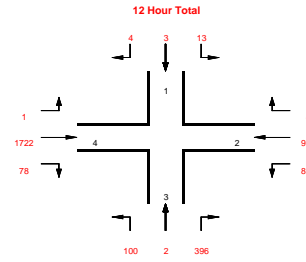
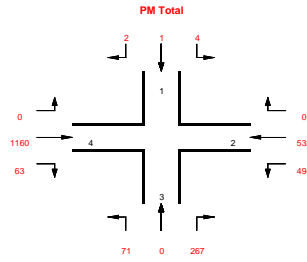
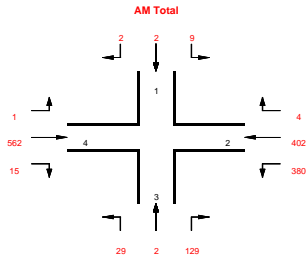
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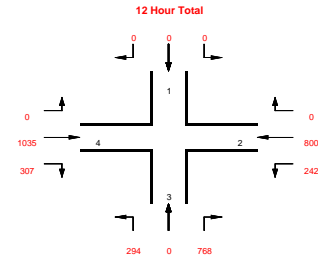
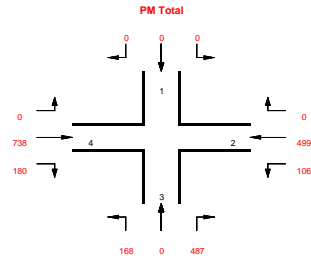
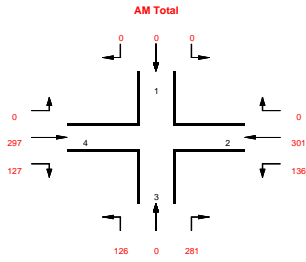


| Leg 2                 |                  | Kensington Court East |          |            |          |          |          |          |            |          |          | Glen Street West |           |          |          |          |            |          |          |          |          | Primary Care Car Park |          |          |          |            |    |  |  |  |  | Leg 2<br>Totals |
|-----------------------|------------------|-----------------------|----------|------------|----------|----------|----------|----------|------------|----------|----------|------------------|-----------|----------|----------|----------|------------|----------|----------|----------|----------|-----------------------|----------|----------|----------|------------|----|--|--|--|--|-----------------|
|                       |                  | P                     | M        | Car/       | L        | OGV      | OGV      | Bus/     | Totals     | P        | M        | Car/             | L         | OGV      | OGV      | Bus/     | Totals     | P        | M        | Car/     | L        | OGV                   | OGV      | Bus/     | Totals   |            |    |  |  |  |  |                 |
|                       |                  | Cyclist               | Cyclist  | Taxi       | Good     | 1        | 2        | Coach    |            | Cyclist  | Cyclist  | Taxi             | Good      | 1        | 2        | Coach    |            | Cyclist  | Cyclist  | Taxi     | Good     | 1                     | 2        | Coach    |          |            |    |  |  |  |  |                 |
| 07:00                 | Glen Street East | 0                     | 0        | 4          | 0        | 0        | 0        | 0        | 4          | 0        | 0        | 3                | 1         | 0        | 0        | 0        | 4          | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 8  |  |  |  |  |                 |
| 07:15                 | Glen Street East | 0                     | 0        | 3          | 0        | 0        | 0        | 0        | 3          | 1        | 0        | 7                | 0         | 0        | 0        | 0        | 8          | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 11 |  |  |  |  |                 |
| 07:30                 | Glen Street East | 0                     | 0        | 4          | 0        | 0        | 0        | 0        | 4          | 0        | 0        | 0                | 0         | 2        | 0        | 0        | 2          | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 6  |  |  |  |  |                 |
| 07:45                 | Glen Street East | 0                     | 0        | 4          | 1        | 0        | 0        | 0        | 5          | 0        | 0        | 5                | 0         | 0        | 0        | 0        | 5          | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 10 |  |  |  |  |                 |
| <b>Total 7 to 8</b>   |                  | <b>0</b>              | <b>0</b> | <b>15</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>16</b>  | <b>1</b> | <b>0</b> | <b>15</b>        | <b>1</b>  | <b>2</b> | <b>0</b> | <b>0</b> | <b>19</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>35</b>  |    |  |  |  |  |                 |
| 08:00                 | Glen Street East | 0                     | 0        | 8          | 1        | 0        | 0        | 0        | 9          | 0        | 0        | 9                | 0         | 0        | 0        | 0        | 9          | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 18 |  |  |  |  |                 |
| 08:15                 | Glen Street East | 0                     | 0        | 17         | 1        | 0        | 0        | 0        | 18         | 0        | 0        | 15               | 1         | 1        | 0        | 0        | 17         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 35 |  |  |  |  |                 |
| 08:30                 | Glen Street East | 0                     | 0        | 13         | 1        | 0        | 0        | 0        | 14         | 0        | 0        | 24               | 2         | 0        | 0        | 0        | 26         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 40 |  |  |  |  |                 |
| 08:45                 | Glen Street East | 0                     | 0        | 20         | 2        | 1        | 0        | 0        | 23         | 2        | 0        | 24               | 2         | 0        | 0        | 0        | 28         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 51 |  |  |  |  |                 |
| <b>Total 8 to 9</b>   |                  | <b>0</b>              | <b>0</b> | <b>58</b>  | <b>5</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>64</b>  | <b>2</b> | <b>0</b> | <b>72</b>        | <b>5</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>80</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>144</b> |    |  |  |  |  |                 |
| 09:00                 | Glen Street East | 0                     | 0        | 20         | 0        | 0        | 0        | 0        | 20         | 0        | 0        | 20               | 0         | 0        | 0        | 0        | 24         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 44 |  |  |  |  |                 |
| 09:15                 | Glen Street East | 0                     | 0        | 22         | 0        | 0        | 0        | 0        | 22         | 0        | 0        | 19               | 1         | 0        | 0        | 0        | 20         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 42 |  |  |  |  |                 |
| 09:30                 | Glen Street East | 0                     | 0        | 22         | 1        | 0        | 0        | 0        | 23         | 0        | 0        | 21               | 3         | 0        | 0        | 0        | 24         | 0        | 0        | 1        | 0        | 0                     | 0        | 0        | 0        | 1          | 48 |  |  |  |  |                 |
| 09:45                 | Glen Street East | 0                     | 0        | 20         | 0        | 0        | 0        | 0        | 20         | 0        | 0        | 14               | 4         | 0        | 0        | 0        | 18         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 38 |  |  |  |  |                 |
| <b>Total 9 to 10</b>  |                  | <b>0</b>              | <b>0</b> | <b>84</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>85</b>  | <b>0</b> | <b>0</b> | <b>74</b>        | <b>12</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>86</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>172</b> |    |  |  |  |  |                 |
| 10:00                 | Glen Street East | 0                     | 0        | 22         | 0        | 0        | 0        | 0        | 22         | 0        | 0        | 26               | 2         | 0        | 0        | 1        | 29         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 51 |  |  |  |  |                 |
| 10:15                 | Glen Street East | 0                     | 0        | 26         | 2        | 0        | 0        | 0        | 28         | 2        | 0        | 22               | 1         | 0        | 0        | 0        | 25         | 0        | 0        | 2        | 0        | 0                     | 0        | 0        | 0        | 2          | 55 |  |  |  |  |                 |
| 10:30                 | Glen Street East | 0                     | 0        | 25         | 1        | 0        | 0        | 0        | 26         | 0        | 0        | 21               | 2         | 0        | 0        | 0        | 23         | 0        | 0        | 1        | 0        | 0                     | 0        | 0        | 0        | 1          | 50 |  |  |  |  |                 |
| 10:45                 | Glen Street East | 0                     | 0        | 25         | 1        | 0        | 0        | 0        | 26         | 0        | 0        | 22               | 2         | 1        | 0        | 1        | 26         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 52 |  |  |  |  |                 |
| <b>Total 10 to 11</b> |                  | <b>0</b>              | <b>0</b> | <b>98</b>  | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>102</b> | <b>2</b> | <b>0</b> | <b>91</b>        | <b>7</b>  | <b>1</b> | <b>0</b> | <b>2</b> | <b>103</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>208</b> |    |  |  |  |  |                 |
| 11:00                 | Glen Street East | 0                     | 0        | 23         | 1        | 0        | 0        | 0        | 24         | 1        | 1        | 26               | 2         | 0        | 0        | 0        | 30         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 54 |  |  |  |  |                 |
| 11:15                 | Glen Street East | 0                     | 0        | 30         | 0        | 0        | 0        | 0        | 30         | 1        | 0        | 19               | 5         | 0        | 0        | 0        | 25         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 55 |  |  |  |  |                 |
| 11:30                 | Glen Street East | 0                     | 0        | 29         | 2        | 0        | 0        | 0        | 31         | 0        | 0        | 22               | 2         | 0        | 0        | 0        | 24         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 55 |  |  |  |  |                 |
| 11:45                 | Glen Street East | 0                     | 0        | 27         | 1        | 0        | 0        | 0        | 28         | 0        | 0        | 32               | 3         | 0        | 0        | 0        | 35         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 63 |  |  |  |  |                 |
| <b>Total 11 to 12</b> |                  | <b>0</b>              | <b>0</b> | <b>109</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>113</b> | <b>2</b> | <b>1</b> | <b>99</b>        | <b>12</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>114</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>227</b> |    |  |  |  |  |                 |
| 12:00                 | Glen Street East | 0                     | 0        | 23         | 1        | 0        | 0        | 0        | 24         | 0        | 0        | 23               | 2         | 0        | 0        | 0        | 25         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 49 |  |  |  |  |                 |
| 12:15                 | Glen Street East | 0                     | 0        | 29         | 1        | 0        | 0        | 0        | 30         | 0        | 0        | 18               | 1         | 0        | 0        | 0        | 19         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 49 |  |  |  |  |                 |
| 12:30                 | Glen Street East | 0                     | 0        | 24         | 1        | 0        | 0        | 0        | 25         | 0        | 0        | 27               | 1         | 0        | 0        | 0        | 28         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 53 |  |  |  |  |                 |
| 12:45                 | Glen Street East | 0                     | 0        | 23         | 1        | 0        | 0        | 0        | 24         | 0        | 0        | 19               | 1         | 0        | 0        | 0        | 20         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 44 |  |  |  |  |                 |
| <b>Total 12 to 13</b> |                  | <b>0</b>              | <b>0</b> | <b>99</b>  | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>103</b> | <b>0</b> | <b>0</b> | <b>87</b>        | <b>5</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>92</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>195</b> |    |  |  |  |  |                 |
| 13:00                 | Glen Street East | 0                     | 0        | 19         | 0        | 0        | 0        | 0        | 19         | 0        | 0        | 17               | 3         | 0        | 0        | 0        | 20         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 39 |  |  |  |  |                 |
| 13:15                 | Glen Street East | 0                     | 0        | 24         | 0        | 0        | 0        | 0        | 24         | 0        | 0        | 25               | 0         | 0        | 0        | 0        | 25         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 49 |  |  |  |  |                 |
| 13:30                 | Glen Street East | 0                     | 0        | 15         | 0        | 0        | 1        | 0        | 16         | 0        | 1        | 20               | 4         | 0        | 0        | 0        | 25         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 41 |  |  |  |  |                 |
| 13:45                 | Glen Street East | 0                     | 0        | 20         | 0        | 0        | 0        | 0        | 20         | 0        | 0        | 24               | 1         | 0        | 0        | 0        | 25         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 45 |  |  |  |  |                 |
| <b>Total 13 to 14</b> |                  | <b>0</b>              | <b>0</b> | <b>78</b>  | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>79</b>  | <b>0</b> | <b>1</b> | <b>86</b>        | <b>8</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>95</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>174</b> |    |  |  |  |  |                 |
| 14:00                 | Glen Street East | 0                     | 0        | 20         | 1        | 0        | 0        | 0        | 21         | 0        | 2        | 28               | 1         | 0        | 0        | 0        | 31         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 52 |  |  |  |  |                 |
| 14:15                 | Glen Street East | 0                     | 0        | 20         | 2        | 0        | 0        | 0        | 22         | 0        | 0        | 18               | 2         | 0        | 0        | 0        | 20         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 42 |  |  |  |  |                 |
| 14:30                 | Glen Street East | 0                     | 0        | 24         | 3        | 0        | 0        | 0        | 27         | 0        | 0        | 21               | 2         | 0        | 0        | 0        | 23         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 50 |  |  |  |  |                 |
| 14:45                 | Glen Street East | 0                     | 0        | 21         | 1        | 0        | 0        | 0        | 22         | 1        | 0        | 17               | 2         | 0        | 0        | 0        | 20         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 42 |  |  |  |  |                 |
| <b>Total 14 to 15</b> |                  | <b>0</b>              | <b>0</b> | <b>85</b>  | <b>7</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>92</b>  | <b>1</b> | <b>2</b> | <b>84</b>        | <b>7</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>94</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>186</b> |    |  |  |  |  |                 |
| 15:00                 | Glen Street East | 0                     | 0        | 15         | 0        | 0        | 0        | 0        | 15         | 0        | 0        | 17               | 2         | 0        | 0        | 0        | 19         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 34 |  |  |  |  |                 |
| 15:15                 | Glen Street East | 0                     | 0        | 15         | 0        | 0        | 0        | 0        | 15         | 0        | 0        | 14               | 0         | 1        | 0        | 0        | 15         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 30 |  |  |  |  |                 |
| 15:30                 | Glen Street East | 0                     | 0        | 19         | 1        | 0        | 0        | 0        | 20         | 0        | 0        | 17               | 1         | 0        | 0        | 0        | 18         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 38 |  |  |  |  |                 |
| 15:45                 | Glen Street East | 0                     | 0        | 18         | 1        | 0        | 0        | 0        | 19         | 1        | 0        | 14               | 0         | 0        | 0        | 0        | 15         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 34 |  |  |  |  |                 |
| <b>Total 15 to 16</b> |                  | <b>0</b>              | <b>0</b> | <b>67</b>  | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>69</b>  | <b>1</b> | <b>0</b> | <b>62</b>        | <b>3</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>67</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>136</b> |    |  |  |  |  |                 |
| 16:00                 | Glen Street East | 0                     | 0        | 10         | 0        | 0        | 0        | 0        | 10         | 0        | 0        | 14               | 1         | 0        | 0        | 0        | 15         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 25 |  |  |  |  |                 |
| 16:15                 | Glen Street East | 0                     | 0        | 12         | 0        | 0        | 0        | 0        | 12         | 0        | 0        | 6                | 1         | 0        | 0        | 0        | 7          | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 19 |  |  |  |  |                 |
| 16:30                 | Glen Street East | 0                     | 0        | 21         | 0        | 0        | 0        | 0        | 21         | 0        | 0        | 16               | 2         | 0        | 0        | 0        | 18         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 39 |  |  |  |  |                 |
| 16:45                 | Glen Street East | 0                     | 0        | 15         | 0        | 0        | 0        | 0        | 15         | 0        | 1        | 10               | 2         | 0        | 0        | 0        | 13         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 28 |  |  |  |  |                 |
| <b>Total 16 to 17</b> |                  | <b>0</b>              | <b>0</b> | <b>58</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>58</b>  | <b>0</b> | <b>1</b> | <b>46</b>        | <b>6</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>53</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>111</b> |    |  |  |  |  |                 |
| 17:00                 | Glen Street East | 0                     | 0        | 1          | 18       | 0        | 0        | 0        | 19         | 0        | 1        | 13               | 1         | 0        | 0        | 0        | 15         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 34 |  |  |  |  |                 |
| 17:15                 | Glen Street East | 0                     | 0        | 9          | 0        | 0        | 0        | 0        | 9          | 1        | 0        | 13               | 0         | 0        | 0        | 0        | 14         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 23 |  |  |  |  |                 |
| 17:30                 | Glen Street East | 0                     | 0        | 9          | 0        | 0        | 0        | 0        | 9          | 0        | 0        | 23               | 0         | 0        | 0        | 0        | 23         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 32 |  |  |  |  |                 |
| 17:45                 | Glen Street East | 0                     | 0        | 10         | 0        | 0        | 0        | 0        | 10         | 0        | 0        | 13               | 0         | 0        | 0        | 0        | 13         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 23 |  |  |  |  |                 |
| <b>Total 17 to 18</b> |                  | <b>0</b>              | <b>0</b> | <b>46</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>47</b>  | <b>1</b> | <b>1</b> | <b>62</b>        | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>65</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>112</b> |    |  |  |  |  |                 |
| 18:00                 | Glen Street East | 0                     | 0        | 15         | 0        | 0        | 0        | 0        | 15         | 0        | 0        | 17               | 1         | 0        | 0        | 0        | 18         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 33 |  |  |  |  |                 |
| 18:15                 | Glen Street East | 0                     | 0        | 9          | 1        | 0        | 0        | 0        | 10         | 0        | 0        | 12               | 3         | 0        | 0        | 0        | 15         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 25 |  |  |  |  |                 |
| 18:30                 | Glen Street East | 0                     | 0        | 7          | 0        | 0        | 0        | 0        | 7          | 0        | 0        | 19               | 0         | 0        | 0        | 0        | 19         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 26 |  |  |  |  |                 |
| 18:45                 | Glen Street East | 0                     | 0        | 14         | 0        | 0        | 0        | 0        | 14         | 0        | 0        | 14               | 0         | 0        | 0        | 0        | 14         | 0        | 0        | 0        | 0        | 0                     | 0        | 0        | 0        | 0          | 28 |  |  |  |  |                 |
| <b>Total 18 to 19</b> |                  | <b>0</b>              | <b>0</b> | <b></b>    |          |          |          |          |            |          |          |                  |           |          |          |          |            |          |          |          |          |                       |          |          |          |            |    |  |  |  |  |                 |

| Leg 3                 |                       | Glen Street West |          |           |          |          |          |          |           | Primary Care Car Park |          |          |          |          |          |          |          | Glen Street East |          |           |          |          |          |          |           | Leg 3  |
|-----------------------|-----------------------|------------------|----------|-----------|----------|----------|----------|----------|-----------|-----------------------|----------|----------|----------|----------|----------|----------|----------|------------------|----------|-----------|----------|----------|----------|----------|-----------|--------|
|                       |                       | P                | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals    | P                     | M        | Car/     | L        | OGV      | OGV      | Bus/     | Totals   | P                | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals    | Totals |
|                       |                       | Cyclist          | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |           | Cyclist               | Cyclist  | Taxi     | Good     | 1        | 2        | Coach    |          | Cyclist          | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |           |        |
| 07:00                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 0         | 1        | 0        | 0        | 0        | 0         | 1      |
| 07:15                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 0         | 1      |
| 07:30                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 2         | 0        | 1        | 0        | 0        | 0         | 3      |
| 07:45                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 0         | 2      |
| <b>Total 7 to 8</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>0</b> | <b>0</b> | <b>0</b> | <b>0</b>         | <b>0</b> | <b>6</b>  | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>7</b>  |        |
| 08:00                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 3         | 0        | 1        | 0        | 0        | 4         | 4      |
| 08:15                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 5      |
| 08:30                 | Kensington Court East | 0                | 0        | 2         | 0        | 1        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 4      |
| 08:45                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 4         | 0        | 1        | 0        | 0        | 5         | 8      |
| <b>Total 8 to 9</b>   |                       | <b>0</b>         | <b>0</b> | <b>5</b>  | <b>1</b> | <b>1</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b> | <b>12</b> | <b>0</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>14</b> |        |
| 09:00                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 2        | 0        | 0        | 0        | 10        | 12     |
| 09:15                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 1        | 0        | 0        | 0        | 9         | 11     |
| 09:30                 | Kensington Court East | 0                | 0        | 4         | 1        | 0        | 0        | 0        | 5         | 0                     | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 15     |
| 09:45                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 11        | 0        | 0        | 0        | 0        | 11        | 14     |
| <b>Total 9 to 10</b>  |                       | <b>0</b>         | <b>0</b> | <b>11</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>12</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>1</b>         | <b>0</b> | <b>36</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>39</b> |        |
| 10:00                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 10     |
| 10:15                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 9      |
| 10:30                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 11     |
| 10:45                 | Kensington Court East | 0                | 0        | 0         | 1        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 9      |
| <b>Total 10 to 11</b> |                       | <b>0</b>         | <b>0</b> | <b>1</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</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>1</b>         | <b>0</b> | <b>36</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>36</b> |        |
| 11:00                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 5      |
| 11:15                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 12     |
| 11:30                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 13        | 1        | 0        | 0        | 0        | 14        | 15     |
| 11:45                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 7         | 2        | 0        | 0        | 0        | 9         | 9      |
| <b>Total 11 to 12</b> |                       | <b>0</b>         | <b>0</b> | <b>8</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>8</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>30</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>33</b> |        |
| 12:00                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 10     |
| 12:15                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 15        | 1        | 0        | 0        | 0        | 16        | 17     |
| 12:30                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 11     |
| 12:45                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 13        | 0        | 0        | 0        | 0        | 13        | 17     |
| <b>Total 12 to 13</b> |                       | <b>0</b>         | <b>0</b> | <b>11</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>43</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>44</b> |        |
| 13:00                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 6         | 1        | 0        | 0        | 0        | 7         | 11     |
| 13:15                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 8      |
| 13:30                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 12        | 0        | 0        | 0        | 0        | 12        | 14     |
| 13:45                 | Kensington Court East | 0                | 0        | 0         | 1        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 10     |
| <b>Total 13 to 14</b> |                       | <b>0</b>         | <b>0</b> | <b>6</b>  | <b>1</b> | <b>0</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b> | <b>35</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>36</b> |        |
| 14:00                 | Kensington Court East | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 15     |
| 14:15                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 11        | 0        | 0        | 0        | 0        | 11        | 14     |
| 14:30                 | Kensington Court East | 0                | 0        | 4         | 1        | 0        | 0        | 0        | 5         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 7         | 2        | 0        | 0        | 0        | 9         | 14     |
| 14:45                 | Kensington Court East | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 9         | 3        | 0        | 0        | 0        | 12        | 15     |
| <b>Total 14 to 15</b> |                       | <b>0</b>         | <b>0</b> | <b>15</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>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>35</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>40</b> |        |
| 15:00                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 9         | 1        | 0        | 0        | 0        | 10        | 12     |
| 15:15                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 7         | 1        | 0        | 0        | 0        | 8         | 11     |
| 15:30                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 6         | 1        | 0        | 0        | 0        | 7         | 8      |
| 15:45                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 1        | 0        | 0        | 0        | 9         | 13     |
| <b>Total 15 to 16</b> |                       | <b>0</b>         | <b>0</b> | <b>10</b> | <b>0</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b> | <b>30</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>34</b> |        |
| 16:00                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 13        | 0        | 0        | 0        | 0        | 13        | 13     |
| 16:15                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 9      |
| 16:30                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 12     |
| 16:45                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 13     |
| <b>Total 16 to 17</b> |                       | <b>0</b>         | <b>0</b> | <b>7</b>  | <b>0</b> | <b>0</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b> | <b>40</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>40</b> |        |
| 17:00                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 12     |
| 17:15                 | Kensington Court East | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 1         | 12       | 0        | 0        | 0        | 13        | 17     |
| 17:30                 | Kensington Court East | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 10     |
| 17:45                 | Kensington Court East | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 9      |
| <b>Total 17 to 18</b> |                       | <b>0</b>         | <b>0</b> | <b>11</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>1</b> | <b>36</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>37</b> |        |
| 18:00                 | Kensington Court East | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 13     |
| 18:15                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 11     |
| 18:30                 | Kensington Court East | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 8         | 1        | 0        | 0        | 0        | 9         | 10     |
| 18:45                 | Kensington Court East | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0                     | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 9      |
| <b>Total 18 to 19</b> |                       | <b>0</b>         | <b>0</b> | <b>7</b>  | <b>0</b> | <b>0</b> | <b>0</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>0</b> | <b>0</b>         | <b>0</b> | <b>35</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>36</b> |        |
| AM Total              |                       | 0                | 0        | 25        | 3        | 1        | 0        | 0        | 29        | 0                     | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 2                | 0        | 0         | 120      | 6        | 3        | 0        | 0         | 129    |
| PM Total              |                       | 0                | 0        | 67        | 4        | 0        | 0        | 0        | 71        | 0                     | 0        | 0        | 0        |          |          |          |          |                  |          |           |          |          |          |          |           |        |

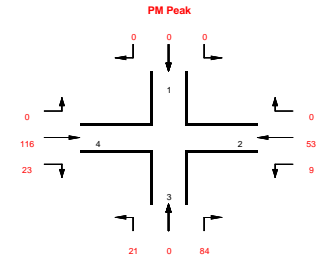
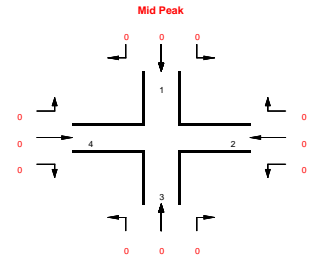
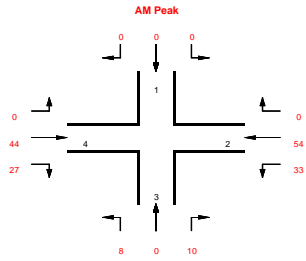


Client **Mayer Brown**  
 Location **Health Centre Car Park-Glen Street**  
 Date **18.07.2015**  
 Site Number **Site 3**



**Comments**

**Health Centre Closed all Day**







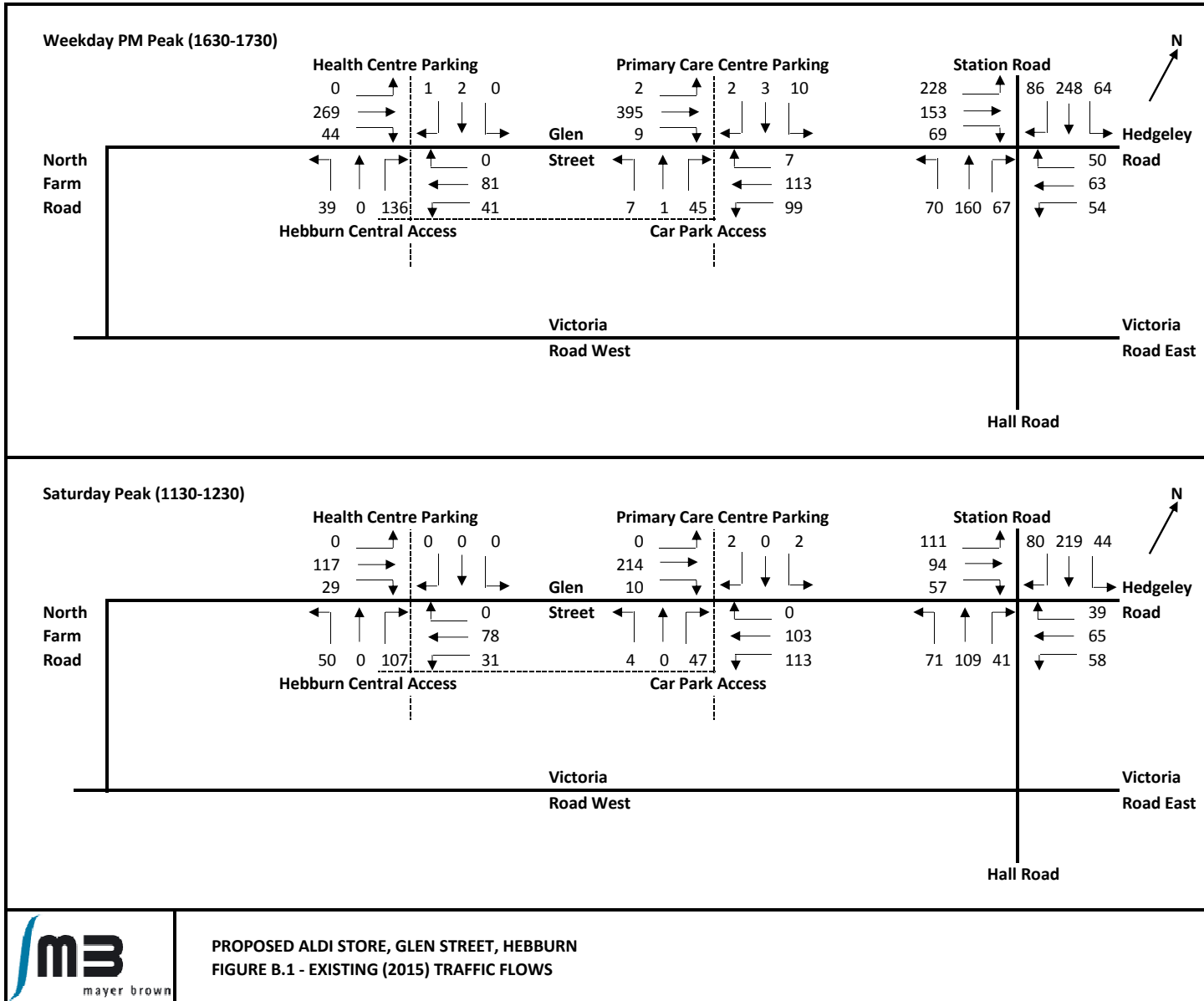
| Leg 2                 |                  | Kensington Court West |          |           |          |          |          |          |           |          |          | Glen Street West |           |          |          |           |           |          |          |          |          | Health Centre Car Park |          |          |            |    |  |  |  |  |  | Leg 2<br>Totals |
|-----------------------|------------------|-----------------------|----------|-----------|----------|----------|----------|----------|-----------|----------|----------|------------------|-----------|----------|----------|-----------|-----------|----------|----------|----------|----------|------------------------|----------|----------|------------|----|--|--|--|--|--|-----------------|
|                       |                  | P                     | M        | Car/      | L        | OGV      | OGV      | Bus/     | Totals    | P        | M        | Car/             | L         | OGV      | OGV      | Bus/      | Totals    | P        | M        | Car/     | L        | OGV                    | OGV      | Bus/     | Totals     |    |  |  |  |  |  |                 |
|                       |                  | Cyclist               | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    |           | Cyclist  | Cyclist  | Taxi             | Good      | 1        | 2        | Coach     |           | Cyclist  | Cyclist  | Taxi     | Good     | 1                      | 2        | Coach    |            |    |  |  |  |  |  |                 |
| 07:00                 | Glen Street East | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 2                | 1         | 0        | 0        | 0         | 3         | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 4  |  |  |  |  |  |                 |
| 07:15                 | Glen Street East | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 1        | 0        | 7                | 0         | 0        | 0        | 0         | 8         | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 8  |  |  |  |  |  |                 |
| 07:30                 | Glen Street East | 0                     | 0        | 1         | 0        | 1        | 0        | 0        | 2         | 0        | 0        | 1                | 0         | 1        | 0        | 0         | 2         | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 4  |  |  |  |  |  |                 |
| 07:45                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0        | 0        | 3                | 0         | 0        | 0        | 0         | 3         | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 5  |  |  |  |  |  |                 |
| <b>Total 7 to 8</b>   |                  | <b>0</b>              | <b>0</b> | <b>4</b>  | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>5</b>  | <b>1</b> | <b>0</b> | <b>13</b>        | <b>1</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>0</b> | <b>21</b>  |    |  |  |  |  |  |                 |
| 08:00                 | Glen Street East | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 8                | 0         | 0        | 0        | 0         | 8         | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 9  |  |  |  |  |  |                 |
| 08:15                 | Glen Street East | 0                     | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 0        | 0        | 6                | 1         | 1        | 0        | 0         | 8         | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 18 |  |  |  |  |  |                 |
| 08:30                 | Glen Street East | 0                     | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 17               | 2         | 1        | 0        | 0         | 20        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 29 |  |  |  |  |  |                 |
| 08:45                 | Glen Street East | 0                     | 0        | 13        | 0        | 0        | 0        | 0        | 13        | 2        | 0        | 13               | 3         | 0        | 0        | 0         | 18        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 31 |  |  |  |  |  |                 |
| <b>Total 8 to 9</b>   |                  | <b>0</b>              | <b>0</b> | <b>33</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>33</b> | <b>2</b> | <b>0</b> | <b>44</b>        | <b>6</b>  | <b>2</b> | <b>0</b> | <b>54</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>87</b>  |    |  |  |  |  |  |                 |
| 09:00                 | Glen Street East | 0                     | 0        | 4         | 2        | 0        | 0        | 0        | 6         | 0        | 0        | 18               | 2         | 0        | 0        | 0         | 20        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 26 |  |  |  |  |  |                 |
| 09:15                 | Glen Street East | 1                     | 0        | 4         | 1        | 0        | 0        | 0        | 6         | 1        | 0        | 17               | 0         | 0        | 0        | 0         | 18        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 24 |  |  |  |  |  |                 |
| 09:30                 | Glen Street East | 0                     | 0        | 6         | 1        | 0        | 0        | 0        | 7         | 0        | 0        | 19               | 3         | 0        | 0        | 0         | 22        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 29 |  |  |  |  |  |                 |
| 09:45                 | Glen Street East | 0                     | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 8                | 4         | 0        | 0        | 0         | 12        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 21 |  |  |  |  |  |                 |
| <b>Total 9 to 10</b>  |                  | <b>1</b>              | <b>0</b> | <b>23</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>28</b> | <b>1</b> | <b>0</b> | <b>62</b>        | <b>9</b>  | <b>0</b> | <b>0</b> | <b>72</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>100</b> |    |  |  |  |  |  |                 |
| 10:00                 | Glen Street East | 0                     | 0        | 11        | 0        | 0        | 0        | 0        | 11        | 0        | 0        | 15               | 2         | 0        | 0        | 1         | 18        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 29 |  |  |  |  |  |                 |
| 10:15                 | Glen Street East | 0                     | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 2        | 0        | 12               | 1         | 0        | 0        | 0         | 15        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 25 |  |  |  |  |  |                 |
| 10:30                 | Glen Street East | 0                     | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0        | 0        | 15               | 2         | 0        | 0        | 0         | 17        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 24 |  |  |  |  |  |                 |
| 10:45                 | Glen Street East | 0                     | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 13               | 3         | 1        | 0        | 1         | 18        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 27 |  |  |  |  |  |                 |
| <b>Total 10 to 11</b> |                  | <b>0</b>              | <b>0</b> | <b>37</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>37</b> | <b>2</b> | <b>0</b> | <b>55</b>        | <b>8</b>  | <b>1</b> | <b>0</b> | <b>2</b>  | <b>68</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>105</b> |    |  |  |  |  |  |                 |
| 11:00                 | Glen Street East | 0                     | 0        | 6         | 2        | 0        | 0        | 0        | 8         | 1        | 1        | 24               | 0         | 0        | 0        | 0         | 26        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 34 |  |  |  |  |  |                 |
| 11:15                 | Glen Street East | 0                     | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 1        | 0        | 15               | 5         | 0        | 0        | 0         | 21        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 29 |  |  |  |  |  |                 |
| 11:30                 | Glen Street East | 0                     | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 0        | 15               | 2         | 0        | 0        | 0         | 17        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 25 |  |  |  |  |  |                 |
| 11:45                 | Glen Street East | 0                     | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 24               | 3         | 0        | 0        | 0         | 27        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 36 |  |  |  |  |  |                 |
| <b>Total 11 to 12</b> |                  | <b>0</b>              | <b>0</b> | <b>31</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>33</b> | <b>2</b> | <b>1</b> | <b>78</b>        | <b>10</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>91</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>124</b> |    |  |  |  |  |  |                 |
| 12:00                 | Glen Street East | 0                     | 0        | 11        | 0        | 0        | 0        | 0        | 11        | 0        | 0        | 14               | 2         | 0        | 0        | 0         | 16        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 27 |  |  |  |  |  |                 |
| 12:15                 | Glen Street East | 0                     | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0        | 0        | 17               | 1         | 0        | 0        | 0         | 18        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 21 |  |  |  |  |  |                 |
| 12:30                 | Glen Street East | 0                     | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0        | 0        | 25               | 1         | 0        | 0        | 0         | 26        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 32 |  |  |  |  |  |                 |
| 12:45                 | Glen Street East | 0                     | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0        | 0        | 20               | 1         | 0        | 0        | 0         | 21        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 24 |  |  |  |  |  |                 |
| <b>Total 12 to 13</b> |                  | <b>0</b>              | <b>0</b> | <b>23</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>23</b> | <b>0</b> | <b>0</b> | <b>76</b>        | <b>5</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>81</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>104</b> |    |  |  |  |  |  |                 |
| 13:00                 | Glen Street East | 0                     | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0        | 0        | 17               | 3         | 0        | 0        | 0         | 20        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 24 |  |  |  |  |  |                 |
| 13:15                 | Glen Street East | 0                     | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0        | 0        | 18               | 0         | 0        | 0        | 0         | 18        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 25 |  |  |  |  |  |                 |
| 13:30                 | Glen Street East | 0                     | 1        | 4         | 0        | 0        | 0        | 0        | 5         | 0        | 0        | 18               | 4         | 0        | 0        | 0         | 22        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 27 |  |  |  |  |  |                 |
| 13:45                 | Glen Street East | 0                     | 0        | 9         | 1        | 0        | 0        | 0        | 10        | 0        | 0        | 15               | 1         | 0        | 0        | 0         | 16        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 26 |  |  |  |  |  |                 |
| <b>Total 13 to 14</b> |                  | <b>0</b>              | <b>1</b> | <b>24</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>26</b> | <b>0</b> | <b>0</b> | <b>68</b>        | <b>8</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>76</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>102</b> |    |  |  |  |  |  |                 |
| 14:00                 | Glen Street East | 0                     | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 2        | 27               | 1         | 0        | 0        | 0         | 30        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 38 |  |  |  |  |  |                 |
| 14:15                 | Glen Street East | 0                     | 0        | 5         | 1        | 0        | 0        | 0        | 6         | 0        | 0        | 15               | 2         | 0        | 0        | 0         | 17        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 23 |  |  |  |  |  |                 |
| 14:30                 | Glen Street East | 0                     | 0        | 3         | 1        | 0        | 0        | 0        | 4         | 0        | 0        | 22               | 2         | 0        | 0        | 0         | 24        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 28 |  |  |  |  |  |                 |
| 14:45                 | Glen Street East | 0                     | 0        | 7         | 1        | 0        | 0        | 0        | 8         | 1        | 0        | 12               | 2         | 0        | 0        | 0         | 15        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 23 |  |  |  |  |  |                 |
| <b>Total 14 to 15</b> |                  | <b>0</b>              | <b>0</b> | <b>23</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>26</b> | <b>1</b> | <b>2</b> | <b>76</b>        | <b>7</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>86</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>112</b> |    |  |  |  |  |  |                 |
| 15:00                 | Glen Street East | 0                     | 0        | 1         | 1        | 0        | 0        | 0        | 2         | 0        | 0        | 18               | 1         | 0        | 0        | 0         | 19        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 21 |  |  |  |  |  |                 |
| 15:15                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0        | 0        | 15               | 0         | 1        | 0        | 0         | 16        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 18 |  |  |  |  |  |                 |
| 15:30                 | Glen Street East | 0                     | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0        | 0        | 13               | 1         | 0        | 0        | 0         | 14        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 19 |  |  |  |  |  |                 |
| 15:45                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 1        | 0        | 16               | 0         | 0        | 0        | 0         | 17        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 19 |  |  |  |  |  |                 |
| <b>Total 15 to 16</b> |                  | <b>0</b>              | <b>0</b> | <b>10</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>11</b> | <b>1</b> | <b>0</b> | <b>62</b>        | <b>2</b>  | <b>1</b> | <b>0</b> | <b>0</b>  | <b>66</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>77</b>  |    |  |  |  |  |  |                 |
| 16:00                 | Glen Street East | 0                     | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0        | 0        | 10               | 1         | 0        | 0        | 0         | 11        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 15 |  |  |  |  |  |                 |
| 16:15                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0        | 0        | 5                | 1         | 0        | 0        | 0         | 6         | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 8  |  |  |  |  |  |                 |
| 16:30                 | Glen Street East | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 17               | 2         | 0        | 0        | 0         | 19        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 20 |  |  |  |  |  |                 |
| 16:45                 | Glen Street East | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0        | 1        | 14               | 2         | 0        | 0        | 0         | 17        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 17 |  |  |  |  |  |                 |
| <b>Total 16 to 17</b> |                  | <b>0</b>              | <b>0</b> | <b>7</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>7</b>  | <b>0</b> | <b>1</b> | <b>46</b>        | <b>6</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>53</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>60</b>  |    |  |  |  |  |  |                 |
| 17:00                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0        | 1        | 13               | 1         | 0        | 0        | 0         | 15        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 17 |  |  |  |  |  |                 |
| 17:15                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 1        | 0        | 15               | 0         | 0        | 0        | 0         | 16        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 18 |  |  |  |  |  |                 |
| 17:30                 | Glen Street East | 0                     | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0        | 0        | 25               | 0         | 0        | 0        | 0         | 25        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 28 |  |  |  |  |  |                 |
| 17:45                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0        | 0        | 12               | 0         | 0        | 0        | 0         | 12        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 14 |  |  |  |  |  |                 |
| <b>Total 17 to 18</b> |                  | <b>0</b>              | <b>0</b> | <b>9</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>9</b>  | <b>1</b> | <b>1</b> | <b>65</b>        | <b>1</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>68</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>77</b>  |    |  |  |  |  |  |                 |
| 18:00                 | Glen Street East | 0                     | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0        | 0        | 18               | 1         | 0        | 0        | 0         | 19        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 21 |  |  |  |  |  |                 |
| 18:15                 | Glen Street East | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 12               | 3         | 0        | 0        | 0         | 15        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 16 |  |  |  |  |  |                 |
| 18:30                 | Glen Street East | 0                     | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 19               | 0         | 0        | 0        | 0         | 19        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 20 |  |  |  |  |  |                 |
| 18:45                 | Glen Street East | 0                     | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0        | 0        | 16               | 0         | 0        | 0        | 0         | 16        | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          | 16 |  |  |  |  |  |                 |
| <b>Total 18 to 19</b> |                  | <b>0</b>              | <b>0</b> | <b>4</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>4</b>  | <b>0</b> | <b>0</b> | <b>65</b>        | <b>4</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>69</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>73</b>  |    |  |  |  |  |  |                 |
| AM Total              |                  | 1                     | 0        | 128       | 6        | 1        | 0        | 0        | 136       | 8        | 1        | 252              | 34        | 4        | 0        | 2         | 301       | 0        | 0        | 0        | 0        | 0                      | 0        | 0        | 0          |    |  |  |  |  |  |                 |
| PM Total              |                  | 0                     | 1        | 100       | 5        | 0        | 0        | 0        | 106       | 3        | 4        | 458              | 33        | 1        |          |           |           |          |          |          |          |                        |          |          |            |    |  |  |  |  |  |                 |

| Leg 3                 |                       | Glen Street West |          |           |          |          |          |          |           |          |          | Health Centre Car Park |          |          |          |          |          |          |          |          |            | Glen Street East |          |          |          |            |            |    |        |  |  | Leg 3 |
|-----------------------|-----------------------|------------------|----------|-----------|----------|----------|----------|----------|-----------|----------|----------|------------------------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------------|----------|----------|----------|------------|------------|----|--------|--|--|-------|
|                       |                       | P                | M        | Car/      | L        | OGV      | OGV      | Bus/     |           |          | P        | M                      | Car/     | L        | OGV      | OGV      | Bus/     |          |          | P        | M          | Car/             | L        | OGV      | OGV      | Bus/       |            |    | Totals |  |  |       |
|                       |                       | Cyclist          | Cyclist  | Taxi      | Good     | 1        | 2        | Coach    | Totals    | Cyclist  | Cyclist  | Taxi                   | Good     | 1        | 2        | Coach    | Totals   | Cyclist  | Cyclist  | Taxi     | Good       | 1                | 2        | Coach    | Totals   |            |            |    |        |  |  |       |
| 07:00                 | Kensington Court 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          | 1          |    |        |  |  |       |
| 07:15                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0                | 0        | 2        | 0        | 0          | 2          | 3  |        |  |  |       |
| 07:30                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 2                | 0        | 0        | 0        | 0          | 2          | 3  |        |  |  |       |
| 07:45                 | Kensington Court West | 0                | 0        | 0         | 0        | 1        | 0        | 0        | 1         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 2                | 0        | 0        | 0        | 0          | 2          | 3  |        |  |  |       |
| <b>Total 7 to 8</b>   |                       | <b>0</b>         | <b>0</b> | <b>2</b>  | <b>0</b> | <b>1</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>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>5</b>   | <b>0</b>         | <b>0</b> | <b>2</b> | <b>0</b> | <b>7</b>   | <b>10</b>  |    |        |  |  |       |
| 08:00                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 1                | 0        | 0        | 0        | 0          | 1          | 2  |        |  |  |       |
| 08:15                 | Kensington Court West | 0                | 0        | 0         | 0        | 0        | 0        | 0        | 0         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 1                | 0        | 0        | 0        | 0          | 1          | 1  |        |  |  |       |
| 08:30                 | Kensington Court West | 0                | 0        | 1         | 0        | 0        | 0        | 0        | 1         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 4                | 0        | 0        | 0        | 0          | 4          | 5  |        |  |  |       |
| 08:45                 | Kensington Court West | 0                | 0        | 5         | 1        | 0        | 0        | 0        | 6         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 3                | 1        | 0        | 0        | 0          | 4          | 10 |        |  |  |       |
| <b>Total 8 to 9</b>   |                       | <b>0</b>         | <b>0</b> | <b>7</b>  | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>8</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>9</b>   | <b>1</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>10</b>  | <b>18</b>  |    |        |  |  |       |
| 09:00                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 10               | 1        | 0        | 0        | 0          | 11         | 15 |        |  |  |       |
| 09:15                 | Kensington Court West | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 16               | 0        | 0        | 0        | 0          | 16         | 19 |        |  |  |       |
| 09:30                 | Kensington Court West | 0                | 0        | 8         | 2        | 0        | 0        | 0        | 10        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 24               | 1        | 0        | 0        | 0          | 25         | 35 |        |  |  |       |
| 09:45                 | Kensington Court West | 0                | 0        | 10        | 0        | 0        | 0        | 0        | 10        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 12               | 1        | 0        | 0        | 0          | 13         | 23 |        |  |  |       |
| <b>Total 9 to 10</b>  |                       | <b>0</b>         | <b>0</b> | <b>25</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>27</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>62</b>  | <b>3</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>65</b>  | <b>92</b>  |    |        |  |  |       |
| 10:00                 | Kensington Court West | 0                | 0        | 16        | 0        | 0        | 0        | 0        | 16        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 22               | 1        | 0        | 0        | 0          | 23         | 39 |        |  |  |       |
| 10:15                 | Kensington Court West | 0                | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 24               | 0        | 0        | 0        | 0          | 24         | 30 |        |  |  |       |
| 10:30                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 22               | 1        | 0        | 0        | 0          | 23         | 31 |        |  |  |       |
| 10:45                 | Kensington Court West | 0                | 0        | 12        | 1        | 0        | 0        | 0        | 13        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 15               | 0        | 0        | 0        | 0          | 15         | 28 |        |  |  |       |
| <b>Total 10 to 11</b> |                       | <b>0</b>         | <b>0</b> | <b>42</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>43</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>83</b>  | <b>2</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>85</b>  | <b>128</b> |    |        |  |  |       |
| 11:00                 | Kensington Court West | 0                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 27               | 0        | 0        | 0        | 0          | 27         | 36 |        |  |  |       |
| 11:15                 | Kensington Court West | 0                | 0        | 5         | 2        | 0        | 0        | 0        | 7         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 23               | 0        | 0        | 0        | 0          | 23         | 30 |        |  |  |       |
| 11:30                 | Kensington Court West | 0                | 0        | 13        | 0        | 0        | 0        | 0        | 13        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 34               | 1        | 0        | 0        | 0          | 35         | 48 |        |  |  |       |
| 11:45                 | Kensington Court West | 0                | 0        | 16        | 0        | 0        | 0        | 0        | 16        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 29               | 0        | 0        | 0        | 0          | 29         | 45 |        |  |  |       |
| <b>Total 11 to 12</b> |                       | <b>0</b>         | <b>0</b> | <b>43</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>45</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>113</b> | <b>1</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>114</b> | <b>159</b> |    |        |  |  |       |
| 12:00                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 16               | 2        | 0        | 0        | 0          | 18         | 26 |        |  |  |       |
| 12:15                 | Kensington Court West | 0                | 0        | 12        | 1        | 0        | 0        | 0        | 13        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          | 25               | 0        | 0        | 0        | 0          | 26         | 39 |        |  |  |       |
| 12:30                 | Kensington Court West | 0                | 0        | 9         | 1        | 0        | 0        | 0        | 10        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 25               | 0        | 0        | 0        | 0          | 25         | 35 |        |  |  |       |
| 12:45                 | Kensington Court West | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 31               | 0        | 0        | 0        | 0          | 31         | 38 |        |  |  |       |
| <b>Total 12 to 13</b> |                       | <b>0</b>         | <b>0</b> | <b>36</b> | <b>2</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>38</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>97</b>  | <b>2</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>100</b> | <b>138</b> |    |        |  |  |       |
| 13:00                 | Kensington Court West | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 24               | 1        | 0        | 0        | 0          | 25         | 32 |        |  |  |       |
| 13:15                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 19               | 2        | 0        | 0        | 0          | 21         | 25 |        |  |  |       |
| 13:30                 | Kensington Court West | 0                | 0        | 9         | 0        | 0        | 0        | 0        | 9         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 27               | 0        | 0        | 0        | 0          | 27         | 36 |        |  |  |       |
| 13:45                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 12               | 0        | 0        | 0        | 0          | 12         | 20 |        |  |  |       |
| <b>Total 13 to 14</b> |                       | <b>0</b>         | <b>0</b> | <b>28</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>28</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>82</b>  | <b>3</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>85</b>  | <b>113</b> |    |        |  |  |       |
| 14:00                 | Kensington Court West | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1          | 22               | 0        | 0        | 0        | 0          | 23         | 28 |        |  |  |       |
| 14:15                 | Kensington Court West | 0                | 0        | 9         | 1        | 0        | 0        | 0        | 10        | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 24               | 2        | 0        | 0        | 0          | 26         | 36 |        |  |  |       |
| 14:30                 | Kensington Court West | 0                | 0        | 7         | 0        | 0        | 0        | 0        | 7         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 19               | 1        | 0        | 0        | 0          | 20         | 27 |        |  |  |       |
| 14:45                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 25               | 2        | 0        | 0        | 0          | 27         | 35 |        |  |  |       |
| <b>Total 14 to 15</b> |                       | <b>0</b>         | <b>0</b> | <b>29</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>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>1</b> | <b>90</b>  | <b>5</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>96</b>  | <b>126</b> |    |        |  |  |       |
| 15:00                 | Kensington Court West | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 19               | 0        | 0        | 0        | 0          | 19         | 22 |        |  |  |       |
| 15:15                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 13               | 0        | 0        | 1        | 0          | 14         | 22 |        |  |  |       |
| 15:30                 | Kensington Court West | 0                | 0        | 4         | 0        | 0        | 0        | 0        | 4         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 21               | 0        | 0        | 1        | 0          | 22         | 26 |        |  |  |       |
| 15:45                 | Kensington Court West | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 17               | 1        | 0        | 0        | 0          | 18         | 23 |        |  |  |       |
| <b>Total 15 to 16</b> |                       | <b>0</b>         | <b>0</b> | <b>20</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>20</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>70</b>  | <b>1</b>         | <b>0</b> | <b>2</b> | <b>0</b> | <b>73</b>  | <b>93</b>  |    |        |  |  |       |
| 16:00                 | Kensington Court West | 0                | 0        | 8         | 0        | 0        | 0        | 0        | 8         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 22               | 0        | 0        | 0        | 0          | 22         | 30 |        |  |  |       |
| 16:15                 | Kensington Court West | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 21               | 1        | 0        | 0        | 0          | 22         | 27 |        |  |  |       |
| 16:30                 | Kensington Court West | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 22               | 0        | 0        | 0        | 0          | 22         | 25 |        |  |  |       |
| 16:45                 | Kensington Court West | 0                | 0        | 2         | 1        | 0        | 0        | 0        | 3         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 6                | 0        | 0        | 0        | 0          | 6          | 9  |        |  |  |       |
| <b>Total 16 to 17</b> |                       | <b>0</b>         | <b>0</b> | <b>18</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>19</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>71</b>  | <b>1</b>         | <b>0</b> | <b>0</b> | <b>0</b> | <b>72</b>  | <b>91</b>  |    |        |  |  |       |
| 17:00                 | Kensington Court West | 0                | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 14               | 0        | 0        | 0        | 0          | 14         | 20 |        |  |  |       |
| 17:15                 | Kensington Court West | 0                | 0        | 6         | 1        | 0        | 0        | 0        | 7         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 1                | 5        | 0        | 0        | 0          | 6          | 13 |        |  |  |       |
| 17:30                 | Kensington Court West | 0                | 0        | 2         | 0        | 0        | 0        | 0        | 2         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 11               | 0        | 0        | 0        | 0          | 11         | 13 |        |  |  |       |
| 17:45                 | Kensington Court West | 0                | 0        | 6         | 0        | 0        | 0        | 0        | 6         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 9                | 0        | 0        | 0        | 0          | 9          | 15 |        |  |  |       |
| <b>Total 17 to 18</b> |                       | <b>0</b>         | <b>0</b> | <b>20</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>21</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>39</b>        | <b>0</b> | <b>0</b> | <b>0</b> | <b>40</b>  | <b>61</b>  |    |        |  |  |       |
| 18:00                 | Kensington Court West | 0                | 0        | 5         | 0        | 0        | 0        | 0        | 5         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 3                | 0        | 0        | 0        | 0          | 3          | 8  |        |  |  |       |
| 18:15                 | Kensington Court West | 0                | 0        | 3         | 0        | 0        | 0        | 0        | 3         | 0        | 0        | 0                      | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 8                | 0        | 0        | 0        | 0          | 8          | 11 |        |  |  |       |
| 18:30                 | Kensington Court West | 0                | 0        | 0         | 0        | 0        |          |          |           |          |          |                        |          |          |          |          |          |          |          |          |            |                  |          |          |          |            |            |    |        |  |  |       |



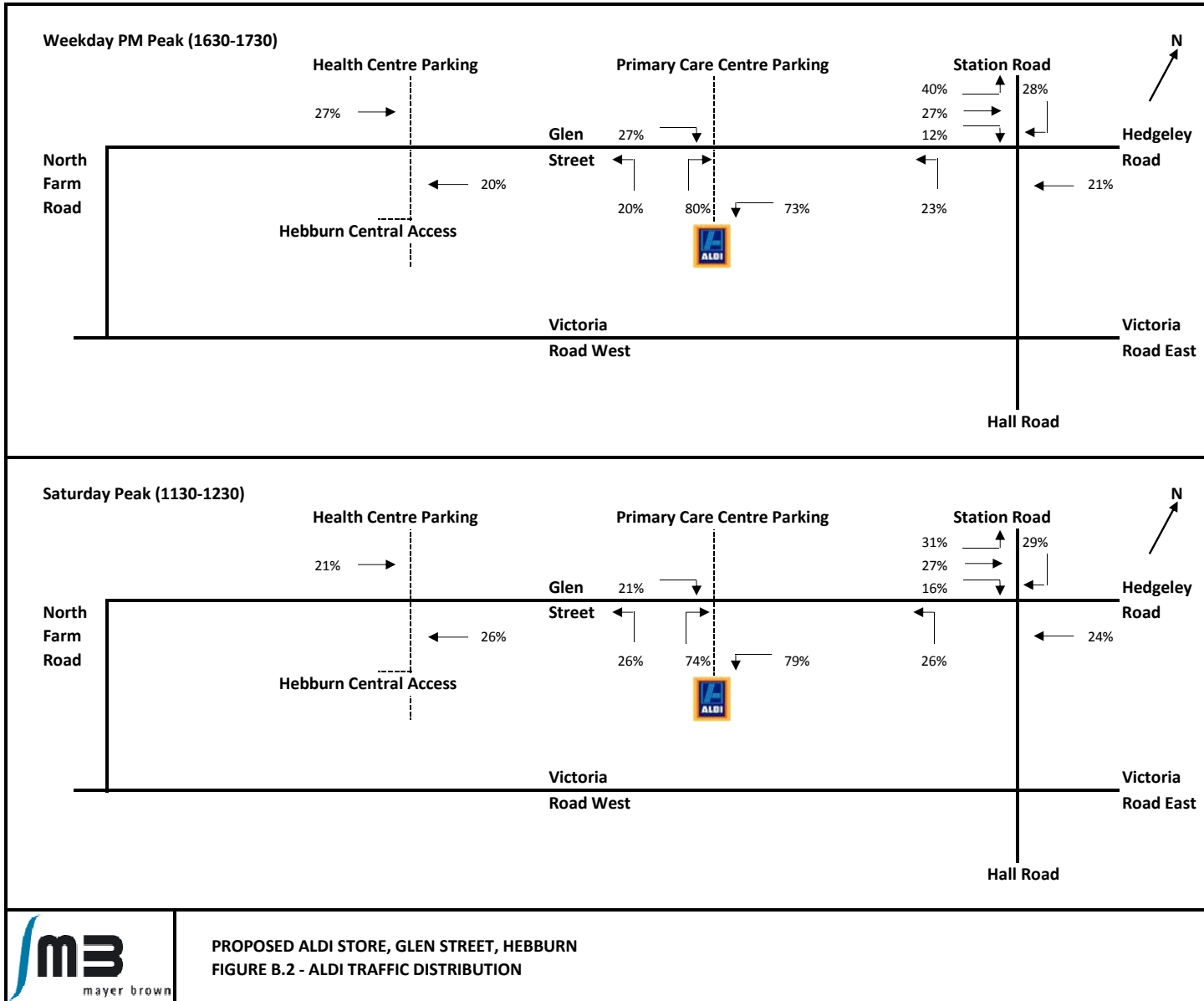
## **APPENDIX B: Traffic Flow Figures**

Proposed Aldi Store, Hebburn  
 Transport Assessment



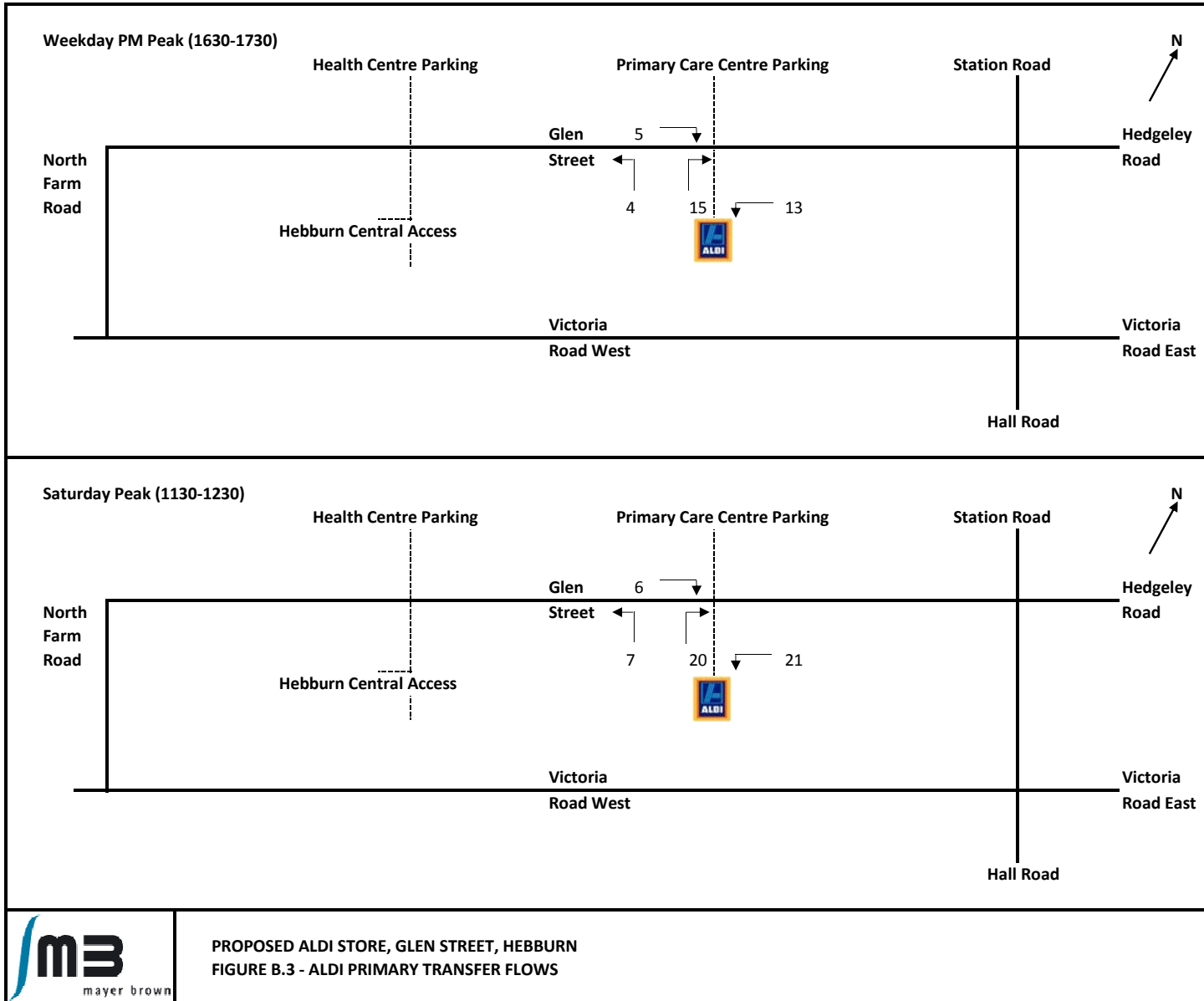
PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
 FIGURE B.1 - EXISTING (2015) TRAFFIC FLOWS

Proposed Aldi Store, Hebburn  
 Transport Assessment

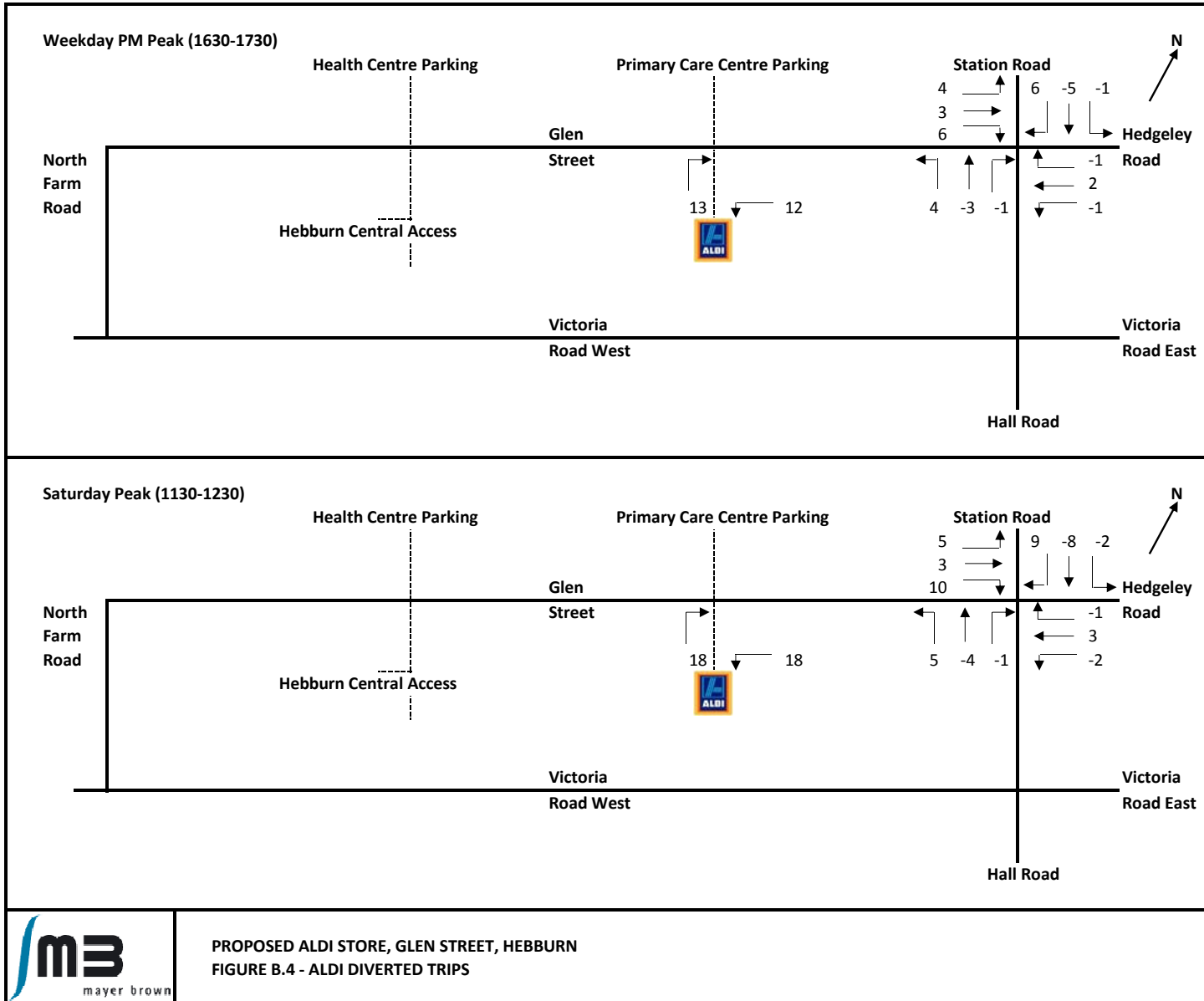


PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
 FIGURE B.2 - ALDI TRAFFIC DISTRIBUTION

Proposed Aldi Store, Hebburn  
 Transport Assessment

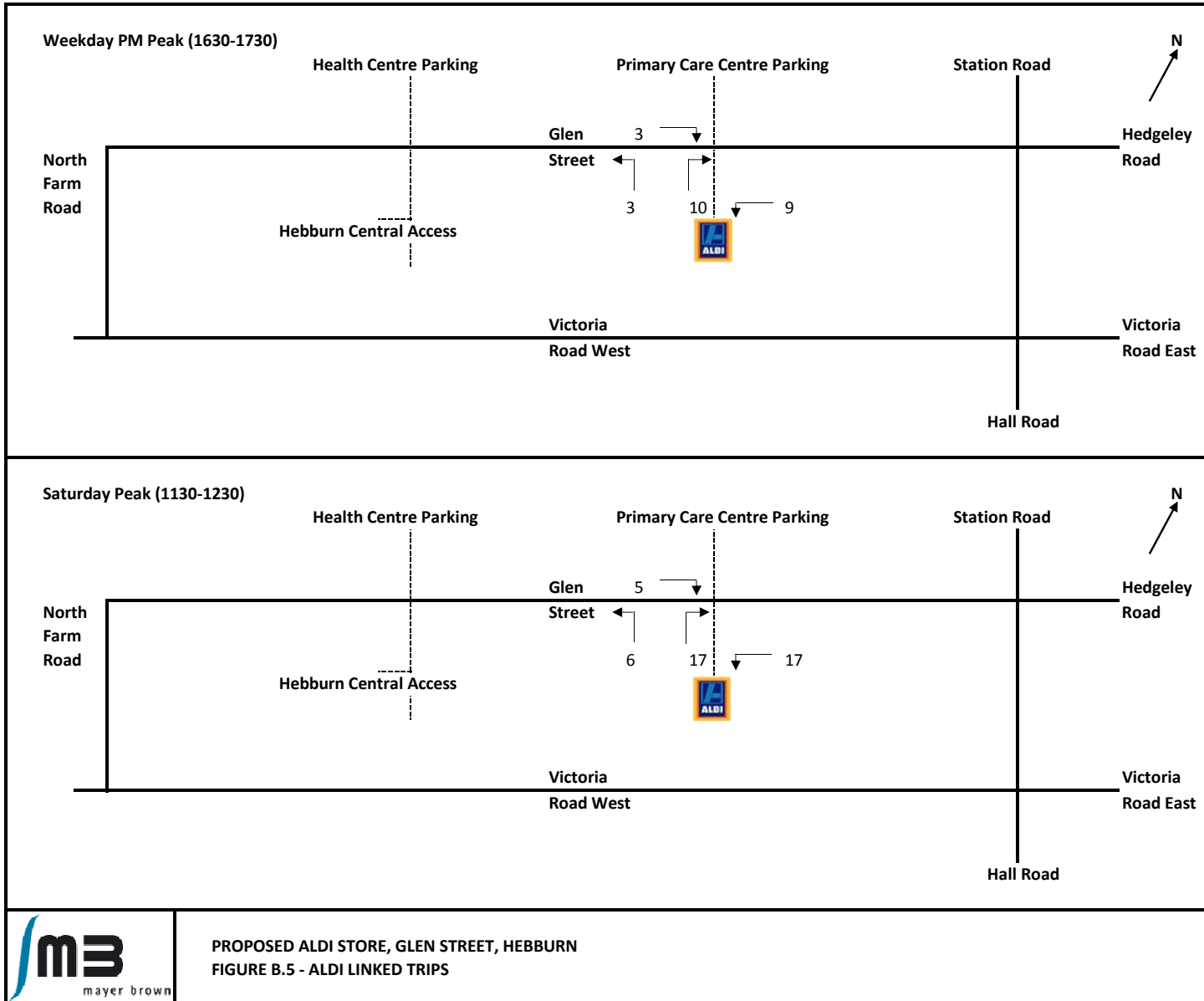


Proposed Aldi Store, Hebburn  
 Transport Assessment

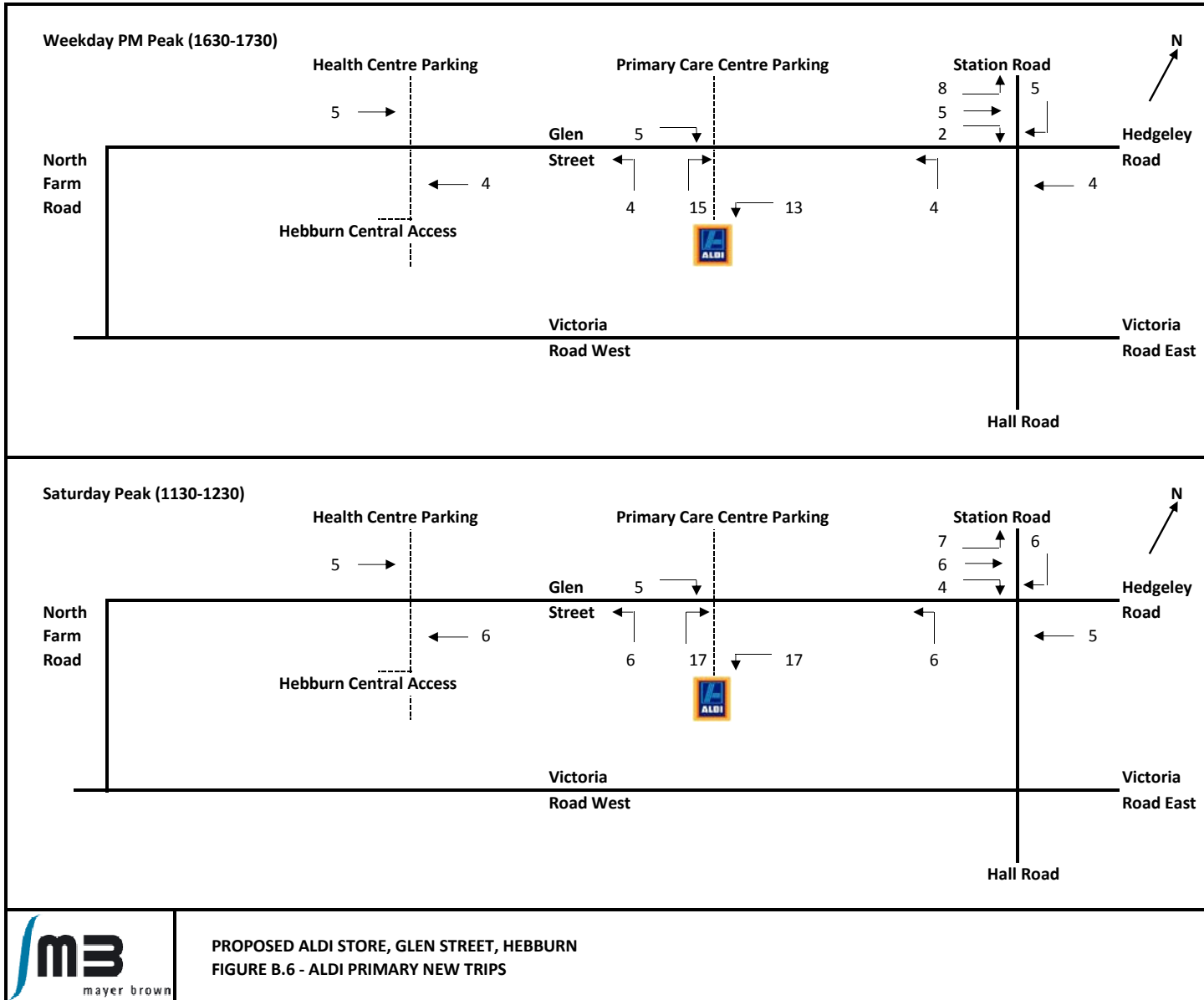




Proposed Aldi Store, Hebburn  
 Transport Assessment

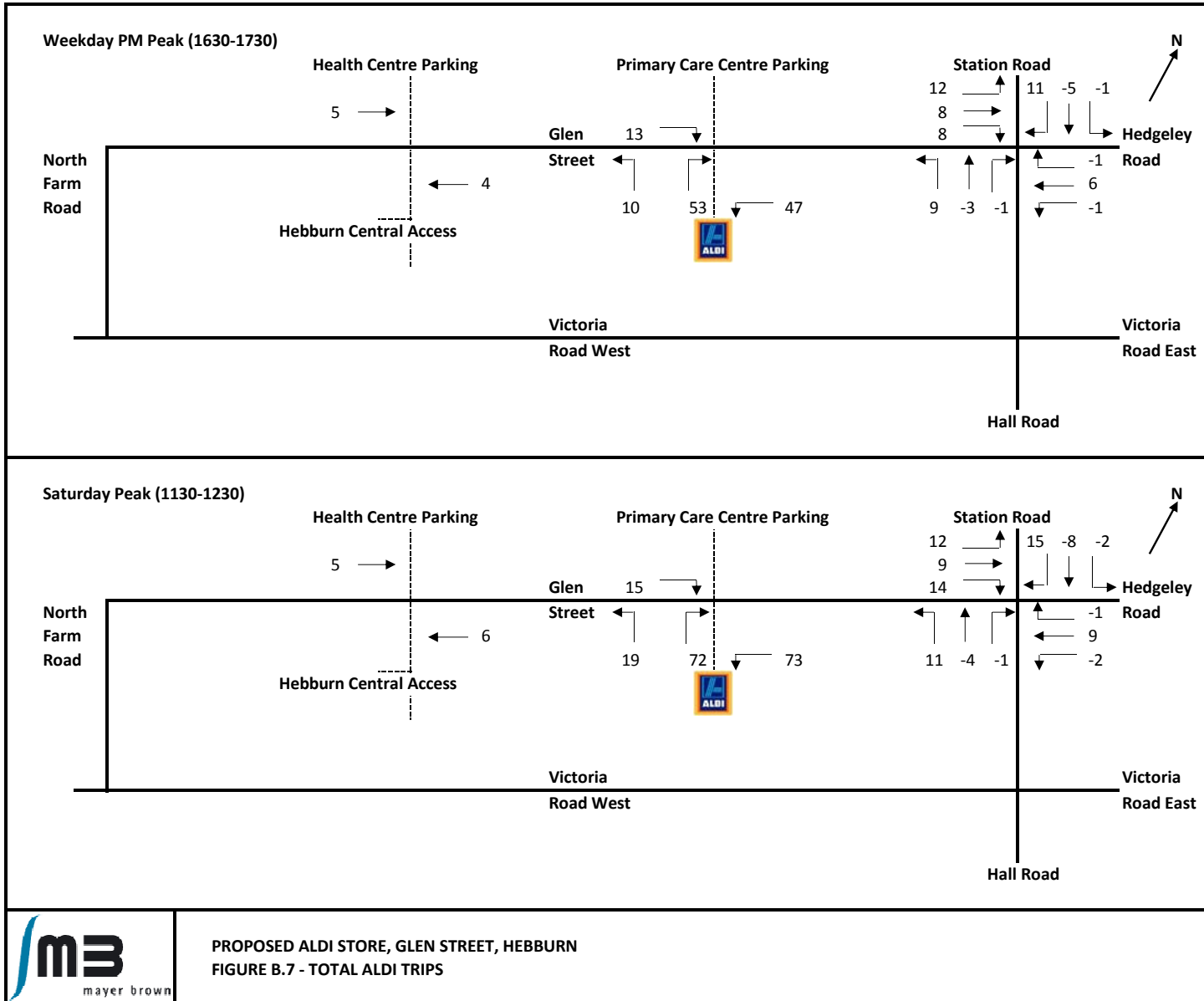


Proposed Aldi Store, Hebburn  
 Transport Assessment



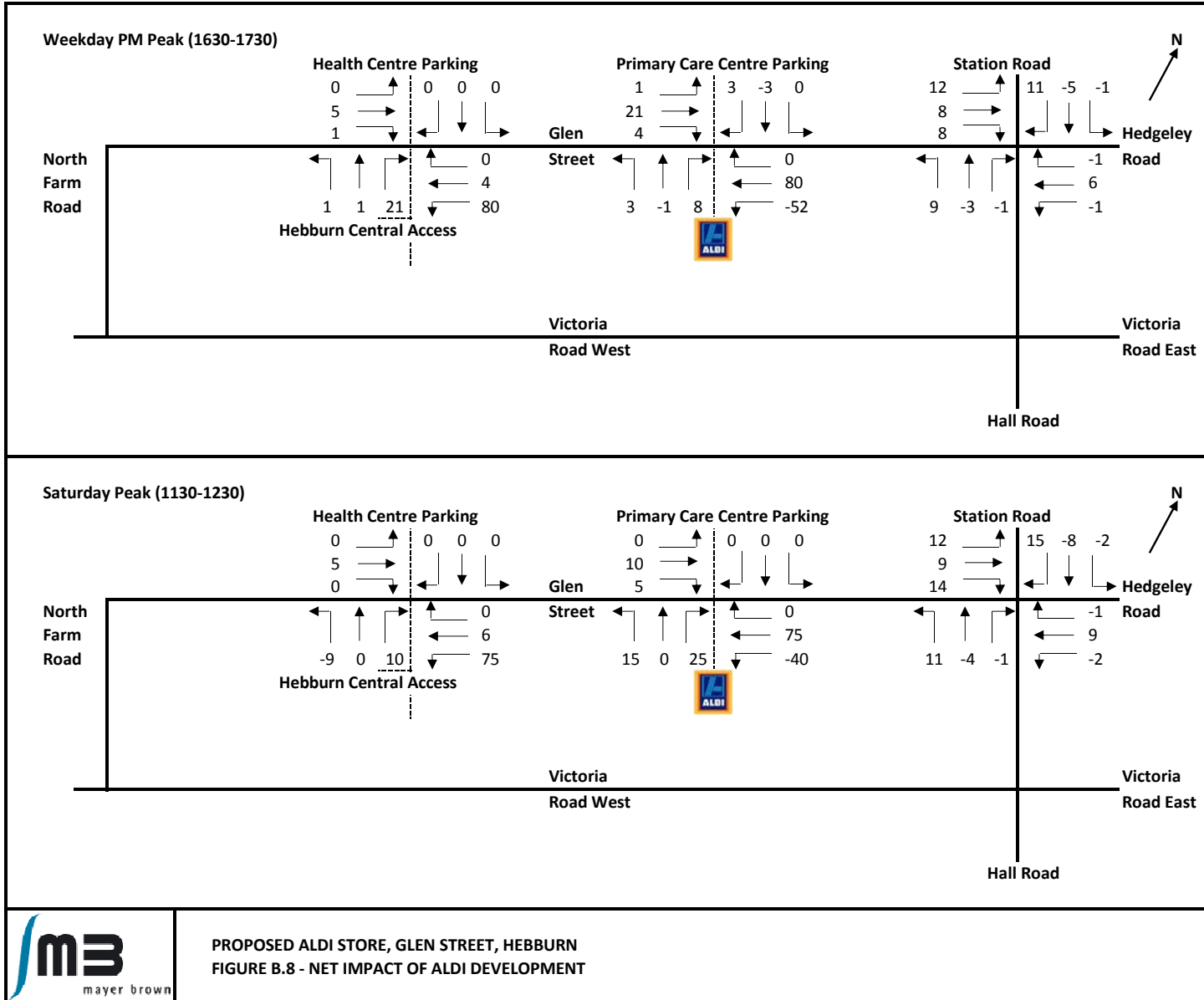
PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
 FIGURE B.6 - ALDI PRIMARY NEW TRIPS

Proposed Aldi Store, Hebburn  
 Transport Assessment



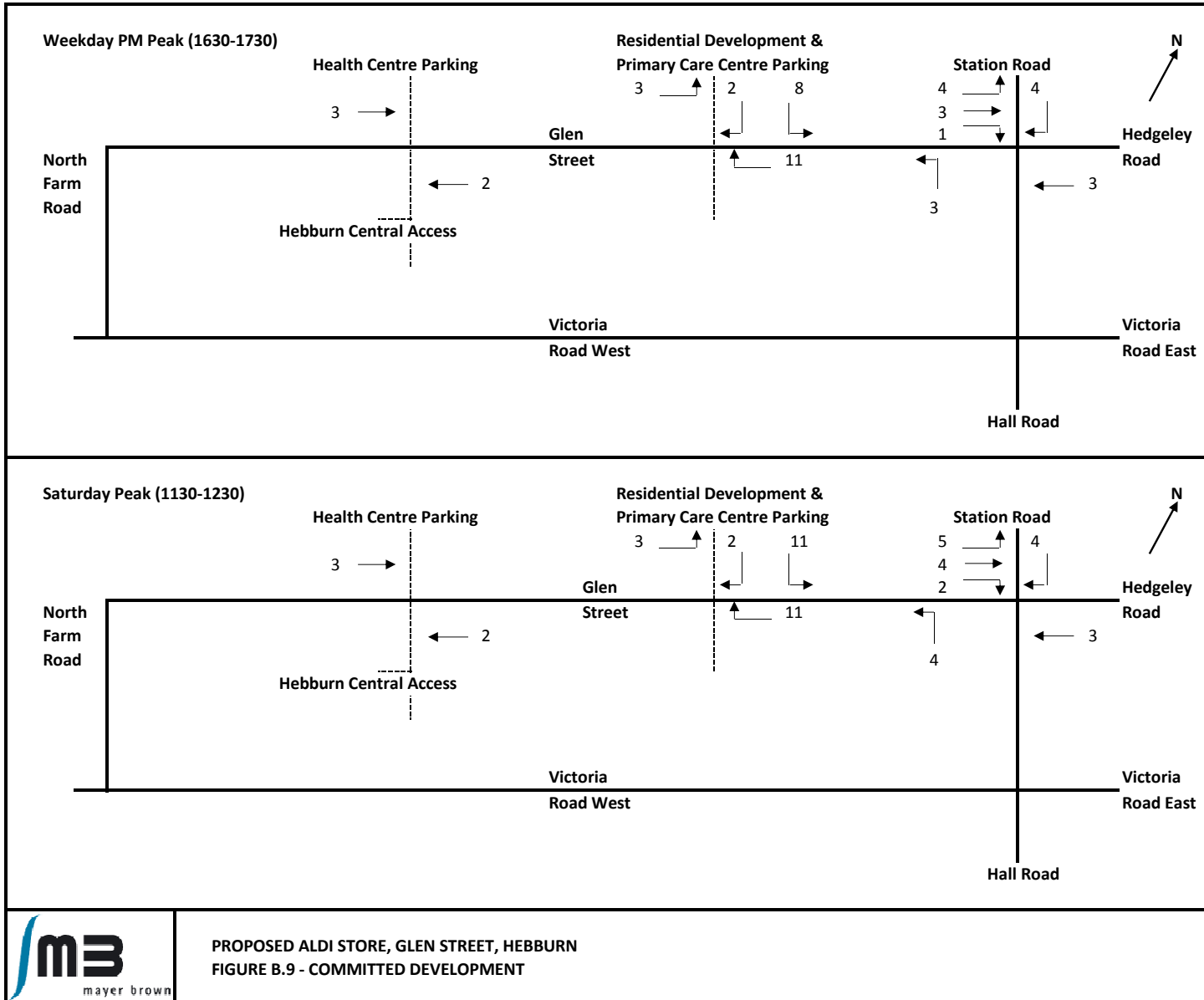
PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
 FIGURE B.7 - TOTAL ALDI TRIPS

Proposed Aldi Store, Hebburn  
 Transport Assessment



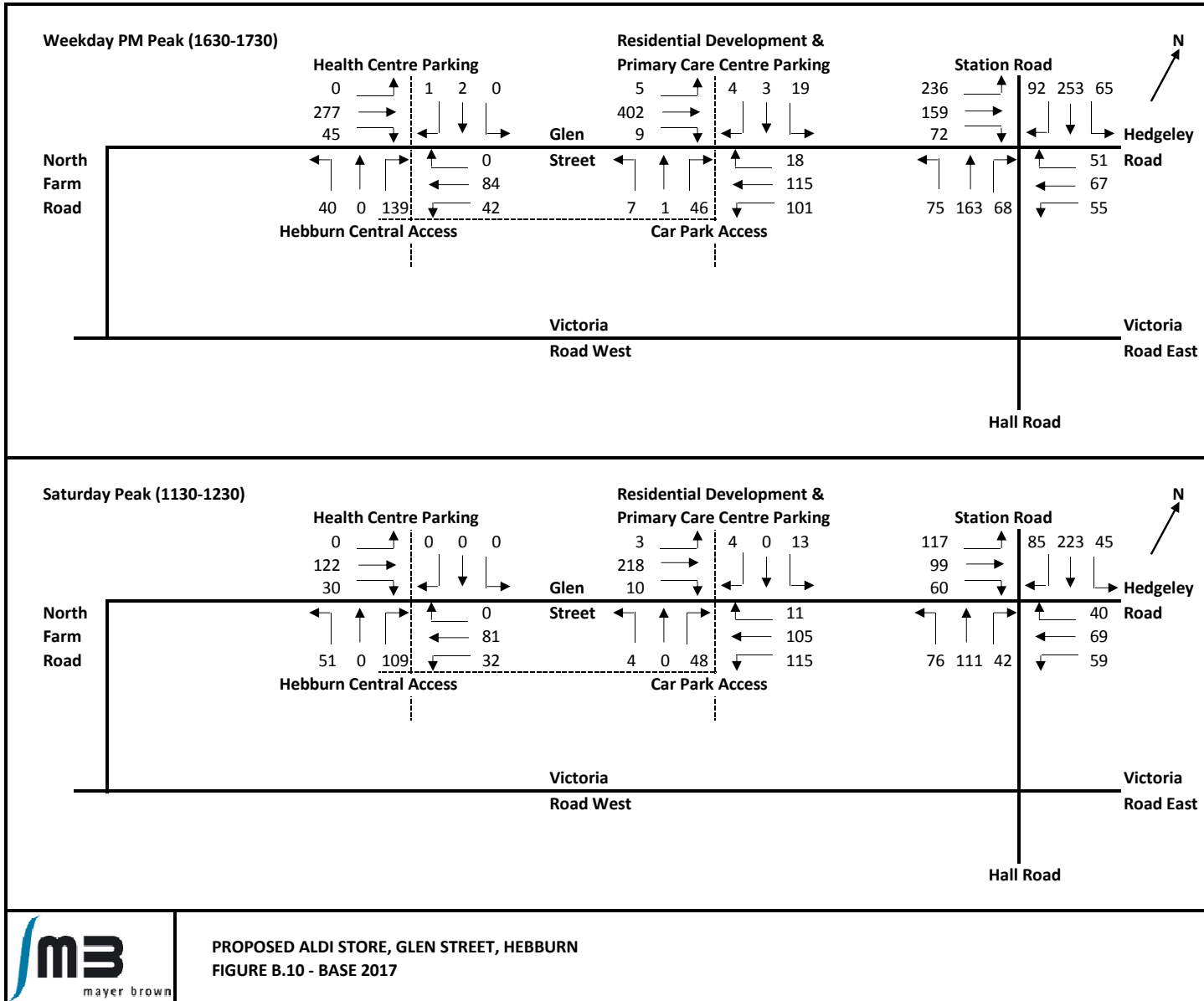
PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
 FIGURE B.8 - NET IMPACT OF ALDI DEVELOPMENT

Proposed Aldi Store, Hebburn  
 Transport Assessment



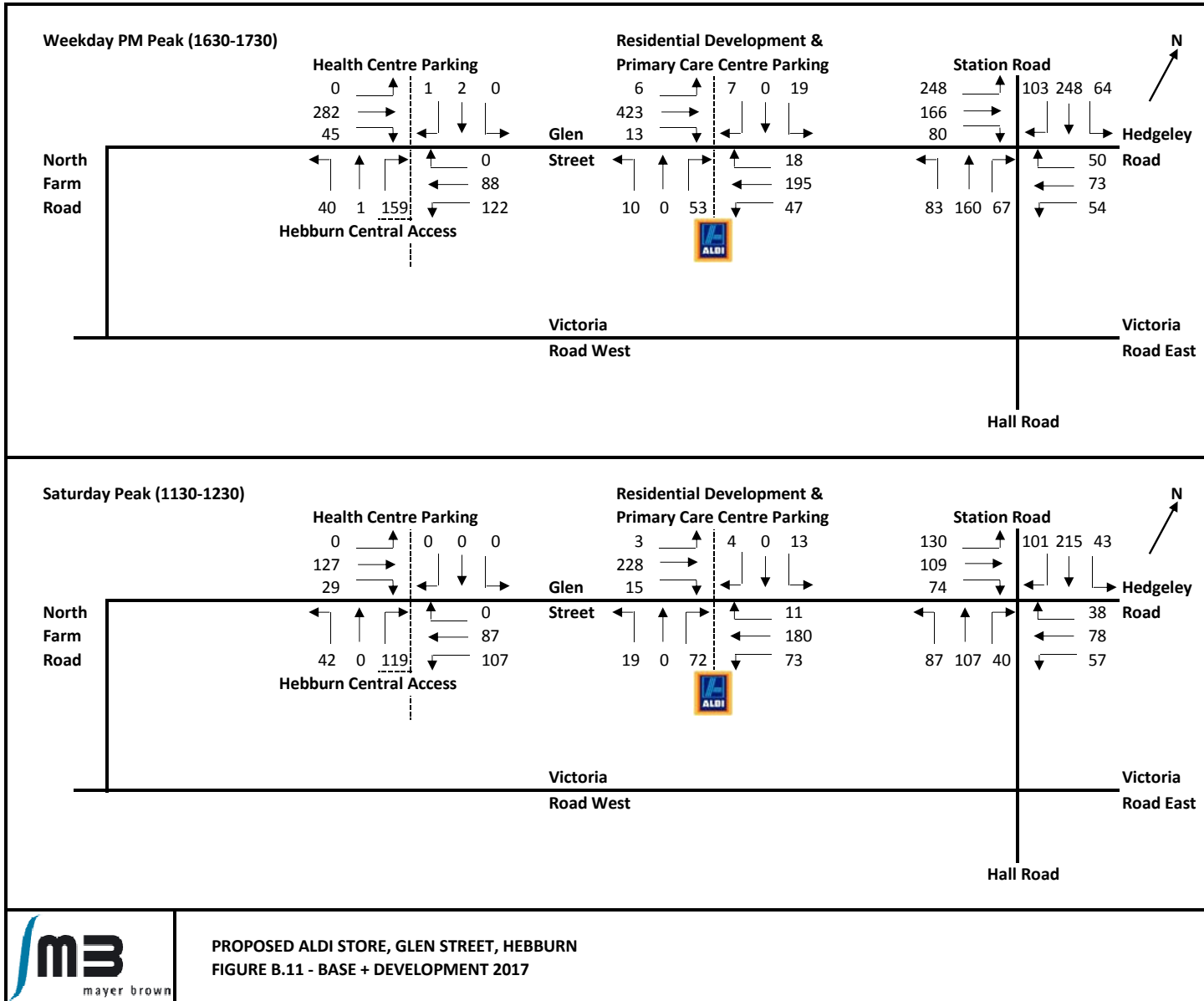
PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
 FIGURE B.9 - COMMITTED DEVELOPMENT

Proposed Aldi Store, Hebburn  
Transport Assessment



PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
FIGURE B.10 - BASE 2017

**Proposed Aldi Store, Hebburn**  
 Transport Assessment

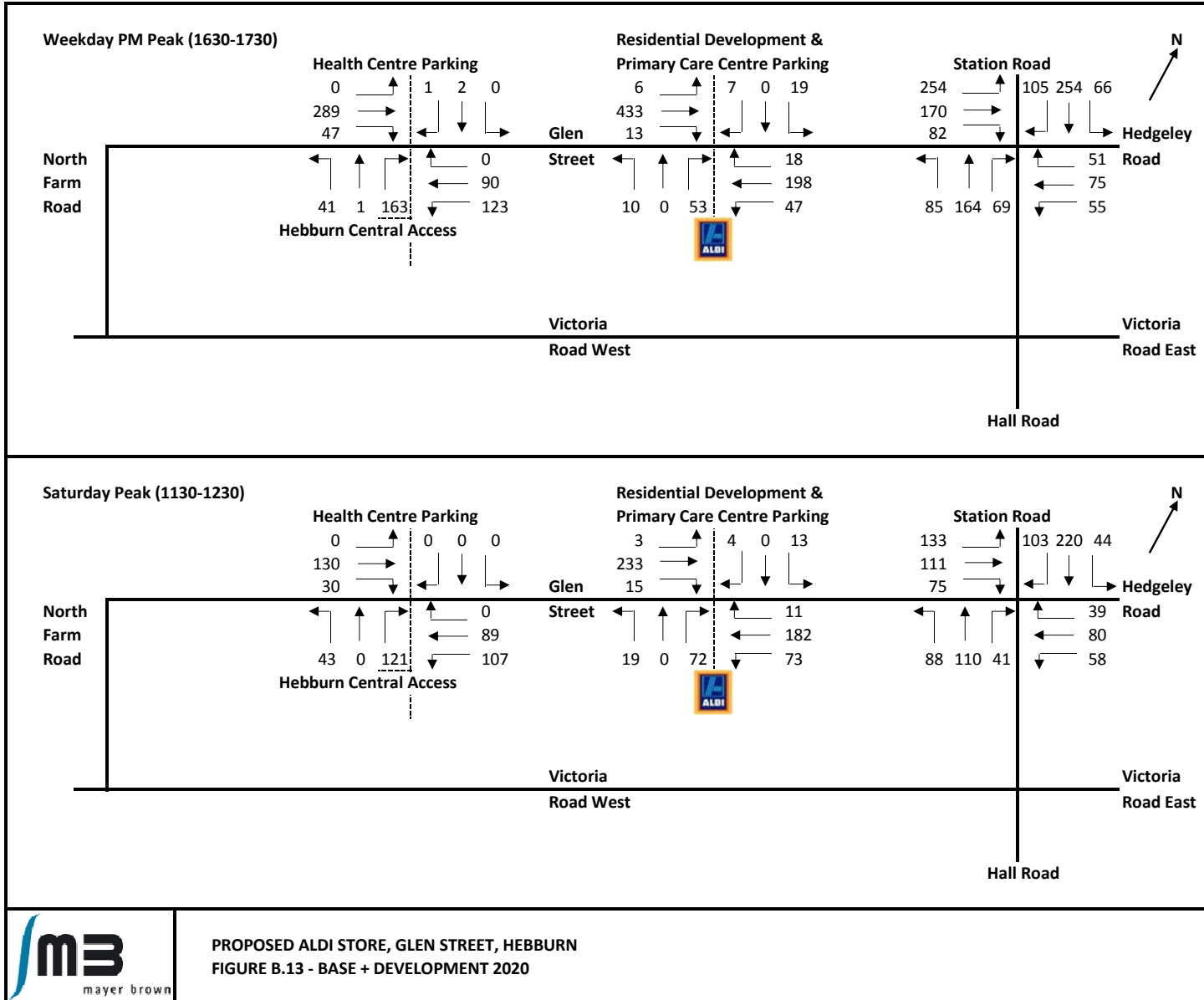


**PROPOSED ALDI STORE, GLEN STREET, HEBBURN**  
 FIGURE B.11 - BASE + DEVELOPMENT 2017





Proposed Aldi Store, Hebburn  
 Transport Assessment



PROPOSED ALDI STORE, GLEN STREET, HEBBURN  
 FIGURE B.13 - BASE + DEVELOPMENT 2020

**APPENDIX C: Junction Modelling Output – Existing Traffic (includes all LinSig  
output)**

**User and Project Details**

|                   |   |
|-------------------|---|
| <b>Project:</b>   |   |
| <b>Title:</b>     |   |
| <b>Location:</b>  |   |
| <b>File name:</b> | v1 Hedgeley Rd-Glen St-Station Road.lsg3x |
| <b>Author:</b>    |   |
| <b>Company:</b>   |   |
| <b>Address:</b>   |   |
| <b>Notes:</b>     |   |

**Phase Input Data**

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Traffic    |              | 7          | 7        |
| C          | Traffic    |              | 7          | 7        |
| D          | Traffic    |              | 7          | 7        |
| E          | Pedestrian |              | 7          | 7        |
| F          | Pedestrian |              | 7          | 7        |
| G          | Pedestrian |              | 7          | 7        |
| H          | Pedestrian |              | 7          | 7        |

**Phase Intergreens Matrix**

|                   |   | Starting Phase |   |   |   |   |   |   |   |
|-------------------|---|----------------|---|---|---|---|---|---|---|
|                   |   | A              | B | C | D | E | F | G | H |
| Terminating Phase | A | -              | 6 | 6 | 8 | 8 | 8 | 8 | 8 |
|                   | B | -              | 6 | 6 | 8 | 8 | 8 | 8 | 8 |
|                   | C | 6              | 6 | - | 8 | 8 | 8 | 8 | 8 |
|                   | D | 6              | 6 | - | 8 | 8 | 8 | 8 | 8 |
|                   | E | 8              | 8 | 8 | 8 | - | - | - | - |
|                   | F | 8              | 8 | 8 | 8 | - | - | - | - |
|                   | G | 8              | 8 | 8 | 8 | - | - | - | - |
|                   | H | 8              | 8 | 8 | 8 | - | - | - | - |

**Phase Delays**

| Term. Stage                       | Start Stage | Phase | Type | Value | Cont value |
|-----------------------------------|-------------|-------|------|-------|------------|
| There are no Phase Delays defined |             |       |      |       |            |

**Prohibited Stage Change**

|            |   | To Stage |   |   |
|------------|---|----------|---|---|
|            |   | 1        | 2 | 3 |
| From Stage | 1 | 1        | 2 | 3 |
|            | 2 | 6        | 8 | 8 |
|            | 3 | 8        | 8 |   |

**Phases in Stage**

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A B             |
| 2         | C D             |
| 3         | E F G H         |

**Give-Way Lane Input Data**

| Junction: Hedgeley Road-Station Road-Glen Street |             |                                   |                                   |               |                  |                              |                          |                            |      |                        |                               |
|--|-------------|-----------------------------------|-----------------------------------|---------------|------------------|------------------------------|--------------------------|----------------------------|------|------------------------|-------------------------------|
| Lane   | Movement    | Max Flow when Giving Way (PCU/Hr) | Min Flow when Giving Way (PCU/Hr) | Opposing Lane | Opp. Lane Coeff. | Opp. Mvmnts.                 | Right Turn Storage (PCU) | Non-Blocking Storage (PCU) | RTF  | Right Turn Move up (s) | Max Turns in Intergreen (PCU) |
| 1/2<br>(Station Road (s))                        | 8/1 (Right) | 1439                              | 0                                 | 3/1           | 1.09             | All                          | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
| 2/2<br>(Glen Street)                             | 5/1 (Right) | 1439                              | 0                                 | 7/1           | 1.09             | To 5/1 (Left) To 6/1 (Ahead) | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
| 3/2<br>(Station Road (n))                        | 6/1 (Right) | 1439                              | 0                                 | 1/1           | 1.09             | All                          | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
| 7/1<br>(Hedgeley Road)                           | 4/1 (Right) | 1439                              | 0                                 | 2/1           | 1.09             | All                          | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
|  |             |                                   |                                   | 2/2           | 1.09             | To 8/1 (Ahead)               |                          |                            |      |                        |                               |

**Lane Input Data**

| Junction: Hedgeley Road-Station Road-Glen Street |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|--|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane   | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Station Road (s))                        | U         | A      | 2           | 3         | 4.5                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 4 Ahead | Inf                |
| 1/2<br>(Station Road (s))                        | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 6 Left  | 6.00               |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Right | 14.00              |
| 2/1<br>(Glen Street)                             | U         | C      | 2           | 3         | 8.5                   | Geom          | -                                 | 2.20           | 0.00     | Y             | Arm 4 Left  | 6.00               |
| 2/2<br>(Glen Street)                             | O         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 2.80           | 0.00     | N             | Arm 5 Right | 16.00              |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | Inf                |
| 3/1<br>(Station Road (n))                        | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 5 Ahead | Inf                |
| 3/2<br>(Station Road (n))                        | O         | B      | 2           | 3         | 4.3                   | Geom          | -                                 | 3.00           | 0.00     | N             | Arm 8 Left  | 6.00               |
| 4/1<br>(Station Road (n) EXIT)                   | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 5/1<br>(Station Road (s) EXIT)                   | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1<br>(Glen Street EXIT)                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 4 Right | 16.00              |
| 7/1<br>(Hedgeley Road)                           | O         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 4.00           | 0.00     | Y             | Arm 5 Left  | 6.00               |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
| 8/1<br>(Hedgeley Road EXIT)                      | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

**Lane Saturation Flows**

**Scenario 1: 'PM Existing 2015'** (FG1: 'PM Existing 2015', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                |          |               |  |                      |                            |                   |                          |
|--|----------------|----------|---------------|--|----------------------|----------------------------|-------------------|--------------------------|
| Lane   | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns                            | Turning Radius (m)   | Turning Prop.              | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00           | 0.00     | Y             | Arm 4 Ahead<br>Arm 6 Left                | Inf<br>6.00          | 69.6 %<br>30.4 %           | 1780              | 1780                     |
| 1/2<br>(Station Road (s))                        | 3.00           | 0.00     | Y             | Arm 8 Right                              | 14.00                | 100.0 %                    | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20           | 0.00     | Y             | Arm 4 Left                               | 6.00                 | 100.0 %                    | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80           | 0.00     | N             | Arm 5 Right<br>Arm 8 Ahead               | 16.00<br>Inf         | 31.1 %<br>68.9 %           | 1977              | 1977                     |
| 3/1<br>(Station Road (n))                        | 3.00           | 0.00     | Y             | Arm 5 Ahead<br>Arm 8 Left                | Inf<br>6.00          | 79.5 %<br>20.5 %           | 1822              | 1822                     |
| 3/2<br>(Station Road (n))                        | 3.00           | 0.00     | N             | Arm 6 Right                              | 12.00                | 100.0 %                    | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00           | 0.00     | Y             | Arm 4 Right<br>Arm 5 Left<br>Arm 6 Ahead | 16.00<br>6.00<br>Inf | 29.9 %<br>32.3 %<br>37.7 % | 1817              | 1817                     |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |

**Scenario 2: 'PM Base 2020'** (FG2: 'PM Base 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 68.4 %        | 1775              | 1775                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 31.6 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 30.9 %        | 1978              | 1978                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 69.1 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 79.4 %        | 1821              | 1821                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 20.6 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 29.4 %        | 1821              | 1821                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 31.6 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 39.0 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |



**Scenario 3: 'PM Total 2020'** (FG3: 'PM Total 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 65.9 %        | 1764              | 1764                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 34.1 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 32.3 %        | 1975              | 1975                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 67.7 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 79.4 %        | 1821              | 1821                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 20.6 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 28.3 %        | 1827              | 1827                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 30.6 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 41.1 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 4: 'Sat Existing 2015'** (FG4: 'Sat Existing 2015', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 60.6 %        | 1743              | 1743                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 39.4 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 37.7 %        | 1965              | 1965                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 62.3 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 83.3 %        | 1838              | 1838                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 16.7 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 24.1 %        | 1812              | 1812                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 35.8 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 40.1 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 5: 'Sat Base 2020'** (FG5: 'Sat Base 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 59.2 %        | 1738              | 1738                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 40.8 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 37.8 %        | 1965              | 1965                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 62.2 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 83.2 %        | 1838              | 1838                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 16.8 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 23.8 %        | 1816              | 1816                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 34.9 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 41.3 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 6: 'Sat Total 2020'** (FG6: 'Sat Total 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 55.6 %        | 1724              | 1724                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 44.4 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 40.5 %        | 1960              | 1960                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 59.5 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 83.4 %        | 1839              | 1839                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 16.6 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 22.2 %        | 1827              | 1827                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 33.0 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 44.9 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Traffic Flow Groups**

| Flow Group             | Start Time | End Time | Duration | Formula |
|------------------------|------------|----------|----------|---------|
| 1: 'PM Existing 2015'  | 16:30      | 17:30    | 01:00    |         |
| 2: 'PM Base 2020'      | 16:30      | 17:30    | 01:00    |         |
| 3: 'PM Total 2020'     | 16:30      | 17:30    | 01:00    |         |
| 4: 'Sat Existing 2015' | 11:30      | 12:30    | 01:00    |         |
| 5: 'Sat Base 2020'     | 11:30      | 12:30    | 01:00    |         |
| 6: 'Sat Total 2020'    | 11:30      | 12:30    | 01:00    |         |

**Traffic Flows, Desired**

**FG1: 'PM Existing 2015'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 70  | 160 | 67  | 297  |
|        | B    | 69          | 0   | 228 | 153 | 450  |
|        | C    | 248         | 86  | 0   | 64  | 398  |
|        | D    | 54          | 63  | 50  | 0   | 167  |
|        | Tot. | 371         | 219 | 438 | 284 | 1312 |

**FG2: 'PM Base 2020'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 77  | 167 | 70  | 314  |
|        | B    | 73          | 0   | 242 | 163 | 478  |
|        | C    | 259         | 94  | 0   | 67  | 420  |
|        | D    | 56          | 69  | 52  | 0   | 177  |
|        | Tot. | 388         | 240 | 461 | 300 | 1389 |

**FG3: 'PM Total 2020'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 85  | 164 | 69  | 318  |
|        | B    | 81          | 0   | 253 | 170 | 504  |
|        | C    | 255         | 105 | 0   | 66  | 426  |
|        | D    | 55          | 74  | 51  | 0   | 180  |
|        | Tot. | 391         | 264 | 468 | 305 | 1428 |

**FG4: 'Sat Existing 2015'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 71  | 109 | 41  | 221  |
|        | B    | 57          | 0   | 111 | 94  | 262  |
|        | C    | 219         | 80  | 0   | 44  | 343  |
|        | D    | 58          | 65  | 39  | 0   | 162  |
|        | Tot. | 334         | 216 | 259 | 179 | 988  |

**FG5: 'Sat Base 2020'**

**Desired Flow :**

|        | Destination |     |     |     |     |      |
|--------|-------------|-----|-----|-----|-----|------|
|        |             | A   | B   | C   | D   | Tot. |
| Origin | A           | 0   | 78  | 113 | 43  | 234  |
|        | B           | 62  | 0   | 120 | 102 | 284  |
|        | C           | 228 | 87  | 0   | 46  | 361  |
|        | D           | 60  | 71  | 41  | 0   | 172  |
|        | Tot.        | 350 | 236 | 274 | 191 | 1051 |

**FG6: 'Sat Total 2020'**

**Desired Flow :**

|        | Destination |     |     |     |     |      |
|--------|-------------|-----|-----|-----|-----|------|
|        |             | A   | B   | C   | D   | Tot. |
| Origin | A           | 0   | 88  | 110 | 41  | 239  |
|        | B           | 75  | 0   | 132 | 110 | 317  |
|        | C           | 221 | 102 | 0   | 44  | 367  |
|        | D           | 58  | 79  | 39  | 0   | 176  |
|        | Tot.        | 354 | 269 | 281 | 195 | 1099 |

**Stage Timings**

**Scenario 1: 'PM Existing 2015'** (FG1: 'PM Existing 2015', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 32 | 28 | 7  |
| Change Point | 0  | 40 | 74 |

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network</b>                                | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.6%</b> |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.6%</b> |
| 1/2+1/1                                       | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 32              | -               | 297               | 1730:1780         | 723            | 41.1%        |
| 2/2+2/1                                       | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 28              | -               | 450               | 1977:1468         | 842            | 53.5%        |
| 3/1+3/2                                       | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 32              | -               | 398               | 1822:1827         | 729            | 54.6%        |
| 4/1   | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 438               | Inf               | Inf            | 0.0%         |
| 5/1   | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 371               | Inf               | Inf            | 0.0%         |
| 6/1   | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 219               | Inf               | Inf            | 0.0%         |
| 7/1   | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 28              | -               | 167               | 1817              | 337            | 49.5%        |
| 8/1   | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 284               | Inf               | Inf            | 0.0%         |

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| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | 266                   | 0                            | 6                           | 7.9                   | 2.0                          | 0.4                                | 10.4                | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | 266                   | 0                            | 6                           | 7.9                   | 2.0                          | 0.4                                | 10.4                | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 297            | 297           | 66                    | 0                            | 1                           | 1.6                   | 0.3                          | 0.2                                | 2.1                 | 26.0                      | 4.1                              | 0.3                        | 4.4                  |
| 2/2+2/1   | 450            | 450           | 67                    | 0                            | 2                           | 2.9                   | 0.6                          | 0.0                                | 3.5                 | 28.0                      | 4.5                              | 0.6                        | 5.1                  |
| 3/1+3/2   | 398            | 398           | 85                    | 0                            | 1                           | 2.3                   | 0.6                          | 0.1                                | 3.0                 | 27.4                      | 6.3                              | 0.6                        | 6.9                  |
| 4/1   | 438            | 438           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 371            | 371           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 219            | 219           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 167            | 167           | 48                    | 0                            | 2                           | 1.1                   | 0.5                          | 0.1                                | 1.7                 | 36.1                      | 3.6                              | 0.5                        | 4.1                  |
| 8/1   | 284            | 284           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 64.8      Total Delay for Signalled Lanes (pcuHr): 10.35      Cycle Time (s): 89<br>PRC Over All Lanes (%): 64.8      Total Delay Over All Lanes(pcuHr): 10.35 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |



**Stage Timings**

**Scenario 2: 'PM Base 2020'** (FG2: 'PM Base 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 32 | 28 | 7  |
| Change Point | 0  | 40 | 74 |

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network</b>                                | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>57.5%</b> |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>57.5%</b> |
| 1/2+1/1                                       | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 32              | -               | 314               | 1730:1775         | 721            | 43.5%        |
| 2/2+2/1                                       | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 28              | -               | 478               | 1978:1468         | 842            | 56.8%        |
| 3/1+3/2                                       | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 32              | -               | 420               | 1821:1827         | 731            | 57.5%        |
| 4/1   | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 461               | Inf               | Inf            | 0.0%         |
| 5/1   | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 388               | Inf               | Inf            | 0.0%         |
| 6/1   | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 240               | Inf               | Inf            | 0.0%         |
| 7/1   | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 28              | -               | 177               | 1821              | 326            | 54.3%        |
| 8/1   | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 300               | Inf               | Inf            | 0.0%         |

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| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | <b>283</b>            | <b>0</b>                     | <b>6</b>                    | <b>8.5</b>            | <b>2.3</b>                   | <b>0.5</b>                         | <b>11.3</b>         | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | <b>283</b>            | <b>0</b>                     | <b>6</b>                    | <b>8.5</b>            | <b>2.3</b>                   | <b>0.5</b>                         | <b>11.3</b>         | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 314            | 314           | 69                    | 0                            | 1                           | 1.7                   | 0.4                          | 0.2                                | 2.3                 | 26.5                      | 4.3                              | 0.4                        | 4.7                  |
| 2/2+2/1   | 478            | 478           | 71                    | 0                            | 2                           | 3.1                   | 0.7                          | 0.0                                | 3.8                 | 28.6                      | 4.8                              | 0.7                        | 5.4                  |
| 3/1+3/2   | 420            | 420           | 93                    | 0                            | 1                           | 2.5                   | 0.7                          | 0.1                                | 3.3                 | 28.1                      | 6.8                              | 0.7                        | 7.5                  |
| 4/1   | 461            | 461           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 388            | 388           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 240            | 240           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 177            | 177           | 50                    | 0                            | 2                           | 1.2                   | 0.6                          | 0.1                                | 1.9                 | 38.4                      | 3.8                              | 0.6                        | 4.4                  |
| 8/1   | 300            | 300           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 56.6      Total Delay for Signalled Lanes (pcuHr): 11.27      Cycle Time (s): 89<br>PRC Over All Lanes (%): 56.6      Total Delay Over All Lanes(pcuHr): 11.27 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 3: 'PM Total 2020'** (FG3: 'PM Total 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 31 | 29 | 7  |
| Change Point | 0  | 39 | 74 |

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network</b>                                | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>59.4%</b> |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>59.4%</b> |
| 1/2+1/1                                       | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 31              | -               | 318               | 1730:1764         | 697            | 45.6%        |
| 2/2+2/1                                       | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 29              | -               | 504               | 1975:1468         | 867            | 58.1%        |
| 3/1+3/2                                       | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 31              | -               | 426               | 1821:1827         | 717            | 59.4%        |
| 4/1   | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 468               | Inf               | Inf            | 0.0%         |
| 5/1   | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 391               | Inf               | Inf            | 0.0%         |
| 6/1   | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 264               | Inf               | Inf            | 0.0%         |
| 7/1   | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 29              | -               | 180               | 1827              | 328            | 54.9%        |
| 8/1   | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 305               | Inf               | Inf            | 0.0%         |

LinSig V1 style report

| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | <b>300</b>            | <b>0</b>                     | <b>6</b>                    | <b>8.8</b>            | <b>2.4</b>                   | <b>0.5</b>                         | <b>11.8</b>         | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | <b>300</b>            | <b>0</b>                     | <b>6</b>                    | <b>8.8</b>            | <b>2.4</b>                   | <b>0.5</b>                         | <b>11.8</b>         | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 318            | 318           | 68                    | 0                            | 1                           | 1.8                   | 0.4                          | 0.2                                | 2.4                 | 27.7                      | 4.6                              | 0.4                        | 5.0                  |
| 2/2+2/1   | 504            | 504           | 78                    | 0                            | 3                           | 3.2                   | 0.7                          | 0.0                                | 3.9                 | 28.0                      | 5.0                              | 0.7                        | 5.7                  |
| 3/1+3/2   | 426            | 426           | 104                   | 0                            | 1                           | 2.6                   | 0.7                          | 0.2                                | 3.5                 | 29.5                      | 6.9                              | 0.7                        | 7.6                  |
| 4/1   | 468            | 468           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 391            | 391           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 264            | 264           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 180            | 180           | 49                    | 0                            | 2                           | 1.2                   | 0.6                          | 0.1                                | 1.9                 | 38.0                      | 3.9                              | 0.6                        | 4.5                  |
| 8/1   | 305            | 305           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 51.5      Total Delay for Signalled Lanes (pcuHr): 11.75      Cycle Time (s): 89<br>PRC Over All Lanes (%): 51.5      Total Delay Over All Lanes(pcuHr): 11.75 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 4: 'Sat Existing 2015'** (FG4: 'Sat Existing 2015', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 35 | 25 | 7  |
| Change Point | 0  | 43 | 74 |

**Network Results**

| Item                                   | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|--|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| Network                                | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 43.8%       |
| Hedgeley Road-Station Road-Glen Street | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 43.8%       |
| 1/2+1/1                                | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 35              | -               | 221               | 1730:1743         | 762            | 29.0%       |
| 2/2+2/1                                | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 25              | -               | 262               | 1965:1468         | 727            | 36.1%       |
| 3/1+3/2                                | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 35              | -               | 343               | 1838:1827         | 799            | 42.9%       |
| 4/1                                    | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 259               | Inf               | Inf            | 0.0%        |
| 5/1                                    | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 334               | Inf               | Inf            | 0.0%        |
| 6/1                                    | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 216               | Inf               | Inf            | 0.0%        |
| 7/1                                    | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 25              | -               | 162               | 1812              | 370            | 43.8%       |
| 8/1                                    | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 179               | Inf               | Inf            | 0.0%        |



LinSig V1 style report

| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | 212                   | 0                            | 5                           | 5.7                   | 1.2                          | 0.2                                | 7.1                 | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | 212                   | 0                            | 5                           | 5.7                   | 1.2                          | 0.2                                | 7.1                 | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 221            | 221           | 41                    | 0                            | 0                           | 1.1                   | 0.2                          | 0.1                                | 1.3                 | 21.7                      | 3.0                              | 0.2                        | 3.2                  |
| 2/2+2/1   | 262            | 262           | 55                    | 0                            | 2                           | 1.8                   | 0.3                          | 0.0                                | 2.0                 | 28.1                      | 2.9                              | 0.3                        | 3.1                  |
| 3/1+3/2   | 343            | 343           | 79                    | 0                            | 1                           | 1.7                   | 0.4                          | 0.1                                | 2.2                 | 22.8                      | 4.6                              | 0.4                        | 5.0                  |
| 4/1   | 259            | 259           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 334            | 334           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 216            | 216           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 162            | 162           | 38                    | 0                            | 1                           | 1.1                   | 0.4                          | 0.1                                | 1.6                 | 34.8                      | 3.3                              | 0.4                        | 3.7                  |
| 8/1   | 179            | 179           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 105.6      Total Delay for Signalled Lanes (pcuHr): 7.11      Cycle Time (s): 89<br>PRC Over All Lanes (%): 105.6      Total Delay Over All Lanes(pcuHr): 7.11 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 5: 'Sat Base 2020'** (FG5: 'Sat Base 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 34 | 26 | 7  |
| Change Point | 0  | 42 | 74 |

**Network Results**

| Item                                   | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|--|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| Network                                | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 46.2%       |
| Hedgeley Road-Station Road-Glen Street | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 46.2%       |
| 1/2+1/1                                | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 34              | -               | 234               | 1730:1738         | 741            | 31.6%       |
| 2/2+2/1                                | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 26              | -               | 284               | 1965:1468         | 750            | 37.9%       |
| 3/1+3/2                                | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 34              | -               | 361               | 1838:1827         | 781            | 46.2%       |
| 4/1                                    | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 274               | Inf               | Inf            | 0.0%        |
| 5/1                                    | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 350               | Inf               | Inf            | 0.0%        |
| 6/1                                    | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 236               | Inf               | Inf            | 0.0%        |
| 7/1                                    | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 26              | -               | 172               | 1816              | 383            | 44.9%       |
| 8/1                                    | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 191               | Inf               | Inf            | 0.0%        |

LinSig V1 style report

| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | <b>228</b>            | <b>0</b>                     | <b>5</b>                    | <b>6.1</b>            | <b>1.4</b>                   | <b>0.2</b>                         | <b>7.7</b>          | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | <b>228</b>            | <b>0</b>                     | <b>5</b>                    | <b>6.1</b>            | <b>1.4</b>                   | <b>0.2</b>                         | <b>7.7</b>          | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 234            | 234           | 43                    | 0                            | 0                           | 1.2                   | 0.2                          | 0.1                                | 1.5                 | 22.8                      | 3.2                              | 0.2                        | 3.4                  |
| 2/2+2/1   | 284            | 284           | 60                    | 0                            | 2                           | 1.9                   | 0.3                          | 0.0                                | 2.2                 | 27.5                      | 3.1                              | 0.3                        | 3.4                  |
| 3/1+3/2   | 361            | 361           | 86                    | 0                            | 1                           | 1.9                   | 0.4                          | 0.1                                | 2.4                 | 24.1                      | 5.0                              | 0.4                        | 5.4                  |
| 4/1   | 274            | 274           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 350            | 350           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 236            | 236           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 172            | 172           | 40                    | 0                            | 1                           | 1.2                   | 0.4                          | 0.1                                | 1.6                 | 34.2                      | 3.5                              | 0.4                        | 3.9                  |
| 8/1   | 191            | 191           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 94.7      Total Delay for Signalled Lanes (pcuHr): 7.70      Cycle Time (s): 89<br>PRC Over All Lanes (%): 94.7      Total Delay Over All Lanes(pcuHr): 7.70 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 6: 'Sat Total 2020'** (FG6: 'Sat Total 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 34 | 26 | 7  |
| Change Point | 0  | 42 | 74 |

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network</b>                                | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>47.2%</b> |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>47.2%</b> |
| 1/2+1/1                                       | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 34              | -               | 239               | 1730:1724         | 734            | 32.6%        |
| 2/2+2/1                                       | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 26              | -               | 317               | 1960:1468         | 717            | 44.2%        |
| 3/1+3/2                                       | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 34              | -               | 367               | 1839:1827         | 793            | 46.3%        |
| 4/1   | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 281               | Inf               | Inf            | 0.0%         |
| 5/1   | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 354               | Inf               | Inf            | 0.0%         |
| 6/1   | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 269               | Inf               | Inf            | 0.0%         |
| 7/1   | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 26              | -               | 176               | 1827              | 373            | 47.2%        |
| 8/1   | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 195               | Inf               | Inf            | 0.0%         |

LinSig V1 style report

| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | 252                   | 0                            | 5                           | 6.4                   | 1.5                          | 0.3                                | 8.2                 | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | 252                   | 0                            | 5                           | 6.4                   | 1.5                          | 0.3                                | 8.2                 | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 239            | 239           | 41                    | 0                            | 0                           | 1.2                   | 0.2                          | 0.1                                | 1.5                 | 22.8                      | 3.4                              | 0.2                        | 3.6                  |
| 2/2+2/1   | 317            | 317           | 72                    | 0                            | 3                           | 2.1                   | 0.4                          | 0.0                                | 2.5                 | 28.4                      | 3.5                              | 0.4                        | 3.9                  |
| 3/1+3/2   | 367            | 367           | 101                   | 0                            | 1                           | 1.9                   | 0.4                          | 0.1                                | 2.5                 | 24.2                      | 4.8                              | 0.4                        | 5.2                  |
| 4/1   | 281            | 281           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 354            | 354           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 269            | 269           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 176            | 176           | 38                    | 0                            | 1                           | 1.2                   | 0.4                          | 0.1                                | 1.7                 | 35.0                      | 3.6                              | 0.4                        | 4.1                  |
| 8/1   | 195            | 195           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 90.5      Total Delay for Signalled Lanes (pcuHr): 8.19      Cycle Time (s): 89<br>PRC Over All Lanes (%): 90.5      Total Delay Over All Lanes(pcuHr): 8.19 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY  
JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
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-----  
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PROGRAM ADVICE AND MAINTENANCE CONTACT:  
TRL SOFTWARE SALES  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING  
PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF  
THE SOLUTION

Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Kensington Court - Glen St\Weekday PM Peak.vpi"  
(drive-on-the-left) at 11:34:13 on Monday, 3 August 2015

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Kensington Court (east)/Primary Care  
Centre - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MINOR ROAD (ARM D)  
I  
I  
I





.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C    | STREAM    | A-C      | STREAM    | A-B      | I |
| I | 724.56        |           | 0.26     |           | 0.10     | I |

STREAM D-A

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM D-A    | STREAM    | C-A      | STREAM    | C-D      | I |
| I | 674.70        |           | 0.24     |           | 0.10     | I |

STREAM B-A

| I    | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|---------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I    | STREAM B-A    | STREAM    | A-C      | STREAM    | A-D      | STREAM    |
| I    | STREAM D-B    | I         |          |           |          | D-A       |
| I    | 561.87        |           | 0.24     |           | 0.24     | 0.24      |
| 0.24 | I             |           |          |           |          |           |

| I    | Opposing   | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing   | Slope For | Opposing | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | STREAM    | A-B      | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | I         |          |           |          | C-B       |
| I    |            |           | 0.09     |           | 0.15     | 0.34      |
| 0.12 | I          |           |          |           |          |           |

STREAM D-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|---|---------------|-----------|----------|-----------|----------|-----------|
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I |               |           |          |           |          |           |

| I    | STREAM D-C | STREAM C-A | STREAM C-B | STREAM B-C |
|------|------------|------------|------------|------------|
| 0.22 | 523.54     | 0.22       | 0.22       | 0.22       |

| I    | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|--------------------|--------------------|--------------------|
| I    | STREAM B-A         | STREAM C-D         | STREAM A-C         |
| 0.11 | 0.09               | 0.14               | 0.32               |

STREAM C-B

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM C-B             | STREAM A-B         | STREAM A-C         | STREAM A-D         |
| 0.11 | 718.74                 | 0.26               | 0.26               | 0.37               |

STREAM A-D

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

B-D Stream From Left Hand Lane

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

| I          | STREAM B-D | STREAM A-C | STREAM A-D | STREAM A-B |
|------------|------------|------------|------------|------------|
| STREAM C-B | I          |            |            |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

B-D Stream From Right Hand Lane

| I          | Intercept For       | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|---------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI | STREAM A-C         | STREAM A-D         | STREAM A-B |
| I          | STREAM B-D          | I                  |                    |            |
| STREAM C-B |                     |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

D-B Stream From Left Hand Lane

| I          | Intercept For       | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|---------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI | STREAM C-A         | STREAM C-B         | STREAM C-D |
| I          | STREAM D-B          | I                  |                    |            |
| STREAM A-D |                     |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 523.54 | 0.22 | 0.22 | 0.09 |
| 0.32 | I      |      |      |      |

```

-----
-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
I          0.14          0.14
I
-----
-----

```

D-B Stream From Right Hand Lane

```

-----
-----
I Intercept For Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I STREAM B-D   STREAM  C-A          STREAM  C-B          STREAM  C-D
STREAM  A-D   I
-----

```

```

-----
I      523.54          0.22          0.22          0.09
0.32      I
-----
-----

```

```

-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
I          0.14          0.14
I
-----
-----

```

.TRAFFIC DEMAND DATA

```

-----
I ARM I FLOW SCALE(%) I
-----
I A   I      100      I
I B   I      100      I
I C   I      100      I
I D   I      100      I
-----

```

.Demand set: Existing 2015

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I          I    NUMBER OF MINUTES FROM START WHEN    I    RATE OF FLOW
(VEH/MIN)          I
I  ARM    I  FLOW STARTS I  TOP OF PEAK I  FLOW STOPS I  BEFORE I  AT TOP I
AFTER          I
I          I  TO RISE   I  IS REACHED I  FALLING   I  PEAK   I  OF PEAK I
PEAK          I
I          I          I          I          I          I          I
I
-----
I  ARM  A  I    15.00  I    45.00  I    75.00  I    2.74  I    4.11  I
2.74          I
I  ARM  B  I    15.00  I    45.00  I    75.00  I    0.66  I    0.99  I
0.66          I
I  ARM  C  I    15.00  I    45.00  I    75.00  I    5.07  I    7.61  I
5.07          I
I  ARM  D  I    15.00  I    45.00  I    75.00  I    0.19  I    0.28  I
0.19          I
-----

```

.Demand set: Existing 2015

```

-----
I          I          TURNING PROPORTIONS          I
I          I          TURNING COUNTS          I
I          I          (PERCENTAGE OF H.V.S)          I
I
I          TIME          I  FROM/TO I  ARM  A I  ARM  B I  ARM  C I  ARM  D I
-----
I  16.15 - 17.45  I          I          I          I          I          I
I          I  ARM  A  I  0.000 I  0.452 I  0.516 I  0.032 I
I          I          I  0.0 I  99.0 I  113.0 I  7.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  B  I  0.849 I  0.000 I  0.132 I  0.019 I
I          I          I  45.0 I  0.0 I  7.0 I  1.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  C  I  0.973 I  0.022 I  0.000 I  0.005 I
I          I          I  395.0 I  9.0 I  0.0 I  2.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  D  I  0.667 I  0.200 I  0.133 I  0.000 I
I          I          I  10.0 I  3.0 I  2.0 I  0.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
-----

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD 1

---

| I          | TIME        | DEMAND       | CAPACITY      | DEMAND/    | PEDESTRIAN | START  | END   |
|------------|-------------|--------------|---------------|------------|------------|--------|-------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE       | DELAY I    |            |        |       |
| I          | (VEH./MIN/  | (VEH./MIN/   | PER ARRIVING  | I          | FLOW       | QUEUE  | QUEUE |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I             | (PEDS/MIN) | (VEHS)     | (VEHS) | TIME  |
| I          | SEGMENT)    | SEGMENT)     | VEHICLE (MIN) | I          |            |        |       |
| I          | 16.15-16.30 |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |
| I          | B-ACD       | 0.67         | 8.40          | 0.079      |            | 0.00   | 0.09  |
| 1.2        |             |              |               | 0.13       | I          |        |       |
| I          | A-BCD       | 0.09         | 10.66         | 0.008      |            | 0.00   | 0.01  |
| 0.1        |             |              |               | 0.09       | I          |        |       |
| I          | D-ABC       | 0.19         | 8.89          | 0.021      |            | 0.00   | 0.02  |
| 0.3        |             |              |               | 0.11       | I          |        |       |
| I          | C-ABD       | 0.11         | 11.26         | 0.010      |            | 0.00   | 0.01  |
| 0.1        |             |              |               | 0.09       | I          |        |       |
| I          |             |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |

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| I          | TIME        | DEMAND       | CAPACITY      | DEMAND/    | PEDESTRIAN | START  | END   |
|------------|-------------|--------------|---------------|------------|------------|--------|-------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE       | DELAY I    |            |        |       |
| I          | (VEH./MIN/  | (VEH./MIN/   | PER ARRIVING  | I          | FLOW       | QUEUE  | QUEUE |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I             | (PEDS/MIN) | (VEHS)     | (VEHS) | TIME  |
| I          | SEGMENT)    | SEGMENT)     | VEHICLE (MIN) | I          |            |        |       |
| I          | 16.30-16.45 |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |
| I          | B-ACD       | 0.79         | 8.15          | 0.097      |            | 0.09   | 0.11  |
| 1.6        |             |              |               | 0.14       | I          |        |       |
| I          | A-BCD       | 0.10         | 10.40         | 0.010      |            | 0.01   | 0.01  |
| 0.2        |             |              |               | 0.10       | I          |        |       |
| I          | D-ABC       | 0.22         | 8.62          | 0.026      |            | 0.02   | 0.03  |
| 0.4        |             |              |               | 0.12       | I          |        |       |
| I          | C-ABD       | 0.13         | 11.12         | 0.012      |            | 0.01   | 0.01  |
| 0.2        |             |              |               | 0.09       | I          |        |       |
| I          |             |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |

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| I          | TIME        | DEMAND       | CAPACITY      | DEMAND/    | PEDESTRIAN | START  | END   |
|------------|-------------|--------------|---------------|------------|------------|--------|-------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE       | DELAY I    |            |        |       |
| I          | (VEH./MIN/  | (VEH./MIN/   | PER ARRIVING  | I          | FLOW       | QUEUE  | QUEUE |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I             | (PEDS/MIN) | (VEHS)     | (VEHS) | TIME  |
| I          | SEGMENT)    | SEGMENT)     | VEHICLE (MIN) | I          |            |        |       |
| I          | 16.45-17.00 |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |

|     |       |      |       |       |   |      |      |
|-----|-------|------|-------|-------|---|------|------|
| I   | B-ACD | 0.97 | 7.81  | 0.124 |   | 0.11 | 0.14 |
| 2.1 |       |      |       | 0.15  | I |      |      |
| I   | A-BCD | 0.13 | 10.04 | 0.013 |   | 0.01 | 0.01 |
| 0.2 |       |      |       | 0.10  | I |      |      |
| I   | D-ABC | 0.28 | 8.25  | 0.033 |   | 0.03 | 0.03 |
| 0.5 |       |      |       | 0.13  | I |      |      |
| I   | C-ABD | 0.17 | 10.93 | 0.015 |   | 0.01 | 0.02 |
| 0.2 |       |      |       | 0.09  | I |      |      |
| I   |       |      |       |       |   |      |      |
| I   |       |      |       |       |   |      |      |

-----

-----

| I         | TIME        | DEMAND    | CAPACITY      | DEMAND/ | PEDESTRIAN | START  | END  |
|-----------|-------------|-----------|---------------|---------|------------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE       | DELAY I |            |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING  | I       | QUEUE      | QUEUE  | TIME |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE (MIN) | I       | (VEHS)     | (VEHS) |      |
| I         | 17.00-17.15 |           |               |         |            |        |      |

|     |       |      |       |       |   |      |      |
|-----|-------|------|-------|-------|---|------|------|
| I   | B-ACD | 0.97 | 7.81  | 0.124 |   | 0.14 | 0.14 |
| 2.1 |       |      |       | 0.15  | I |      |      |
| I   | A-BCD | 0.13 | 10.04 | 0.013 |   | 0.01 | 0.01 |
| 0.2 |       |      |       | 0.10  | I |      |      |
| I   | D-ABC | 0.28 | 8.25  | 0.033 |   | 0.03 | 0.03 |
| 0.5 |       |      |       | 0.13  | I |      |      |
| I   | C-ABD | 0.17 | 10.93 | 0.015 |   | 0.02 | 0.02 |
| 0.2 |       |      |       | 0.09  | I |      |      |
| I   |       |      |       |       |   |      |      |
| I   |       |      |       |       |   |      |      |

-----

-----

| I         | TIME        | DEMAND    | CAPACITY      | DEMAND/ | PEDESTRIAN | START  | END  |
|-----------|-------------|-----------|---------------|---------|------------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE       | DELAY I |            |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING  | I       | QUEUE      | QUEUE  | TIME |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE (MIN) | I       | (VEHS)     | (VEHS) |      |
| I         | 17.15-17.30 |           |               |         |            |        |      |

|     |       |      |       |       |   |      |      |
|-----|-------|------|-------|-------|---|------|------|
| I   | B-ACD | 0.79 | 8.15  | 0.097 |   | 0.14 | 0.11 |
| 1.7 |       |      |       | 0.14  | I |      |      |
| I   | A-BCD | 0.10 | 10.40 | 0.010 |   | 0.01 | 0.01 |
| 0.2 |       |      |       | 0.10  | I |      |      |
| I   | D-ABC | 0.22 | 8.62  | 0.026 |   | 0.03 | 0.03 |
| 0.4 |       |      |       | 0.12  | I |      |      |
| I   | C-ABD | 0.13 | 11.12 | 0.012 |   | 0.02 | 0.01 |
| 0.2 |       |      |       | 0.09  | I |      |      |
| I   |       |      |       |       |   |      |      |
| I   |       |      |       |       |   |      |      |

-----

-----



```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW  QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 17.30-17.45
I
I  B-ACD      0.67      8.40      0.079      0.11      0.09
1.3
I  A-BCD      0.09      10.66     0.008      0.01      0.01
0.1
I  D-ABC      0.19      8.89      0.021      0.03      0.02
0.3
I  C-ABD      0.11      11.26     0.010      0.01      0.01
0.2
I
I
-----

```

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

```

-----
TIME          NO. OF
SEGMENT       VEHICLES
ENDING        IN QUEUE
16.30         0.1
16.45         0.1
17.00         0.1
17.15         0.1
17.30         0.1
17.45         0.1

```

QUEUE FOR STREAM A-BCD

```

-----
TIME          NO. OF
SEGMENT       VEHICLES
ENDING        IN QUEUE
16.30         0.0
16.45         0.0
17.00         0.0
17.15         0.0
17.30         0.0
17.45         0.0

```

QUEUE FOR STREAM D-ABC

```

-----
TIME          NO. OF
SEGMENT       VEHICLES
ENDING        IN QUEUE
16.30         0.0
16.45         0.0
17.00         0.0

```

|       |     |
|-------|-----|
| 17.15 | 0.0 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |

QUEUE FOR STREAM C-ABD

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 16.30                     | 0.0                            |
| 16.45                     | 0.0                            |
| 17.00                     | 0.0                            |
| 17.15                     | 0.0                            |
| 17.30                     | 0.0                            |
| 17.45                     | 0.0                            |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I         | STREAM | I | TOTAL DEMAND | I       | * QUEUEING * | I         | * INCLUSIVE QUEUEING | I |      |
|-----------|--------|---|--------------|---------|--------------|-----------|----------------------|---|------|
| * I       |        | I |              | I       | * DELAY *    | I         | * DELAY *            | I |      |
|           |        |   | (VEH)        | (VEH/H) | (MIN)        | (MIN/VEH) | (MIN)                |   |      |
| (MIN/VEH) |        |   |              |         |              |           |                      |   |      |
| I         | B-ACD  | I | 73.0         | I       | 48.6         | I         | 10.0                 | I | 0.14 |
| I         | A-BCD  | I | 9.6          | I       | 6.4          | I         | 0.9                  | I | 0.10 |
| I         | D-ABC  | I | 20.6         | I       | 13.8         | I         | 2.5                  | I | 0.12 |
| I         | C-ABD  | I | 12.4         | I       | 8.3          | I         | 1.1                  | I | 0.09 |
| I         | ALL    | I | 953.9        | I       | 635.9        | I         | 14.5                 | I | 0.02 |

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY  
JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
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-----  
FOR SALES AND DISTRIBUTION INFORMATION,  
PROGRAM ADVICE AND MAINTENANCE CONTACT:  
TRL SOFTWARE SALES  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING  
PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF  
THE SOLUTION

Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Kensington Court - Glen St\Saturday Peak.vpi"  
(drive-on-the-left) at 11:35:37 on Monday, 3 August 2015

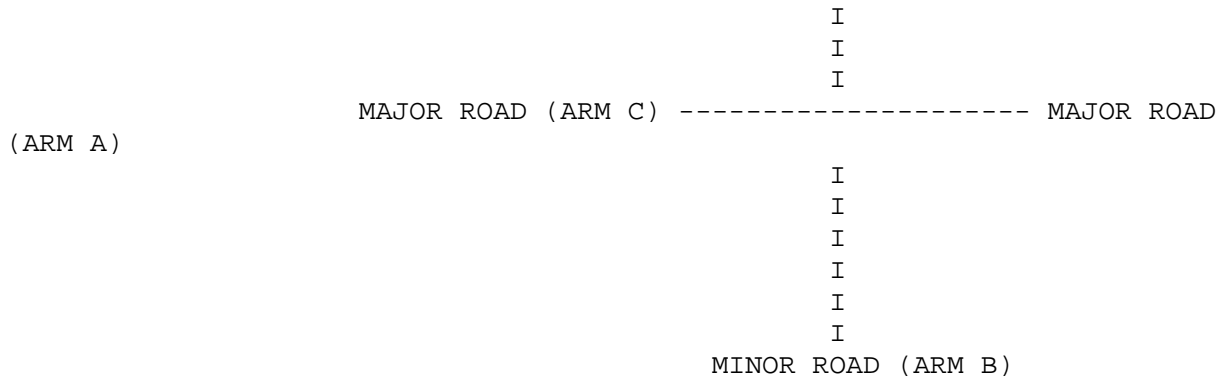
.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Kensington Court (east)/Primary Care  
Centre - Saturday Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MINOR ROAD (ARM D)  
I  
I  
I



ARM A IS Glen Street (e)  
 ARM B IS Kensington Court (east)  
 ARM C IS Glen Street (w)  
 ARM D IS Primary Care Centre

.STREAM LABELLING CONVENTION

-----  
 STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO  
 ARM C  
 ETC.

.GEOMETRIC DATA

-----

| I            | DATA ITEM                          |                    | I      |
|--------------|------------------------------------|--------------------|--------|
| MINOR ROAD B | I                                  | MINOR ROAD D       | I      |
| -----        |                                    |                    |        |
| I            | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH |                    | I ( W  |
| )            | 7.75 M.                            | I ( W ) 7.75 M.    | I      |
| I            | CENTRAL RESERVE WIDTH              |                    | I (WCR |
| )            | 0.00 M.                            | I (WCR ) 0.00 M.   | I      |
| I            |                                    |                    | I      |
| I            | MAJOR ROAD RIGHT TURN - WIDTH      |                    | I (WC- |
| B)           | 2.20 M.                            | I (WA-D) 2.20 M.   | I      |
| I            | - VISIBILITY                       |                    | I (VC- |
| B)           | 250.00 M.                          | I (VA-D) 250.00 M. | I      |
| I            | - BLOCKS TRAFFIC (SPACES)          |                    | I      |
| YES ( 1 )    | I                                  | YES ( 1 )          | I      |
| I            |                                    |                    | I      |
| I            | MINOR ROAD - VISIBILITY TO LEFT    |                    | I (VB- |
| C)           | 19.0 M.                            | I (VD-A) 20.0 M.   | I      |
| I            | - VISIBILITY TO RIGHT              |                    | I (VB- |
| A)           | 57.0 M.                            | I (VD-C) 18.0 M.   | I      |
| I            | - LANE 1 WIDTH                     |                    | I (WB- |
| C)           | 3.98 M.                            | I (WD-A) 3.62 M.   | I      |
| I            | - LANE 2 WIDTH                     |                    | I (WB- |
| A)           | 0.00 M.                            | I (WD-C) 0.00 M.   | I      |

-----

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C    | STREAM    | A-C      | STREAM    | A-B      | I |
| I | 724.56        |           | 0.26     |           | 0.10     | I |

STREAM D-A

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM D-A    | STREAM    | C-A      | STREAM    | C-D      | I |
| I | 674.70        |           | 0.24     |           | 0.10     | I |

STREAM B-A

| I    | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|---------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I    | STREAM B-A    | STREAM    | A-C      | STREAM    | A-D      | STREAM    |
| I    | STREAM D-B    | I         |          |           |          | D-A       |
| I    | 561.87        |           | 0.24     |           | 0.24     | 0.24      |
| 0.24 | I             |           |          |           |          |           |

| I    | Opposing   | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing   | Slope For | Opposing | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | STREAM    | A-B      | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | I         |          |           |          | C-B       |
| I    |            |           | 0.09     |           | 0.15     | 0.34      |
| 0.12 | I          |           |          |           |          |           |

STREAM D-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|---|---------------|-----------|----------|-----------|----------|-----------|
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I |               |           |          |           |          |           |

| I    | STREAM D-C | STREAM C-A | STREAM C-B | STREAM B-C |
|------|------------|------------|------------|------------|
| 0.22 | 523.54     | 0.22       | 0.22       | 0.22       |

| I    | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|--------------------|--------------------|--------------------|
| I    | STREAM B-A         | STREAM C-D         | STREAM A-C         |
| 0.11 | 0.09               | 0.14               | 0.32               |

STREAM C-B

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM C-B             | STREAM A-B         | STREAM A-C         | STREAM A-D         |
| 0.11 | 718.74                 | 0.26               | 0.26               | 0.37               |

STREAM A-D

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

B-D Stream From Left Hand Lane

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

| I          | STREAM B-D | STREAM A-C | STREAM A-D | STREAM A-B |
|------------|------------|------------|------------|------------|
| STREAM C-B | I          |            |            |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

B-D Stream From Right Hand Lane

| I          | Intercept For       | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|---------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI | STREAM A-C         | STREAM A-D         | STREAM A-B |
| I          | STREAM B-D          | I                  |                    |            |
| STREAM C-B |                     |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

D-B Stream From Left Hand Lane

| I          | Intercept For       | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|---------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI | STREAM C-A         | STREAM C-B         | STREAM C-D |
| I          | STREAM D-B          | I                  |                    |            |
| STREAM A-D |                     |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 523.54 | 0.22 | 0.22 | 0.09 |
| 0.32 | I      |      |      |      |

```

-----
-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
I          0.14          0.14
I
-----
-----

```

D-B Stream From Right Hand Lane

```

-----
-----
I Intercept For Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I STREAM B-D   STREAM  C-A          STREAM  C-B          STREAM  C-D
STREAM  A-D   I
-----

```

```

-----
I    523.54          0.22          0.22          0.09
0.32    I
-----
-----

```

```

-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
I          0.14          0.14
I
-----
-----

```

.TRAFFIC DEMAND DATA

```

-----
I ARM I FLOW SCALE(%) I
-----
I A   I    100    I
I B   I    100    I
I C   I    100    I
I D   I    100    I
-----

```

.Demand set: Existing 2015

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD - 90 MIN.



LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I          I    NUMBER OF MINUTES FROM START WHEN    I    RATE OF FLOW
(VEH/MIN)          I
I  ARM    I  FLOW STARTS I  TOP OF PEAK I  FLOW STOPS I  BEFORE I  AT TOP    I
AFTER          I
I          I    TO RISE    I    IS REACHED I  FALLING    I    PEAK    I  OF PEAK    I
PEAK          I
I          I          I          I          I          I          I
I
-----
I  ARM  A  I    15.00    I    45.00    I    75.00    I    2.70    I    4.05    I
2.70          I
I  ARM  B  I    15.00    I    45.00    I    75.00    I    0.64    I    0.96    I
0.64          I
I  ARM  C  I    15.00    I    45.00    I    75.00    I    2.80    I    4.20    I
2.80          I
I  ARM  D  I    15.00    I    45.00    I    75.00    I    0.05    I    0.08    I
0.05          I
-----

```

.Demand set: Existing 2015

```

-----
I          I          TURNING PROPORTIONS          I
I          I          TURNING COUNTS          I
I          I          (PERCENTAGE OF H.V.S)          I
I
I          TIME          I  FROM/TO I  ARM  A I  ARM  B I  ARM  C I  ARM  D I
-----
I  11.15 - 12.45    I          I          I          I          I          I
I          I  ARM  A    I  0.000 I  0.523 I  0.477 I  0.000 I
I          I          I  0.0 I  113.0 I  103.0 I  0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I  ARM  B    I  0.922 I  0.000 I  0.078 I  0.000 I
I          I          I  47.0 I  0.0 I  4.0 I  0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I  ARM  C    I  0.955 I  0.045 I  0.000 I  0.000 I
I          I          I  214.0 I  10.0 I  0.0 I  0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
I          I  ARM  D    I  0.500 I  0.000 I  0.500 I  0.000 I
I          I          I  2.0 I  0.0 I  2.0 I  0.0 I
I          I          I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I          I          I          I          I          I
-----

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD

1

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 11.15-11.30
I
I  B-ACD        0.64      8.65      0.074    I              0.00  0.08
1.1
I  A-BCD        0.00      10.22     0.000    I              0.00  0.00
0.0
I  D-ABC        0.05      9.01      0.006    I              0.00  0.01
0.1
I  C-ABD        0.13      11.28     0.011    I              0.00  0.01
0.2
I
I
-----

```

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 11.30-11.45
I
I  B-ACD        0.76      8.48      0.090    I              0.08  0.10
1.4
I  A-BCD        0.00      10.09     0.000    I              0.00  0.00
0.0
I  D-ABC        0.06      8.85      0.007    I              0.01  0.01
0.1
I  C-ABD        0.15      11.15     0.013    I              0.01  0.01
0.2
I
I
-----

```

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW      QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 11.45-12.00
I
-----

```

|     |       |      |       |       |   |      |      |
|-----|-------|------|-------|-------|---|------|------|
| I   | B-ACD | 0.94 | 8.24  | 0.114 |   | 0.10 | 0.13 |
| 1.9 |       |      |       | 0.14  | I |      |      |
| I   | A-BCD | 0.00 | 9.91  | 0.000 |   | 0.00 | 0.00 |
| 0.0 |       |      |       | 0.00  | I |      |      |
| I   | D-ABC | 0.07 | 8.63  | 0.009 |   | 0.01 | 0.01 |
| 0.1 |       |      |       | 0.12  | I |      |      |
| I   | C-ABD | 0.18 | 10.96 | 0.017 |   | 0.01 | 0.02 |
| 0.3 |       |      |       | 0.09  | I |      |      |
| I   |       |      |       |       |   |      |      |
| I   |       |      |       |       |   |      |      |

-----

-----

| I     | TIME        | DEMAND     | CAPACITY      | DEMAND/ | PEDESTRIAN | START  | END    |
|-------|-------------|------------|---------------|---------|------------|--------|--------|
| DELAY | GEOMETRIC   | DELAY      | AVERAGE       | DELAY I |            |        |        |
| I     | (VEH./MIN/  | (VEH./MIN/ | PER ARRIVING  | I       | FLOW       | QUEUE  | QUEUE  |
| I     | SEGMENT)    | SEGMENT)   | VEHICLE (MIN) | I       | (PEDS/MIN) | (VEHS) | (VEHS) |
| I     | TIME        | TIME       | TIME          | TIME    | TIME       | TIME   | TIME   |
| I     | 12.00-12.15 |            |               |         |            |        |        |
| I     | B-ACD       | 0.94       | 8.24          | 0.114   |            | 0.13   | 0.13   |
| 1.9   |             |            |               | 0.14    | I          |        |        |
| I     | A-BCD       | 0.00       | 9.91          | 0.000   |            | 0.00   | 0.00   |
| 0.0   |             |            |               | 0.00    | I          |        |        |
| I     | D-ABC       | 0.07       | 8.63          | 0.009   |            | 0.01   | 0.01   |
| 0.1   |             |            |               | 0.12    | I          |        |        |
| I     | C-ABD       | 0.18       | 10.96         | 0.017   |            | 0.02   | 0.02   |
| 0.3   |             |            |               | 0.09    | I          |        |        |
| I     |             |            |               |         |            |        |        |
| I     |             |            |               |         |            |        |        |

-----

-----

| I     | TIME        | DEMAND     | CAPACITY      | DEMAND/ | PEDESTRIAN | START  | END    |
|-------|-------------|------------|---------------|---------|------------|--------|--------|
| DELAY | GEOMETRIC   | DELAY      | AVERAGE       | DELAY I |            |        |        |
| I     | (VEH./MIN/  | (VEH./MIN/ | PER ARRIVING  | I       | FLOW       | QUEUE  | QUEUE  |
| I     | SEGMENT)    | SEGMENT)   | VEHICLE (MIN) | I       | (PEDS/MIN) | (VEHS) | (VEHS) |
| I     | TIME        | TIME       | TIME          | TIME    | TIME       | TIME   | TIME   |
| I     | 12.15-12.30 |            |               |         |            |        |        |
| I     | B-ACD       | 0.76       | 8.48          | 0.090   |            | 0.13   | 0.10   |
| 1.5   |             |            |               | 0.13    | I          |        |        |
| I     | A-BCD       | 0.00       | 10.09         | 0.000   |            | 0.00   | 0.00   |
| 0.0   |             |            |               | 0.00    | I          |        |        |
| I     | D-ABC       | 0.06       | 8.85          | 0.007   |            | 0.01   | 0.01   |
| 0.1   |             |            |               | 0.11    | I          |        |        |
| I     | C-ABD       | 0.15       | 11.15         | 0.013   |            | 0.02   | 0.01   |
| 0.2   |             |            |               | 0.09    | I          |        |        |
| I     |             |            |               |         |            |        |        |
| I     |             |            |               |         |            |        |        |

-----

-----

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW  QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING I
I              (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 12.30-12.45
I
I  B-ACD      0.64      8.65      0.074      0.10      0.08
1.2
I  A-BCD      0.00      10.22     0.000      0.00      0.00
0.0
I  D-ABC      0.05      9.01      0.006      0.01      0.01
0.1
I  C-ABD      0.13      11.28     0.011      0.01      0.01
0.2
I
I
-----

```

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

```

-----
TIME          NO. OF
SEGMENT      VEHICLES
ENDING      IN QUEUE
11.30        0.1
11.45        0.1
12.00        0.1
12.15        0.1
12.30        0.1
12.45        0.1

```

QUEUE FOR STREAM A-BCD

```

-----
TIME          NO. OF
SEGMENT      VEHICLES
ENDING      IN QUEUE
11.30        0.0
11.45        0.0
12.00        0.0
12.15        0.0
12.30        0.0
12.45        0.0

```

QUEUE FOR STREAM D-ABC

```

-----
TIME          NO. OF
SEGMENT      VEHICLES
ENDING      IN QUEUE
11.30        0.0
11.45        0.0
12.00        0.0

```

|       |     |
|-------|-----|
| 12.15 | 0.0 |
| 12.30 | 0.0 |
| 12.45 | 0.0 |

QUEUE FOR STREAM C-ABD

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 11.30                     | 0.0                            |
| 11.45                     | 0.0                            |
| 12.00                     | 0.0                            |
| 12.15                     | 0.0                            |
| 12.30                     | 0.0                            |
| 12.45                     | 0.0                            |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING | I |      |
|---|--------|---|--------------|---|--------------|---|----------------------|---|------|
| I |        | I |              | I | * DELAY *    | I | * DELAY *            | I |      |
| I |        | I | (VEH)        | I | (MIN)        | I | (MIN)                | I |      |
| I |        | I | (VEH/H)      | I | (MIN/VEH)    | I | (MIN)                | I |      |
| I |        | I |              | I |              | I |                      | I |      |
| I | B-ACD  | I | 70.2         | I | 46.8         | I | 9.1                  | I | 0.13 |
| I | A-BCD  | I | 0.0          | I | 0.0          | I | 0.0                  | I | 0.00 |
| I | D-ABC  | I | 5.5          | I | 3.7          | I | 0.6                  | I | 0.11 |
| I | C-ABD  | I | 13.8         | I | 9.2          | I | 1.3                  | I | 0.09 |
| I | ALL    | I | 681.3        | I | 454.2        | I | 11.0                 | I | 0.02 |

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY  
JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
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TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING  
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THE SOLUTION

Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Hebburn Central - Glen St\Weekday PM Peak new access.vpi"  
(drive-on-the-left) at 11:08:39 on Monday, 3 August 2015

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Hebburn Central - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

(ARM A) MAJOR ROAD (ARM C) ----- MAJOR ROAD  
  
I  
I  
I

I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Glen Street (e)  
ARM B IS Hebburn Central  
ARM C IS Glen Street (w)

.STREAM LABELLING CONVENTION

-----  
 STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO  
 ARM C  
 ETC.

.GEOMETRIC DATA

-----

| I            | DATA ITEM                          | I      |
|--------------|------------------------------------|--------|
| MINOR ROAD B | I                                  |        |
| -----        |                                    |        |
| I            | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I ( W  |
| )            | 7.75 M. I                          |        |
| I            | CENTRAL RESERVE WIDTH              | I (WCR |
| )            | 0.00 M. I                          |        |
| I            |                                    | I      |
| I            | MAJOR ROAD RIGHT TURN - WIDTH      | I (WC- |
| B)           | 2.20 M. I                          |        |
| I            | - VISIBILITY                       | I (VC- |
| B)           | 100.00 M. I                        |        |
| I            | - BLOCKS TRAFFIC (SPACES)          | I      |
| YES ( 1 )    | I                                  | I      |
| I            |                                    | I      |
| I            | MINOR ROAD - VISIBILITY TO LEFT    | I (VB- |
| C)           | 55.0 M. I                          |        |
| I            | - VISIBILITY TO RIGHT              | I (VB- |
| A)           | 15.0 M. I                          |        |
| I            | - LANE 1 WIDTH                     | I (WB- |
| C)           | 3.75 M. I                          |        |
| I            | - LANE 2 WIDTH                     | I (WB- |
| A)           | 0.00 M. I                          |        |

-----

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

-----

| I | Intercept  | Slope  | For Opposing | Slope  | For Opposing | I |
|---|------------|--------|--------------|--------|--------------|---|
| I | STREAM B-C | STREAM | A-C          | STREAM | A-B          | I |

```

-----
I      680.94          0.24          0.10          I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing Slope For
Opposing Slope For OpposingI
I STREAM B-A STREAM A-C STREAM A-B STREAM C-A
STREAM C-B I
-----

```

```

-----
I      540.42          0.23          0.09          0.14
0.33          I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing I
I STREAM C-B STREAM A-C STREAM A-B I
-----
I      631.87          0.23          0.23          I
-----

```

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

```

-----
I ARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
-----

```

.Demand set: Existing 2015

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I      I      NUMBER OF MINUTES FROM START WHEN      I      RATE OF FLOW
(VEH/MIN)      I
I ARM I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I
AFTER      I
I      I      TO RISE      I      IS REACHED I FALLING      I      PEAK      I      OF PEAK I
PEAK      I
I      I      I      I      I      I      I      I
I

```



|      |     |   |   |       |   |       |   |       |   |      |   |      |   |
|------|-----|---|---|-------|---|-------|---|-------|---|------|---|------|---|
| I    | ARM | A | I | 15.00 | I | 45.00 | I | 75.00 | I | 1.52 | I | 2.29 | I |
| 1.52 |     |   | I |       |   |       |   |       |   |      |   |      |   |
| I    | ARM | B | I | 15.00 | I | 45.00 | I | 75.00 | I | 2.19 | I | 3.28 | I |
| 2.19 |     |   | I |       |   |       |   |       |   |      |   |      |   |
| I    | ARM | C | I | 15.00 | I | 45.00 | I | 75.00 | I | 3.91 | I | 5.87 | I |
| 3.91 |     |   | I |       |   |       |   |       |   |      |   |      |   |

.Demand set: Existing 2015

|   |               | TURNING PROPORTIONS   |         |   |     |        |   |        |   |        |     |   |   |
|---|---------------|-----------------------|---------|---|-----|--------|---|--------|---|--------|-----|---|---|
|   |               | TURNING COUNTS        |         |   |     |        |   |        |   |        |     |   |   |
|   |               | (PERCENTAGE OF H.V.S) |         |   |     |        |   |        |   |        |     |   |   |
|   |               | -----                 |         |   |     |        |   |        |   |        |     |   |   |
| I | TIME          | I                     | FROM/TO | I | ARM | A      | I | ARM    | B | I      | ARM | C | I |
| I | 16.15 - 17.45 | I                     |         | I |     | I      |   | I      |   | I      |     | I |   |
| I |               | I                     | ARM     | A | I   | 0.000  | I | 0.336  | I | 0.664  | I   |   | I |
| I |               | I                     |         |   | I   | 0.0    | I | 41.0   | I | 81.0   | I   |   | I |
| I |               | I                     |         |   | I   | ( 0.0) | I | ( 0.0) | I | ( 0.0) | I   |   | I |
| I |               | I                     |         |   | I   |        | I |        | I |        | I   |   | I |
| I |               | I                     | ARM     | B | I   | 0.777  | I | 0.000  | I | 0.223  | I   |   | I |
| I |               | I                     |         |   | I   | 136.0  | I | 0.0    | I | 39.0   | I   |   | I |
| I |               | I                     |         |   | I   | ( 0.0) | I | ( 0.0) | I | ( 0.0) | I   |   | I |
| I |               | I                     |         |   | I   |        | I |        | I |        | I   |   | I |
| I |               | I                     | ARM     | C | I   | 0.859  | I | 0.141  | I | 0.000  | I   |   | I |
| I |               | I                     |         |   | I   | 269.0  | I | 44.0   | I | 0.0    | I   |   | I |
| I |               | I                     |         |   | I   | ( 0.0) | I | ( 0.0) | I | ( 0.0) | I   |   | I |
| I |               | I                     |         |   | I   |        | I |        | I |        | I   |   | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD 1

| I         | TIME        | DEMAND    | CAPACITY     | DEMAND/ | PEDESTRIAN | START  | END    |
|-----------|-------------|-----------|--------------|---------|------------|--------|--------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE      | DELAY I |            |        |        |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING | I       | FLOW       | QUEUE  | QUEUE  |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE      | (MIN) I | (PEDS/MIN) | (VEHS) | (VEHS) |
| TIME      | SEGMENT)    | VEHICLE   | (MIN) I      |         |            |        | TIME   |
| I         | 16.15-16.30 |           |              |         |            |        |        |
| I         |             |           |              |         |            |        |        |
| I         | B-AC        | 2.20      | 8.58         | 0.256   |            | 0.00   | 0.34   |
| 4.9       |             |           |              | 0.16    | I          |        |        |
| I         | C-AB        | 0.55      | 10.18        | 0.054   |            | 0.00   | 0.06   |
| 0.9       |             |           |              | 0.10    | I          |        |        |
| I         | A-B         | 0.51      |              |         |            |        |        |
| I         |             |           |              |         |            |        |        |
| I         | A-C         | 1.02      |              |         |            |        |        |
| I         |             |           |              |         |            |        |        |

I  
I

-----  
-----

-----  
-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 16.30-16.45

I  
I B-AC 2.62 8.40 0.312 0.34 0.45  
6.5 0.17 I  
I C-AB 0.66 10.12 0.065 0.06 0.07  
1.1 0.11 I  
I A-B 0.61  
I  
I A-C 1.21  
I  
I

-----  
-----

-----  
-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 16.45-17.00

I  
I B-AC 3.21 8.17 0.393 0.45 0.63  
9.1 0.20 I  
I C-AB 0.81 10.02 0.081 0.07 0.09  
1.4 0.11 I  
I A-B 0.75  
I  
I A-C 1.49  
I  
I  
I

-----  
-----

-----  
-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I

| SEGMENT) | TIME        | SEGMENT) | VEHICLE | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
|----------|-------------|----------|---------|-------|------------|--------|--------|------|
| I        | 17.00-17.15 |          |         |       |            |        |        |      |
| I        | B-AC        | 3.21     | 8.17    | 0.393 |            | 0.63   | 0.64   |      |
| 9.6      |             |          |         | 0.20  | I          |        |        |      |
| I        | C-AB        | 0.81     | 10.02   | 0.081 |            | 0.09   | 0.09   |      |
| 1.4      |             |          |         | 0.11  | I          |        |        |      |
| I        | A-B         | 0.75     |         |       |            |        |        |      |
| I        | A-C         | 1.49     |         |       |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/  | PEDESTRIAN | START  | END    |      |
|-----------|-------------|-----------|----------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE  | DELAY I    | QUEUE  | QUEUE  |      |
| (VEH.MIN/ | (VEH/MIN)   | (VEH/MIN) | CAPACITY | FLOW       | (VEHS) | (VEHS) |      |
| VEH.MIN/  | (VEH/MIN)   | PER       | ARRIVING | I          |        |        |      |
|           |             |           | (RFC)    | (PEDS/MIN) |        |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE  | (MIN)      | I      |        |      |
| I         | 17.15-17.30 |           |          |            |        |        |      |
| I         | B-AC        | 2.62      | 8.40     | 0.312      |        | 0.64   | 0.46 |
| 7.2       |             |           |          | 0.17       | I      |        |      |
| I         | C-AB        | 0.66      | 10.12    | 0.065      |        | 0.09   | 0.07 |
| 1.1       |             |           |          | 0.11       | I      |        |      |
| I         | A-B         | 0.61      |          |            |        |        |      |
| I         | A-C         | 1.21      |          |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/  | PEDESTRIAN | START  | END    |      |
|-----------|-------------|-----------|----------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE  | DELAY I    | QUEUE  | QUEUE  |      |
| (VEH.MIN/ | (VEH/MIN)   | (VEH/MIN) | CAPACITY | FLOW       | (VEHS) | (VEHS) |      |
| VEH.MIN/  | (VEH/MIN)   | PER       | ARRIVING | I          |        |        |      |
|           |             |           | (RFC)    | (PEDS/MIN) |        |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE  | (MIN)      | I      |        |      |
| I         | 17.30-17.45 |           |          |            |        |        |      |
| I         | B-AC        | 2.20      | 8.57     | 0.256      |        | 0.46   | 0.35 |
| 5.4       |             |           |          | 0.16       | I      |        |      |
| I         | C-AB        | 0.55      | 10.18    | 0.054      |        | 0.07   | 0.06 |
| 0.9       |             |           |          | 0.10       | I      |        |      |
| I         | A-B         | 0.51      |          |            |        |        |      |
| I         | A-C         | 1.02      |          |            |        |        |      |



-----  
---  
\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
\* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
\* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY  
JUNCTIONS

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THE SOLUTION

Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Hebburn Central - Glen St\Saturday Peak new access.vpi"  
(drive-on-the-left) at 11:15:02 on Monday, 3 August 2015

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Hebburn Central - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

(ARM A) MAJOR ROAD (ARM C) ----- MAJOR ROAD  
  
I  
I  
I

I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Glen Street (e)  
ARM B IS Hebburn Central  
ARM C IS Glen Street (w)

.STREAM LABELLING CONVENTION

-----  
 STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO  
 ARM C  
 ETC.

.GEOMETRIC DATA

-----

| I            | DATA ITEM                          | I      |
|--------------|------------------------------------|--------|
| MINOR ROAD B | I                                  |        |
| -----        |                                    |        |
| I            | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I ( W  |
| )            | 7.75 M. I                          |        |
| I            | CENTRAL RESERVE WIDTH              | I (WCR |
| )            | 0.00 M. I                          |        |
| I            |                                    | I      |
| I            | MAJOR ROAD RIGHT TURN - WIDTH      | I (WC- |
| B)           | 2.20 M. I                          |        |
| I            | - VISIBILITY                       | I (VC- |
| B)           | 100.00 M. I                        |        |
| I            | - BLOCKS TRAFFIC (SPACES)          | I      |
| YES ( 1 ) I  |                                    |        |
| I            |                                    | I      |
| I            | MINOR ROAD - VISIBILITY TO LEFT    | I (VB- |
| C)           | 55.0 M. I                          |        |
| I            | - VISIBILITY TO RIGHT              | I (VB- |
| A)           | 15.0 M. I                          |        |
| I            | - LANE 1 WIDTH                     | I (WB- |
| C)           | 3.75 M. I                          |        |
| I            | - LANE 2 WIDTH                     | I (WB- |
| A)           | 0.00 M. I                          |        |

-----

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

-----

| I | Intercept For | Slope For  | Opposing | Slope For  | Opposing | I |
|---|---------------|------------|----------|------------|----------|---|
| I | STREAM B-C    | STREAM A-C |          | STREAM A-B |          | I |

```

-----
I      680.94          0.24          0.10          I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing Slope For
Opposing Slope For OpposingI
I STREAM B-A STREAM A-C STREAM A-B STREAM C-A
STREAM C-B I
-----

```

```

-----
I      540.42          0.23          0.09          0.14
0.33      I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing I
I STREAM C-B STREAM A-C STREAM A-B I
-----
I      631.87          0.23          0.23          I
-----

```

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

```

-----
I ARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
-----

```

.Demand set: Existing 2015

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I      NUMBER OF MINUTES FROM START WHEN      I RATE OF FLOW
(VEH/MIN)      I
I ARM I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I
AFTER      I
I      I TO RISE      I IS REACHED I FALLING      I PEAK I OF PEAK I
PEAK      I
I      I      I      I      I      I      I
I

```



|      |     |   |   |       |   |       |   |       |   |      |   |      |   |
|------|-----|---|---|-------|---|-------|---|-------|---|------|---|------|---|
| I    | ARM | A | I | 15.00 | I | 45.00 | I | 75.00 | I | 1.36 | I | 2.04 | I |
| 1.36 |     |   | I |       |   |       |   |       |   |      |   |      |   |
| I    | ARM | B | I | 15.00 | I | 45.00 | I | 75.00 | I | 1.96 | I | 2.94 | I |
| 1.96 |     |   | I |       |   |       |   |       |   |      |   |      |   |
| I    | ARM | C | I | 15.00 | I | 45.00 | I | 75.00 | I | 1.83 | I | 2.74 | I |
| 1.83 |     |   | I |       |   |       |   |       |   |      |   |      |   |

.Demand set: Existing 2015

| I |               | I |         | TURNING PROPORTIONS   |     |        |   |        |   |        |     |   | I |
|---|---------------|---|---------|-----------------------|-----|--------|---|--------|---|--------|-----|---|---|
| I |               | I |         | TURNING COUNTS        |     |        |   |        |   |        |     |   | I |
| I |               | I |         | (PERCENTAGE OF H.V.S) |     |        |   |        |   |        |     |   | I |
| I |               | I |         | -----                 |     |        |   |        |   |        |     |   | I |
| I | TIME          | I | FROM/TO | I                     | ARM | A      | I | ARM    | B | I      | ARM | C | I |
| I | 11.15 - 12.45 | I |         | I                     |     | I      |   | I      |   | I      |     | I |   |
| I |               | I | ARM     | A                     | I   | 0.000  | I | 0.284  | I | 0.716  | I   |   | I |
| I |               | I |         |                       | I   | 0.0    | I | 31.0   | I | 78.0   | I   |   | I |
| I |               | I |         |                       | I   | ( 0.0) | I | ( 0.0) | I | ( 0.0) | I   |   | I |
| I |               | I |         |                       | I   |        | I |        | I |        | I   |   | I |
| I |               | I | ARM     | B                     | I   | 0.682  | I | 0.000  | I | 0.318  | I   |   | I |
| I |               | I |         |                       | I   | 107.0  | I | 0.0    | I | 50.0   | I   |   | I |
| I |               | I |         |                       | I   | ( 0.0) | I | ( 0.0) | I | ( 0.0) | I   |   | I |
| I |               | I |         |                       | I   |        | I |        | I |        | I   |   | I |
| I |               | I | ARM     | C                     | I   | 0.801  | I | 0.199  | I | 0.000  | I   |   | I |
| I |               | I |         |                       | I   | 117.0  | I | 29.0   | I | 0.0    | I   |   | I |
| I |               | I |         |                       | I   | ( 0.0) | I | ( 0.0) | I | ( 0.0) | I   |   | I |
| I |               | I |         |                       | I   |        | I |        | I |        | I   |   | I |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD 1

| I          | TIME        | DEMAND       | CAPACITY | DEMAND/ | PEDESTRIAN | START | END  |
|------------|-------------|--------------|----------|---------|------------|-------|------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE  | DELAY I |            |       |      |
| I          | (VEH./MIN)  | (VEH./MIN)   | CAPACITY | FLOW    | QUEUE      | QUEUE |      |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I        | (VEHS)  | (VEHS)     | TIME  |      |
| I          | SEGMENT)    | VEHICLE      | (MIN) I  |         |            |       |      |
| I          | 11.15-11.30 |              |          |         |            |       |      |
| I          | B-AC        | 1.97         | 9.11     | 0.216   |            | 0.00  | 0.27 |
| 3.9        |             |              |          | 0.14    | I          |       |      |
| I          | C-AB        | 0.36         | 10.22    | 0.036   |            | 0.00  | 0.04 |
| 0.5        |             |              |          | 0.10    | I          |       |      |
| I          | A-B         | 0.39         |          |         |            |       |      |
| I          |             |              |          |         |            |       |      |
| I          | A-C         | 0.98         |          |         |            |       |      |
| I          |             |              |          |         |            |       |      |

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 11.30-11.45

I  
I B-AC 2.35 9.01 0.261 0.27 0.35  
5.1 0.15 I  
I C-AB 0.43 10.16 0.043 0.04 0.04  
0.7 0.10 I  
I A-B 0.46  
I  
I A-C 1.17  
I  
I

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 11.45-12.00

I  
I B-AC 2.88 8.86 0.325 0.35 0.47  
6.9 0.17 I  
I C-AB 0.53 10.08 0.053 0.04 0.06  
0.8 0.10 I  
I A-B 0.57  
I  
I A-C 1.43  
I  
I  
I

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I

| SEGMENT) | TIME        | SEGMENT) | VEHICLE | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
|----------|-------------|----------|---------|-------|------------|--------|--------|------|
| I        | 12.00-12.15 |          |         |       |            |        |        |      |
| I        | B-AC        | 2.88     | 8.86    | 0.325 |            | 0.47   | 0.48   |      |
| 7.1      |             |          |         | 0.17  | I          |        |        |      |
| I        | C-AB        | 0.53     | 10.08   | 0.053 |            | 0.06   | 0.06   |      |
| 0.8      |             |          |         | 0.10  | I          |        |        |      |
| I        | A-B         | 0.57     |         |       |            |        |        |      |
| I        | A-C         | 1.43     |         |       |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/      | PEDESTRIAN | START      | END    |        |      |
|-----------|-------------|-----------|--------------|------------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE      | DELAY I    | QUEUE      | QUEUE  |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING | I          | (VEHS)     | (VEHS) |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE      | (RFC)      | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
| I         | 12.15-12.30 |           |              |            |            |        |        |      |
| I         | B-AC        | 2.35      | 9.01         | 0.261      |            | 0.48   | 0.36   |      |
| 5.5       |             |           |              | 0.15       | I          |        |        |      |
| I         | C-AB        | 0.43      | 10.16        | 0.043      |            | 0.06   | 0.05   |      |
| 0.7       |             |           |              | 0.10       | I          |        |        |      |
| I         | A-B         | 0.46      |              |            |            |        |        |      |
| I         | A-C         | 1.17      |              |            |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/      | PEDESTRIAN | START      | END    |        |      |
|-----------|-------------|-----------|--------------|------------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE      | DELAY I    | QUEUE      | QUEUE  |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING | I          | (VEHS)     | (VEHS) |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE      | (RFC)      | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
| I         | 12.30-12.45 |           |              |            |            |        |        |      |
| I         | B-AC        | 1.97      | 9.11         | 0.216      |            | 0.36   | 0.28   |      |
| 4.3       |             |           |              | 0.14       | I          |        |        |      |
| I         | C-AB        | 0.36      | 10.22        | 0.036      |            | 0.05   | 0.04   |      |
| 0.6       |             |           |              | 0.10       | I          |        |        |      |
| I         | A-B         | 0.39      |              |            |            |        |        |      |
| I         | A-C         | 0.98      |              |            |            |        |        |      |

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\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

.  
QUEUE FOR STREAM B-AC  
-----

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 11.30                     | 0.3                            |
| 11.45                     | 0.3                            |
| 12.00                     | 0.5                            |
| 12.15                     | 0.5                            |
| 12.30                     | 0.4                            |
| 12.45                     | 0.3                            |

.  
QUEUE FOR STREAM C-AB  
-----

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 11.30                     | 0.0                            |
| 11.45                     | 0.0                            |
| 12.00                     | 0.1                            |
| 12.15                     | 0.1                            |
| 12.30                     | 0.0                            |
| 12.45                     | 0.0                            |

.  
QUEUEING DELAY INFORMATION OVER WHOLE PERIOD  
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I STREAM I TOTAL DEMAND I \* QUEUEING \* I \* INCLUSIVE QUEUEING  
\* I  
I I I \* DELAY \* I \* DELAY \*  
I  
I I-----  
--I  
I I (VEH) (VEH/H) I (MIN) (MIN/VEH) I (MIN)  
(MIN/VEH) I  
-----  
---  
I B-AC I 216.1 I 144.1 I 32.9 I 0.15 I 32.9 I 0.15  
I  
I C-AB I 39.9 I 26.6 I 4.1 I 0.10 I 4.1 I 0.10  
I  
I A-B I 42.7 I 28.4 I I I  
I  
I A-C I 107.4 I 71.6 I I I  
I  
-----  
---  
I ALL I 567.1 I 378.1 I 37.0 I 0.07 I 37.0 I 0.07  
I

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---  
\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
\* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
\* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

## **APPENDIX D: TRICS Output**

Calculation Reference: AUDIT-807406-150803-0841

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : C - DISCOUNT FOOD STORES  
 VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | KC KENT                        | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DC DORSET                      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | MS MERSEYSIDE                  | 1 days |
| 10 | WALES                          |        |
|    | GW GWYNEDD                     | 1 days |
|    | PS POWYS                       | 1 days |
| 11 | SCOTLAND                       |        |
|    | HI HIGHLAND                    | 1 days |
|    | PK PERTH & KINROSS             | 1 days |
| 17 | ULSTER (NORTHERN IRELAND)      |        |
|    | DO DOWN                        | 1 days |
|    | TY TYRONE                      | 1 days |

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

## Filtering Stage 2 selection:

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

Parameter: Gross floor area  
 Actual Range: 1150 to 1900 (units: sqm)  
 Range Selected by User: 865 to 2703 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 27/09/14

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 5 days |
| Wednesday | 2 days |
| Friday    | 3 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 10 days |
| Directional ATC Count | 1 days  |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 7 |
| Suburban Area (PPS6 Out of Centre) | 4 |

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

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

Filtering Stage 3 selection:

Use Class:

|           |         |
|-----------|---------|
| Not Known | 1 days  |
| A1        | 10 days |

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 3 days |
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 2 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 3 days |
| 25,001 to 50,000   | 4 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 1 days  |
| 1.1 to 1.5 | 10 days |

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

Petrol filling station:

|   |         |
|---|---------|
| Included in the survey count              | 0 days  |
| Excluded from count or no filling station | 11 days |

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 10 days |

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



LIST OF SITES relevant to selection parameters

|   |   |  |  |
|---|---|--|--|
| 1 | DC-01-C-02<br>POOLE ROAD<br>BRANKSOME<br>BOURNEMOUTH<br>Suburban Area (PPS6 Out of Centre)<br>Commercial Zone<br>Total Gross floor area:<br>Survey date: TUESDAY  | LIDL<br><br><br><br><br><br>1334 sqm<br>15/07/08 | DORSET<br><br><br><br><br><br><br><br><br><br>Survey Type: MANUAL          |
| 2 | DO-01-C-01<br>JUBILEE ROAD<br><br>NEWTOWNARDS<br>Edge of Town Centre<br>Industrial Zone<br>Total Gross floor area:<br>Survey date: FRIDAY                         | LIDL<br><br><br><br><br><br>1700 sqm<br>25/11/11 | DOWN<br><br><br><br><br><br><br><br><br><br>Survey Type: MANUAL            |
| 3 | GW-01-C-01<br>HIGH STREET<br><br>BANGOR<br>Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:<br>Survey date: FRIDAY                               | LIDL<br><br><br><br><br><br>1310 sqm<br>10/07/09 | GWYNEDD<br><br><br><br><br><br><br><br><br><br>Survey Type: MANUAL         |
| 4 | HI-01-C-01<br>CAMANACHD CRESCENT<br><br>FORT WILLIAM<br>Edge of Town Centre<br>Retail Zone<br>Total Gross floor area:<br>Survey date: TUESDAY                     | LIDL<br><br><br><br><br><br>1285 sqm<br>19/05/09 | HIGHLAND<br><br><br><br><br><br><br><br><br><br>Survey Type: MANUAL        |
| 5 | KC-01-C-02<br>WELL ROAD<br><br>MAIDSTONE<br>Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:<br>Survey date: TUESDAY                               | ALDI<br><br><br><br><br><br>1407 sqm<br>27/11/12 | KENT<br><br><br><br><br><br><br><br><br><br>Survey Type: MANUAL            |
| 6 | MS-01-C-03<br>LAUREL ROAD<br>ELM PARK<br>LIVERPOOL<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area:<br>Survey date: WEDNESDAY | ALDI<br><br><br><br><br><br>1165 sqm<br>20/06/07 | MERSEYSIDE<br><br><br><br><br><br><br><br><br><br>Survey Type: MANUAL      |
| 7 | NY-01-C-02<br>STATION ROAD<br><br>THIRSK<br>Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:<br>Survey date: TUESDAY                             | LIDL<br><br><br><br><br><br>1527 sqm<br>11/10/11 | NORTH YORKSHIRE<br><br><br><br><br><br><br><br><br><br>Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |  |      |          |                                    |
|----|--|------|----------|------------------------------------|
| 8  | PK-01-C-01<br>GLASGOW ROAD                                     | ALDI |          | PERTH & KINROSS                    |
|    | PERTH<br>Edge of Town Centre<br>Retail Zone                    |      |          |                                    |
|    | Total Gross floor area:  |      | 1400 sqm |                                    |
|    | Survey date: WEDNESDAY   |      | 11/05/11 | Survey Type: MANUAL                |
| 9  | PS-01-C-01<br>RICH WAY   | ALDI |          | POWYS                              |
|    | BRECON<br>Edge of Town Centre<br>No Sub Category               |      |          |                                    |
|    | Total Gross floor area:  |      | 1150 sqm |                                    |
|    | Survey date: MONDAY  |      | 15/09/08 | Survey Type: MANUAL                |
| 10 | SH-01-C-01<br>CASTLE STREET<br>HADLEY<br>TELFORD               | LIDL |          | SHROPSHIRE                         |
|    | Suburban Area (PPS6 Out of Centre)<br>No Sub Category          |      |          |                                    |
|    | Total Gross floor area:  |      | 1900 sqm |                                    |
|    | Survey date: TUESDAY   |      | 16/06/09 | Survey Type: MANUAL                |
| 11 | TY-01-C-01<br>JAMES STREET                                     | LIDL |          | TYRONE                             |
|    | OMAGH<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category |      |          |                                    |
|    | Total Gross floor area:  |      | 1266 sqm |                                    |
|    | Survey date: FRIDAY  |      | 03/10/03 | Survey Type: DIRECTIONAL ATC COUNT |

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |               | DEPARTURES |          |               | TOTALS   |          |               |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
|                     | No. Days | Ave. GFA | Trip Rate     | No. Days   | Ave. GFA | Trip Rate     | No. Days | Ave. GFA | Trip Rate     |
| 00:00 - 01:00       | 1        | 1266     | 0.000         | 1          | 1266     | 0.000         | 1        | 1266     | 0.000         |
| 01:00 - 02:00       | 1        | 1266     | 0.000         | 1          | 1266     | 0.000         | 1        | 1266     | 0.000         |
| 02:00 - 03:00       | 1        | 1266     | 0.000         | 1          | 1266     | 0.000         | 1        | 1266     | 0.000         |
| 03:00 - 04:00       | 1        | 1266     | 0.000         | 1          | 1266     | 0.000         | 1        | 1266     | 0.000         |
| 04:00 - 05:00       | 1        | 1266     | 0.000         | 1          | 1266     | 0.000         | 1        | 1266     | 0.000         |
| 05:00 - 06:00       | 1        | 1266     | 0.000         | 1          | 1266     | 0.000         | 1        | 1266     | 0.000         |
| 06:00 - 07:00       | 1        | 1266     | 0.158         | 1          | 1266     | 0.000         | 1        | 1266     | 0.158         |
| 07:00 - 08:00       | 8        | 1450     | 0.250         | 8          | 1450     | 0.086         | 8        | 1450     | 0.336         |
| 08:00 - 09:00       | 11       | 1404     | 1.204         | 11         | 1404     | 0.809         | 11       | 1404     | 2.013         |
| 09:00 - 10:00       | 11       | 1404     | 2.713         | 11         | 1404     | 1.981         | 11       | 1404     | 4.694         |
| 10:00 - 11:00       | 11       | 1404     | 3.801         | 11         | 1404     | 3.140         | 11       | 1404     | 6.941         |
| 11:00 - 12:00       | 11       | 1404     | 4.248         | 11         | 1404     | 3.684         | 11       | 1404     | 7.932         |
| 12:00 - 13:00       | 11       | 1404     | 3.937         | 11         | 1404     | 4.183         | 11       | 1404     | 8.120         |
| 13:00 - 14:00       | 11       | 1404     | 3.393         | 11         | 1404     | 3.484         | 11       | 1404     | 6.877         |
| 14:00 - 15:00       | 11       | 1404     | 3.911         | 11         | 1404     | 3.879         | 11       | 1404     | 7.790         |
| 15:00 - 16:00       | 11       | 1404     | 3.788         | 11         | 1404     | 3.879         | 11       | 1404     | 7.667         |
| 16:00 - 17:00       | 11       | 1404     | 3.658         | 11         | 1404     | 3.807         | 11       | 1404     | 7.465         |
| 17:00 - 18:00       | 11       | 1404     | 3.147         | 11         | 1404     | 3.665         | 11       | 1404     | 6.812         |
| 18:00 - 19:00       | 11       | 1404     | 2.797         | 11         | 1404     | 3.160         | 11       | 1404     | 5.957         |
| 19:00 - 20:00       | 11       | 1404     | 1.522         | 11         | 1404     | 2.156         | 11       | 1404     | 3.678         |
| 20:00 - 21:00       | 7        | 1421     | 0.945         | 7          | 1421     | 1.398         | 7        | 1421     | 2.343         |
| 21:00 - 22:00       | 4        | 1443     | 0.104         | 4          | 1443     | 0.225         | 4        | 1443     | 0.329         |
| 22:00 - 23:00       | 1        | 1266     | 0.000         | 1          | 1266     | 0.000         | 1        | 1266     | 0.000         |
| 23:00 - 24:00       | 1        | 1266     | 0.158         | 1          | 1266     | 0.395         | 1        | 1266     | 0.553         |
| <b>Total Rates:</b> |          |          | <b>39.734</b> |            |          | <b>39.931</b> |          |          | <b>79.665</b> |

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

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

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date date range: 01/01/03 - 27/09/14  
 Number of weekdays (Monday-Friday): 13  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-807406-150803-0804

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : C - DISCOUNT FOOD STORES  
 VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 03 | SOUTH WEST                     |        |
|    | BR BRISTOL CITY                | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | HE HEREFORDSHIRE               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 17 | ULSTER (NORTHERN IRELAND)      |        |
|    | TY TYRONE                      | 1 days |

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

## Filtering Stage 2 selection:

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

|                         |                           |
|-------------------------|---------------------------|
| Parameter:              | Gross floor area          |
| Actual Range:           | 1007 to 1266 (units: sqm) |
| Range Selected by User: | 865 to 2703 (units: sqm)  |

Public Transport Provision:

|               |                     |
|---------------|---------------------|
| Selection by: | Include all surveys |
|---------------|---------------------|

|             |                      |
|-------------|----------------------|
| Date Range: | 01/01/03 to 27/09/14 |
|-------------|----------------------|

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

Selected survey days:

|          |        |
|----------|--------|
| Saturday | 4 days |
|----------|--------|

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 3 days |
| Directional ATC Count | 1 days |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 1 |
| Suburban Area (PPS6 Out of Centre) | 3 |

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Industrial Zone | 1 |
| Commercial Zone | 1 |
| Built-Up Zone   | 1 |
| No Sub Category | 1 |

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

Filtering Stage 3 selection:

Use Class:

A1 4 days

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

Population within 1 mile:

10,001 to 15,000 2 days

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

50,001 to 75,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 2 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 days

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

LIST OF SITES relevant to selection parameters

|   |                                    |       |          |                                    |
|---|------------------------------------|-------|----------|------------------------------------|
| 1 | BR-01-C-01                         | LIDL  |          | BRISTOL CITY                       |
|   | LAWRENCE HILL                      |       |          |                                    |
|   | LAWRENCE HILL                      |       |          |                                    |
|   | BRISTOL                            |       |          |                                    |
|   | Suburban Area (PPS6 Out of Centre) |       |          |                                    |
|   | Industrial Zone                    |       |          |                                    |
|   | Total Gross floor area:            |       | 1007 sqm |                                    |
|   | Survey date: SATURDAY              |       | 17/05/03 | Survey Type: MANUAL                |
| 2 | HE-01-C-01                         | ALDI  |          | HEREFORDSHIRE                      |
|   | EIGN STREET                        |       |          |                                    |
|   | HEREFORD                           |       |          |                                    |
|   | Edge of Town Centre                |       |          |                                    |
|   | Built-Up Zone                      |       |          |                                    |
|   | Total Gross floor area:            |       | 1219 sqm |                                    |
|   | Survey date: SATURDAY              |       | 04/03/06 | Survey Type: MANUAL                |
| 3 | NY-01-C-01                         | NETTO |          | NORTH YORKSHIRE                    |
|   | LAYERTHORPE                        |       |          |                                    |
|   | YORK                               |       |          |                                    |
|   | Suburban Area (PPS6 Out of Centre) |       |          |                                    |
|   | Commercial Zone                    |       |          |                                    |
|   | Total Gross floor area:            |       | 1250 sqm |                                    |
|   | Survey date: SATURDAY              |       | 21/05/05 | Survey Type: MANUAL                |
| 4 | TY-01-C-01                         | LIDL  |          | TYRONE                             |
|   | JAMES STREET                       |       |          |                                    |
|   | OMAGH                              |       |          |                                    |
|   | Suburban Area (PPS6 Out of Centre) |       |          |                                    |
|   | No Sub Category                    |       |          |                                    |
|   | Total Gross floor area:            |       | 1266 sqm |                                    |
|   | Survey date: SATURDAY              |       | 27/09/03 | Survey Type: DIRECTIONAL ATC COUNT |

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| HG-01-C-01 | London                 |

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| 01:00 - 02:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| 02:00 - 03:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| 03:00 - 04:00       | 1        | 1266     | 0.079     | 1          | 1266     | 0.079     | 1        | 1266     | 0.158     |
| 04:00 - 05:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| 05:00 - 06:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| 06:00 - 07:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| 07:00 - 08:00       | 4        | 1186     | 0.675     | 4          | 1186     | 0.190     | 4        | 1186     | 0.865     |
| 08:00 - 09:00       | 4        | 1186     | 1.603     | 4          | 1186     | 0.548     | 4        | 1186     | 2.151     |
| 09:00 - 10:00       | 4        | 1186     | 3.986     | 4          | 1186     | 2.509     | 4        | 1186     | 6.495     |
| 10:00 - 11:00       | 4        | 1186     | 4.597     | 4          | 1186     | 3.775     | 4        | 1186     | 8.372     |
| 11:00 - 12:00       | 4        | 1186     | 5.146     | 4          | 1186     | 5.124     | 4        | 1186     | 10.270    |
| 12:00 - 13:00       | 4        | 1186     | 5.293     | 4          | 1186     | 5.504     | 4        | 1186     | 10.797    |
| 13:00 - 14:00       | 4        | 1186     | 5.272     | 4          | 1186     | 4.892     | 4        | 1186     | 10.164    |
| 14:00 - 15:00       | 4        | 1186     | 5.799     | 4          | 1186     | 5.525     | 4        | 1186     | 11.324    |
| 15:00 - 16:00       | 4        | 1186     | 5.019     | 4          | 1186     | 5.103     | 4        | 1186     | 10.122    |
| 16:00 - 17:00       | 4        | 1186     | 4.344     | 4          | 1186     | 5.694     | 4        | 1186     | 10.038    |
| 17:00 - 18:00       | 4        | 1186     | 3.374     | 4          | 1186     | 4.471     | 4        | 1186     | 7.845     |
| 18:00 - 19:00       | 4        | 1186     | 1.012     | 4          | 1186     | 1.624     | 4        | 1186     | 2.636     |
| 19:00 - 20:00       | 1        | 1266     | 0.237     | 1          | 1266     | 0.632     | 1        | 1266     | 0.869     |
| 20:00 - 21:00       | 1        | 1266     | 0.316     | 1          | 1266     | 0.869     | 1        | 1266     | 1.185     |
| 21:00 - 22:00       | 1        | 1266     | 0.158     | 1          | 1266     | 0.079     | 1        | 1266     | 0.237     |
| 22:00 - 23:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| 23:00 - 24:00       | 1        | 1266     | 0.000     | 1          | 1266     | 0.000     | 1        | 1266     | 0.000     |
| <b>Total Rates:</b> |          |          | 46.910    |            |          | 46.618    |          |          | 93.528    |

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

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

#### Parameter summary

Trip rate parameter range selected: 1007 - 1266 (units: sqm)  
 Survey date date range: 01/01/03 - 27/09/14  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 4  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

**APPENDIX E: Junction Modelling Output – 2020, Without Development**



TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY  
JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
BY PERMISSION OF THE CONTROLLER OF HMSO

-----  
FOR SALES AND DISTRIBUTION INFORMATION,  
PROGRAM ADVICE AND MAINTENANCE CONTACT:  
TRL SOFTWARE SALES  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING  
PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF  
THE SOLUTION

Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Kensington Court - Glen St\Weekday PM Peak.vpi"  
(drive-on-the-left) at 11:34:36 on Monday, 3 August 2015

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Kensington Court (east)/Primary Care  
Centre - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MINOR ROAD (ARM D)  
I  
I  
I



.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C    | STREAM    | A-C      | STREAM    | A-B      | I |
| I | 724.56        |           | 0.26     |           | 0.10     | I |

STREAM D-A

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM D-A    | STREAM    | C-A      | STREAM    | C-D      | I |
| I | 674.70        |           | 0.24     |           | 0.10     | I |

STREAM B-A

| I    | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|---------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I    | STREAM B-A    | STREAM    | A-C      | STREAM    | A-D      | STREAM    |
| I    | STREAM D-B    | I         |          |           |          | D-A       |
| I    | 561.87        |           | 0.24     |           | 0.24     | 0.24      |
| 0.24 | I             |           |          |           |          |           |

| I    | Opposing   | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing   | Slope For | Opposing | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | STREAM    | A-B      | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | I         |          |           |          | C-B       |
| I    |            |           | 0.09     |           | 0.15     | 0.34      |
| 0.12 | I          |           |          |           |          |           |

STREAM D-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|---|---------------|-----------|----------|-----------|----------|-----------|
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I |               |           |          |           |          |           |

| I    | STREAM D-C | STREAM C-A | STREAM C-B | STREAM B-C |
|------|------------|------------|------------|------------|
| 0.22 | 523.54     | 0.22       | 0.22       | 0.22       |

| I    | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|--------------------|--------------------|--------------------|
| I    | STREAM B-A         | STREAM C-D         | STREAM A-C         |
| 0.11 | 0.09               | 0.14               | 0.32               |

STREAM C-B

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM C-B             | STREAM A-B         | STREAM A-C         | STREAM A-D         |
| 0.11 | 718.74                 | 0.26               | 0.26               | 0.37               |

STREAM A-D

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

B-D Stream From Left Hand Lane

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

| I          | STREAM B-D | STREAM A-C | STREAM A-D | STREAM A-B |
|------------|------------|------------|------------|------------|
| STREAM C-B | I          |            |            |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

B-D Stream From Right Hand Lane

| I          | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|------------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI    | STREAM A-C         | STREAM A-D         | STREAM A-B |
| I          | STREAM B-D             | I                  |                    |            |
| STREAM C-B |                        |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

D-B Stream From Left Hand Lane

| I          | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|------------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI    | STREAM C-A         | STREAM C-B         | STREAM C-D |
| I          | STREAM D-B             | I                  |                    |            |
| STREAM A-D |                        |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 523.54 | 0.22 | 0.22 | 0.09 |
| 0.32 | I      |      |      |      |

```

-----
-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
-----
I          0.14          0.14
I
-----
-----

```

D-B Stream From Right Hand Lane

```

-----
-----
I Intercept For Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I STREAM B-D   STREAM  C-A          STREAM  C-B          STREAM  C-D
STREAM  A-D   I
-----

```

```

-----
-----
I    523.54          0.22          0.22          0.09
0.32    I
-----
-----

```

```

-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
-----
I          0.14          0.14
I
-----
-----

```

.TRAFFIC DEMAND DATA

```

-----
-----
I ARM I FLOW SCALE(%) I
-----
I A   I    100    I
I B   I    100    I
I C   I    100    I
I D   I    100    I
-----

```

.Demand set: Base 2020

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I          I      NUMBER OF MINUTES FROM START WHEN      I      RATE OF FLOW
(VEH/MIN)          I
I  ARM  I  FLOW STARTS I  TOP OF PEAK I  FLOW STOPS I  BEFORE I  AT TOP  I
AFTER          I
I          I  TO RISE   I  IS REACHED I  FALLING   I  PEAK   I  OF PEAK I
PEAK          I
I          I          I          I          I          I          I
I
-----
I  ARM  A  I      15.00  I      45.00  I      75.00  I  2.99  I  4.48  I
2.99          I
I  ARM  B  I      15.00  I      45.00  I      75.00  I  0.69  I  1.03  I
0.69          I
I  ARM  C  I      15.00  I      45.00  I      75.00  I  5.32  I  7.99  I
5.32          I
I  ARM  D  I      15.00  I      45.00  I      75.00  I  0.32  I  0.49  I
0.32          I
-----

```

.Demand set: Base 2020

```

-----
I          I          TURNING PROPORTIONS          I
I          I          TURNING COUNTS          I
I          I          (PERCENTAGE OF H.V.S)          I
I
I          TIME          I  FROM/TO I  ARM  A I  ARM  B I  ARM  C I  ARM  D I
-----
I  16.15 - 17.45  I          I          I          I          I          I
I          I  ARM  A  I  0.000 I  0.431 I  0.494 I  0.075 I
I          I          I  0.0 I  103.0 I  118.0 I  18.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  B  I  0.855 I  0.000 I  0.127 I  0.018 I
I          I          I  47.0 I  0.0 I  7.0 I  1.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  C  I  0.967 I  0.021 I  0.000 I  0.012 I
I          I          I  412.0 I  9.0 I  0.0 I  5.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  D  I  0.731 I  0.154 I  0.115 I  0.000 I
I          I          I  19.0 I  4.0 I  3.0 I  0.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
-----

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD

1

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW  QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (VEH/MIN/     (RFC)  (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 16.15-16.30
I
I  B-ACD      0.69      8.28      0.083      I              0.00  0.09
1.3
I  A-BCD      0.23      10.59     0.021      I              0.00  0.02
0.3
I  D-ABC      0.33      9.01      0.036      I              0.00  0.04
0.5
I  C-ABD      0.11      11.18     0.010      I              0.00  0.01
0.2
I
I
-----

```

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW  QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (VEH/MIN/     (RFC)  (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 16.30-16.45
I
I  B-ACD      0.82      8.01      0.103      I              0.09  0.11
1.7
I  A-BCD      0.27      10.32     0.026      I              0.02  0.03
0.4
I  D-ABC      0.39      8.73      0.045      I              0.04  0.05
0.7
I  C-ABD      0.13      11.03     0.012      I              0.01  0.01
0.2
I
I
-----

```

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW  QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (VEH/MIN/     (RFC)  (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 16.45-17.00
I

```



| TIME          | DEMAND    | CAPACITY  | DEMAND/       | PEDESTRIAN | START  | END    |
|---------------|-----------|-----------|---------------|------------|--------|--------|
| DELAY         | GEOMETRIC | DELAY     | AVERAGE DELAY | I          | QUEUE  | QUEUE  |
| (VEH.MIN/     | (VEH.MIN/ | (VEH.MIN/ | PER ARRIVING  | I          | (VEHS) | (VEHS) |
| SEGMENT)      | TIME      | SEGMENT)  | VEHICLE (MIN) | I          |        | TIME   |
| I 17.00-17.15 |           |           |               |            |        |        |
| I B-ACD       | 1.01      | 7.64      | 0.132         |            | 0.11   | 0.15   |
| 2.2           |           |           | 0.15          | I          |        |        |
| I A-BCD       | 0.33      | 9.95      | 0.033         |            | 0.03   | 0.03   |
| 0.5           |           |           | 0.10          | I          |        |        |
| I D-ABC       | 0.48      | 8.34      | 0.057         |            | 0.05   | 0.06   |
| 0.9           |           |           | 0.13          | I          |        |        |
| I C-ABD       | 0.17      | 10.81     | 0.015         |            | 0.01   | 0.02   |
| 0.2           |           |           | 0.09          | I          |        |        |
| I             |           |           |               |            |        |        |
| I             |           |           |               |            |        |        |

| TIME          | DEMAND    | CAPACITY  | DEMAND/       | PEDESTRIAN | START  | END    |
|---------------|-----------|-----------|---------------|------------|--------|--------|
| DELAY         | GEOMETRIC | DELAY     | AVERAGE DELAY | I          | QUEUE  | QUEUE  |
| (VEH.MIN/     | (VEH.MIN/ | (VEH.MIN/ | PER ARRIVING  | I          | (VEHS) | (VEHS) |
| SEGMENT)      | TIME      | SEGMENT)  | VEHICLE (MIN) | I          |        | TIME   |
| I 17.00-17.15 |           |           |               |            |        |        |
| I B-ACD       | 1.01      | 7.63      | 0.132         |            | 0.15   | 0.15   |
| 2.3           |           |           | 0.15          | I          |        |        |
| I A-BCD       | 0.33      | 9.95      | 0.033         |            | 0.03   | 0.03   |
| 0.5           |           |           | 0.10          | I          |        |        |
| I D-ABC       | 0.48      | 8.34      | 0.057         |            | 0.06   | 0.06   |
| 0.9           |           |           | 0.13          | I          |        |        |
| I C-ABD       | 0.17      | 10.81     | 0.015         |            | 0.02   | 0.02   |
| 0.2           |           |           | 0.09          | I          |        |        |
| I             |           |           |               |            |        |        |
| I             |           |           |               |            |        |        |

| TIME          | DEMAND    | CAPACITY  | DEMAND/       | PEDESTRIAN | START  | END    |
|---------------|-----------|-----------|---------------|------------|--------|--------|
| DELAY         | GEOMETRIC | DELAY     | AVERAGE DELAY | I          | QUEUE  | QUEUE  |
| (VEH.MIN/     | (VEH.MIN/ | (VEH.MIN/ | PER ARRIVING  | I          | (VEHS) | (VEHS) |
| SEGMENT)      | TIME      | SEGMENT)  | VEHICLE (MIN) | I          |        | TIME   |
| I 17.15-17.30 |           |           |               |            |        |        |
| I B-ACD       | 0.82      | 8.01      | 0.103         |            | 0.15   | 0.12   |
| 1.8           |           |           | 0.14          | I          |        |        |
| I A-BCD       | 0.27      | 10.32     | 0.026         |            | 0.03   | 0.03   |
| 0.4           |           |           | 0.10          | I          |        |        |
| I D-ABC       | 0.39      | 8.73      | 0.045         |            | 0.06   | 0.05   |
| 0.7           |           |           | 0.12          | I          |        |        |
| I C-ABD       | 0.13      | 11.03     | 0.012         |            | 0.02   | 0.01   |
| 0.2           |           |           | 0.09          | I          |        |        |
| I             |           |           |               |            |        |        |
| I             |           |           |               |            |        |        |

```

-----
I  TIME          DEMAND  CAPACITY  DEMAND/  PEDESTRIAN  START  END
DELAY          GEOMETRIC DELAY  AVERAGE DELAY I
I              (VEH/MIN) (VEH/MIN) CAPACITY  FLOW  QUEUE  QUEUE
(VEH.MIN/     (VEH.MIN/     PER ARRIVING  I
I              (RFC)      (PEDS/MIN) (VEHS) (VEHS)  TIME
SEGMENT)  TIME SEGMENT)  VEHICLE (MIN) I
I 17.30-17.45
I
I  B-ACD      0.69      8.27      0.083      0.12      0.09
1.4
I  A-BCD      0.23      10.59     0.021      0.03      0.02
0.3
I  D-ABC      0.33      9.01      0.036      0.05      0.04
0.6
I  C-ABD      0.11      11.18     0.010      0.01      0.01
0.2
I
I
-----

```

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

```

-----
TIME          NO. OF
SEGMENT       VEHICLES
ENDING        IN QUEUE
16.30         0.1
16.45         0.1
17.00         0.2
17.15         0.2
17.30         0.1
17.45         0.1

```

QUEUE FOR STREAM A-BCD

```

-----
TIME          NO. OF
SEGMENT       VEHICLES
ENDING        IN QUEUE
16.30         0.0
16.45         0.0
17.00         0.0
17.15         0.0
17.30         0.0
17.45         0.0

```

QUEUE FOR STREAM D-ABC

```

-----
TIME          NO. OF
SEGMENT       VEHICLES
ENDING        IN QUEUE
16.30         0.0
16.45         0.0
17.00         0.1

```

|       |     |
|-------|-----|
| 17.15 | 0.1 |
| 17.30 | 0.0 |
| 17.45 | 0.0 |

QUEUE FOR STREAM C-ABD

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 16.30                     | 0.0                            |
| 16.45                     | 0.0                            |
| 17.00                     | 0.0                            |
| 17.15                     | 0.0                            |
| 17.30                     | 0.0                            |
| 17.45                     | 0.0                            |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I | TOTAL DEMAND | I | * QUEUEING * | I | * INCLUSIVE QUEUEING | I |
|---|--------|---|--------------|---|--------------|---|----------------------|---|
| I |        | I |              | I | * DELAY *    | I | * DELAY *            | I |
| I |        | I | (VEH)        | I | (MIN)        | I | (MIN)                | I |
| I |        | I | (VEH/H)      | I | (MIN/VEH)    | I | (MIN)                | I |
| I |        | I |              | I |              | I |                      | I |
| I | B-ACD  | I | 75.7         | I | 10.6         | I | 10.6                 | I |
| I |        | I | 50.5         | I | 0.14         | I | 0.14                 | I |
| I | A-BCD  | I | 24.8         | I | 2.5          | I | 2.5                  | I |
| I |        | I | 16.5         | I | 0.10         | I | 0.10                 | I |
| I | D-ABC  | I | 35.8         | I | 4.3          | I | 4.3                  | I |
| I |        | I | 23.9         | I | 0.12         | I | 0.12                 | I |
| I | C-ABD  | I | 12.4         | I | 1.1          | I | 1.1                  | I |
| I |        | I | 8.3          | I | 0.09         | I | 0.09                 | I |
| I | ALL    | I | 1026.8       | I | 18.6         | I | 18.6                 | I |
| I |        | I | 684.5        | I | 0.02         | I | 0.02                 | I |

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY  
JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
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TRL SOFTWARE SALES  
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EMAIL: software@trl.co.uk  
-----

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING  
PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF  
THE SOLUTION

Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Kensington Court - Glen St\Saturday Peak.vpi"  
(drive-on-the-left) at 11:35:56 on Monday, 3 August 2015

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Kensington Court (east)/Primary Care  
Centre - Saturday Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

MINOR ROAD (ARM D)  
I  
I  
I



.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C    | STREAM    | A-C      | STREAM    | A-B      | I |
| I | 724.56        |           | 0.26     |           | 0.10     | I |

STREAM D-A

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM D-A    | STREAM    | C-A      | STREAM    | C-D      | I |
| I | 674.70        |           | 0.24     |           | 0.10     | I |

STREAM B-A

| I    | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|---------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I    | STREAM B-A    | STREAM    | A-C      | STREAM    | A-D      | STREAM    |
| I    | STREAM D-B    | I         |          |           |          | D-A       |
| I    | 561.87        |           | 0.24     |           | 0.24     | 0.24      |
| 0.24 | I             |           |          |           |          |           |

| I    | Opposing   | Slope For | Opposing | Slope For | Opposing | Slope For |
|------|------------|-----------|----------|-----------|----------|-----------|
| I    | Opposing   | Slope For | Opposing | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | STREAM    | A-B      | STREAM    | C-A      | STREAM    |
| I    | STREAM D-C | I         |          |           |          | C-B       |
| I    |            |           | 0.09     |           | 0.15     | 0.34      |
| 0.12 | I          |           |          |           |          |           |

STREAM D-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For |
|---|---------------|-----------|----------|-----------|----------|-----------|
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I | Opposing      | Slope For | Opposing | STREAM    | A-D      | STREAM    |
| I |               |           |          |           |          |           |

| I    | STREAM D-C | STREAM C-A | STREAM C-B | STREAM B-C |
|------|------------|------------|------------|------------|
| 0.22 | 523.54     | 0.22       | 0.22       | 0.22       |

| I    | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|--------------------|--------------------|--------------------|
| I    | STREAM B-A         | STREAM C-D         | STREAM A-C         |
| 0.11 | 0.09               | 0.14               | 0.32               |

STREAM C-B

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM C-B             | STREAM A-B         | STREAM A-C         | STREAM A-D         |
| 0.11 | 718.74                 | 0.26               | 0.26               | 0.37               |

STREAM A-D

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

B-D Stream From Left Hand Lane

| I    | Intercept For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing |
|------|------------------------|--------------------|--------------------|--------------------|
| I    | STREAM A-D             | STREAM C-A         | STREAM C-B         | STREAM C-D         |
| 0.11 | 718.74                 | 0.26               | 0.37               | 0.26               |

| I          | STREAM B-D | STREAM A-C | STREAM A-D | STREAM A-B |
|------------|------------|------------|------------|------------|
| STREAM C-B | I          |            |            |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

B-D Stream From Right Hand Lane

| I          | Intercept For       | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|---------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI | STREAM A-C         | STREAM A-D         | STREAM A-B |
| I          | STREAM B-D          | I                  |                    |            |
| STREAM C-B |                     |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 561.87 | 0.24 | 0.24 | 0.09 |
| 0.34 | I      |      |      |      |

| I        | Slope For Opposing  | Slope For Opposing | Slope For  |
|----------|---------------------|--------------------|------------|
| Opposing | Slope For OpposingI | STREAM C-A         | STREAM C-D |
| I        |                     |                    |            |

|   |  |      |      |
|---|--|------|------|
| I |  | 0.15 | 0.15 |
| I |  |      |      |

D-B Stream From Left Hand Lane

| I          | Intercept For       | Slope For Opposing | Slope For Opposing | Slope For  |
|------------|---------------------|--------------------|--------------------|------------|
| Opposing   | Slope For OpposingI | STREAM C-A         | STREAM C-B         | STREAM C-D |
| I          | STREAM D-B          | I                  |                    |            |
| STREAM A-D |                     |                    |                    |            |

|      |        |      |      |      |
|------|--------|------|------|------|
| I    | 523.54 | 0.22 | 0.22 | 0.09 |
| 0.32 | I      |      |      |      |



```

-----
-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
-----
I          0.14          0.14
I
-----
-----

```

D-B Stream From Right Hand Lane

```

-----
-----
I Intercept For Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I STREAM B-D   STREAM  C-A          STREAM  C-B          STREAM  C-D
STREAM  A-D   I
-----

```

```

-----
-----
I      523.54          0.22          0.22          0.09
0.32      I
-----
-----

```

```

-----
-----
I          Slope For Opposing   Slope For Opposing   Slope For
Opposing   Slope For OpposingI
I          STREAM  A-C          STREAM  A-B
-----

```

```

-----
-----
I          0.14          0.14
I
-----
-----

```

.TRAFFIC DEMAND DATA

```

-----
-----
I ARM I FLOW SCALE(%) I
-----
I A   I      100      I
I B   I      100      I
I C   I      100      I
I D   I      100      I
-----

```

.Demand set: Base 2020

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I          I      NUMBER OF MINUTES FROM START WHEN      I      RATE OF FLOW
(VEH/MIN)          I
I  ARM  I  FLOW STARTS I  TOP OF PEAK I  FLOW STOPS I  BEFORE I  AT TOP  I
AFTER          I
I          I  TO RISE   I  IS REACHED I  FALLING   I  PEAK   I  OF PEAK I
PEAK          I
I          I          I          I          I          I          I
I
-----
I  ARM  A  I          15.00  I          45.00  I          75.00  I  2.95  I  4.43  I
2.95          I
I  ARM  B  I          15.00  I          45.00  I          75.00  I  0.66  I  0.99  I
0.66          I
I  ARM  C  I          15.00  I          45.00  I          75.00  I  2.95  I  4.43  I
2.95          I
I  ARM  D  I          15.00  I          45.00  I          75.00  I  0.21  I  0.32  I
0.21          I
-----

```

.Demand set: Base 2020

```

-----
I          I          TURNING PROPORTIONS          I
I          I          TURNING COUNTS          I
I          I          (PERCENTAGE OF H.V.S)          I
I
I          TIME          I  FROM/TO I  ARM  A I  ARM  B I  ARM  C I  ARM  D I
-----
I  11.15 - 12.45  I          I          I          I          I          I
I          I  ARM  A  I  0.000 I  0.500 I  0.453 I  0.047 I
I          I          I  0.0 I  118.0 I  107.0 I  11.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  B  I  0.925 I  0.000 I  0.075 I  0.000 I
I          I          I  49.0 I  0.0 I  4.0 I  0.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  C  I  0.945 I  0.042 I  0.000 I  0.013 I
I          I          I  223.0 I  10.0 I  0.0 I  3.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
I  ARM  D  I  0.765 I  0.000 I  0.235 I  0.000 I
I          I          I  13.0 I  0.0 I  4.0 I  0.0 I
I          I  ( 0.0)I  ( 0.0)I  ( 0.0)I  ( 0.0)I
I          I          I          I          I          I
-----

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

. QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD 1

| I          | TIME        | DEMAND       | CAPACITY      | DEMAND/    | PEDESTRIAN | START  | END   |
|------------|-------------|--------------|---------------|------------|------------|--------|-------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE       | DELAY I    |            |        |       |
| I          | (VEH./MIN/  | (VEH./MIN/   | PER ARRIVING  | I          | FLOW       | QUEUE  | QUEUE |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I             | (PEDS/MIN) | (VEHS)     | (VEHS) | TIME  |
| I          | SEGMENT)    | SEGMENT)     | VEHICLE (MIN) | I          |            |        |       |
| I          | 11.15-11.30 |              |               |            |            |        |       |
| I          | B-ACD       | 0.67         | 8.54          | 0.078      |            | 0.00   | 0.08  |
| 1.2        |             |              |               | 0.13       | I          |        |       |
| I          | A-BCD       | 0.14         | 11.20         | 0.012      |            | 0.00   | 0.01  |
| 0.2        |             |              |               | 0.09       | I          |        |       |
| I          | D-ABC       | 0.21         | 9.74          | 0.022      |            | 0.00   | 0.02  |
| 0.3        |             |              |               | 0.10       | I          |        |       |
| I          | C-ABD       | 0.13         | 11.20         | 0.011      |            | 0.00   | 0.01  |
| 0.2        |             |              |               | 0.09       | I          |        |       |
| I          |             |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |

| I          | TIME        | DEMAND       | CAPACITY      | DEMAND/    | PEDESTRIAN | START  | END   |
|------------|-------------|--------------|---------------|------------|------------|--------|-------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE       | DELAY I    |            |        |       |
| I          | (VEH./MIN/  | (VEH./MIN/   | PER ARRIVING  | I          | FLOW       | QUEUE  | QUEUE |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I             | (PEDS/MIN) | (VEHS)     | (VEHS) | TIME  |
| I          | SEGMENT)    | SEGMENT)     | VEHICLE (MIN) | I          |            |        |       |
| I          | 11.30-11.45 |              |               |            |            |        |       |
| I          | B-ACD       | 0.79         | 8.35          | 0.095      |            | 0.08   | 0.10  |
| 1.5        |             |              |               | 0.13       | I          |        |       |
| I          | A-BCD       | 0.16         | 11.05         | 0.015      |            | 0.01   | 0.02  |
| 0.2        |             |              |               | 0.09       | I          |        |       |
| I          | D-ABC       | 0.25         | 9.58          | 0.027      |            | 0.02   | 0.03  |
| 0.4        |             |              |               | 0.11       | I          |        |       |
| I          | C-ABD       | 0.15         | 11.05         | 0.014      |            | 0.01   | 0.01  |
| 0.2        |             |              |               | 0.09       | I          |        |       |
| I          |             |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |

| I          | TIME        | DEMAND       | CAPACITY      | DEMAND/    | PEDESTRIAN | START  | END   |
|------------|-------------|--------------|---------------|------------|------------|--------|-------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE       | DELAY I    |            |        |       |
| I          | (VEH./MIN/  | (VEH./MIN/   | PER ARRIVING  | I          | FLOW       | QUEUE  | QUEUE |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I             | (PEDS/MIN) | (VEHS)     | (VEHS) | TIME  |
| I          | SEGMENT)    | SEGMENT)     | VEHICLE (MIN) | I          |            |        |       |
| I          | 11.45-12.00 |              |               |            |            |        |       |
| I          |             |              |               |            |            |        |       |

| TIME | SEGMENT | DEMAND | CAPACITY | DEMAND/AVERAGE DELAY | PEDESTRIAN FLOW | START QUEUE | END QUEUE |
|------|---------|--------|----------|----------------------|-----------------|-------------|-----------|
| 2.0  | B-ACD   | 0.97   | 8.08     | 0.120                |                 | 0.10        | 0.14      |
|      |         |        |          | 0.14                 | I               |             |           |
| 0.3  | A-BCD   | 0.20   | 10.84    | 0.019                |                 | 0.02        | 0.02      |
|      |         |        |          | 0.09                 | I               |             |           |
| 0.5  | D-ABC   | 0.31   | 9.37     | 0.033                |                 | 0.03        | 0.03      |
|      |         |        |          | 0.11                 | I               |             |           |
| 0.3  | C-ABD   | 0.18   | 10.84    | 0.017                |                 | 0.01        | 0.02      |
|      |         |        |          | 0.09                 | I               |             |           |
|      |         |        |          |                      |                 |             |           |

-----

-----

| TIME        | SEGMENT | DEMAND | CAPACITY | DEMAND/AVERAGE DELAY | PEDESTRIAN FLOW | START QUEUE | END QUEUE | TIME |
|-------------|---------|--------|----------|----------------------|-----------------|-------------|-----------|------|
| 12.00-12.15 | B-ACD   | 0.97   | 8.08     | 0.120                |                 | 0.14        | 0.14      |      |
|             |         |        |          | 0.14                 | I               |             |           |      |
|             | A-BCD   | 0.20   | 10.84    | 0.019                |                 | 0.02        | 0.02      |      |
|             |         |        |          | 0.09                 | I               |             |           |      |
|             | D-ABC   | 0.31   | 9.37     | 0.033                |                 | 0.03        | 0.03      |      |
|             |         |        |          | 0.11                 | I               |             |           |      |
|             | C-ABD   | 0.18   | 10.84    | 0.017                |                 | 0.02        | 0.02      |      |
|             |         |        |          | 0.09                 | I               |             |           |      |
|             |         |        |          |                      |                 |             |           |      |

-----

-----

| TIME        | SEGMENT | DEMAND | CAPACITY | DEMAND/AVERAGE DELAY | PEDESTRIAN FLOW | START QUEUE | END QUEUE | TIME |
|-------------|---------|--------|----------|----------------------|-----------------|-------------|-----------|------|
| 12.15-12.30 | B-ACD   | 0.79   | 8.35     | 0.095                |                 | 0.14        | 0.11      |      |
|             |         |        |          | 0.13                 | I               |             |           |      |
|             | A-BCD   | 0.16   | 11.05    | 0.015                |                 | 0.02        | 0.02      |      |
|             |         |        |          | 0.09                 | I               |             |           |      |
|             | D-ABC   | 0.25   | 9.58     | 0.027                |                 | 0.03        | 0.03      |      |
|             |         |        |          | 0.11                 | I               |             |           |      |
|             | C-ABD   | 0.15   | 11.05    | 0.014                |                 | 0.02        | 0.01      |      |
|             |         |        |          | 0.09                 | I               |             |           |      |
|             |         |        |          |                      |                 |             |           |      |

-----

-----

| I          | TIME        | DEMAND       | CAPACITY | DEMAND/     | PEDESTRIAN | START  | END  |
|------------|-------------|--------------|----------|-------------|------------|--------|------|
| DELAY      | GEOMETRIC   | DELAY        | AVERAGE  | DELAY I     |            |        |      |
| I          | (VEH./MIN)  | (VEH./MIN)   | CAPACITY | FLOW        | QUEUE      | QUEUE  |      |
| (VEH./MIN/ | (VEH./MIN/  | PER ARRIVING | I        | (PESDS/MIN) | (VEHS)     | (VEHS) | TIME |
| I          | SEGMENT)    | TIME         | SEGMENT) | VEHICLE     | (MIN)      | I      |      |
| I          | 12.30-12.45 |              |          |             |            |        |      |
| I          | B-ACD       | 0.67         | 8.54     | 0.078       |            | 0.11   | 0.09 |
| 1.3        |             |              |          | 0.13        | I          |        |      |
| I          | A-BCD       | 0.14         | 11.20    | 0.012       |            | 0.02   | 0.01 |
| 0.2        |             |              |          | 0.09        | I          |        |      |
| I          | D-ABC       | 0.21         | 9.74     | 0.022       |            | 0.03   | 0.02 |
| 0.3        |             |              |          | 0.10        | I          |        |      |
| I          | C-ABD       | 0.13         | 11.20    | 0.011       |            | 0.01   | 0.01 |
| 0.2        |             |              |          | 0.09        | I          |        |      |
| I          |             |              |          |             |            |        |      |
| I          |             |              |          |             |            |        |      |

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

| TIME    | NO. OF   |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING  | IN QUEUE |
| 11.30   | 0.1      |
| 11.45   | 0.1      |
| 12.00   | 0.1      |
| 12.15   | 0.1      |
| 12.30   | 0.1      |
| 12.45   | 0.1      |

QUEUE FOR STREAM A-BCD

| TIME    | NO. OF   |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING  | IN QUEUE |
| 11.30   | 0.0      |
| 11.45   | 0.0      |
| 12.00   | 0.0      |
| 12.15   | 0.0      |
| 12.30   | 0.0      |
| 12.45   | 0.0      |

QUEUE FOR STREAM D-ABC

| TIME    | NO. OF   |
|---------|----------|
| SEGMENT | VEHICLES |
| ENDING  | IN QUEUE |
| 11.30   | 0.0      |
| 11.45   | 0.0      |
| 12.00   | 0.0      |



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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY  
JUNCTIONS

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RELEASE 5.0 (JUNE 2010)

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EMAIL: software@trl.co.uk  
-----

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PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF  
THE SOLUTION

Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Hebburn Central - Glen St\Weekday PM Peak new access.vpi"  
(drive-on-the-left) at 11:10:45 on Monday, 3 August 2015

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Hebburn Central - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

(ARM A) MAJOR ROAD (ARM C) ----- MAJOR ROAD  
  
I  
I  
I

I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Glen Street (e)  
ARM B IS Hebburn Central  
ARM C IS Glen Street (w)

.STREAM LABELLING CONVENTION

-----  
 STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO  
 ARM C  
 ETC.

.GEOMETRIC DATA

-----

| I            | DATA ITEM                          | I      |
|--------------|------------------------------------|--------|
| MINOR ROAD B | I                                  |        |
| -----        |                                    |        |
| I            | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I ( W  |
| )            | 7.75 M. I                          |        |
| I            | CENTRAL RESERVE WIDTH              | I (WCR |
| )            | 0.00 M. I                          |        |
| I            |                                    | I      |
| I            | MAJOR ROAD RIGHT TURN - WIDTH      | I (WC- |
| B)           | 2.20 M. I                          |        |
| I            | - VISIBILITY                       | I (VC- |
| B)           | 100.00 M. I                        |        |
| I            | - BLOCKS TRAFFIC (SPACES)          | I      |
| YES ( 1 ) I  |                                    |        |
| I            |                                    | I      |
| I            | MINOR ROAD - VISIBILITY TO LEFT    | I (VB- |
| C)           | 55.0 M. I                          |        |
| I            | - VISIBILITY TO RIGHT              | I (VB- |
| A)           | 15.0 M. I                          |        |
| I            | - LANE 1 WIDTH                     | I (WB- |
| C)           | 3.75 M. I                          |        |
| I            | - LANE 2 WIDTH                     | I (WB- |
| A)           | 0.00 M. I                          |        |

-----

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

-----

| I | Intercept For | Slope For  | Opposing | Slope For  | Opposing | I |
|---|---------------|------------|----------|------------|----------|---|
| I | STREAM B-C    | STREAM A-C |          | STREAM A-B |          | I |



```

-----
I      680.94          0.24          0.10          I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing Slope For
Opposing Slope For OpposingI
I STREAM B-A STREAM A-C STREAM A-B STREAM C-A
STREAM C-B I
-----

```

```

-----
I      540.42          0.23          0.09          0.14
0.33      I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing I
I STREAM C-B STREAM A-C STREAM A-B I
-----
I      631.87          0.23          0.23          I
-----

```

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

```

-----
I ARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
-----

```

.Demand set: Base 2020

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I      I NUMBER OF MINUTES FROM START WHEN I RATE OF FLOW
(VEH/MIN) I
I ARM I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I
AFTER I
I I TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I
PEAK I
I I I I I I I
I

```

```

-----
I ARM A I 15.00 I 45.00 I 75.00 I 1.61 I 2.42 I
1.61 I
I ARM B I 15.00 I 45.00 I 75.00 I 2.29 I 3.43 I
2.29 I
I ARM C I 15.00 I 45.00 I 75.00 I 4.13 I 6.19 I
4.13 I
-----

```

.Demand set: Base 2020

```

-----
I I TURNING PROPORTIONS I
I I TURNING COUNTS I
I I (PERCENTAGE OF H.V.S) I
I
I TIME I FROM/TO I ARM A I ARM B I ARM C I
-----
I 16.15 - 17.45 I I I I I
I I ARM A I 0.000 I 0.333 I 0.667 I
I I I 0.0 I 43.0 I 86.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM B I 0.776 I 0.000 I 0.224 I
I I I 142.0 I 0.0 I 41.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM C I 0.861 I 0.139 I 0.000 I
I I I 284.0 I 46.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
-----

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD 1

```

-----
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END
DELAY GEOMETRIC DELAY AVERAGE DELAY I I
I (VEH./MIN) (VEH./MIN) CAPACITY FLOW QUEUE QUEUE
(VEH./MIN/ (VEH./MIN/ PER ARRIVING I I
I SEGMENT) TIME SEGMENT) VEHICLE (MIN) I I
I 16.15-16.30
I
I B-AC 2.30 8.53 0.269 0.00 0.36
5.2 I
I C-AB 0.58 10.17 0.057 0.00 0.06
0.9 I
I A-B 0.54 I
I
I A-C 1.08 I
I
-----

```

I  
I

-----  
-----

-----  
-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 16.30-16.45

I  
I B-AC 2.74 8.35 0.328 0.36 0.48  
7.0 0.18 I  
I C-AB 0.69 10.09 0.068 0.06 0.07  
1.1 0.11 I  
I A-B 0.64  
I  
I A-C 1.29  
I  
I

-----  
-----

-----  
-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 16.45-17.00

I  
I B-AC 3.36 8.10 0.415 0.48 0.69  
10.0 0.21 I  
I C-AB 0.84 10.00 0.084 0.07 0.10  
1.4 0.11 I  
I A-B 0.79  
I  
I A-C 1.58  
I  
I  
I

-----  
-----

-----  
-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I

| SEGMENT) | TIME        | SEGMENT) | VEHICLE | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
|----------|-------------|----------|---------|-------|------------|--------|--------|------|
| I        | 17.00-17.15 |          |         |       |            |        |        |      |
| I        | B-AC        | 3.36     | 8.10    | 0.415 |            | 0.69   | 0.70   |      |
| 10.5     |             |          |         | 0.21  | I          |        |        |      |
| I        | C-AB        | 0.84     | 10.00   | 0.084 |            | 0.10   | 0.10   |      |
| 1.4      |             |          |         | 0.11  | I          |        |        |      |
| I        | A-B         | 0.79     |         |       |            |        |        |      |
| I        | A-C         | 1.58     |         |       |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/      | PEDESTRIAN | START      | END    |        |      |
|-----------|-------------|-----------|--------------|------------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE      | DELAY I    | QUEUE      | QUEUE  |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING | I          | (VEHS)     | (VEHS) |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE      | (RFC)      | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
| I         | 17.15-17.30 |           |              |            |            |        |        |      |
| I         | B-AC        | 2.74      | 8.35         | 0.328      |            | 0.70   | 0.50   |      |
| 7.8       |             |           |              | 0.18       | I          |        |        |      |
| I         | C-AB        | 0.69      | 10.09        | 0.068      |            | 0.10   | 0.08   |      |
| 1.1       |             |           |              | 0.11       | I          |        |        |      |
| I         | A-B         | 0.64      |              |            |            |        |        |      |
| I         | A-C         | 1.29      |              |            |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/      | PEDESTRIAN | START      | END    |        |      |
|-----------|-------------|-----------|--------------|------------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE      | DELAY I    | QUEUE      | QUEUE  |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING | I          | (VEHS)     | (VEHS) |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE      | (RFC)      | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
| I         | 17.30-17.45 |           |              |            |            |        |        |      |
| I         | B-AC        | 2.30      | 8.53         | 0.269      |            | 0.50   | 0.37   |      |
| 5.8       |             |           |              | 0.16       | I          |        |        |      |
| I         | C-AB        | 0.58      | 10.17        | 0.057      |            | 0.08   | 0.06   |      |
| 0.9       |             |           |              | 0.10       | I          |        |        |      |
| I         | A-B         | 0.54      |              |            |            |        |        |      |
| I         | A-C         | 1.08      |              |            |            |        |        |      |



-----  
---  
\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
\* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
\* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

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Run with file:-

"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON  
REGION\aldihebburn.1\Calculations\Picady\  
Hebburn Central - Glen St\Saturday Peak new access.vpi"  
(drive-on-the-left) at 11:15:26 on Monday, 3 August 2015

.RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Hebburn Central - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----

(ARM A) MAJOR ROAD (ARM C) ----- MAJOR ROAD  
  
I  
I  
I

I  
I  
I  
MINOR ROAD (ARM B)

ARM A IS Glen Street (e)  
ARM B IS Hebburn Central  
ARM C IS Glen Street (w)

.STREAM LABELLING CONVENTION

-----  
 STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
 STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO  
 ARM C  
 ETC.

.GEOMETRIC DATA

-----

| I            | DATA ITEM                          | I      |
|--------------|------------------------------------|--------|
| MINOR ROAD B | I                                  |        |
| -----        |                                    |        |
| I            | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I ( W  |
| )            | 7.75 M. I                          |        |
| I            | CENTRAL RESERVE WIDTH              | I (WCR |
| )            | 0.00 M. I                          |        |
| I            |                                    | I      |
| I            | MAJOR ROAD RIGHT TURN - WIDTH      | I (WC- |
| B)           | 2.20 M. I                          |        |
| I            | - VISIBILITY                       | I (VC- |
| B)           | 100.00 M. I                        |        |
| I            | - BLOCKS TRAFFIC (SPACES)          | I      |
| YES ( 1 )    | I                                  |        |
| I            |                                    | I      |
| I            | MINOR ROAD - VISIBILITY TO LEFT    | I (VB- |
| C)           | 55.0 M. I                          |        |
| I            | - VISIBILITY TO RIGHT              | I (VB- |
| A)           | 15.0 M. I                          |        |
| I            | - LANE 1 WIDTH                     | I (WB- |
| C)           | 3.75 M. I                          |        |
| I            | - LANE 2 WIDTH                     | I (WB- |
| A)           | 0.00 M. I                          |        |

-----

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

-----  
 I Intercept For Slope For Opposing Slope For Opposing I  
 I STREAM B-C STREAM A-C STREAM A-B I



```

-----
I      680.94          0.24          0.10          I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing Slope For
Opposing Slope For OpposingI
I STREAM B-A STREAM A-C STREAM A-B STREAM C-A
STREAM C-B I
-----

```

```

-----
I      540.42          0.23          0.09          0.14
0.33          I
-----

```

```

-----
I Intercept For Slope For Opposing Slope For Opposing I
I STREAM C-B STREAM A-C STREAM A-B I
-----
I      631.87          0.23          0.23          I
-----

```

(NB These values do not allow for any site specific corrections)

.TRAFFIC DEMAND DATA

```

-----
I ARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
-----

```

.Demand set: Base 2020

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

.DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

```

-----
I      I      NUMBER OF MINUTES FROM START WHEN      I      RATE OF FLOW
(VEH/MIN)      I
I ARM I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I
AFTER      I
I      I      TO RISE      I      IS REACHED I FALLING      I      PEAK      I      OF PEAK I
PEAK      I
I      I      I      I      I      I      I      I
I

```

```

-----
I ARM A I 15.00 I 45.00 I 75.00 I 1.44 I 2.16 I
1.44 I
I ARM B I 15.00 I 45.00 I 75.00 I 2.04 I 3.06 I
2.04 I
I ARM C I 15.00 I 45.00 I 75.00 I 1.94 I 2.91 I
1.94 I
-----

```

.Demand set: Base 2020

```

-----
I I TURNING PROPORTIONS I
I I TURNING COUNTS I
I I (PERCENTAGE OF H.V.S) I
I
I TIME I FROM/TO I ARM A I ARM B I ARM C I
-----
I 11.15 - 12.45 I I I I I
I I ARM A I 0.000 I 0.278 I 0.722 I
I I I 0.0 I 32.0 I 83.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM B I 0.681 I 0.000 I 0.319 I
I I I 111.0 I 0.0 I 52.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM C I 0.806 I 0.194 I 0.000 I
I I I 125.0 I 30.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
-----

```

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD 1

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I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END
DELAY GEOMETRIC DELAY AVERAGE DELAY I I
I (VEH./MIN) (VEH./MIN) CAPACITY FLOW QUEUE QUEUE
(VEH./MIN/ (VEH./MIN/ PER ARRIVING I I
I SEGMENT) TIME SEGMENT) VEHICLE (MIN) I I
I 11.15-11.30
I
I B-AC 2.05 9.08 0.225 0.00 0.29
4.1
I C-AB 0.38 10.20 0.037 0.00 0.04
0.6
I A-B 0.40
I
I A-C 1.04
I
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I  
I

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-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 11.30-11.45

I  
I B-AC 2.44 8.97 0.272 0.29 0.37  
5.4 0.15 I  
I C-AB 0.45 10.14 0.044 0.04 0.05  
0.7 0.10 I  
I A-B 0.48  
I  
I A-C 1.24  
I  
I

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-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I  
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME  
SEGMENT) TIME SEGMENT) VEHICLE (MIN) I  
I 11.45-12.00

I  
I B-AC 2.99 8.82 0.339 0.37 0.50  
7.3 0.17 I  
I C-AB 0.55 10.05 0.055 0.05 0.06  
0.9 0.11 I  
I A-B 0.59  
I  
I A-C 1.52  
I  
I  
I

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-----  
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END  
DELAY GEOMETRIC DELAY AVERAGE DELAY I  
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE  
(VEH.MIN/ (VEH.MIN/ PER ARRIVING I

| SEGMENT) | TIME        | SEGMENT) | VEHICLE | (RFC) | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
|----------|-------------|----------|---------|-------|------------|--------|--------|------|
| I        | 12.00-12.15 |          |         |       |            |        |        |      |
| I        | B-AC        | 2.99     | 8.82    | 0.339 |            | 0.50   | 0.51   |      |
| 7.6      |             |          |         | 0.17  | I          |        |        |      |
| I        | C-AB        | 0.55     | 10.05   | 0.055 |            | 0.06   | 0.06   |      |
| 0.9      |             |          |         | 0.11  | I          |        |        |      |
| I        | A-B         | 0.59     |         |       |            |        |        |      |
| I        | A-C         | 1.52     |         |       |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/      | PEDESTRIAN | START      | END    |        |      |
|-----------|-------------|-----------|--------------|------------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE      | DELAY I    | QUEUE      | QUEUE  |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING | I          | (VEHS)     | (VEHS) |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE      | (RFC)      | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
| I         | 12.15-12.30 |           |              |            |            |        |        |      |
| I         | B-AC        | 2.44      | 8.97         | 0.272      |            | 0.51   | 0.38   |      |
| 5.9       |             |           |              | 0.15       | I          |        |        |      |
| I         | C-AB        | 0.45      | 10.14        | 0.044      |            | 0.06   | 0.05   |      |
| 0.7       |             |           |              | 0.10       | I          |        |        |      |
| I         | A-B         | 0.48      |              |            |            |        |        |      |
| I         | A-C         | 1.24      |              |            |            |        |        |      |

| TIME      | DEMAND      | CAPACITY  | DEMAND/      | PEDESTRIAN | START      | END    |        |      |
|-----------|-------------|-----------|--------------|------------|------------|--------|--------|------|
| DELAY     | GEOMETRIC   | DELAY     | AVERAGE      | DELAY I    | QUEUE      | QUEUE  |        |      |
| (VEH.MIN/ | (VEH.MIN/   | (VEH.MIN/ | PER ARRIVING | I          | (VEHS)     | (VEHS) |        |      |
| SEGMENT)  | TIME        | SEGMENT)  | VEHICLE      | (RFC)      | (PEDS/MIN) | (VEHS) | (VEHS) | TIME |
| I         | 12.30-12.45 |           |              |            |            |        |        |      |
| I         | B-AC        | 2.05      | 9.08         | 0.225      |            | 0.38   | 0.29   |      |
| 4.5       |             |           |              | 0.14       | I          |        |        |      |
| I         | C-AB        | 0.38      | 10.20        | 0.037      |            | 0.05   | 0.04   |      |
| 0.6       |             |           |              | 0.10       | I          |        |        |      |
| I         | A-B         | 0.40      |              |            |            |        |        |      |
| I         | A-C         | 1.04      |              |            |            |        |        |      |

I  
I

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-----  
\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

.  
QUEUE FOR STREAM B-AC  
-----

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |   |
|---------------------------|--------------------------------|---|
| 11.30                     | 0.3                            |   |
| 11.45                     | 0.4                            |   |
| 12.00                     | 0.5                            | * |
| 12.15                     | 0.5                            | * |
| 12.30                     | 0.4                            |   |
| 12.45                     | 0.3                            |   |

.  
QUEUE FOR STREAM C-AB  
-----

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 11.30                     | 0.0                            |
| 11.45                     | 0.0                            |
| 12.00                     | 0.1                            |
| 12.15                     | 0.1                            |
| 12.30                     | 0.0                            |
| 12.45                     | 0.0                            |

.  
QUEUEING DELAY INFORMATION OVER WHOLE PERIOD  
-----

-----  
---  
I STREAM I TOTAL DEMAND I \* QUEUEING \* I \* INCLUSIVE QUEUEING  
\* I  
I I I \* DELAY \* I \* DELAY \*  
I  
I I-----  
--I  
I I (VEH) (VEH/H) I (MIN) (MIN/VEH) I (MIN)  
(MIN/VEH) I  
-----  
---  
I B-AC I 224.4 I 149.6 I 34.8 I 0.16 I 34.9 I 0.16  
I  
I C-AB I 41.3 I 27.5 I 4.3 I 0.10 I 4.3 I 0.10  
I  
I A-B I 44.0 I 29.4 I I I I  
I  
I A-C I 114.2 I 76.2 I I I I  
I  
-----  
---  
I ALL I 596.0 I 397.3 I 39.2 I 0.07 I 39.2 I 0.07  
I

-----  
---  
\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
\* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
\* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

**APPENDIX F: Junction Modelling Output, 2020 With Development**

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT  
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,  
PROGRAM ADVICE AND MAINTENANCE CONTACT:  
TRL SOFTWARE SALES  
TEL: CROWTHORNE (01344) 770758, FAX: 770356  
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS  
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

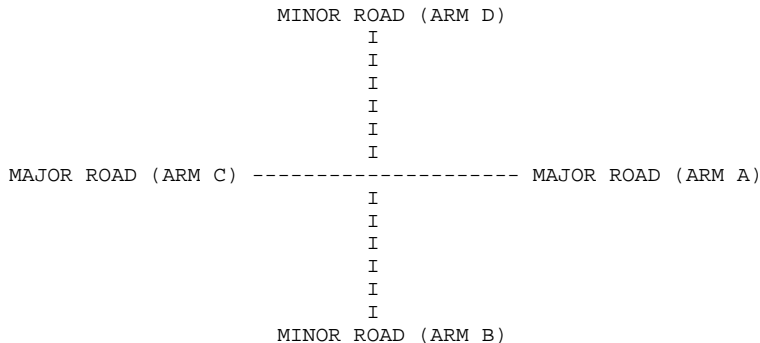
Run with file:-  
"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON REGION\aldihebburn.1\Calculations\Picady\Aldi Access\  
Weekday PM Peak.vpi"  
(drive-on-the-left) at 09:23:16 on Wednesday, 19 August 2015

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Aldi Access/Primary Care Centre - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Glen Street (e)  
ARM B IS Aldi Access  
ARM C IS Glen Street (w)  
ARM D IS Primary Care Centre

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.



-----  
 GEOMETRIC DATA  
 -----

| I | DATA ITEM                          | I | MINOR ROAD B       | I | MINOR ROAD D       | I |
|---|------------------------------------|---|--------------------|---|--------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | ( W ) 7.75 M.      | I | ( W ) 7.75 M.      | I |
| I | CENTRAL RESERVE WIDTH              | I | ( WCR ) 0.00 M.    | I | ( WCR ) 0.00 M.    | I |
| I |                                    | I |                    | I |                    | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH      | I | ( WC-B ) 2.20 M.   | I | ( WA-D ) 2.20 M.   | I |
| I | - VISIBILITY                       | I | ( VC-B ) 250.00 M. | I | ( VA-D ) 250.00 M. | I |
| I | - BLOCKS TRAFFIC ( SPACES )        | I | YES ( 1 )          | I | YES ( 1 )          | I |
| I |                                    | I |                    | I |                    | I |
| I | MINOR ROAD - VISIBILITY TO LEFT    | I | ( VB-C ) 24.0 M.   | I | ( VD-A ) 20.0 M.   | I |
| I | - VISIBILITY TO RIGHT              | I | ( VB-A ) 24.0 M.   | I | ( VD-C ) 18.0 M.   | I |
| I | - LANE 1 WIDTH                     | I | ( WB-C ) 3.98 M.   | I | ( WD-A ) 3.62 M.   | I |
| I | - LANE 2 WIDTH                     | I | ( WB-A ) 0.00 M.   | I | ( WD-C ) 0.00 M.   | I |

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

-----  
 STREAM B-C  
 -----

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C    | STREAM A-C         | STREAM A-B         | I |
| I | 701.75        | 0.25               | 0.10               | I |

-----  
 STREAM D-A  
 -----

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM D-A    | STREAM C-A         | STREAM C-D         | I |
| I | 674.70        | 0.24               | 0.10               | I |

-----  
 STREAM B-A  
 -----

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A    | STREAM A-C         | STREAM A-D         | STREAM D-A         | STREAM D-B         | I |
| I | 545.95        | 0.23               | 0.23               | 0.23               | 0.23               | I |

| I | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM A-B         | STREAM C-A         | STREAM C-B         | STREAM D-C         | I |
| I | 0.09               | 0.15               | 0.33               | 0.12               | I |

-----  
 STREAM D-C  
 -----

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM D-C    | STREAM C-A         | STREAM C-B         | STREAM B-C         | STREAM B-D         | I |
| I | 523.54        | 0.22               | 0.22               | 0.22               | 0.22               | I |

| I | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM C-D         | STREAM A-C         | STREAM A-D         | STREAM B-A         | I |
| I | 0.09               | 0.14               | 0.32               | 0.11               | I |

-----  
 STREAM C-B  
 -----

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|---|
| I | STREAM C-B    | STREAM A-B         | STREAM A-C         | STREAM A-D         | I |
| I | 718.74        | 0.26               | 0.26               | 0.37               | I |

-----  
 STREAM A-D  
 -----

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|---|
| I | STREAM A-D    | STREAM C-A         | STREAM C-B         | STREAM C-D         | I |
| I | 718.74        | 0.26               | 0.37               | 0.26               | I |

B-D Stream From Left Hand Lane

| I | Intercept For<br>I STREAM B-D | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-D | Slope For Opposing<br>STREAM A-B | Slope For Opposing<br>STREAM C-B | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 545.95                        | 0.23                             | 0.23                             | 0.09                             | 0.33                             | I |

| I | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-D | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15                             | 0.15                             |                    |                    | I |

B-D Stream From Right Hand Lane

| I | Intercept For<br>I STREAM B-D | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-D | Slope For Opposing<br>STREAM A-B | Slope For Opposing<br>STREAM C-B | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 545.95                        | 0.23                             | 0.23                             | 0.09                             | 0.33                             | I |

| I | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-D | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15                             | 0.15                             |                    |                    | I |

D-B Stream From Left Hand Lane

| I | Intercept For<br>I STREAM D-B | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-B | Slope For Opposing<br>STREAM C-D | Slope For Opposing<br>STREAM A-D | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 523.54                        | 0.22                             | 0.22                             | 0.09                             | 0.32                             | I |

| I | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-B | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.14                             | 0.14                             |                    |                    | I |

D-B Stream From Right Hand Lane

| I | Intercept For<br>I STREAM B-D | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-B | Slope For Opposing<br>STREAM C-D | Slope For Opposing<br>STREAM A-D | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 523.54                        | 0.22                             | 0.22                             | 0.09                             | 0.32                             | I |

| I | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-B | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.14                             | 0.14                             |                    |                    | I |

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW | SCALE(%) | I |
|---|-----|---|------|----------|---|
| I | A   | I | 100  | I        | I |
| I | B   | I | 100  | I        | I |
| I | C   | I | 100  | I        | I |
| I | D   | I | 100  | I        | I |

Demand set: Base + Aldi 2020

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.  
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | I     | NUMBER OF MINUTES FROM START WHEN |             |            | RATE OF FLOW (VEH/MIN) |         |       | I |
|---|-------|-----------------------------------|-------------|------------|------------------------|---------|-------|---|
|   |       | I                                 | I           | I          | I                      | I       | I     |   |
| I | ARM   | I                                 | I           | I          | I                      | I       | I     | I |
| I |       | FLOW STARTS                       | TOP OF PEAK | FLOW STOPS | BEFORE                 | AT TOP  | AFTER |   |
| I |       | TO RISE                           | IS REACHED  | FALLING    | PEAK                   | OF PEAK | PEAK  |   |
| I |       | I                                 | I           | I          | I                      | I       | I     | I |
| I | ARM A | 15.00                             | 45.00       | 75.00      | 3.29                   | 4.93    | 3.29  | I |
| I | ARM B | 15.00                             | 45.00       | 75.00      | 0.79                   | 1.18    | 0.79  | I |
| I | ARM C | 15.00                             | 45.00       | 75.00      | 5.65                   | 8.48    | 5.65  | I |
| I | ARM D | 15.00                             | 45.00       | 75.00      | 0.32                   | 0.49    | 0.32  | I |

Demand set: Base + Aldi 2020

| I | I             | TURNING PROPORTIONS   |        |        |        | I      |
|---|---------------|-----------------------|--------|--------|--------|--------|
|   |               | I                     | I      | I      | I      |        |
| I |               | TURNING COUNTS        |        |        |        | I      |
| I |               | (PERCENTAGE OF H.V.S) |        |        |        | I      |
| I |               | -----                 |        |        |        | I      |
| I | TIME          | FROM/TO               | ARM A  | ARM B  | ARM C  | ARM D  |
| I |               | I                     | I      | I      | I      | I      |
| I | 16.15 - 17.45 | I                     | I      | I      | I      | I      |
| I |               | ARM A                 | 0.000  | 0.179  | 0.753  | 0.068  |
| I |               |                       | 0.0    | 47.0   | 198.0  | 18.0   |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               |                       | I      | I      | I      | I      |
| I |               | ARM B                 | 0.841  | 0.000  | 0.159  | 0.000  |
| I |               |                       | 53.0   | 0.0    | 10.0   | 0.0    |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               |                       | I      | I      | I      | I      |
| I |               | ARM C                 | 0.958  | 0.029  | 0.000  | 0.013  |
| I |               |                       | 433.0  | 13.0   | 0.0    | 6.0    |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               |                       | I      | I      | I      | I      |
| I |               | ARM D                 | 0.731  | 0.000  | 0.269  | 0.000  |
| I |               |                       | 19.0   | 0.0    | 7.0    | 0.0    |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               |                       | I      | I      | I      | I      |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
 AND FOR TIME PERIOD 1

| I | TIME        | DEMAND    | CAPACITY  | DEMAND/  | PEDESTRIAN | START  | END    | DELAY         | GEOMETRIC DELAY | AVERAGE DELAY | I |
|---|-------------|-----------|-----------|----------|------------|--------|--------|---------------|-----------------|---------------|---|
| I |             | (VEH/MIN) | (VEH/MIN) | CAPACITY | FLOW       | QUEUE  | QUEUE  | (VEH.MIN/     | (VEH.MIN/       | PER ARRIVING  | I |
| I |             |           |           | (RFC)    | (PEDS/MIN) | (VEHS) | (VEHS) | TIME SEGMENT) | TIME SEGMENT)   | VEHICLE (MIN) | I |
| I | 16.15-16.30 |           |           |          |            |        |        |               |                 |               | I |
| I | B-ACD       | 0.79      | 7.90      | 0.100    |            | 0.00   | 0.11   | 1.6           |                 | 0.14          | I |
| I | A-BCD       | 0.23      | 10.50     | 0.022    |            | 0.00   | 0.02   | 0.3           |                 | 0.10          | I |
| I | D-ABC       | 0.33      | 8.90      | 0.037    |            | 0.00   | 0.04   | 0.5           |                 | 0.12          | I |
| I | C-ABD       | 0.16      | 11.11     | 0.015    |            | 0.00   | 0.01   | 0.2           |                 | 0.09          | I |

| I | TIME        | DEMAND    | CAPACITY  | DEMAND/  | PEDESTRIAN | START  | END    | DELAY         | GEOMETRIC DELAY | AVERAGE DELAY | I |
|---|-------------|-----------|-----------|----------|------------|--------|--------|---------------|-----------------|---------------|---|
| I |             | (VEH/MIN) | (VEH/MIN) | CAPACITY | FLOW       | QUEUE  | QUEUE  | (VEH.MIN/     | (VEH.MIN/       | PER ARRIVING  | I |
| I |             |           |           | (RFC)    | (PEDS/MIN) | (VEHS) | (VEHS) | TIME SEGMENT) | TIME SEGMENT)   | VEHICLE (MIN) | I |
| I | 16.30-16.45 |           |           |          |            |        |        |               |                 |               | I |
| I | B-ACD       | 0.94      | 7.60      | 0.124    |            | 0.11   | 0.14   | 2.1           |                 | 0.15          | I |
| I | A-BCD       | 0.27      | 10.21     | 0.026    |            | 0.02   | 0.03   | 0.4           |                 | 0.10          | I |
| I | D-ABC       | 0.39      | 8.60      | 0.045    |            | 0.04   | 0.05   | 0.7           |                 | 0.12          | I |
| I | C-ABD       | 0.19      | 10.93     | 0.018    |            | 0.01   | 0.02   | 0.3           |                 | 0.09          | I |

| I | TIME        | DEMAND    | CAPACITY  | DEMAND/  | PEDESTRIAN | START  | END    | DELAY         | GEOMETRIC DELAY | AVERAGE DELAY | I |
|---|-------------|-----------|-----------|----------|------------|--------|--------|---------------|-----------------|---------------|---|
| I |             | (VEH/MIN) | (VEH/MIN) | CAPACITY | FLOW       | QUEUE  | QUEUE  | (VEH.MIN/     | (VEH.MIN/       | PER ARRIVING  | I |
| I |             |           |           | (RFC)    | (PEDS/MIN) | (VEHS) | (VEHS) | TIME SEGMENT) | TIME SEGMENT)   | VEHICLE (MIN) | I |
| I | 16.45-17.00 |           |           |          |            |        |        |               |                 |               | I |
| I | B-ACD       | 1.16      | 7.18      | 0.161    |            | 0.14   | 0.19   | 2.8           |                 | 0.17          | I |
| I | A-BCD       | 0.33      | 9.82      | 0.034    |            | 0.03   | 0.04   | 0.5           |                 | 0.11          | I |
| I | D-ABC       | 0.48      | 8.17      | 0.058    |            | 0.05   | 0.06   | 0.9           |                 | 0.13          | I |
| I | C-ABD       | 0.24      | 10.70     | 0.022    |            | 0.02   | 0.02   | 0.3           |                 | 0.10          | I |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.00-17.15 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-ACD       | 1.16                | 7.18                  | 0.161                        |                                  | 0.19                     | 0.19                   | 2.9                                 |   | 0.17   |
| A-BCD       | 0.33                | 9.82                  | 0.034                        |                                  | 0.04                     | 0.04                   | 0.5                                 |   | 0.11   |
| D-ABC       | 0.48                | 8.17                  | 0.058                        |                                  | 0.06                     | 0.06                   | 0.9                                 |   | 0.13   |
| C-ABD       | 0.24                | 10.70                 | 0.022                        |                                  | 0.02                     | 0.02                   | 0.3                                 |   | 0.10   |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-ACD       | 0.94                | 7.60                  | 0.124                        |                                  | 0.19                     | 0.14                   | 2.2                                 |   | 0.15   |
| A-BCD       | 0.27                | 10.21                 | 0.026                        |                                  | 0.04                     | 0.03                   | 0.4                                 |   | 0.10   |
| D-ABC       | 0.39                | 8.60                  | 0.045                        |                                  | 0.06                     | 0.05                   | 0.7                                 |   | 0.12   |
| C-ABD       | 0.19                | 10.93                 | 0.018                        |                                  | 0.02                     | 0.02                   | 0.3                                 |   | 0.09   |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-ACD       | 0.79                | 7.90                  | 0.100                        |                                  | 0.14                     | 0.11                   | 1.7                                 |   | 0.14   |
| A-BCD       | 0.23                | 10.50                 | 0.022                        |                                  | 0.03                     | 0.02                   | 0.3                                 |   | 0.10   |
| D-ABC       | 0.33                | 8.90                  | 0.037                        |                                  | 0.05                     | 0.04                   | 0.6                                 |   | 0.12   |
| C-ABD       | 0.16                | 11.10                 | 0.015                        |                                  | 0.02                     | 0.02                   | 0.2                                 |   | 0.09   |

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 16.30                     | 0.1                            |
| 16.45                     | 0.1                            |
| 17.00                     | 0.2                            |
| 17.15                     | 0.2                            |
| 17.30                     | 0.1                            |
| 17.45                     | 0.1                            |

QUEUE FOR STREAM A-BCD

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 16.30                     | 0.0                            |
| 16.45                     | 0.0                            |
| 17.00                     | 0.0                            |
| 17.15                     | 0.0                            |
| 17.30                     | 0.0                            |
| 17.45                     | 0.0                            |

QUEUE FOR STREAM D-ABC

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 16.30                     | 0.0                            |
| 16.45                     | 0.0                            |
| 17.00                     | 0.1                            |
| 17.15                     | 0.1                            |
| 17.30                     | 0.0                            |
| 17.45                     | 0.0                            |

QUEUE FOR STREAM C-ABD

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 16.30               | 0.0                      |
| 16.45               | 0.0                      |
| 17.00               | 0.0                      |
| 17.15               | 0.0                      |
| 17.30               | 0.0                      |
| 17.45               | 0.0                      |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| I | STREAM | I     | TOTAL DEMAND | I | * QUEUEING * | I         | * INCLUSIVE QUEUEING * | I         |      |   |
|---|--------|-------|--------------|---|--------------|-----------|------------------------|-----------|------|---|
| I | I      | I     | I            | I | * DELAY *    | I         | * DELAY *              | I         |      |   |
| I | I      | (VEH) | (VEH/H)      | I | (MIN)        | (MIN/VEH) | (MIN)                  | (MIN/VEH) |      |   |
| I | B-ACD  | I     | 86.7         | I | 57.8         | I         | 13.2                   | I         | 0.15 | I |
| I | A-BCD  | I     | 24.8         | I | 16.5         | I         | 2.5                    | I         | 0.10 | I |
| I | D-ABC  | I     | 35.8         | I | 23.9         | I         | 4.4                    | I         | 0.12 | I |
| I | C-ABD  | I     | 17.9         | I | 11.9         | I         | 1.7                    | I         | 0.09 | I |
| I | ALL    | I     | 1106.6       | I | 737.8        | I         | 21.8                   | I         | 0.02 | I |

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

===== end of file =====

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

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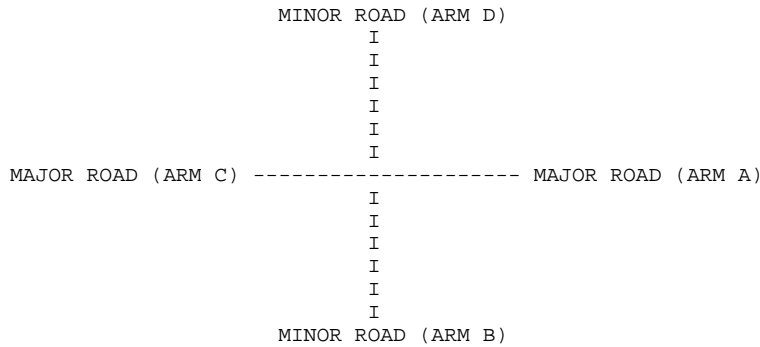
Run with file:-  
"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON REGION\aldihebburn.1\Calculations\Picady\Aldi Access\  
Saturday Peak.vpi"  
(drive-on-the-left) at 09:25:47 on Wednesday, 19 August 2015

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Aldi Access/Primary Care Centre - Saturday Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Glen Street (e)  
ARM B IS Aldi Access  
ARM C IS Glen Street (w)  
ARM D IS Primary Care Centre

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.

GEOMETRIC DATA

| I | DATA ITEM                          | I | MINOR ROAD B     | I | MINOR ROAD D     | I |
|---|------------------------------------|---|------------------|---|------------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | ( W ) 7.75 M.    | I | ( W ) 7.75 M.    | I |
| I | CENTRAL RESERVE WIDTH              | I | (WCR ) 0.00 M.   | I | (WCR ) 0.00 M.   | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH      | I | (WC-B) 2.20 M.   | I | (WA-D) 2.20 M.   | I |
| I | - VISIBILITY                       | I | (VC-B) 250.00 M. | I | (VA-D) 250.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES)          | I | YES ( 1)         | I | YES ( 1)         | I |
| I | MINOR ROAD - VISIBILITY TO LEFT    | I | (VB-C) 24.0 M.   | I | (VD-A) 20.0 M.   | I |
| I | - VISIBILITY TO RIGHT              | I | (VB-A) 24.0 M.   | I | (VD-C) 18.0 M.   | I |
| I | - LANE 1 WIDTH                     | I | (WB-C) 3.98 M.   | I | (WD-A) 3.62 M.   | I |
| I | - LANE 2 WIDTH                     | I | (WB-A) 0.00 M.   | I | (WD-C) 0.00 M.   | I |

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM B-C    | STREAM    | A-C      | STREAM    | A-B      | I |
| I | 701.75        |           | 0.25     |           | 0.10     | I |

STREAM D-A

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|---|
| I | STREAM D-A    | STREAM    | C-A      | STREAM    | C-D      | I |
| I | 674.70        |           | 0.24     |           | 0.10     | I |

STREAM B-A

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM B-A    | STREAM    | A-C      | STREAM    | A-D      | STREAM    | D-A      | STREAM    | D-B      | I |
| I | 545.95        |           | 0.23     |           | 0.23     |           | 0.23     |           | 0.23     | I |

| I | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM    | A-B      | STREAM    | C-A      | STREAM    | C-B      | STREAM    | D-C      | I |
| I |           | 0.09     |           | 0.15     |           | 0.33     |           | 0.12     | I |

STREAM D-C

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM D-C    | STREAM    | C-A      | STREAM    | C-B      | STREAM    | B-C      | STREAM    | B-D      | I |
| I | 523.54        |           | 0.22     |           | 0.22     |           | 0.22     |           | 0.22     | I |

| I | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|-----------|----------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM    | C-D      | STREAM    | A-C      | STREAM    | A-D      | STREAM    | B-A      | I |
| I |           | 0.09     |           | 0.14     |           | 0.32     |           | 0.11     | I |

STREAM C-B

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM C-B    | STREAM    | A-B      | STREAM    | A-C      | STREAM    | A-D      | I |
| I | 718.74        |           | 0.26     |           | 0.26     |           | 0.37     | I |

STREAM A-D

| I | Intercept For | Slope For | Opposing | Slope For | Opposing | Slope For | Opposing | I |
|---|---------------|-----------|----------|-----------|----------|-----------|----------|---|
| I | STREAM A-D    | STREAM    | C-A      | STREAM    | C-B      | STREAM    | C-D      | I |
| I | 718.74        |           | 0.26     |           | 0.37     |           | 0.26     | I |

B-D Stream From Left Hand Lane

| I | Intercept For<br>I STREAM B-D | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-D | Slope For Opposing<br>STREAM A-B | Slope For Opposing<br>STREAM C-B | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 545.95                        | 0.23                             | 0.23                             | 0.09                             | 0.33                             | I |

| I | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-D | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15                             | 0.15                             |                    |                    | I |

B-D Stream From Right Hand Lane

| I | Intercept For<br>I STREAM B-D | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-D | Slope For Opposing<br>STREAM A-B | Slope For Opposing<br>STREAM C-B | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 545.95                        | 0.23                             | 0.23                             | 0.09                             | 0.33                             | I |

| I | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-D | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.15                             | 0.15                             |                    |                    | I |

D-B Stream From Left Hand Lane

| I | Intercept For<br>I STREAM D-B | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-B | Slope For Opposing<br>STREAM C-D | Slope For Opposing<br>STREAM A-D | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 523.54                        | 0.22                             | 0.22                             | 0.09                             | 0.32                             | I |

| I | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-B | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.14                             | 0.14                             |                    |                    | I |

D-B Stream From Right Hand Lane

| I | Intercept For<br>I STREAM B-D | Slope For Opposing<br>STREAM C-A | Slope For Opposing<br>STREAM C-B | Slope For Opposing<br>STREAM C-D | Slope For Opposing<br>STREAM A-D | I |
|---|-------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|---|
| I | 523.54                        | 0.22                             | 0.22                             | 0.09                             | 0.32                             | I |

| I | Slope For Opposing<br>STREAM A-C | Slope For Opposing<br>STREAM A-B | Slope For Opposing | Slope For Opposing | I |
|---|----------------------------------|----------------------------------|--------------------|--------------------|---|
| I | 0.14                             | 0.14                             |                    |                    | I |

TRAFFIC DEMAND DATA

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A   | I | 100           | I |
| I | B   | I | 100           | I |
| I | C   | I | 100           | I |
| I | D   | I | 100           | I |

Demand set: Base + Aldi 2020

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD - 90 MIN.  
LENGTH OF TIME SEGMENT - 15 MIN.



DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | I     | NUMBER OF MINUTES FROM START WHEN |             |            | RATE OF FLOW (VEH/MIN) |         |       | I |
|---|-------|-----------------------------------|-------------|------------|------------------------|---------|-------|---|
|   |       | I                                 | I           | I          | I                      | I       | I     |   |
| I | ARM   | FLOW STARTS                       | TOP OF PEAK | FLOW STOPS | BEFORE                 | AT TOP  | AFTER | I |
| I |       | TO RISE                           | IS REACHED  | FALLING    | PEAK                   | OF PEAK | PEAK  | I |
| I | I     | I                                 | I           | I          | I                      | I       | I     | I |
| I | ARM A | 15.00                             | 45.00       | 75.00      | 3.33                   | 4.99    | 3.33  | I |
| I | ARM B | 15.00                             | 45.00       | 75.00      | 1.14                   | 1.71    | 1.14  | I |
| I | ARM C | 15.00                             | 45.00       | 75.00      | 3.14                   | 4.71    | 3.14  | I |
| I | ARM D | 15.00                             | 45.00       | 75.00      | 0.21                   | 0.32    | 0.21  | I |

Demand set: Base + Aldi 2020

| I | I             | TURNING PROPORTIONS   |        |        |        | I      |
|---|---------------|-----------------------|--------|--------|--------|--------|
|   |               | I                     | I      | I      | I      |        |
| I |               | TURNING COUNTS        |        |        |        | I      |
| I |               | (PERCENTAGE OF H.V.S) |        |        |        | I      |
| I |               |                       |        |        |        | I      |
| I | TIME          | FROM/TO               | ARM A  | ARM B  | ARM C  | ARM D  |
| I | 11.15 - 12.45 |                       |        |        |        |        |
| I |               | ARM A                 | 0.000  | 0.274  | 0.684  | 0.041  |
| I |               |                       | 0.0    | 73.0   | 182.0  | 11.0   |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               | ARM B                 | 0.791  | 0.000  | 0.209  | 0.000  |
| I |               |                       | 72.0   | 0.0    | 19.0   | 0.0    |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               | ARM C                 | 0.928  | 0.060  | 0.000  | 0.012  |
| I |               |                       | 233.0  | 15.0   | 0.0    | 3.0    |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               | ARM D                 | 0.765  | 0.000  | 0.235  | 0.000  |
| I |               |                       | 13.0   | 0.0    | 4.0    | 0.0    |
| I |               |                       | ( 0.0) | ( 0.0) | ( 0.0) | ( 0.0) |
| I |               |                       |        |        |        |        |

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA  
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS  
AND FOR TIME PERIOD 1

| I | TIME        | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) | I |
|---|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|---|
| I | 11.15-11.30 |                  |                    |                       |                            |                    |                  |                              |  |  | I |
| I | B-ACD       | 1.14             | 8.42               | 0.136                 |                            | 0.00               | 0.16             | 2.2                          |  | 0.14                                     | I |
| I | A-BCD       | 0.14             | 11.15              | 0.012                 |                            | 0.00               | 0.01             | 0.2                          |  | 0.09                                     | I |
| I | D-ABC       | 0.21             | 9.62               | 0.022                 |                            | 0.00               | 0.02             | 0.3                          |  | 0.11                                     | I |
| I | C-ABD       | 0.19             | 11.11              | 0.017                 |                            | 0.00               | 0.02             | 0.3                          |  | 0.09                                     | I |

| I | TIME        | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) | I |
|---|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|---|
| I | 11.30-11.45 |                  |                    |                       |                            |                    |                  |                              |  |  | I |
| I | B-ACD       | 1.36             | 8.19               | 0.166                 |                            | 0.16               | 0.20             | 2.9                          |  | 0.15                                     | I |
| I | A-BCD       | 0.16             | 10.99              | 0.015                 |                            | 0.01               | 0.02             | 0.2                          |  | 0.09                                     | I |
| I | D-ABC       | 0.25             | 9.44               | 0.027                 |                            | 0.02               | 0.03             | 0.4                          |  | 0.11                                     | I |
| I | C-ABD       | 0.22             | 10.94              | 0.021                 |                            | 0.02               | 0.02             | 0.3                          |  | 0.09                                     | I |

| I | TIME        | DEMAND (VEH/MIN) | CAPACITY (VEH/MIN) | DEMAND/CAPACITY (RFC) | PEDESTRIAN FLOW (PEDS/MIN) | START QUEUE (VEHS) | END QUEUE (VEHS) | DELAY (VEH.MIN/TIME SEGMENT) | GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT) | AVERAGE DELAY PER ARRIVING VEHICLE (MIN) | I |
|---|-------------|------------------|--------------------|-----------------------|----------------------------|--------------------|------------------|------------------------------|--|--|---|
| I | 11.45-12.00 |                  |                    |                       |                            |                    |                  |                              |  |  | I |
| I | B-ACD       | 1.67             | 7.89               | 0.212                 |                            | 0.20               | 0.27             | 3.9                          |  | 0.16                                     | I |
| I | A-BCD       | 0.20             | 10.76              | 0.019                 |                            | 0.02               | 0.02             | 0.3                          |  | 0.09                                     | I |
| I | D-ABC       | 0.31             | 9.19               | 0.034                 |                            | 0.03               | 0.03             | 0.5                          |  | 0.11                                     | I |
| I | C-ABD       | 0.28             | 10.70              | 0.026                 |                            | 0.02               | 0.03             | 0.4                          |  | 0.10                                     | I |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 12.00-12.15 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-ACD       | 1.67                | 7.89                  | 0.212                        |                                  | 0.27                     | 0.27                   | 4.0                                 |   | 0.16   |
| A-BCD       | 0.20                | 10.76                 | 0.019                        |                                  | 0.02                     | 0.02                   | 0.3                                 |   | 0.09   |
| D-ABC       | 0.31                | 9.19                  | 0.034                        |                                  | 0.03                     | 0.03                   | 0.5                                 |   | 0.11   |
| C-ABD       | 0.28                | 10.70                 | 0.026                        |                                  | 0.03                     | 0.03                   | 0.4                                 |   | 0.10   |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 12.15-12.30 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-ACD       | 1.36                | 8.19                  | 0.166                        |                                  | 0.27                     | 0.20                   | 3.1                                 |   | 0.15   |
| A-BCD       | 0.16                | 10.99                 | 0.015                        |                                  | 0.02                     | 0.02                   | 0.2                                 |   | 0.09   |
| D-ABC       | 0.25                | 9.44                  | 0.027                        |                                  | 0.03                     | 0.03                   | 0.4                                 |   | 0.11   |
| C-ABD       | 0.22                | 10.94                 | 0.021                        |                                  | 0.03                     | 0.02                   | 0.3                                 |   | 0.09   |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 12.30-12.45 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-ACD       | 1.14                | 8.41                  | 0.136                        |                                  | 0.20                     | 0.16                   | 2.4                                 |   | 0.14   |
| A-BCD       | 0.14                | 11.15                 | 0.012                        |                                  | 0.02                     | 0.01                   | 0.2                                 |   | 0.09   |
| D-ABC       | 0.21                | 9.62                  | 0.022                        |                                  | 0.03                     | 0.02                   | 0.3                                 |   | 0.11   |
| C-ABD       | 0.19                | 11.10                 | 0.017                        |                                  | 0.02                     | 0.02                   | 0.3                                 |   | 0.09   |

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

| TIME<br>SEGMENT | NO. OF<br>VEHICLES<br>IN QUEUE |
|-----------------|--------------------------------|
| ENDING 11.30    | 0.2                            |
| 11.45           | 0.2                            |
| 12.00           | 0.3                            |
| 12.15           | 0.3                            |
| 12.30           | 0.2                            |
| 12.45           | 0.2                            |

QUEUE FOR STREAM A-BCD

| TIME<br>SEGMENT | NO. OF<br>VEHICLES<br>IN QUEUE |
|-----------------|--------------------------------|
| ENDING 11.30    | 0.0                            |
| 11.45           | 0.0                            |
| 12.00           | 0.0                            |
| 12.15           | 0.0                            |
| 12.30           | 0.0                            |
| 12.45           | 0.0                            |

QUEUE FOR STREAM D-ABC

| TIME<br>SEGMENT | NO. OF<br>VEHICLES<br>IN QUEUE |
|-----------------|--------------------------------|
| ENDING 11.30    | 0.0                            |
| 11.45           | 0.0                            |
| 12.00           | 0.0                            |
| 12.15           | 0.0                            |
| 12.30           | 0.0                            |
| 12.45           | 0.0                            |

-----

QUEUE FOR STREAM C-ABD

-----

| TIME SEGMENT ENDING | NO. OF VEHICLES IN QUEUE |
|---------------------|--------------------------|
| 11.30               | 0.0                      |
| 11.45               | 0.0                      |
| 12.00               | 0.0                      |
| 12.15               | 0.0                      |
| 12.30               | 0.0                      |
| 12.45               | 0.0                      |

-----

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

-----

| I | STREAM | I     | TOTAL DEMAND | I | * QUEUEING * | I         | * INCLUSIVE QUEUEING * | I         |      |   |      |   |      |   |
|---|--------|-------|--------------|---|--------------|-----------|------------------------|-----------|------|---|------|---|------|---|
| I | I      | I     | I            | I | * DELAY *    | I         | * DELAY *              | I         |      |   |      |   |      |   |
| I | I      | I     | I            | I | I            | I         | I                      | I         |      |   |      |   |      |   |
| I | I      | (VEH) | (VEH/H)      | I | (MIN)        | (MIN/VEH) | (MIN)                  | (MIN/VEH) |      |   |      |   |      |   |
| I | B-ACD  | I     | 125.3        | I | 83.5         | I         | 18.5                   | I         | 0.15 | I | 18.5 | I | 0.15 | I |
| I | A-BCD  | I     | 15.1         | I | 10.1         | I         | 1.4                    | I         | 0.09 | I | 1.4  | I | 0.09 | I |
| I | D-ABC  | I     | 23.4         | I | 15.6         | I         | 2.5                    | I         | 0.11 | I | 2.5  | I | 0.11 | I |
| I | C-ABD  | I     | 20.6         | I | 13.8         | I         | 1.9                    | I         | 0.09 | I | 1.9  | I | 0.09 | I |
| I | ALL    | I     | 860.3        | I | 573.5        | I         | 24.4                   | I         | 0.03 | I | 24.5 | I | 0.03 | I |

-----

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM  
RELEASE 5.0 (JUNE 2010)

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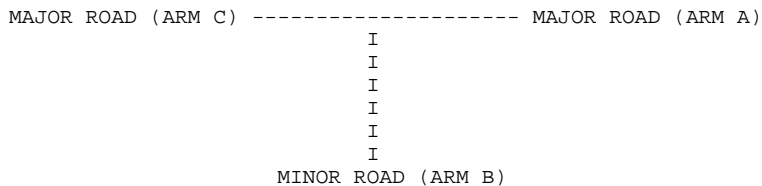
Run with file:-  
"H:\Current Jobs\ALDI\CURRENT ACTIVE\NORTH DARLINGTON REGION\aldihebburn.1\Calculations\Picady\  
Hebburn Central - Glen St\Weekday PM Peak new access.vpi"  
(drive-on-the-left) at 09:31:36 on Wednesday, 19 August 2015

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Hebburn Central - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Glen Street (e)  
ARM B IS Hebburn Central  
ARM C IS Glen Street (w)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.

-----  
 GEOMETRIC DATA  
 -----

| I | DATA ITEM                          | I | MINOR ROAD B    | I |
|---|------------------------------------|---|-----------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | ( W ) 7.75 M.   | I |
| I | CENTRAL RESERVE WIDTH              | I | (WCR ) 0.00 M.  | I |
| I |                                    | I |                 | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH      | I | (WC-B) 2.20 M.  | I |
| I | - VISIBILITY                       | I | (VC-B)100.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES)          | I | YES ( 1)        | I |
| I |                                    | I |                 | I |
| I | MINOR ROAD - VISIBILITY TO LEFT    | I | (VB-C) 55.0 M.  | I |
| I | - VISIBILITY TO RIGHT              | I | (VB-A) 15.0 M.  | I |
| I | - LANE 1 WIDTH                     | I | (WB-C) 3.75 M.  | I |
| I | - LANE 2 WIDTH                     | I | (WB-A) 0.00 M.  | I |

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C    | STREAM A-C         | STREAM A-B         | I |
| I | 680.94        | 0.24               | 0.10               | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A    | STREAM A-C         | STREAM A-B         | STREAM C-A         | STREAM C-B         | I |
| I | 540.42        | 0.23               | 0.09               | 0.14               | 0.33               | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B    | STREAM A-C         | STREAM A-B         | I |
| I | 631.87        | 0.23               | 0.23               | I |

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A   | I | 100           | I |
| I | B   | I | 100           | I |
| I | C   | I | 100           | I |

Demand set: Base+Aldi 2020

TIME PERIOD BEGINS 16.15 AND ENDS 17.45

LENGTH OF TIME PERIOD - 90 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM   | I | NUMBER OF MINUTES FROM START WHEN      | I | RATE OF FLOW (VEH/MIN)  | I |
|---|-------|---|--|---|-------------------------|---|
| I |       | I | FLOW STARTS I TOP OF PEAK I FLOW STOPS | I | BEFORE I AT TOP I AFTER | I |
| I |       | I | TO RISE I IS REACHED I FALLING         | I | PEAK I OF PEAK I PEAK   | I |
| I |       | I | I I I                                  | I | I I I                   | I |
| I | ARM A | I | 15.00 I 45.00 I 75.00                  | I | 2.66 I 3.99 I 2.66      | I |
| I | ARM B | I | 15.00 I 45.00 I 75.00                  | I | 2.56 I 3.84 I 2.56      | I |
| I | ARM C | I | 15.00 I 45.00 I 75.00                  | I | 4.20 I 6.30 I 4.20      | I |



| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.15-17.30 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-AC        | 3.07                | 8.16                  | 0.376                        |                                  | 0.90                     | 0.62                   | 9.7                                 |   | 0.20   |
| C-AB        | 0.70                | 9.81                  | 0.072                        |                                  | 0.10                     | 0.08                   | 1.2                                 |   | 0.11   |
| A-B         | 1.84                |                       |                              |                                  |                          |                        |                                     |   |  |
| A-C         | 1.35                |                       |                              |                                  |                          |                        |                                     |   |  |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 17.30-17.45 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-AC        | 2.57                | 8.36                  | 0.308                        |                                  | 0.62                     | 0.45                   | 7.0                                 |   | 0.17   |
| C-AB        | 0.59                | 9.93                  | 0.059                        |                                  | 0.08                     | 0.07                   | 1.0                                 |   | 0.11   |
| A-B         | 1.54                |                       |                              |                                  |                          |                        |                                     |   |  |
| A-C         | 1.13                |                       |                              |                                  |                          |                        |                                     |   |  |

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 16.30                     | 0.4                            |
| 16.45                     | 0.6 *                          |
| 17.00                     | 0.9 *                          |
| 17.15                     | 0.9 *                          |
| 17.30                     | 0.6 *                          |
| 17.45                     | 0.5                            |

QUEUE FOR STREAM C-AB

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 16.30                     | 0.1                            |
| 16.45                     | 0.1                            |
| 17.00                     | 0.1                            |
| 17.15                     | 0.1                            |
| 17.30                     | 0.1                            |
| 17.45                     | 0.1                            |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND<br>(VEH) | DEMAND<br>(VEH/H) | * QUEUEING *<br>* DELAY * | (MIN) | (MIN/VEH) | * INCLUSIVE QUEUEING *<br>* DELAY * | (MIN) | (MIN/VEH) |
|--------|-----------------------|-------------------|---------------------------|-------|-----------|-------------------------------------|-------|-----------|
| B-AC   | 282.2                 | 188.1             | 57.5                      | 0.20  | 57.6      | 0.20                                |       |           |
| C-AB   | 64.7                  | 43.1              | 7.4                       | 0.11  | 7.4       | 0.11                                |       |           |
| A-B    | 169.3                 | 112.9             |                           |       |           |                                     |       |           |
| A-C    | 123.9                 | 82.6              |                           |       |           |                                     |       |           |
| ALL    | 1037.8                | 691.9             | 64.9                      | 0.06  | 65.0      | 0.06                                |       |           |

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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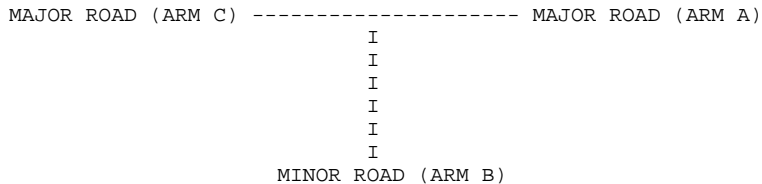
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Hebburn Central - Glen St\Saturday Peak new access.vpi"  
(drive-on-the-left) at 09:33:15 on Wednesday, 19 August 2015

RUN INFORMATION  
\*\*\*\*\*

RUN TITLE : Glen Street/Hebburn Central - Weekday PM Peak  
LOCATION : Hebburn  
DATE : 03/08/15  
CLIENT : Aldi Stores Ltd.  
ENUMERATOR : PT  
JOB NUMBER : N/aldihebburn.1  
STATUS :  
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY  
\*\*\*\*\*

INPUT DATA  
-----



ARM A IS Glen Street (e)  
ARM B IS Hebburn Central  
ARM C IS Glen Street (w)

STREAM LABELLING CONVENTION  
-----

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B  
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C  
ETC.



-----  
 GEOMETRIC DATA  
 -----

| I | DATA ITEM                          | I | MINOR ROAD B    | I |
|---|------------------------------------|---|-----------------|---|
| I | TOTAL MAJOR ROAD CARRIAGEWAY WIDTH | I | ( W ) 7.75 M.   | I |
| I | CENTRAL RESERVE WIDTH              | I | (WCR ) 0.00 M.  | I |
| I | MAJOR ROAD RIGHT TURN - WIDTH      | I | (WC-B) 2.20 M.  | I |
| I | - VISIBILITY                       | I | (VC-B)100.00 M. | I |
| I | - BLOCKS TRAFFIC (SPACES)          | I | YES ( 1)        | I |
| I | MINOR ROAD - VISIBILITY TO LEFT    | I | (VB-C) 55.0 M.  | I |
| I | - VISIBILITY TO RIGHT              | I | (VB-A) 15.0 M.  | I |
| I | - LANE 1 WIDTH                     | I | (WB-C) 3.75 M.  | I |
| I | - LANE 2 WIDTH                     | I | (WB-A) 0.00 M.  | I |

-----  
 .SLOPES AND INTERCEPT  
 -----

(NB:Streams may be combined, in which case capacity will be adjusted)

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM B-C    | STREAM A-C         | STREAM A-B         | I |
| I | 680.94        | 0.24               | 0.10               | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|--------------------|--------------------|---|
| I | STREAM B-A    | STREAM A-C         | STREAM A-B         | STREAM C-A         | STREAM C-B         | I |
| I | 540.42        | 0.23               | 0.09               | 0.14               | 0.33               | I |

| I | Intercept For | Slope For Opposing | Slope For Opposing | I |
|---|---------------|--------------------|--------------------|---|
| I | STREAM C-B    | STREAM A-C         | STREAM A-B         | I |
| I | 631.87        | 0.23               | 0.23               | I |

(NB These values do not allow for any site specific corrections)

-----  
 TRAFFIC DEMAND DATA  
 -----

| I | ARM | I | FLOW SCALE(%) | I |
|---|-----|---|---------------|---|
| I | A   | I | 100           | I |
| I | B   | I | 100           | I |
| I | C   | I | 100           | I |

Demand set: Base+Aldi 2020

TIME PERIOD BEGINS 11.15 AND ENDS 12.45

LENGTH OF TIME PERIOD - 90 MIN.  
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

| I | ARM   | I | NUMBER OF MINUTES FROM START WHEN      | I | RATE OF FLOW (VEH/MIN)    | I |
|---|-------|---|--|---|---------------------------|---|
| I | I     | I | FLOW STARTS I TOP OF PEAK I FLOW STOPS | I | I BEFORE I AT TOP I AFTER | I |
| I | I     | I | I TO RISE I IS REACHED I FALLING       | I | I PEAK I OF PEAK I PEAK   | I |
| I | I     | I | I I I I                                | I | I I I                     | I |
| I | ARM A | I | 15.00 I 45.00 I 75.00                  | I | 2.45 I 3.68 I 2.45        | I |
| I | ARM B | I | 15.00 I 45.00 I 75.00                  | I | 2.05 I 3.07 I 2.05        | I |
| I | ARM C | I | 15.00 I 45.00 I 75.00                  | I | 2.00 I 3.00 I 2.00        | I |



| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 12.15-12.30 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-AC        | 2.46                | 8.70                  | 0.282                        |                                  | 0.54                     | 0.40                   | 6.2                                 |   | 0.16   |
| C-AB        | 0.45                | 9.87                  | 0.046                        |                                  | 0.06                     | 0.05                   | 0.7                                 |   | 0.11   |
| A-B         | 1.60                |                       |                              |                                  |                          |                        |                                     |   |  |
| A-C         | 1.33                |                       |                              |                                  |                          |                        |                                     |   |  |

| TIME        | DEMAND<br>(VEH/MIN) | CAPACITY<br>(VEH/MIN) | DEMAND/<br>CAPACITY<br>(RFC) | PEDESTRIAN<br>FLOW<br>(PEDS/MIN) | START<br>QUEUE<br>(VEHS) | END<br>QUEUE<br>(VEHS) | DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | GEOMETRIC DELAY<br>(VEH.MIN/<br>TIME SEGMENT) | AVERAGE DELAY<br>PER ARRIVING<br>VEHICLE (MIN) |
|-------------|---------------------|-----------------------|------------------------------|----------------------------------|--------------------------|------------------------|-------------------------------------|---|--|
| 12.30-12.45 |                     |                       |                              |                                  |                          |                        |                                     |   |  |
| B-AC        | 2.06                | 8.83                  | 0.233                        |                                  | 0.40                     | 0.31                   | 4.7                                 |   | 0.15   |
| C-AB        | 0.38                | 9.97                  | 0.038                        |                                  | 0.05                     | 0.04                   | 0.6                                 |   | 0.10   |
| A-B         | 1.34                |                       |                              |                                  |                          |                        |                                     |   |  |
| A-C         | 1.12                |                       |                              |                                  |                          |                        |                                     |   |  |

\*WARNING\* NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 11.30                     | 0.3                            |
| 11.45                     | 0.4                            |
| 12.00                     | 0.5 *                          |
| 12.15                     | 0.5 *                          |
| 12.30                     | 0.4                            |
| 12.45                     | 0.3                            |

QUEUE FOR STREAM C-AB

| TIME<br>SEGMENT<br>ENDING | NO. OF<br>VEHICLES<br>IN QUEUE |
|---------------------------|--------------------------------|
| 11.30                     | 0.0                            |
| 11.45                     | 0.0                            |
| 12.00                     | 0.1                            |
| 12.15                     | 0.1                            |
| 12.30                     | 0.0                            |
| 12.45                     | 0.0                            |

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

| STREAM | TOTAL DEMAND<br>(VEH) | CAPACITY<br>(VEH/H) | DEMAND/<br>CAPACITY<br>(MIN) | QUEUEING<br>* DELAY *<br>(MIN/VEH) | INCLUSIVE QUEUEING<br>* DELAY *<br>(MIN) | AVERAGE DELAY<br>(MIN/VEH) |
|--------|-----------------------|---------------------|------------------------------|------------------------------------|--|----------------------------|
| B-AC   | 225.7                 | 150.5               | 36.8                         | 0.16                               | 36.8                                     | 0.16                       |
| C-AB   | 41.3                  | 27.5                | 4.4                          | 0.11                               | 4.4                                      | 0.11                       |
| A-B    | 147.3                 | 98.2                |                              |                                    |  |                            |
| A-C    | 122.5                 | 81.7                |                              |                                    |  |                            |
| ALL    | 715.7                 | 477.2               | 41.2                         | 0.06                               | 41.2                                     | 0.06                       |

\* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD  
 \* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES  
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD  
 \* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS  
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

\*\*\*\*\*END OF RUN\*\*\*\*\*

==== end of file =====

**User and Project Details**

|                   |   |
|-------------------|---|
| <b>Project:</b>   |   |
| <b>Title:</b>     |   |
| <b>Location:</b>  |   |
| <b>File name:</b> | v1 Hedgeley Rd-Glen St-Station Road.lsg3x |
| <b>Author:</b>    |   |
| <b>Company:</b>   |   |
| <b>Address:</b>   |   |
| <b>Notes:</b>     |   |

**Phase Input Data**

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Traffic    |              | 7          | 7        |
| C          | Traffic    |              | 7          | 7        |
| D          | Traffic    |              | 7          | 7        |
| E          | Pedestrian |              | 7          | 7        |
| F          | Pedestrian |              | 7          | 7        |
| G          | Pedestrian |              | 7          | 7        |
| H          | Pedestrian |              | 7          | 7        |

**Phase Intergreens Matrix**

|                   |   | Starting Phase |   |   |   |   |   |   |   |
|-------------------|---|----------------|---|---|---|---|---|---|---|
|                   |   | A              | B | C | D | E | F | G | H |
| Terminating Phase | A | -              | 6 | 6 | 8 | 8 | 8 | 8 | 8 |
|                   | B | -              | 6 | 6 | 8 | 8 | 8 | 8 | 8 |
|                   | C | 6              | 6 | - | 8 | 8 | 8 | 8 | 8 |
|                   | D | 6              | 6 | - | 8 | 8 | 8 | 8 | 8 |
|                   | E | 8              | 8 | 8 | 8 | - | - | - | - |
|                   | F | 8              | 8 | 8 | 8 | - | - | - | - |
|                   | G | 8              | 8 | 8 | 8 | - | - | - | - |
|                   | H | 8              | 8 | 8 | 8 | - | - | - | - |

**Phase Delays**

| Term. Stage                       | Start Stage | Phase | Type | Value | Cont value |
|-----------------------------------|-------------|-------|------|-------|------------|
| There are no Phase Delays defined |             |       |      |       |            |

### Prohibited Stage Change

|            |   | To Stage |   |   |
|------------|---|----------|---|---|
|            |   | 1        | 2 | 3 |
| From Stage | 1 | 1        | 2 | 3 |
|            | 2 | 6        | 8 | 8 |
|            | 3 | 8        | 8 | 8 |

### Phases in Stage

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A B             |
| 2         | C D             |
| 3         | E F G H         |

**Give-Way Lane Input Data**

| Junction: Hedgeley Road-Station Road-Glen Street |             |                                   |                                   |               |                  |                              |                          |                            |      |                        |                               |
|--|-------------|-----------------------------------|-----------------------------------|---------------|------------------|------------------------------|--------------------------|----------------------------|------|------------------------|-------------------------------|
| Lane   | Movement    | Max Flow when Giving Way (PCU/Hr) | Min Flow when Giving Way (PCU/Hr) | Opposing Lane | Opp. Lane Coeff. | Opp. Mvmnts.                 | Right Turn Storage (PCU) | Non-Blocking Storage (PCU) | RTF  | Right Turn Move up (s) | Max Turns in Intergreen (PCU) |
| 1/2<br>(Station Road (s))                        | 8/1 (Right) | 1439                              | 0                                 | 3/1           | 1.09             | All                          | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
| 2/2<br>(Glen Street)                             | 5/1 (Right) | 1439                              | 0                                 | 7/1           | 1.09             | To 5/1 (Left) To 6/1 (Ahead) | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
| 3/2<br>(Station Road (n))                        | 6/1 (Right) | 1439                              | 0                                 | 1/1           | 1.09             | All                          | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
| 7/1<br>(Hedgeley Road)                           | 4/1 (Right) | 1439                              | 0                                 | 2/1           | 1.09             | All                          | 3.00                     | -                          | 0.50 | 3                      | 2.00                          |
|  |             |                                   |                                   | 2/2           | 1.09             | To 8/1 (Ahead)               |                          |                            |      |                        |                               |

**Lane Input Data**

| Junction: Hedgeley Road-Station Road-Glen Street |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|--|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane   | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(Station Road (s))                        | U         | A      | 2           | 3         | 4.5                   | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 4 Ahead | Inf                |
| 1/2<br>(Station Road (s))                        | O         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 6 Left  | 6.00               |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Right | 14.00              |
| 2/1<br>(Glen Street)                             | U         | C      | 2           | 3         | 8.5                   | Geom          | -                                 | 2.20           | 0.00     | Y             | Arm 4 Left  | 6.00               |
| 2/2<br>(Glen Street)                             | O         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 2.80           | 0.00     | N             | Arm 5 Right | 16.00              |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 8 Ahead | Inf                |
| 3/1<br>(Station Road (n))                        | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 5 Ahead | Inf                |
| 3/2<br>(Station Road (n))                        | O         | B      | 2           | 3         | 4.3                   | Geom          | -                                 | 3.00           | 0.00     | N             | Arm 8 Left  | 6.00               |
| 4/1<br>(Station Road (n) EXIT)                   | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | Arm 6 Right | 12.00              |
| 5/1<br>(Station Road (s) EXIT)                   | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
| 6/1<br>(Glen Street EXIT)                        | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 4 Right | 16.00              |
| 7/1<br>(Hedgeley Road)                           | O         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 4.00           | 0.00     | Y             | Arm 5 Left  | 6.00               |
|  |           |        |             |           |                       |               |                                   |                |          |               | Arm 6 Ahead | Inf                |
| 8/1<br>(Hedgeley Road EXIT)                      | U         |        | 2           | 3         | 60.0                  | Inf           | -                                 | -              | -        | -             | -           | -                  |

**Lane Saturation Flows**

**Scenario 1: 'PM Existing 2015'** (FG1: 'PM Existing 2015', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                |          |               |  |                      |                            |                   |                          |
|--|----------------|----------|---------------|--|----------------------|----------------------------|-------------------|--------------------------|
| Lane   | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns                            | Turning Radius (m)   | Turning Prop.              | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00           | 0.00     | Y             | Arm 4 Ahead<br>Arm 6 Left                | Inf<br>6.00          | 69.6 %<br>30.4 %           | 1780              | 1780                     |
| 1/2<br>(Station Road (s))                        | 3.00           | 0.00     | Y             | Arm 8 Right                              | 14.00                | 100.0 %                    | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20           | 0.00     | Y             | Arm 4 Left                               | 6.00                 | 100.0 %                    | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80           | 0.00     | N             | Arm 5 Right<br>Arm 8 Ahead               | 16.00<br>Inf         | 31.1 %<br>68.9 %           | 1977              | 1977                     |
| 3/1<br>(Station Road (n))                        | 3.00           | 0.00     | Y             | Arm 5 Ahead<br>Arm 8 Left                | Inf<br>6.00          | 79.5 %<br>20.5 %           | 1822              | 1822                     |
| 3/2<br>(Station Road (n))                        | 3.00           | 0.00     | N             | Arm 6 Right                              | 12.00                | 100.0 %                    | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00           | 0.00     | Y             | Arm 4 Right<br>Arm 5 Left<br>Arm 6 Ahead | 16.00<br>6.00<br>Inf | 29.9 %<br>32.3 %<br>37.7 % | 1817              | 1817                     |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               |                |          |               | Infinite Saturation Flow                 |                      |                            | Inf               | Inf                      |



**Scenario 2: 'PM Base 2020'** (FG2: 'PM Base 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 68.4 %        | 1775              | 1775                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 31.6 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 30.9 %        | 1978              | 1978                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 69.1 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 79.4 %        | 1821              | 1821                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 20.6 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 29.4 %        | 1821              | 1821                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 31.6 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 39.0 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 3: 'PM Total 2020'** (FG3: 'PM Total 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 65.9 %        | 1764              | 1764                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 34.1 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 32.5 %        | 1975              | 1975                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 67.5 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 79.4 %        | 1821              | 1821                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 20.6 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 28.2 %        | 1828              | 1828                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 30.4 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 41.4 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 4: 'Sat Existing 2015'** (FG4: 'Sat Existing 2015', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 60.6 %        | 1743              | 1743                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 39.4 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 37.7 %        | 1965              | 1965                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 62.3 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 83.3 %        | 1838              | 1838                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 16.7 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 24.1 %        | 1812              | 1812                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 35.8 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 40.1 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 5: 'Sat Base 2020'** (FG5: 'Sat Base 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 59.2 %        | 1738              | 1738                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 40.8 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 37.8 %        | 1965              | 1965                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 62.2 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 83.2 %        | 1838              | 1838                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 16.8 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 23.8 %        | 1816              | 1816                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 34.9 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 41.3 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Scenario 6: 'Sat Total 2020'** (FG6: 'Sat Total 2020', Plan 1: 'Staging Plan No. 1')

| Junction: Hedgeley Road-Station Road-Glen Street |                          |          |               |               |                    |               |                   |                          |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane   | Lane Width (m)           | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 4 Ahead   | Inf                | 55.6 %        | 1724              | 1724                     |
|  |                          |          |               | Arm 6 Left    | 6.00               | 44.4 %        |                   |                          |
| 1/2<br>(Station Road (s))                        | 3.00                     | 0.00     | Y             | Arm 8 Right   | 14.00              | 100.0 %       | 1730              | 1730                     |
| 2/1<br>(Glen Street)                             | 2.20                     | 0.00     | Y             | Arm 4 Left    | 6.00               | 100.0 %       | 1468              | 1468                     |
| 2/2<br>(Glen Street)                             | 2.80                     | 0.00     | N             | Arm 5 Right   | 16.00              | 40.3 %        | 1961              | 1961                     |
|  |                          |          |               | Arm 8 Ahead   | Inf                | 59.7 %        |                   |                          |
| 3/1<br>(Station Road (n))                        | 3.00                     | 0.00     | Y             | Arm 5 Ahead   | Inf                | 83.3 %        | 1838              | 1838                     |
|  |                          |          |               | Arm 8 Left    | 6.00               | 16.7 %        |                   |                          |
| 3/2<br>(Station Road (n))                        | 3.00                     | 0.00     | N             | Arm 6 Right   | 12.00              | 100.0 %       | 1827              | 1827                     |
| 4/1<br>(Station Road (n) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 5/1<br>(Station Road (s) EXIT Lane 1)            | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 6/1<br>(Glen Street EXIT Lane 1)                 | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |
| 7/1<br>(Hedgeley Road)                           | 4.00                     | 0.00     | Y             | Arm 4 Right   | 16.00              | 22.0 %        | 1828              | 1828                     |
|  |                          |          |               | Arm 5 Left    | 6.00               | 32.8 %        |                   |                          |
|  |                          |          |               | Arm 6 Ahead   | Inf                | 45.2 %        |                   |                          |
| 8/1<br>(Hedgeley Road EXIT Lane 1)               | Infinite Saturation Flow |          |               |               |                    |               | Inf               | Inf                      |

**Traffic Flow Groups**

| Flow Group             | Start Time | End Time | Duration | Formula |
|------------------------|------------|----------|----------|---------|
| 1: 'PM Existing 2015'  | 16:30      | 17:30    | 01:00    |         |
| 2: 'PM Base 2020'      | 16:30      | 17:30    | 01:00    |         |
| 3: 'PM Total 2020'     | 16:30      | 17:30    | 01:00    |         |
| 4: 'Sat Existing 2015' | 11:30      | 12:30    | 01:00    |         |
| 5: 'Sat Base 2020'     | 11:30      | 12:30    | 01:00    |         |
| 6: 'Sat Total 2020'    | 11:30      | 12:30    | 01:00    |         |

**Traffic Flows, Desired**

**FG1: 'PM Existing 2015'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 70  | 160 | 67  | 297  |
|        | B    | 69          | 0   | 228 | 153 | 450  |
|        | C    | 248         | 86  | 0   | 64  | 398  |
|        | D    | 54          | 63  | 50  | 0   | 167  |
|        | Tot. | 371         | 219 | 438 | 284 | 1312 |

**FG2: 'PM Base 2020'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 77  | 167 | 70  | 314  |
|        | B    | 73          | 0   | 242 | 163 | 478  |
|        | C    | 259         | 94  | 0   | 67  | 420  |
|        | D    | 56          | 69  | 52  | 0   | 177  |
|        | Tot. | 388         | 240 | 461 | 300 | 1389 |

**FG3: 'PM Total 2020'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 85  | 164 | 69  | 318  |
|        | B    | 82          | 0   | 254 | 170 | 506  |
|        | C    | 254         | 105 | 0   | 66  | 425  |
|        | D    | 55          | 75  | 51  | 0   | 181  |
|        | Tot. | 391         | 265 | 469 | 305 | 1430 |

**FG4: 'Sat Existing 2015'**

**Desired Flow :**

|        |      | Destination |     |     |     |      |
|--------|------|-------------|-----|-----|-----|------|
|        |      | A           | B   | C   | D   | Tot. |
| Origin | A    | 0           | 71  | 109 | 41  | 221  |
|        | B    | 57          | 0   | 111 | 94  | 262  |
|        | C    | 219         | 80  | 0   | 44  | 343  |
|        | D    | 58          | 65  | 39  | 0   | 162  |
|        | Tot. | 334         | 216 | 259 | 179 | 988  |

**FG5: 'Sat Base 2020'**

**Desired Flow :**

|        | Destination |     |     |     |     |      |
|--------|-------------|-----|-----|-----|-----|------|
|        |             | A   | B   | C   | D   | Tot. |
| Origin | A           | 0   | 78  | 113 | 43  | 234  |
|        | B           | 62  | 0   | 120 | 102 | 284  |
|        | C           | 228 | 87  | 0   | 46  | 361  |
|        | D           | 60  | 71  | 41  | 0   | 172  |
|        | Tot.        | 350 | 236 | 274 | 191 | 1051 |

**FG6: 'Sat Total 2020'**

**Desired Flow :**

|        | Destination |     |     |     |     |      |
|--------|-------------|-----|-----|-----|-----|------|
|        |             | A   | B   | C   | D   | Tot. |
| Origin | A           | 0   | 88  | 110 | 41  | 239  |
|        | B           | 75  | 0   | 133 | 111 | 319  |
|        | C           | 220 | 103 | 0   | 44  | 367  |
|        | D           | 58  | 80  | 39  | 0   | 177  |
|        | Tot.        | 353 | 271 | 282 | 196 | 1102 |

**Stage Timings**

**Scenario 1: 'PM Existing 2015'** (FG1: 'PM Existing 2015', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 32 | 28 | 7  |
| Change Point | 0  | 40 | 74 |

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network</b>                                | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.6%</b> |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>54.6%</b> |
| 1/2+1/1                                       | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 32              | -               | 297               | 1730:1780         | 723            | 41.1%        |
| 2/2+2/1                                       | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 28              | -               | 450               | 1977:1468         | 842            | 53.5%        |
| 3/1+3/2                                       | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 32              | -               | 398               | 1822:1827         | 729            | 54.6%        |
| 4/1   | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 438               | Inf               | Inf            | 0.0%         |
| 5/1   | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 371               | Inf               | Inf            | 0.0%         |
| 6/1   | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 219               | Inf               | Inf            | 0.0%         |
| 7/1   | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 28              | -               | 167               | 1817              | 337            | 49.5%        |
| 8/1   | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 284               | Inf               | Inf            | 0.0%         |



LinSig V1 style report

| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu)        | Turners When Unopposed (pcu) | Turners In Intergreen (pcu)              | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|------------------------------|------------------------------|--|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>                                | -              | -             | 266                          | 0                            | 6  | 7.9                   | 2.0                          | 0.4                                | 10.4                | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -              | -             | 266                          | 0                            | 6  | 7.9                   | 2.0                          | 0.4                                | 10.4                | -                         | -                                | -                          | -                    |
| 1/2+1/1                                       | 297            | 297           | 66                           | 0                            | 1  | 1.6                   | 0.3                          | 0.2                                | 2.1                 | 26.0                      | 4.1                              | 0.3                        | 4.4                  |
| 2/2+2/1                                       | 450            | 450           | 67                           | 0                            | 2  | 2.9                   | 0.6                          | 0.0                                | 3.5                 | 28.0                      | 4.5                              | 0.6                        | 5.1                  |
| 3/1+3/2                                       | 398            | 398           | 85                           | 0                            | 1  | 2.3                   | 0.6                          | 0.1                                | 3.0                 | 27.4                      | 6.3                              | 0.6                        | 6.9                  |
| 4/1   | 438            | 438           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 371            | 371           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 219            | 219           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 167            | 167           | 48                           | 0                            | 2  | 1.1                   | 0.5                          | 0.1                                | 1.7                 | 36.1                      | 3.6                              | 0.5                        | 4.1                  |
| 8/1   | 284            | 284           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1  |                |               | PRC for Signalled Lanes (%): | 64.8                         | Total Delay for Signalled Lanes (pcuHr): |                       |                              | 10.35                              | Cycle Time (s): 89  |                           |                                  |                            |                      |
|   |                |               | PRC Over All Lanes (%):      | 64.8                         | Total Delay Over All Lanes (pcuHr):      |                       |                              | 10.35                              |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 2: 'PM Base 2020'** (FG2: 'PM Base 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 32 | 28 | 7  |
| Change Point | 0  | 40 | 74 |

**Network Results**

| Item                                   | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|--|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| Network                                | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 57.5%       |
| Hedgeley Road-Station Road-Glen Street | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 57.5%       |
| 1/2+1/1                                | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 32              | -               | 314               | 1730:1775         | 721            | 43.5%       |
| 2/2+2/1                                | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 28              | -               | 478               | 1978:1468         | 842            | 56.8%       |
| 3/1+3/2                                | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 32              | -               | 420               | 1821:1827         | 731            | 57.5%       |
| 4/1                                    | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 461               | Inf               | Inf            | 0.0%        |
| 5/1                                    | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 388               | Inf               | Inf            | 0.0%        |
| 6/1                                    | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 240               | Inf               | Inf            | 0.0%        |
| 7/1                                    | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 28              | -               | 177               | 1821              | 326            | 54.3%       |
| 8/1                                    | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 300               | Inf               | Inf            | 0.0%        |

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| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | 283                   | 0                            | 6                           | 8.5                   | 2.3                          | 0.5                                | 11.3                | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | 283                   | 0                            | 6                           | 8.5                   | 2.3                          | 0.5                                | 11.3                | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 314            | 314           | 69                    | 0                            | 1                           | 1.7                   | 0.4                          | 0.2                                | 2.3                 | 26.5                      | 4.3                              | 0.4                        | 4.7                  |
| 2/2+2/1   | 478            | 478           | 71                    | 0                            | 2                           | 3.1                   | 0.7                          | 0.0                                | 3.8                 | 28.6                      | 4.8                              | 0.7                        | 5.4                  |
| 3/1+3/2   | 420            | 420           | 93                    | 0                            | 1                           | 2.5                   | 0.7                          | 0.1                                | 3.3                 | 28.1                      | 6.8                              | 0.7                        | 7.5                  |
| 4/1   | 461            | 461           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 388            | 388           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 240            | 240           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 177            | 177           | 50                    | 0                            | 2                           | 1.2                   | 0.6                          | 0.1                                | 1.9                 | 38.4                      | 3.8                              | 0.6                        | 4.4                  |
| 8/1   | 300            | 300           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 56.6      Total Delay for Signalled Lanes (pcuHr): 11.27      Cycle Time (s): 89<br>PRC Over All Lanes (%): 56.6      Total Delay Over All Lanes(pcuHr): 11.27 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 3: 'PM Total 2020'** (FG3: 'PM Total 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 31 | 29 | 7  |
| Change Point | 0  | 39 | 74 |

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network</b>                                | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>59.2%</b> |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>59.2%</b> |
| 1/2+1/1                                       | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 31              | -               | 318               | 1730:1764         | 697            | 45.6%        |
| 2/2+2/1                                       | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 29              | -               | 506               | 1975:1468         | 867            | 58.4%        |
| 3/1+3/2                                       | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 31              | -               | 425               | 1821:1827         | 717            | 59.2%        |
| 4/1   | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 469               | Inf               | Inf            | 0.0%         |
| 5/1   | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 391               | Inf               | Inf            | 0.0%         |
| 6/1   | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 265               | Inf               | Inf            | 0.0%         |
| 7/1   | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 29              | -               | 181               | 1828              | 328            | 55.1%        |
| 8/1   | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 305               | Inf               | Inf            | 0.0%         |

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| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu)        | Turners When Unopposed (pcu) | Turners In Intergreen (pcu)              | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|------------------------------|------------------------------|--|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>                                | -              | -             | <b>301</b>                   | <b>0</b>                     | <b>6</b>                                 | <b>8.8</b>            | <b>2.4</b>                   | <b>0.5</b>                         | <b>11.8</b>         | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -              | -             | <b>301</b>                   | <b>0</b>                     | <b>6</b>                                 | <b>8.8</b>            | <b>2.4</b>                   | <b>0.5</b>                         | <b>11.8</b>         | -                         | -                                | -                          | -                    |
| 1/2+1/1                                       | 318            | 318           | 68                           | 0                            | 1  | 1.8                   | 0.4                          | 0.2                                | 2.4                 | 27.6                      | 4.6                              | 0.4                        | 5.0                  |
| 2/2+2/1                                       | 506            | 506           | 79                           | 0                            | 3  | 3.2                   | 0.7                          | 0.0                                | 3.9                 | 28.1                      | 5.0                              | 0.7                        | 5.7                  |
| 3/1+3/2                                       | 425            | 425           | 104                          | 0                            | 1  | 2.6                   | 0.7                          | 0.2                                | 3.5                 | 29.4                      | 6.9                              | 0.7                        | 7.6                  |
| 4/1   | 469            | 469           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 391            | 391           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 265            | 265           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 181            | 181           | 49                           | 0                            | 2  | 1.2                   | 0.6                          | 0.1                                | 1.9                 | 38.1                      | 3.9                              | 0.6                        | 4.5                  |
| 8/1   | 305            | 305           | -                            | -                            | -  | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1  |                |               | PRC for Signalled Lanes (%): | 51.9                         | Total Delay for Signalled Lanes (pcuHr): | 11.77                 | Cycle Time (s):              | 89                                 |                     |                           |                                  |                            |                      |
|   |                |               | PRC Over All Lanes (%):      | 51.9                         | Total Delay Over All Lanes(pcuHr):       | 11.77                 |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 4: 'Sat Existing 2015'** (FG4: 'Sat Existing 2015', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 35 | 25 | 7  |
| Change Point | 0  | 43 | 74 |



**Network Results**

| Item                                   | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|--|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| Network                                | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 43.8%       |
| Hedgeley Road-Station Road-Glen Street | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 43.8%       |
| 1/2+1/1                                | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 35              | -               | 221               | 1730:1743         | 762            | 29.0%       |
| 2/2+2/1                                | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 25              | -               | 262               | 1965:1468         | 727            | 36.1%       |
| 3/1+3/2                                | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 35              | -               | 343               | 1838:1827         | 799            | 42.9%       |
| 4/1                                    | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 259               | Inf               | Inf            | 0.0%        |
| 5/1                                    | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 334               | Inf               | Inf            | 0.0%        |
| 6/1                                    | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 216               | Inf               | Inf            | 0.0%        |
| 7/1                                    | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 25              | -               | 162               | 1812              | 370            | 43.8%       |
| 8/1                                    | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 179               | Inf               | Inf            | 0.0%        |

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| Item   | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|--|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>   | -              | -             | 212                   | 0                            | 5                           | 5.7                   | 1.2                          | 0.2                                | 7.1                 | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>  | -              | -             | 212                   | 0                            | 5                           | 5.7                   | 1.2                          | 0.2                                | 7.1                 | -                         | -                                | -                          | -                    |
| 1/2+1/1  | 221            | 221           | 41                    | 0                            | 0                           | 1.1                   | 0.2                          | 0.1                                | 1.3                 | 21.7                      | 3.0                              | 0.2                        | 3.2                  |
| 2/2+2/1  | 262            | 262           | 55                    | 0                            | 2                           | 1.8                   | 0.3                          | 0.0                                | 2.0                 | 28.1                      | 2.9                              | 0.3                        | 3.1                  |
| 3/1+3/2  | 343            | 343           | 79                    | 0                            | 1                           | 1.7                   | 0.4                          | 0.1                                | 2.2                 | 22.8                      | 4.6                              | 0.4                        | 5.0                  |
| 4/1  | 259            | 259           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1  | 334            | 334           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1  | 216            | 216           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1  | 162            | 162           | 38                    | 0                            | 1                           | 1.1                   | 0.4                          | 0.1                                | 1.6                 | 34.8                      | 3.3                              | 0.4                        | 3.7                  |
| 8/1  | 179            | 179           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| <p style="text-align: center;">C1      PRC for Signalled Lanes (%): 105.6      Total Delay for Signalled Lanes (pcuHr): 7.11      Cycle Time (s): 89<br/>                     PRC Over All Lanes (%): 105.6      Total Delay Over All Lanes(pcuHr): 7.11</p> |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 5: 'Sat Base 2020'** (FG5: 'Sat Base 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 34 | 26 | 7  |
| Change Point | 0  | 42 | 74 |

**Network Results**

| Item  | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)  |
|---|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|
| <b>Network</b>                                | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>46.2%</b> |
| <b>Hedgeley Road-Station Road-Glen Street</b> | -                                 | -         | <b>N/A</b>        | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | <b>46.2%</b> |
| 1/2+1/1                                       | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 34              | -               | 234               | 1730:1738         | 741            | 31.6%        |
| 2/2+2/1                                       | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 26              | -               | 284               | 1965:1468         | 750            | 37.9%        |
| 3/1+3/2                                       | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 34              | -               | 361               | 1838:1827         | 781            | 46.2%        |
| 4/1   | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 274               | Inf               | Inf            | 0.0%         |
| 5/1   | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 350               | Inf               | Inf            | 0.0%         |
| 6/1   | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 236               | Inf               | Inf            | 0.0%         |
| 7/1   | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 26              | -               | 172               | 1816              | 383            | 44.9%        |
| 8/1   | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 191               | Inf               | Inf            | 0.0%         |

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| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | <b>228</b>            | <b>0</b>                     | <b>5</b>                    | <b>6.1</b>            | <b>1.4</b>                   | <b>0.2</b>                         | <b>7.7</b>          | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | <b>228</b>            | <b>0</b>                     | <b>5</b>                    | <b>6.1</b>            | <b>1.4</b>                   | <b>0.2</b>                         | <b>7.7</b>          | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 234            | 234           | 43                    | 0                            | 0                           | 1.2                   | 0.2                          | 0.1                                | 1.5                 | 22.8                      | 3.2                              | 0.2                        | 3.4                  |
| 2/2+2/1   | 284            | 284           | 60                    | 0                            | 2                           | 1.9                   | 0.3                          | 0.0                                | 2.2                 | 27.5                      | 3.1                              | 0.3                        | 3.4                  |
| 3/1+3/2   | 361            | 361           | 86                    | 0                            | 1                           | 1.9                   | 0.4                          | 0.1                                | 2.4                 | 24.1                      | 5.0                              | 0.4                        | 5.4                  |
| 4/1   | 274            | 274           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 350            | 350           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 236            | 236           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 172            | 172           | 40                    | 0                            | 1                           | 1.2                   | 0.4                          | 0.1                                | 1.6                 | 34.2                      | 3.5                              | 0.4                        | 3.9                  |
| 8/1   | 191            | 191           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 94.7      Total Delay for Signalled Lanes (pcuHr): 7.70      Cycle Time (s): 89<br>PRC Over All Lanes (%): 94.7      Total Delay Over All Lanes(pcuHr): 7.70 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

**Stage Timings**

**Scenario 6: 'Sat Total 2020'** (FG6: 'Sat Total 2020', Plan 1: 'Staging Plan No. 1')

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 34 | 26 | 7  |
| Change Point | 0  | 42 | 74 |

**Network Results**

| Item                                   | Lane Description                  | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|--|-----------------------------------|-----------|-------------------|----------------------------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|
| Network                                | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 47.6%       |
| Hedgeley Road-Station Road-Glen Street | -                                 | -         | N/A               | -                          | -          |             | -          | -               | -               | -                 | -                 | -              | 47.6%       |
| 1/2+1/1                                | Station Road (s) Ahead Left Right | O+U       | N/A               | N/A                        | A          |             | 1          | 34              | -               | 239               | 1730:1724         | 734            | 32.6%       |
| 2/2+2/1                                | Glen Street Left Right Ahead      | O+U       | N/A               | N/A                        | C          |             | 1          | 26              | -               | 319               | 1961:1468         | 715            | 44.6%       |
| 3/1+3/2                                | Station Road (n) Ahead Right Left | U+O       | N/A               | N/A                        | B          |             | 1          | 34              | -               | 367               | 1838:1827         | 794            | 46.2%       |
| 4/1                                    | Station Road (n) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 282               | Inf               | Inf            | 0.0%        |
| 5/1                                    | Station Road (s) EXIT             | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 353               | Inf               | Inf            | 0.0%        |
| 6/1                                    | Glen Street EXIT                  | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 271               | Inf               | Inf            | 0.0%        |
| 7/1                                    | Hedgeley Road Right Left Ahead    | O         | N/A               | N/A                        | D          |             | 1          | 26              | -               | 177               | 1828              | 372            | 47.6%       |
| 8/1                                    | Hedgeley Road EXIT                | U         | N/A               | N/A                        | -          |             | -          | -               | -               | 196               | Inf               | Inf            | 0.0%        |

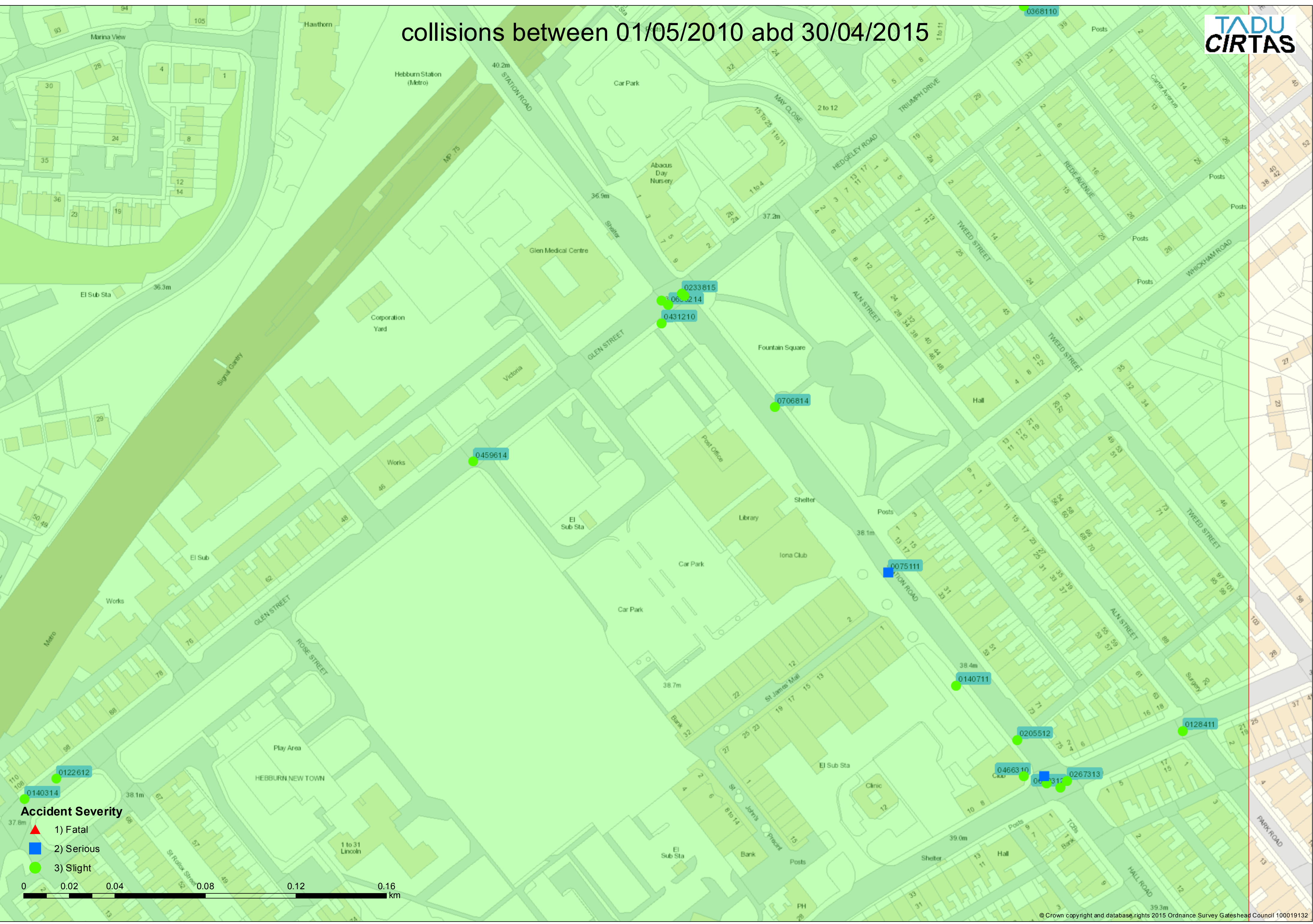
LinSig V1 style report

| Item  | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| <b>Network</b>  | -              | -             | <b>253</b>            | <b>0</b>                     | <b>5</b>                    | <b>6.4</b>            | <b>1.5</b>                   | <b>0.3</b>                         | <b>8.2</b>          | -                         | -                                | -                          | -                    |
| <b>Hedgeley Road-Station Road-Glen Street</b>   | -              | -             | <b>253</b>            | <b>0</b>                     | <b>5</b>                    | <b>6.4</b>            | <b>1.5</b>                   | <b>0.3</b>                         | <b>8.2</b>          | -                         | -                                | -                          | -                    |
| 1/2+1/1   | 239            | 239           | 41                    | 0                            | 0                           | 1.2                   | 0.2                          | 0.1                                | 1.5                 | 22.8                      | 3.4                              | 0.2                        | 3.6                  |
| 2/2+2/1   | 319            | 319           | 72                    | 0                            | 3                           | 2.1                   | 0.4                          | 0.0                                | 2.5                 | 28.5                      | 3.5                              | 0.4                        | 3.9                  |
| 3/1+3/2   | 367            | 367           | 102                   | 0                            | 1                           | 1.9                   | 0.4                          | 0.1                                | 2.5                 | 24.2                      | 4.8                              | 0.4                        | 5.2                  |
| 4/1   | 282            | 282           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 5/1   | 353            | 353           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 6/1   | 271            | 271           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| 7/1   | 177            | 177           | 38                    | 0                            | 1                           | 1.2                   | 0.5                          | 0.1                                | 1.7                 | 35.3                      | 3.7                              | 0.5                        | 4.1                  |
| 8/1   | 196            | 196           | -                     | -                            | -                           | 0.0                   | 0.0                          | -                                  | 0.0                 | 0.0                       | 0.0                              | 0.0                        | 0.0                  |
| C1      PRC for Signalled Lanes (%): 89.0      Total Delay for Signalled Lanes (pcuHr): 8.24      Cycle Time (s): 89<br>PRC Over All Lanes (%): 89.0      Total Delay Over All Lanes(pcuHr): 8.24 |                |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |



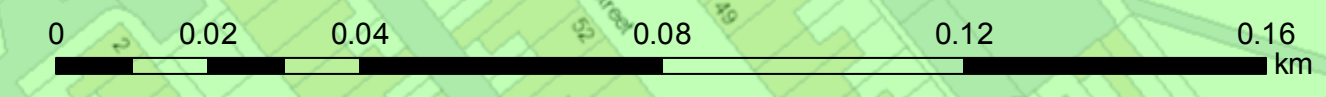
## **APPENDIX G: Personal Injury Accident Data**

# collisions between 01/05/2010 abd 30/04/2015



**Accident Severity**

- ▲ 1) Fatal
- 2) Serious
- 3) Slight



# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0368110

|                   |  |                    |   |
|-------------------|--|--------------------|---|
| <b>Location</b>   | South Tyneside<br>Estate 336<br>430990E, 564670N                           | <b>Date / Time</b> | Monday<br>21 June 2010<br>16:55   |
| <b>Conditions</b> | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None |                    | None<br>None within 50 metres<br>No physical crossing facility within 50 metres |

**Description of Location** HEDGELEY ROAD 200M EAST STATION RD HEBBURN

**Description of Accident** V1 AND V2 TRAV NORTH EAST ON HEDGELEY ROAD WHEN V2 STOPPED AND V1 A PEDAL CYCLE COLLIDED WITH THE REAR OF V2.

|  |                                    |  |
|--|------------------------------------|--|
| <b>Vehicle 1</b>                             | <b>Driver</b> Male, aged 49, Other | <b>Vehicle</b> Pedal Cycle               |
| Not requested                                |                                    | No tow or articulation                   |
| Vehicle moving from South West to North East |                                    | No skidding, jack-knifing or overturning |
| Going ahead other                            |                                    | Other                                    |

|                            |                    |               |                 |
|----------------------------|--------------------|---------------|-----------------|
| <b>Casualty 1 - Slight</b> | <b>Gender</b> Male | <b>Age</b> 49 | Driver or rider |
|----------------------------|--------------------|---------------|-----------------|

|  |                                      |  |  |
|--|--------------------------------------|--|--|
| <b>Vehicle 2</b>                             | <b>Driver</b> Female, aged 21, Other | <b>Vehicle</b> Car                       |  |
| Negative                                     |                                      | No tow or articulation                   |  |
| Vehicle moving from South West to North East |                                      | No skidding, jack-knifing or overturning |  |
| Slowing or stopping                          |                                      | Other                                    |  |
|  | <b>Gender</b>                        | <b>Age</b>                               |  |



# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0425010

|                   |  |                    |  |
|-------------------|--|--------------------|--|
| <b>Location</b>   | South Tyneside<br>B 1297<br>430830E, 564540N                               | <b>Date / Time</b> | Friday<br>16 July 2010<br>06:42  |
| <b>Conditions</b> | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None |                    | None<br>None within 50 metres<br>Pelican, puffin, toucan or similar non-junction pedestrian light crossing |

**Description of Location** STATION ROAD J/W HEDGELEY ROAD HEBBURN

**Description of Accident** V2 TRAV SW ON HEDGLEY RD WHEN V1 TRAV NW ON STATION RD, FAILED TO ST OP FOR RED LIGHT AND COLLIDED WITH V2

|  |               |  |                |  |
|--|---------------|--|----------------|--|
| <b>Vehicle 1</b>                             | <b>Driver</b> | Male, aged 26, Journey as part of work | <b>Vehicle</b> | Car                                      |
| Negative                                     |               |  |                | No tow or articulation                   |
| Vehicle moving from South East to North West |               |  |                | No skidding, jack-knifing or overturning |
| Going ahead other                            |               |  |                | Other                                    |

**Gender** **Age**

|  |               |  |                |  |
|--|---------------|--|----------------|--|
| <b>Vehicle 2</b>                             | <b>Driver</b> | Female, aged 65, Journey as part of work | <b>Vehicle</b> | Car                                      |
| Negative                                     |               |  |                | No tow or articulation                   |
| Vehicle moving from North East to South West |               |  |                | No skidding, jack-knifing or overturning |
| Going ahead other                            |               |  |                | Other                                    |

|                            |               |        |            |    |                 |
|----------------------------|---------------|--------|------------|----|-----------------|
| <b>Casualty 1 - Slight</b> | <b>Gender</b> | Female | <b>Age</b> | 65 | Driver or rider |
|----------------------------|---------------|--------|------------|----|-----------------|

# Slight Accident

## Involving 1 Vehicle, 1 Casualty

0431210

|  |  |                    |  |
|--|--|--------------------|--|
| <b>Location</b>                              | South Tyneside<br>B 1297<br>430830E, 564530N   | <b>Date / Time</b> | Tuesday<br>20 July 2010<br>13:15   |
| <b>Conditions</b>                            | Daylight - Street Lights Present<br>Raining without high winds<br>Wet/Damp<br>None   |                    | None<br>None within 50 metres<br>Pedestrian phase at traffic signal junction |
| <b>Description of Location</b>               | STATION ROAD J/W GLEN STREET HEBBURN   |                    |  |
| <b>Description of Accident</b>               | V1 A PSV TRAV NORTH WEST ON STATION ROAD APPROACHING THE J/W GLEN ST AHEAD WAS AN UNKNOWN VEH TURNING LEFT ONTO GLEN STREET. WHEN THE LIGHTS CHANGED THIS VEH TURNS LEFT BUT THEN BRAKED CAUSING V1 TO BRAKE CAUSING A PASS ON BUS TO FALL OVER. |                    |  |
| <b>Vehicle 1</b>                             | <b>Driver</b> Male, aged 24, Journey as part of work   | <b>Vehicle</b>     | Bus or coach (17 or more passenger seats)                                    |
| Driver not contacted at time of accident     |  |                    | No tow or articulation   |
| Vehicle moving from South East to North West |  |                    | No skidding, jack-knifing or overturning                                     |
| Waiting to go ahead but held up              |  |                    | Other  |
| <b>Casualty 1 - Slight</b>                   | <b>Gender</b> Female   | <b>Age</b> 40      | Vehicle or pillion passenger   |

# Slight Accident

## Involving 1 Vehicle, 1 Casualty

0466310

|  |   |                    |   |
|--|---|--------------------|---|
| <b>Location</b>                              | South Tyneside<br>B 1297<br>430990E, 564330N  | <b>Date / Time</b> | Tuesday<br>03 August 2010<br>17:25  |
| <b>Conditions</b>                            | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None  |                    | None<br>None within 50 metres<br>No physical crossing facility within 50 metres |
| <b>Description of Location</b>               | STATION ROAD J/W VICTORIA ROAD EAST HEBBURN   |                    |   |
| <b>Description of Accident</b>               | V1 TRAV SOUTH EAST ON STATION ROAD BRAKED A BIT TO HARD AS IT APPROACHED THE J/W VICTORIA ROAD EAST CAUSING A PASSENGER TO FALL FORWARD AND BANG MOUTH ON SEAT. |                    |   |
| <b>Vehicle 1</b>                             | <b>Driver</b> Male, aged 25, Journey as part of work  | <b>Vehicle</b>     | Bus or coach (17 or more passenger seats)                                       |
| Driver not contacted at time of accident     |   |                    | No tow or articulation  |
| Vehicle moving from North West to South East |   |                    | No skidding, jack-knifing or overturning  |
| Slowing or stopping                          |   |                    | Other   |
| <b>Casualty 1 - Slight</b>                   | <b>Gender</b> Female  | <b>Age</b> 4       | Vehicle or pillion passenger  |

# Serious Accident

## Involving 1 Vehicle, 1 Casualty

0075111

|  |  |                    |   |
|--|--|--------------------|---|
| <b>Location</b>                              | South Tyneside<br>B 1297<br>430930E, 564420N   | <b>Date / Time</b> | Thursday<br>20 January 2011<br>09:30            |
| <b>Conditions</b>                            | Daylight - Street Lights Present<br>Fine without high winds<br>Frost/Ice<br>None   |                    | None<br>None within 50 metres<br>Zebra Crossing |
| <b>Description of Location</b>               | STATION ROAD J/W ST JAMES MALL HEBBURN   |                    |   |
| <b>Description of Accident</b>               | V1 TRAV. S/E ON STATION RD, PED. STATIONARY AT PED. CROSSING, VEH TRAV. N/W ON STATION RD STOPS AT PED CROSSING, V1 SLOWED ON APPROACH TO CROSSING, PED. STEPPED ONTO CROSSING, V1 FAILED TO STOP IN TIME, COLLIDING WITH PED. |                    |   |
| <b>Vehicle 1</b>                             | <b>Driver</b> Male, aged 80, Other   | <b>Vehicle</b>     | Car   |
| Driver not contacted at time of accident     |  |                    | No tow or articulation                          |
| Vehicle moving from North West to South East |  |                    | No skidding, jack-knifing or overturning        |
| Slowing or stopping                          |  |                    | Other   |
| <b>Casualty 1 - Serious</b>                  | <b>Gender</b> Male   | <b>Age</b> 78      | Pedestrian                                      |

# Slight Accident

## Involving 1 Vehicle, 1 Casualty

0128411

|   |   |   |   |
|---|---|---|---|
| <b>Location</b>   | South Tyneside<br>A 185<br>431060E, 564350N   | <b>Date / Time</b>  | Tuesday<br>08 March 2011<br>15:10                                   |
| <b>Conditions</b>   | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None  |   | None<br>None within 50 metres<br>Central refuge - no other controls |
| <b>Description of Location</b>  | VICTORIA ROAD EAST J/W PARK ROAD HEBBURN  |   |   |
| <b>Description of Accident</b>  | V1 TRAV SOUTH WEST ON VICTORIA ROAD EAST WHEN THE PEDESTRIAN HAS CROSSED THE ROAD FROM V1 NEARSIDE INTO THE PATH OF V1. |   |   |
| <b>Vehicle 1</b>  | <b>Driver</b> Male, aged 25, Other  | <b>Vehicle</b>  | Car   |
| Negative<br>Vehicle moving from North East to South West<br>Going ahead other |   | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other |   |
| <b>Casualty 1 - Slight</b>  | <b>Gender</b> Male  | <b>Age</b> 12   | Pedestrian  |



# Slight Accident

## Involving 2 Vehicle, 2 Casualties

0140711

|  |  |                    |   |
|--|--|--------------------|---|
| <b>Location</b>                          | South Tyneside<br>B 1297<br>430960E, 564370N   | <b>Date / Time</b> | Monday<br>14 March 2011<br>11:30  |
| <b>Conditions</b>                        | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None   |                    | None<br>None within 50 metres<br>No physical crossing facility within 50 metres |
| <b>Description of Location</b>           | STATION ROAD O/S 53, PARKING BAYS HEBBURN  |                    |   |
| <b>Description of Accident</b>           | V2 PARKED FACING NORTH ON EAST SIDE OF THE ROAD. V1 TRAV SOUTH AND ATTEMPTED TO PULL INTO THE SPACE BEHIND V2. V1 NEARSIDE CLIPPED V2 REAR NEARSIDE. |                    |   |
| <b>Vehicle 1</b>                         | <b>Driver</b> Male, aged 42, Other   | <b>Vehicle</b>     | Car   |
| Driver not contacted at time of accident |  |                    | No tow or articulation  |
| Vehicle moving from North to South       |  |                    | No skidding, jack-knifing or overturning  |
| Going ahead other                        |  |                    | Other   |
|  | <b>Gender</b>  | <b>Age</b>         |   |
| <b>Vehicle 2</b>                         | <b>Driver</b> Female, aged 28, Other   | <b>Vehicle</b>     | Car   |
| Driver not contacted at time of accident |  |                    | No tow or articulation  |
| Vehicle was Parked                       |  |                    | No skidding, jack-knifing or overturning  |
| Parked                                   |  |                    | Other   |
| <b>Casualty 1 - Slight</b>               | <b>Gender</b> Female   | <b>Age</b> 28      | Driver or rider   |
| <b>Casualty 2 - Slight</b>               | <b>Gender</b> Female   | <b>Age</b> 21      | Vehicle or pillion passenger  |



# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0205512

|                   |  |                    |   |
|-------------------|--|--------------------|---|
| <b>Location</b>   | South Tyneside<br>B 1297<br>430987E, 564346N                               | <b>Date / Time</b> | Tuesday<br>20 March 2012<br>13:40   |
| <b>Conditions</b> | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None |                    | None<br>None within 50 metres<br>No physical crossing facility within 50 metres |

**Description of Location** STATION ROAD NEAR TO J/W VICTORIA ROAD EAST, HEBBURN

**Description of Accident** V1 TRAV NORTH WEST ON STATION ROAD WHEN THE VEHICLE IN FRONT (V2) BRAKED. V1 ALSO BRAKED CAUSING A PASSENGER INJURY TO HER FACE.

**Vehicle 1** **Driver** Male, aged 42, Journey as part of work **Vehicle** Bus or coach (17 or more passenger seats)

|  |  |
|--|--|
| Driver not contacted at time of accident     | No tow or articulation                   |
| Vehicle moving from South East to North West | No skidding, jack-knifing or overturning |
| Going ahead other                            | Other                                    |

**Casualty 1 - Slight** **Gender** Female **Age** 37 **Vehicle** or pillion passenger

**Vehicle 2** **Driver** Not traced, aged , Other **Vehicle** Car

|  |  |
|--|--|
| Driver not contacted at time of accident     | No tow or articulation                   |
| Vehicle moving from South East to North West | No skidding, jack-knifing or overturning |
| Going ahead other                            | Other                                    |

**Gender** **Age**

# Slight Accident

## Involving 1 Vehicle, 1 Casualty

0461212

|  |  |                    |   |
|--|--|--------------------|---|
| <b>Location</b>                              | South Tyneside<br>A 185<br>430889E, 564251N  | <b>Date / Time</b> | Tuesday<br>31 July 2012<br>17:00  |
| <b>Conditions</b>                            | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None   |                    | None<br>None within 50 metres<br>No physical crossing facility within 50 metres |
| <b>Description of Location</b>               | VICTORIA ROAD WEST J/W SAINT JOHNS AVENUE HEBBURN  |                    |   |
| <b>Description of Accident</b>               | PEDESTRIAN CROSSING VICTORIA RD WEST IN HEAVILY INTOXICATED STATE V1 TRAV SW SEES PEDESTRIAN AND AS V1 STOPS PEDESTRIAN COLLIDES WITH V1 |                    |   |
| <b>Vehicle 1</b>                             | <b>Driver</b> Female, aged 18, Other   | <b>Vehicle</b>     | Car   |
| Not requested                                |  |                    | No tow or articulation  |
| Vehicle moving from North East to South West |  |                    | No skidding, jack-knifing or overturning  |
| Going ahead other                            |  |                    | Other   |
| <b>Casualty 1 - Slight</b>                   | <b>Gender</b> Male   | <b>Age</b> 43      | Pedestrian  |

# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0450012

|   |   |                    |  |
|---|---|--------------------|--|
| <b>Location</b>   | South Tyneside<br>A 185<br>431000E, 564327N   | <b>Date / Time</b> | Monday<br>06 August 2012<br>09:56  |
| <b>Conditions</b>   | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None                              |                    | None<br><br>None within 50 metres<br>Pelican, puffin, toucan or similar non-junction pedestrian light crossing |
| <b>Description of Location</b>  | VICTORIA ROAD EAST J/W STATION ROAD HEBBURN   |                    |  |
| <b>Description of Accident</b>  | V1 TRAV SW ON VICTORIA RD EAST TURNS RIGHT ONTO STATION RD COLLIDES WITH V2 TRAV NE ON VICTORIA RD EAST |                    |  |
| <b>Vehicle 1</b>  | <b>Driver</b> Male, aged 57, Not known  | <b>Vehicle</b>     | Car  |
| Negative<br>Vehicle moving from North East to North West<br>Turning right           |   |                    | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other                                    |
|   | <b>Gender</b>   | <b>Age</b>         |  |
| <b>Vehicle 2</b>  | <b>Driver</b> Male, aged 39, Not known  | <b>Vehicle</b>     | Pedal Cycle  |
| Not applicable<br>Vehicle moving from South West to North East<br>Going ahead other |   |                    | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other                                    |
| <b>Casualty 1 - Slight</b>  | <b>Gender</b> Male  | <b>Age</b> 39      | Driver or rider  |

# Slight Accident

## Involving 2 Vehicle, 2 Casualties

0511112

**Location** South Tyneside  
U 3080  
430840E, 564542N

**Date / Time** Friday  
14 September 2012  
20:50

**Conditions** Darkness - Street Lights present and lit  
Fine with high winds  
Dry  
Automatic Traffic Signal Out

None  
None within 50 metres  
Pedestrian phase at traffic signal junction

**Description of Location** HEDGELEY ROAD J/W STATION ROAD HEBBURN

**Description of Accident** V1 TRAV WEST ON HEDGELEY RD TOWARD GLEN ST V2 TRAV SE ON STATION RD THROUGH J/W HEDGELEY RD. TRAFFIC LIGHTS ARE NOT WORKING AS V1 V2 HAVE PROCEEDED THROUGH JUNCTION. V2 COLLIDES WITH V1. V1 SPINS AROUND.

**Vehicle 1** **Driver** Female, aged 27, Other **Vehicle** Car

Negative  
Vehicle moving from North East to South West  
Going ahead other

No tow or articulation  
No skidding, jack-knifing or overturning  
Other

**Casualty 1 - Slight** **Gender** Female **Age** 27 Driver or rider

**Vehicle 2** **Driver** Male, aged 33, Other **Vehicle** Car

Negative  
Vehicle moving from North West to South East  
Going ahead other

No tow or articulation  
No skidding, jack-knifing or overturning  
Other

**Casualty 2 - Slight** **Gender** Male **Age** 33 Driver or rider

# Serious Accident

## Involving 1 Vehicle, 1 Casualty

0603112

|  |  |                            |  |
|--|--|----------------------------|--|
| <b>Location</b>  | South Tyneside<br>A 185<br>430999E, 564330N  | <b>Date / Time</b>         | Friday<br>12 October 2012<br>16:00   |
| <b>Conditions</b>  | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None   |                            | None<br>None within 50 metres<br>Pedestrian phase at traffic signal junction |
| <b>Description of Location</b>                                 | VICTORIA ROAD EAST J/W STATION ROAD HEBBURN  |                            |  |
| <b>Description of Accident</b>                                 | V1 TRAV WEST ON VICTORIA RD EAST TURNING RIGHT ONTO STATION RD PEDESTRIAN WALKS OUT INTO ROAD AND COLLIDES WITH V1 |                            |  |
| <b>Vehicle 1</b>   | <b>Driver</b>  | Female, aged 65, Not known | <b>Vehicle</b> Car   |
| Negative<br>Vehicle moving from East to North<br>Turning right |  |                            | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other  |
| <b>Casualty 1 - Serious</b>                                    | <b>Gender</b>  | Male                       | <b>Age</b> 73<br>Pedestrian  |

# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0630312

**Location** South Tyneside  
A 185  
431006E, 564325N

**Date / Time** Tuesday  
13 November 2012  
14:30

**Conditions** Daylight - Street Lights Present  
Fine without high winds  
Dry  
None

None  
None within 50 metres  
Pedestrian phase at traffic signal junction

**Description of Location** A185 J/W HALL ROAD HEBBURN

**Description of Accident** V2 TRAV NORTH ON HALL RD TURNS RIGHT ONTO VICTORIA ROAD WEST INTO PATH OF V1 TRAV WEST ON VICTORIA ROAD WEST

**Vehicle 1** **Driver** Male, aged 60, Journey as part of work **Vehicle** Car

Negative  
Vehicle moving from East to West  
Going ahead other

No tow or articulation  
No skidding, jack-knifing or overturning  
Other

**Gender** **Age**

**Vehicle 2** **Driver** Female, aged 44, Other **Vehicle** Car

Negative  
Vehicle moving from South to East  
Turning right

No tow or articulation  
No skidding, jack-knifing or overturning  
Other

**Casualty 1 - Slight** **Gender** Female **Age** 44 Driver or rider



# Slight Accident

## Involving 2 Vehicle, 3 Casualties

0267313

|   |   |                    |  |
|---|---|--------------------|--|
| <b>Location</b>   | South Tyneside<br>A 185<br>431009E, 564328N   | <b>Date / Time</b> | Monday<br>27 May 2013<br>05:20   |
| <b>Conditions</b>   | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None  |                    | None<br>None within 50 metres<br>Pedestrian phase at traffic signal junction |
| <b>Description of Location</b>  | VICTORIA ROAD EAST J/W STATION ROAD HEBBURN   |                    |  |
| <b>Description of Accident</b>  | V1 TRAV EAST ON VICTORIA ROAD WEST ALLEGEDLY THROUGH RED TRAFFIC LIGHT AND COLLIDES WITH V2 TRAV SE ON STATION RD AND TURNING RIGHT ONTO VICTORIA RD WEST |                    |  |
| <b>Vehicle 1</b>  | <b>Driver</b> Male, aged 38, Journey as part of work  | <b>Vehicle</b>     | Goods vehicle 3.5 tonnes maximum gross weight (                              |
| Negative<br>Vehicle moving from West to East<br>Going ahead other         |   |                    | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other  |
| <b>Casualty 2 - Slight</b>  | <b>Gender</b> Male  | <b>Age</b> 54      | Vehicle or pillion passenger   |
| <b>Casualty 3 - Slight</b>  | <b>Gender</b> Male  | <b>Age</b> 58      | Vehicle or pillion passenger   |
| <b>Vehicle 2</b>  | <b>Driver</b> Male, aged 22, Journey as part of work  | <b>Vehicle</b>     | Car  |
| Negative<br>Vehicle moving from North West to South East<br>Turning right |   |                    | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other  |
| <b>Casualty 1 - Slight</b>  | <b>Gender</b> Male  | <b>Age</b> 22      | Driver or rider  |

# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0140314

|   |   |   |   |
|---|---|---|---|
| <b>Location</b>   | South Tyneside<br>U 6032<br>430549E, 564320N  | <b>Date / Time</b>                        | Thursday<br>13 March 2014<br>15:40  |
| <b>Conditions</b>   | Daylight - Street Lights Present<br>Fine without high winds<br>Dry<br>None  |   | None<br>None within 50 metres<br>No physical crossing facility within 50 metres |
| <b>Description of Location</b>  | GLEN STREET J/W NEW WILLOW GARAGE HEBBURN   |   |   |
| <b>Description of Accident</b>  | V1 TURNS LEFT FROM WILLOW GARAGE INTO GLEN ST V2 TRAV SW ON GLEN ST APPROACHES J/W WILLOW GARAGE AND COLLIDES WITH V1 |   |   |
| <b>Vehicle 1</b>  | <b>Driver</b>   | Male, aged 50, Commuting to/from work     | <b>Vehicle</b> Car  |
| Negative<br>Vehicle moving from North West to North East<br>Turning left            |   |   | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other     |
|   | <b>Gender</b>   | <b>Age</b>                                |   |
| <b>Vehicle 2</b>  | <b>Driver</b>   | Male, aged 6, Pupil riding to/from school | <b>Vehicle</b> Pedal Cycle  |
| Not applicable<br>Vehicle moving from North East to South West<br>Going ahead other |   |   | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other     |
| <b>Casualty 1 - Slight</b>  | <b>Gender</b>   | Male                                      | <b>Age</b> 6<br>Driver or rider   |

# Slight Accident

## Involving 2 Vehicle, 2 Casualties

0184914

|   |   |  |   |
|---|---|--|---|
| <b>Location</b>   | South Tyneside<br>B 1297<br>430839E, 564543N  | <b>Date / Time</b>                       | Wednesday<br>02 April 2014<br>13:00   |
| <b>Conditions</b>   | Daylight - Street Lights Present<br>Fine without high winds<br>Wet/Damp<br>Automatic Traffic Signal Out           |  | None<br>None within 50 metres<br>No physical crossing facility within 50 metres |
| <b>Description of Location</b>  | STATION ROAD J/W HEDGELEY ROAD HEBBURN  |  |   |
| <b>Description of Accident</b>  | V1 TRAV SOUTH ON STATION RD THROUGH J/W HEDGELEY RD COLLIDES WITH V2 TRAV WEST ON HEDGELEY RD OVER J/W STATION RD |  |   |
| <b>Vehicle 1</b>  | <b>Driver</b>   | Female, aged 36, Journey as part of work | <b>Vehicle</b> Goods vehicle 3.5 tonnes maximum gross weight (                  |
| Negative<br>Vehicle moving from North West to South East<br>Going ahead other |   |  | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other     |
| <b>Casualty 1 - Slight</b>  | <b>Gender</b>   | Female                                   | <b>Age</b> 36 Driver or rider   |
| <b>Vehicle 2</b>  | <b>Driver</b>   | Female, aged 23, Commuting to/from work  | <b>Vehicle</b> Car  |
| Negative<br>Vehicle moving from East to West<br>Going ahead other             |   |  | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other     |
| <b>Casualty 2 - Slight</b>  | <b>Gender</b>   | Female                                   | <b>Age</b> 23 Driver or rider   |

# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0459614

**Location** South Tyneside  
U 6032  
430747E, 564469N

**Date / Time** Monday  
14 July 2014  
12:40

**Conditions** Daylight - Street Lights Present  
Fine without high winds  
Dry  
None

None  
None within 50 metres  
Zebra Crossing

**Description of Location** GLEN STREET J/W KENSINGTON COURT HEBBURN

**Description of Accident** V1 TRAV NORTH ON KENSINGTON COURT TURNS LEFT ONTO GLEN ST INTO THE PATH OF V2 TRAV WEST ON GLEN ST

**Vehicle 1** **Driver** Female, aged 77, Not known **Vehicle** Car

Not provided (medical reasons)  
Vehicle moving from South to North West  
Turning left

No tow or articulation  
No skidding, jack-knifing or overturning  
Other

**Gender** **Age**

**Vehicle 2** **Driver** Female, aged 23, Journey as part of work **Vehicle** Car

Negative  
Vehicle moving from North East to South West  
Going ahead other

No tow or articulation  
No skidding, jack-knifing or overturning  
Other

**Casualty 1 - Slight** **Gender** Female **Age** 23 Driver or rider

# Slight Accident

## Involving 1 Vehicle, 1 Casualty

0650214

|  |  |  |  |
|--|--|--|--|
| <b>Location</b>                              | South Tyneside<br>B 1297<br>430833E, 564538N   | <b>Date / Time</b>                       | Wednesday<br>05 November 2014<br>13:15   |
| <b>Conditions</b>                            | Daylight - Street Lights Present<br>Fine without high winds<br>Wet/Damp<br>None            |  | None<br>None within 50 metres<br>Pelican, puffin, toucan or similar non-junction pedestrian light crossing |
| <b>Description of Location</b>               | STATION ROAD J/W GLEN STREET HEBBURN   |  |  |
| <b>Description of Accident</b>               | V1 TRAV SOUTH ON STATION RD TURNS RIGHT ONTO GLEN ST. PEDESTRIAN STEPS INTO THE PATH OF V1 |  |  |
| <b>Vehicle 1</b>                             | <b>Driver</b> Male, aged 62, Not known   | <b>Vehicle</b>                           | Car  |
| Driver not contacted at time of accident     |  | No tow or articulation                   |  |
| Vehicle moving from North West to South West |  | No skidding, jack-knifing or overturning |  |
| Turning right                                |  | Other                                    |  |
| <b>Casualty 1 - Slight</b>                   | <b>Gender</b> Female   | <b>Age</b> 51                            | Pedestrian   |

# Slight Accident

## Involving 1 Vehicle, 1 Casualty

0706814

**Location** South Tyneside  
B 1297  
430880E, 564493N

**Date / Time** Wednesday  
26 November 2014  
13:40

**Conditions** Daylight - Street Lights Present  
Raining without high winds  
Wet/Damp  
None

None  
None within 50 metres  
No physical crossing facility within 50 metres

**Description of Location** STATION ROAD HEBBURN

**Description of Accident** V1 PARKED ON STATION RD. PASSENGER WAITING TO BOARD V1 AS THEY STEP ONTO V1 THE DOORS ARE CLOSED AND THEY FALL BACKWARDS ONTO THE PAVEMENT

**Vehicle 1** **Driver** Male, aged 51, Journey as part of work **Vehicle** Bus or coach (17 or more passenger seats)

Driver not contacted at time of accident  
Vehicle was Parked  
Parked

No tow or articulation  
No skidding, jack-knifing or overturning  
Other

**Casualty 1 - Slight** **Gender** Female **Age** 83 Vehicle or pillion passenger

# Slight Accident

## Involving 2 Vehicle, 1 Casualty

0233815

|   |  |                          |  |
|---|--|--------------------------|--|
| <b>Location</b>   | South Tyneside<br>B 1297<br>430839E, 564543N   | <b>Date / Time</b>       | Sunday<br>26 April 2015<br>20:10   |
| <b>Conditions</b>   | Darkness - Street Lights present and lit<br>Fine without high winds<br>Dry<br>None                                     |                          | None<br>None within 50 metres<br>Pelican, puffin, toucan or similar non-junction pedestrian light crossing |
| <b>Description of Location</b>  | HEDGELEY ROAD J/W STATION ROAD HEBBURN   |                          |  |
| <b>Description of Accident</b>  | V1 GONE THROUGH AMBER LIGHT TRAV SOUTH WEST ON HEDGELEY ROAD AND HAS COLLIDED WITH V2 TRAV SOUTH EAST ON STATION ROAD. |                          |  |
| <b>Vehicle 1</b>  | <b>Driver</b>  | Male, aged 23, Not known | <b>Vehicle</b> Car   |
| Negative<br>Vehicle moving from North East to South West<br>Going ahead other |  |                          | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other                                |
|   | <b>Gender</b>  | <b>Age</b>               |  |
| <b>Vehicle 2</b>  | <b>Driver</b>  | Male, aged 58, Not known | <b>Vehicle</b> Car   |
| Negative<br>Vehicle moving from North West to South East<br>Going ahead other |  |                          | No tow or articulation<br>No skidding, jack-knifing or overturning<br>Other                                |
| <b>Casualty 1 - Slight</b>  | <b>Gender</b>  | Male                     | <b>Age</b> 58<br>Driver or rider   |

## Summary Report A

| Acc Ref                                     | Acc Class | Date       | Time | Grid Reference | Casualties |          |          | Contributory Factors / Prob | Light                                     | Weather                                  | Road Surface               | Vehicle Types |       |
|---|-----------|------------|------|----------------|------------|----------|----------|-----------------------------|---|--|----------------------------|---------------|-------|
|   |           |            |      |                | Fatal      | Serious  | Slight   |                             |   |  |                            |               |       |
| 0368110                                     | Slight    | 21/06/2010 | 1655 | 430990         | 564670     | 0        | 0        | 1                           | 406V1B                                    | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 1 9   |
| 0425010                                     | Slight    | 16/07/2010 | 0642 | 430830         | 564540     | 0        | 0        | 1                           | 301V1A 602V1B                             | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 9 9   |
| 0431210                                     | Slight    | 20/07/2010 | 1315 | 430830         | 564530     | 0        | 0        | 1                           |   | Daylight - Street Lights Present         | Raining without high winds | Wet/Damp      | 11    |
| 0466310                                     | Slight    | 03/08/2010 | 1725 | 430990         | 564330     | 0        | 0        | 1                           | 408V1A                                    | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 11    |
| 0075111                                     | Serious   | 20/01/2011 | 0930 | 430930         | 564420     | 0        | 1        | 0                           | 706V1A                                    | Daylight - Street Lights Present         | Fine without high winds    | Frost/Ice     | 9     |
| 0128411                                     | Slight    | 08/03/2011 | 1510 | 431060         | 564350     | 0        | 0        | 1                           | 802C1A                                    | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 9     |
| 0140711                                     | Slight    | 14/03/2011 | 1130 | 430960         | 564370     | 0        | 0        | 2                           | 403V1A 602V1B                             | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 9 9   |
| 0122612                                     | Slight    | 03/03/2012 | 0002 | 430563         | 564329     | 0        | 0        | 1                           | 501V1A                                    | Darkness - Street Lights present and lit | Fine without high winds    | Dry           | 9 9 9 |
| 0205512                                     | Slight    | 20/03/2012 | 1340 | 430987         | 564346     | 0        | 0        | 1                           | 403V2B 405V1B 406V1B 408V2A 408V1A 510V2B | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 11 9  |
| 0461212                                     | Slight    | 31/07/2012 | 1700 | 430889         | 564251     | 0        | 0        | 1                           | 802C1A 806C1A 807C1A                      | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 9     |
| 0450012                                     | Slight    | 06/08/2012 | 0956 | 431000         | 564327     | 0        | 0        | 1                           | 403V1A 405V1A 406V1A                      | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 1 9   |
| 0511112                                     | Slight    | 14/09/2012 | 2050 | 430840         | 564542     | 0        | 0        | 2                           | 105V1A 105V2A                             | Darkness - Street Lights present and lit | Fine with high winds       | Dry           | 9 9   |
| 0603112                                     | Serious   | 12/10/2012 | 1600 | 430999         | 564330     | 0        | 1        | 0                           | 802C1A 803C1A                             | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 9     |
| 0630312                                     | Slight    | 13/11/2012 | 1430 | 431006         | 564325     | 0        | 0        | 1                           |   | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 9 9   |
| 0267313                                     | Slight    | 27/05/2013 | 0520 | 431009         | 564328     | 0        | 0        | 3                           | 403V1B 602V1B 403V2B 602V2B               | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 19 9  |
| 0140314                                     | Slight    | 13/03/2014 | 1540 | 430549         | 564320     | 0        | 0        | 1                           | 310V2A 710V1B 405V2B                      | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 1 9   |
| 0184914                                     | Slight    | 02/04/2014 | 1300 | 430839         | 564543     | 0        | 0        | 2                           | 105V1A 405V1A                             | Daylight - Street Lights Present         | Fine without high winds    | Wet/Damp      | 19 9  |
| 0459614                                     | Slight    | 14/07/2014 | 1240 | 430747         | 564469     | 0        | 0        | 1                           | 405V1A                                    | Daylight - Street Lights Present         | Fine without high winds    | Dry           | 9 9   |
| 0650214                                     | Slight    | 05/11/2014 | 1315 | 430833         | 564538     | 0        | 0        | 1                           | 802C1A 808C1A                             | Daylight - Street Lights Present         | Fine without high winds    | Wet/Damp      | 9     |
| 0706814                                     | Slight    | 26/11/2014 | 1340 | 430880         | 564493     | 0        | 0        | 1                           | 710V1B 806C1B                             | Daylight - Street Lights Present         | Raining without high winds | Wet/Damp      | 11    |
| 0233815                                     | Slight    | 26/04/2015 | 2010 | 430839         | 564543     | 0        | 0        | 1                           | 602V1A 601V1B 301V1A                      | Darkness - Street Lights present and lit | Fine without high winds    | Dry           | 9 9   |
| <b>Total number of accidents listed: 21</b> |           |            |      |                |            | <b>0</b> | <b>2</b> | <b>24</b>                   |   |  |                            |               |       |



## Summary Report B

| Acc Ref | Date       | Cas. | Sev.    | Cycs | Peds | Ch | OAPs | Vis.                                     | Manv. | Road Cond. | Time | Location   |
|---------|------------|------|---------|------|------|----|------|--|-------|------------|------|--|
| 0368110 | 21/06/2010 | 1    | Slight  | 1    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 1655 | HEDGELEY ROAD 200M EAST STATION RD HEBBURN           |
| 0425010 | 16/07/2010 | 1    | Slight  | 0    | 0    | 0  | 1    | Daylight - Street Lights Present         |       | Dry        | 0642 | STATION ROAD J/W HEDGELEY ROAD HEBBURN               |
| 0431210 | 20/07/2010 | 1    | Slight  | 0    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Wet/Damp   | 1315 | STATION ROAD J/W GLEN STREET HEBBURN                 |
| 0466310 | 03/08/2010 | 1    | Slight  | 0    | 0    | 1  | 0    | Daylight - Street Lights Present         |       | Dry        | 1725 | STATION ROAD J/W VICTORIA ROAD EAST HEBBURN          |
| 0075111 | 20/01/2011 | 1    | Serious | 0    | 1    | 0  | 1    | Daylight - Street Lights Present         |       | Frost/Ice  | 0930 | STATION ROAD J/W ST JAMES MALL HEBBURN               |
| 0128411 | 08/03/2011 | 1    | Slight  | 0    | 1    | 1  | 0    | Daylight - Street Lights Present         |       | Dry        | 1510 | VICTORIA ROAD EAST J/W PARK ROAD HEBBURN             |
| 0140711 | 14/03/2011 | 2    | Slight  | 0    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 1130 | STATION ROAD O/S 53, PARKING BAYS HEBBURN            |
| 0122612 | 03/03/2012 | 1    | Slight  | 0    | 0    | 0  | 0    | Darkness - Street Lights present and lit |       | Dry        | 0002 | GLEN STREET O/S NO 100 HEBBURN                       |
| 0205512 | 20/03/2012 | 1    | Slight  | 0    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 1340 | STATION ROAD NEAR TO J/W VICTORIA ROAD EAST, HEBBURN |
| 0461212 | 31/07/2012 | 1    | Slight  | 0    | 1    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 1700 | VICTORIA ROAD WEST J/W SAINT JOHNS AVENUE HEBBURN    |
| 0450012 | 06/08/2012 | 1    | Slight  | 1    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 0956 | VICTORIA ROAD EAST J/W STATION ROAD HEBBURN          |
| 0511112 | 14/09/2012 | 2    | Slight  | 0    | 0    | 0  | 0    | Darkness - Street Lights present and lit |       | Dry        | 2050 | HEDGELEY ROAD J/W STATION ROAD HEBBURN               |
| 0603112 | 12/10/2012 | 1    | Serious | 0    | 1    | 0  | 1    | Daylight - Street Lights Present         |       | Dry        | 1600 | VICTORIA ROAD EAST J/W STATION ROAD HEBBURN          |
| 0630312 | 13/11/2012 | 1    | Slight  | 0    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 1430 | A185 J/W HALL ROAD HEBBURN                           |
| 0267313 | 27/05/2013 | 3    | Slight  | 0    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 0520 | VICTORIA ROAD EAST J/W STATION ROAD HEBBURN          |
| 0140314 | 13/03/2014 | 1    | Slight  | 1    | 0    | 1  | 0    | Daylight - Street Lights Present         |       | Dry        | 1540 | GLEN STREET J/W NEW WILLOW GARAGE HEBBURN            |
| 0184914 | 02/04/2014 | 2    | Slight  | 0    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Wet/Damp   | 1300 | STATION ROAD J/W HEDGELEY ROAD HEBBURN               |
| 0459614 | 14/07/2014 | 1    | Slight  | 0    | 0    | 0  | 0    | Daylight - Street Lights Present         |       | Dry        | 1240 | GLEN STREET J/W KENSINGTON COURT HEBBURN             |
| 0650214 | 05/11/2014 | 1    | Slight  | 0    | 1    | 0  | 0    | Daylight - Street Lights Present         |       | Wet/Damp   | 1315 | STATION ROAD J/W GLEN STREET HEBBURN                 |
| 0706814 | 26/11/2014 | 1    | Slight  | 0    | 0    | 0  | 1    | Daylight - Street Lights Present         |       | Wet/Damp   | 1340 | STATION ROAD HEBBURN                                 |
| 0233815 | 26/04/2015 | 1    | Slight  | 0    | 0    | 0  | 0    | Darkness - Street Lights present and lit |       | Dry        | 2010 | HEDGELEY ROAD J/W STATION ROAD HEBBURN               |

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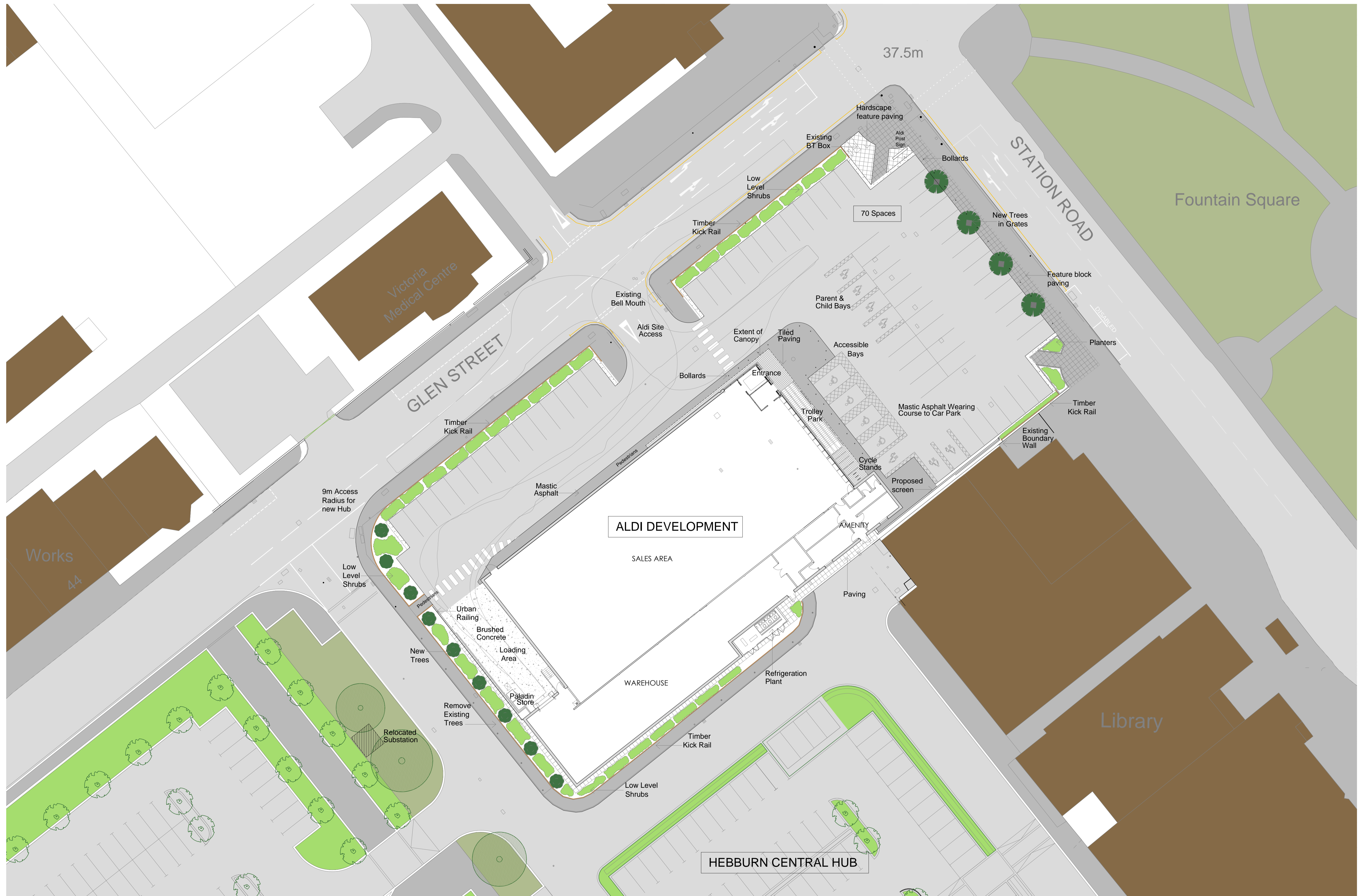
Totals 26 3 5 3 4

Total Number of Accidents Listed: 21

## **DRAWINGS**





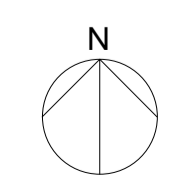


**ALDI DEVELOPMENT**

**HEBBURN CENTRAL HUB**

Note: Internal store layout for indicative purposes only.

Project Architects Ltd is not responsible for the following information:  
 1. The accuracy of the information provided by the client.  
 2. The accuracy of the information provided by the client.  
 3. The accuracy of the information provided by the client.  
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 5. The accuracy of the information provided by the client.  
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 8. The accuracy of the information provided by the client.  
 9. The accuracy of the information provided by the client.  
 10. The accuracy of the information provided by the client.



Client: Aldi Stores Ltd  
 Project Address: Station Road, Hebburn  
 Drawing Title: Proposed Site Plan  
 Date: 14.08.15  
 Checked by: JWC  
 Scale: 1:250 @ A1

Project: Aldi - Hebburn  
 Drawing Number: 0268 - PL(0)04  
 Revision: -

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