

## Appendix A – Proposed Site Layout

**Notes**

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

**KEY**

- A Entrance Plaza**  
The entrance plaza is highlighted by linear paving to reinforce the strong pedestrian access route. The landscape strategy frames the glazed elevation to the entrance creating a welcome approach.
- B Pedestrian Crossing**  
Recessed priority crossing to mitigate against potential conflict
- C Car Parking**  
45 no. Total spaces, 3 Disabled Bays, 10 Active Electric Charging Points, 10 Passive Electric Charging Points, Deliveries / Coach Bay, 10no. Cycle Parking Spaces and a separate drop off service delivery area. The car park sits adjacent to the bin store and sustations (D-E)
- D Bin Store**  
For easy access from the kitchen and into the car park for refuse collection with the added benefit collections can take place outside of the secure site
- E Sub-station**  
Located within the semi secure carpark area in agreement with utility provider. This location minimises service costs.
- F Minibus Parking**
- G Proposed Vehicular Entrance**  
A new entrance formed from Hospital Bridge Rd. The entrance will give priority to the Nursery whilst providing dedicated school entrance off the junction. A gate will separate the flows of traffic and ensure the site can be secured
- H Pedestrian Boulevard**  
The main pedestrian boulevard is emphasised by an avenue of trees and amenity planting and reinforcing the strong pedestrian access route.
- I Visitor & Staff Cycle Parking**  
Secure cycle parking for 10 visitors and 10 staffs
- K 6th Form External Area**  
Social external space for sixth form students only. The space acts as an educational resource and the south form area and acts as an aspiration space
- L External Dining Area**  
Social external space for all years in a south facing courtyard. The space is a flexible space but the space will give priority to the Nursery whilst providing dedicated school entrance off the junction. A gate will separate the flows of traffic and ensure the site can be secured
- M Car Park Planting**  
Increased green infrastructure to soften the impact of the car park
- N External Table Tennis Area**  
A three court Sports England size MUGA marked out for sports
- P Habitat Area & Habitat Corridor**  
This area will provide valuable habitat through diverse planting species and meadow swathes to enhance biodiversity and local wildlife.
- R Sports Field Access**  
Paved route onto the playing field
- S Vegetated Southern Boundary**  
Heavy vegetated southern boundary to provide visual screening
- T Seating**  
Rouge plastic external seating used to define group social space and provide a very contemporary and modern external space
- U Maintenance Gate Access**
- V Pupil Access**  
Fence from MUGA to boundary with gates for grounds
- W Habitat Creation & Tree Planting**  
Habitat creation through the use of species rich grass seeding, tree planting and earth forms to encourage bio-diversity and create a learning resource.

ID	RISK	MITIGATION	DATE	SUITABILITY	REV	DESCRIPTION OF REVISION	UNION APPROVED BY	REVISIONS

ID	RISK	MITIGATION	DATE	SUITABILITY	REV	DESCRIPTION OF REVISION	UNION APPROVED BY	REVISIONS

RESIDUAL PROJECT RISKS	
S2 - For Planning	ares LANDSCAPE ARCHITECTS LTD Area 1 Landscape Architects LTD Gascoaster 51 Eye Lane Sheffield S1 4RB t: 0114 276 2000 e: hellog@ares.eu.com w: ares.eu.com

Detailed Illustrative Masterplan	
CLIENT: Bowmire and Kirkland PROJECT TITLE: Turing House School DRAWING TITLE: Detailed Illustrative Masterplan DRAWING SCALE: 1:500 Drawing No: A1 Date: 02/03/2018 LA REVISION: EFATH-ALA-000-XX-DR-L-0004 S2 P01	Notes: 1. Do not scale from this drawing 2. To be read in conjunction with Project Risk Register REF: XXX 3. To be read in conjunction with all other Landscape Architect's drawings



## Appendix B – PERS

**Project Title**  
**Turing House School**

**Report Title**  
Pedestrian Environment  
Review System (PERS)  
Audit

**Document Reference:**  
4185/002/06

**Prepared For**  
Bowmer & Kirkland

**Date**  
October 2018

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Status	Details of Amendments	Date	Author	Approved
-	-	24.10.18	SM	ML

Distribution List	Rev	Purpose of issue

## CONTENTS

CHAPTER	PAGE
1.0 INTRODUCTION	1
2.0 METHODOLOGY	3
3.0 SITE VISIT AND STUDY AREA	5
4.0 PERS ASSESSMENT	7
5.0 CONCLUSIONS	18

## 1.0 INTRODUCTION

- 1.1 Robert West were appointed by Bowmer & Kirkland to provide transport and highway advice for the proposed Turing House School. Following the pre-application meetings with Transport for London (TfL) and London Borough of Richmond upon Thames (LBRuT) it was agreed to undertake a review of the pedestrian infrastructure and environment in the vicinity of the permanent site of Turing House Free School.

### Turing House Free School

- 1.2 The Turing House School was opened in temporary accommodation in 2015 and has now grown to have three-year groups, with a total of 325 student places and is supported by 29FTE staff members. The temporary site is located at Livingston House on 2 Queens Road, Teddington, TW11 0LR. This site operates at capacity and could not accommodate a further uplift in students in September 2018. As such, the ESFA have identified a second temporary site at the Clarendon School, located on Haworth Road to accommodate further uplift in student places. The second temporary site has permission to provide 250 student places and operate for two academic years from September 2018.
- 1.3 The proposed school will provide 1,050 places for secondary students aged 11-18. The school is proposed as a 5FE school with 150 students' intake per year and 300 sixth form student places. The school will have 90 full-time equivalent (FTE) staff members at its full occupation.
- 1.4 The permanent site is proposed to be located within Metropolitan Open Land at Hospital Bridge Road, within LBRuT. The site is located next to Bridge Farm Nursery (hereafter: the nursery). The site location is illustrated in Figure 1.1.



**Figure 1.1: Site location**

- 1.5 The site has one vehicular access taken from Hospital Bridge Road and is used by the nursery. In addition to the main site access from Hospital Bridge Road, a secondary access for pedestrians and cyclists is proposed from Heathfield Recreation Ground and will lead into the site via an internal path.

#### Context for audit

- 1.6 Following this introduction, the remainder of this report is structured as follows:
- Section 2 sets out the methodology for assessing the links, crossings and public transport waiting areas (PTWA) identified for this audit.
  - Section 3 of this report describes the approach and framework adopted for the purpose of this study and identifies the study area for the assessed links, crossings and public transport waiting areas included in this (PERS) audit.
  - Section 4 provides a score for each link, crossing and public transport waiting area assessed and describes the existing conditions for pedestrians on the identified links surrounding the site.
  - The report is concluded in Section 5.

## 2.0 METHODOLOGY

- 2.1 A PERS audit has been undertaken in accordance with the guidance provided in TfL's 'Pedestrian Environment Review System, Review Handbook Version 2, May 2006'.
- 2.2 The PERS audit is based around two key principles:
  - i. That the quality of the pedestrian environment may be evaluated according to the degree to which it meets pedestrian needs.
  - ii. That in evaluating the degree to which pedestrian needs are met by the environment, the objective should be to satisfy as many people as possible, with the standard pedestrian being considered to be towards the vulnerable end of the spectrum.
- 2.3 The assessment focuses on five key pedestrian needs:
  - i. Convenience – routes should facilitate the desired journey without undue deviation or difficulty.
  - ii. Connectivity – routes should link origins and destination.
  - iii. Conviviality – routes should be pleasant to use, with potential for activity within the public realm.
  - iv. Coherence – routes should be continuous.
  - v. Conspicuity – route design should allow the user to be seen by, and to see other pedestrians and vehicles to promote personal security and road safety.
- 2.4 The audit process aims to review the environment from the perspective of different types of design users such as the elderly, disabled, children and those carrying or pushing children. This should ensure that the environment is suitable for the most vulnerable of potential users.
- 2.5 Based on the context of the site, PERS was applied to the following types of pedestrian environments within the study area:
  - i. Links: any footway, footpath or highway to be considered.
  - ii. Crossings: any designated or undesignated crossing where a pedestrian desire line intersects with a highway.
  - iii. Public Transport Waiting Areas: any designated area where people may wait in order to use public transport. This may include bus stops, taxi ranks, or tram stops.

- 2.6 Each type of pedestrian environment was assessed in terms of a number of parameters as shown in Table 2.1.

<b>Links</b>	<b>Crossings</b>	<b>Public Transport Waiting Areas</b>
Effective width	Crossing provision	Information to the waiting area
Dropped kerbs	Deviation from the desire line	Infrastructure to the waiting area
Gradient	Performance	Boarding public transport
Obstructions	Crossing capacity	Information at the waiting area
Legibility	Delay	Safety perceptions
Lighting	Legibility	Security measures
Tactile information	Legibility to sensory impaired	Lighting
Colour contrast	Dropped kerbs	Quality of the environment
Personal security	Gradient	Maintenance and cleanliness
Surface quality	Obstructions	Waiting area comfort
User conflict	Surface quality	Maintenance
Quality of the environment	Maintenance	
Maintenance		

**Table 2.1: PERS parameters**

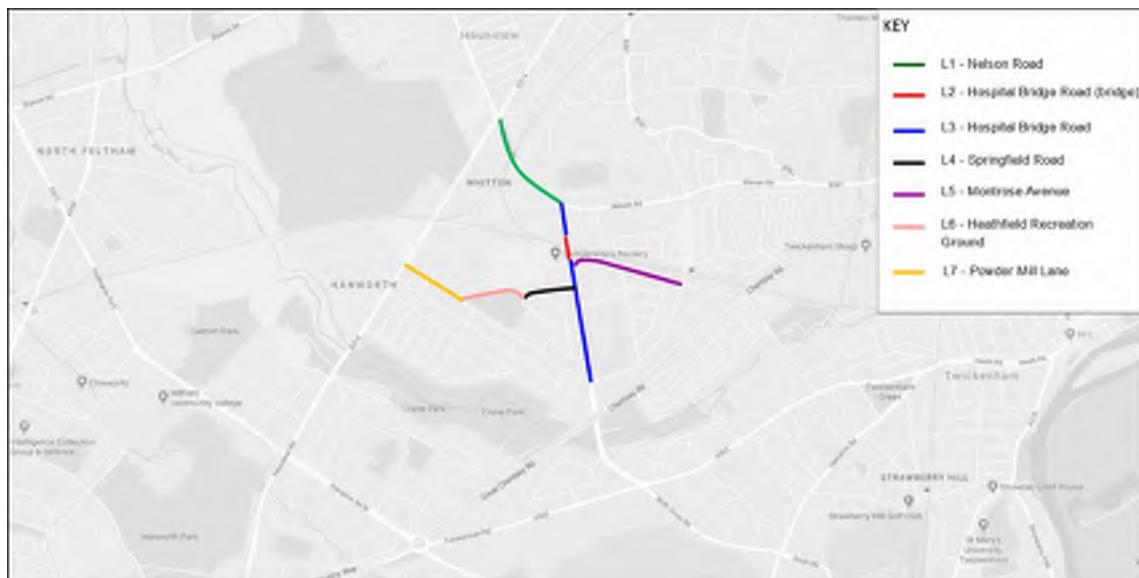
- 2.7 Each parameter is scored on a range from -3 to +3, where +3 is the highest score and -3 the lowest. For a parameter to warrant a score of +3, it would need to be exemplary and of a standard to be identified as best practice. The scores are therefore allocated on a range from very poor to optimum with 0 representing the average. The scoring scale is set out in Figure 2.1.



**Figure 2.1: Scoring scale – parameters**

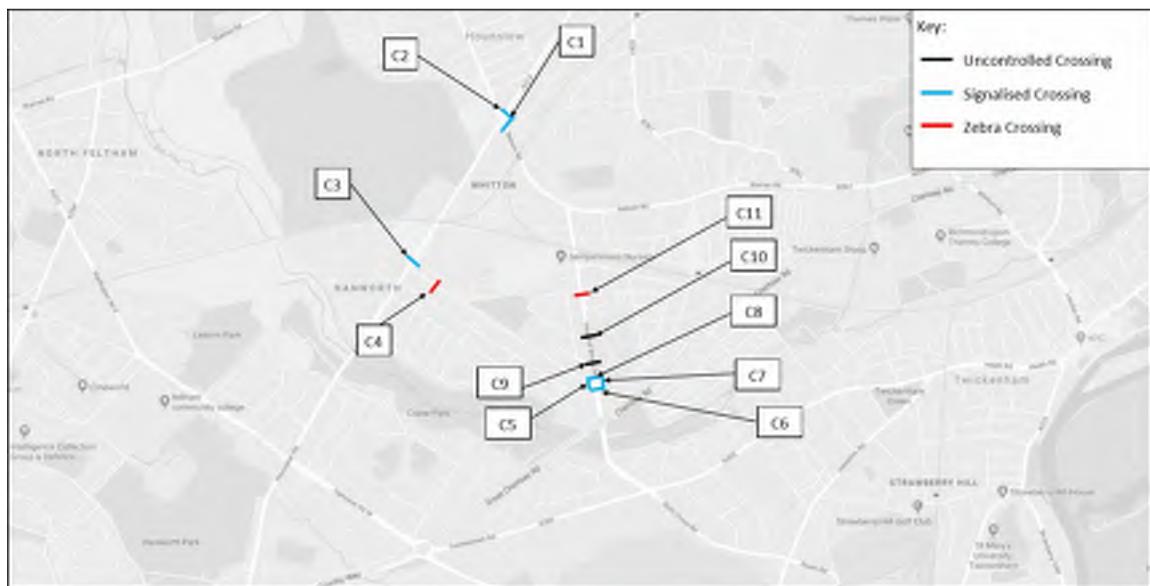
## 3.0 SITE VISIT AND STUDY AREA

- 3.1 The approach adopted for the purpose of this PERS audit follows the framework recommended by TRL:
  - i. Definition of study area.
  - ii. On-street evaluation.
  - iii. Data analysis.
  - iv. Display and review outputs.
- 3.2 A number of links, crossings and public transport waiting areas have been assessed and details of them are included in the next sections.
- 3.3 The study area and the location of the assessed links for this audit are shown in Figure 3.1. The extent of the study area was discussed and agreed with TfL and LBRuT.



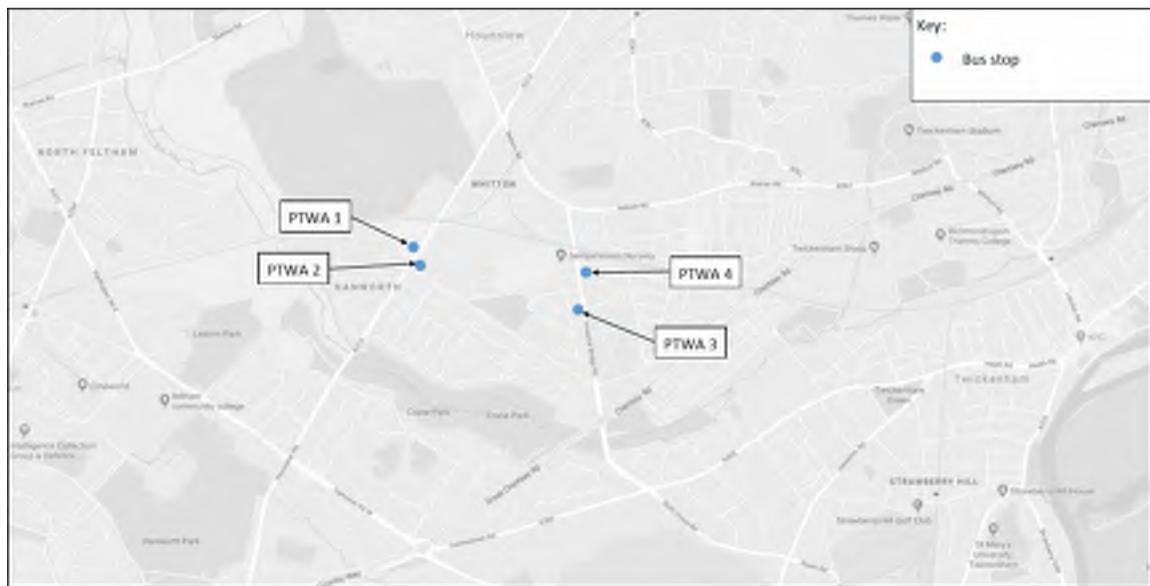
**Figure 3.1: Links assessed in the PERS audit**

- 3.4 Figure 3.2 shows the location of the assessed crossings in relation to the proposed development site.



**Figure 3.2: Crossings assessed in the PERS audit**

- 3.5 Figure 3.3 shows the location of the Public Transport Waiting Areas (PTWA) in relation to the proposed development site.



**Figure 3.3: PTWA assessed in the PERS Audit**

## 4.0 PERS ASSESSMENT

### Links

- 4.1 A total of seven roads have been included in this audit as identified in Table 4.1.

Link	Name
L1	Nelson Road
L2	Hospital Bridge Road (across the rail bridge)
L3	Hospital Bridge Road (to either side of the rail bridge)
L4	Springfield Road
L5	Montrose Avenue
L6	Heathfield Recreation Ground footway
L7	Powder Mill Lane

**Table 4.1: Links assessed in the PERS**

- 4.2 Based on Figure 2.1 and as there are 13 parameters, total scores of -42 to 42 are possible. Transposing the scoring scale to the total score, produces the scoring scale included in Figure 4.1:



**Figure 4.1: Total scoring scale for links**

- 4.3 The results associated with the links audit are illustrated in Table 4.2.

Links	Parameters														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Effective width	Dropped kerbs	Gradient	Obstructions	Permeability	Legibility	Lighting	Tactile information	Colour contrast	Personal security	Surface quality	User conflict	Quality of the environment	Maintenance	<b>TOTAL</b>	
L1	1	3	0	3	3	3	3	3	1	2.5	2	3	1	31.5	
L2	-1	0	-1	0	0.5	-0.5	3	0	0	-1	1.5	-1	0	2	2.5
L3	3	3	-1	3	1.5	2	3	3	2.5	1	2.5	2.5	2	2	30
L4	2	3	0	1.5	2	0	3	3	2.5	0	2.5	2.5	2	0	24
L5	2	3	0	1.5	2	0	3	3	2.5	0	2.5	2.5	2	0	24
L6	3	0	0.5	2	0.5	0	3	0	0	1	2.5	3	2.5	3	21
L7	3	3	0	1	2.5	1.5	3	3	0	2	2.5	3	2	0	26.5

**Table 4.2: Links PERS results**

- 4.4 Table 4.2 shows that one link achieved an 'Average' score, two achieved 'Very Good' score while the remaining links achieved a 'Good' score.
- 4.5 All links are provided with dropped kerbs at the pedestrian crossings and are provided with good surface quality and lighting provision. All links (except for link 2) provide wide footways to accommodate pedestrian demand.
- 4.6 Link 2 received an average score due to the narrow footway. It was also perceived to have a low sense of personal security due to the lack of pedestrian movement and formal security, ie CCTV cameras.
- 4.7 Particular attention was given to Hospital Bridge Road (Link 3) and Montrose Avenue (Link 5) which is where pupils of the proposed school are anticipated to travel to/from.
- 4.8 Hospital Bridge Road (Link 3) received a very good score, due to wide footway of approximately 3m, as shown in Figure 4.1. The quality of the surface material is well maintained with no signs of damages or undulation.



**Figure 4.1: Hospital Bridge Road (Link 3)**

- 4.9 The footways along Montrose Avenue (Link 5) are of good quality and a width of approximately 2m, as shown in Figure 4.2. Trees and lamp posts are placed at regular intervals along the road and act as physical barriers protecting pedestrians from vehicles mounting the kerb.



**Figure 4.2: Montrose Avenue (Link 5)**

- 4.10 The remaining links provide clean and well-maintained footways, as shown in Figures 4.3 to 4.7.



**Figure 4.3: Footways on Nelson Road (Link 1)**



**Figure 4.4: Footways on Hospital Bridge Road (Link 2)**



**Figure 4.5: Footways on Springfield Road (Link 4)**



**Figure 4.6: Footway on Heathfield Recreation Ground (Link 6)**



**Figure 4.7: Footways on Powder Mill Lane (Link 7)**

- 4.11 Overall, all links were able to accommodate the pedestrian demand. Dropped kerbs are located along each link, facilitating pedestrian crossing activities across roads. All links are provided with adequate drainage systems and street lighting sensibly located at regular intervals and no graffiti and litter were observed.
- 4.12 Overall, low scores were given to parameters such as 'Gradient', 'Legibility', and 'Personal Security', mainly due to the lack of street activity and the lack of CCTV cameras which can relatively affect the perception of safety and comfort for pedestrians. Tactile paving often lacked from residential roads.

## Crossings

- 4.13 Along the links shown in Figure 3.2, 11 crossings facilities have been identified as key crossings located on pedestrian routes with an anticipated high footfall. These crossing facilities, the majority of which are located on Hospital Bridge Road, Powder Mill Lane and Hanworth Road, are presented in Table 4.3.

Crossing	Name	Crossing	Name
C1	Nelson Road (signalised crossing)	C7	Percy Road (signalised crossing)
C2	Hanworth Road (signalised crossing)	C8	Hospital Bridge Road (signalised crossing)
C3	Hanworth Road (signalised crossing)	C9	Hospital Bridge Road (uncontrolled crossing)
C4	Powder Mill Lane (zebra crossing)	C10	Hospital Bridge Road (uncontrolled crossing)
C5	Powder Mill Lane (signalised crossing)	C11	Hospital Bridge Road (zebra crossing)
C6	Hospital Bridge Road (signalised crossing)		

**Table 4.3: Crossing assessed in the PERS**

- 4.14 Based on Figure 2.1 and as there are 12 parameters, total scores of -36 to 36 are possible. Transposing the scoring scale to the total score, produces the scoring scale included in Figure 4.8:



**Figure 4.8: Total scoring scale for crossings**

- 4.15 The results associated with the crossings audit are included in Table 4.4.

Crossing	Parameters												Total
	Crossing provision	Deviation from the desire line	Performance	Crossing capacity	Delay	Legibility	Legibility for sensory impaired people	Dropped kerbs	Gradient	Obstructions	Surface quality	Maintenance	
C1	2	1	2.5	2.5	3	2.5	1	3	2	3	2	3	27.5
C2	2	1	2.5	2.5	3	2.5	1	3	2	3	2	3	27.5
C3	2	1	2.5	2.5	3	2.5	1	3	2	3	2	3	27.5
C4	2.5	3	3	3	3	2	0	3	3	3	3	3	31.5
C5	2	1	2.5	2.5	3	2.5	1	3	2	3	2	3	27.5
C6	2	1	2.5	2.5	3	2.5	1	3	2	3	2	3	27.5
C7	2	1	2.5	2.5	3	2.5	1	3	2	3	2	3	27.5
C8	2	1	2.5	2.5	3	2.5	1	3	2	3	2	3	27.5
C9	1.5	2.5	0	3	0.5	2	0	3	2.5	3	2.5	3	23.5
C10	1.5	2.5	0	3	0.5	2	0	3	2.5	3	2.5	3	23.5
C11	2.5	3	3	3	3	2	0	3	3	3	3	3	31.5

**Table 4.4: Crossing PERS results**

4.16 Table 4.4 shows that two crossing achieved a ‘Very Good’ score while the remaining nine crossings achieved a ‘Good’ score.

4.17 The crossings that achieved very good scores (C4 and C11) are zebra crossing, shown in Figure 4.9, providing wide waiting area with clearly marked tactile paving and well-flushed dropped kerbs. Both crossing also features Belisha beacon to indicate that pedestrian have priority.



**Figure 4.9: Zebra crossing on Powder Mill Lane, C4 (left), and on Hospital Bridge Road, C11 (right)**

4.18 All signalised crossings achieved a good score and are shown in Figures 4.10 to 4.13. All crossings provide dropped kerbs with clearly marked tactile paving. Each crossing provides wide waiting area and majority of the crossing also features a refuge island.



**Figure 4.10:** Signalised crossing on Nelson Road, C1 (left), and on Hanworth Road, C2 (right)



**Figure 4.11:** Signalised crossing on Hanworth Road, C3 (left), and on Powder Mill Lane, C5 (right)



**Figure 4.12:** Signalised crossing on Hospital Bridge Road, C6 (left), and on Percy Road, C7 (right)



**Figure 4.13: Zebra crossing on Hospital Bridge Road, C11**

- 4.19 The remaining crossings that achieved good score are uncontrolled crossings, as shown in Figures 4.14.



**Figure 4.14: Uncontrolled crossings on Hospital Bridge Road, C9 (left), and C10 (right)**

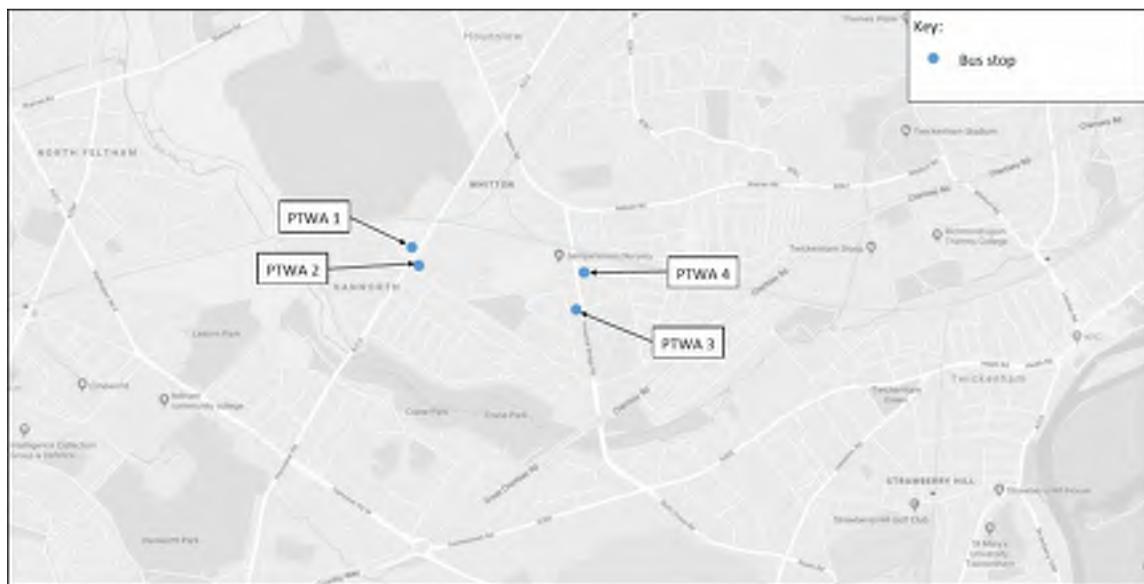
### Public Transport Waiting Areas

- 4.20 Ten public transport waiting areas (PTWA) have been identified along the links shown in Figure 3.3. These PTWA are listed in Table 4.5.

PTWA	Direction	Name
PTWA1	Northbound	Godfrey Way (Stop L)
PTWA2	Southbound	Godfrey Way (Stop C)
PTWA3	Northbound	Ashley Drive
PTWA4	Southbound	Montrose Avenue

**Table 4.5: PTWA assessed in the PERS**

- 4.21 Figure 4.15 shows the location of the PTWA in relation to the proposed development site.



**Figure 4.15: PTWA assessed in the PERS Audit**

- 4.22 The results associated with the PTWA audited within the PERS assessment are included in Table 4.6.
- 4.23 Based on Figure 2.1 and as there are 10 parameters, total scores of -30 to 30 are possible. Transposing the scoring scale to the total score, produces the scoring scale included in Figure 4.16:



**Figure 4.16: Total scoring scale for PTWA**

PTWA	Parameters										Total
	Information to the waiting area	Infrastructure to the waiting area	Boarding public transport	Information at the waiting area	Safety perceptions	Security measures	Lighting	Quality of the environment	Maintenance and cleanliness	Waiting area comfort	
PTWA1	3	0.5	1	2	2	0.5	3	2.5	3	1	18.5
PTWA2	2	0.5	1	1	2	0.5	3	2.5	3	1	16.5
PTWA3	3	2.5	1	2	2	0.5	3	1.5	3	-3	15.5
PTWA4	3	2.5	1	2	2	0.5	3	1.5	3	-3	15.5

**Table 4.6: PTWA PERS results**

- 4.24 All PTWA achieved a 'Good' score; all assessed bus stops are provided with route numbers, bus flag and are accessible by a nearby crossing. PTWA1 and PTWA2 provides seating and a shelter to protect commuters from adverse weather, as well as being provided with a litter bin, like PTWA2. Lamp posts are present within close proximity to PTWA1 and PTWA2.
- 4.25 Overall, low scores were given to parameters such as 'Waiting Area Comfort', 'Boarding Public Transport', 'Quality of the Environment' and 'Security Measures': the last is mainly due to the lack of CCTV cameras.
- 4.26 All PTWA are shown in Figures 4.17 and 4.18.

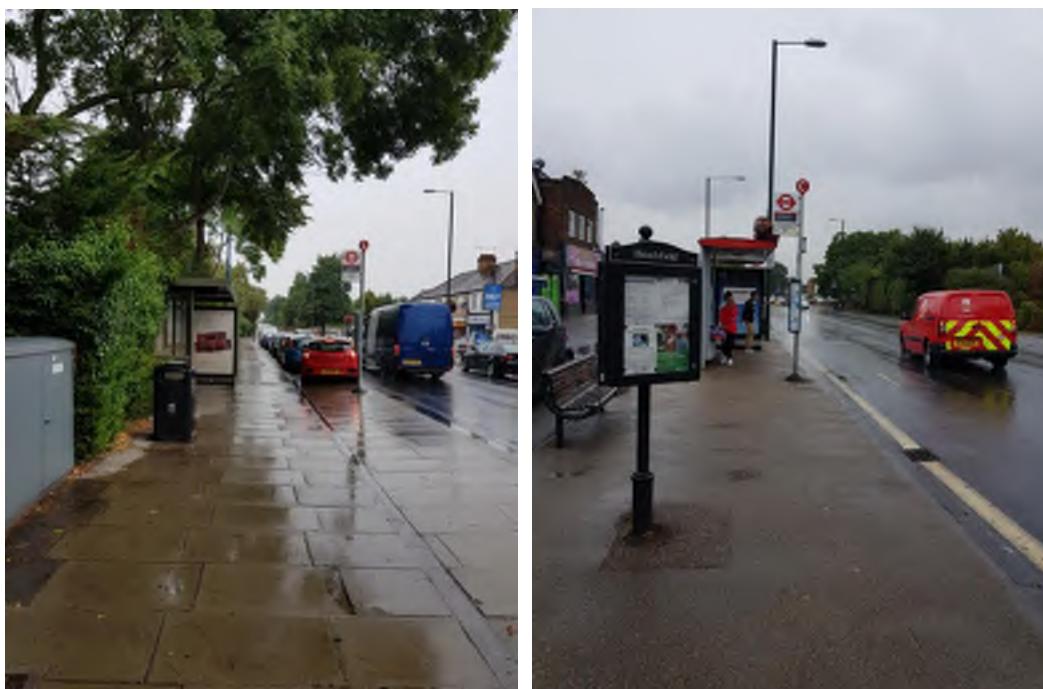


Figure 4.17: PTWA1 (left) and PTWA2 (right) on Hanworth Road



Figure 4.18: PTWA3 (left) and PTWA4 (right) on Hospital Bridge Road

## 5.0 CONCLUSIONS

- 5.1 The PERS assessment was undertaken to assess the level of service and quality provided for pedestrians within the study area in the vicinity of the proposed development site.
- 5.2 A summary of the PERS assessment for each type of pedestrian environment is included below:
  - i. Links: one link achieved an 'Average' score, four links achieved a 'Good' score and two links achieved a 'Very Good' score. Hospital Bridge Road received a very good score, providing wide and clean footway and good quality of the surface material. The section of Hospital Bridge Road along the footway bridge has received an average score.
  - ii. Crossings: nine crossings achieved a 'Good' score, and two crossings achieved a 'Very Good' score.
  - iii. PTWA: all PTWA achieved a 'Good' score.
- 5.3 Overall, the development site is considered to be located in an area with a good provision of pedestrian facilities.

## Appendix C – CERS

**Project Title**  
**Turing House School**

**Report Title**  
Cycle Environment  
Review System (CERS)  
Audit

**Document Reference:**  
4185/002/05

**Prepared For**  
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Rev	Comments	Date	Author	Checked	Approved
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Distribution List	Rev	Purpose of issue

## **CONTENTS**

<b>Chapter</b>		<b>Page</b>
1.0	<b>INTRODUCTION</b>	1
2.0	<b>METHODOLOGY</b>	3
3.0	<b>SITE VISIT AND STUDY AREA</b>	5
4.0	<b>CERS ASSESSMENT</b>	7
5.0	<b>CONCLUSIONS</b>	18

## 1.0 INTRODUCTION

- 1.1 Robert West were appointed by Bowmer & Kirkland to provide transport and highway advice for the proposed Turing House School. Following the pre-application meeting with Transport for London (TfL) and London Borough of Richmond upon Thames (LBRuT) it was agreed to undertake a review of the cycle infrastructure and environment in the vicinity of the permanent site of Turing House Free School.

### Turing House Free School

- 1.2 The Turing House School was opened in temporary accommodation in 2015 and has now grown to have three-year groups, with a total of 325 student places and is supported by 29FTE staff members. The temporary site is located at Livingston House on 2 Queens Road, Teddington, TW11 0LR. This site operates at capacity and could not accommodate a further uplift in students in September 2018. As such, the ESFA have identified a second temporary site at the Clarendon School, located on Haworth Road to accommodate further uplift in student places. The second temporary site has permission to provide 250 student places and operate for two academic years from September 2018.
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**Figure 1.1: Site location**

- 1.5 The site has one vehicular access taken from Hospital Bridge Road and is used by the nursery. In addition to the main site access from Hospital Bridge Road, a secondary access for pedestrians and cyclists is proposed from Heathfield Recreation Ground and will lead into the site via an internal path.

#### Context for audit

- 1.6 Following this introduction, the remainder of this report is structured as follows:
- Section 2 sets out the methodology for assessing the links for cyclists identified for this audit.
  - Section 3 of this report describes the approach and framework adopted for the purpose of this study and identifies the study area for the assessed links included in this Cycle Environment Review System (CERS) audit.
  - Section 4 provides a score for each link assessed and describes the existing conditions for cyclists on the identified links surrounding the site.
  - The report is concluded in Section 5.

## 2.0 METHODOLOGY

- 2.1 A CERS audit has been undertaken near the development site. CERS is a systematic process which quantifies routes and their overall suitability for cyclists in terms of how Convenient, Accessible, Safe, Comfortable and Attractive a route is. These five key criteria for good practise in cycle provision are set out in DfT Local Transport Note 2/08 “Cycle Infrastructure Design” and are generally used as the guidelines for developing provision that encourages cycling.
- 2.2 Each of the five key criteria includes several parameters against which the analysed links are assessed against:
- i. Convenience
    - Continuity: any issues that may affect the continuity if a facility were to be introduced.
    - Legibility: any issues that may affect a cyclist's ability to follow the route.
    - Directness: ascertain if the proposed link is the most direct path with no delays.
  - ii. Accessibility /Safety
    - Intersection conflict points, based on the type of intersection in combination with traffic flow and the size of the intersection.
    - Traffic volume: using existing data (if available). Those roads with a lighter traffic flow will receive a high score.
    - Traffic proximity: based on mixture of traffic and width of traffic lane(s) in a single direction of travel.
    - Traffic speed: use of recorded 85th percentile speeds or if unavailable posted speed limit signage. The lower the speed of vehicular traffic the higher the score.
    - Link conflict points: includes obstruction along the route carriageway surface.
  - iii. Comfort
    - Effective width: assess any existing cycle lane provision, the entire width of the carriageway and make note of parked cars.

- Surface quality: observe quality of road surface and type, i.e. cracking, potholes.
- Maintenance: assess current drainage facilities and whether drainage channels appear to be free from detritus and regularly swept; identify any area where ponding of water is evident; assess quality of road markings to determine clarity.
- Effort: make note of the gradient of the link to determine the effort cyclists would need to make to negotiate links.

iv. Attractiveness

- Personal security: determine whether the area around the link has litter/graffiti or evidence of vandalism as cyclist demand can be suppressed through fear of crime; make note of the presence of any CCTV cameras in the vicinity.
- Lighting: make note of the regularity and positioning of lighting columns to determine the lighting levels during the hours of darkness.
- Quality of environment: determine the quality of property frontage along the link, i.e. the presence of trees/ vegetation will make the route more appealing to cyclist.

2.3 Each parameter is scored on a range from -3 to +3, where +3 is the highest score and -3 the lowest. For a parameter to warrant a score of +3, it would need to be exemplary and of a standard to be identified as best practice. The scores are therefore allocated on a range from very poor to optimum with 0 representing the average. The scoring scale is set out in Figure 2.1 below:



**Figure 2.1: Scoring scale – parameters**

2.4 As there are 15 parameters, total scores of -45 to 45 are possible. Transposing the scoring scale to the total score, produces the scoring scale included in Figure 2.2:



**Figure 2.2: Scoring scale – total score**

### **3.0 SITE VISIT AND STUDY AREA**

- 3.1 A CERS audit was undertaken on Thursday 9 August 2018. The approach adopted for the purposes of this study follows that recommended by TRL:
- i. Definition of study area.
  - ii. On-street evaluation.
  - iii. Data analysis.
  - iv. Display and review outputs.

- 3.2 The following links were included in the audit:

<b>Link</b>	<b>Name</b>
L1	Nelson Road
L2	Hospital Bridge Road (bridge)
L3	Hospital Bridge Road
L4	Springfield Road
L5	Montrose Avenue
L6	Heathfield Recreation Ground
L7	Jubilee Avenue
L8	Powder Mill Lane
L9	Crane Park
L10	Chester Avenue
L11	Ellerman Avenue

**Table 3.1 - Links audited in the CERS**

- 3.3 Figure 3.1 shows the location of the links included in Table 3.1 in relation to the proposed development site.



**Figure 3.1: Links assessed in the CERS**

## 4.0 CERS ASSESSMENT

- 4.1 The following section provides a description of each individual link and the corresponding resulting score for the CERS audit.

### Link 1 – Nelson Road

- 4.2 Nelson Road is a 30mph single carriageway operating in an east to north-west direction. It forms a junction with the Wellington Road South and Hanworth Road the north-west and connects to Warren Road to the east. One lane per direction is provided along the road, as shown in Figure 4.1 and the road is lit by street lights. A mixture of commercial and residential properties are present on this road.



**Figure 4.1: Nelson Road**

- 4.3 Single white line is provided along the both sides of this link prior to the bridge, while the remainder of the road is unrestricted. The surface quality of the carriageway was observed to be in good condition.
- 4.4 Nelson Road is at a grade and no cycle lanes are present on the stretch of road audited. Road marking indicating no overtaking on the northbound carriageway is present at the bridge.
- 4.5 Inexperienced or less confident cyclists can use the footway/footbridge provided on the western side of the road. A 'cyclist dismount' sign is present on either side of the footbridge. Both the footway and footbridge would allow one cycle movement at a time due to restriction in width, as shown in Figure 4.2.



**Figure 4.2: Footway (left) and footbridge (right)**

- 4.6 Given the moderate traffic flow and good provision of wayfinding road signs observed on this road, it is considered to be a safe and comfortable route for cyclists.

#### **Link 2 – Hospital Bridge Road (bridge)**

- 4.7 Figure 4.3 shows the bridge that runs across Hospital Bridge Road. The stretch of road audited is a 30mph single carriageway and runs in a north to south direction. Lighting columns are frequently placed at regular intervals.
- 4.8 Although both sides of the road are unrestricted, vehicles do not park due to the nature of the road type and its geometry. The surface quality of the carriageway is in good condition.



**Figure 4.3: Hospital Bridge Road (bridge)**

- 4.9 This stretch of road is at a grade and no cycle lanes are present. A footway and footbridge are only provided on the eastern side of the road. Similar to Nelson Road, the footway provides sufficient width to allow one cycle movement at a time, as shown in Figure 4.4.



**Figure 4.4: Footway (left) and footbridge (right)**

- 4.10 The footway/footbridge can be used by either less experienced/confident cyclists or during peak periods when the road has high traffic flow.

### **Link 3 – Hospital Bridge Road**

- 4.11 Hospital Bridge Road is a two-way single carriageway road running in a north to south direction, from its junction with the Nelson Road to the north to its junction with Staines Road and Sixth Cross Road to the south. Hospital Bridge Road is subject to a 30mph speed limit; however, it is subject to 20mph for a small stretch of the road near Bishop Perrin Church of England Primary School. Lighting columns and drainage facilities are frequently placed at regular intervals.
- 4.12 Unrestricted parking bays are available on either side of the road, as shown in Figure 4.5. Where parking is not provided, double yellow lines and school keep clear lines are present on the remainder of this road. The surface quality of the carriageway was observed to be in a good condition.
- 4.13 Although no cycle lanes or advance stop lines are present on this road, the road provides wide carriageways to accommodate both vehicle and cyclists safely.



**Figure 4.5: Hospital Bridge Road**

- 4.14 Given the moderate traffic flows and good provision of wayfinding road signs observed on this road, it is considered to be a safe and comfortable route for cyclists.

#### **Link 4 – Springfield Road**

- 4.15 Springfield Road is a 20mph residential road running in a general east to south-west direction, forming a junction with Hospital Bridge Road to the east and becomes Cobbett Road to the south-west. Lighting columns and drainage facilities are frequently placed at regular intervals.
- 4.16 Half on/half off parking bays are provided on northern side of the road, while unrestricted parking is provided on the southern side of the road, as shown in Figure 4.6. The surface quality of the carriageway is in moderate condition.
- 4.17 Given the low flows of traffic observed on this road, it is considered to be a safe and comfortable route for cyclists.



**Figure 4.6: Springfield Road**

#### **Link 5 – Montrose Avenue**

- 4.18 Montrose Avenue is a 30mph residential road running in a general east to west direction. Montrose Avenue forms a junction with Hospital Bridge Road to the west and Percy Road to the east. Lighting columns and drainage facilities are frequently placed at regular intervals.
- 4.19 Unrestricted parking is available along the full length of the road, as shown in Figure 4.7 with vehicles parking in both sides of the road. All residential properties are provided with off-street parking.



**Figure 4.7: Montrose Avenue**

4.20 No cycle lanes are present on this road. Low traffic flows were observed on this link during the site visit and raised tables are present regularly along the road.

4.21 Given the low flows of traffic observed on this road, it is considered to be a safe and comfortable route for cyclists.

### **Link 6 – Heathfield Recreation Ground**

4.22 Heathfield Recreation Ground is a park that provide pedestrian and cycle connection with Powder Mill Lane and Springfield Road. Lighting columns are frequently placed at regular intervals.

4.23 The footway is approximately 4-5m wide, as shown in Figure 4.8 and is provided with four Sheffield cycle rack.



**Figure 4.8: Heathfield Recreation Ground**

4.24 No pedestrian or cyclist were observed along this route. Given this route is segregated from vehicular traffic, the link is considered to be safe and comfortable for cyclists to travel on.

### **Link 7 – Jubilee Avenue**

4.25 Jubilee Avenue is a 30mph residential cul-de-sac running in a general east to west direction where it forms a junction with Percy Road to the west. Lighting columns and drainage facilities are frequently placed at regular intervals.

4.26 Double yellow lines are marked at the junction with Percy Road, while the remainder of the road is unrestricted, as shown in Figure 4.9. All residential properties are provided with off-street parking.



**Figure 4.9: Jubilee Avenue**

- 4.27 No cycle lanes are present on this road and low traffic flows were observed on this link during the site visit.
- 4.28 Given the low flows of traffic observed on this road, it is considered to be a safe and comfortable route for cyclists.

#### **Link 8 – Powder Mill Lane**

- 4.29 Powder Mill Lane is a 30mph two-way single carriageway road running in a south-east to north-west direction. It from a junction with the Hanworth Road to the north-west and a junction with Hospital Bridge Road to the south-east. Lighting columns and drainage facilities are frequently placed at regular intervals.
- 4.30 Single and double yellow lines are marked at various points along the road, while the remainder of the road is a mixture of marked and unmarked parking bays, as shown in Figure 4.10. The surface quality of the carriageway is in good condition and it was observed during the site visit that this link has a low level of traffic with vehicles travelling within the speed limit.
- 4.31 Although no cycle lanes or advance stop lines are present on this road, the road provides wide carriageways to accommodate both vehicle and cyclists safely

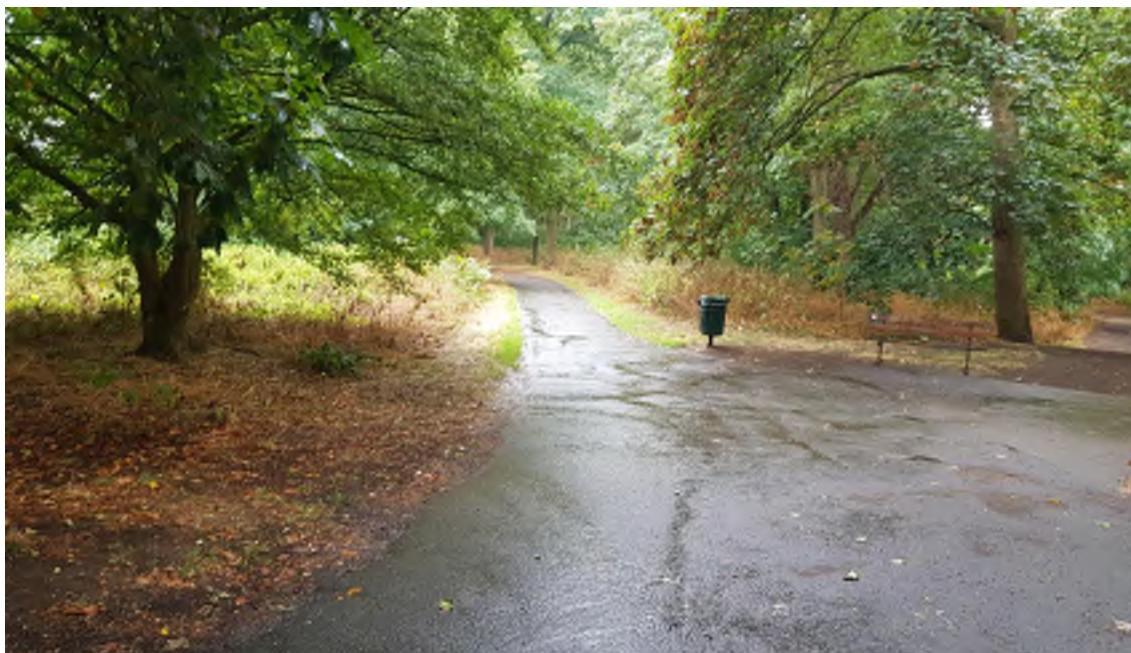


**Figure 4.10: Powder Mill Lane**

- 4.32 Given the moderate traffic flows it is considered to be a safe and comfortable route for cyclists.

#### **Link 9 – Crane Park**

- 4.33 Crane Park is a park that provides shared pedestrian and cycle path. The footway varies between approximately 2 to 10m wide, as shown in Figure 4.11.



**Figure 4.11: Crane Park**

- 4.34 No pedestrian or cyclist were observed along this route. Given this route is segregated from vehicular traffic, the road is considered to be safe and comfortable for cyclists to travel on.

## **Link 10 – Chester Avenue**

- 4.35 Chester Avenue is a 30mph residential road running in a north to south direction. Chester Avenue forms a junction with Powder Mill Lane to the north and Ellerman Avenue to the south. Lighting columns and drainage facilities are frequently placed at regular intervals.
- 4.36 Unrestricted parking is available along the full length of the road, as shown in Figure 4.12 with vehicles parking in both sides of the road. All residential properties are provided with off-street parking.



**Figure 4.12: Chester Avenue**

- 4.37 No cycle lanes are present on this road. The road is in good condition and low traffic flows was observed on this link during the site visit.
- 4.38 Given the low flows of traffic observed on this road, it is considered to be a safe and comfortable route for cyclists.

## **Link 11 – Ellerman Avenue**

- 4.39 Ellerman Avenue is a 30mph residential road running in a general east to south-west direction. Ellerman Avenue forms a junction with Hanworth Road to the south west and Lyndhurst Avenue to the east. Lighting columns and drainage facilities are frequently placed at regular intervals.
- 4.40 Unrestricted parking is available along the full length of the road, as shown in Figure 4.13 with vehicles parking in both sides of the road. All residential properties are provided with off-street parking.



**Figure 4.13: Ellerman Avenue**

- 4.41 No cycle lanes are present on this road. The road is in good condition and low traffic flows was observed on this link during the site visit.
- 4.42 Given the low flows of traffic observed on this road, it is considered to be a safe and comfortable route for cyclists.

#### **CERS score**

- 4.43 Table 4.1 indicates the scores for each link and also provides a breakdown score of each parameter. The total score for the assessed links is included in Table 4.1 and is colour coded based on Figure 2.2.

Link	Convenience			Accessibility /Safety				Comfort			Attractiveness			Total		
	Continuity	Legibility	Directness	Intersection conflict points	Traffic volume	Traffic proximity	Traffic Speed	Link conflict points	Effective width	Surface quality	Maintenance	Effort	Personal security	Lighting	Quality of environment	
Nelson Road	1	2	2	1	1	0	2	2	2	3	3	0	1	3	2	25
Hospital Bridge Road (bridge)	-1	2	2	1	1	0	2	1	-1	3	0	-1	1	3	1	14
Hospital Bridge Road	1	2	1	1	1	1	2	1	2	3	3	3	1	3	2	27
Springfield Road	2	2	0	1	3	1	3	2	2	1	3	3	0	3	2	28
Montrose Avenue	1	2	0	2	3	1	3	1	2	3	3	3	0	3	2	29
Heathfield Recreation Ground	3	3	1	3	3	3	3	3	3	3	3	3	0	3	2	39
Jubilee Avenue	1	2	0	2	3	1	3	1	2	3	3	3	0	3	2	29
Powder Mill Lane	1	2	1	1	2	1	2	1	2	3	3	3	1	3	2	28
Crane Park	3	3	0	3	3	3	3	3	3	3	3	3	0	-1	2	34
Chester Avenue	1	2	0	2	3	1	3	1	2	3	3	3	0	3	2	29
Ellerman Avenue	1	2	0	2	3	1	3	1	2	3	3	3	0	3	2	29

**Table 4.1: CERS Score**

- 4.44 Table 4.1 shows that Heathfield Recreational Ground and Crane Park achieved a ‘Very Good’ score mainly due to the wide carriageway, segregation from traffic and wayfinding signage along the roads. Link 2 achieved ‘Average’ score while the remainder of the links all received a ‘Good’ score.
- 4.45 It is noted that the links received a good score are mainly residential road with low vehicular traffic, as such it provides a safe and comfortable route.

## 5.0 CONCLUSIONS

- 5.1 This CERS report has assessed existing conditions for cyclists within the study area in the vicinity of the permanent site for Turing House Free School.
- 5.2 All the assessed parameters have been scored from good to very good. This has resulted in most roads achieving a 'Good' score, with Hospital Bridge Road, Heathfield Recreational Ground, Powder Mill Lane and Crane Park achieving a 'Very Good' score.
- 5.3 The section of Hospital Bridge Road (bridge) received the lowest score, ie Average. The roads audited within proximity of proposed development provides a convenient, accessible, safe and comfortable routes.

## Appendix D – Accident Data



Date: 22 JUN 2018 10:29 Stick Diagram  
Page: 1 of 1 (summary)

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

### Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B24_Hospital_Br (P)	60 MTS TO SEP-2017	66

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



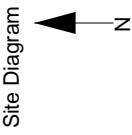
Date: 22 JUN 2018 10:29

Stick Diagram

Page: 1 of 7

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)										60 MTS TO SEP-2017 SORTED BY DATE				
Accident Reference	1	2	3	4	5	6	7	8	9	10				
Day	0112TW60371	0112TW60364	0112TW60362	0112TW60435	0112TW60432	0113TW60062	0113TW60100	0113TW60178	0113TW60147	0113TW60199				
Date	SUNDAY	THURSDAY	FRIDAY	WEDNESDAY	SATURDAY	MONDAY	SUNDAY	WEDNESDAY	TUESDAY	FRIDAY				
Time	21/10/2012	25/10/2012	26/10/2012	19/12/2012	29/12/2012	04/03/2013	07/04/2013	01/05/2013	14/05/2013	14/06/2013				
Light Conditions	20:00	07:15	18:17	12:57	10:00	21:59	13:40	15:25	16:05	02:34				
Road Surface	DARK	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK				
Severity	DRY	WET	WET	SLIGHT	SLIGHT	DRY	DRY	DRY	DRY	DRY				
Conflict	SLIGHT					SERIOUS	SLIGHT							
Pedestrian Location	50M					X								
Contributory Factors (* denotes pre 2005)	802 C001 A	105 V001 A	806 C001 A	402 V001 A	407 V002 A	505 V001 A	406 V001 A	405 V001 A	X	0				
	803 C001 A	105 V002 A	808 C001 A	301 V001 A	602 V002 A									
	406 V001 A	402 V001 A	406 V002 A	406 V001 A										
	407 V001 B	402 V002 A												
Easting/Northing	512710 173620	513690 172960	512920 173970	513700 172970	513450 173940	513520 173460	512680 173570	513520 173450	513690 172960	512760 173710				
Pedestrian	20	30 %												
Wet	12	18 %												
Dark	18	27 %												
Severity / Months To	12/09/2013	12/09/2014	12/09/2015	12/09/2016	12/09/2017	Total	Pct							
Fatal	0	0	0	0	0	0	0.0 %							
Serious	1	1	0	0	0	1	4.5 %							
Slight	15	12	12	11	13	63	95.5 %							
Total	16	13	12	11	14	66								
Pct	24.2 %	19.7 %	18.2 %	16.7 %	21.2 %									



Severity / Months To	12/09/2013	12/09/2014	12/09/2015	12/09/2016	12/09/2017	Total	Pct
Fatal	0	0	0	0	0	0	0.0 %
Serious	1	1	0	0	1	3	4.5 %
Slight	15	12	12	11	13	63	95.5 %
Total	16	13	12	11	14	66	
Pct	24.2 %	19.7 %	18.2 %	16.7 %	21.2 %		



Date: 22 JUN 2018 10:29

Stick Diagram

Page: 2 of 7

### Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)											60 MTS TO SEP-2017 SORTED BY DATE										
											11	12	13	14	15	16	17	18	19	20	
Accident Reference	0113TW60208	0113TW60255	0113TW60272	0113TW60301	0113TW60312	0113TW60343	0113TW60365	0113TW60435	0113TW60451	0113TW60465	SATURDAY	SUNDAY	SUNDAY	FRIDAY	WEDNESDAY	12/10/2013	23/11/2013	SATURDAY	SATURDAY	FRIDAY	
Day	SATURDAY	FRIDAY	THURSDAY	FRIDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SATURDAY	SATURDAY	22/06/2013	26/07/2013	08/08/2013	23/08/2013	08/09/2013	16:22	10:00	00:25	19:40	13/12/2013	
Date	22/06/2013	26/07/2013	08/08/2013	23/08/2013	13:16	16:17	16:17	16:17	12/10/2013	12/10/2013	13:26	23:45	09:39	LIGHT	LIGHT	LIGHT	DARK	DARK	18:20		
Time															DRY	WET	DRY	DRY	DRY		
Light Conditions															SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT		
Road Surface																					
Severity																					
Conflict																					
Pedestrian Location	X														X						
Contributory Factors (* denotes pre 2005)	802 C001 A	509 V001 B	104 V001 B	802 C002 A	405 V001 A	405 V001 A	405 V001 A	405 V002 A	802 C001 B	803 C001 B	803 C001 A	803 C001 A	803 C001 A	803 C001 A	803 C001 B	803 C001 B	803 C001 B	803 C001 A	803 C001 A	803 C001 A	
	808 C002 A	410 V001 A	104 V002 B	808 C002 A	403 V001 A	403 V001 A	403 V001 A	405 V002 A	808 C001 B	803 C001 B	808 C001 A	808 C001 A	808 C001 A	808 C001 A	808 C001 B	808 C001 B	808 C001 B	808 C001 A	808 C001 A	808 C001 A	
	804 C001 A	405 V001 A	301 V001 B	804 C002 A	602 V001 A	308 V002 B	302 V001 B	302 V002 A	804 C001 B	803 C001 B	809 C001 A	809 C001 A	809 C001 A	809 C001 B	809 C001 B	809 C001 B	809 C001 B	809 C001 A	809 C001 A	809 C001 A	
Easting/Northing	513680 172960	513890 173040	513690 172960	513690 172960	513690 172960	513690 172960	513690 172960	513690 172960	513900 173050	513900 173050	513900 173050	513900 173050	513900 173050	513900 173050	513900 173050	513900 173050	513900 173050	513900 173050	514120 173340	514120 173340	



Date: 22 JUN 2018 10:29

Stick Diagram

Page: 3 of 7

### Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)										60 MTS TO SEP-2017 SORTED BY DATE				
	21	22	23	24	25	26	27	28	29	30				
Accident Reference	0114TW60007	0114TW60017	0114TW60031	0114TW60097	0114TW60169	0114TW60218	0114TW60249	0114TW60249	0114TW60300	0114TW60456				
Day	THURSDAY	WEDNESDAY	FRIDAY	SATURDAY	SUNDAY	SATURDAY	FRIDAY	SUNDAY	WEDNESDAY	FRIDAY				
Date	02/01/2014	08/01/2014	24/01/2014	07/03/2014	19/04/2014	24/05/2014	30/05/2014	08/06/2014	09/07/2014	03/10/2014				
Time	12:15	19:30	06:40	08:28	11:20	01:02	20:30	13:40	07:22	11:00				
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT				
Road Surface	WET	WET	DRY	DRY	SLIGHT	DRY	DRY	DRY	DRY	DRY				
Severity	SLIGHT					SLIGHT	SLIGHT	SLIGHT						
Conflict														
Pedestrian Location														
Contributory Factors (* denotes pre 2005)	403 V001 A	301 V002 A	403 V002 A	405 V002 A	505 V001 A			401 V001 A	602 V001 A	602 V001 A				
	405 V001 A	405 V002 A	405 V002 A	509 V002 A				403 V001 A	403 V001 A	403 V001 A				
	406 V001 A	403 V002 A												
	602 V001 A													
Easting/Northing	512700 173610	513690 172960	513690 172970	513960 173080	513670 173030	513690 172960	512690 172950	513560 173710	513700 172950	513550 173030				



Date: 22 JUN 2018 10:29

Stick Diagram

Page: 4 of 7

### Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)										60 MTS TO SEP-2017 SORTED BY DATE				
Accident Reference	31	32	33	34	35	36	37	38	39	40				
Day	0114TW60459	0114TW60519	0114TW60510	0114TW60545	0115TW60050	0115TW60080	0115TW60140	0115TW60164	0115TW60226	0115TW60249				
Date	WEDNESDAY	SUNDAY	MONDAY	FRIDAY	FRIDAY	WEDNESDAY	TUESDAY	WEDNESDAY	SATURDAY	MONDAY				
Time	08/10/2014	16/11/2014	24/11/2014	12/12/2014	06/02/2015	25/03/2015	05/05/2015	03/06/2015	06/06/2015	27/07/2015				
Light Conditions	16:30	13:05	11:25	10:31	19:31	12:07	16:30	19:33	07:45	06:47				
Road Surface	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT				
Severity	WET	DRY	DRY	SLIGHT	DRY	DRY	DRY	DRY	DRY	DRY				
Conflict	SLIGHT				SLIGHT		SLIGHT							
Pedestrian Location														
Contributory Factors (* denotes pre 2005)	406 V002 B	403 V002 A	403 V001 A	403 V001 B	403 V002 B	806 C001 A	50M	0						
	605 V002 B	405 V001 B	403 V002 B	403 V001 A	405 V001 A	410 V001 A		407 V001 A	706 V002 A	301 V002 A				
Easting/Northing	513690 172960	512860 173460	513620 173350	512700 173600	513710 172960	513750 172980	513630 173880	512810 173490	513700 172960	513690 172960	513690 172960			



Date: 22 JUN 2018 10:29

Stick Diagram

Page: 5 of 7

### Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)										60 MTS TO SEP-2017 SORTED BY DATE				
Accident Reference	41	42	43	44	45	46	47	48	49	50				
Day	0115TW60270	0115TX20761	0115TW60365	0115TW60391	0115TW60427	0115TW60431	0115TW69001	0116TW60174	0116TW60209	0116TW60290				
Date	WEDNESDAY	SATURDAY	TUESDAY	SATURDAY	FRIDAY	FRIDAY	MONDAY	TUESDAY	FRIDAY	FRIDAY				
Time	12/08/2015	03/10/2015	10/11/2015	28/11/2015	18/12/2015	18/12/2015	28/12/2015	10/05/2016	10/06/2016	29/07/2016				
Light Conditions	17:59	19:08	01:25	14:00	11:38	18:25	18:45	17:29	08:16	19:00				
Road Surface	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT				
Severity	DRY	DRY	DRY	SLIGHT	SLIGHT	DRY	DRY	DRY	DRY	DRY				
Conflict	SLIGHT					SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT				
Pedestrian Location														
Contributory Factors (* denotes pre 2005)	403 V001 A 406 V002 B	802 C001 A 803 C001 A 801 C001 A	902 V002 A 403 V002 A	403 V001 A 406 V001 A	403 V003 B 405 V003 B 406 V001 B	403 V002 A 405 V002 A 406 V002 A	404 V001 B 403 V001 B 406 V002 B	0 C001 A 801 C001 A 802 C001 A 701 V001 A	0 C001 A 802 C001 A 808 C001 A	0 C001 A 801 C001 A 802 C001 A 808 C001 A	701 V001 A 801 C001 A 802 C001 A 701 V001 A	701 V001 A 801 C001 A 802 C001 A 701 V001 A	0 C001 A 802 C001 A 808 C001 A	0 C001 A 802 C001 A
Easting/Northing	512680 173560	512720 173640	512680 173560	513700 172960	513690 172970	513700 172950	512680 173560	512850 173840	512760 173700	512770 173710				



Date: 22 JUN 2018 10:29

Stick Diagram

Page: 6 of 7

### Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)										60 MTS TO SEP-2017 SORTED BY DATE										
Accident Reference	51	52	53	54	55	56	57	58	59	60	01170030972	01170020343	01170010044	01160009090	01160001534	01160003441	011600018064	011600027362	MONDAY	MONDAY
Day	01/09/2016	01/09/2016	01/09/2016	01/09/2016	01/09/2016	01/09/2016	01/09/2016	01/09/2016	01/09/2016	FRIDAY	28/04/2017	07/04/2017	05/01/2017	29/12/2016	09/11/2016	07/11/2016	01/16/2000	01/16/2000	MONDAY	
Date																				
Time	16:37	14:00	08:00	09:05	08:10	11:45	11:05	15:00	18:33											
Light Conditions	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT											
Road Surface	DRY	DRY	DRY	DRY	DRY	WET	WET	WET	WET											
Severity	SLIGHT																			
Conflict																				
Pedestrian Location																				
Contributory Factors (* denotes pre 2005)	308 V001 A	X	406 V002 A	405 V001 A							701 V001 A	0								
	408 V002 A	509 V002 A										706 V001 A								
Easting/Northing	513520 173900	514190 173550	514170 173500	512760 173700	513720 172970	512890 173910	513530 173890	512690 173570	513680 172960	512900 173940										



Date: 22 JUN 2018 10:29

Stick Diagram

Page: 7 of 7

**Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B24_Hospital_Br (P)								60 MTS TO SEP-2017 SORTED BY DATE			
Accident Reference	61	62	63	64	65	66					
Day	01170048046	01170050846	01170052185	01170052951	01170058935	01170060730					
Date	WEDNESDAY	THURSDAY	FRIDAY	WEDNESDAY	THURSDAY	THURSDAY					
Time	12/07/2017	27/07/2017	04/08/2017	09/08/2017	14/09/2017	14/09/2017					
Light Conditions	17:34	15:15	20:22	14:51	DARK	08:46					
Road Surface	LIGHT	LIGHT	DRY	DARK	WET	LIGHT					
Severity	DRY	DRY	SLIGHT	SLIGHT	SLIGHT	DRY					
Conflict	SLIGHT					SLIGHT					
Pedestrian Location											
Contributory Factors (* denotes pre 2005)	308 V002 B 408 V001 B	405 V001 B 409 V001 B	405 V001 B 408 V001 B	707 V001 A 999 V001 B	0	802 C001 A 803 C001 B 808 C001 B	0				
Easting/Northing	512865 173870	512680 173560	512680 173570	512770 173720	513580 173600	512690 173590					



Date: 22 JUN 2018 10:29                          Interpreted Listing  
Page: 1 of 1 (summary)

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

### **Summary of Accidents Selected**

<b>Site Reference and Description (zero accident counts shown in bold)</b>	<b>Date Period</b>	<b>Accidents</b>
MD01 GIS AREA B24_Hospital_Br (P)	60 MTS TO SEP-2017	66

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

Date: 22 JUN 2018 10:29  
Page: 1 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
1 0112TW60371 SUN 21/10/12 20:00 DARK HANWORTH ROAD J/W GODFREY WAY POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR PED HAS CROSSED THE ROAD INTO PATH OF V1 CAUSING COLLISION.									24 LINK 66-701 512710 / 173620
CASUALTY 001 (001) (15 Yrs - M TW2 )	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	NW BOUND FROM DRIVERS O/SIDE				JCT CLEARED	
VEHICLE 001 (000) CAR	(? Yrs - M UNKN)	BT - DRV NOT CONTACTED	GOING AHEAD OTHER	S TO N	FRONT HIT FIRST				
C001 A 802 (FAILED TO LOOK PROPERLY) V001 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)									C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) V001 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
2 0112TW60364 THU 25/10/12 07:15 LIGHT POWDER MILL LANE J/W HOSPITAL BRIDGE ROAD POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS TRAF SIG DEF FAULTY ATS, BOTH ATS HAVE TURNED GREEN AT JUNCTION. V1 MOVED OFF AND COLLIDED WITH V2.									24 NODE 63 513690 / 172960
CASUALTY 001 (002) (57 Yrs - F TW2 )	SLIGHT	DRIVER/RIDER	MOVING OFF	S TO N	JNY PART OF WORK			JCT MID	
VEHICLE 001 (002) CAR	(34 Yrs - F S43)	BT - NEGATIVE	MOVING OFF	FRONT HIT FIRST					
VEHICLE 002 (001) CAR	(57 Yrs - F TW2 )	BT - NEGATIVE	MOVING OFF	NW TO SE	JNY PART OF WORK	O/S HIT FIRST		JCT MID	
V001 A 105 (DEFECTIVE TRAFFIC SIGNALS) V001 A 402 (JUNCTION RESTART)									V002 A 105 (DEFECTIVE TRAFFIC SIGNALS) V002 A 402 (JUNCTION RESTART)
3 0112TW60362 FRI 26/10/12 18:17 DARK HANWORTH ROAD J/W SIMPSON ROAD POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M INTOXICATED PED HAS CROSSED THE ROAD INTO PATH OF V1 CAUSING COLLISION.									24 LINK 66-701 512920 / 173970
CASUALTY 001 (001) (23 Yrs - M TW4 )	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	NW BOUND FROM DRIVERS O/SIDE					
VEHICLE 001 (000) CAR	(? Yrs - M UNKN)	BT - DRV NOT CONTACTED	GOING AHEAD OTHER	S TO N	FRONT HIT FIRST			JCT APP	
C001 A 806 (IMPAIRED BY ALCOHOL) V001 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)									C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

Date: 22 JUN 2018 10:29  
Page: 2 of 26



Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)							
4	0112TW60435	WED 19/12/12 12:57	LIGHT HOSPITAL BRIDGE ROAD J/W PERCY ROAD POLICE - AT SCENE ROAD-WET RAINING	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24 NODE 63 60 MTS TO SEP-2017 SORTED BY DATE 513700 / 172970
	V1 HAS DISOBEYED ATS AND CONTINUED INTO PATH OF PED CAUSING COLLISION.						
CASUALTY	001 (001) (33 Yrs - F TW4)	SLIGHT PEDESTRIAN	CROSSING ROAD ON PED XING GOING AHEAD LEFT BEND	S BOUND NW TO NE	FROM DRIVERS N/SIDE TAKING PUPIL TO/FROM SC	JCT MID	
VEHICLE	001 (000) CAR (25 Yrs - M KT8 )	BT - NEGATIVE	N/S HIT FIRST				
V001	A 402 (JUNCTION RESTART)		V001 A 301 (DISOBEDIED AUTOMATIC TRAFFIC SIGNAL)				
V001	A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)						
5	0112TW60432	SAT 29/12/12 10:00	LIGHT NELSON ROAD J/W WHITTON WAYE WEATHER-FINE	SINGLE CWY ROUNDABOUT	GIVE WAY/UNCONT ZEBRA	24 LINK 69-701 513450 / 173940	
	SOLO V2 HAS PASSED TOO CLOSELY TO V1 CAUSING COLLISION AND KNOCKING RIDER OF V1 OFF.						
CASUALTY	001 (001) (8 Yrs - M TW2)	SLIGHT DRIVER/RIDER	GOING AHEAD OTHER	SE TO NW O/S HIT FIRST	JCT CLEARED		
VEHICLE	001 (002) PEDAL CYCLE (8 Yrs - M TW2 )	BT - NOT APPLICABLE		HIT OTH OBJECT			
	LEFT CWY NEARSIDE	OVERTAKING NEARSIDE	SE TO NW				
VEHICLE	002 (001) M/C 50-125CC (? Yrs - U UNKN)	BT - DRV NOT CONTACTED	N/S HIT FIRST				
V002	A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)		V002 A 602 (CARELESS/RECKLESS/IN A HURRY)				

Date: 22 JUN 2018 10:29  
Page: 3 of 26



Interpreted Listing

### Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)						
6	0113TW60062 MON 04/03/13 21:59	DARK SPRINGFIELD ROAD JW WARBURTON ROAD POLICE - AT SCENE ROAD-DRY WEATHER-FINE V1 WENT INTO THE BACK OF PARKED V2. V2 THEN HIT PARKED V3	SINGLE CWY T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	CELL 513500/1173000 513520 / 173460
CASUALTY	001 (001) (53 Yrs - M TW2 )	SERIOUS DRIVER/RIDER	GOING AHEAD OTHER	W TO E FRONT HIT FIRST	JCT APP	
VEHICLE	001 (000) CAR (53 Yrs - M TW2 )	BT - NOT REQUESTED	HIT PARKED VEH PARKED	P TO P BACK HIT FIRST	JCT APP	
VEHICLE	002 (000) CAR (69 Yrs - M TW2 )	BT - DRV NOT CONTACTED	HIT PARKED VEH PARKED	P TO P BACK HIT FIRST	JCT APP	
VEHICLE	003 (000) CAR (? Yrs - U )	BT - DRV NOT CONTACTED				
V001	A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)					
7	0113TW60100 SUN 07/04/13 13:40	LIGHT HANWORTH RD JW POWDER MILL LANE POLICE - AT SCENE ROAD-DRY WEATHER-FINE V1 COLLIDED WITH THE REAR OF V2.	SINGLE CWY MINI	GIVE WAY/UNCONT PELICAN OR SIMILAR	24	NODE 66 512680 / 173570
CASUALTY	001 (002) (29 Yrs - F TW13)	SLIGHT DRIVER/RIDER	SLOWING OR STOPPING	SW TO NE FRONT HIT FIRST	JCT MID	
VEHICLE	001 (002) CAR (61 Yrs - M TW3 )	BT - NOT REQUESTED				
VEHICLE	002 (001) CAR (29 Yrs - F TW13)	BT - NOT REQUESTED	SLOWING OR STOPPING	SW TO NE BACK HIT FIRST	JCT MID	
V001	A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)					

Date: 22 JUN 2018 10:29  
Page: 4 of 26



Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
8 0113TW60178 WED 01/05/13 15:25 LIGHT SPRINGFIELD ROAD JW WARBURTON ROAD POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M V1 HAS REVERSED AROUND THE CORNER INTO PATH OF V1 WHO WAS CROSSING THE ROAD CAUSING COLLISION.									24 CELL 513500/173000 513520 / 173450
CASUALTY 001 (002) (47 Yrs - F TW2) SLIGHT DRIVER/RIDER VEHICLE 001 (002) CAR (37 Yrs - F TW3) BT - DRV NOT CONTACTED									REVERSING W TO S TAKING PUPIL TO/FROM SC JCT MID BACK HIT FIRST
VEHICLE 002 (001) PEDAL CYCLE (47 Yrs - F TW2) GOING AHEAD OTHER E TOW TAKING PUPIL TO/FROM SC JCT MID BT - NOT APPLICABLE FRONT HIT FIRST									
V001 A 405 (FAILED TO LOOK PROPERLY) V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)									V001 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))
9 0113TW60147 TUE 14/05/13 16:05 LIGHT HOSPITAL BRIDGE ROAD JW POWDER MILL LANE POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS PED HAS DISOBeyed ATS AND CROSSED THE ROAD INTO PATH OF V1 CAUSING COLLISION.									24 NODE 63 513690 / 172960
CASUALTY 001 (001) (12 Yrs - F TW4) SLIGHT PEDESTRIAN VEHICLE 001 (000) CAR (29 Yrs - M TW4) BT - DRV NOT CONTACTED									CROSSING ROAD ON PED XING E BOUND FROM DRIVERS NSIDE GOING AHEAD OTHER S TON JNY PART OF WORK FRONT HIT FIRST
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)									C001 A 802 (FAILED TO LOOK PROPERLY)
10 0113TW60199 FRI 14/06/13 02:34 DARK HANWORTH ROAD 50M N JW HEATHSIDE POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M INTOXICATED PED HAS STUMBBLED INTO THE ROAD INTO PATH OF V1 CAUSING COLLISION.									24 LINK 66-701 512760 / 173710
CASUALTY 001 (001) (39 Yrs - M UNKN) SLIGHT PEDESTRIAN VEHICLE 001 (000) CAR (? Yrs - M UNKN) BT - DRV NOT CONTACTED									IN ROAD - NOT CROSSING GOING AHEAD OTHER S TON N/S HIT FIRST UNKNOWN IN RD NOT CROSSING JCT CLEARED
C001 A 806 (IMPAIRED BY ALCOHOL)									C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

Date: 22 JUN 2018 10:29  
Page: 5 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
11	0113TW60208	SAT 22/06/13 13:26	LIGHT POWDER MILL LANE JW PERCY ROAD	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24	NODE 63
POLICE - AT SCENE	ROAD-D/WET	RAINING							513680 / 172960
TWO PED'S HAVE DISOBEYED ATS AND RAN ACROSS THE ROAD INTO PATH OF V1 CAUSING COLLISION.									
CASUALTY	001 (001)	(45 Yrs - F TW14)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	N BOUND	FROM DRIVERS NSIDE		
CASUALTY	002 (001)	(9 Yrs - M TW14)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	N BOUND	FROM DRIVERS NSIDE		
VEHICLE	001 (000)	CAR	(32 Yrs - F TW2)	BT - DRV NOT CONTACTED	GOING AHEAD RIGHT BEND NE TO NW		JCT MID		
					FRONT HIT FIRST				
C001	A	802 (FAILED TO LOOK PROPERLY)							
C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)							
12	0113TW60255	FRI 26/07/13 23:45	DARK PERCY ROAD JW ROSS ROAD	SINGLE CWY	T/StAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		24	LINK 63-67
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							513890 / 173040
DRV V1 LOST CONTROL FOR REASONS UNK & HIT A TRAFFIC ISLAND									
CASUALTY	001 (001)	(63 Yrs - F TW2)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	SW TO NE			
VEHICLE	001 (000)	CAR	(63 Yrs - F TW2 )	BT - NEGATIVE	HIT KERB	FRONT HIT FIRST	JCT MID		
		LEFT CWY AHEAD AT JUNCTN			HIT RD SIGN/ATS				
V001	B	509 (DISTRACTION IN VEHICLE)							
V001	A	405 (FAILED TO LOOK PROPERLY)							
13	0113TW60272	THU 08/08/13 09:39	LIGHT HOSPITAL BRIDGE ROAD, JUNCTION WITH PERCY ROAD	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24	NODE 63
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							513690 / 172960
V2 TURNED RIGHT ACROSS PATH OF V1 CAUSING COLLISION, BOTH APPARANTLY ON A GREEN ATS, SIGNAGE APPARANTLY POOR AT JUNCTION									
CASUALTY	001 (002)	(25 Yrs - F TW20)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	N TO S	JNY PART OF WORK		
VEHICLE	001 (002)	CAR	(66 Yrs - M TW2 )	BT - NOT REQUESTED	FRONT HIT FIRST				
V002	002 (001)	CAR	(25 Yrs - F TW20)	TURNING RIGHT	S TO NE	JNY PART OF WORK	JCT MID		
		BT - NOT REQUESTED			N/S HIT FIRST				
V001	B	104 (INADEQUATE/MASKED SIGNS OR ROAD MARKINGS)							
V001	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)							
V002	B	104 (INADEQUATE/MASKED SIGNS OR ROAD MARKINGS)							
V002	B	308 (FOLLOWING TOO CLOSE)							

Date: 22 JUN 2018 10:29  
Page: 6 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)							
14	0113TW60301	FRI 23/08/13 13:16	LIGHT HOSPITAL BRIDGE ROAD J/W PERCY ROAD	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE					
PED RAN OUT INTO CROSSING INTO PATH OF PASSING V1							
CASUALTY	001 (001)	(25 Yrs - M KT2)	SLIGHT	DRIVER/RIDER	CROSSING ROAD ON PED XING	W BOUND	FROM DRIVERS NSIDE
CASUALTY	002 (001)	(57 Yrs - F SE11)	SLIGHT	PEDESTRIAN	GOING AHEAD OTHER	N TO S	JCT MID
VEHICLE	001 (000)	M/C 50-125CC	(25 Yrs - M KT2 )				
		BT - NEGATIVE					
C002	A	802 (FAILED TO LOOK PROPERLY)					
C002	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)					
15	0113TW60312	SUN 08/09/13 16:17	LIGHT NELSON ROAD J/W HOSPITAL BRIDGE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE					
V1 PULLED OUT AND TURNED LEFT COLLIDING WITH V2							
CASUALTY	001 (002)	(39 Yrs - M TW3 )	SLIGHT	DRIVER/RIDER	TURNING LEFT	S TO NW	JNY PART OF WORK
VEHICLE	001 (002)	TAXI	(51 Yrs - M UB2 )			O/S HIT FIRST	JCT MID
		BT - NOT REQUESTED					
VEHICLE	002 (001)	PEDAL CYCLE	(39 Yrs - M TW3 )		GOING AHEAD OTHER	SE TO NW	
		BT - NOT APPLICABLE				N/S HIT FIRST	
V001	A	405 (FAILED TO LOOK PROPERLY)					
V001	B	302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)					
16	0113TW60343	WED 25/09/13 16:22	LIGHT NFL-PERCY ROAD J/W ROSS ROAD	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT PELICAN OR SIMILAR	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE					
V1 HIT REAR OF STAT V1							
CASUALTY	001 (001)	(24 Yrs - M SM1 )	SLIGHT	DRIVER/RIDER	GOING AHEAD HELD UP	NE TO SW	JNY PART OF WORK
VEHICLE	001 (002)	CAR	(24 Yrs - M SM1 )			BACK HIT FIRST	JCT APP
		BT - NEGATIVE					
VEHICLE	002 (001)	CAR	(? Yrs - M TW2 )		GOING AHEAD OTHER	NE TO SW	
		BT - DRV NOT CONTACTED				FRONT HIT FIRST	JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)					
V002	A	602 (CARELESS/RECKLESS/IN A HURRY)					

Date: 22 JUN 2018 10:29  
Page: 7 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
17	0113TW60365	SAT 12/10/13 10:00	LIGHT NFL: POWDER MILL LANE 30M SE JW HANWORTH ROAD					24	LINK 63-66
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M					60 MTS TO SEP-2017 SORTED BY DATE
V1 TURNED INTO MINOR ROAD, COLLIDED WITH PED CAS STEPPING INTO HIS PATH FROM N/S									512710 / 173550
CASUALTY	001 (001) (73 Yrs - M TW2)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	SW BOUND FROM DRIVERS NSIDE				
VEHICLE	001 (000) CAR	(31 Yrs - F TW13)		GONG AHEAD OTHER	NW TO SE				
	BT - NEGATIVE				FRONT HIT FIRST				
C001	B	802 (FAILED TO LOOK PROPERLY)		C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			
18	0113TW60435	SAT 23/11/13 00:25	DARK NFL: HOSPITAL BRIDGE ROAD 23M N JW VINCAM ROAD					24	LINK 63-66
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M					513530 / 173820
NORTHBD V1 COULD NOT AVOID PED CAS STEPPING OUT FROM BUS STOP STRAIGHT INTO SIDE OF HIS VEHICLE									
CASUALTY	001 (001) (26 Yrs - F TW9)	SERIOUS	PEDESTRIAN	ON FOOTPATH - VERGE	UNKNOWN				
VEHICLE	001 (000) TAXI	(33 Yrs - M TW3)		GONG AHEAD OTHER	STON	JNY PART OF WORK			
	BT - NEGATIVE				N/S HIT FIRST				
	LEFT CWY NEARSIDE								
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)		C001	A	808 (CARELESS/RECKLESS/IN A HURRY)			
C001	A	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)							
19	0113TW60451	SAT 07/12/13 19:40	DARK PERCY ROAD JW PAULINE CRESCENT					24	LINK 63-67
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN					514120 / 173340
V2 WAS TURNING RIGHT & STOPPED ACROSS CARRIAGEWAY & V1 HIT N/S OF V1									
CASUALTY	001 (002) (53 Yrs - F TW2)	SLIGHT	PASSENGER	FRONT SEAT					
VEHICLE	001 (002) CAR	(? Yrs - M TW3)		GONG AHEAD OTHER	NE TO SW				
	BT - NEGATIVE				FRONT HIT FIRST				
VEHICLE	002 (001) CAR	(55 Yrs - M TW2)	TURNING RIGHT	SW TO SE					
	BT - NEGATIVE				N/S HIT FIRST				
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	A	405 (FAILED TO LOOK PROPERLY)			
V002	A	406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)		V002	A	602 (CARELESS/RECKLESS/IN A HURRY)			

Date: 22 JUN 2018 10:29  
Page: 8 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)						
20	0113TW60465	FRI 13/12/13 18:20	DARK PIERCY ROAD J/W PAULINE CRESCENT	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE				
V1 O/T A PARKED VEH & COLLIDED WITH CENTRE ISLAND & LAMPOST						
CASUALTY	001 (001)	(66 Yrs - M BT45)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	SW TO NE FRONT HIT FIRST
VEHICLE	001 (000)	CAR	(66 Yrs - M BT45)	BT - NOT REQUESTED	HIT KERB	JCT MID HIT LAMP POST
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A 405 (FAILED TO LOOK PROPERLY)
V001	A	602 (CARELESS/RECKLESS/IN A HURRY)				
21	0114TW60007	THU 02/01/14 12:15	LIGHT HANWORTH ROAD J/W GODFREY WAY.	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE				
V.1 PULLED OUT OF JUNCTION, ACROSS PATH OF ON-COMING V.2 CAUSING COLLISION.						
CASUALTY	001 (002)	(51 Yrs - F X-UK)	SLIGHT	PASSENGER	FRONT SEAT	NW TO SW JNY PART OF WORK
VEHICLE	001 (002)	GDS 3.5-7.5T	(48 Yrs - M UB2 )	BT - NEGATIVE	TURNING RIGHT	FRONT HIT FIRST
VEHICLE	002 (001)	CAR	(49 Yrs - M TW13)	BT - NEGATIVE	GOING AHEAD OTHER	SW TO NE N/S HIT FIRST
V001	A	403 (POOR TURN OR MANOEUVRE)			V001	A 405 (FAILED TO LOOK PROPERLY)
V001	A	406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)			V001	A 602 (CARELESS/RECKLESS/IN A HURRY)

Date: 22 JUN 2018 10:29  
Page: 9 of 26



Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
22	014TW60017	WED 08/01/14 19:30	DARK HOSPITAL BRIDGE RD J/W PERCY RD	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE AT ATS	24	NODE 63
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	V2 DISOBEYED ATS TURNING RIGHT AND COLLIDING WITH ONCOMING V1.					60 MTS TO SEP-2017 SORTED BY DATE	513690 / 172960
CASUALTY	001 (001)	(46 Yrs - F TW19)	SLIGHT	DRIVER/RIDER	FRONT SEAT				
CASUALTY	002 (001)	(48 Yrs - F TW4)	SLIGHT	PASSENGER	SLOWING OR STOPPING	N TO S	JCT MID		
VEHICLE	001 (002)	CAR	(46 Yrs - F TW19)	BT - NEGATIVE		FRONT HIT FIRST			
VEHICLE	002 (001)	GDS => 7.5T	(44 Yrs - M DA1)	BT - NEGATIVE	TURNING RIGHT	S TO NE	JNY PART OF WORK	LEAVING MAIN RD	
V002	A	301 (DISOBEDIED AUTOMATIC TRAFFIC SIGNAL)				FRONT HIT FIRST			
V002	A	403 (POOR TURN OR MANOEUVRE)							
			V002 A 405 (FAILED TO LOOK PROPERLY)						
MD01 GIS AREA B24_Hospital_Br (P)									
23	014TW60031	FRI 24/01/14 06:40	LIGHT HOSPITAL BRIDGE RD J/W PERCY RD	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE AT ATS	24	NODE 63
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1, CAUSING COLLISION.					60 MTS TO SEP-2017 SORTED BY DATE	513690 / 172970
CASUALTY	001 (001)	(45 Yrs - M TW5 )	SLIGHT	DRIVER/RIDER	FRONT SEAT				
CASUALTY	002 (002)	(37 Yrs - M TW12)	SLIGHT	DRIVER/RIDER	BACK SEAT				
CASUALTY	003 (002)	(? Yrs - F TW12)	SLIGHT	PASSENGER	GOING AHEAD OTHER	N TO S	COMM TO/FROM WORK	JCT MID	
CASUALTY	004 (002)	(? Yrs - M UNKN)	SLIGHT	PASSENGER	SKIDDED	FRONT HIT FIRST			
VEHICLE	001 (002)	CAR	(45 Yrs - M TW5 )	BT - NEGATIVE					
VEHICLE	002 (001)	CAR	(37 Yrs - M TW12)	BT - NEGATIVE	TURNING RIGHT	S TO NE	COMM TO/FROM WORK	LEAVING MAIN RD	
V002	A	403 (POOR TURN OR MANOEUVRE)			SKIDDED	N/S HIT FIRST			
V002	A	509 (DISTRACTION IN VEHICLE)					V002 A 405 (FAILED TO LOOK PROPERLY)		

Date: 22 JUN 2018 10:29  
Page: 10 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)						
24	0114TW60097	FRI 07/03/14 08:28	LIGHT PERCY ROAD J/W RYECROFT VENUE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT PELICAN OR SIMILAR
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE				
V1 NE-BD COULD NOT AVOID V2 TURNING RIGHT TO CROSS HIS PATH AND RUN TO SW.						
CASUALTY	001 (001)	(27 Yrs - M TW16)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (002)	(28 Yrs - F SF12)	SLIGHT	DRIVER/RIDER		
CASUALTY	003 (001)	(26 Yrs - M TW16)	SLIGHT	PASSENGER		
VEHICLE	001 (002)	GDS=< 3.5T	(27 Yrs - M TW16)	GOING AHEAD OTHER	SW TO NE	JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST	
VEHICLE	002 (001)	CAR	(28 Yrs - F SF12)	TURNING RIGHT	N TO SW	JCT MID
		BT - NOT REQUESTED			O/S HIT FIRST	
V002	A	405 (FAILED TO LOOK PROPERLY)				
25	0114TW60169	SAT 19/04/14 11:20	LIGHT NFL: HOSPITAL BRIDGE ROAD 70M N J/W POWDER MILL LANE			
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		
NW-BD V1 LOST CONTROL AND COLLIDED WITH BACK OF PARKED V2						
CASUALTY	001 (001)	(49 Yrs - F TW3)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR	(49 Yrs - F TW3)	GOING AHEAD OTHER	S TON	
		BT - NOT REQUESTED			FRONT HIT FIRST	
VEHICLE	002 (001)	CAR	(47 Yrs - M TW2)	HIT PARKED VEH	P TO P	
		BT - DRV NOT CONTACTED		PARKED	BACK HIT FIRST	
V001	A	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)				

Date: 22 JUN 2018 10:29  
Page: 11 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)							
26	0114TW60218 SAT 24/05/14 01:02	DARK HOSPITAL BRIDGE ROAD JW PERCY ROAD	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24 NODE 63
POLICE - AT SCENE ROAD-DRY WEATHER-FINE	N/B V1 FTC AT'S AND COLLIDED WITH N/S OF W/B V2		BACK SEAT	FRONT SEAT			513690 / 172960
CASUALTY 001 (002) (2 Yrs - M TW3)	SLIGHT PASSENGER		GOING AHEAD OTHER		S TO N	FRONT HIT FIRST	
CASUALTY 002 (001) (30 Yrs - M SW19)	SLIGHT PASSENGER				HIT RD SIGN/ATS	JCT MID	
VEHICLE 001 (002) CAR (29 Yrs - F TW13)					E TO W		
	BT - POSITIVE		HIT KERB	GOING AHEAD OTHER	N/S HIT FIRST		
	LEFT CWY AHEAD AT JUNCTN (30 Yrs - M KT12)				HIT OTH OBJECT		
VEHICLE 002 (001) CAR (30 Yrs - M KT12)	BT - NEGATIVE						
	LEFT CWY NEAR SIDE						
27	0114TW60249 FRI 30/05/14 20:30	LIGHT HANWORTH ROAD JW POWDER MILL LANE	ROUNDABOUT	ROUNDABOUT	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24 NODE 66	512690 / 173570
POLICE - AT SCENE ROAD-DRY WEATHER-FINE	V2 NW-BD ON SIDE ROAD TURNED LEFT AT RDABOUT TO JOIN MAIN ROAD, COLLIDED WITH V1 [CYCLE] ON HIS NS						
CASUALTY 001 (001) (18 Yrs - M TW4)	SLIGHT DRIVER/RIDER		GOING AHEAD OTHER	NE TO SW	FRONT HIT FIRST	JCT MID	
VEHICLE 001 (002) PEDAL CYCLE (18 Yrs - M TW4 )							
	BT - NOT APPLICABLE						
VEHICLE 002 (001) CAR (40 Yrs - F TW2 )			TURNING LEFT	NE TO SE	COMM TO/FROM WORK	JCT MID	
	BT - NEGATIVE			N/S HIT FIRST			
V001 A 401 (JUNCTION OVERSHOOT)					V001 A 602 (CARELESS/RECKLESS/IN A HURRY)		
28	0114TW60242 SUN 08/06/14 13:40	LIGHT NFL: HOSPITAL BRIDGE ROAD 100M S JW NELSON ROAD	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	24 LINK 63-69	513560 / 173710
POLICE - AT SCENE ROAD-DRY WEATHER-OTHER	S/B V1 TRIED TO AVOID N/B V2 IN WRONG SIDE OF ROAD BUT COLLIDED						
CASUALTY 001 (001) (50 Yrs - M W13)	SLIGHT DRIVER/RIDER		GOING AHEAD OTHER	N TO S	FRONT HIT FIRST		
VEHICLE 001 (002) CAR (50 Yrs - M W13 )							
	BT - NOT REQUESTED						
VEHICLE 002 (001) CAR (48 Yrs - M KT1 )			GOING AHEAD OTHER	S TO N	FRONT HIT FIRST		
	BT - NOT REQUESTED						
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					V001 A 403 (POOR TURN OR MANOEUVRE)		

Date: 22 JUN 2018 10:29  
Page: 12 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
29	0114TW60300	WED 09/07/14 07:22	LIGHT HOSPITAL BRIDGE ROAD JW POWDER MILL LANE						513700 / 172950
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24	NODE 63	60 MTS TO SEP-2017 SORTED BY DATE
S/B V1 TURNED RIGHT, V2 THEN COLLIDED WITH BACK OF V1									
CASUALTY	001 (002) (22 Yrs - M TW3 )	SLIGHT	DRIVER/RIDER		TURNING RIGHT	NW TO S BACK HIT FIRST		JCT MID	
VEHICLE	001 (002) GDS = < 3.5T (36 Yrs - M TW23)								
	BT - NOT REQUESTED								
VEHICLE	002 (001) PEDAL CYCLE (22 Yrs - M TW3 )		GOING AHEAD OTHER		N TO S FRONT HIT FIRST	COMM TO/FROM WORK		JCT MID	
	BT - NOT APPLICABLE								
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
30	0114TW60456	FRI 03/10/14 11:00	LIGHT POWDER MILL LANE JW LYNDHURST AVENUE				24	LINK 63-66	513550 / 173030
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	TISTAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M				
NW-BD V1 [BUS] BRAKED TO SPEAK TO OTHER BUS, CAS 1 ON BOARD V1 FELL OVER									
CASUALTY	001 (001) (68 Yrs - F TW12)	SLIGHT	PASSENGER	STANDING ON PSV					
VEHICLE	001 (000) BUS/COACH (49 Yrs - M TW14)		SLOWING OR STOPPING		SE TO NW DID NOT IMPACT	JNY PART OF WORK		JCT MID	
	BT - NOT REQUESTED								
V001	B	408 (SUDDEN BRAKING)							
31	0114TW60459	WED 08/10/14 16:30	LIGHT HOSPITAL BRIDGE ROAD JW PERCY ROAD				24	NODE 63	513690 / 172960
POLICE - AT SCENE	ROAD-WET	WEATHER-OTHER	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
S/B V1 ENTERED JUNCTION INTENDING AHEAD; N/B V2 TURNED RIGHT NOT ALLOWING V1 TO PASS, COLLIDED									
CASUALTY	001 (002) (18 Yrs - M TW7 )	SLIGHT	DRIVER/RIDER		GOING AHEAD OTHER	N TO S FRONT HIT FIRST		JCT MID	
VEHICLE	001 (002) GDS = < 3.5T (62 Yrs - M UB7 )								
	BT - NOT REQUESTED								
VEHICLE	002 (001) M/C 50-125CC (18 Yrs - M TW7 )		TURNING RIGHT		S TO E FRONT HIT FIRST			JCT MID	
	BT - NOT REQUESTED								
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		V002	B	605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)			

Date: 22 JUN 2018 10:29  
Page: 13 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
32	0114TW/60519	SUN 16/11/14 13:05	LIGHT NFL: POWDER MILL LANE 47M NW J/NW BIRD WALK	NO JUN IN 20M	NO XING FACILITY IN 50M	24	LINK 63-66	60 MTS TO SEP-2017 SORTED BY DATE	512860 / 173460
POLICE - AT SCENE	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
V1 CROSSING ROAD ON CYCLE WAS STRUCK BY V2 REVERSING									
CASUALTY	001 (001) (24 Yrs - M 1)	SLIGHT	DRIVER/RIDER	MOVING OFF	NE TO SW				
VEHICLE	001 (002) PEDAL CYCLE (24 Yrs - M 1)	BT - NOT APPLICABLE			N/S HIT FIRST				
VEHICLE	002 (001) TAXI (52 Yrs - M TW2)	BT - NOT REQUESTED	REVERSING	NW TO SE	FRONT HIT FIRST				
V002 A	403 (POOR TURN OR MANOEUVRE)					V001 B	405 (FAILED TO LOOK PROPERLY)		
V001 B	406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)								
33	0114TW/60510	MON 24/11/14 11:25	LIGHT HOSPITAL BRIDGE ROAD J/W ASHLEY DRIVE	NO JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	LINK 63-69	513620 / 173350	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN					
N/B V1 BEGAN RIGHT TURN; N/B V2 OVERTAKING COLLIDED									
CASUALTY	001 (002) (18 Yrs - M KT1)	SLIGHT	DRIVER/RIDER	TURNING RIGHT	S TO E				
VEHICLE	001 (002) CAR (41 Yrs - F TW2)	BT - NEGATIVE			O/S HIT FIRST				
VEHICLE	002 (001) M/C <= 50CC (18 Yrs - M KT1)	BT - NEGATIVE	OVERTAKE MOVE VEH O/S	S TO N	FRONT HIT FIRST				
V001 A	403 (POOR TURN OR MANOEUVRE)					V002 B	403 (POOR TURN OR MANOEUVRE)		
V001 A	405 (FAILED TO LOOK PROPERLY)					V001 A	406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)		

Date: 22 JUN 2018 10:29  
Page: 14 of 26



Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)						
34	0114TW/60545	FRI 12/14 10:31	LIGHT GODFREY WAY J/W HANWORTH ROAD			24 LINK 66-701
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	512700 / 173600
V1 TURNED RIGHT [TO SW]	JOINING MAIN ROAD AS V2 MOVED OFF INTO MAIN ROAD FROM PARKING BAY OPPOSITE JUNCTION					
CASUALTY	001 (002) (48 Yrs - M TW2 )	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002) (? Yrs - M TW2 )	SLIGHT	PASSENGER	FRONT SEAT		
VEHICLE	001 (002) CAR	(65 Yrs - F KT19)		TURNING RIGHT	NW TO SW	JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST	
VEHICLE	002 (001) CAR	(48 Yrs - M TW2 )	MOVING OFF		NE TO SW	JCT MID
		BT - NOT REQUESTED			FRONT HIT FIRST	
V001	B	403 (POOR TURN OR MANOEUVRE)	V002	B	403 (POOR TURN OR MANOEUVRE)	
35	0115TW/60050	FRI 06/02/15 19:31	DARK HOSPITAL BRIDGE ROAD J/W PERCY ROAD			24 NODE 63
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS
V1 SW-BD INTO JUNCTION	WAS UNABLE TO AVOID PED CAS1 WITH DRINK TAKEN FALLING INTO N/S OF HIS CAR					
CASUALTY	001 (001) (45 Yrs - F 1 )	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	N BOUND	FROM DRIVERS NSIDE
VEHICLE	001 (000) TAXI	(52 Yrs - F TW3 )		SLOWING OR STOPPING	NE TO SW	JCT MID
		BT - NOT REQUESTED			N/S HIT FIRST	
C001	A	806 (IMPAIRED BY ALCOHOL)				



Date: 22 JUN 2018 10:29 Interpreted Listing

Page: 15 of 26

22 JUN 2018 10:29

## Interpreted Listing

Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
60 MTS TO SEP-2017 SORTED BY DATE									
36	0115TW60080	WED 25/03/15 12:07	LIGHT NFL; PERCY ROAD 60M NE JW HOSPITAL BRIDGE ROAD					24	LINK 63-67
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M					513750 / 172980
V2 TURNED RIGHT OFF MAIN ROAD; V3 WAITED AHEAD TO TURN RIGHT TO PREMISES; V1 SHUNTED V2 INTO V3									
CASUALTY	001 (002) (34 Yrs - F TW7 )	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002) CAR	(34 Yrs - F TW7 )		GOING AHEAD OTHER	SW TO NE				
	BT - NEGATIVE				FRONT HIT FIRST				
VEHICLE	002 (003) CAR	(34 Yrs - F TW7 )		SLOWING OR STOPPING	SW TO NE				
	BT - NOT REQUESTED				BACK HIT FIRST				
VEHICLE	003 (001) CAR	(43 Yrs - M TW3 )		GOING AHEAD HELD UP	SW TO NE				
	BT - NOT REQUESTED				BACK HIT FIRST				
V001 A 405 (FAILED TO LOOK PROPERLY)			V001 A 410 (LOSS OF CONTROL)						
37	0115TW60140	TUE 05/05/15 16:30	LIGHT NFL; NELSON ROAD 30M E JW GILPIN CRESCENT				24	LINK 69-71	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M					513630 / 173880
PED CAS STANDING IN ROAD WAITING TO CROSS STRUCK ON RIGHT ARM BY WING MIRROR OF PASSING V1									
CASUALTY	001 (001) (31 Yrs - M TW2 )	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	STANDING FROM DRIVERS O/SIDE MSK				
VEHICLE	001 (000) CAR	(? Yrs - U 1 )		GOING AHEAD OTHER	E TO W				
	BT - DRV NOT CONTACTED				N/S HIT FIRST				
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)									
38	0115TW60164	WED 03/06/15 19:33	LIGHT POWDER MILL LANE J/W CHESTER AVENUE				24	LINK 63-66	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT ZEBRA				512810 / 173490
SE-BD V2 BLINDED BY LOW EVENING SUN SHUNTED V1 WAITING TO TURN RIGHT									
CASUALTY	001 (001) (25 Yrs - F UB2 )	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002) CAR	(25 Yrs - F UB2 )		TURNING RIGHT	NW TO SW COMM TO/FROM WORK				JCT MID
	BT - DRV NOT CONTACTED				BACK HIT FIRST				
VEHICLE	002 (001) GDS =< 3.5T	(? Yrs - M 1 )		SLOWING OR STOPPING	NW TO SE JNY PART OF WORK				
	BT - DRV NOT CONTACTED				FRONT HIT FIRST				

Date: 22 JUN 2018 10:29  
Page: 16 of 26



Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
39	0115TW60226	SAT 06/06/15 07:45	LIGHT HOSPITAL BRIDGE ROAD JW POWDER MILL LANE	AUTO SIG	PEDN PHASE AT ATS	24	NODE 63	60 MTS TO SEP-2017 SORTED BY DATE	513700 / 172960
POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS						
N/B V1 TURNED RIGHT ON GREEN FILTER; S/B V2 FTC ATS AND COLLIDED WITH V1									
CASUALTY 001 (001) (20 Yrs - F TW13)	SLIGHT	DRIVER/RIDER							
VEHICLE 001 (002) CAR	(20 Yrs - F TW13)	BT - DRV NOT CONTACTED	TURNING RIGHT	S TO E	COMM TO/FROM WORK	JCT MID			
VEHICLE 002 (001) CAR	(? Yrs - M 1 )	BT - DRV NOT CONTACTED	GOING AHEAD OTHER	N TO S	NS HIT FIRST	JCT MID			
LEFT CWY NEAR SIDE				FRONT HIT FIRST					
V002 A 301 (DISOBEDIED AUTOMATIC TRAFFIC SIGNAL)									
40	0115TW60249	MON 27/07/15 06:47	LIGHT HOSPITAL BRIDGE ROAD JW PERCY ROAD	AUTO SIG	PEDN PHASE AT ATS	24	NODE 63	513690 / 172960	513690 / 172960
POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS						
W/B V1 ENTERED ROADWORKS AT JCT; TEMP ATS NOT WORKING; V2 COLLIDED WITH V1									
CASUALTY 001 (002) (54 Yrs - M TW3 )	SLIGHT	DRIVER/RIDER							
VEHICLE 001 (002) CAR	(54 Yrs - M SM4 )	BT - NOT REQUESTED	SKIDDED	E TO W	COMM TO/FROM WORK	JCT MID			
VEHICLE 002 (001) CAR	(54 Yrs - M TW3 )	BT - NOT REQUESTED	GOING AHEAD OTHER	O/S HIT FIRST					
GOING AHEAD OTHER	S TO N	COMM TO/FROM WORK	JCT MID						
SKIDDED	FRONT HIT FIRST								
V002 A 405 (FAILED TO LOOK PROPERLY)									
V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)									

Date: 22 JUN 2018 10:29  
Page: 17 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
41 0115TW60270 WED 12/08/15 17:59 LIGHT HANWORTH LANE J/W POWDERMILL LANE POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT MINI NE-BD V1 WITH V2 AHEAD AT ROUNDABOUT, V2 SAW EXIT CLOSED, WENT RIGHT ROUND, CLIPPED BACK OF V1									24 NODE 66 GIVE WAY/UNCONT NO XING FACILITY IN 50M
CASUALTY 001 (001) (16 Yrs - M TW10) SLIGHT DRIVER/RIDER GOING AHEAD OTHER SW TO NE JNY PART OF WORK O/S HIT FIRST									JCT MID
VEHICLE 001 (002) M/C <= 50CC (16 Yrs - M TW10) BT - NOT REQUESTED TURNING RIGHT SW TO E JNY PART OF WORK FRONT HIT FIRST									JCT MID
V001 A 403 (POOR TURN OR MANOEUVRE)									
42 0115TX20761 SAT 03/10/15 19:08 DARK NFL: HANWORTH ROAD 42M NE J/W GODFREY WAY POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NE-BD V1 WAS UNABLE TO AVOID PED CAS MOVING QUICK INTO HER PATH FROM BEHIND BUS									24 LINK 66-701 NO XING FACILITY IN 50M
CASUALTY 001 (001) (52 Yrs - M TW2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS NSIDE VEHICLE 001 (000) CAR (60 Yrs - F TW4) SLOWING OR STOPPING SW TO NE COMM TO/FROM WORK BT - NOT REQUESTED FRONT HIT FIRST									
C001 A 802 (FAILED TO LOOK PROPERLY)									
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)									
43 0115TW60365 TUE 10/11/15 01:25 DARK POWDER MILL LANE J/W HANWORTH ROAD POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT NW-BD V1 TURNED LEFT INTO MAI ROAD, TRIED AVOID N/B V2 ON WRON SIDE OF ROAD, COLLIDED									24 NODE 66 GIVE WAY/UNCONT CENTRAL REFUGE
CASUALTY 001 (001) (19 Yrs - M TW2) SLIGHT DRIVER/RIDER TURNING LEFT SE TO SW VEHICLE 001 (002) CAR (19 Yrs - M TW2) SKIDDED FRONT HIT FIRST BT - NOT REQUESTED									JCT MID
VEHICLE 002 (001) CAR (7 Yrs - M 1) GOING AHEAD OTHER SW TO NE FRONT HIT FIRST BT - DRV NOT CONTACTED									JCT MID
V002 A 902 (VEHICLE IN COURSE OF CRIME)									
V002 A 403 (POOR TURN OR MANOEUVRE)									

Date: 22 JUN 2018 10:29  
Page: 18 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)							
44	0115TW60391	SAT 28/11/15 14:00	LIGHT HOSPITAL BRIDGE ROAD J/W PERCY ROAD POLICE - AT SCENE ROAD-DRY WEATHER-FINE	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24 NODE 63 60 MTS TO SEP-2017 SORTED BY DATE 513700 / 172960
N/B V1 BEGAB RIGHT TURN OFF MAIN ROAD; S/B V2 COLLIDED WITH V2 AND OVERTURNED	CASUALTY 001 (002) (28 Yrs - M TW14)	SLIGHT DRIVER/RIDER	FRONT SEAT				
CASUALTY 002 (002) (24 Yrs - M TW2)	SLIGHT PASSENGER						
VEHICLE 001 (002) CAR (18 Yrs - F KT1)	BT - NEGATIVE	TURNING RIGHT	S TO E COMM TO/FROM WORK FRONT HIT FIRST	JCT MID			
VEHICLE 002 (001) CAR (28 Yrs - M TW14)	BT - NEGATIVE	GONG AHEAD OTHER	N TO S COMM TO/FROM WORK FRONT HIT FIRST	JCT MID			
LEFT CWY NEARSIDE	OVERTURN						
V001 A 403 (POOR TURN OR MANOEUVRE)		V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					
45 0115TW60427 FRI 18/12/15 11:38							
POLICE - AT SCENE ROAD-DRY WEATHER-FINE	DUAL CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24 NODE 63 513690 / 172970			
S/B V3 INTENDED RIGHT TURN; COLLIDED WITH V1 ALSO TURNED RIGHT; V2 SHUNTED V3	CASUALTY 001 (003) (76 Yrs - M SW17)	SLIGHT DRIVER/RIDER	TURNING RIGHT	N TO NW COMM TO/FROM WORK N/S HIT FIRST	JCT MID		
VEHICLE 001 (003) CAR (33 Yrs - M TW2)	BT - NOT REQUESTED	SKIDDED					
LEFT CWY ONTO CENTRAL RES							
VEHICLE 002 (003) CAR (51 Yrs - M TW3)	BT - NOT REQUESTED	GONG AHEAD OTHER	NW TO SE FRONT HIT FIRST	JCT MID			
VEHICLE 003 (002) TAXI (76 Yrs - M SW17)	BT - NOT REQUESTED	TURNING RIGHT	N TO NW JNY PART OF WORK FRONT HIT FIRST	JCT MID			
V003 B 403 (POOR TURN OR MANOEUVRE)		V003 B 405 (FAILED TO LOOK PROPERLY)					
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

Date: 22 JUN 2018 10:29  
Page: 19 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)							
46	0115TW60431	FRI 18/12/15 18:25	DARK PERCY ROAD J/W HOSPITAL BRIDGE ROAD				24 NODE 63
POLICE - OVER COU ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS		60 MTS TO SEP-2017 SORTED BY DATE 513700 / 172950
SW-BD V1 TURNED LEFT INTO MAIN ROAD, S/B V2 STRUCK O/S OF V1							
CASUALTY 001 (001) (64 Yrs - M TW8 )	SLIGHT	DRIVER/RIDER					
VEHICLE 001 (002) TAXI	(64 Yrs - M TW8 )		TURNING LEFT	E TO S	JNY PART OF WORK		
BT - DRV NOT CONTACTED				O/S HIT FIRST			JCT MID
VEHICLE 002 (001) CAR	(? Yrs - M 1 )		GOING AHEAD OTHER	N TO S			
BT - DRV NOT CONTACTED				FRONT HIT FIRST			JCT MID
V002 A 403 (POOR TURN OR MANOEUVRE)					V002 A 405 (FAILED TO LOOK PROPERLY)		
V002 B 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)					V002 A 301 (DISOBEDIED AUTOMATIC TRAFFIC SIGNAL)		
47	0115TW69001	MON 28/12/15 18:45	DARK POWDER MILL LANE J/W HANWORTH ROAD				24 NODE 66
POLICE - AT SCENE ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			512680 / 173560
SW-BD V1 TURNED INTO JUNCTION MOUTH FOR U-TURN;NE-BD V2 TURNED RIGHT INTO JUNCTION, COLLIDED							
CASUALTY 001 (001) (30 Yrs - M UB10)	SLIGHT	DRIVER/RIDER					
CASUALTY 002 (002) (50 Yrs - M TW13)	SLIGHT	DRIVER/RIDER					
VEHICLE 001 (002) CAR	(30 Yrs - M UB10)		TURNING LEFT	NE TO SE	COMM TO/FROM WORK		
BT - NEGATIVE				FRONT HIT FIRST			JCT MID
VEHICLE 002 (001) CAR	(50 Yrs - M TW13)		TURNING RIGHT	SW TO SE			
BT - NOT PROVD (MEDCL REASONS)				FRONT HIT FIRST			
V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)					V001 B 403 (POOR TURN OR MANOEUVRE)		
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					V002 B 308 (FOLLOWING TOO CLOSE)		

Date: 22 JUN 2018 10:29  
Page: 20 of 26



Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
48	0116TW60174	TUE 10/05/16 17:29	LIGHT HANWORTH ROAD 83M SW OF JW CONWAY ROAD	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M	24 LINK 66-701 512850 / 173840
POLICE - AT SCENE	ROAD-DRY								
PED CROSSED THROOUGH TRAFFIC INTO PATH OF PASSING V1									
CASUALTY	001 (001) (? Yrs - F TW4)	SLIGHT	PEDESTRIAN			CROSSING ROAD (NOT ON XING)	UNKNOWN		
VEHICLE	001 (000) CAR	(65 Yrs - F TW3)	BT - NEGATIVE			SLOWING OR STOPPING	SW TO NE	O/S HIT FIRST	
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)									
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)									
49	0116TW60209	FRI 10/06/16 08:16	LIGHT HANWORTH RD JW HEATHSIDE	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT CENTRAL REFUGE	ROADWORKS	24 LINK 66-701 512760 / 173700
POLICE - AT SCENE	ROAD-DRY								
PED RAN BETWEEN PARKED VEHICLES INTO PATH OF V1, CAUSING COLLISION.									
CASUALTY	001 (001) (12 Yrs - M TW4)	SLIGHT	PEDESTRIAN			CROSSING ROAD (NOT ON XING)	UNKNOWN	FROM DRIVERS NSIDE MSK	
	JOURNEY TO/FROM SCHOOL					Sch Attended : HEATHLAND SCHOOL			
VEHICLE	001 (000) M/C 50-125CC	(33 Yrs - M TW3)	BT - NOT REQUESTED			GOING AHEAD OTHER	SW TO NE	JNY PART OF WORK	JCT MID
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))									
C001 A 802 (FAILED TO LOOK PROPERLY)									
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)									
50	0116TW60290	FRI 29/07/16 19:00	LIGHT HANWORTH ROAD JW HEATHSIDE	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M		24 LINK 66-701 512770 / 173710
POLICE - AT SCENE	ROAD-DRY								
PED RAN OUT INTO PATH OF PASSING V1									
CASUALTY	001 (001) (12 Yrs - M UB6)	SLIGHT	PEDESTRIAN			CROSSING ROAD (NOT ON XING)	UNKNOWN		
VEHICLE	001 (000) CAR	(54 Yrs - F TW7)	BT - NOT REQUESTED			GOING AHEAD OTHER	NE TO SW	FRONT HIT FIRST	JCT APP
C001 A 802 (FAILED TO LOOK PROPERLY)									
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)									

Date: 22 JUN 2018 10:29  
Page: 21 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
51	01160026825	MON 12/09/16 16:37	LIGHT ON HOSPITAL BRIDGE ROAD, NEAR THE JUNCTION WTH NELSON ROAD.	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	NODE 69
POLICE - AT SCENE	ROAD-DRY	V1 WENT INTO THE BACK OF V2						60 MTS TO SEP-2017 SORTED BY DATE	513520 / 173900
CASUALTY	001 (002) (37 Yrs - F TW47)	SLIGHT	DRIVER/RIDER		MOVING OFF		S TON COMM TO/FROM WORK FRONT HIT FIRST	JCT APP	
VEHICLE	001 (000) CAR (39 Yrs - M TW47)	BT - NOT REQUESTED							
VEHICLE	002 (000) M/C 50-125CC (37 Yrs - F TW47)	BT - NOT REQUESTED		MOVING OFF		S TON COMM TO/FROM WORK BACK HIT FIRST	JCT APP		
V001 A	308 (FOLLOWING TOO CLOSE)					V002 A 408 (SUDDEN BRAKING)			
52	01160018064	WED 14/09/16 14:00	LIGHT ON PERCY ROAD, 68 METRES SOUTH OF THE JUNCTION WITH BRIDGE WAY.	WEATHER-UNKNOWN	ONE-WAY ST	NO JUN IN 20M	ZEBRA	24	LINK 67-71
POLICE - AT SCENE	ROAD-DRY	V1 WAITING AT ZEBRA X WAS SHUNTED BY V2 TO COLLIDE WITH PED CAS						514190 / 173550	
CASUALTY	001 (001) (27 Yrs - M GU15)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	E BOUND	FROM DRIVERS NSIDE			
VEHICLE	001 (000) CAR (58 Yrs - F TW27)	BT - NEGATIVE	(58 Yrs - F TW27)	GOING AHEAD HELD UP	S TON	BACK HIT FIRST			
VEHICLE	002 (000) GDS =< 3.5T (33 Yrs - M SW17)	BT - NEGATIVE		GOING AHEAD OTHER	S TON	FRONT HIT FIRST			
V002 A	406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)				V002 A 509 (DISTRACTION IN VEHICLE)				
53	01160027362	MON 10/10/16 08:00	LIGHT PERCY ROAD J/W JUBILEE AVENUE	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	NODE 67
POLICE - AT SCENE	ROAD-DRY	NW-BD V1 TURNED RIGHT INTO MAJOR ROAD, COLLIDED WITH SE-BD V2 CROSSING MAIN ROAD						514170 / 173500	
CASUALTY	001 (002) (71 Yrs - M UNKN)	SLIGHT	DRIVER/RIDER	TURNING RIGHT	E TON COMM TO/FROM WORK FRONT HIT FIRST	JCT MID			
VEHICLE	001 (000) CAR (50 Yrs - F TW2)	BT - NOT REQUESTED							
VEHICLE	002 (000) PEDAL CYCLE (71 Yrs - M UNKN)	BT - NOT APPLICABLE		GOING AHEAD OTHER	E TON COMM TO/FROM WORK FRONT HIT FIRST	JCT MID			
V001 A	405 (FAILED TO LOOK PROPERLY)								

Date: 22 JUN 2018 10:29  
Page: 22 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
54	01160003441	MON 07/11/16 09:05	DARK HANWORTH ROAD J/W HEATHSIDE	SINGLE CWY	UNKNOWN (S/R)	UNKNOWN (S/R)	PEDN PHASE AT ATS	24	LINK 66-701 512760 / 173700
SELF COMPLETION	ROAD-DRY	WEATHER-FINE					O/S HIT FIRST		
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001) (35 Yrs - F TW13)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	STON	COMM TO/FROM WORK			UNKNOWN (S/R)
VEHICLE	001 (000) CAR (35 Yrs - F TW13)								
	BT - DRV NOT CONTACTED								
VEHICLE	002 (000) CAR (17 Yrs - M UNKN)		UNKNOWN (S/F/MOVING OFF	E TOW					ENTERING MAIN RD
	BT - DRV NOT CONTACTED			FRONT HIT FIRST					
55	01160001534 WED 09/11/16 08:10	LIGHT PERCY ROAD J/W HOSPITAL BRIDGE ROAD		AUTO SIG	PELICAN OR SIMILAR	24	NODE 63	513720 / 172970	
SELF COMPLETION	UNKNOWN (S/R)	WEATHER-UNKNOWN	SINGLE CWY	CROSSROADS	UNKNOWN (S/R)				
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002) (13 Yrs - M TW13)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	NE TO SW		JCT APP		
VEHICLE	001 (000) CAR (? Yrs - U )				N/S HIT FIRST				
	BT - DRV NOT CONTACTED								
VEHICLE	002 (000) PEDAL CYCLE (13 Yrs - M TW13)		GOING AHEAD OTHER	NE TO SW	CYCLE LANE (ON CWY)				
	BT - NOT APPLICABLE			O/S HIT FIRST	JCT APP				
56	01160009090 THU 29/12/16 11:45	LIGHT HANWORTH ROAD J/W CONWAY ROAD		T/STAG JUN	GIVE WAY/UNCONT PELICAN OR SIMILAR	24	LINK 66-701	512890 / 173910	
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY						
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002) (50 Yrs - M TW13)	SLIGHT	DRIVER/RIDER	TURNING RIGHT	NW TO NE	COMM TO/FROM WORK	ENTERING MAIN RD		
VEHICLE	001 (000) CAR (45 Yrs - F TW4 )				FRONT HIT FIRST				
	BT - NEGATIVE								
VEHICLE	002 (000) PEDAL CYCLE (50 Yrs - M TW13)		GOING AHEAD OTHER	NE TO SW			JCT APP		
	BT - NOT REQUESTED			FRONT HIT FIRST					
V001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))								

Date: 22 JUN 2018 10:29  
Page: 23 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
57	01170010044	THU 05/01/17 11:05	LIGHT HOSPITAL BRIDGE ROAD JW NELSON ROAD					24	NODE 69
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			60 MTS TO SEP-2017 SORTED BY DATE	513530 / 173890
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(71 Yrs - M TW4)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	E BOUND	FROM DRIVERS NSIDE		
VEHICLE	001 (000)	CAR	(20 Yrs - M HP1 )	GOING AHEAD OTHER	N TO S			JCT CLEARED	
		BT - NOT REQUESTED			FRONT HIT FIRST				
V001	A	706 (VISION AFFECTED - DAZZLING SUN)							
58	01170020343	MON 13/02/17 15:00	LIGHT HANWORTH ROAD JW POWDERMILL LANE					24	NODE 66
SELF COMPLETION	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVE WAY/UNCONT UNKNOWN (S/R)			512690 / 173570	
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(40 Yrs - M X-UK)	SLIGHT	DRIVER/RIDER	CHANGE LANE TO RIGHT	U( TO U(			
VEHICLE	001 (000)	CAR	(40 Yrs - M X-UK)	BT - DRV NOT CONTACTED	UNKNOWN (S/R)	O/S HIT FIRST		LEAVING R'ABOUT	
VEHICLE	002 (000)	CAR	(? Yrs - U )	UNKNOWN (S/FUNKNOWN (S/R)	U( TO U(				
		BT - DRV NOT CONTACTED			FRONT HIT FIRST				
59	01170030972	FRI 07/04/17 18:33	LIGHT HOSPITAL BRIDGE ROAD JW POWDER MILL LANE					24	NODE 63
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PELICAN OR SIMILAR		513680 / 172960	
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(16 Yrs - M TW14)	SERIOUS	DRIVER/RIDER					
VEHICLE	001 (000)	CAR	(55 Yrs - F TW2 )	GOING AHEAD OTHER	STON	COMM TO/FROM WORK		JCT MID	
		BT - NEGATIVE			FRONT HIT FIRST				
VEHICLE	002 (000)	PEDAL CYCLE	(16 Yrs - M TW14)	GOING AHEAD OTHER	E TOW			JCT MID	
		BT - NOT APPLICABLE			N/S HIT FIRST				
V002	A	405 (FAILED TO LOOK PROPERLY)							

Date: 22 JUN 2018 10:29  
Page: 24 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
60	01170034870	FRI 28/04/17 18:30	LIGHT HANWORTH ROAD 123M NE OF JW CONWAY ROAD	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	24	LINK 66-701	60 MTS TO SEP-2017 SORTED BY DATE 512900 / 173940
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001) (13 Yrs - M TW3 )	SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE	NE BOUND				
VEHICLE	001 (000) BUS/COACH	(? Yrs - U )		GOING AHEAD OTHER	SW TO NE				
	BT - DRV NOT CONTACTED				N/S HIT FIRST				
C001	B 808 (CARELESS/RECKLESS/IN A HURRY)						24	LINK 66-701	512865 / 173870
61	01170048046	WED 12/07/17 17:34	LIGHT HANWORTH ROAD 50M SW OF JW CONWAY ROAD	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	24	LINK 66-701	512865 / 173870
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001) (41 Yrs - M TW4 )	SLIGHT	DRIVER/RIDER	SLOWING OR STOPPING	SW TO NW				
VEHICLE	001 (000) CAR	(41 Yrs - M TW4 )			BACK HIT FIRST				
	BT - NOT PROVD (MEDCL REASONS)								
VEHICLE	002 (000) CAR	(18 Yrs - M TW16)		GOING AHEAD OTHER	SW TO NW				
	BT - NOT REQUESTED				FRONT HIT FIRST				
V002	B 308 (FOLLOWING TOO CLOSE)					V001 B 408 (SUDDEN BRAKING)			
62	01170050846	THU 27/07/17 15:15	LIGHT HANWORTH ROAD J/W POWDERMILL LANE	ROUNDABOUT	ROUNDABOUT	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	NODE 66	512680 / 173560
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001) (11 Yrs - F TW5 )	SLIGHT	PASSENGER	BACK SEAT					
CASUALTY	002 (001) (8 Yrs - F TW5 )	SLIGHT	PASSENGER	BACK SEAT					
VEHICLE	001 (000) CAR	(42 Yrs - F TW5 )		GOING AHEAD HELD UP	E TOW				
	BT - NOT REQUESTED				FRONT HIT FIRST				
V001	B 405 (FAILED TO LOOK PROPERLY)				HIT BOLLARD	V001 B 409 (SWERVE)			

Date: 22 JUN 2018 10:29  
Page: 25 of 26

Interpreted Listing

## Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)									
63	01170052185	FRI 04/08/17 20:22	DARK HANWORTH ROAD J/W POWDERMILL LANE	ROUNDABOUT	ROUNDABOUT	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	NODE 66	60 MTS TO SEP-2017 SORTED BY DATE 512680 / 173570
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(43 Yrs - M TW1 )	SLIGHT	PASSENGER	STANDING ON PSV	NE TO SW	JNY PART OF WORK		
VEHICLE	001 (000)	BUS/COACH	(31 Yrs - M UB5 )		SLOWING OR STOPPING	DID NOT IMPACT			
BT - NEGATIVE									
V001	B	405 (FAILED TO LOOK PROPERLY)		V001	B	408 (SUDDEN BRAKING)			
64	01170052951	WED 09/08/17 14:51	DARK HANWORTH ROAD J/W HEATHSIDE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	LINK 66-701	512770 / 173720
POLICE - AT SCENE	ROAD-WET	RAINING/HIGH WINDS							
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(70 Yrs - F TW13)	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	NE TO SW			
VEHICLE	001 (000)	CAR	(70 Yrs - F TW13)			O/S HIT FIRST	JCT APP		
BT - NOT REQUESTED									
VEHICLE	002 (000)	CAR	(32 Yrs - M TW4 )		GOING AHEAD OTHER	SW TO NE			
BT - NOT REQUESTED						O/S HIT FIRST	JCT CLEARED		
V001	A	707 (VISION AFFECTED - RAIN, SLEET, SNOW, OR FOG)		V001	A	999 (OTHER FACTOR)			
65	01170058935	THU 14/09/17 08:46	LIGHT HOSPITAL BRIDGE ROAD J/W MONTROSE AVENUE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M	24	LINK 63-69	513580 / 173600
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(9 Yrs - M TW2 )	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	W BOUND	FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR	(42 Yrs - F TW2 )	JOURNEY TO/FROM SCHOOL	Sch Attended : Bishop Perin Church of E	GOING AHEAD OTHER	E TOW	COMM TO/FROM WORK	
BT - NEGATIVE							O/S HIT FIRST	JCT CLEARED	
C001	A	802 (FAILED TO LOOK PROPERLY)		C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			
C001	B	808 (CARELESS/RECKLESS/IN A HURRY)							

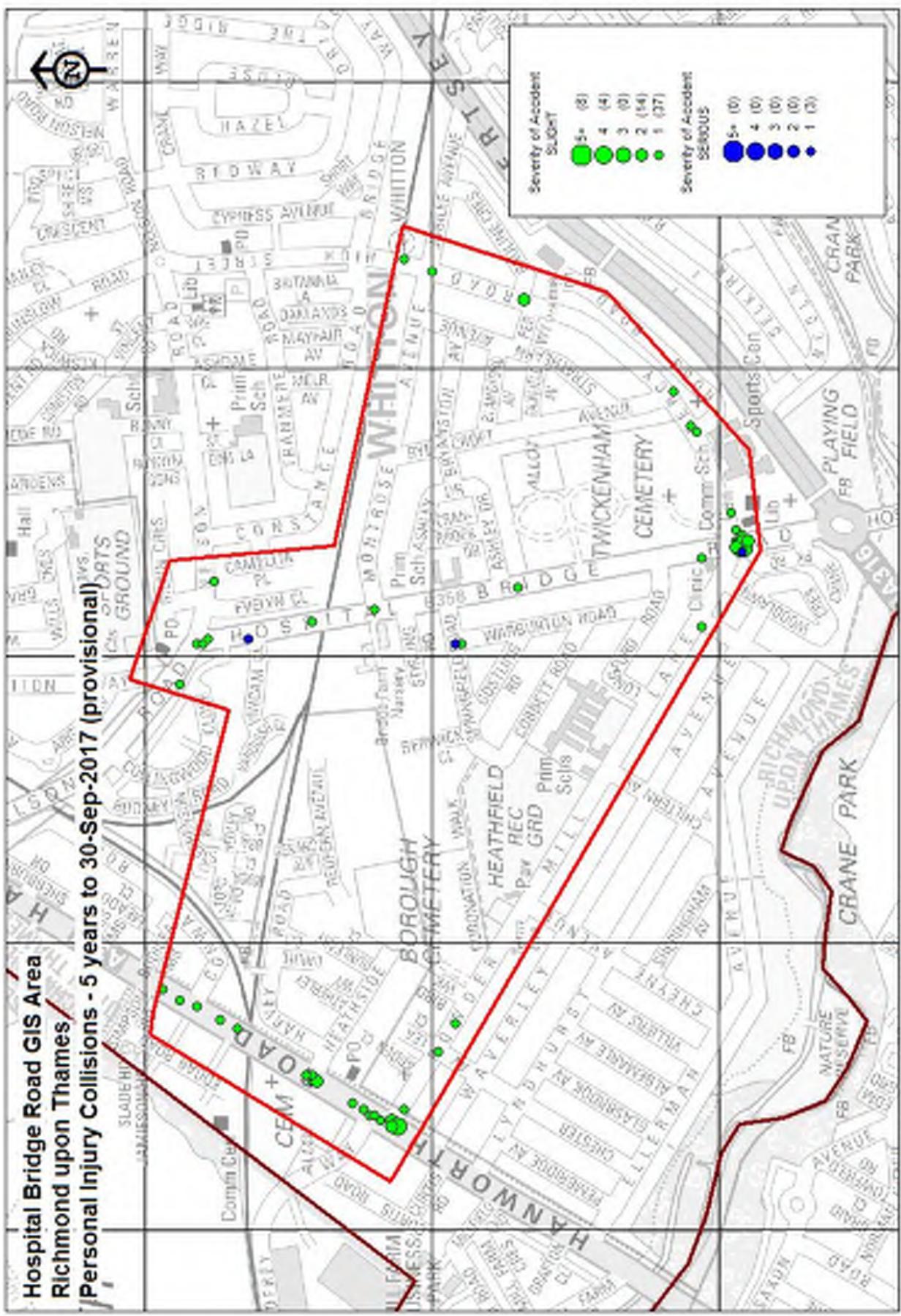
Date: 22 JUN 2018 10:29  
Page: 26 of 26



Interpreted Listing

### Hospital Bridge Road GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B24_Hospital_Br (P)						
66	01170060730	THU 14/09/17 15:30	LIGHT HANWORTH ROAD J/W GODFREY WAY			
SELF COMPLETION	UNKNOWN (S/R)	WEATHER UNKNOWN	UNKNOWN	T/STAG JUN	UNKNOWN (S/R)	UNKNOWN (S/R)
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001) (85 Yrs - M TW2 )	SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE	W BOUND	
VEHICLE	001 (000) PEDAL CYCLE	(? Yrs - M UNKN)	UNKNOWN (S/E/GOING AHEAD OTHER	UNKNOWN (S/R)	U(TO U(	
	BT - DRV NOT CONTACTED		UNKNOWN (S/R)		FRONT HIT FIRST	
					UNKNOWN (S/R)	FOOTWAY
End of Accidents for MD01 GIS AREA B24_Hospital_Br (P)						
<i>End of Report</i>						





Date: 23 OCT 2018 14:51 Stick Diagram  
Page: 1 of 1 (summary)

## Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

### Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B24_N61_100m (C)	60 MTS TO JAN-2018	23

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



Date: 23 OCT 2018 14:51

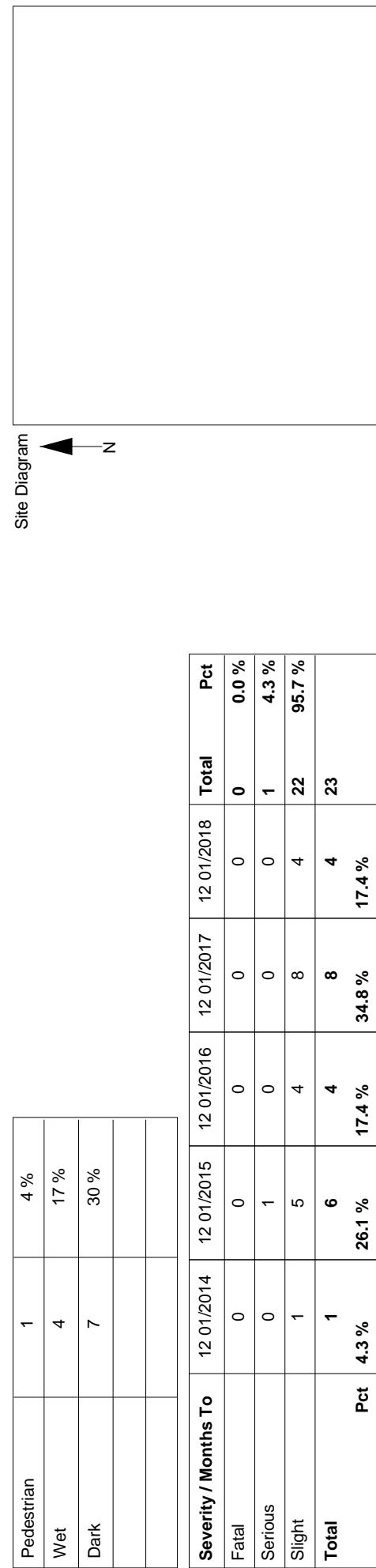
Stick Diagram

Page: 1 of 3

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
Accident Reference	1	2	3	4	5	6	7	8	9
Day	0113TW60158	0114TX20351	0114TW60326	0114TW60255	0114TW60297	0114TW60440	0114TW60547	0115TW60236	0115TW60286
Date	TUESDAY 07/05/2013	THURSDAY 17/04/2014	MONDAY 22/05/2014	MONDAY 09/06/2014	THURSDAY 03/07/2014	MONDAY 22/09/2014	SATURDAY 11/07/2015	SATURDAY 06/09/2015	WEDNESDAY 21/10/2015
Time	08:00	21:45	06:45	09:50	07:50	06:30	07:00	08:45	18:22
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Pedestrian Location									
Contributory Factors (* denotes pre 2005)	408 V002 A 403 V001 A 308 V003 A	501 V002 A 301 V002 A 405 V002 A 602 V002 A	403 V002 A 405 V002 A 406 V002 A 602 V002 A	602 V001 B 405 V001 B 406 V001 B	407 V001 B 405 V002 B 406 V002 B	405 V002 B 406 V002 B	103 V001 B 403 V001 B	307 V002 B 403 V002 A	403 V002 A 406 V002 B 308 V002 A
Easting/Northing	513730 172750	513740 172780	513720 172740	513690 172770	513700 172780	513690 172690	513710 172740	513720 172750	513660 172740

60 MTS TO JAN-2018 SORTED BY DATE									
Severity / Months To	12/01/2014	12/01/2015	12/01/2016	12/01/2017	12/01/2018	Total	Pct		
Fatal	0	0	0	0	0	0	0.0 %		
Serious	0	1	0	0	0	1	4.3 %		
Slight	1	5	4	8	4	22	95.7 %		
<b>Total</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>23</b>			
<b>Pct</b>	<b>4.3 %</b>	<b>26.1 %</b>	<b>17.4 %</b>	<b>34.8 %</b>	<b>17.4 %</b>				





Date: 23 OCT 2018 14:51  
 Page: 2 of 3

Stick Diagram

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)											60 MTS TO JAN-2018 SORTED BY DATE										
Accident Reference	0116TW60006	11	12	13	14	15	16	17	18	19	20										
Day	MONDAY	0116TW60074	0116TW60123	0116TW60156	0116TW60179	0116TW60206	0116TW60262	01160026873	01160007373	01170047372	SATURDAY										
Date	11/01/2016	WEDNESDAY	11/05/2016	WEDNESDAY	11/05/2016	THURSDAY	11/05/2016	WEDNESDAY	FRIDAY	FRIDAY											
Time	20:10	17/02/2016	27/04/2016	11/05/2016	26/05/2016	26/05/2016	31/05/2016	29/06/2016	09/09/2016	16/12/2016											
Light Conditions	DARK	07:18	09:00	15:26	17:00	15:45	13:45	17:30	19:22	22:15											
Road Surface	DRY	LIGHT	DRY	WET	DRY	WET	DRY	LIGHT	DRY	DARK											
Severity	SLIGHT																				
Conflict																					
Pedestrian Location																					
Contributory Factors (* denotes pre 2005)	501 V001 A	403 V001 B	403 V002 A	409 V002 A	406 V002 A	403 V002 B	406 V002 A	405 V002 B	301 V002 A	50M											
	405 V002 B	406 V002 A	406 V002 A	601 V002 B	601 V002 A	403 V002 A	403 V002 A	602 V002 B	602 V002 A	802 C001 A											
										804 C001 A											
										808 C001 A											
Easting/Northing	513710 172830	513770 172800	513735 172810	513680 172750	513660 172740	513750 172780	513690 172770	513720 172810	513720 172820	513730 172760											



Date: 23 OCT 2018 14:51  
 Page: 3 of 3

Stick Diagram

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)							60 MTS TO JAN-2018 SORTED BY DATE	
Accident Reference	21	22	23					
Day	01170066932	01170069395	01170075887					
Date	SATURDAY	FRIDAY	THURSDAY					
Time	28/10/2017	10/11/2017	23/11/2017					
Light Conditions	09:56	19:10	19:25					
Road Surface	LIGHT	DARK	DARK					
Severity	DRY	DRY	WET					
Conflict	SLIGHT	SLIGHT	SLIGHT					
Pedestrian Location								
Contributory Factors (* denotes pre 2005)	403 V001 A 405 V001 B	406 V001 A 602 V001 B						
Easting/Northing	513720 172750	513764 172796	513720 172820					



Date: 23 OCT 2018 14:51      Interpreted Listing  
Page: 1 of 1 (summary)

## Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

### **Summary of Accidents Selected**

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B24_N61_100m (C)	60 MTS TO JAN-2018	23

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

Date: 23 OCT 2018 14:51  
Page: 1 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
1	0113TW60158 TUE 07/05/13 08:00	LIGHT HOSPITAL BRIDGE ROAD J/W CHERTSEY ROAD	DUAL CWY	ROUNDABOUT	GIVE WAY/UNCONT ZEBRA	24	NODE 61	60 MTS TO JAN-2018 SORTED BY DATE	513730 / 172750
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
V2 BRAKED SUDDENLY TO AVOID V1. V3 THEN COLLIDED WITH REAR OF V2.									
CASUALTY 001 (003) (31 Yrs - F KT16)	SLIGHT	PASSENGER	FRONT SEAT						
CASUALTY 002 (003) (31 Yrs - F GU21)	SLIGHT	DRIVER/RIDER							
VEHICLE 001 (000) CAR	(18 Yrs - M WD3 )	BT - DRV NOT CONTACTED	CHANGE LANE TO RIGHT	NE TO SW	JNY PART OF WORK				JCT MID
			DID NOT IMPACT						
VEHICLE 002 (003) CAR	(36 Yrs - M KT16)	BT - DRV NOT CONTACTED	SLOWING OR STOPPING	NE TO SW	JNY PART OF WORK				JCT MID
			BACK HIT FIRST						
VEHICLE 003 (002) CAR	(31 Yrs - F GU21)	BT - DRV NOT CONTACTED	GOING AHEAD OTHER	NE TO SW	JNY PART OF WORK				JCT MID
			FRONT HIT FIRST						
V002 A 408 (SUDDEN BRAKING)			V001 A 403 (POOR TURN OR MANOEUVRE)						
V003 A 308 (FOLLOWING TOO CLOSE)									
2	0114TX20351 THU 17/04/14 21:45	DARK CHERTSEY ROAD J/W HOSPITAL BRIDGE ROAD	DUAL CWY	ROUNDABOUT	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61	513740 / 172780
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
DRUNK V2 CONTRAVENED RED ATS & HIT O/S OF PASSING V1, V2 DID NOT STOP UNTIL HE HAD HIT A LAMP POST & FENCE FURTHER ALONG									
CASUALTY 001 (001) (63 Yrs - M HA2 )	SLIGHT	DRIVER/RIDER	GOING AHEAD OTHER	NE TO SW	O/S HIT FIRST				JCT MID
VEHICLE 001 (002) CAR	(63 Yrs - M HA2 )	BT - NEGATIVE	HIT KERB						
		LEFT CWY NEARSIDE	GOING AHEAD OTHER	N TO S	FRONT HIT FIRST				
VEHICLE 002 (001) CAR	(84 Yrs - M GU18)	BT - NOT PROVD (MEDCL REASONS)	HIT KERB	HIT LAMP POST					
		LEFT CWY NEARSIDE							
V002 A 501 (IMPAIRED BY ALCOHOL)			V002 A 301 (DISOBEDIANT AUTOMATIC TRAFFIC SIGNAL)						
V002 A 405 (FAILED TO LOOK PROPERLY)			V002 A 602 (CARELESS/RECKLESS/IN A HURRY)						

Date: 23 OCT 2018 14:51  
Page: 2 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
3 0114TW60326 THU 22/05/14 06:45 LIGHT HOSPITAL BRIDGE ROAD JW GREAT CHERTSEY ROAD POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS AUTO SIG V1 INTENDING AHEAD AT JUNCTION WAS STRUCK BY V2 TURNING LEFT VERY CLOSE IN FRONT OF HIM; V1 FELL OFF									24 NODE 61 60 MTS TO JAN-2018 SORTED BY DATE 513720 / 172740
CASUALTY 001 (001) (57 Yrs - M TW2 ) SERIOUS DRIVER/RIDER VEHICLE 001 (002) PEDAL CYCLE (57 Yrs - M TW2 ) BT - NOT APPLICABLE									JCT MID
VEHICLE 002 (001) CAR (7 Yrs - M 1 ) BT - REFUSED TO PROVIDE									JCT MID
V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)									V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
4 0114TW60255 MON 09/06/14 09:50 LIGHT GREAT CHERTSEY ROAD JW HOSPITAL BRIDGE ROAD POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT AUTO SIG PEDN PHASE AT ATS NE-BDV1 [MOPED] FILTERED BETWEEN MIDDLE AND N/S LANES, LOST CONTROL, FELL OFF; V1 FALLING DAMAGED V2 AND V3									24 NODE 61 513690 / 172770
CASUALTY 001 (001) (55 Yrs - M TW19) SLIGHT DRIVER/RIDER VEHICLE 001 (002) M/C <= 50CC (55 Yrs - M TW19) BT - NEGATIVE									JCT MID
VEHICLE 002 (001) CAR (42 Yrs - M GU1 ) BT - NEGATIVE									JCT MID
VEHICLE 003 (001) CAR (41 Yrs - F TW12) BT - NEGATIVE									JCT MID
V001 B 602 (CARELESS/RECKLESS/IN A HURRY) V001 B 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)									V001 B 405 (FAILED TO LOOK PROPERLY)

Date: 23 OCT 2018 14:51  
Page: 3 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)							
5	0114TW60297 THU 03/07/14 07:50	LIGHT HOSPITAL BRIDGE ROAD J/W CHERTSEY ROAD	ROUNDABOUT	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	AUTO SIG	PEDN PHASE AT ATS	24	60 MTS TO JAN-2018 SORTED BY DATE
N/B V1 TURNED LEFT OFF ROUNDABOUT; V2 ALSO N/B BETWEEN TRAFFIC LANES COLLIDED WITH V1 BACK WHEEL AND CRASHED							513700 / 172780
CASUALTY	001 (002) (35 Yrs - F KT1)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002) CAR (64 Yrs - F TW2)			GONG AHEAD LEFT BEND	S TO NW	COMM TO/FROM WORK	LEAVING R/ABOUT
	BT - NOT REQUESTED				BACK HIT FIRST		
VEHICLE	002 (001) PEDAL CYCLE (35 Yrs - F KT1)			GONG AHEAD LEFT BEND	S TO NW	COMM TO/FROM WORK	JCT CLEARED
	BT - NOT APPLICABLE				FRONT HIT FIRST		
V001	B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			V002	B 405 (FAILED TO LOOK PROPERLY)		
V002	B 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)						
6	0114TW60440 MON 22/09/14 06:30	LIGHT HOSPITAL BRIDGE ROAD J/W PERCY ROAD	SINGLE CWY CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24	LINK 56-61
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS	24	513690 / 172690
N/B V1 STAARTED RIGHT TURN; COLLIDED WITH S/B V2 WHO WAS AT SPEED ENTERING JUNCTION							
CASUALTY	001 (001) (61 Yrs - M TW3)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002) CAR (61 Yrs - M TW3)			TURNING RIGHT	S TO E	JNY PART OF WORK	JCT MID
	BT - NOT REQUESTED				FRONT HIT FIRST		
VEHICLE	002 (001) BUS/COACH (38 Yrs - M TW7)			GONG AHEAD OTHER	N TO S	JNY PART OF WORK	JCT MID
	BT - NOT REQUESTED				FRONT HIT FIRST		
V002	B 405 (FAILED TO LOOK PROPERLY)			V002	B 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)		
7	0114TW60547 SAT 22/11/14 00:32	DARK HOSPITAL BRIDGE ROAD J/W CHERTSEY ROAD	ROUNDABOUT	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61
POLICE - AT SCENE	ROAD-WET	RAINING	ROUNDABOUT	AUTO SIG	PEDN PHASE AT ATS	24	513710 / 172740
IN WET CONDITIONS V1 ON ROUNDABOUT LOST CONTROL WHEN HE HIT OBJECT ON ROAD SURFACE AND CRASHED N/S							OTHER OBJECT IN CWY
CASUALTY	001 (001) (30 Yrs - M W12)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000) CAR (30 Yrs - M W12)			GONG AHEAD RIGHT BEND	NW TO SW		
	BT - NEGATIVE			SKIDDED	FRONT HIT FIRST		
	LEFT CWY NEARSIDE			HIT OTH OBJECT	HIT RD SIGN/ATS		
V001	B 103 (SLIPPERY ROAD (DUE TO WEATHER))			V001	B 403 (POOR TURN OR MANOEUVRE)		

Date: 23 OCT 2018 14:51  
Page: 4 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
8	0115TW60236	SAT 11/07/15 07:00	LIGHT HOSPITAL BRIDGE ROAD J/W GREAT CHERTSEY ROAD	ROUNDABOUT	ROUNDABOUT	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61
POLICE - OVER COU ROAD-DRY	WEATHER-FINE								60 MTS TO JAN-2018 SORTED BY DATE 513720 / 172740
N/B V1 BRAKED AVOIDING V2 ON ROUNDABOUT; V1 FELL OFF									
CASUALTY 001 (001) (20 Yrs - M TW2 )	SLIGHT	DRIVER/RIDER							
VEHICLE 001 (000) M/C <= 50CC (20 Yrs - M TW2 )			SLOWING OR STOPPING			S TON	COMM TO/FROM WORK		JCT MID
VEHICLE 002 (000) GDS 3.5-7.5T (?) Yrs - M 1 )			GOING AHEAD OTHER			NE TO SW	JNY PART OF WORK		JCT MID
BT - DRV NOT CONTACTED						DID NOT IMPACT			
V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)									
9	0115TW60286	SUN 06/09/15 08:45	LIGHT CHERTSEY ROAD J/W HOSPITAL BRIDGE ROAD	ROUNDABOUT	ROUNDABOUT	AUTO SIG	NO XING FACILITY IN 50M	24	NODE 61
POLICE - AT SCENE ROAD-DRY	WEATHER-FINE								513730 / 172750
SW-BD V1 STOPPED AT ATS, WAS SHUNTED BY V2									
CASUALTY 001 (001) (40 Yrs - M W4 )	SLIGHT	DRIVER/RIDER							
VEHICLE 001 (002) CAR (40 Yrs - M W4 )	(40 Yrs - M W4 )		GOING AHEAD HELD UP			NE TO SW	JNY PART OF WORK		JCT MID
VEHICLE 002 (001) CAR (23 Yrs - F TN37)	BT - NEGATIVE					FRONT HIT FIRST			
VEHICLE 002 (002) CAR (23 Yrs - F TN37)	BT - NEGATIVE		SLOWING OR STOPPING			NE TO SW	COMM TO/FROM WORK		JCT MID
VEHICLE 002 (003) CAR (23 Yrs - F TN37)	BT - NEGATIVE					BACK HIT FIRST			
V002 A 403 (POOR TURN OR MANOEUVRE)									
V002 A 308 (FOLLOWING TOO CLOSE)									
V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)									

Date: 23 OCT 2018 14:51  
Page: 5 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
10	0115TW60388	WED 21/10/15 18:22	LIGHT GREAT CHERTSEY ROAD 53M SW J/W HOSPITAL BRIDGE ROAD	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	24	LINK 61-737	60 MTS TO JAN-2018 SORTED BY DATE 513660 / 172740
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
NE-BD V1 INTENDED LEFT OFF ROUNDABOUT, CHANGED LANE TO N/S, COLLIDED WITH V2 ALREADY IN THAT LANE									
CASUALTY	001 (002) (26 Yrs - M N5 )	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002) TAXI	(55 Yrs - M TW13)		CHANGE LANE TO LEFT		SW TO NE	JNY PART OF WORK		
	BT - NEGATIVE			N/S HIT FIRST					
VEHICLE	002 (001) M/C > 500CC	(26 Yrs - M N5 )		GOING AHEAD OTHER		SW TO NE	JNY PART OF WORK		
	BT - NOT REQUESTED			FRONT HIT FIRST					
V001 A	710 (VISION AFFECTED - VEHICLE BLIND SPOT)			V001 A 404 (FAILED TO SIGNAL/MISLEADING SIGNAL)					
11	0116TW60006	MON 11/01/16 20:10	DARK NFL: HOSPITAL BRIDGE ROAD 48M N J/W GREAT CHERTSEY ROAD	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	24	LINK 61-63	513710 / 172830
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
N/B V2 STRUCK BY N/B V1 ON LOADING DOOR AND O/S BODYWORK									
CASUALTY	001 (002) (37 Yrs - M TW2 )	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002) CAR	(57 Yrs - M TW2 )		CHANGE LANE TO LEFT		S TON			
	BT - REFUSED TO PROVIDE			O/S HIT FIRST					
VEHICLE	002 (001) GDS =< 3.5T	(37 Yrs - M TW2 )		GOING AHEAD OTHER		S TON	JNY PART OF WORK		
	BT - NOT REQUESTED			N/S HIT FIRST					
V001 A	501 (IMPAIRED BY ALCOHOL)								
12	0116TW60074	WED 17/02/16 07:18	LIGHT NFL: CHERTSEY ROAD 30M NW J/W HOSPITAL BRIDGE ROAD	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	24	LINK 61-68	513770 / 172800
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
SW-BD V1 AND V2 INTENDED AHEAD AT R/A, BOTH BLAMED EACH OTHER FOR COLLIDING									
CASUALTY	001 (001) (18 Yrs - M TW4 )	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002) M/C 50-125CC	(18 Yrs - M TW4 )		GOING AHEAD OTHER		NE TO SW			
	BT - NEGATIVE			N/S HIT FIRST					
VEHICLE	002 (001) CAR	(33 Yrs - M TW7 )		GOING AHEAD OTHER		NE TO SW	COMM TO/FROM WORK		
	BT - NEGATIVE			O/S HIT FIRST					
V001 B	403 (POOR TURN OR MANOEUVRE)			V002 B 405 (FAILED TO LOOK PROPERLY)					
DHARMARAJM	LAAU - Accident Analysis System			RACCM28INTL					



Date: 23 OCT 2018 14:51 Interpreted Listing

Page: 6 of 10

## Interpreted Listing

## Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

Date: 23 OCT 2018 14:51  
Page: 7 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
15	0116TW60179 THU 26/05/16 17:00	LIGHT GREAT CHERTSEY ROAD 50M SW OF JW HOSPITAL BRIDGE ROAD	DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M	24	LINK 61-737	60 MTS TO JAN-2018 SORTED BY DATE	513660 / 172740
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE							
V2 CHANGED LANE TO LEFT ACROSS TRAFFIC AND INTO PATH OF V1									
CASUALTY	001 (001) (31 Yrs - M TW7)	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (002) M/C 125-500CC (31 Yrs - M TW7 )			GOING AHEAD OTHER		SW TO NE	COMM TO/FROM WORK		
	BT - NOT REQUESTED					FRONT HIT FIRST			
VEHICLE	002 (001) GDS =< 3.5T (31 Yrs - F TW19)			CHANGE LANE TO LEFT		SW TO NE			
	BT - DRV NOT CONTACTED					N/S HIT FIRST			
V002 A	406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)				V002 A 403 (POOR TURN OR MANOEUVRE)				
16	0116TW60206 TUE 31/05/16 15:45	LIGHT CHERTSEY ROAD J/W HOSPITAL BRIDGE ROAD	ROUNDABOUT	ROUNDABOUT	AUTO SIG	NO XING FACILITY IN 50M	24	NODE 61	513750 / 172780
POLICE - OVER COU ROAD-WET	RAINING								
V1 COLLIDED WITH REAR OF SLOWING V1									
CASUALTY	001 (001) (37 Yrs - M WD6)	SLIGHT	DRIVER/RIDER						
CASUALTY	002 (001) (33 Yrs - M AL7)	SLIGHT	PASSENGER						
VEHICLE	001 (002) GDS =< 3.5T (37 Yrs - M WD6 )			SLOWING OR STOPPING		NE TO SW		JCT APP	
	BT - DRV NOT CONTACTED					BACK HIT FIRST			
VEHICLE	002 (001) CAR (? Yrs - U UNKN)			GOING AHEAD OTHER		NE TO SW		JCT APP	
	BT - DRV NOT CONTACTED					FRONT HIT FIRST			
V002 B	405 (FAILED TO LOOK PROPERLY)				V002 B 602 (CARELESS/RECKLESS/IN A HURRY)				
V002 B	308 (FOLLOWING TOO CLOSE)								

Date: 23 OCT 2018 14:51  
Page: 8 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)							
17	0116TW60262	WED 29/06/16 13:45	LIGHT GREAT CHERTSEY RD J/W HOSPITAL BRIDGE RD	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT			60 MTS TO JAN-2018 SORTED BY DATE 513690 / 172770
AS V1 RODE ACROSS THE CROSSING V2 DISOBEDIED THE ATS COLLIDING WITH V1.							
CASUALTY	001 (001)	(22 Yrs - F TW13)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PEDAL CYCLE	(22 Yrs - F TW13)	MOVING OFF	SE TO NW COMM TO/FROM WORK		ENTERING MAIN RD
		BT - NOT APPLICABLE			N/S HIT FIRST		
VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)	GOING AHEAD OTHER	SW TO NE FRONT HIT FIRST		JCT CLEARED
		BT - DRV NOT CONTACTED					
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			V002 A 602 (CARELESS/RECKLESS/IN A HURRY)		
V002	A	407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			V002 A 601 (AGGRESSIVE DRIVING)		
18	01160026873	FRI 09/09/16 17:30	LIGHT ON HOSPITAL BRIDGE ROAD, NEAR THE JUNCTION WITH CHERTSEY ROAD.	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61
SELF COMPLETION	ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT			513720 / 172810
V2 WENT INTO THE BACK OF V1							
CASUALTY	001 (001)	(21 Yrs - F TW14)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR	(21 Yrs - F TW14)	GOING AHEAD HELD UP	N TO S BACK HIT FIRST		JCT APP
		BT - DRV NOT CONTACTED					
VEHICLE	002 (000)	CAR	(? Yrs - U )	GOING AHEAD OTHER	N TO S FRONT HIT FIRST		JCT APP
		BT - DRV NOT CONTACTED					
19	01160007373	FRI 16/12/16 19:22	DARK HOSPITAL BRIDGE ROAD J/W CHERTSY ROAD	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT			513720 / 172820
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(48 Yrs - F TW13)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING E BOUND	FROM DRIVERS SIDE	
VEHICLE	001 (000)	GDS=<3.5T	(26 Yrs - M TW10)	MOVING OFF	N TO S COMM TO/FROM WORK		JCT APP
		BT - NEGATIVE			FRONT HIT FIRST		
C001	A	802 (FAILED TO LOOK PROPERLY)					
C001	A	808 (CARELESS/RECKLESS/IN A HURRY)					

Date: 23 OCT 2018 14:51  
Page: 9 of 10

Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
20	01170047372	SAT 08/07/17 22:15	DARK HOSPITAL BRIDGE ROUNDABOUT J/W CHERTSEY ROAD	ROUNDABOUT	ROUNDABOUT	AUTO SIG	PEDN PHASE AT ATS	24	NODE 61
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE						60 MTS TO JAN-2018 SORTED BY DATE	513730 / 172760
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (003) (13 Yrs - M TW13)	SLIGHT	DRIVER/RIDER						
VEHICLE	001 (000) CAR	(67 Yrs - F TW13)		MOVING OFF		E TOW	FRONT HIT FIRST		
	BT - NOT REQUESTED								LEAVING R/ABOUT
VEHICLE	002 (000) PEDAL CYCLE	(? Yrs - M TW2 )		GOING AHEAD OTHER		N TO S			
	BT - NOT APPLICABLE					N/S HIT FIRST			
VEHICLE	003 (000) PEDAL CYCLE	(13 Yrs - M TW13)		GOING AHEAD OTHER		N TO S			
	BT - NOT APPLICABLE					N/S HIT FIRST			
V001 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)						
V001 A 601 (AGGRESSIVE DRIVING)									
21	01170066932	SAT 28/10/17 09:56	LIGHT HOSPITAL BRIDGE ROUNDABOUT 0M W OF J/W ROUNDABOUT	DUAL CWY	ROUNDABOUT	AUTO SIG	NO XING FACILITY IN 50M	24	NODE 61
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE						513720 / 172750	
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001) (63 Yrs - F TW2 )	SLIGHT	PASSENGER		FRONT SEAT				
VEHICLE	001 (000) CAR	(80 Yrs - M TW2 )		TURNING RIGHT		E TOW			
	BT - NEGATIVE					FRONT HIT FIRST			
	LEFT CWY NEARSIDE					HIT BOLLARD	HIT OTH OBJECT		
V001 A 403 (POOR TURN OR MANOEUVRE)			V001 B 405 (FAILED TO LOOK PROPERLY)						

Date: 23 OCT 2018 14:51  
Page: 10 of 10



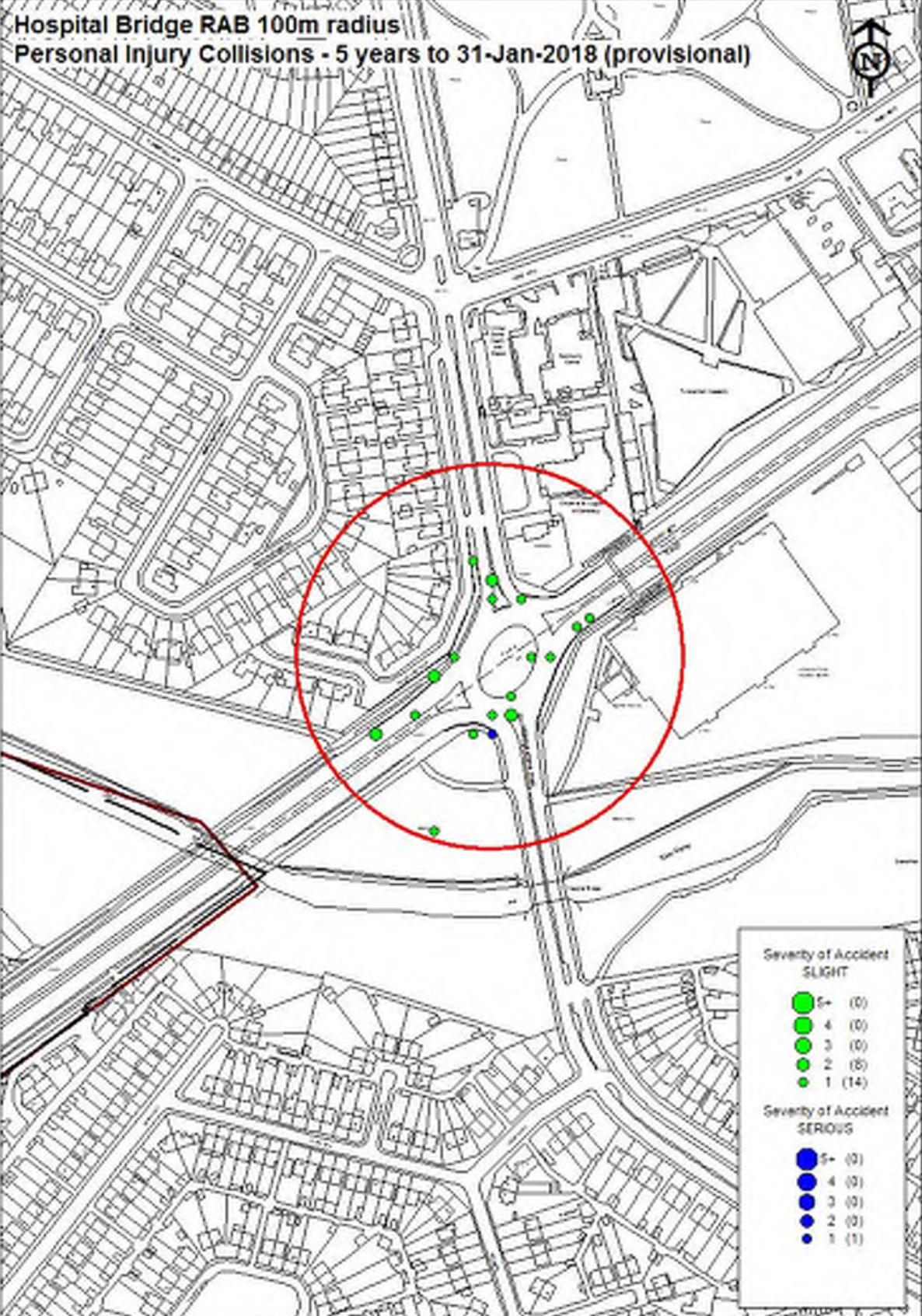
Interpreted Listing

### Hospital Bridge RAB 100m radius: Collisions - 5 years to 31-Jan-2018 (provisional)

MD01 GIS AREA B24_N61_100m (C)									
22	01170069395	FRI 10/11/17 19:10	DARK CHERTSEY ROAD J/W GREAT CHERTSEY ROAD	ROUNDABOUT	AUTO SIG	NO XING FACILITY IN 50M	24	NODE 61	60 MTS TO JAN-2018 SORTED BY DATE 513764 / 172796
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT					
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(53 Yrs - M TW12)	SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	CAR	(28 Yrs - M GU2 )	MOVING OFF	N TO S	COMM TO/FROM WORK			JCT APP
		BT - NEGATIVE	SKIDDED		FRONT HIT FIRST				
VEHICLE	002 (000)	CAR	(53 Yrs - M TW12)	GOING AHEAD HELD UP	N TO S	COMM TO/FROM WORK			JCT APP
		BT - NEGATIVE			BACK HIT FIRST				
V001 A	406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)			V001 B	602 (CARELESS/RECKLESS/IN A HURRY)				
23	01170075887	THU 23/11/17 19:25	DARK HOSPITAL BRIDGE ROAD J/W CHERTSEY ROAD	ROUNDABOUT	AUTO SIG	PELICAN OR SIMILAR	24	NODE 61	513720 / 172820
SELF COMPLETION	ROAD-WET	RAINING/HIGH WINDS	ROUNDABOUT						
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(20 Yrs - F TW15)	SLIGHT	DRIVER/RIDER					
CASUALTY	002 (001)	(16 Yrs - F TW13)	SLIGHT	PASSENGER	FRONT SEAT				
VEHICLE	001 (000)	CAR	(20 Yrs - F TW15)	GOING AHEAD HELD UP	U(TO U(	COMM TO/FROM WORK			
		BT - DRV NOT CONTACTED			BACK HIT FIRST				
VEHICLE	002 (000)	CAR	(26 Yrs - M TW13)	GOING AHEAD OTHER	U(TO U(				
		BT - DRV NOT CONTACTED			FRONT HIT FIRST				

End of Accidents for MD01 GIS AREA B24\_N61\_100m (C)

End of Report



## Appendix E – Survey Data



The site

Site Type	
<b>BS</b>	Bus Stop
<b>CC</b>	Car Club
<b>CD</b>	Undesirable Drive way
<b>CH</b>	Cycle Hire Docking Station
<b>CL</b>	Cycle Lane
<b>CN</b>	Undesirable Parking at the end of the road
<b>CB</b>	Cycle Stands
<b>CP</b>	Undesirable Parking Bay
<b>Dip</b>	Diplomatic Parking Only
<b>DB</b>	Disabled Bay
<b>DR</b>	Double Red Line
<b>DK</b>	Dropped Kerb
<b>DOC</b>	Doctors Only
<b>DW</b>	Drive Way
<b>DY</b>	Double Yellow Lines
<b>HFP</b>	Half Footway Parking
<b>KBO</b>	Kerb Built Out
<b>KC</b>	Keep Clear
<b>LB</b>	Loading Bays
<b>LBY</b>	Lay-by
<b>ML</b>	Mobile Library
<b>NL</b>	No Lines
<b>NP</b>	No Parking
<b>OP</b>	Off street Parking
<b>PB</b>	Parking Bays
<b>PC</b>	Pedestrian Crossing
<b>PD</b>	Pay & Display Bay
<b>RB</b>	Resident Bay
<b>SKC</b>	School Keep Clear
<b>SR</b>	Single Red Line
<b>SU</b>	Shared Usage Bay
<b>VB</b>	Visitor Bay
<b>SY</b>	Single Yellow Lines
<b>USY</b>	Unsigned Single Yellow Line
<b>WL</b>	White Line
<b>ZC</b>	Zebra Crossing
<b>ZZ</b>	Zig Zag





Turing House Parking Survey  
Parking Beat

Date \_\_\_\_\_

Tuesday

**Weather**  
Cloudy

Cloudy  
Temp: 15°C



Turing House Parking Survey  
Parking Beat

Data

Date  
Tuesday 11th September 2018

## Weather

Cloudy  
Temp: 15°C

260

Road Name:

84



Turing House Parking Survey  
Parking Beat

Date

Tuesday 11th September 2018

## Weather

Cloudy  
Temp: 15°C

Block Name: CHEYNE AVENUE

Turing House Parking Survey  
Parking Beat

Data

Tuesday 11th September 2018

**Weather**  
Cloudy

Temp: 15°C

Road Name:

1

Turing House Parking Survey  
Parking Beat

**Date**

Tuesday 11th September 2018

Cloudy  
Temp: 15°

**Board Name:**

Road Name:

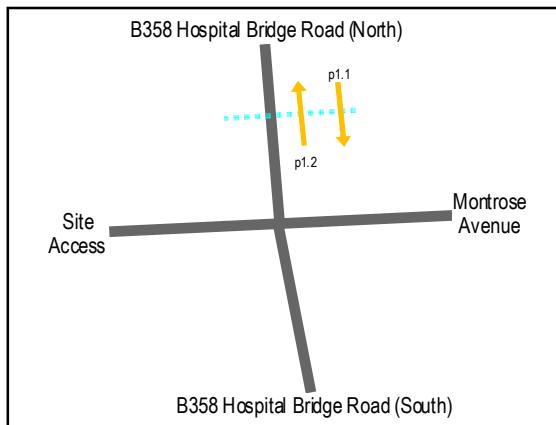
S.No





**Turing House**  
Pedestrian Survey

**Site 3 of 4**  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)



**Lat/Long**  
lat 51.450200° lon -0.366830°

**Date**  
Tuesday 11 September 2018

**Weather**  
Cloudy  
Temp: 15°C

0700 - 1000 (Tuesday 3H Session)

TIME	p1.1	p1.2
0700 - 0715	5	1
0715 - 0730	11	1
0730 - 0745	7	5
0745 - 0800	14	14
<b>Hourly Total</b>	<b>37</b>	<b>21</b>
<b>Hourly Average</b>	<b>9.25</b>	<b>5.25</b>
0800 - 0815	11	5
0815 - 0830	34	9
0830 - 0845	30	24
0845 - 0900	15	4
<b>Hourly Total</b>	<b>90</b>	<b>42</b>
<b>Hourly Average</b>	<b>22.50</b>	<b>10.50</b>
0900 - 0915	6	8
0915 - 0930	2	0
0930 - 0945	3	2
0945 - 1000	1	2
<b>Hourly Total</b>	<b>12</b>	<b>12</b>
<b>Hourly Average</b>	<b>3.00</b>	<b>3.00</b>
<b>Session Total</b>	<b>139</b>	<b>75</b>
<b>Session Average</b>	<b>11.58</b>	<b>6.25</b>

**Date**  
Tuesday 11 September 2018

**Weather**  
Cloudy  
Temp: 14°C

1400 - 1800 (Tuesday 4H Session)

TIME	p1.1	p1.2
1400 - 1415	3	2
1415 - 1430	3	0
1430 - 1445	8	7
1445 - 1500	4	4
<b>Hourly Total</b>	<b>18</b>	<b>13</b>
<b>Hourly Average</b>	<b>4.50</b>	<b>3.25</b>
1500 - 1515	14	12
1515 - 1530	16	20
1530 - 1545	14	24
1545 - 1600	2	5
<b>Hourly Total</b>	<b>46</b>	<b>61</b>
<b>Hourly Average</b>	<b>11.50</b>	<b>15.25</b>
1600 - 1615	7	7
1615 - 1630	0	1
1630 - 1645	3	8
1645 - 1700	7	7
<b>Hourly Total</b>	<b>17</b>	<b>23</b>
<b>Hourly Average</b>	<b>4.25</b>	<b>5.75</b>
1700 - 1715	5	6
1715 - 1730	2	4
1730 - 1745	9	3
1745 - 1800	2	8
<b>Hourly Total</b>	<b>18</b>	<b>21</b>
<b>Hourly Average</b>	<b>4.50</b>	<b>5.25</b>
<b>Session Total</b>	<b>99</b>	<b>118</b>

<b>Session Average</b>	<b>6.19</b>	<b>7.38</b>
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**Date**

Wednesday 12 September 2018

**Weather**

Cloudy

Temp: 14°C

0700 - 1000 (Wednesday 3H Session)

TIME	p1.1	p1.2
0700 - 0715	8	1
0715 - 0730	10	1
0730 - 0745	5	6
0745 - 0800	11	8
<b>Hourly Total</b>	<b>34</b>	<b>16</b>
<b>Hourly Average</b>	<b>8.50</b>	<b>4.00</b>
0800 - 0815	12	3
0815 - 0830	27	8
0830 - 0845	25	17
0845 - 0900	19	3
<b>Hourly Total</b>	<b>83</b>	<b>31</b>
<b>Hourly Average</b>	<b>20.75</b>	<b>7.75</b>
0900 - 0915	4	9
0915 - 0930	1	3
0930 - 0945	3	2
0945 - 1000	1	1
<b>Hourly Total</b>	<b>9</b>	<b>15</b>
<b>Hourly Average</b>	<b>2.25</b>	<b>3.75</b>
<b>Session Total</b>	<b>126</b>	<b>62</b>
<b>Session Average</b>	<b>10.50</b>	<b>5.17</b>

**Date**

Wednesday 12 September 2018

**Weather**

Cloudy

Temp: 14°C

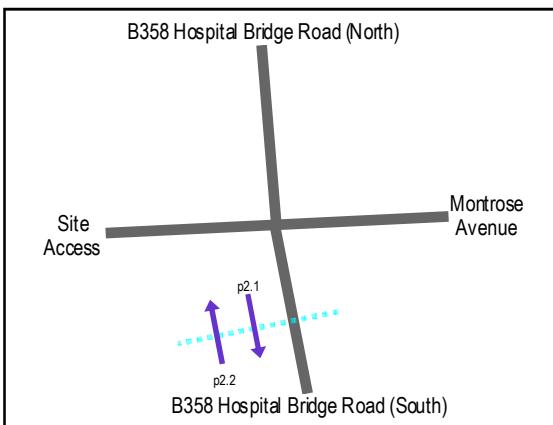
1400 - 1800 (Wednesday 4H Session)

TIME	p1.1	p1.2
1400 - 1415	1	3
1415 - 1430	4	1
1430 - 1445	2	1
1445 - 1500	5	3
<b>Hourly Total</b>	<b>12</b>	<b>8</b>
<b>Hourly Average</b>	<b>3.00</b>	<b>2.00</b>
1500 - 1515	16	8
1515 - 1530	6	25
1530 - 1545	16	24
1545 - 1600	3	10
<b>Hourly Total</b>	<b>41</b>	<b>67</b>
<b>Hourly Average</b>	<b>10.25</b>	<b>16.75</b>
1600 - 1615	3	2
1615 - 1630	5	1
1630 - 1645	6	5
1645 - 1700	2	1
<b>Hourly Total</b>	<b>16</b>	<b>9</b>
<b>Hourly Average</b>	<b>4.00</b>	<b>2.25</b>
1700 - 1715	3	1
1715 - 1730	2	6
1730 - 1745	4	5
1745 - 1800	3	8
<b>Hourly Total</b>	<b>12</b>	<b>20</b>
<b>Hourly Average</b>	<b>3.00</b>	<b>5.00</b>
<b>Session Total</b>	<b>81</b>	<b>104</b>
<b>Session Average</b>	<b>5.06</b>	<b>6.50</b>

**Turing House**  
Pedestrian Survey

**Site 4 of 4**

Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)



**Lat/Long**  
lat 51.449700° lon -0.366700°

**Date**  
Tuesday 11 September 2018

**Weather**

Cloudy  
Temp: 15°C

0700 - 1000 (Tuesday 3H Session)

TIME	p2.1	p2.2
0700 - 0715	0	0
0715 - 0730	0	0
0730 - 0745	2	2
0745 - 0800	0	1
<b>Hourly Total</b>	<b>2</b>	<b>3</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>0.75</b>
0800 - 0815	0	2
0815 - 0830	0	2
0830 - 0845	7	0
0845 - 0900	12	0
<b>Hourly Total</b>	<b>19</b>	<b>4</b>
<b>Hourly Average</b>	<b>4.75</b>	<b>1.00</b>
0900 - 0915	1	3
0915 - 0930	0	0
0930 - 0945	1	0
0945 - 1000	3	0
<b>Hourly Total</b>	<b>5</b>	<b>3</b>
<b>Hourly Average</b>	<b>1.25</b>	<b>0.75</b>
<b>Session Total</b>	<b>26</b>	<b>10</b>
<b>Session Average</b>	<b>2.17</b>	<b>0.83</b>

**Date**  
Tuesday 11 September 2018

**Weather**

Cloudy  
Temp: 14°C

1400 - 1800 (Tuesday 4H Session)

TIME	p2.1	p2.2
1400 - 1415	6	4
1415 - 1430	5	1
1430 - 1445	5	9
1445 - 1500	7	6
<b>Hourly Total</b>	<b>23</b>	<b>20</b>
<b>Hourly Average</b>	<b>5.75</b>	<b>5.00</b>
1500 - 1515	7	0
1515 - 1530	6	6
1530 - 1545	3	0
1545 - 1600	0	3
<b>Hourly Total</b>	<b>16</b>	<b>9</b>
<b>Hourly Average</b>	<b>4.00</b>	<b>2.25</b>
1600 - 1615	3	1
1615 - 1630	4	0
1630 - 1645	1	2
1645 - 1700	3	0
<b>Hourly Total</b>	<b>11</b>	<b>3</b>
<b>Hourly Average</b>	<b>2.75</b>	<b>0.75</b>
1700 - 1715	5	0
1715 - 1730	3	3
1730 - 1745	3	1
1745 - 1800	2	3
<b>Hourly Total</b>	<b>13</b>	<b>7</b>
<b>Hourly Average</b>	<b>3.25</b>	<b>1.75</b>
<b>Session Total</b>	<b>63</b>	<b>39</b>

<b>Session Average</b>	<b>3.94</b>	<b>2.44</b>
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**Date**

Wednesday 12 September 2018

**Weather**

Cloudy

Temp: 14°C

0700 - 1000 (Wednesday 3H Session)

TIME	p2.1	p2.2
0700 - 0715	1	1
0715 - 0730	1	1
0730 - 0745	0	2
0745 - 0800	0	1
<b>Hourly Total</b>	<b>2</b>	<b>5</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>1.25</b>
0800 - 0815	1	1
0815 - 0830	5	5
0830 - 0845	11	4
0845 - 0900	4	0
<b>Hourly Total</b>	<b>21</b>	<b>10</b>
<b>Hourly Average</b>	<b>5.25</b>	<b>2.50</b>
0900 - 0915	0	3
0915 - 0930	0	0
0930 - 0945	1	2
0945 - 1000	3	0
<b>Hourly Total</b>	<b>4</b>	<b>5</b>
<b>Hourly Average</b>	<b>1.00</b>	<b>1.25</b>
<b>Session Total</b>	<b>27</b>	<b>20</b>
<b>Session Average</b>	<b>2.25</b>	<b>1.67</b>

**Date**

Wednesday 12 September 2018

**Weather**

Cloudy

Temp: 14°C

1400 - 1800 (Wednesday 4H Session)

TIME	p2.1	p2.2
1400 - 1415	0	0
1415 - 1430	1	0
1430 - 1445	0	1
1445 - 1500	1	1
<b>Hourly Total</b>	<b>2</b>	<b>2</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>0.50</b>
1500 - 1515	7	0
1515 - 1530	1	2
1530 - 1545	0	4
1545 - 1600	1	0
<b>Hourly Total</b>	<b>9</b>	<b>6</b>
<b>Hourly Average</b>	<b>2.25</b>	<b>1.50</b>
1600 - 1615	6	1
1615 - 1630	3	0
1630 - 1645	1	0
1645 - 1700	4	1
<b>Hourly Total</b>	<b>14</b>	<b>2</b>
<b>Hourly Average</b>	<b>3.50</b>	<b>0.50</b>
1700 - 1715	3	4
1715 - 1730	4	3
1730 - 1745	1	1
1745 - 1800	1	2
<b>Hourly Total</b>	<b>9</b>	<b>10</b>
<b>Hourly Average</b>	<b>2.25</b>	<b>2.50</b>
<b>Session Total</b>	<b>34</b>	<b>20</b>
<b>Session Average</b>	<b>2.13</b>	<b>1.25</b>





**Date**

Weather

Weather  
Cloudy

Temp: 25°C

Road Name:

1

1

ANSWER

Turing House Parking Survey  
Parking Beat

Date  
Tuesday 11th September 2018

Weather  
Cloudy  
Temp: 15°C

Road Name: LONGFORD ROAD

S.No	Road Name	Side of Road	Reference	Site Type	Length	Capacity	Remarks	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
START AT JUNCTION WITH HOSPITAL BRIDGE ROAD																																	
1	LONGFORD ROAD	SS		CN/DK	6.8																												
2	LONGFORD ROAD	SS		CN/NL	7.2																												
3	LONGFORD ROAD	SS	HFP	5.1	1																												
4	LONGFORD ROAD	SS	NL	6.2			Lam posts																										
5	LONGFORD ROAD	SS	1	DW	4.2																												
6	LONGFORD ROAD	SS	DB	7	1		CAR																										
7	LONGFORD ROAD	SS	5	DW	4.5																												
8	LONGFORD ROAD	SS	HFP																														
9	LONGFORD ROAD	SS	HFP																														
10	LONGFORD ROAD	SS	HFP	19.2	3			LGV																									
11	LONGFORD ROAD	SS	HFP					CAR																									
12	LONGFORD ROAD	SS	13/17	DW																													
13	LONGFORD ROAD	SS	DW	14.8																													
14	LONGFORD ROAD	SS	DW																														
15	LONGFORD ROAD	SS	NL	10.1	2			CAR																									
16	LONGFORD ROAD	SS	NL					CAR																									
17	LONGFORD ROAD	SS	23/25	DW																													
18	LONGFORD ROAD	SS	DW	15.2																													
19	LONGFORD ROAD	SS	DW																														
20	LONGFORD ROAD	SS	NL	1.6																													
21	LONGFORD ROAD	SS	HFP	6	1			CAR																									
22	LONGFORD ROAD	SS	29	DW	4.7																												
23	LONGFORD ROAD	SS	NL	2.2																													
24	LONGFORD ROAD	SS	31	DW	3.8																												
25	LONGFORD ROAD	SS	HFP	4.8	1			CAR																									
26	LONGFORD ROAD	SS	DW	5.1																													
27	LONGFORD ROAD	SS	HFP	6.4	1			CAR																									
28	LONGFORD ROAD	SS	39	DW	4.9			CAR																									
29	LONGFORD ROAD	SS	HFP	6.1	1																												
30	LONGFORD ROAD	SS	DW																														
31	LONGFORD ROAD	SS	DW	14.1																													
32	LONGFORD ROAD	SS	DW																														
33	LONGFORD ROAD	SS	DW	5.4	1																												
34	LONGFORD ROAD	SS	DW	5.6																													
35	LONGFORD ROAD	SS	NL	4.1																													
36	LONGFORD ROAD	SS	DW																														
37	LONGFORD ROAD	SS	DW																														
38	LONGFORD ROAD	SS	DW																														
39	LONGFORD ROAD	SS	DW	34.2																													
40	LONGFORD ROAD	SS	DW																														
41	LONGFORD ROAD	SS	DW																														
42	LONGFORD ROAD	SS	DW																														
43	LONGFORD ROAD	SS	HFP	11.4	2																												
44	LONGFORD ROAD	SS	HFP																														
45	LONGFORD ROAD	SS	CN/NL	5																													
46	LONGFORD ROAD	SS	CN/DK	3																													
TURN LEFT																																	
47	LONGFORD ROAD	SS	CN/NL	6.5																													
48	LONGFORD ROAD	SS	NL	4.7																													
49	LONGFORD ROAD	SS	HFP	7	1			CAR																									
50	LONGFORD ROAD	SS	DW	10.5																													
51	LONGFORD ROAD	SS	DW	10.5																													
52	LONGFORD ROAD	SS	HFP	4.7	1			DGV1	DGV1	DGV1																							
53	LONGFORD ROAD	SS	DW	11.7																													
54	LONGFORD ROAD	SS	DW																														
55	LONGFORD ROAD	SS	HFP	3.8	1																												
56	LONGFORD ROAD	SS	DW	5.1																													
57	LONGFORD ROAD	SS	HFP	4.9	1			CAR																									
58	LONGFORD ROAD	SS	CN/DY	9.8																													
59	LONGFORD ROAD	SS	CN/DY	3.4																													
60	LONGFORD ROAD	NS	SKC/DW	4.8																													
61	LONGFORD ROAD	NS	CN/DK	6.2																													
62	LONGFORD ROAD	NS	CN/DY	3.7																													
63	LONGFORD ROAD	NS	SKC																														
64	LONGFORD ROAD	NS	SKC																														
65	LONGFORD ROAD	NS	SKC		</																												



Turing House Parking Survey  
Parking Beat

**Date**

Tuesday 11th September 2018

**Weather**  
Cloudy

Temp: 15°C

Road Name: L

1

Tuesday 11th September 2018

**Weather**

Cloudy  
Temp: 15°C

Road Name:

1

S.No

S.No	Road Name	Side of Road	Reference	Site Type	Length	Capacity	Remarks	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
START AT JUNCTION WITH HOSPITAL BRIDGE ROAD																																	
1	POWDER MILL LANE	SS		CN/DY	5.8																												
2	POWDER MILL LANE	SS		DY	8.9																												
3	POWDER MILL LANE	SS		DY	4.4																												
4	POWDER MILL LANE	SS		PC	2																												
5	POWDER MILL LANE	SS		DY	2																												
6	POWDER MILL LANE	SS		DY/DW	7.2																												
7	POWDER MILL LANE	SS		DY																													
8	POWDER MILL LANE	SS		DY																													
9	POWDER MILL LANE	SS		DY	26.9																												
10	POWDER MILL LANE	SS		DY																													
11	POWDER MILL LANE	SS		DY																													
CROSS OVER WOODLAWN CRESCENT																																	
12	POWDER MILL LANE	SS		DY	5.6																												
13	POWDER MILL LANE	SS		NL	6.6	1																											
14	POWDER MILL LANE	SS	SURGERY	DW	7.2																												
15	POWDER MILL LANE	SS	NL	6.1	1																												
16	POWDER MILL LANE	SS	21	DW	3.6																												
17	POWDER MILL LANE	SS	NL	10.4	2																												
18	POWDER MILL LANE	SS	NL																														
19	POWDER MILL LANE	SS	23/25	DW	6.1																												
20	POWDER MILL LANE	SS	NL	11.2	2																												
21	POWDER MILL LANE	SS	NL																														
22	POWDER MILL LANE	SS	CN/NL	2.6																													
CROSS OVER LYNDHURST AVENUE																																	
23	POWDER MILL LANE	SS	NL		12.7	2																											
24	POWDER MILL LANE	SS	NL		10.8	2	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR			
25	POWDER MILL LANE	SS	DW	7.3																													
26	POWDER MILL LANE	SS	NL	2.8																													
27	POWDER MILL LANE	SS	DK	3.6																													
28	POWDER MILL LANE	SS	NL	4																													
29	POWDER MILL LANE	SS	35/37	DW	7.9																												
30	POWDER MILL LANE	SS	NL		12.3	2	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR				
31	POWDER MILL LANE	SS	NL		8.4																												
32	POWDER MILL LANE	SS	NL		7.8	1	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	LGV																	
33	POWDER MILL LANE	SS	NL		7.4																												
34	POWDER MILL LANE	SS	NL		12.9	2	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR	CAR				
35	POWDER MILL LANE	SS	NL		8.5																												
36	POWDER MILL LANE	SS	NL		7.5																												
37	POWDER MILL LANE	SS	NL		6.2																												
38	POWDER MILL LANE	SS	NL		5.7																												
39	POWDER MILL LANE	SS	NL		5.2																												
40	POWDER MILL LANE	SS	DW	5.8																													
41	POWDER MILL LANE	SS	DW	2.7																													
42	POWDER MILL LANE	SS	DY	7.8																													
43	POWDER MILL LANE	SS	DY/DW	5																													
44	POWDER MILL LANE	SS	DY	9.2																													
45	POWDER MILL LANE	SS	DY	6																													
46	POWDER MILL LANE	SS	DY	5.5																													
47	POWDER MILL LANE	SS	DY	8.8																													
48	POWDER MILL LANE	SS	DY	6																													
49	POWDER MILL LANE	SS	DY	4.9																													
50	POWDER MILL LANE	SS	DY	10.1																													
51	POWDER MILL LANE	SS	DY	6																													
52	POWDER MILL LANE	SS	DY	5																													
53	POWDER MILL LANE	SS	DY	5.5																													
54	POWDER MILL LANE	SS	DY/DW	6.8																													
55	POWDER MILL LANE	SS	DY/DW	11.7																													
56	POWDER MILL LANE	SS	DY	4.9																													
57	POWDER MILL LANE	SS	DY/DK	3.5																													
58	POWDER MILL LANE	SS	DY	2.9																													
59	POWDER MILL LANE	SS	75/77	DY/DW	5.5																												
60	POWDER MILL LANE	SS	DY	5.6																													
61	POWDER MILL LANE	SS	DY	6.9					</td																								







Date Tuesday 11th September 2018

Weather Cloudy

Temp: 15°C

Road Name: SPRINGFIELD ROAD

S.No	Road Name	Side of Road	Reference	Site Type	Length	Capacity	Remarks	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45		
START AT JUNCTION WITH HOSPITAL BRIDGE ROAD																																			
1	SPRINGFIELD ROAD	SS		CN/NL	4																														
2	SPRINGFIELD ROAD	SS		CN/DK	4.7																														
3	SPRINGFIELD ROAD	SS		NL																															
4	SPRINGFIELD ROAD	SS		NL																															
5	SPRINGFIELD ROAD	SS		NL																															
6	SPRINGFIELD ROAD	SS		NL		28.8																													
7	SPRINGFIELD ROAD	SS		NL																															
8	SPRINGFIELD ROAD	SS		NL																															
9	SPRINGFIELD ROAD	SS		DW	7.7																														
10	SPRINGFIELD ROAD	SS		NL																															
11	SPRINGFIELD ROAD	SS		NL																															
12	SPRINGFIELD ROAD	SS		NL																															
13	SPRINGFIELD ROAD	SS		NL																															
CROSS OVER WARBURTON ROAD																																			
14	SPRINGFIELD ROAD	SS		NL	7.3	1		LGV	LGV	LGV	LGV	LGV	LGV	LGV	LGV	LGV	LGV	CAR																	
15	SPRINGFIELD ROAD	SS		DW	3.9																														
16	SPRINGFIELD ROAD	SS		NL	1.3																														
17	SPRINGFIELD ROAD	SS		DW	3.6																														
18	SPRINGFIELD ROAD	SS		NL																															
19	SPRINGFIELD ROAD	SS		NL	21.3																														
20	SPRINGFIELD ROAD	SS		NL																															
21	SPRINGFIELD ROAD	SS		NL																															
22	SPRINGFIELD ROAD	SS		DW	4																														
23	SPRINGFIELD ROAD	SS		NL																															
24	SPRINGFIELD ROAD	SS		NL	14.1																														
25	SPRINGFIELD ROAD	SS		NL																															
26	SPRINGFIELD ROAD	SS		DW	4.1																														
27	SPRINGFIELD ROAD	SS		NL	1																														
28	SPRINGFIELD ROAD	SS		DW	4																														
29	SPRINGFIELD ROAD	SS		NL																															
30	SPRINGFIELD ROAD	SS		NL																															
31	SPRINGFIELD ROAD	SS		NL																															
32	SPRINGFIELD ROAD	SS		NL																															
33	SPRINGFIELD ROAD	SS		NL	45.5																														
34	SPRINGFIELD ROAD	SS		NL																															
35	SPRINGFIELD ROAD	SS		NL																															
36	SPRINGFIELD ROAD	SS		NL																															
37	SPRINGFIELD ROAD	SS		NL																															
CROSS OVER GOSTLING ROAD																																			
38	SPRINGFIELD ROAD	SS		DW	4.8																														
39	SPRINGFIELD ROAD	SS		NL	5.4			Lamp post																											
40	SPRINGFIELD ROAD	SS		HFP		11.3																													
41	SPRINGFIELD ROAD	SS		HFP																															
42	SPRINGFIELD ROAD	SS		CN/NL																															
43	SPRINGFIELD ROAD	SS		CN/NL	14																														
44	SPRINGFIELD ROAD	SS		DW	10.5																														
45	SPRINGFIELD ROAD	SS		DW	6.7																														
46	SPRINGFIELD ROAD	SS		DW	5.2																														
47	SPRINGFIELD ROAD	SS		DW	4.3																														
48	SPRINGFIELD ROAD	SS		DW	3.8																														
49	SPRINGFIELD ROAD	SS		CAR	NL																														
50	SPRINGFIELD ROAD	SS		CAR	NL																														
51	SPRINGFIELD ROAD	SS		CAR	NL																														
52	SPRINGFIELD ROAD	SS		CAR	NL																														
53	SPRINGFIELD ROAD	SS		CAR	NL																														
CROSS OVER TO THE OTHER SIDE AND GO BACK																																			
54	SPRINGFIELD ROAD	NS		NL	4.2																														
55	SPRINGFIELD ROAD	NS		NL	DB	6	1																												
56	SPRINGFIELD ROAD	NS		NL	DB	4.6	1																												
57	SPRINGFIELD ROAD	NS		NL																															
58	SPRINGFIELD ROAD	NS		NL																															
59	SPRINGFIELD ROAD	NS		NL																															
60	SPRINGFIELD ROAD	NS		NL																															
61	SPRINGFIELD ROAD	NS		NL					</td																										



Turing House Parking Survey  
Parking Beat

Date

Tuesday 11th September 2018

**Weather**  
Cloudy

Temp: 15°C

**Road Name**

Page 10





**Date**

**Weather**  
Cloudy

Temp: 15°C

**Road Name**

1

S.No

		START AT JUNCTION WITH WOODLAWN CRESCENT																											
1	WAVERLEY AVENUE		CN/DK	8		CAR	CAR	CAR															CAR	CAR	CAR	CAR	CAR	CAR	
2	WAVERLEY AVENUE		HFP	5	1	LAMP PORT																							
3	WAVERLEY AVENUE		NL	1.2																									
4	WAVERLEY AVENUE		HFP																										
5	WAVERLEY AVENUE		HFP																										
6	WAVERLEY AVENUE		HFP																										
7	WAVERLEY AVENUE	GARAGE	DW	6.6																									
8	WAVERLEY AVENUE		HFP																										
9	WAVERLEY AVENUE		HFP																										
10	WAVERLEY AVENUE		HFP																							LGV			
11	WAVERLEY AVENUE		HFP																										
12	WAVERLEY AVENUE		NL	5.5																									
13	WAVERLEY AVENUE		CN/DK																										
14	WAVERLEY AVENUE		CN/DK	8.6																									
CROSS OVER LYNHURST AVENUE																													
15	WAVERLEY AVENUE		CN/DK	3.7																									
16	WAVERLEY AVENUE		CN/NL	4.7																									
17	WAVERLEY AVENUE		DW	3.5																									
18	WAVERLEY AVENUE		NL	2.4																									
19	WAVERLEY AVENUE		HFP	5.5	1																								
20	WAVERLEY AVENUE		DW	6.7																									
21	WAVERLEY AVENUE		HFP	6.7	1	TREE	CAR																						
22	WAVERLEY AVENUE		NL	1.3																									
23	WAVERLEY AVENUE		HFP	4	1																								
24	WAVERLEY AVENUE		DW	7.2																									
25	WAVERLEY AVENUE		HFP	4.4	1																								
26	WAVERLEY AVENUE		NL	2		TREE																							
27	WAVERLEY AVENUE		HFP	5.2	1																								
28	WAVERLEY AVENUE		DW	7																									
29	WAVERLEY AVENUE		HFP	4	1																								
30	WAVERLEY AVENUE		NL	2.4																									
31	WAVERLEY AVENUE		HFP	4.3	1																								
32	WAVERLEY AVENUE		NL	1																									
33	WAVERLEY AVENUE		DW	6																									
34	WAVERLEY AVENUE		HFP	12	2		CAR																						
35	WAVERLEY AVENUE		HFP				CAR																						
36	WAVERLEY AVENUE		DW	6.7																									
37	WAVERLEY AVENUE		HFP	3.9	1																								
38	WAVERLEY AVENUE		NL	2.4																									
39	WAVERLEY AVENUE		HFP	5.9	1		CAR	CAR	CAR	CAR																			
40	WAVERLEY AVENUE		DW	6.6																									
41	WAVERLEY AVENUE		HFP	3.1																									
42	WAVERLEY AVENUE		NL	1.8																									
43	WAVERLEY AVENUE		HFP	3.9	1																								
44	WAVERLEY AVENUE		DW	7.7																									
45	WAVERLEY AVENUE		HFP	7.8	1		CAR																						
46	WAVERLEY AVENUE		DW	6.8			CAR																						
47	WAVERLEY AVENUE		HFP	4.9	1																								
48	WAVERLEY AVENUE		NL	1.9																									
49	WAVERLEY AVENUE		HFP	5.1	1																								
50	WAVERLEY AVENUE		DW	7.6																									
51	WAVERLEY AVENUE		NL	3.6																					LGV				
52	WAVERLEY AVENUE		HFP	3.6	1																				LGV				
53	WAVERLEY AVENUE		DW	6.9																									
54	WAVERLEY AVENUE		HFP	4.4	1																								
55	WAVERLEY AVENUE		NL	1.2																									
56	WAVERLEY AVENUE		HFP	4.5	1		LGV																						
57	WAVERLEY AVENUE		DW	6.4																									
58	WAVERLEY AVENUE		HFP	8.5	1		LGV																						
59	WAVERLEY AVENUE		HFP																										
60	WAVERLEY AVENUE		DW	6.9																									
61	WAVERLEY AVENUE		NL	3																									
62	WAVERLEY AVENUE		HFP	3.6	1		CAR																						
63	WAVERLEY AVENUE		NL	0.9																									
64	WAVERLEY AVENUE		HFP	6.5	1																								
65	WAVERLEY AVENUE		DW	7.2																									
66	WAVERLEY AVENUE		HFP	8.8	1		CAR																						
67	WAVERLEY AVENUE		DW	7.1																									
68	WAVERLEY AVENUE		NL	2.9																									
69	WAVERLEY AVENUE		HFP	11.6	2																								
70	WAVERLEY AVENUE		HFP																										
71	WAVERLEY AVENUE		DW	6.7																									
72	WAVERLEY AVENUE		NL	5.5																									
73	WAVERLEY AVENUE		HFP	4.7	1																								
74	WAVERLEY AVENUE		DW	6.9																									
75	WAVERLEY AVENUE		NL	1.9																									
76	WAVERLEY AVENUE		HFP	11.4	2		CAR																						
77	WAVERLEY AVENUE		HFP																										
78	WAVERLEY AVENUE		CN/NL	1.3																									
CROSS OVER CHILTERN AVENUE																													
79	WAVERLEY AVENUE		CN/NL	8.9																									
80	WAVERLEY AVENUE		CN/NL																										
81	WAVERLEY AVENUE		HFP	4.9	1		CAR																						
82	WAVERLEY AVENUE		DW																										
83	WAVERLEY AVENUE		DW	14.6																									
84	WAVERLEY AVENUE		DW																										
85	WAVERLEY AVENUE		HFP	5.4	1		OGV1																						
86	WAVERLEY AVENUE		NL	2.7																									
87	WAVERLEY AVENUE		DW	7																									
88	WAVERLEY AVENUE		HFP	12.8	2																								



231	WAVERLEY AVENUE			HFP	10.9	2										CAR															
232	WAVERLEY AVENUE			HFP																						CAR	CAR	CAR	CAR		
233	WAVERLEY AVENUE			DW	7.3																										
234	WAVERLEY AVENUE			HFP	4.9	1										CAR															
235	WAVERLEY AVENUE			NL	1.8																										
236	WAVERLEY AVENUE			HFP	4.3	1																									
237	WAVERLEY AVENUE			DW	8.4																										
238	WAVERLEY AVENUE			HFP	4	1																				LGV	LGV	LGV	LGV	LGV	
239	WAVERLEY AVENUE			NL	1.9		Tree																								
240	WAVERLEY AVENUE			HFP	4.7	1											CAR														
241	WAVERLEY AVENUE			DW	7.2																										
242	WAVERLEY AVENUE			HFP	5.8	1																				CAR	CAR	CAR	CAR	CAR	
243	WAVERLEY AVENUE			DW	6.4																										
244	WAVERLEY AVENUE			CN/NL	6.1																										
245	WAVERLEY AVENUE			CN/DK	3.6																										

CROSS OVER LYNDHURST AVENUE

246	WAVERLEY AVENUE			CN/DK	3.9																											
247	WAVERLEY AVENUE			CN/NL	3.3																											
248	WAVERLEY AVENUE			DW	5.6											CAR																
249	WAVERLEY AVENUE			HFP												CAR	CAN															
250	WAVERLEY AVENUE			HFP													CAR															
251	WAVERLEY AVENUE			HFP													CAR	CAN	CAR													
252	WAVERLEY AVENUE			HFP													CAR	CAN	CAR													
253	WAVERLEY AVENUE			NL	1.6		Lam column																									
254	WAVERLEY AVENUE			DW																												
255	WAVERLEY AVENUE			DW																												
256	WAVERLEY AVENUE			HFP													CAR															
257	WAVERLEY AVENUE			HFP														CAR														
258	WAVERLEY AVENUE			AMB	6.2																											
259	WAVERLEY AVENUE			HFP	4.6	1																										
260	WAVERLEY AVENUE			CN/NL	2.6																											
261	WAVERLEY AVENUE			CN/DK	3.6																											

ROAD END



**Turing House**  
Queue Length Survey

**Site 1 of 5**

Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

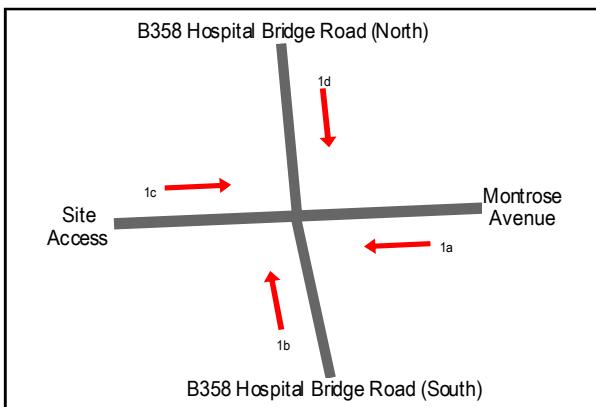
**Lat/Long**  
lat 51.449996° lon -0.366827°

**Date**  
Tuesday 11 September 2018

**Weather**

Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)



TIME	1a	1b	1c	1d
0700 - 0705	1	0	1	0
0705 - 0710	1	0	1	0
0710 - 0715	0	0	0	0
0715 - 0720	1	1	0	0
0720 - 0725	1	0	0	0
0725 - 0730	1	0	0	0
0730 - 0735	1	4	1	0
0735 - 0740	1	1	0	0
0740 - 0745	2	0	1	2
0745 - 0750	2	5	1	0
0750 - 0755	1	5	0	0
0755 - 0800	1	2	0	3
<b>Hourly Average</b>	<b>1.08</b>	<b>1.50</b>	<b>0.42</b>	<b>0.42</b>
0800 - 0805	1	0	0	0
0805 - 0810	1	1	0	0
0810 - 0815	0	2	0	0
0815 - 0820	1	5	0	0
0820 - 0825	1	1	0	0
0825 - 0830	1	3	0	0
0830 - 0835	0	1	0	0
0835 - 0840	0	1	0	0
0840 - 0845	0	0	0	0
0845 - 0850	1	1	0	0
0850 - 0855	0	7	0	0
0855 - 0900	1	2	0	0
<b>Hourly Average</b>	<b>0.58</b>	<b>2.00</b>	<b>0.00</b>	<b>0.00</b>
0900 - 0905	0	2	0	0
0905 - 0910	1	0	0	0
0910 - 0915	0	0	1	0
0915 - 0920	1	1	0	0
0920 - 0925	1	6	0	2
0925 - 0930	0	3	0	0
0930 - 0935	1	0	0	0
0935 - 0940	0	0	0	0
0940 - 0945	1	0	1	0
0945 - 0950	1	0	0	0
0950 - 0955	0	0	0	0
0955 - 1000	0	0	0	0
<b>Hourly Average</b>	<b>0.50</b>	<b>1.00</b>	<b>0.17</b>	<b>0.17</b>
1000 - 1005	1	0	0	0
1005 - 1010	0	0	0	0
1010 - 1015	1	0	0	0
1015 - 1020	1	0	0	0
1020 - 1025	0	0	0	0
1025 - 1030	1	0	0	0
1030 - 1035	2	0	0	0
1035 - 1040	2	0	0	0
1040 - 1045	0	0	0	0
1045 - 1050	0	0	0	0
1050 - 1055	1	0	0	0
1055 - 1100	1	0	0	0
<b>Hourly Average</b>	<b>0.83</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
1100 - 1105	1	1	0	0
1105 - 1110	0	1	0	0
1110 - 1115	0	2	0	0
1115 - 1120	0	0	0	0
1120 - 1125	1	0	0	0
1125 - 1130	1	0	0	0

1130 - 1135	1	0	1	0
1135 - 1140	1	0	1	0
1140 - 1145	1	0	1	0
1145 - 1150	0	0	0	0
1150 - 1155	0	0	0	0
1155 - 1200	0	0	1	0
<b>Hourly Average</b>	<b>0.50</b>	<b>0.33</b>	<b>0.33</b>	<b>0.00</b>
1200 - 1205	1	0	0	0
1205 - 1210	1	0	0	0
1210 - 1215	0	0	0	0
1215 - 1220	0	0	1	0
1220 - 1225	1	0	0	0
1225 - 1230	1	0	0	0
1230 - 1235	0	0	0	0
1235 - 1240	1	0	1	0
1240 - 1245	0	0	0	0
1245 - 1250	1	0	0	0
1250 - 1255	1	0	0	0
1255 - 1300	0	0	0	0
<b>Hourly Average</b>	<b>0.58</b>	<b>0.00</b>	<b>0.17</b>	<b>0.00</b>
1300 - 1305	0	0	0	0
1305 - 1310	0	0	0	0
1310 - 1315	1	0	0	0
1315 - 1320	1	0	1	0
1320 - 1325	0	0	1	0
1325 - 1330	1	0	0	0
1330 - 1335	1	0	0	0
1335 - 1340	1	0	0	0
1340 - 1345	0	0	0	4
1345 - 1350	1	0	0	0
1350 - 1355	0	0	0	1
1355 - 1400	1	0	1	0
<b>Hourly Average</b>	<b>0.58</b>	<b>0.00</b>	<b>0.25</b>	<b>0.42</b>
1400 - 1405	1	0	0	0
1405 - 1410	1	0	1	0
1410 - 1415	1	0	0	0
1415 - 1420	1	0	1	0
1420 - 1425	1	0	1	0
1425 - 1430	1	0	0	1
1430 - 1435	0	0	0	0
1435 - 1440	0	0	0	0
1440 - 1445	1	1	1	0
1445 - 1450	1	1	0	0
1450 - 1455	2	1	0	0
1455 - 1500	0	0	0	0
<b>Hourly Average</b>	<b>0.83</b>	<b>0.25</b>	<b>0.33</b>	<b>0.08</b>
1500 - 1505	3	0	1	0
1505 - 1510	1	0	0	0
1510 - 1515	1	0	1	0
1515 - 1520	1	1	1	0
1520 - 1525	1	1	1	0
1525 - 1530	1	0	1	1
1530 - 1535	1	0	1	1
1535 - 1540	1	3	0	0
1540 - 1545	1	0	1	0
1545 - 1550	0	0	1	0
1550 - 1555	1	0	0	0
1555 - 1600	2	0	0	0
<b>Hourly Average</b>	<b>1.17</b>	<b>0.42</b>	<b>0.67</b>	<b>0.17</b>
1600 - 1605	1	0	0	0
1605 - 1610	1	0	0	0
1610 - 1615	0	1	0	0
1615 - 1620	1	3	1	0
1620 - 1625	1	0	0	0
1625 - 1630	1	0	0	0
1630 - 1635	0	0	1	0
1635 - 1640	1	0	0	2
1640 - 1645	1	0	0	0
1645 - 1650	2	0	0	0
1650 - 1655	1	2	0	0
1655 - 1700	2	0	0	0
<b>Hourly Average</b>	<b>1.00</b>	<b>0.50</b>	<b>0.17</b>	<b>0.17</b>
1700 - 1705	1	1	1	0
1705 - 1710	1	1	2	0
1710 - 1715	0	0	2	0
1715 - 1720	0	0	2	0
1720 - 1725	1	0	1	0
1725 - 1730	1	1	1	0
1730 - 1735	0	0	0	0
1735 - 1740	0	0	1	0
1740 - 1745	2	0	0	0
1745 - 1750	1	0	0	0
1750 - 1755	1	0	0	1
1755 - 1800	1	0	0	0

Hourly Average	0.75	0.25	0.83	0.08
1800 - 1805	2	0	0	0
1805 - 1810	1	0	0	0
1810 - 1815	1	1	1	0
1815 - 1820	0	4	0	0
1820 - 1825	1	0	0	0
1825 - 1830	1	0	0	0
1830 - 1835	2	0	0	0
1835 - 1840	0	0	0	0
1840 - 1845	1	0	0	0
1845 - 1850	0	0	0	0
1850 - 1855	1	0	0	0
1855 - 1900	1	0	0	0
Hourly Average	0.92	0.42	0.08	0.00
Session Total	0.78	0.56	0.28	0.13

#### Date

Wednesday 12 September 2018

#### Weather

Cloudy

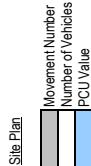
Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	1a	1b	1c	1d
0700 - 0705	0	0	0	0
0705 - 0710	0	0	1	0
0710 - 0715	1	0	0	0
0715 - 0720	1	1	1	0
0720 - 0725	1	0	0	0
0725 - 0730	1	1	1	0
0730 - 0735	0	1	0	0
0735 - 0740	1	3	0	0
0740 - 0745	1	7	1	0
0745 - 0750	3	7	2	4
0750 - 0755	1	4	1	0
0755 - 0800	1	2	1	0
Hourly Average	0.92	2.17	0.67	0.33
0800 - 0805	2	3	0	5
0805 - 0810	1	4	1	1
0810 - 0815	1	0	0	0
0815 - 0820	1	1	0	0
0820 - 0825	2	3	1	0
0825 - 0830	1	2	0	0
0830 - 0835	2	5	0	0
0835 - 0840	1	6	1	1
0840 - 0845	1	8	1	1
0845 - 0850	2	5	0	0
0850 - 0855	1	1	0	0
0855 - 0900	1	0	0	5
Hourly Average	1.33	3.17	0.33	1.08
0900 - 0905	1	3	0	0
0905 - 0910	3	6	0	0
0910 - 0915	2	0	1	0
0915 - 0920	1	0	0	0
0920 - 0925	0	5	0	0
0925 - 0930	1	0	1	0
0930 - 0935	1	0	0	0
0935 - 0940	1	0	0	0
0940 - 0945	1	1	1	0
0945 - 0950	1	0	0	0
0950 - 0955	3	0	0	0
0955 - 1000	2	0	1	0
Hourly Average	1.42	1.25	0.33	0.00
1000 - 1005	1	0	0	0
1005 - 1010	0	0	0	0
1010 - 1015	1	0	0	0
1015 - 1020	0	0	0	0
1020 - 1025	0	0	0	0
1025 - 1030	1	0	0	0
1030 - 1035	0	2	0	0
1035 - 1040	0	0	0	0
1040 - 1045	0	1	0	0
1045 - 1050	0	0	0	0
1050 - 1055	0	0	0	0
1055 - 1100	0	0	0	0
Hourly Average	0.25	0.25	0.00	0.00
1100 - 1105	0	0	0	0
1105 - 1110	0	0	0	0
1110 - 1115	0	0	0	0
1115 - 1120	1	0	0	0
1120 - 1125	1	0	0	0

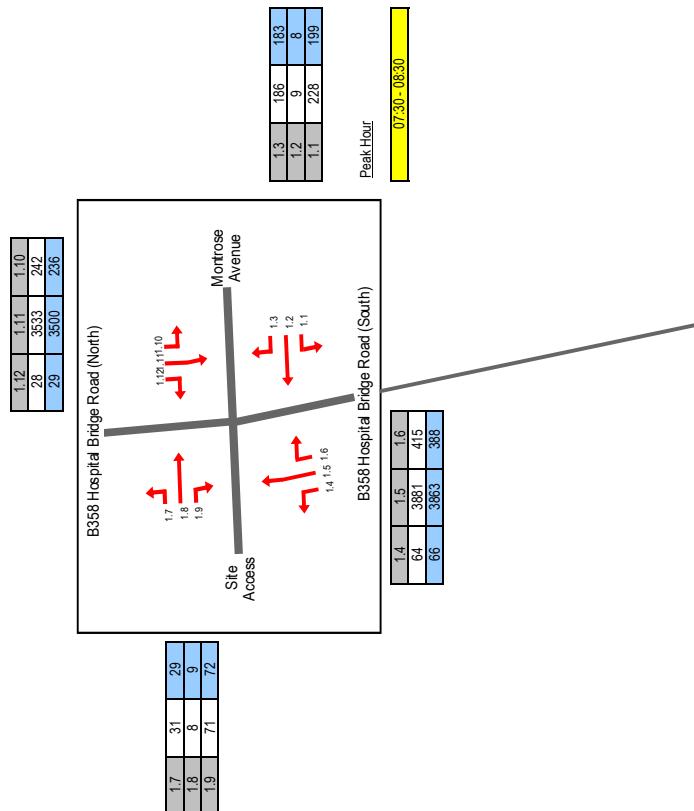
1125 - 1130	1	0	1	0
1130 - 1135	1	0	0	0
1135 - 1140	1	0	0	0
1140 - 1145	2	0	0	0
1145 - 1150	1	0	1	0
1150 - 1155	0	0	0	0
1155 - 1200	1	0	0	0
<b>Hourly Average</b>	<b>0.75</b>	<b>0.00</b>	<b>0.17</b>	<b>0.00</b>
1200 - 1205	0	0	0	0
1205 - 1210	2	0	0	0
1210 - 1215	1	1	0	0
1215 - 1220	2	0	0	0
1220 - 1225	0	0	0	0
1225 - 1230	1	0	0	0
1230 - 1235	1	1	0	0
1235 - 1240	0	0	0	0
1240 - 1245	0	0	0	0
1245 - 1250	1	0	1	0
1250 - 1255	0	0	0	0
1255 - 1300	2	1	0	0
<b>Hourly Average</b>	<b>0.83</b>	<b>0.25</b>	<b>0.08</b>	<b>0.00</b>
1300 - 1305	1	0	0	0
1305 - 1310	2	0	0	0
1310 - 1315	1	0	1	0
1315 - 1320	1	0	0	0
1320 - 1325	0	5	2	5
1325 - 1330	0	2	0	0
1330 - 1335	1	8	1	0
1335 - 1340	0	0	1	0
1340 - 1345	1	0	0	0
1345 - 1350	1	0	1	0
1350 - 1355	1	0	0	0
1355 - 1400	1	0	0	0
<b>Hourly Average</b>	<b>0.83</b>	<b>1.25</b>	<b>0.50</b>	<b>0.42</b>
1400 - 1405	0	1	0	0
1405 - 1410	0	0	0	0
1410 - 1415	1	0	1	0
1415 - 1420	1	3	0	0
1420 - 1425	1	0	0	2
1425 - 1430	1	0	1	0
1430 - 1435	0	0	1	0
1435 - 1440	1	2	0	0
1440 - 1445	1	0	0	0
1445 - 1450	0	0	0	0
1450 - 1455	1	0	0	0
1455 - 1500	3	0	0	0
<b>Hourly Average</b>	<b>0.83</b>	<b>0.50</b>	<b>0.25</b>	<b>0.17</b>
1500 - 1505	1	0	1	0
1505 - 1510	0	0	0	0
1510 - 1515	1	0	0	0
1515 - 1520	0	0	0	0
1520 - 1525	0	0	0	0
1525 - 1530	1	5	0	2
1530 - 1535	1	1	0	0
1535 - 1540	1	1	1	0
1540 - 1545	1	0	0	0
1545 - 1550	1	0	0	0
1550 - 1555	1	0	0	0
1555 - 1600	0	0	1	0
<b>Hourly Average</b>	<b>0.67</b>	<b>0.58</b>	<b>0.25</b>	<b>0.17</b>
1600 - 1605	0	0	0	0
1605 - 1610	2	7	1	0
1610 - 1615	1	0	1	3
1615 - 1620	1	3	0	0
1620 - 1625	1	0	1	0
1625 - 1630	1	0	1	0
1630 - 1635	1	0	1	0
1635 - 1640	1	0	1	0
1640 - 1645	0	3	0	3
1645 - 1650	0	2	0	0
1650 - 1655	1	0	0	0
1655 - 1700	1	0	1	1
<b>Hourly Average</b>	<b>0.83</b>	<b>1.25</b>	<b>0.58</b>	<b>0.58</b>
1700 - 1705	1	0	0	0
1705 - 1710	1	1	0	0
1710 - 1715	1	0	0	0
1715 - 1720	1	0	1	0
1720 - 1725	1	6	1	2
1725 - 1730	1	0	0	0
1730 - 1735	2	0	1	0
1735 - 1740	2	0	0	0
1740 - 1745	1	0	0	0
1745 - 1750	1	0	1	0
1750 - 1755	2	0	0	0

1755 - 1800	2	0	1	0
<b>Hourly Average</b>	<b>1.33</b>	<b>0.58</b>	<b>0.42</b>	<b>0.17</b>
1800 - 1805	1	0	1	0
1805 - 1810	3	2	0	0
1810 - 1815	1	0	0	0
1815 - 1820	1	0	0	0
1820 - 1825	1	0	0	0
1825 - 1830	1	2	0	1
1830 - 1835	1	0	0	0
1835 - 1840	1	0	0	0
1840 - 1845	0	0	0	0
1845 - 1850	1	0	1	0
1850 - 1855	1	0	0	0
1855 - 1900	0	0	0	0
<b>Hourly Average</b>	<b>1.00</b>	<b>0.33</b>	<b>0.17</b>	<b>0.08</b>
<b>Session Total</b>	<b>0.92</b>	<b>0.97</b>	<b>0.31</b>	<b>0.25</b>



[Network Peak Hour](#)

07:30 - 08:30



[Network Peak Hour Generator](#)

click on yellow cell to change Peak Hour parameters

Session: Tuesday 12h Session

Vehicle class: All

Start Time: 07:00

End Time: 07:00

Note: The site diagram is for reference purposes only and is not an exact representation of the site surveyed

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.1: Left from Montrose Avenue to B358 Hospital Bridge Road (South)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	7	0	2	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.00	0.50	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	7	0	1	0	0	0	8	8.00
0830 - 0845	3	0	5	0	1	0	0	0	9	6.60
0845 - 0900	2	0	2	0	1	0	0	0	5	3.40
Hourly Total	5	0	18	0	3	0	0	0	26	22.00
Hourly Average	1.25	0.00	4.50	0.00	0.75	0.00	0.00	0.00	6.50	5.50
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	11	0	3	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.75	0.00	0.75	0.00	0.00	0.00	3.50	3.50
1000 - 1015	0	0	2	0	1	0	0	0	3	3.00
1015 - 1030	0	0	5	0	1	0	0	0	6	6.00
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	2	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.00	0.00	0.00	3.75	3.75
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	1	1	0	0	0	0	2	2.00
1130 - 1145	0	0	2	0	2	0	0	0	4	4.00
1145 - 1200	2	0	2	0	1	0	0	0	5	3.40
Hourly Total	2	0	7	1	3	0	0	0	13	11.40
Hourly Average	0.50	0.00	1.75	0.25	0.75	0.00	0.00	0.00	3.25	2.85
1200 - 1215	0	0	0	0	1	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	1	0	4	0	1	0	0	0	6	5.20
1245 - 1300	2	0	2	0	0	0	0	0	4	2.40
Hourly Total	3	0	7	0	2	0	0	0	12	9.60
Hourly Average	0.75	0.00	1.75	0.00	0.50	0.00	0.00	0.00	3.00	2.40
1300 - 1315	1	0	3	0	0	0	0	0	4	3.20
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	2	0	1	0	0	0	3	3.00
1345 - 1400	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	1	0	12	0	2	0	0	0	15	14.20
Hourly Average	0.25	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.75	3.55
1400 - 1415	0	0	5	0	2	0	0	0	7	7.00
1415 - 1430	0	0	4	0	3	0	0	0	7	7.00
1430 - 1445	1	0	3	0	0	0	0	0	4	3.20
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	15	0	5	0	0	0	21	20.20
Hourly Average	0.25	0.00	3.75	0.00	1.25	0.00	0.00	0.00	5.25	5.05
1500 - 1515	0	0	5	0	3	0	0	0	8	8.00
1515 - 1530	2	0	3	0	0	0	0	0	5	3.40
1530 - 1545	4	0	5	0	0	0	0	0	9	5.80
1545 - 1600	2	0	2	0	2	0	0	0	6	4.40
Hourly Total	8	0	15	0	5	0	0	0	28	21.60
Hourly Average	2.00	0.00	3.75	0.00	1.25	0.00	0.00	0.00	7.00	5.40
1600 - 1615	1	0	3	0	0	0	0	0	4	3.20
1615 - 1630	2	0	2	0	0	0	0	0	4	2.40
1630 - 1645	1	0	5	0	0	0	0	0	6	5.20
1645 - 1700	4	0	8	0	1	0	0	0	13	9.80
Hourly Total	8	0	18	0	1	0	0	0	27	20.60
Hourly Average	2.00	0.00	4.50	0.00	0.25	0.00	0.00	0.00	6.75	5.15
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	1	0	6	0	1	0	0	0	8	7.20
1730 - 1745	1	0	4	1	0	0	0	0	6	5.20
1745 - 1800	3	0	3	0	1	0	0	0	7	4.60
Hourly Total	5	0	14	1	2	0	0	0	22	18.00
Hourly Average	1.25	0.00	3.50	0.25	0.50	0.00	0.00	0.00	5.50	4.50
1800 - 1815	0	1	12	0	0	0	0	0	13	12.40
1815 - 1830	1	1	1	0	1	0	0	0	4	2.60

1830 - 1845	1	0	2	0	1	0	0	0	4	3.20
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	2	2	20	0	2	0	0	0	26	23.20
Hourly Average	0.50	0.50	5.00	0.00	0.50	0.00	0.00	0.00	6.50	5.80
Session Total	35	2	157	2	32	0	0	0	228	198.80
Session Average	0.73	0.04	3.27	0.04	0.67	0.00	0.00	0.00	4.75	4.14

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.1: Left from Montrose Avenue to B358 Hospital Bridge Road (South)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	1	0	7	0	2	0	0	0	10	9.20
Hourly Total	1	0	9	0	2	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.25	0.00	0.50	0.00	0.00	0.00	3.00	2.80
0800 - 0815	0	0	9	0	0	0	0	0	9	9.00
0815 - 0830	2	0	6	0	1	0	0	0	9	7.40
0830 - 0845	1	0	7	0	1	1	0	0	10	9.70
0845 - 0900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	3	0	26	0	3	1	0	0	33	31.10
Hourly Average	0.75	0.00	6.50	0.00	0.75	0.25	0.00	0.00	8.25	7.78
0900 - 0915	0	1	4	0	1	1	0	0	7	6.90
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	1	10	1	1	1	0	0	14	13.90
Hourly Average	0.00	0.25	2.50	0.25	0.25	0.25	0.00	0.00	3.50	3.48
1000 - 1015	0	0	4	0	0	0	0	0	4	4.00
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	0	0	4	0	0	0	0	0	4	4.00
1045 - 1100	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
1100 - 1115	0	0	1	0	1	0	0	0	2	2.00
1115 - 1130	2	0	2	2	0	0	0	0	6	4.40
1130 - 1145	0	0	5	0	0	0	0	0	5	5.00
1145 - 1200	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	3	0	11	2	1	0	0	0	17	14.60
Hourly Average	0.75	0.00	2.75	0.50	0.25	0.00	0.00	0.00	4.25	3.65
1200 - 1215	1	0	1	0	0	0	0	1	3	3.20
1215 - 1230	0	0	4	0	0	0	0	0	4	4.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	2	0	4	0	2	0	0	0	8	6.40
Hourly Total	3	0	12	0	2	0	0	1	18	16.60
Hourly Average	0.75	0.00	3.00	0.00	0.50	0.00	0.00	0.25	4.50	4.15
1300 - 1315	1	0	7	0	0	0	0	0	8	7.20
1315 - 1330	0	0	3	0	1	0	0	0	4	4.00
1330 - 1345	0	0	3	1	0	0	0	0	4	4.00
1345 - 1400	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	2	0	16	1	1	0	0	0	20	18.40
Hourly Average	0.50	0.00	4.00	0.25	0.25	0.00	0.00	0.00	5.00	4.60
1400 - 1415	1	0	3	0	0	0	0	0	4	3.20
1415 - 1430	0	1	0	0	0	0	0	0	1	0.40
1430 - 1445	0	0	6	0	1	0	0	0	7	7.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	1	14	0	1	0	0	0	17	15.60
Hourly Average	0.25	0.25	3.50	0.00	0.25	0.00	0.00	0.00	4.25	3.90
1500 - 1515	0	1	7	0	0	0	0	0	8	7.40
1515 - 1530	2	0	0	0	0	1	0	0	3	3.190
1530 - 1545	0	0	3	0	1	0	0	0	4	4.00
1545 - 1600	1	0	0	0	1	0	0	0	2	1.20
Hourly Total	3	1	10	0	2	1	0	0	17	14.50
Hourly Average	0.75	0.25	2.50	0.00	0.50	0.25	0.00	0.00	4.25	3.63
1600 - 1615	1	0	4	0	1	0	0	0	6	5.20
1615 - 1630	1	0	2	0	0	0	0	0	3	2.20
1630 - 1645	1	1	5	1	0	0	0	0	8	6.60
1645 - 1700	2	0	2	0	0	0	0	1	5	4.40
Hourly Total	5	1	13	1	1	0	0	1	22	18.40
Hourly Average	1.25	0.25	3.25	0.25	0.25	0.00	0.00	0.25	5.50	4.60
1700 - 1715	2	0	4	0	0	0	0	0	6	4.40
1715 - 1730	2	0	3	0	1	0	0	0	6	4.40
1730 - 1745	2	0	10	1	1	0	0	0	14	12.40
1745 - 1800	1	0	6	0	1	0	0	0	8	7.20
Hourly Total	7	0	23	1	3	0	0	0	34	28.40
Hourly Average	1.75	0.00	5.75	0.25	0.75	0.00	0.00	0.00	8.50	7.10
1800 - 1815	2	0	13	0	1	0	0	0	16	14.40
1815 - 1830	1	0	14	0	1	0	0	0	16	15.20
1830 - 1845	2	1	4	0	0	0	0	0	7	4.80
1845 - 1900	2	0	1	1	1	0	0	0	5	3.40
Hourly Total	7	1	32	1	3	0	0	0	44	37.80
Hourly Average	1.75	0.25	8.00	0.25	0.75	0.00	0.00	0.00	11.00	9.45
Session Total	35	5	189	7	21	3	0	2	262	234.50
Session Average	0.73	0.10	3.94	0.15	0.44	0.06	0.00	0.04	5.46	4.89

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.2: Westbound from Montrose Avenue to Site Access							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	1	0	0	0	0	0	0	0	1	0.20
0745 - 0800	0	1	0	0	0	0	0	0	1	0.40
Hourly Total	1	1	0	0	0	0	0	0	2	0.60
Hourly Average	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.15
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	1	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	1	0	0	0	1	1.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00

1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	1	1	1	0	6	0	0	0	9	7.60
Session Average	0.02	0.02	0.02	0.00	0.13	0.00	0.00	0.00	0.19	0.16

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.2: Westbound from Montrose Avenue to Site Access							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	1	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	4	0	5	0	0	0	9	9.00
Session Average	0.00	0.00	0.08	0.00	0.10	0.00	0.00	0.00	0.19	0.19

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.3: Right from Montrose Avenue to B358 Hospital Bridge Road (North)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	1	0	5	0	0	0	0	0	6	5.20
0745 - 0800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	1	0	17	0	1	0	0	0	19	18.20
Hourly Average	0.25	0.00	4.25	0.00	0.25	0.00	0.00	0.00	4.75	4.55
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	4	0	2	0	0	0	6	6.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	1	0	1	0	0	0	0	0	2	1.20
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	7	0	0	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.75	0.00	0.00	0.00	0.00	0.00	2.00	1.80
1000 - 1015	0	0	2	0	2	0	0	0	4	4.00
1015 - 1030	0	0	3	0	1	0	0	0	4	4.00
1030 - 1045	0	0	8	0	1	0	0	0	9	9.00
1045 - 1100	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	1	0	15	0	4	0	0	0	20	19.20
Hourly Average	0.25	0.00	3.75	0.00	1.00	0.00	0.00	0.00	5.00	4.80
1100 - 1115	0	0	0	0	0	1	0	0	1	1.50
1115 - 1130	0	0	1	1	0	0	0	0	2	2.00
1130 - 1145	0	0	2	0	2	0	0	0	4	4.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	7	1	2	1	0	0	11	11.50
Hourly Average	0.00	0.00	1.75	0.25	0.50	0.25	0.00	0.00	2.75	2.88
1200 - 1215	0	0	2	0	1	0	0	0	3	3.00
1215 - 1230	0	0	3	0	0	0	0	0	3	3.00
1230 - 1245	0	0	2	0	1	0	0	0	3	3.00
1245 - 1300	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	11	0	4	0	0	0	15	15.00
Hourly Average	0.00	0.00	2.75	0.00	1.00	0.00	0.00	0.00	3.75	3.75
1300 - 1315	0	0	1	0	2	0	0	0	3	3.00
1315 - 1330	0	0	2	0	2	0	0	0	4	4.00
1330 - 1345	0	0	4	0	0	0	0	0	4	4.00
1345 - 1400	0	0	5	1	0	0	0	0	6	6.00
Hourly Total	0	0	12	1	4	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.00	0.25	1.00	0.00	0.00	0.00	4.25	4.25
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	1	0	3	1	1	0	0	0	6	5.20
1430 - 1445	0	0	0	0	0	1	0	0	1	1.50
1445 - 1500	0	0	3	1	0	0	0	0	4	4.00
Hourly Total	1	0	8	2	1	1	0	0	13	12.70
Hourly Average	0.25	0.00	2.00	0.50	0.25	0.25	0.00	0.00	3.25	3.18
1500 - 1515	0	0	4	1	2	0	0	0	7	7.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	2	1	0	0	0	0	3	3.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	13	2	2	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.25	0.50	0.50	0.00	0.00	0.00	4.25	4.25
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	5	0	0	0	0	0	6	7.00
1645 - 1700	0	0	6	1	1	0	0	0	8	8.00
Hourly Total	0	0	21	1	2	0	0	0	25	26.00
Hourly Average	0.00	0.00	5.25	0.25	0.50	0.00	0.00	0.25	6.25	6.50
1700 - 1715	0	1	1	0	0	0	0	0	2	1.40
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	1	0	5	0	2	0	0	0	8	7.20
Hourly Total	1	1	9	0	3	0	0	0	14	12.60
Hourly Average	0.25	0.25	2.25	0.00	0.75	0.00	0.00	0.00	3.50	3.15
1800 - 1815	0	0	2	0	1	0	0	0	3	3.00
1815 - 1830	0	0	5	0	1	0	0	0	6	6.00

1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	0	2	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.00	0.00	0.00	3.75	3.75
Session Total	5	1	142	7	28	2	0	1	186	183.40
Session Average	0.10	0.02	2.96	0.15	0.58	0.04	0.00	0.02	3.88	3.82

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.3: Right from Montrose Avenue to B358 Hospital Bridge Road (North)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	2	0	3	0	0	0	0	0	5	3.40
0745 - 0800	1	1	10	1	0	0	0	0	13	11.60
Hourly Total	3	1	18	1	0	0	0	0	23	20.00
Hourly Average	0.75	0.25	4.50	0.25	0.00	0.00	0.00	0.00	5.75	5.00
0800 - 0815	0	0	5	0	2	0	0	0	7	7.00
0815 - 0830	0	0	5	0	1	0	0	0	6	6.00
0830 - 0845	0	0	5	0	0	0	0	0	5	5.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	18	0	3	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25
0900 - 0915	1	0	7	0	0	0	0	0	8	7.20
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	3	1	1	0	0	0	5	5.00
0945 - 1000	0	0	12	0	2	1	0	0	15	15.50
Hourly Total	1	0	24	1	3	1	0	0	30	29.70
Hourly Average	0.25	0.00	6.00	0.25	0.75	0.25	0.00	0.00	7.50	7.43
1000 - 1015	0	0	1	0	1	0	0	0	2	2.00
1015 - 1030	0	0	0	1	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	1	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.25	0.25	0.00	0.00	0.00	1.25	1.25
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	2	0	1	0	0	0	3	3.00
1130 - 1145	0	0	3	0	1	0	0	0	4	4.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	2	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.00	0.00	0.00	3.00	3.00
1200 - 1215	0	0	5	0	1	0	0	0	6	6.00
1215 - 1230	0	0	1	0	2	0	0	0	3	3.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	9	0	5	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.25	0.00	1.25	0.00	0.00	0.00	3.50	3.50
1300 - 1315	0	0	3	1	1	0	0	0	5	5.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	1	0	0	0	0	2	2.00
1345 - 1400	0	0	5	0	3	0	0	0	8	8.00
Hourly Total	0	0	9	2	4	0	0	0	15	15.00
Hourly Average	0.00	0.00	2.25	0.50	1.00	0.00	0.00	0.00	3.75	3.75
1400 - 1415	1	0	4	0	0	0	0	0	5	4.20
1415 - 1430	0	0	4	0	1	0	0	1	6	7.00
1430 - 1445	1	0	3	1	1	0	0	0	6	5.20
1445 - 1500	0	0	4	1	0	0	0	0	5	5.00
Hourly Total	2	0	15	2	2	0	0	1	22	21.40
Hourly Average	0.50	0.00	3.75	0.50	0.50	0.00	0.00	0.25	5.50	5.35
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	2	0	3	0	2	0	0	0	7	5.40
1530 - 1545	1	0	2	0	1	0	0	0	4	3.20
1545 - 1600	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	3	0	8	0	4	0	0	0	15	12.60
Hourly Average	0.75	0.00	2.00	0.00	1.00	0.00	0.00	0.00	3.75	3.15
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	2	0	3	0	0	0	0	0	5	3.40
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	2	0	12	0	1	0	0	0	15	13.40
Hourly Average	0.50	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.75	3.35
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	6	0	3	0	0	0	9	9.00
1745 - 1800	0	1	4	0	1	0	0	0	6	5.40
Hourly Total	0	1	17	0	4	0	0	0	22	21.40
Hourly Average	0.00	0.25	4.25	0.00	1.00	0.00	0.00	0.00	5.50	5.35
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	17	0	0	0	0	0	17	17.00
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.00	0.00	0.00	4.25	4.25
Session Total	11	2	160	7	29	1	0	1	211	202.50
Session Average	0.23	0.04	3.33	0.15	0.60	0.02	0.00	0.02	4.40	4.22

Turing House  
Classified Junction Count

**Site 1 of 5**  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

**Lat/Long**  
lat 51.449996° lon -0.366827°

**Date**

**Weather**  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	2	0	22	0	35	4	1	0	64	65.70
Session Average	0.04	0.00	0.46	0.00	0.73	0.08	0.02	0.00	1.33	1.37

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.4: Left from B358 Hospital Bridge Road (South) to Site Access							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	2	0	0	0	2	2.00
0715 - 0730	0	0	1	0	2	0	0	0	3	3.00
0730 - 0745	0	0	2	0	2	0	0	0	4	4.00
0745 - 0800	0	0	1	0	1	0	1	0	3	4.30
Hourly Total	0	0	4	0	7	0	1	0	12	13.30
Hourly Average	0.00	0.00	1.00	0.00	1.75	0.00	0.25	0.00	3.00	3.33
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	1	0	2	3.30
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	1	0	4	5.30
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.25	0.00	1.00	1.33
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	1	1	0	0	3	3.50
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	2	1	0	0	6	6.50
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.25	0.00	0.00	1.50	1.63
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	1	0	1	0	0	0	2	2.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	1	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	2	0	2	0	0	0	4	4.00
1315 - 1330	0	0	3	0	1	0	0	0	4	4.00
1330 - 1345	0	0	1	0	1	0	1	0	3	4.30
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	4	0	1	0	12	13.30
Hourly Average	0.00	0.00	1.75	0.00	1.00	0.00	0.25	0.00	3.00	3.33
1400 - 1415	0	0	0	0	0	1	0	0	1	1.50
1415 - 1430	0	0	0	0	1	0	0	0	1	1.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	1	0	1	2	0	0	4	5.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.50	0.00	0.00	1.00	1.25
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	1	0	0	1	0	0	2	2.50
1545 - 1600	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	1	0	0	5	5.50
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.25	0.00	0.00	1.25	1.38
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.50	0.00	0.00	0.75	0.75
1700 - 1715	0	0	0	0	1	0	0	0	1	1.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	23	0	23	4	3	0	53	58.90
Session Average	0.00	0.00	0.48	0.00	0.48	0.08	0.06	0.00	1.10	1.23

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.5: Left from B358 Hospital Bridge Road (South) to B358 Hospital Bridge Road (North)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	45	0	8	1	0	3	59	61.10
0715 - 0730	2	1	65	0	4	1	0	1	74	73.30
0730 - 0745	7	1	101	0	17	1	0	0	127	121.30
0745 - 0800	4	1	96	1	19	0	0	1	122	119.20
Hourly Total	14	4	307	1	48	3	0	5	382	374.90
Hourly Average	3.50	1.00	76.75	0.25	12.00	0.75	0.00	1.25	95.50	93.73
0800 - 0815	4	2	86	0	21	3	0	0	116	113.10
0815 - 0830	3	2	82	0	17	1	0	1	106	103.90
0830 - 0845	2	1	116	0	7	0	0	1	127	125.80
0845 - 0900	1	0	92	1	8	2	0	0	104	104.20
Hourly Total	10	5	376	1	53	6	0	2	453	447.00
Hourly Average	2.50	1.25	94.00	0.25	13.25	1.50	0.00	0.50	113.25	111.75
0900 - 0915	3	0	97	2	11	1	0	2	116	116.10
0915 - 0930	0	2	69	3	17	1	0	2	94	95.30
0930 - 0945	0	0	59	1	16	2	1	1	80	83.30
0945 - 1000	0	3	62	1	10	1	1	0	78	78.00
Hourly Total	3	5	287	7	54	5	2	5	368	372.70
Hourly Average	0.75	1.25	71.75	1.75	13.50	1.25	0.50	1.25	92.00	93.18
1000 - 1015	1	0	48	1	12	1	1	4	68	73.00
1015 - 1030	0	1	40	1	10	2	0	1	55	56.40
1030 - 1045	2	2	46	3	14	2	0	1	70	69.20
1045 - 1100	0	1	45	3	11	2	1	0	63	64.70
Hourly Total	3	4	179	8	47	7	2	6	256	263.30
Hourly Average	0.75	1.00	44.75	2.00	11.75	1.75	0.50	1.50	64.00	65.83
1100 - 1115	1	0	43	3	9	1	1	2	60	63.00
1115 - 1130	0	2	44	0	11	2	0	0	59	58.80
1130 - 1145	0	0	51	2	11	3	0	1	68	70.50
1145 - 1200	0	0	35	2	10	0	0	1	48	49.00
Hourly Total	1	2	173	7	41	6	1	4	235	241.30
Hourly Average	0.25	0.50	43.25	1.75	10.25	1.50	0.25	1.00	58.75	60.33
1200 - 1215	2	1	47	0	9	1	0	0	60	58.30
1215 - 1230	1	0	47	1	6	1	0	0	56	55.70
1230 - 1245	2	1	44	4	14	0	0	1	66	64.80
1245 - 1300	1	0	42	2	9	0	0	0	54	53.20
Hourly Total	6	2	180	7	38	2	0	1	236	232.00
Hourly Average	1.50	0.50	45.00	1.75	9.50	0.50	0.00	0.25	59.00	58.00
1300 - 1315	0	2	51	1	13	1	0	1	69	69.30
1315 - 1330	1	1	51	2	11	0	0	0	66	64.60
1330 - 1345	0	0	48	1	17	2	2	1	71	75.60
1345 - 1400	0	1	41	1	9	1	0	0	53	52.90
Hourly Total	1	4	191	5	50	4	2	2	259	262.40
Hourly Average	0.25	1.00	47.75	1.25	12.50	1.00	0.50	0.50	64.75	65.60
1400 - 1415	0	0	38	3	10	0	0	3	54	57.00
1415 - 1430	0	1	48	1	9	1	0	0	60	59.90
1430 - 1445	1	2	58	2	7	1	1	1	73	73.80
1445 - 1500	0	0	72	1	8	0	0	0	81	81.00
Hourly Total	1	3	216	7	34	2	1	4	268	271.70
Hourly Average	0.25	0.75	54.00	1.75	8.50	0.50	0.25	1.00	67.00	67.93
1500 - 1515	2	1	53	2	9	1	0	2	70	70.30
1515 - 1530	4	0	78	0	5	1	0	1	89	87.30
1530 - 1545	1	0	86	0	12	0	0	1	100	100.20
1545 - 1600	2	2	71	3	9	0	0	0	87	84.20
Hourly Total	9	3	288	5	35	2	0	4	346	342.00
Hourly Average	2.25	0.75	72.00	1.25	8.75	0.50	0.00	1.00	86.50	85.50
1600 - 1615	5	0	75	1	9	0	1	2	93	92.30
1615 - 1630	1	0	70	3	8	0	0	0	82	81.20
1630 - 1645	4	1	73	1	9	0	0	0	88	84.20
1645 - 1700	2	0	75	2	12	0	0	2	93	93.40
Hourly Total	12	1	293	7	38	0	1	4	356	351.10
Hourly Average	3.00	0.25	73.25	1.75	9.50	0.00	0.25	1.00	89.00	87.78
1700 - 1715	5	1	65	1	14	1	1	0	88	85.20
1715 - 1730	3	2	66	2	15	0	1	1	90	88.70
1730 - 1745	3	3	80	4	12	1	0	0	103	99.30
1745 - 1800	3	2	88	0	4	0	0	0	97	93.40
Hourly Total	14	8	299	7	45	2	2	1	378	366.60
Hourly Average	3.50	2.00	74.75	1.75	11.25	0.50	0.50	0.25	94.50	91.65
1800 - 1815	4	4	68	2	14	0	0	1	93	88.40
1815 - 1830	2	0	80	2	8	0	0	1	93	92.40

1830 - 1845	1	1	77	0	10	1	0	1	91	91.10
1845 - 1900	0	3	62	0	1	1	0	0	67	65.70
Hourly Total	7	8	287	4	33	2	0	3	344	337.60
Hourly Average	1.75	2.00	71.75	1.00	8.25	0.50	0.00	0.75	86.00	84.40
Session Total	81	49	3076	66	516	41	11	41	3881	3862.60
Session Average	1.69	1.02	64.08	1.38	10.75	0.85	0.23	0.85	80.85	80.47

#### Date

Wednesday 12 September 2018

#### Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.5: Left from B358 Hospital Bridge Road (South) to B358 Hospital Bridge Road (North)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	53	0	8	1	0	3	65	68.50
0715 - 0730	4	0	61	0	11	1	0	0	77	74.30
0730 - 0745	4	1	91	0	11	1	0	0	108	104.70
0745 - 0800	3	0	101	1	15	0	0	2	122	121.60
Hourly Total	11	1	306	1	45	3	0	5	372	369.10
Hourly Average	2.75	0.25	76.50	0.25	11.25	0.75	0.00	1.25	93.00	92.28
0800 - 0815	3	0	93	0	16	1	0	0	113	111.10
0815 - 0830	1	1	78	0	9	0	0	1	90	89.60
0830 - 0845	1	0	124	1	10	3	0	1	140	141.70
0845 - 0900	3	0	85	0	7	1	0	1	97	96.10
Hourly Total	8	1	380	1	42	5	0	3	440	438.50
Hourly Average	2.00	0.25	95.00	0.25	10.50	1.25	0.00	0.75	110.00	109.83
0900 - 0915	2	1	104	1	17	1	1	5	132	136.60
0915 - 0930	0	0	67	0	12	1	1	0	81	82.80
0930 - 0945	1	5	64	1	10	0	1	2	84	83.50
0945 - 1000	0	1	42	1	14	1	1	0	60	61.20
Hourly Total	3	7	277	3	53	3	4	7	357	364.10
Hourly Average	0.75	1.75	69.25	0.75	13.25	0.75	1.00	1.75	89.25	91.03
1000 - 1015	1	2	21	0	9	1	0	3	37	38.50
1015 - 1030	1	0	39	0	6	1	1	1	49	51.00
1030 - 1045	0	0	53	4	12	1	0	1	71	72.50
1045 - 1100	0	1	41	3	9	0	1	0	55	55.70
Hourly Total	2	3	154	7	36	3	2	5	212	217.70
Hourly Average	0.50	0.75	38.50	1.75	9.00	0.75	0.50	1.25	53.00	54.43
1100 - 1115	0	1	38	2	10	1	0	1	53	53.90
1115 - 1130	2	1	41	1	9	1	1	0	56	55.60
1130 - 1145	0	0	58	1	17	0	0	1	77	78.00
1145 - 1200	0	0	50	3	17	1	0	0	71	71.50
Hourly Total	2	2	187	7	53	3	1	2	257	259.00
Hourly Average	0.50	0.50	46.75	1.75	13.25	0.75	0.25	0.50	64.25	64.75
1200 - 1215	0	1	64	1	6	1	0	1	74	74.90
1215 - 1230	0	0	38	5	5	1	1	0	50	51.80
1230 - 1245	1	0	56	1	3	3	0	1	65	66.70
1245 - 1300	1	1	41	4	11	3	1	0	62	63.40
Hourly Total	2	2	199	11	25	8	2	2	251	256.80
Hourly Average	0.50	0.50	49.75	2.75	6.25	2.00	0.50	0.50	62.75	64.20
1300 - 1315	0	1	57	2	14	2	0	2	78	80.40
1315 - 1330	0	2	44	0	6	3	1	0	56	57.60
1330 - 1345	1	0	58	4	16	0	1	1	81	82.50
1345 - 1400	1	2	53	0	6	0	0	0	62	60.00
Hourly Total	2	5	212	6	42	5	2	3	277	280.50
Hourly Average	0.50	1.25	53.00	1.50	10.50	1.25	0.50	0.75	69.25	70.13
1400 - 1415	0	1	43	2	10	0	0	2	58	59.40
1415 - 1430	0	0	56	4	8	2	0	1	71	73.00
1430 - 1445	3	1	45	1	12	1	0	1	64	62.50
1445 - 1500	1	1	67	1	4	2	0	0	76	75.60
Hourly Total	4	3	211	8	34	5	0	4	269	270.50
Hourly Average	1.00	0.75	52.75	2.00	8.50	1.25	0.00	1.00	67.25	67.63
1500 - 1515	1	1	67	1	10	2	1	1	84	85.90
1515 - 1530	0	0	71	0	3	0	1	0	75	76.30
1530 - 1545	1	0	83	2	8	0	0	1	95	95.20
1545 - 1600	3	0	62	1	6	1	0	0	73	71.10
Hourly Total	5	1	283	4	27	3	2	2	327	328.50
Hourly Average	1.25	0.25	70.75	1.00	6.75	0.75	0.50	0.50	81.75	82.13
1600 - 1615	1	1	83	0	11	0	0	1	97	96.60
1615 - 1630	2	0	64	0	12	0	0	1	79	78.40
1630 - 1645	0	0	70	0	15	2	0	0	87	88.00
1645 - 1700	3	1	77	1	7	0	0	1	90	88.00
Hourly Total	6	2	294	1	45	2	0	3	353	351.00
Hourly Average	1.50	0.50	73.50	0.25	11.25	0.50	0.00	0.75	88.25	87.75
1700 - 1715	5	0	72	0	14	3	0	0	94	91.50
1715 - 1730	2	0	83	0	8	0	0	1	94	93.40
1730 - 1745	2	4	74	0	8	1	0	0	89	85.50
1745 - 1800	3	2	72	0	6	0	1	0	84	81.70
Hourly Total	12	6	301	0	36	4	1	1	361	352.10
Hourly Average	3.00	1.50	75.25	0.00	9.00	1.00	0.25	0.25	90.25	88.03
1800 - 1815	1	2	79	0	7	0	0	1	90	89.00
1815 - 1830	2	0	80	1	5	0	0	0	88	86.40
1830 - 1845	4	5	73	0	10	0	0	1	93	87.80
1845 - 1900	1	4	64	2	5	0	0	0	76	72.80
Hourly Total	8	11	296	3	27	0	0	2	347	336.00
Hourly Average	2.00	2.75	74.00	0.75	6.75	0.00	0.00	0.50	86.75	84.00
Session Total	65	44	3100	52	465	44	14	39	3823	3823.80
Session Average	1.35	0.92	64.58	1.08	9.69	0.92	0.29	0.81	79.65	79.66

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.6: Right from B358 Hospital Bridge Road (South) to Montrose Avenue							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	2	0	1	0	0	0	4	3.20
0715 - 0730	3	0	7	0	0	0	0	0	10	7.60
0730 - 0745	2	1	21	0	1	0	0	0	25	22.80
0745 - 0800	1	0	23	0	1	0	0	0	25	24.20
Hourly Total	7	1	53	0	3	0	0	0	64	57.80
Hourly Average	1.75	0.25	13.25	0.00	0.75	0.00	0.00	0.00	16.00	14.45
0800 - 0815	3	0	24	0	4	0	0	0	31	28.60
0815 - 0830	0	0	19	1	2	0	0	0	22	22.00
0830 - 0845	0	0	24	1	0	0	0	0	25	25.00
0845 - 0900	1	0	13	0	1	0	1	0	16	16.50
Hourly Total	4	0	80	2	7	0	1	0	94	92.10
Hourly Average	1.00	0.00	20.00	0.50	1.75	0.00	0.25	0.00	23.50	23.03
0900 - 0915	1	0	20	0	2	0	0	0	23	22.20
0915 - 0930	1	0	7	2	0	0	0	0	10	9.20
0930 - 0945	0	0	2	2	2	0	0	0	6	6.00
0945 - 1000	1	0	5	0	1	0	0	0	7	6.20
Hourly Total	3	0	34	4	5	0	0	0	46	43.60
Hourly Average	0.75	0.00	8.50	1.00	1.25	0.00	0.00	0.00	11.50	10.90
1000 - 1015	1	0	3	1	0	0	0	0	5	4.20
1015 - 1030	1	0	6	4	0	0	0	0	11	10.20
1030 - 1045	1	0	1	1	1	0	0	0	4	3.20
1045 - 1100	0	0	2	2	0	0	0	0	4	4.00
Hourly Total	3	0	12	8	1	0	0	0	24	21.60
Hourly Average	0.75	0.00	3.00	2.00	0.25	0.00	0.00	0.00	6.00	5.40
1100 - 1115	0	0	2	3	1	0	0	0	6	6.00
1115 - 1130	0	0	1	0	2	0	0	0	3	3.00
1130 - 1145	1	0	5	1	1	0	0	0	8	7.20
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	10	4	4	0	0	0	19	18.20
Hourly Average	0.25	0.00	2.50	1.00	1.00	0.00	0.00	0.00	4.75	4.55
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	1	0	5	0	0	0	0	0	6	5.20
1230 - 1245	0	0	3	1	0	0	0	0	4	4.00
1245 - 1300	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	1	0	15	1	1	0	0	0	18	17.20
Hourly Average	0.25	0.00	3.75	0.25	0.25	0.00	0.00	0.00	4.50	4.30
1300 - 1315	0	1	4	1	1	0	0	0	7	6.40
1315 - 1330	1	0	3	3	1	0	0	0	8	7.20
1330 - 1345	0	0	6	0	3	0	0	0	9	9.00
1345 - 1400	0	0	4	1	1	0	0	0	6	6.00
Hourly Total	1	1	17	5	6	0	0	0	30	28.60
Hourly Average	0.25	0.25	4.25	1.25	1.50	0.00	0.00	0.00	7.50	7.15
1400 - 1415	0	0	5	1	0	0	0	0	6	6.00
1415 - 1430	1	0	4	1	1	0	0	0	7	6.20
1430 - 1445	0	0	3	2	1	0	0	0	6	6.00
1445 - 1500	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	17	4	2	0	0	0	24	23.20
Hourly Average	0.25	0.00	4.25	1.00	0.50	0.00	0.00	0.00	6.00	5.80
1500 - 1515	0	0	5	0	1	0	0	0	6	6.00
1515 - 1530	1	0	8	0	0	0	0	0	9	8.20
1530 - 1545	1	0	5	0	2	0	0	0	8	7.20
1545 - 1600	0	0	2	1	1	0	0	0	4	4.00
Hourly Total	2	0	20	1	4	0	0	0	27	25.40
Hourly Average	0.50	0.00	5.00	0.25	1.00	0.00	0.00	0.00	6.75	6.35
1600 - 1615	1	0	5	1	0	0	0	0	7	6.20
1615 - 1630	0	1	2	0	2	0	0	0	5	4.40
1630 - 1645	1	0	3	1	0	0	0	0	5	4.20
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	2	1	14	2	2	0	0	0	21	18.80
Hourly Average	0.50	0.25	3.50	0.50	0.50	0.00	0.00	0.00	5.25	4.70
1700 - 1715	2	0	4	0	0	0	0	0	6	4.40
1715 - 1730	1	0	3	1	0	0	0	0	5	4.20
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	1	0	5	1	0	0	0	0	7	6.20
Hourly Total	4	0	17	2	0	0	0	0	23	19.80
Hourly Average	1.00	0.00	4.25	0.50	0.00	0.00	0.00	0.00	5.75	4.95
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	2	4	1	1	0	0	0	8	6.80

1830 - 1845	2	0	7	0	0	0	0	0	9	7.40
1845 - 1900	0	1	1	0	0	0	0	0	2	1.40
Hourly Total	2	3	18	1	1	0	0	0	25	21.60
Hourly Average	0.50	0.75	4.50	0.25	0.25	0.00	0.00	0.00	6.25	5.40
Session Total	31	6	307	34	36	0	1	0	415	387.90
Session Average	0.65	0.13	6.40	0.71	0.75	0.00	0.02	0.00	8.65	8.08

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.6: Right from B358 Hospital Bridge Road (South) to Montrose Avenue							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	2	0	10	0	1	0	0	0	13	11.40
0730 - 0745	3	1	19	0	2	0	0	0	25	22.00
0745 - 0800	2	0	28	1	3	0	0	0	34	32.40
Hourly Total	7	1	61	1	6	0	0	0	76	69.80
Hourly Average	1.75	0.25	15.25	0.25	1.50	0.00	0.00	0.00	19.00	17.45
0800 - 0815	2	0	26	0	3	0	0	0	31	29.40
0815 - 0830	0	0	30	0	2	0	0	0	32	32.00
0830 - 0845	0	0	23	0	0	0	0	0	23	23.00
0845 - 0900	2	0	15	0	2	0	0	0	19	17.40
Hourly Total	4	0	94	0	7	0	0	0	105	101.80
Hourly Average	1.00	0.00	23.50	0.00	1.75	0.00	0.00	0.00	26.25	25.45
0900 - 0915	2	0	27	0	0	0	0	0	29	27.40
0915 - 0930	1	0	9	1	1	0	0	0	12	11.20
0930 - 0945	1	0	5	3	2	1	0	0	12	11.70
0945 - 1000	0	0	5	2	0	0	0	0	7	7.00
Hourly Total	4	0	46	6	3	1	0	0	60	57.30
Hourly Average	1.00	0.00	11.50	1.50	0.75	0.25	0.00	0.00	15.00	14.33
1000 - 1015	0	0	1	2	0	0	0	0	3	3.00
1015 - 1030	1	0	2	0	0	0	0	0	3	2.20
1030 - 1045	0	0	4	0	1	1	0	0	6	6.50
1045 - 1100	0	0	5	1	1	0	1	0	8	9.30
Hourly Total	1	0	12	3	2	1	1	0	20	21.00
Hourly Average	0.25	0.00	3.00	0.75	0.50	0.25	0.25	0.00	5.00	5.25
1100 - 1115	0	0	5	0	1	0	0	0	6	6.00
1115 - 1130	0	0	2	1	0	0	0	0	3	3.00
1130 - 1145	1	0	1	2	1	0	0	0	5	4.20
1145 - 1200	1	0	1	1	1	0	0	0	4	3.20
Hourly Total	2	0	9	4	3	0	0	0	18	16.40
Hourly Average	0.50	0.00	2.25	1.00	0.75	0.00	0.00	0.00	4.50	4.10
1200 - 1215	0	0	7	0	2	0	0	0	9	9.00
1215 - 1230	0	0	4	1	0	0	0	0	5	5.00
1230 - 1245	1	1	7	2	0	0	0	0	11	9.60
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	1	19	3	2	0	0	0	26	24.60
Hourly Average	0.25	0.25	4.75	0.75	0.50	0.00	0.00	0.00	6.50	6.15
1300 - 1315	0	0	3	0	0	0	0	0	3	3.00
1315 - 1330	1	0	4	1	1	0	0	0	7	6.20
1330 - 1345	0	0	1	0	1	1	0	0	3	3.50
1345 - 1400	2	0	5	1	1	0	0	0	9	7.40
Hourly Total	3	0	13	2	3	1	0	0	22	20.10
Hourly Average	0.75	0.00	3.25	0.50	0.75	0.25	0.00	0.00	5.50	5.03
1400 - 1415	1	0	2	2	0	0	0	1	6	6.20
1415 - 1430	0	1	3	1	0	0	0	0	5	4.40
1430 - 1445	1	0	5	0	1	0	0	0	7	6.20
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	2	1	12	3	1	0	0	1	20	18.80
Hourly Average	0.50	0.25	3.00	0.75	0.25	0.00	0.00	0.25	5.00	4.70
1500 - 1515	0	0	6	0	1	0	0	0	7	7.50
1515 - 1530	0	0	2	1	0	0	0	0	3	3.00
1530 - 1545	0	0	11	1	0	0	0	0	12	12.00
1545 - 1600	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	21	2	1	1	0	0	25	25.50
Hourly Average	0.00	0.00	5.25	0.50	0.25	0.00	0.00	0.00	6.25	6.38
1600 - 1615	0	0	2	1	2	0	0	0	5	5.00
1615 - 1630	1	0	1	0	0	0	0	1	3	3.20
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	8	1	3	0	0	1	14	14.20
Hourly Average	0.25	0.00	2.00	0.25	0.75	0.00	0.00	0.25	3.50	3.55
1700 - 1715	1	0	1	0	1	0	0	0	3	2.20
1715 - 1730	0	0	2	1	1	0	0	0	4	4.00
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	1	0	10	1	3	0	0	0	15	14.20
Hourly Average	0.25	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.75	3.55
1800 - 1815	1	0	2	0	1	0	0	0	4	3.20
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	1	0	12	0	2	0	0	0	15	14.20
Hourly Average	0.25	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.75	3.55
Session Total	27	3	317	26	36	4	1	2	416	397.90
Session Average	0.56	0.06	6.60	0.54	0.75	0.08	0.02	0.04	8.67	8.29

Turing House  
Classified Junction Count

**Site 1 of 5**  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

**Lat/Long**  
lat 51.449996° lon -0.366827°

**Date**

**Weather**  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	2	2	13	0	12	2	0	0	31	29.20
Session Average	0.04	0.04	0.27	0.00	0.25	0.04	0.00	0.00	0.65	0.61

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.7: Left from Site Access to B358 Hospital Bridge Road (North)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	1	1	0	0	2	2.50
Hourly Total	0	0	0	0	3	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.00	1.00	1.13
0800 - 0815	0	0	0	0	0	1	0	0	1	1.50
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.50	0.63
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	1	0	0	0	0	0	0	1	0.40
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	0	0	0	0	0	0	1	0.40
Hourly Average	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.10
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	1	0	2.30
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	1	0	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.58
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	1	1	0	0	0	0	0	2	1.40
Hourly Total	0	1	1	0	0	0	0	0	2	1.40
Hourly Average	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.35
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1700 - 1715	1	0	2	0	1	0	0	0	4	3.20
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	1	0	3	0	3	0	0	0	7	6.20
Hourly Average	0.25	0.00	0.75	0.00	0.75	0.00	0.00	0.00	1.75	1.55
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	1	2	13	0	9	2	1	0	28	28.30
Session Average	0.02	0.04	0.27	0.00	0.19	0.04	0.02	0.00	0.58	0.59

Turing House  
Classified Junction Count

**Site 1 of 5**  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

**Lat/Long**  
lat 51.449996° lon -0.366827°

**Date**

**Weather**  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	7	1	0	0	8	8.50
Session Average	0.00	0.00	0.00	0.00	0.15	0.02	0.00	0.00	0.17	0.18

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.8: Eastbound from Site Access to Montrose Avenue							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	1	0	0	0	1	1.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	1	0	0	0	1	1.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	1	0	1	0	5	0	0	0	7	6.20
Session Average	0.02	0.00	0.02	0.00	0.10	0.00	0.00	0.00	0.15	0.13

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.9: Right from Site Access to B358 Hospital Bridge Road (South)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	4	0	0	0	5	5.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	6	0	0	0	9	9.00
Hourly Average	0.00	0.00	0.75	0.00	1.50	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	0	0	2	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	2	0	1	0	0	0	3	3.00
1145 - 1200	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	1	0	0	2	2.50
1230 - 1245	0	0	2	0	2	0	0	0	4	4.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	1	0	0	7	7.50
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.25	0.00	0.00	1.75	1.88
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	1	0	0	0	2	2.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	0	0	3	0	1	1	0	0	5	5.50
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.25	0.00	0.00	1.25	1.38
1400 - 1415	0	0	1	0	1	0	0	0	2	2.00
1415 - 1430	0	0	0	0	3	0	0	0	3	3.00
1430 - 1445	0	0	0	0	3	0	0	0	3	3.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	7	0	0	0	8	8.00
Hourly Average	0.00	0.00	0.25	0.00	1.75	0.00	0.00	0.00	2.00	2.00
1500 - 1515	0	0	0	0	0	0	1	0	1	2.30
1515 - 1530	0	0	0	0	0	1	0	0	1	1.50
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	1	1	0	4	5.80
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.25	0.00	1.00	1.45
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	1	0	3	0	0	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00	0.80
1700 - 1715	1	0	6	0	7	0	0	0	14	13.20
1715 - 1730	0	0	3	0	3	0	0	0	6	6.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	9	0	11	0	0	0	21	20.20
Hourly Average	0.25	0.00	2.25	0.00	2.75	0.00	0.00	0.00	5.25	5.05
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	1	0	0	0	1	1.00

1830 - 1845	0	0	1	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.50	0.50
Session Total	2	0	31	0	34	3	1	0	71
Session Average	0.04	0.00	0.65	0.00	0.71	0.06	0.02	0.00	1.48
									72.20

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.9: Right from Site Access to B358 Hospital Bridge Road (South)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	1	0	1	2.30
0715 - 0730	0	0	0	0	2	0	0	0	2	2.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	1	0	4	0	1	0	6	7.30
Hourly Average	0.00	0.00	0.25	0.00	1.00	0.00	0.25	0.00	1.50	1.83
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	1	1	0	2	3.80
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	1	0	2	3.80
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.50	0.95
0900 - 0915	0	0	0	0	0	1	0	0	1	1.50
0915 - 0930	0	0	0	0	2	1	0	0	3	3.50
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	3	2	0	0	6	7.00
Hourly Average	0.00	0.00	0.25	0.00	0.75	0.50	0.00	0.00	1.50	1.75
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	1	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	2	0	1	1	0	0	4	4.50
Hourly Total	0	0	5	0	1	1	0	0	7	7.50
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.25	0.00	0.00	1.75	1.88
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	1	0	0	0	1	1.00
1315 - 1330	0	0	2	0	1	0	0	0	3	3.00
1330 - 1345	0	0	2	0	2	0	0	0	4	4.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	4	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.25	0.00	1.00	0.00	0.00	0.00	2.25	2.25
1400 - 1415	0	0	0	0	0	0	1	0	1	2.30
1415 - 1430	0	0	3	0	0	0	0	0	3	3.00
1430 - 1445	0	0	0	0	1	0	0	0	1	1.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	1	0	5	6.30
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.25	0.00	1.25	1.58
1500 - 1515	0	0	0	0	1	0	0	0	1	1.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	1	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
1600 - 1615	0	0	3	0	1	0	0	0	4	4.00
1615 - 1630	1	0	2	0	1	0	0	0	4	3.20
1630 - 1645	0	0	1	0	2	1	0	0	4	4.50
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	8	0	4	1	0	0	14	13.70
Hourly Average	0.25	0.00	2.00	0.00	1.00	0.25	0.00	0.00	3.50	3.43
1700 - 1715	1	0	1	0	0	0	0	0	2	1.20
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	0	0	2	0	0	0	2	2.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	2	0	3	0	0	0	6	5.20
Hourly Average	0.25	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.50	1.30
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	2	0	28	0	25	5	3	0	63	67.80
Session Average	0.04	0.00	0.58	0.00	0.52	0.10	0.06	0.00	1.31	1.41

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.10: Left from B358 Hospital Bridge Road (North) to Montrose Avenue							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	8	0	1	0	0	0	9	9.00
0730 - 0745	1	0	5	2	0	0	0	0	8	7.20
0745 - 0800	0	0	5	1	0	0	0	0	6	6.00
Hourly Total	1	0	20	3	2	0	0	0	26	25.20
Hourly Average	0.25	0.00	5.00	0.75	0.50	0.00	0.00	0.00	6.50	6.30
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	1	9	2	0	0	0	0	12	11.40
0830 - 0845	0	0	5	2	0	1	0	0	8	8.50
0845 - 0900	0	0	5	2	0	0	0	0	7	7.00
Hourly Total	0	1	21	6	1	1	0	0	30	29.90
Hourly Average	0.00	0.25	5.25	1.50	0.25	0.25	0.00	0.00	7.50	7.48
0900 - 0915	0	0	2	0	1	0	0	0	3	3.00
0915 - 0930	0	0	2	2	1	0	0	0	5	5.00
0930 - 0945	0	0	2	2	0	0	0	0	4	4.00
0945 - 1000	0	0	3	1	1	0	0	0	5	5.00
Hourly Total	0	0	9	5	3	0	0	0	17	17.00
Hourly Average	0.00	0.00	2.25	1.25	0.75	0.00	0.00	0.00	4.25	4.25
1000 - 1015	0	0	2	1	0	1	0	0	4	4.50
1015 - 1030	0	0	4	2	0	0	0	0	6	6.00
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	12	3	0	1	0	0	16	16.50
Hourly Average	0.00	0.00	3.00	0.75	0.00	0.25	0.00	0.00	4.00	4.13
1100 - 1115	0	0	1	0	2	0	0	0	3	3.00
1115 - 1130	0	0	3	0	2	0	0	0	5	5.00
1130 - 1145	2	0	3	0	0	0	0	0	5	3.40
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	2	0	8	0	4	0	0	0	14	12.40
Hourly Average	0.50	0.00	2.00	0.00	1.00	0.00	0.00	0.00	3.50	3.10
1200 - 1215	0	0	5	0	0	0	0	0	5	5.00
1215 - 1230	0	0	0	0	1	0	0	0	1	1.00
1230 - 1245	0	0	1	1	0	0	0	0	2	2.00
1245 - 1300	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	8	1	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.00	0.25	0.50	0.00	0.00	0.00	2.75	2.75
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	1	1	0	0	0	2	2.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	1	2	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.25	0.50	0.25	0.00	0.00	0.00	1.00	1.00
1400 - 1415	0	0	3	2	0	0	0	0	5	5.00
1415 - 1430	0	1	2	2	1	0	0	0	6	5.40
1430 - 1445	0	0	8	0	1	0	0	0	9	9.00
1445 - 1500	0	0	6	0	0	0	1	0	7	8.30
Hourly Total	0	1	19	4	2	0	1	0	27	27.70
Hourly Average	0.00	0.25	4.75	1.00	0.50	0.00	0.25	0.00	6.75	6.93
1500 - 1515	0	0	3	1	1	0	0	0	5	5.00
1515 - 1530	0	0	3	0	0	0	0	0	3	3.00
1530 - 1545	1	0	5	1	0	0	0	0	7	6.20
1545 - 1600	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	1	0	14	2	2	0	0	0	19	18.20
Hourly Average	0.25	0.00	3.50	0.50	0.50	0.00	0.00	0.00	4.75	4.55
1600 - 1615	0	0	3	0	1	0	0	0	4	4.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	1	3	0	0	0	0	0	4	3.40
Hourly Total	0	1	12	0	2	0	0	0	15	14.40
Hourly Average	0.00	0.25	3.00	0.00	0.50	0.00	0.00	0.00	3.75	3.60
1700 - 1715	0	1	5	0	0	0	0	0	6	5.40
1715 - 1730	1	0	9	1	0	0	0	0	11	10.20
1730 - 1745	0	0	8	1	1	0	0	0	10	10.00
1745 - 1800	2	1	8	0	0	0	0	0	11	8.80
Hourly Total	3	2	30	2	1	0	0	0	38	34.40
Hourly Average	0.75	0.50	7.50	0.50	0.25	0.00	0.00	0.00	9.50	8.60
1800 - 1815	0	0	8	1	0	0	0	0	9	9.00
1815 - 1830	0	0	9	0	2	0	0	0	11	11.00

1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	0	21	2	2	0	0	0	25	25.00
Hourly Average	0.00	0.00	5.25	0.50	0.50	0.00	0.00	0.00	6.25	6.25
Session Total	7	5	175	30	22	2	1	0	242	235.70
Session Average	0.15	0.10	3.65	0.63	0.46	0.04	0.02	0.00	5.04	4.91

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.10: Left from B358 Hospital Bridge Road (North) to Montrose Avenue							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	1	0	4	0	2	0	0	0	7	6.20
0730 - 0745	1	0	6	2	0	0	0	0	9	8.20
0745 - 0800	2	0	6	3	0	0	0	0	11	9.40
Hourly Total	4	0	18	5	2	0	0	0	29	25.80
Hourly Average	1.00	0.00	4.50	1.25	0.50	0.00	0.00	0.00	7.25	6.45
0800 - 0815	0	0	6	0	1	0	0	0	7	7.00
0815 - 0830	1	1	17	0	0	0	0	0	19	17.60
0830 - 0845	1	0	6	4	0	0	0	0	11	10.20
0845 - 0900	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	2	1	46	4	1	0	0	0	54	51.80
Hourly Average	0.50	0.25	11.50	1.00	0.25	0.00	0.00	0.00	13.50	12.95
0900 - 0915	0	0	5	1	0	0	0	0	6	6.00
0915 - 0930	0	0	3	2	1	0	0	0	6	6.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	10	3	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.50	0.75	0.25	0.00	0.00	0.00	3.50	3.50
1000 - 1015	0	0	4	1	2	0	0	0	7	7.00
1015 - 1030	0	0	1	1	1	0	0	0	3	3.00
1030 - 1045	0	0	2	1	0	1	0	0	4	4.50
1045 - 1100	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	7	4	3	1	0	0	15	15.50
Hourly Average	0.00	0.00	1.75	1.00	0.75	0.25	0.00	0.00	3.75	3.88
1100 - 1115	0	0	2	1	2	0	0	0	5	5.00
1115 - 1130	1	0	2	0	0	0	0	0	3	2.20
1130 - 1145	0	0	0	2	0	0	0	0	2	2.00
1145 - 1200	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	1	0	6	4	2	0	0	0	13	12.20
Hourly Average	0.25	0.00	1.50	1.00	0.50	0.00	0.00	0.00	3.25	3.05
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	2	1	0	0	0	0	3	3.00
1230 - 1245	2	0	3	0	1	0	0	0	6	4.40
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	2	0	9	1	1	0	0	0	13	11.40
Hourly Average	0.50	0.00	2.25	0.25	0.25	0.00	0.00	0.00	3.25	2.85
1300 - 1315	0	0	3	1	0	0	0	0	4	4.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	8	1	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.25	0.25	0.00	0.00	0.00	2.50	2.50
1400 - 1415	0	1	2	1	1	0	0	0	5	4.40
1415 - 1430	0	0	1	0	1	0	0	0	2	2.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	0	6	1	1	0	0	0	8	8.00
Hourly Total	0	1	13	2	3	0	0	0	19	18.40
Hourly Average	0.00	0.25	3.25	0.50	0.75	0.00	0.00	0.00	4.75	4.60
1500 - 1515	0	0	6	1	0	0	0	0	7	7.00
1515 - 1530	0	0	3	0	1	0	0	0	4	4.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	15	1	3	0	0	0	19	19.00
Hourly Average	0.00	0.00	3.75	0.25	0.75	0.00	0.00	0.00	4.75	4.75
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	16	0	2	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.00	0.00	0.50	0.00	0.00	0.00	4.50	4.50
1700 - 1715	0	0	10	1	0	0	0	0	11	11.00
1715 - 1730	0	1	9	1	0	1	0	0	12	11.90
1730 - 1745	2	0	4	0	0	0	0	0	6	4.40
1745 - 1800	1	0	5	0	1	0	0	0	7	6.20
Hourly Total	3	1	28	2	1	1	0	0	36	33.50
Hourly Average	0.75	0.25	7.00	0.50	0.25	0.25	0.00	0.00	9.00	8.38
1800 - 1815	0	0	4	1	0	0	0	0	5	5.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	5	1	0	0	0	0	6	6.00
1845 - 1900	0	0	8	1	0	0	0	0	9	9.00
Hourly Total	0	0	19	3	0	0	0	0	22	22.00
Hourly Average	0.00	0.00	4.75	0.75	0.00	0.00	0.00	0.00	5.50	5.50
Session Total	12	3	195	30	20	2	0	0	262	251.60
Session Average	0.25	0.06	4.06	0.63	0.42	0.04	0.00	0.00	5.46	5.24

Turing House  
Classified Junction Count

Site 1 of 5  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

Lat/Long  
lat 51.449996° lon -0.366827°

Date  
Tuesday 11 September 2018

Weather  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

TIME	Movement 1.11: Right from B358 Hospital Bridge Road (North) to B358 Hospital Bridge Road (South)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	1	66	0	4	1	0	1	76	74.50
0715 - 0730	1	3	75	0	11	1	0	0	91	88.90
0730 - 0745	4	2	81	0	15	1	0	1	104	101.10
0745 - 0800	3	2	84	0	15	3	0	0	107	104.90
Hourly Total	11	8	306	0	45	6	0	2	378	369.40
Hourly Average	2.75	2.00	76.50	0.00	11.25	1.50	0.00	0.50	94.50	92.35
0800 - 0815	4	0	90	1	11	0	0	0	106	102.80
0815 - 0830	5	1	80	1	8	2	0	1	98	95.40
0830 - 0845	8	2	73	0	6	0	0	0	89	81.40
0845 - 0900	4	0	90	0	9	0	1	1	105	104.10
Hourly Total	21	3	333	2	34	2	1	2	398	383.70
Hourly Average	5.25	0.75	83.25	0.50	8.50	0.50	0.25	0.50	99.50	95.93
0900 - 0915	2	0	50	0	8	3	0	0	63	62.90
0915 - 0930	1	0	47	0	5	2	0	1	56	57.20
0930 - 0945	1	0	50	2	10	2	0	1	66	67.20
0945 - 1000	0	1	43	2	11	0	0	1	58	58.40
Hourly Total	4	1	190	4	34	7	0	3	243	245.70
Hourly Average	1.00	0.25	47.50	1.00	8.50	1.75	0.00	0.75	60.75	61.43
1000 - 1015	0	0	45	2	8	3	0	2	60	63.50
1015 - 1030	2	0	41	0	6	0	0	0	49	47.40
1030 - 1045	0	0	41	0	7	1	0	2	51	53.50
1045 - 1100	0	1	34	0	9	0	0	0	44	43.40
Hourly Total	2	1	161	2	30	4	0	4	204	207.80
Hourly Average	0.50	0.25	40.25	0.50	7.50	1.00	0.00	1.00	51.00	51.95
1100 - 1115	1	0	34	0	9	1	0	1	46	46.70
1115 - 1130	2	0	35	2	14	1	0	0	54	52.90
1130 - 1145	0	1	46	0	9	3	0	1	60	61.90
1145 - 1200	0	0	51	1	8	1	0	0	61	61.50
Hourly Total	3	1	166	3	40	6	0	2	221	223.00
Hourly Average	0.75	0.25	41.50	0.75	10.00	1.50	0.00	0.50	55.25	55.75
1200 - 1215	4	1	45	0	5	2	0	1	58	56.20
1215 - 1230	2	1	35	0	9	2	0	0	49	47.80
1230 - 1245	1	1	51	0	3	0	0	1	57	56.60
1245 - 1300	0	2	48	1	4	2	0	0	57	56.80
Hourly Total	7	5	179	1	21	6	0	2	221	217.40
Hourly Average	1.75	1.25	44.75	0.25	5.25	1.50	0.00	0.50	55.25	54.35
1300 - 1315	0	1	47	2	11	2	0	1	64	65.40
1315 - 1330	1	1	43	1	7	0	0	0	53	51.60
1330 - 1345	1	2	45	1	9	1	0	1	60	59.50
1345 - 1400	0	0	43	1	11	4	0	1	60	63.00
Hourly Total	2	4	178	5	38	7	0	3	237	239.50
Hourly Average	0.50	1.00	44.50	1.25	9.50	1.75	0.00	0.75	59.25	59.88
1400 - 1415	0	0	42	2	11	1	0	1	57	58.50
1415 - 1430	0	1	43	0	8	0	1	1	54	55.70
1430 - 1445	0	1	56	0	8	2	0	2	69	71.40
1445 - 1500	1	1	74	1	4	0	0	0	81	79.60
Hourly Total	1	3	215	3	31	3	1	4	261	265.20
Hourly Average	0.25	0.75	53.75	0.75	7.75	0.75	0.25	1.00	65.25	66.30
1500 - 1515	1	0	69	1	6	0	0	2	79	80.20
1515 - 1530	3	0	68	1	8	1	0	0	81	79.10
1530 - 1545	2	1	72	2	10	1	0	1	89	88.30
1545 - 1600	3	0	65	0	1	0	0	0	69	66.60
Hourly Total	9	1	274	4	25	2	0	3	318	314.20
Hourly Average	2.25	0.25	68.50	1.00	6.25	0.50	0.00	0.75	79.50	78.55
1600 - 1615	1	1	58	0	10	0	0	1	71	70.60
1615 - 1630	1	0	72	0	8	0	0	1	82	82.20
1630 - 1645	0	2	75	2	13	0	0	2	94	94.80
1645 - 1700	1	1	88	1	11	1	0	1	104	104.10
Hourly Total	3	4	293	3	42	1	0	5	351	351.70
Hourly Average	0.75	1.00	73.25	0.75	10.50	0.25	0.00	1.25	87.75	87.93
1700 - 1715	4	0	92	0	10	0	0	0	106	102.80
1715 - 1730	5	3	89	0	12	0	0	1	110	105.20
1730 - 1745	1	0	86	0	7	0	0	0	94	93.20
1745 - 1800	1	4	82	0	4	0	0	2	93	91.80
Hourly Total	11	7	349	0	33	0	0	3	403	393.00
Hourly Average	2.75	1.75	87.25	0.00	8.25	0.00	0.00	0.75	100.75	98.25
1800 - 1815	3	3	87	0	7	0	0	0	100	95.80
1815 - 1830	2	2	61	2	6	0	0	1	74	72.20

1830 - 1845	4	1	47	0	7	0	0	0	59	55.20
1845 - 1900	1	3	54	0	4	0	1	2	65	65.70
Hourly Total	10	9	249	2	24	0	1	3	298	288.90
Hourly Average	2.50	2.25	62.25	0.50	6.00	0.00	0.25	0.75	74.50	72.23
Session Total	84	47	2893	29	397	44	3	36	3533	3499.50
Session Average	1.75	0.98	60.27	0.60	8.27	0.92	0.06	0.75	73.60	72.91

#### Date

Wednesday 12 September 2018

#### Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.11: Right from B358 Hospital Bridge Road (North) to B358 Hospital Bridge Road (South)							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	1	58	0	15	1	0	1	78	77.30
0715 - 0730	0	1	73	0	14	0	0	1	89	89.40
0730 - 0745	6	2	87	0	17	1	0	0	113	107.50
0745 - 0800	1	2	81	0	10	0	0	1	95	94.00
Hourly Total	9	6	299	0	56	2	0	3	375	368.20
Hourly Average	2.25	1.50	74.75	0.00	14.00	0.50	0.00	0.75	93.75	92.05
0800 - 0815	4	1	86	0	10	0	0	1	102	99.20
0815 - 0830	2	0	70	0	12	2	0	0	86	85.40
0830 - 0845	1	2	80	1	12	1	0	0	97	95.50
0845 - 0900	2	0	96	0	10	2	0	1	111	111.40
Hourly Total	9	3	332	1	44	5	0	2	396	391.50
Hourly Average	2.25	0.75	83.00	0.25	11.00	1.25	0.00	0.50	99.00	97.88
0900 - 0915	1	0	41	0	9	1	0	0	52	51.70
0915 - 0930	2	0	32	1	6	0	0	1	42	41.40
0930 - 0945	3	0	51	1	5	0	0	0	60	57.60
0945 - 1000	1	1	56	0	7	2	0	1	68	68.60
Hourly Total	7	1	180	2	27	3	0	2	222	219.30
Hourly Average	1.75	0.25	45.00	0.50	6.75	0.75	0.00	0.50	55.50	54.83
1000 - 1015	0	0	50	1	6	1	0	1	59	60.50
1015 - 1030	0	1	34	1	7	2	0	0	45	45.40
1030 - 1045	1	0	35	0	3	3	1	1	44	47.00
1045 - 1100	0	1	31	0	12	2	0	0	46	46.40
Hourly Total	1	2	150	2	28	8	1	2	194	199.30
Hourly Average	0.25	0.50	37.50	0.50	7.00	2.00	0.25	0.50	48.50	49.83
1100 - 1115	1	0	46	1	13	1	0	2	64	65.70
1115 - 1130	0	0	47	1	11	0	0	1	60	61.00
1130 - 1145	1	0	42	0	7	1	0	0	51	50.70
1145 - 1200	3	1	42	0	3	0	0	0	49	46.00
Hourly Total	5	1	177	2	34	2	0	3	224	223.40
Hourly Average	1.25	0.25	44.25	0.50	8.50	0.50	0.00	0.75	56.00	55.85
1200 - 1215	0	2	45	1	3	0	0	1	52	51.80
1215 - 1230	2	0	52	1	8	2	0	1	66	66.40
1230 - 1245	0	1	47	1	6	1	0	1	57	57.90
1245 - 1300	1	0	49	1	7	1	0	0	59	58.70
Hourly Total	3	3	193	4	24	4	0	3	234	234.80
Hourly Average	0.75	0.75	48.25	1.00	6.00	1.00	0.00	0.75	58.50	58.70
1300 - 1315	2	1	41	2	10	2	0	2	60	60.80
1315 - 1330	0	1	37	2	6	1	1	0	48	49.20
1330 - 1345	0	2	43	1	12	0	0	1	59	58.80
1345 - 1400	0	1	48	1	14	1	0	1	66	66.90
Hourly Total	2	5	169	6	42	4	1	4	233	235.70
Hourly Average	0.50	1.25	42.25	1.50	10.50	1.00	0.25	1.00	58.25	58.93
1400 - 1415	0	0	42	1	2	2	1	2	50	54.30
1415 - 1430	1	1	59	0	6	1	0	1	69	69.10
1430 - 1445	1	0	53	0	9	1	0	1	65	65.70
1445 - 1500	1	1	73	1	7	0	1	0	84	83.90
Hourly Total	3	2	227	2	24	4	2	4	268	273.00
Hourly Average	0.75	0.50	56.75	0.50	6.00	1.00	0.50	1.00	67.00	68.25
1500 - 1515	0	0	68	0	4	1	0	2	75	77.50
1515 - 1530	1	0	77	1	12	0	0	1	92	92.20
1530 - 1545	4	0	63	0	5	1	0	1	74	72.30
1545 - 1600	2	1	54	1	7	0	0	0	65	62.80
Hourly Total	7	1	262	2	28	2	0	4	306	304.80
Hourly Average	1.75	0.25	65.50	0.50	7.00	0.50	0.00	1.00	76.50	76.20
1600 - 1615	1	0	61	0	9	0	0	1	72	72.20
1615 - 1630	1	1	93	0	13	0	0	1	109	108.60
1630 - 1645	2	1	78	1	10	0	0	2	94	93.80
1645 - 1700	1	2	80	0	12	1	0	1	97	96.50
Hourly Total	5	4	312	1	44	1	0	5	372	371.10
Hourly Average	1.25	1.00	78.00	0.25	11.00	0.25	0.00	1.25	93.00	92.78
1700 - 1715	3	0	80	0	3	1	0	0	87	85.10
1715 - 1730	3	3	96	0	7	0	0	1	110	106.80
1730 - 1745	0	1	93	0	9	0	0	1	104	104.40
1745 - 1800	3	1	98	2	12	0	0	1	117	115.00
Hourly Total	9	5	367	2	31	1	0	3	418	411.30
Hourly Average	2.25	1.25	91.75	0.50	7.75	0.25	0.00	0.75	104.50	102.83
1800 - 1815	2	1	119	0	7	0	0	0	129	126.80
1815 - 1830	3	2	85	1	8	0	0	1	100	97.40
1830 - 1845	0	1	61	1	6	0	0	0	69	68.40
1845 - 1900	2	1	62	0	5	0	0	2	72	71.80
Hourly Total	7	5	327	2	26	0	0	3	370	364.40
Hourly Average	1.75	1.25	81.75	0.50	6.50	0.00	0.00	0.75	92.50	91.10
Session Total	67	38	2995	26	408	36	4	38	3612	3596.80
Session Average	1.40	0.79	62.40	0.54	8.50	0.75	0.08	0.79	75.25	74.93

Turing House  
Classified Junction Count

**Site 1 of 5**  
Montrose Avenue  
B358 Hospital Bridge Road (South)  
Site Access  
B358 Hospital Bridge Road (North)

**Lat/Long**  
lat 51.449996° lon -0.366827°

**Date**

**Weather**  
Cloudy  
Temp: 15°C

0700 - 1900 (Tuesday 12H Session)

1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	1	0	13	0	11	3	0	0	28	28.70
Session Average	0.02	0.00	0.27	0.00	0.23	0.06	0.00	0.00	0.58	0.60

## Date

Wednesday 12 September 2018

## Weather

Cloudy

Temp: 14°C

0700 - 1900 (Wednesday 12H Session)

TIME	Movement 1.12: Right from B358 Hospital Bridge Road (North) to Site Access							Original Data		
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	2	0	0	0	2	2.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
0800 - 0815	1	0	0	0	0	0	0	0	1	0.20
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
0900 - 0915	0	0	0	0	0	1	0	0	1	1.50
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	2	0	0	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.25	0.00	0.00	0.75	0.88
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1300 - 1315	0	1	1	0	0	0	0	0	2	1.40
1315 - 1330	0	0	0	0	1	0	0	0	1	1.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	2	0	1	0	0	0	4	3.40
Hourly Average	0.00	0.25	0.50	0.00	0.25	0.00	0.00	0.00	1.00	0.85
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	1	0	1	0	0	0	2	2.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	1	0	0	1	1.50
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1600 - 1615	0	0	0	0	2	0	0	0	2	2.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	1	0	3	0	0	0	4	4.00
1645 - 1700	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	7	0	0	0	8	8.00
Hourly Average	0.00	0.00	0.25	0.00	1.75	0.00	0.00	0.00	2.00	2.00
1700 - 1715	0	0	0	0	1	0	0	0	1	1.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	2	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	1	1	9	0	13	3	0	0	27	27.10
Session Average	0.02	0.02	0.19	0.00	0.27	0.06	0.00	0.00	0.56	0.56

Time	Total Vehicle Trips to the Nursery							Total Vehicle Trips from the Nursery							Total							
	Cycle	M/Cycle	Cars	LGV	OGV1	OGV2	Bus	Cycle	M/Cycle	Cars	LGV	OGV1	OGV2	Bus	Cycle	M/Cycle	Cars	LGV	OGV1	OGV2	Bus	
07:00	0	0	0	4	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	1	0
07:15	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	2	4	0	0	0	
07:30	0	0	3	2	0	0	0	0	0	1	1	0	0	0	0	0	4	3	0	0	0	
07:45	0	0	1	1	0	1	0	0	0	0	4	1	0	0	0	0	1	5	1	1	0	
08:00	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0	
08:15	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	2	1	0	1	0	
08:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	
08:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
09:00	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	
09:15	0	0	1	1	1	0	0	0	1	0	2	1	0	0	0	1	1	3	2	0	0	
09:30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	
09:45	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
10:30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	
10:45	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	
11:00	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	
11:15	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
11:45	0	0	2	0	0	0	0	0	0	3	1	1	0	0	0	0	5	1	1	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
12:30	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	
13:00	0	1	3	2	0	0	0	0	0	0	1	0	0	0	0	0	1	3	3	0	0	
13:15	0	0	3	2	0	0	0	0	0	3	1	0	0	0	0	0	6	3	0	0	0	
13:30	0	0	2	1	0	1	0	0	0	2	2	0	0	0	0	0	4	3	0	1	0	
13:45	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	
14:00	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	
14:15	0	0	1	2	0	0	0	0	0	3	1	0	0	0	0	0	4	3	0	0	0	
14:30	0	0	1	1	0	0	0	0	0	0	2	0	1	0	0	0	1	3	0	1	0	
14:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
15:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	
15:15	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	
15:30	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	
15:45	0	0	1	1	0	0	0	1	1	1	0	0	0	0	1	1	2	1	0	0	0	
16:00	0	0	1	3	0	0	0	0	0	4	1	0	0	0	0	0	5	4	0	0	0	
16:15	0	0	0	1	0	0	0	1	0	3	1	0	0	0	1	0	3	2	0	0	0	
16:30	0	0	1	4	0	0	0	0	0	2	2	1	0	0	0	0	3	6	1	0	0	
16:45	0	0	0	2	0	0	0	0	0	3	2	0	0	0	0	0	3	4	0	0	0	
17:00	0	0	0	2	0	0	0	2	0	3	1	0	0	0	2	0	3	3	0	0	0	
17:15	0	0	0	2	0	0	0	0	0	1	2	0	0	0	0	0	1	4	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>41</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>42</b>	<b>39</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>78</b>	<b>80</b>	<b>14</b>	<b>7</b>	<b>0</b>	

Total Vehicle  
OGV 1 + OGV2  
%

179
21
12%