

# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and  
Additional Provision 4 Environmental Statement

Volume 5 | Technical appendices

Transport Assessment Annexes

(TR-001-000 Annexes)

October 2015

SES3 and AP4 ES 3.5.1.10.2



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Department  
for Transport

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**PARSONS  
BRINCKERHOFF**



High Speed Two (HS2) Limited,  
One Canada Square,  
London  
E14 5AB

Details of how to obtain further copies are available from HS2 Ltd.

Telephone: 020 7944 4908

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

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# **SES<sub>3</sub> and AP<sub>4</sub> Environmental Statement**

## **Volume 5 Appendix TR-001-000**

### **Transport Assessment Annexes**

Annex A – Framework Travel Plan

Annex B – Baseline Survey Reports

Annex C – Model Performance Reports

Annex D - Traffic data used for air quality

# Annex A: Framework travel plan

## Framework travel plan

- no changes or addenda to the original scheme document

# Annex B: Baseline survey reports

## Baseline survey reports

- **Bi:** London Euston – no change or addenda
- **Bii:** London Metropolitan – no change or addenda
- **Biii:** Country South – supplementary baseline survey data for CFA7-15
- **Biv:** Country North – supplementary baseline survey data for CFA16-22
- **Bv:** West Midlands – supplementary baseline survey data for CFA23-26

**Annex B(iii): Supplementary baseline survey report (CFA7-15)**

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# 1 Introduction

- 1.1.1 This supplementary survey report presents the findings of surveys undertaken in April 2015, to provide additional information to the previous surveys of 2012 and 2013, in order to assess the amendments in the SES<sub>3</sub> and AP<sub>4</sub> revised scheme. This supplementary survey report should be read in conjunction with the original scheme baseline survey report for CFA7-15 (TR-001-000.14).
- 1.1.2 The surveys were undertaken to complete a database of information where surveys could not be previously undertaken (i.e. gaps in data) or there had been a change in the project scope as a result of the SES<sub>3</sub> and AP<sub>4</sub> revised scheme.
- 1.1.3 The schedule of surveys is set out in the following sections, as well as the summary analysis for each survey location.

# 2 Survey schedules and locations

- 2.1.1 Schedules outlining each of the traffic and non-motorised user survey undertaken are shown in tables below.
- 2.1.2 The location of the classified turning count surveys are shown in Figure 1.

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Table 6 - ATC sites

<b>ATC surveys</b>							
<b>ATC Reference No.</b>	<b>CFA</b>	<b>Date Surveyed</b>	<b>Road Name/no.</b>	<b>Road Type</b>	<b>Near</b>	<b>Borough or County</b>	<b>OS Grid Ref</b>
ATC/499684 192860	8 The Chalfonts & Amersham	Apr-15	A413 Amersham Rd	Single carriageway (S2)	Chalfont St Giles	Buckinghamshire	499684 192860
ATC/495132 190082	8 The Chalfonts & Amersham	Apr-15	A40 London Rd	Single carriageway (S2)	Beaconsfield	Buckinghamshire	495132 190082
ATC/482247 197222	9 Central Chilterns	Apr-15	A4010 Wycombe Rd	Single carriageway (S2)	Bradenham	Buckinghamshire	482247 197222
ATC/478058 206004	11 Stoke Mandeville & Aylesbury	Apr-15	A4129 Thame Rd	Single carriageway (S2)	Longwick	Buckinghamshire	478058 206004
ATC/466198 205307	11 Stoke Mandeville & Aylesbury	Apr-15	A418 Oxford Rd	Single carriageway (S2)	Tiddington	Oxfordshire	466198 205307
ATC/464787 232410	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A421	Dual carriageway (D2)	Tingewick	Buckinghamshire	464787 232410
ATC/464786 219867	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A41 Aylesbury Rd	Single carriageway (S2)	Blackthorn	Buckinghamshire	464786 219867
ATC/460111 222222	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A4421 Charbridge La	Single carriageway (S2)	Bicester	Oxfordshire	460111 222222
ATC/458629 221522	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A41 Boundary Way	Single carriageway (S2)	Bicester	Oxfordshire	458629 221522

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ATC surveys							
ATC Reference No.	CFA	Date Surveyed	Road Name/no.	Road Type	Near	Borough or County	OS Grid Ref
ATC/448364 241688	15 Greatworth to Lower Boddington	Apr-15	A422	Dual carriageway (D2)	Banbury	Oxfordshire	448364 241688

Table 7 – Classified turning count and queue length sites

CTC surveys								
CTC Reference No.	CFA	Date Surveyed	Junction	Junction Type	Near	Borough or County	OS Grid Ref	Map Ref (see Fig 2)
CTC/503750 187238	7 Colne Valley	Apr-15	A412 Denham Ave / Old Rectory La	Part-time signal controlled T-junction	Denham Green	Buckinghamshire	503750 187238	1
CTC/504035 187880	7 Colne Valley	Apr-15	A412 Denham Way / Moorfield Road	Signal controlled junction	Denham Green	Buckinghamshire	504035 187880	1A
CTC/503318 192785	7 Colne Valley	Apr-15	A412 Denham Way / Chalfont Road	Signal controlled cross roads	Maple Cross	Herts CC	503318 192785	2
CTC/503369 192971	7 Colne Valley	Apr-15	A412 Denham Way / Chalfont Road	Priority T-junction	Maple Cross	Herts CC	503318 192785	2A
CTC/495385 190077	8 The Chalfonts & Amersham	Apr-15	A40 London Rd / A355 Pyebush Roundabout	3-arm roundabout	Beaconsfield	Buckinghamshire	495385 190077	3
CTC/495317 196726	8 The Chalfonts & Amersham	Apr-15	A413 / A404 Crematorium Roundabout	3-arm roundabout	Amersham	Buckinghamshire	495317 196726	4

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CTC surveys								
CTC Reference No.	CFA	Date Surveyed	Junction	Junction Type	Near	Borough or County	OS Grid Ref	Map Ref (see Fig 2)
CTC/495222 196606	8 The Chalfonts & Amersham	Apr-15	A404 / Whielden La	Priority T-junction	Amersham	Buckinghamshire	495222 196606	5
CTC/494881 191710	8 The Chalfonts & Amersham	Apr-15	A355 / Ledborough La	Priority T-junction	Beaconsfield	Buckinghamshire	494881 191710	6
CTC/494845 190162	8 The Chalfonts & Amersham	Apr-15	A40 London Rd / A355 London End	4-arm roundabout	Beaconsfield	Buckinghamshire	494845 190162	7
CTC/494673 198073	8 The Chalfonts & Amersham	Apr-15	A413 / School La (Amersham Old Town) / Shardeloes	4-arm roundabout	Amersham	Buckinghamshire	494673 198073	8
CTC/493545 198644	9 Central Chilterns	Apr-15	A413 Missenden bypass / Weedon Hill	Priority T-junction on dual carriageway	Little Missenden	Buckinghamshire	493545 198644	9
CTC/492332 199129	9 Central Chilterns	Apr-15	A413 / Chalk La / Tatlors La	Off-set priority crossroads	Little Missenden	Buckinghamshire	492332 199129	10
CTC/489462 203140	9 Central Chilterns	Apr-15	A413/Leather Lane	Priority T-junction	South Heath	Buckinghamshire	489462 203140	11
CTC/491932 201197	9 Central Chilterns	Apr-15	B485 / Hyde Heath Rd	Priority T-junction	South Heath	Buckinghamshire	491932 201197	12
CTC/491931 201203	9 Central Chilterns	Apr-15	B485 Chesham Rd / Hyde Heath Rd	Priority T-junction	South Heath	Buckinghamshire	491931 201203	13
CTC/491094 201218	9 Central Chilterns	Apr-15	B485 / Kings La	Priority T-junction	South Heath	Buckinghamshire	491094 201218	14

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CTC surveys								
CTC Reference No.	CFA	Date Surveyed	Junction	Junction Type	Near	Borough or County	OS Grid Ref	Map Ref (see Fig 2)
CTC/490497199878	9 Central Chilterns	Apr-15	A413 / London Rd	Priority T-junction	Little Missenden	Buckinghamshire	490497199878	15
CTC/490051201194	9 Central Chilterns	Apr-15	B485 / Frith Hill	Priority T-junction	Great Missenden	Buckinghamshire	490051201194	16
CTC/489002202271	9 Central Chilterns	Apr-15	A413 / Aylesbury Rd	Priority T-junction	Great Missenden	Buckinghamshire	489002202271	17
CTC/487482205785	9 Central Chilterns	Apr-15	A413 / Rocky La/Chesham La	Priority T-junction	Wendover	Buckinghamshire	487482205785	18
CTC/484364191551	9 Central Chilterns	Apr-15	A4010 New Rd / Cressex Rd	4-arm roundabout	High Wycombe	Buckinghamshire	484364191551	19
CTC/484332194213	9 Central Chilterns	Apr-15	A40 West Wycombe Rd / A4010 Chapel La	Priority T-junction	West Wycombe	Buckinghamshire	484332194213	20
CTC/483949208176	10 Dunsmore, Wendover & Halton	Apr-15	A4010 Risborough Rd / B4009 Nash Lee Rd / Chalkshire Rd	3-arm roundabout + Priority T-junction	Stoke Mandeville	Buckinghamshire	483949208176	21
CTC/483674208612	10 Dunsmore, Wendover & Halton	Apr-15	A4010 Risborough Road / North Lee Road	Priority T-junction	Stoke Mandeville	Buckinghamshire	483674208612	22
CTC/483388194668	10 Dunsmore, Wendover & Halton	Apr-15	A40 West Wycombe Rd / A4010 Bradenham Rd	3-arm roundabout	West Wycombe	Buckinghamshire	483388194668	23
CTC/482863214614	11 Stoke Mandeville & Aylesbury	Apr-15	A4157 Elmhurst Rd / A418 Bierton Rd	4-arm roundabout	Aylesbury	Buckinghamshire	482863214614	24

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Biii)

CTC surveys								
CTC Reference No.	CFA	Date Surveyed	Junction	Junction Type	Near	Borough or County	OS Grid Ref	Map Ref (see Fig 2)
CTC/481786 214980	11 Stoke Mandeville & Aylesbury	Apr-15	A413 Buckingham Rd / A4157 Weedon Rd	Signal controlled cross roads	Aylesbury	Buckinghamshire	481786 214980	25
CTC/481473 213886	11 Stoke Mandeville & Aylesbury	Apr-15	A41 Friarage Rd / A418 Oxford Rd	4-arm roundabout	Aylesbury	Buckinghamshire	481473 213886	26
CTC/481037 214457	11 Stoke Mandeville & Aylesbury	Apr-15	A41 Bicester Rd / A4157 Haydon Road	4-arm roundabout	Aylesbury	Buckinghamshire	481037 214457	27
CTC/480994 213251	11 Stoke Mandeville & Aylesbury	Apr-15	A418 Oxford Rd / Churchill Ave / Fowler Rd	Signal controlled cross roads	Aylesbury	Buckinghamshire	480994 213251	28
CTC/480813 214530	11 Stoke Mandeville & Aylesbury	Apr-15	A41 / Griffin La	3-arm mini-roundabout	Aylesbury	Buckinghamshire	480813 214530	29
CTC/480745 203636	11 Stoke Mandeville & Aylesbury	Apr-15	A4010 New Rd / A4129 Longwick Road	5-arm roundabout	Princes Risborough	Buckinghamshire	480745 203636	30
CTC/480730 212931	11 Stoke Mandeville & Aylesbury	Apr-15	A418 Oxford Rd / Ellen Rd	4-arm roundabout	Aylesbury	Buckinghamshire	480730 212931	31
CTC/480537 212789	11 Stoke Mandeville & Aylesbury	Apr-15	A418 Oxford Rd / Coldharbour Way	4-arm roundabout	Aylesbury	Buckinghamshire	480537 212789	32

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CTC surveys								
CTC Reference No.	CFA	Date Surveyed	Junction	Junction Type	Near	Borough or County	OS Grid Ref	Map Ref (see Fig 2)
CTC/480468 214636	11 Stoke Mandeville & Aylesbury	Apr-15	A41 / Broadfields	3-arm roundabout	Aylesbury	Buckinghamshire	480468 214636	33
CTC/480338 214697	11 Stoke Mandeville & Aylesbury	Apr-15	A41 / Meadowcroft	4-arm roundabout	Aylesbury	Buckinghamshire	480338 214697	34
CTC/480108 214775	11 Stoke Mandeville & Aylesbury	Apr-15	A41 / Rabans La	3-arm mini-roundabout	Aylesbury	Buckinghamshire	480108 214775	35
CTC/479765 215000	11 Stoke Mandeville & Aylesbury	Apr-15	A41 / Jackson Rd / Dickins Way	4-arm roundabout	Aylesbury	Buckinghamshire	479765 215000	36
CTC/478690 215520	11 Stoke Mandeville & Aylesbury	Apr-15	A41 / Aylesbury Way Parkway	4-arm roundabout	Aylesbury	Buckinghamshire	478690 215520	37
CTC/475777 216722	12 Waddesdon & Quainton	Apr-15	A41 / Blackgrove Rd (Waddesdon crossroads)	Off-set priority crossroads	Waddesdon	Buckinghamshire	475777 216722	38
CTC/472627 217546	12 Waddesdon & Quainton	Apr-15	A41 / Station Rd	Priority T-junction	Quainton	Buckinghamshire	472627 217546	39
CTC/470955 233133	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A421 / A413	3-arm roundabout	Buckingham	Buckinghamshire	470955 233133	40

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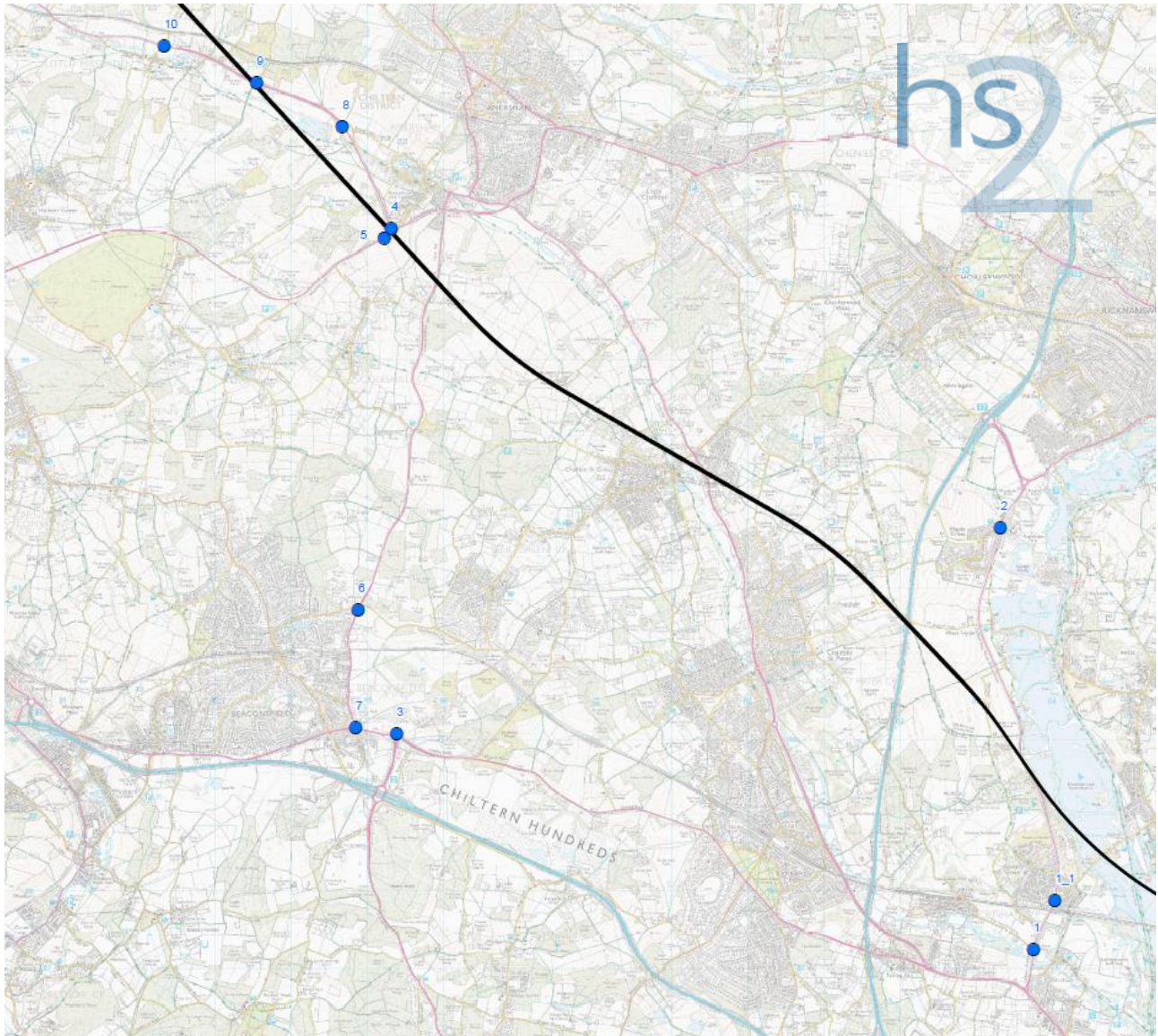
CTC surveys								
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CTC/470161 232932	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A421/ A413 London Rd	4-arm roundabout	Buckingham	Buckinghamshire	470161 232932	41
CTC/469009 233118	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A421/ Gawcott Rd	4-arm roundabout	Buckingham	Buckinghamshire	469009 233118	42
CTC/467749 220958	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	Edgcott Rd / Main St / The Broadway	Priority T-junction	Grendon Underwood	Buckinghamshire	467749 220958	43
CTC/467710 221613	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	Grendon Rd / Edgcott Rd / Marsh Gibbon Rd	Priority T-junction	Edgcott	Buckinghamshire	467710 221613	44
CTC/467001 219598	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A41 Aylesbury Rd /The Broadway	Priority T-junction	Grendon Underwood	Buckinghamshire	467001 219598	45
CTC/465267 232362	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A421 Tingewick bypass / Barton Rd	Priority T-junction on dual carriageway	Tingewick	Buckinghamshire	465267 232362	46
CTC/463902 232423	13 Calvert, Steeple Claydon, Twyford & Chetwode	Apr-15	A421/ A4421/ Sandpit Hill	5-arm roundabout	Finmere	Buckinghamshire	463902 232423	47
CTC/450432 250329	15 Greatworth to Lower Boddington	Apr-15	A361/ Welsh Road	Priority crossroads	Aston le Walls	Buckinghamshire	450432 250329	50

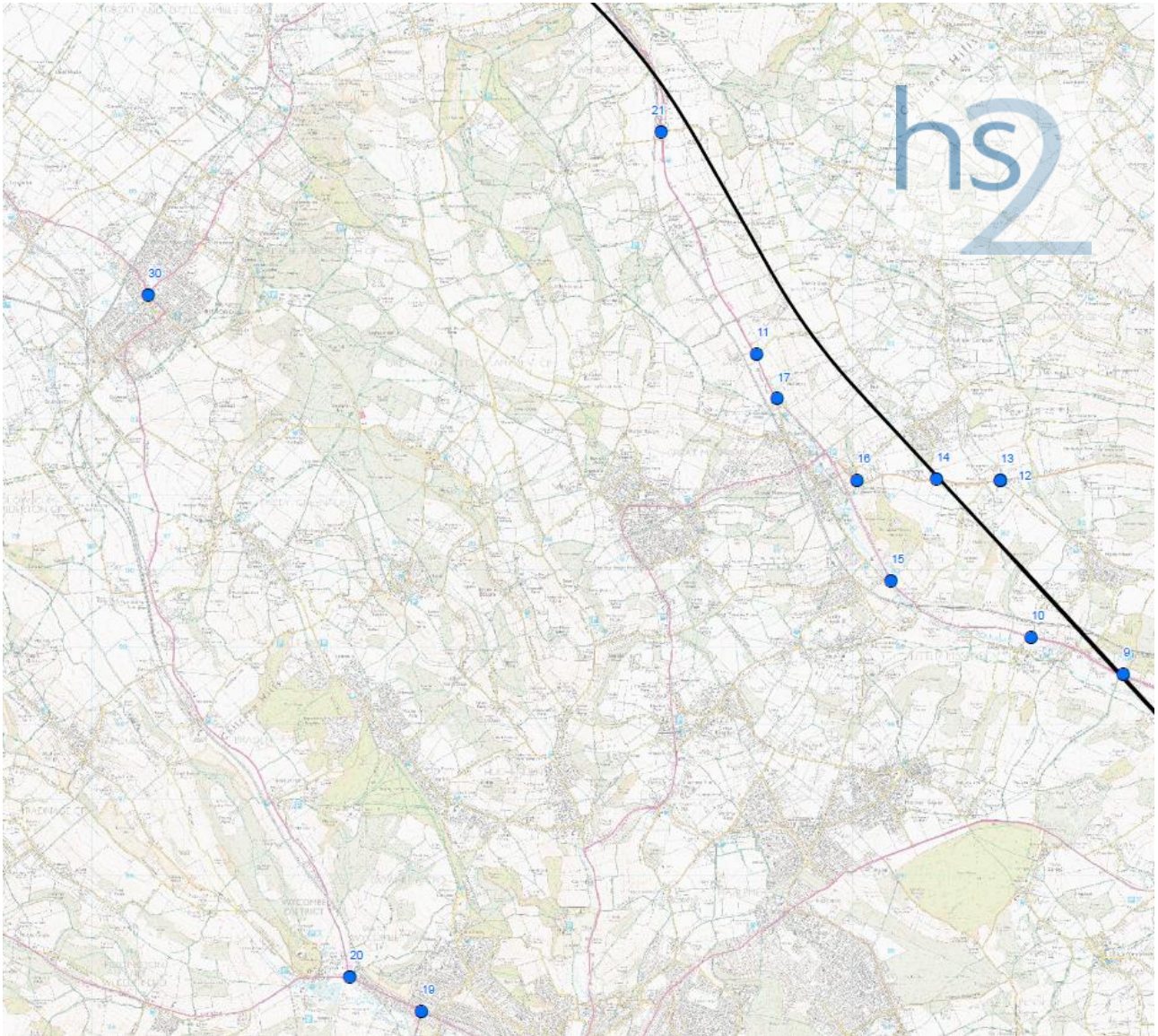


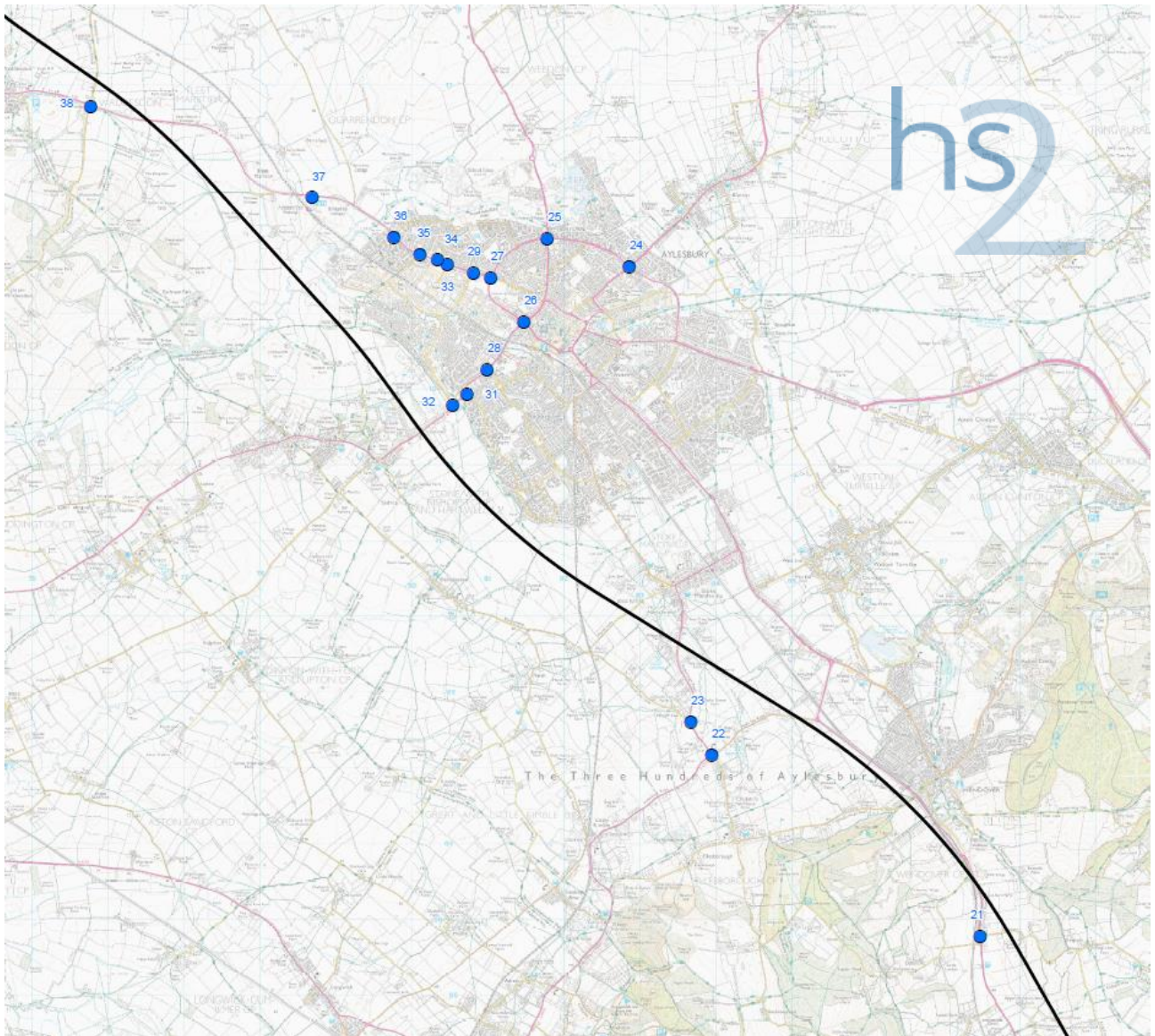
SES<sub>3</sub> and AP<sub>4</sub> ES Appendix TR-001-000 - Supplementary baseline survey report (Biii)

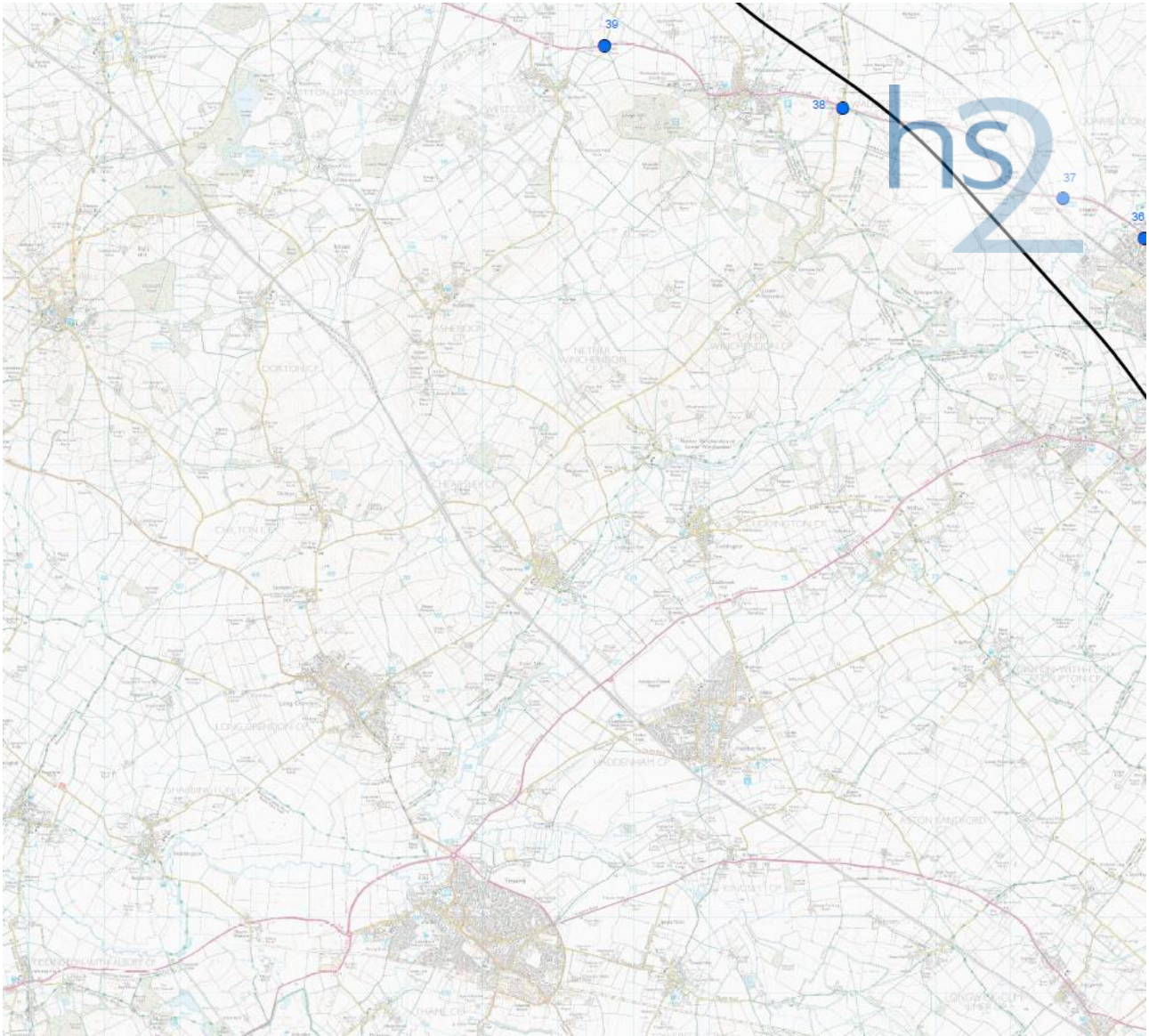
CTC surveys								
CTC Reference No.	CFA	Date Surveyed	Junction	Junction Type	Near	Borough or County	OS Grid Ref	Map Ref (see Fig 2)
CTC/454677 243619	15 Greatworth to Lower Boddington	Apr-15	B4525 / Dump Road	Priority T-junction	Greatworth	Buckinghamshire	454677 243619	51

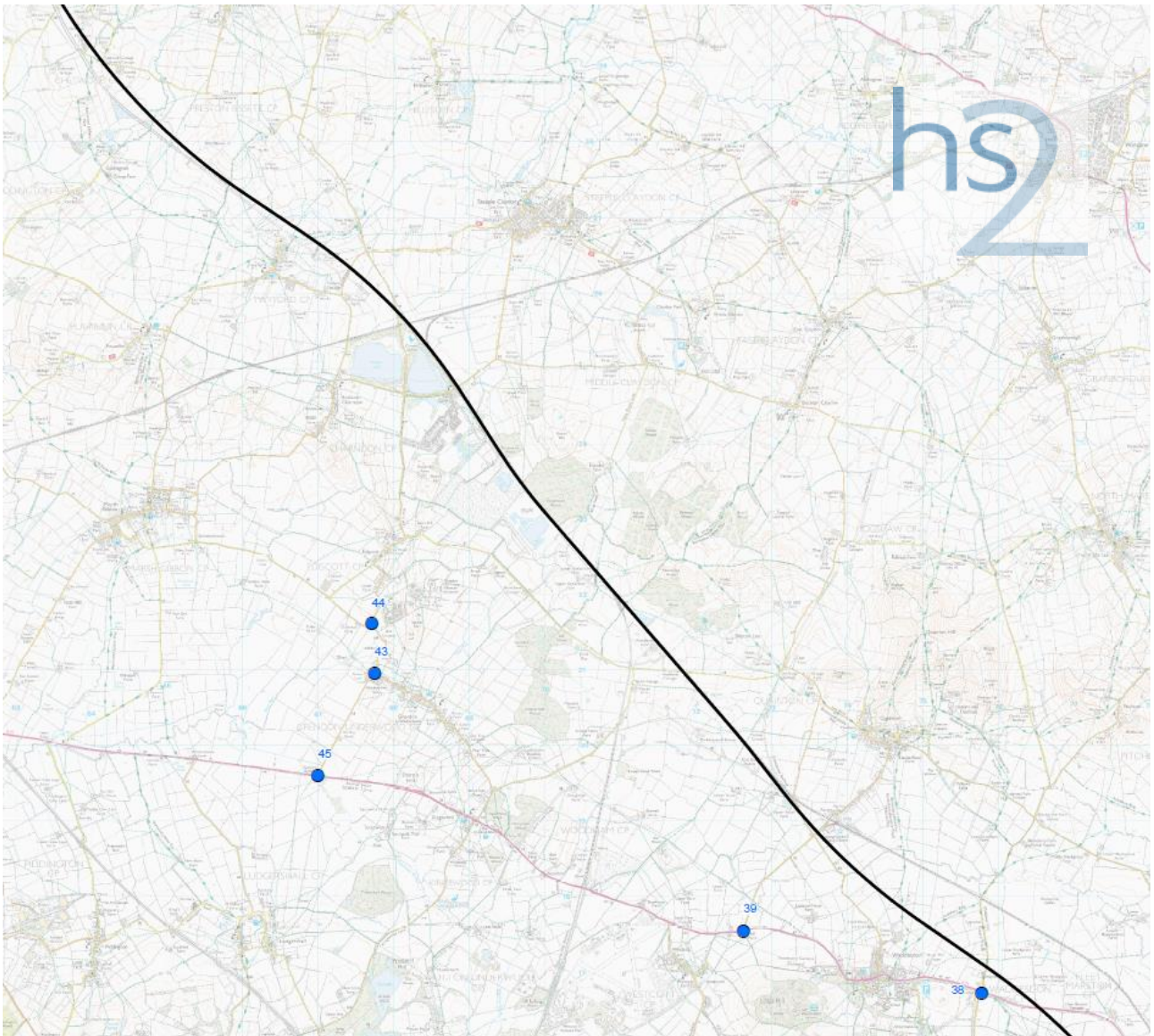
Figure 1: Classified Turning Count 2015 survey locations

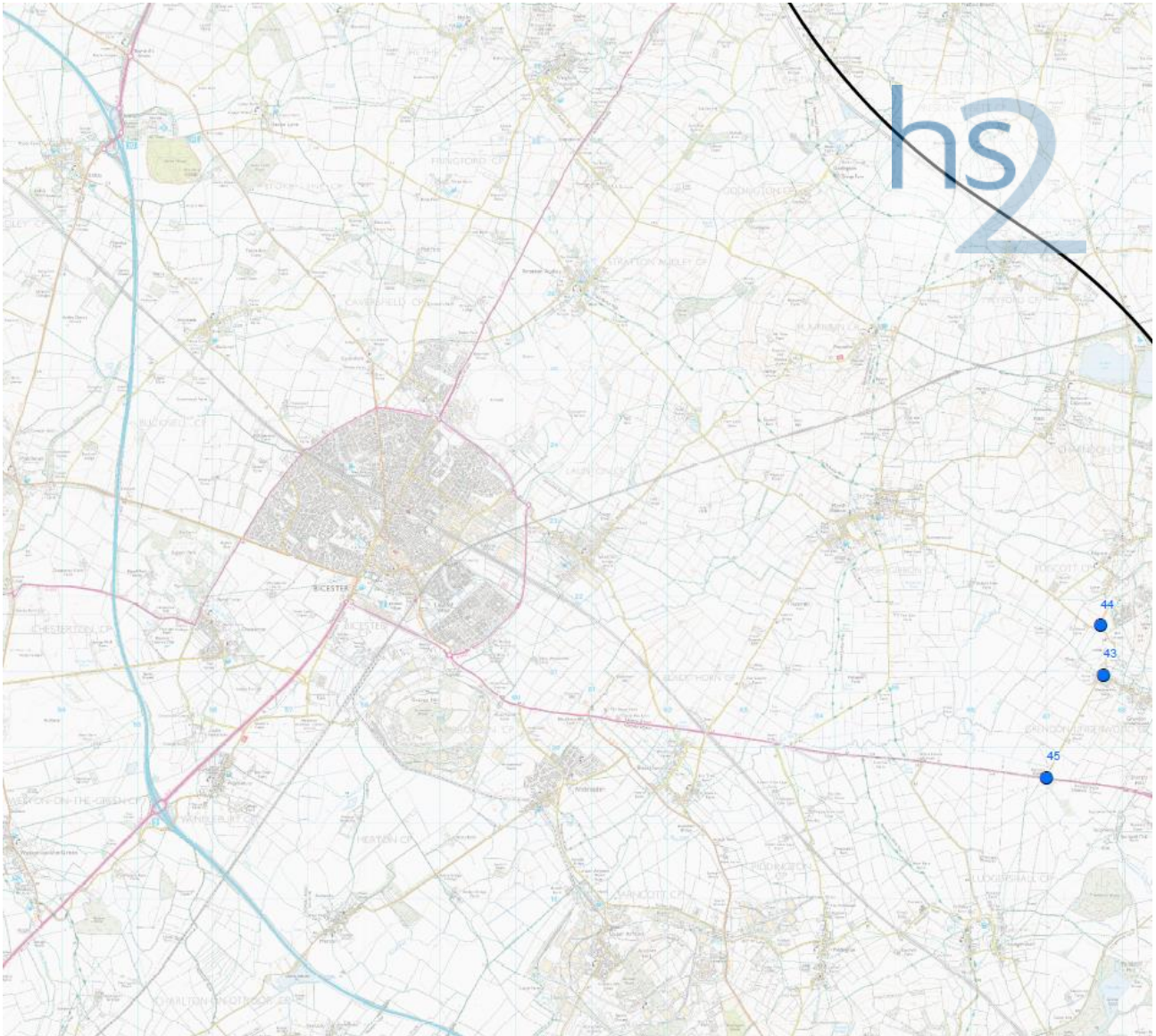


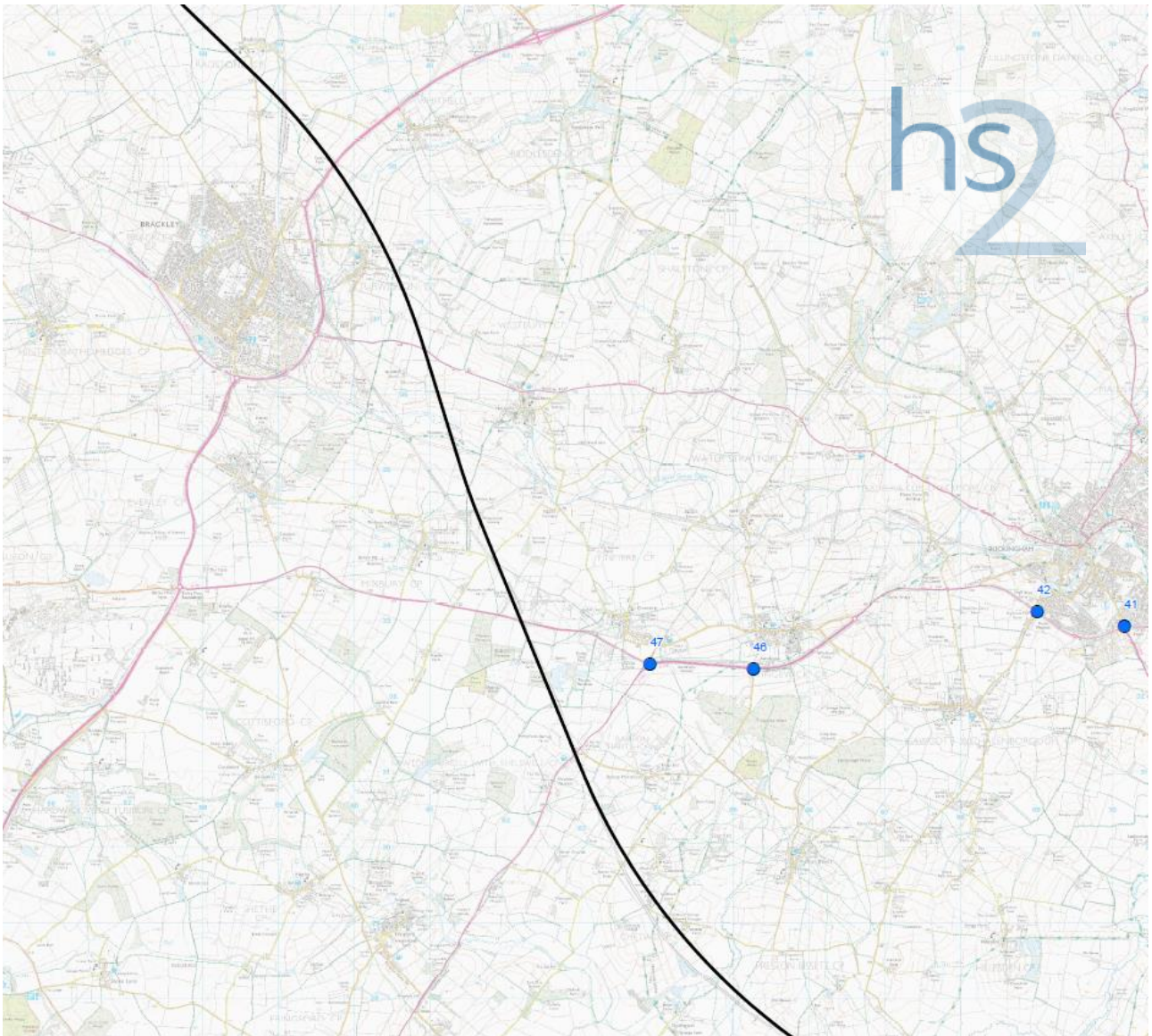




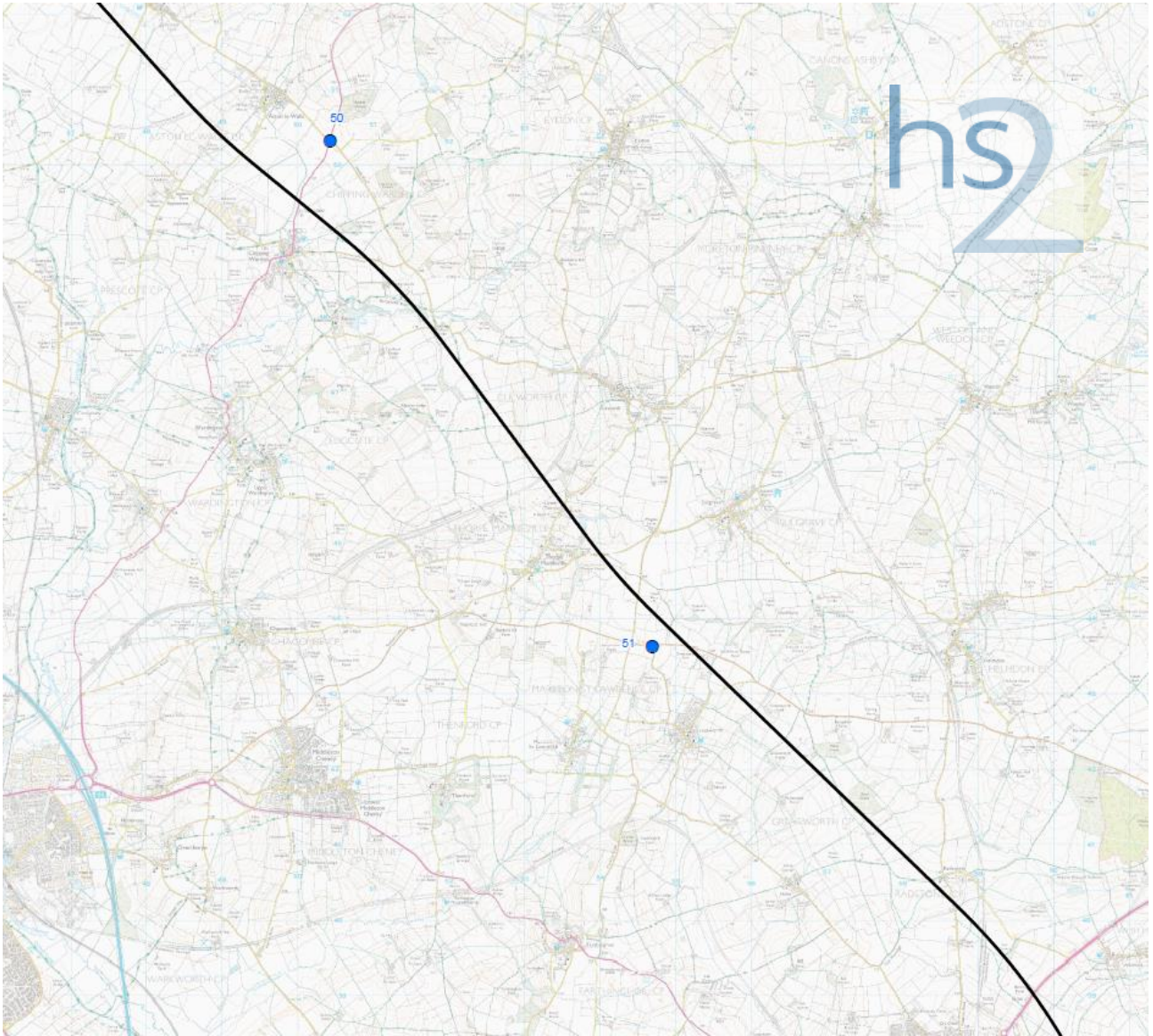


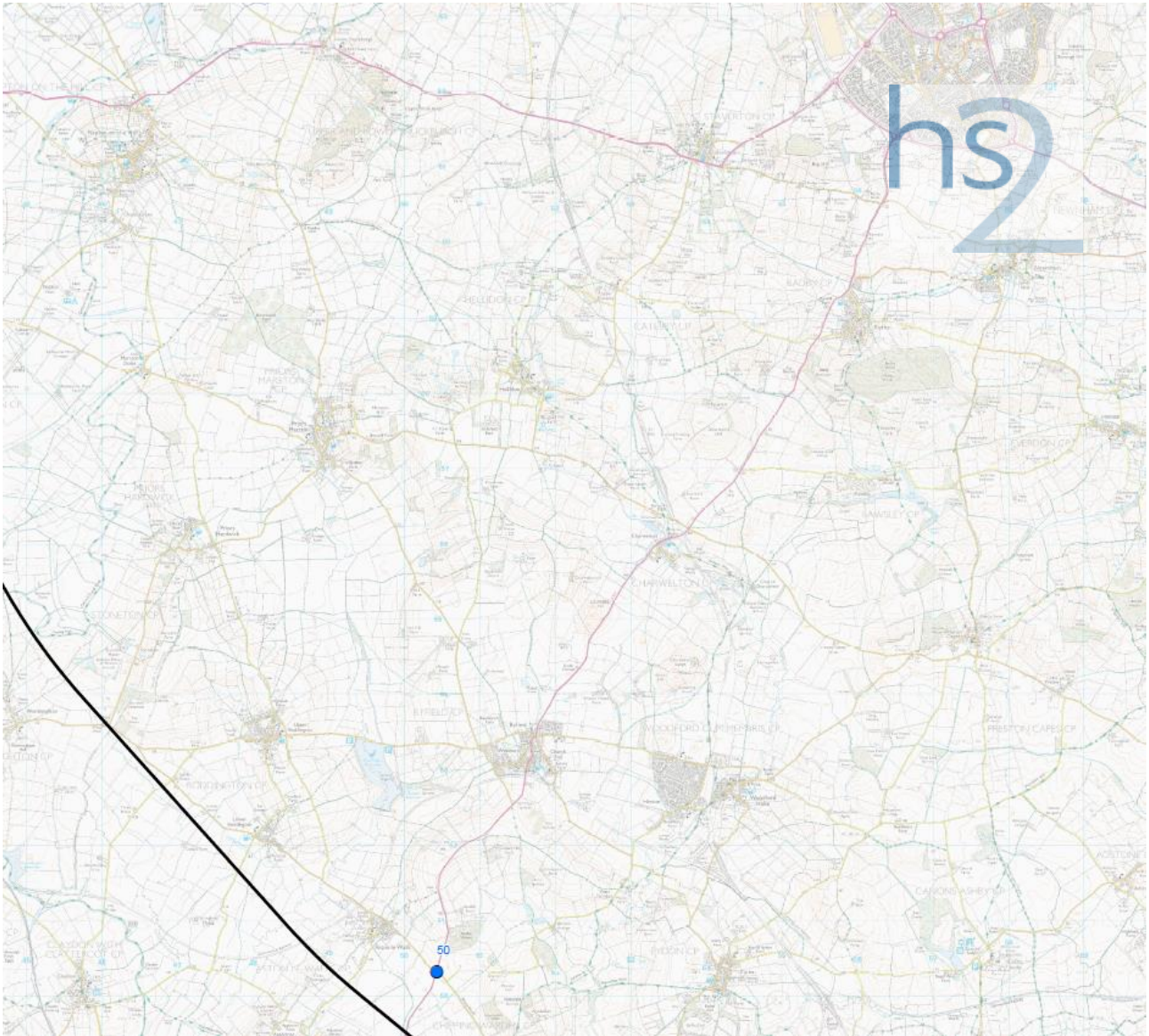








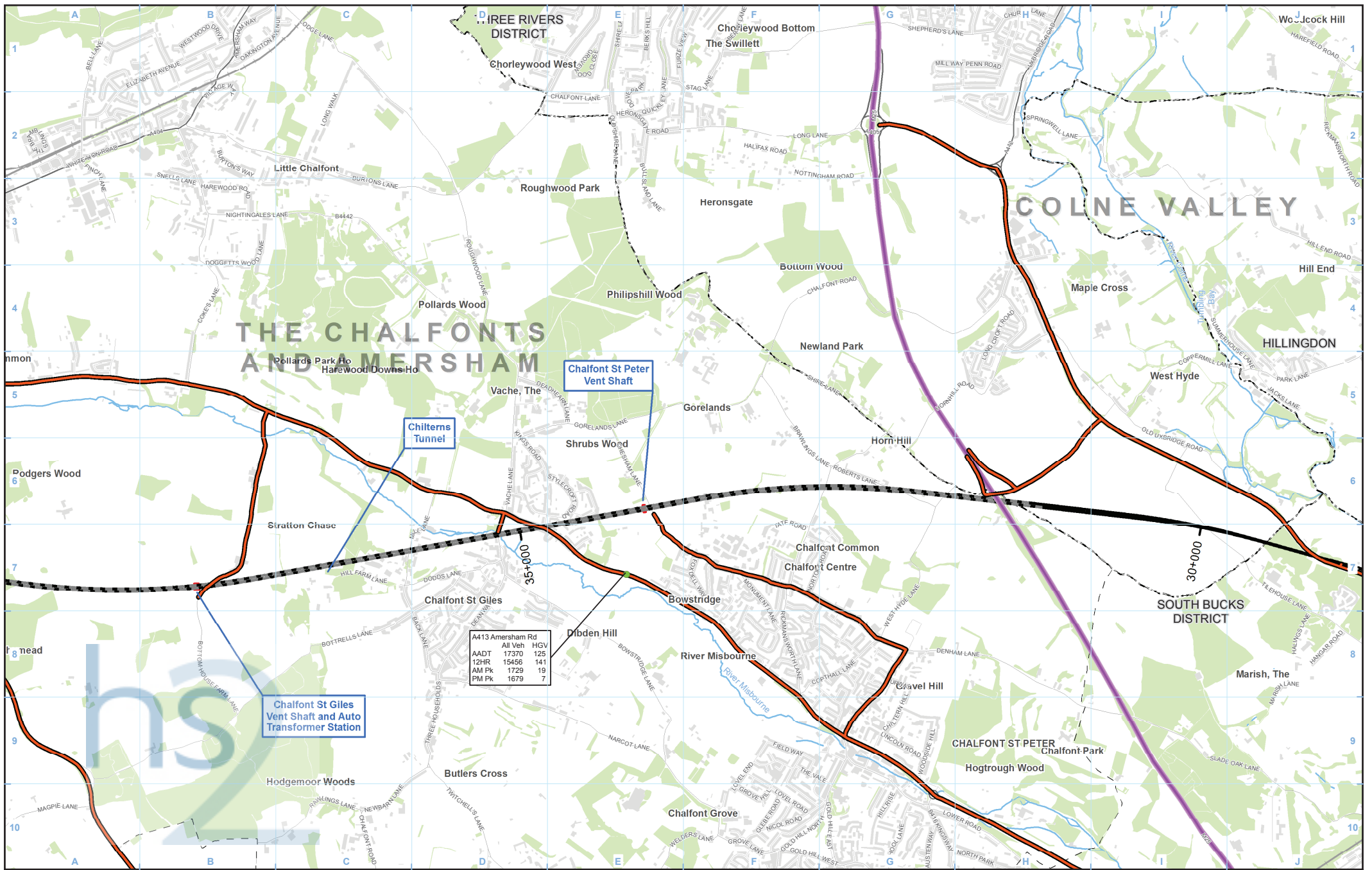




### 3 Survey data

3.1.1 Summary data obtained for all surveys undertaken is shown in Appendix A – Summary 2015 baseline traffic flow maps.

## **Appendix A - Summary 2015 baseline traffic flow maps**




**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Waterbody
- Woodland
- Construction traffic route
- Traffic data

A413 Amersham Rd		
	All Veh	HGV
AADT	17370	125
12HR	15456	141
AM PK	1729	19
PM PK	1679	7

AADT - Annual Average Daily Traffic Flow  
 12HR - 12Hr Weekday Traffic Flow  
 AM PK - AM Peak Hour (08:00 - 09:00) Traffic Flow  
 PM PK - PM Peak Hour (17:00 - 18:00) Traffic Flow

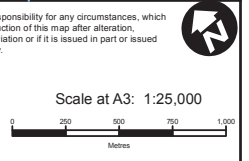
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Map Name	2015 Supplementary Baseline Traffic Data SES3 and AP4 ES
Community Forum Area CFA8: The Chalfonts and Amersham	



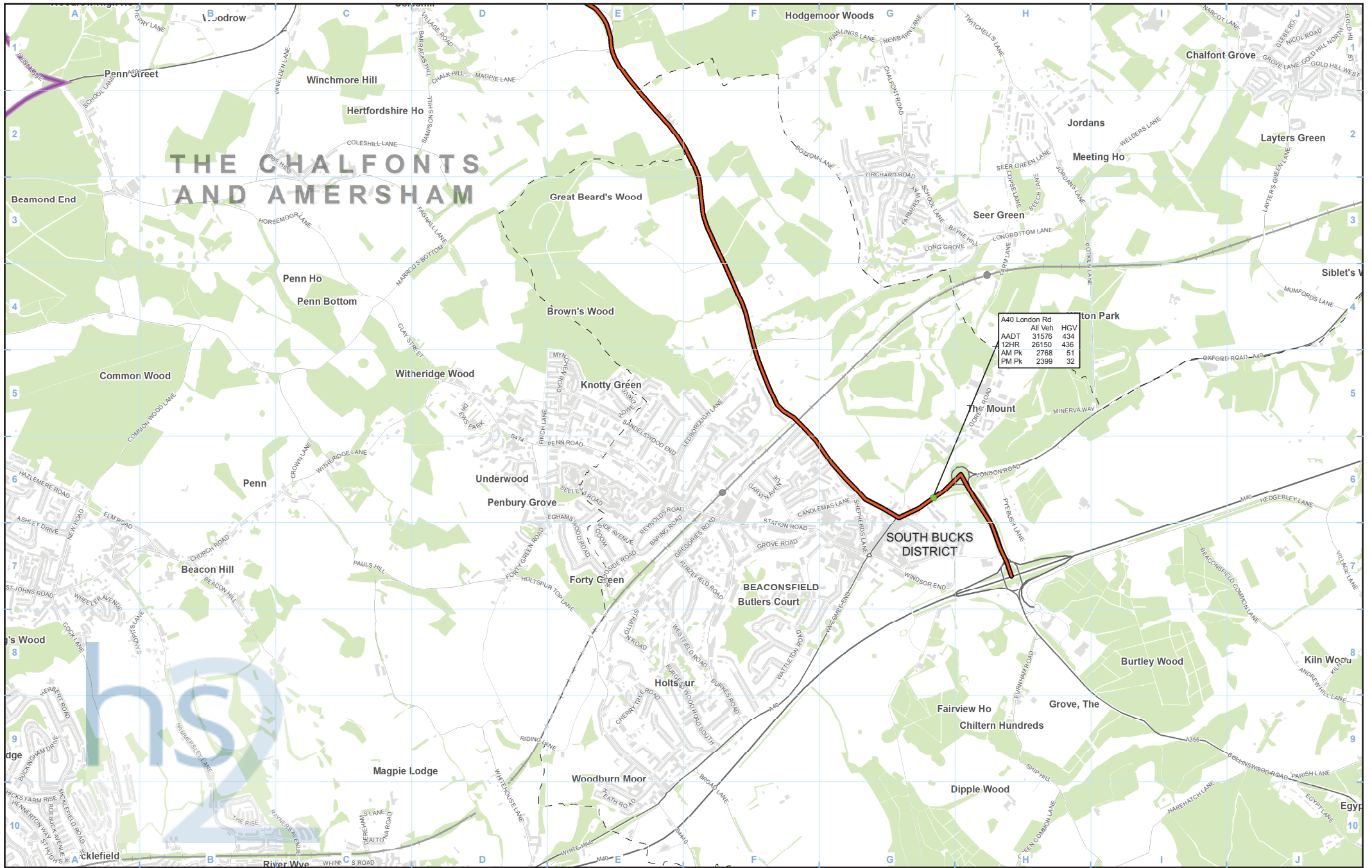
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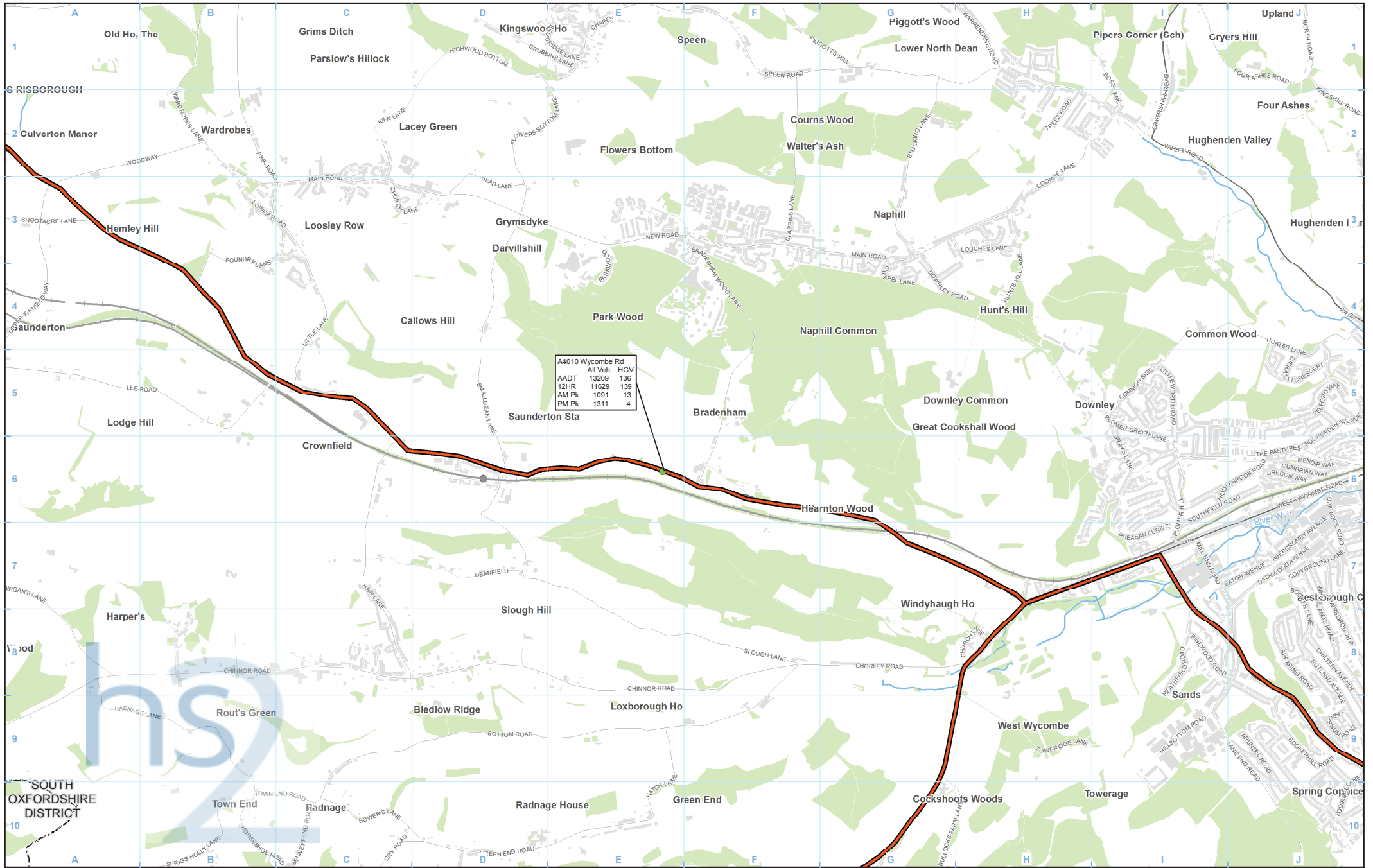
Scale at A3: 1:25,000



Doc Number: C222-ATK-TM-MAP-020-020000-AP04-P01      Date: 25/09/15



<b>Legend</b> Route in tunnel Route on surface Depot, station, headhouse or portal building Community forum boundary County boundary District/Borough boundary Watercourse Waterbody Woodland Construction traffic route Traffic data	AADT - Annual Average Daily Traffic Flow 12HR - 12Hr Weekday Traffic Flow AM Pk - AM Peak Hour (08:00 - 09:00) Traffic Flow PM Pk - PM Peak Hour (17:00 - 18:00) Traffic Flow	Map Number <b>TA-16-02</b>	 H52 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way. Registered in England. Registration number 06791686. Registered office: One Canada Square, London, E14 5AB. © Crown copyright and database rights 2015. Ordnance Survey Licence Number 100049190. Scale at A3: 1:25,000  Doc Number: C222-ATK-TM-MAP-020-020001-AP04-P01 <b>Date: 25/09/15</b>
	Map Name <b>2015 Supplementary Baseline Traffic Data          SES3 and AP4 ES</b>	Community Forum Area CFA8: <b>The Chalfonts and Amersham</b>	



- Legend**
- Route in tunnel
  - Route on surface
  - Depot, station, headhouse or portal building
  - Community forum boundary
  - County boundary
  - District/Borough boundary
  - Watercourse
  - Waterbody
  - Woodland
  - Construction traffic route
  - Traffic data

AAAT - Annual Average Daily Traffic Flow  
 12HR - 12Hr Weekday Traffic Flow  
 AM Pk - AM Peak Hour (08:00 - 09:00) Traffic Flow  
 PM Pk - PM Peak Hour (17:00 - 18:00) Traffic Flow

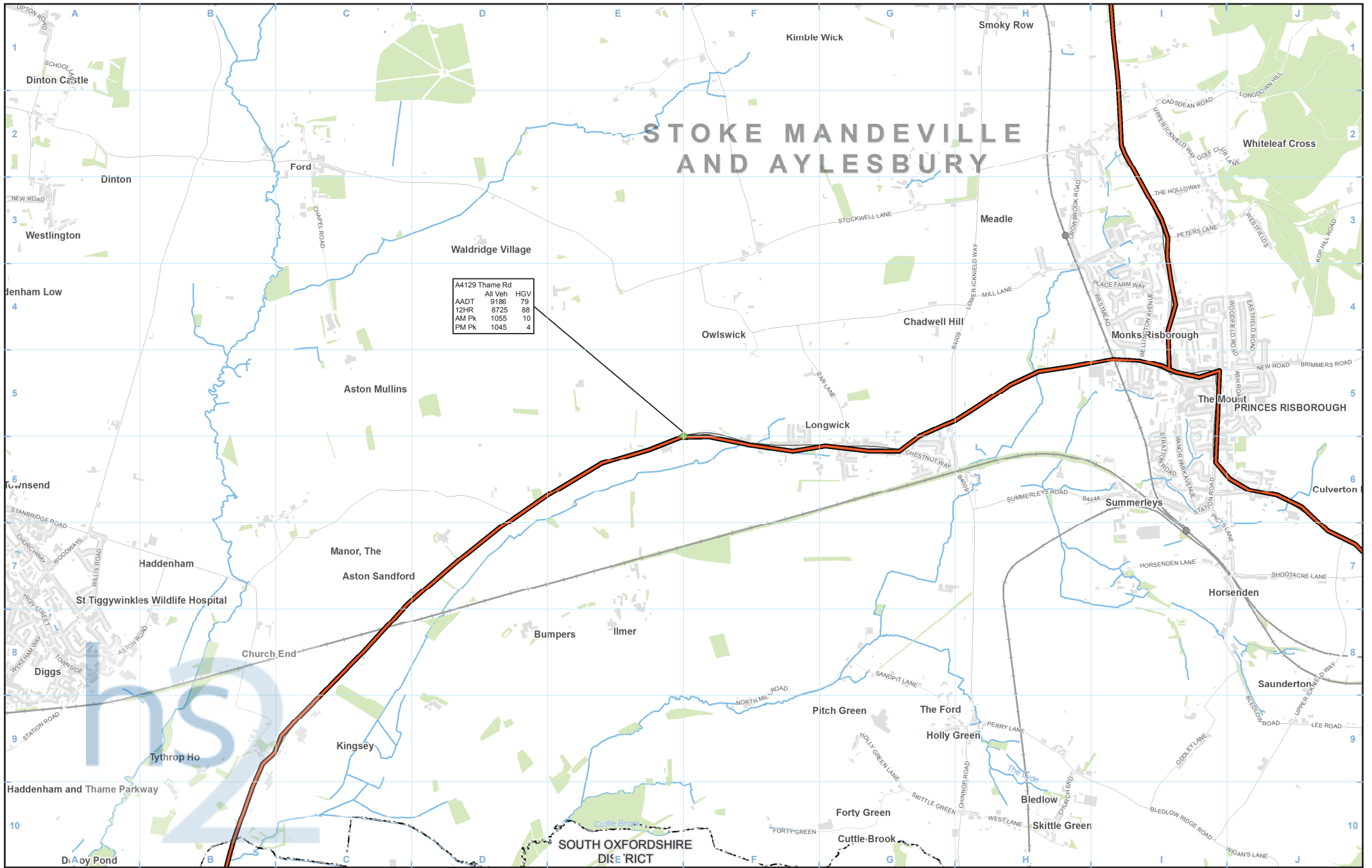
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 Map Name: 2015 Supplementary Baseline Traffic Data SES3 and AP4 ES  
 Community Forum Area CFA10:  
 Dunsmore, Wendover and Halton

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- Legend**
- Route in tunnel
  - Route on surface
  - Depot, station, headhouse or portal building
  - Community forum boundary
  - County boundary
  - District/Borough boundary
  - Watercourse
  - Waterbody
  - Woodland
  - Construction traffic route
  - Traffic data

AADT - Annual Average Daily Traffic Flow  
 12HR - 12Hr Weekday Traffic Flow  
 AM Pk - AM Peak Hour (08:00 - 09:00) Traffic Flow  
 PM Pk - PM Peak Hour (17:00 - 18:00) Traffic Flow

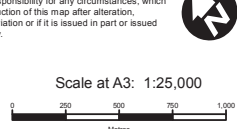
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 Community Forum Area CFA11: Stoke Mandeville and Aylesbury



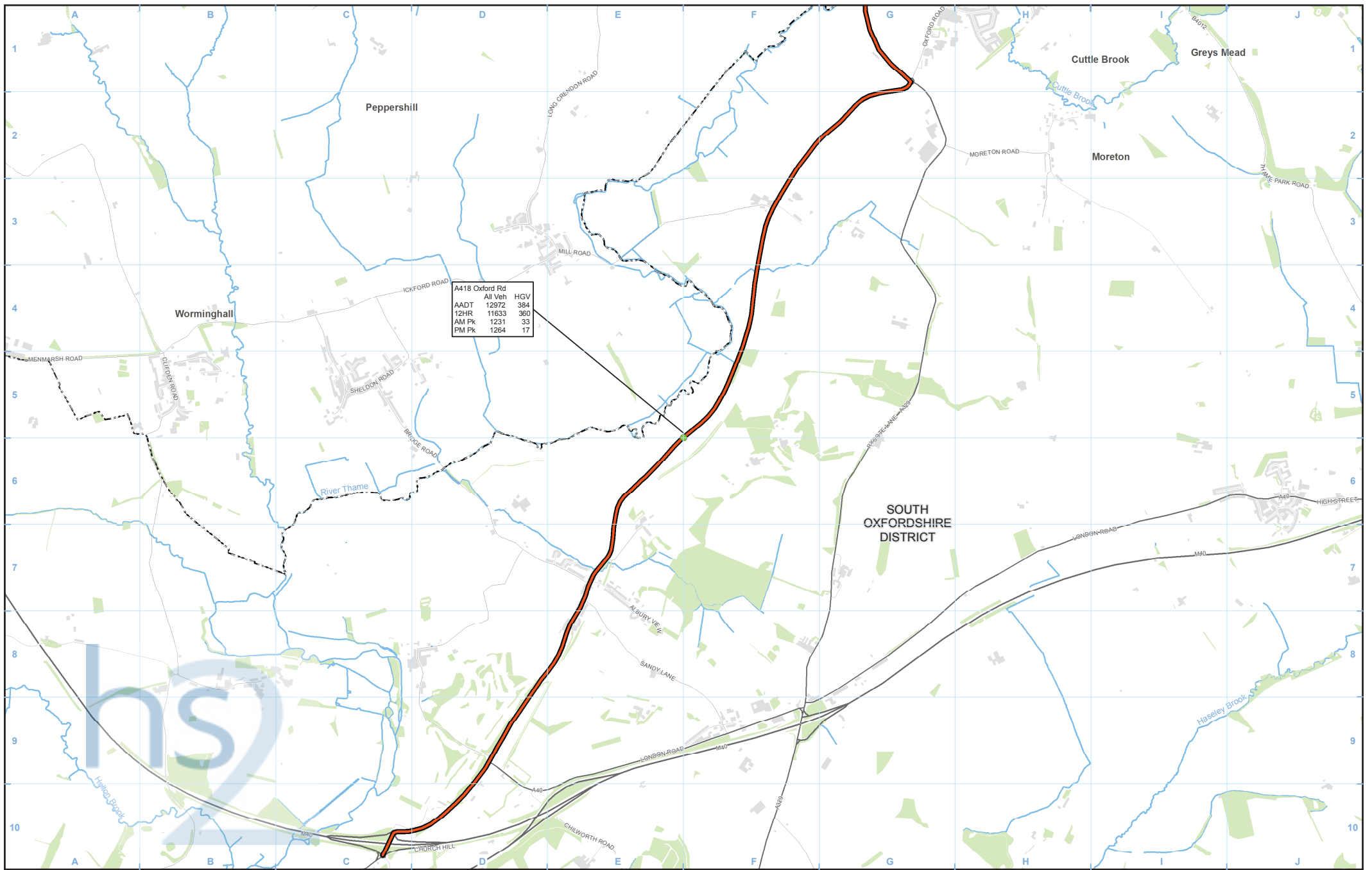
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- Legend**
- Route in tunnel
  - Route on surface
  - Depot, station, headhouse or portal building
  - Community forum boundary
  - County boundary
  - District/Borough boundary
  - Watercourse
  - Waterbody
  - Woodland
  - Construction traffic route
  - Traffic data

AADT - Annual Average Daily Traffic Flow  
 12HR - 12Hr Weekday Traffic Flow  
 AM Pk - AM Peak Hour (08:00 - 09:00) Traffic Flow  
 PM Pk - PM Peak Hour (17:00 - 18:00) Traffic Flow

Map Number **TA-16-05**

Map Name  
**2015 Supplementary Baseline Traffic Data  
 SES3 and AP4 ES**

Community Forum Area CFA11:  
 Stoke Mandeville and Aylesbury




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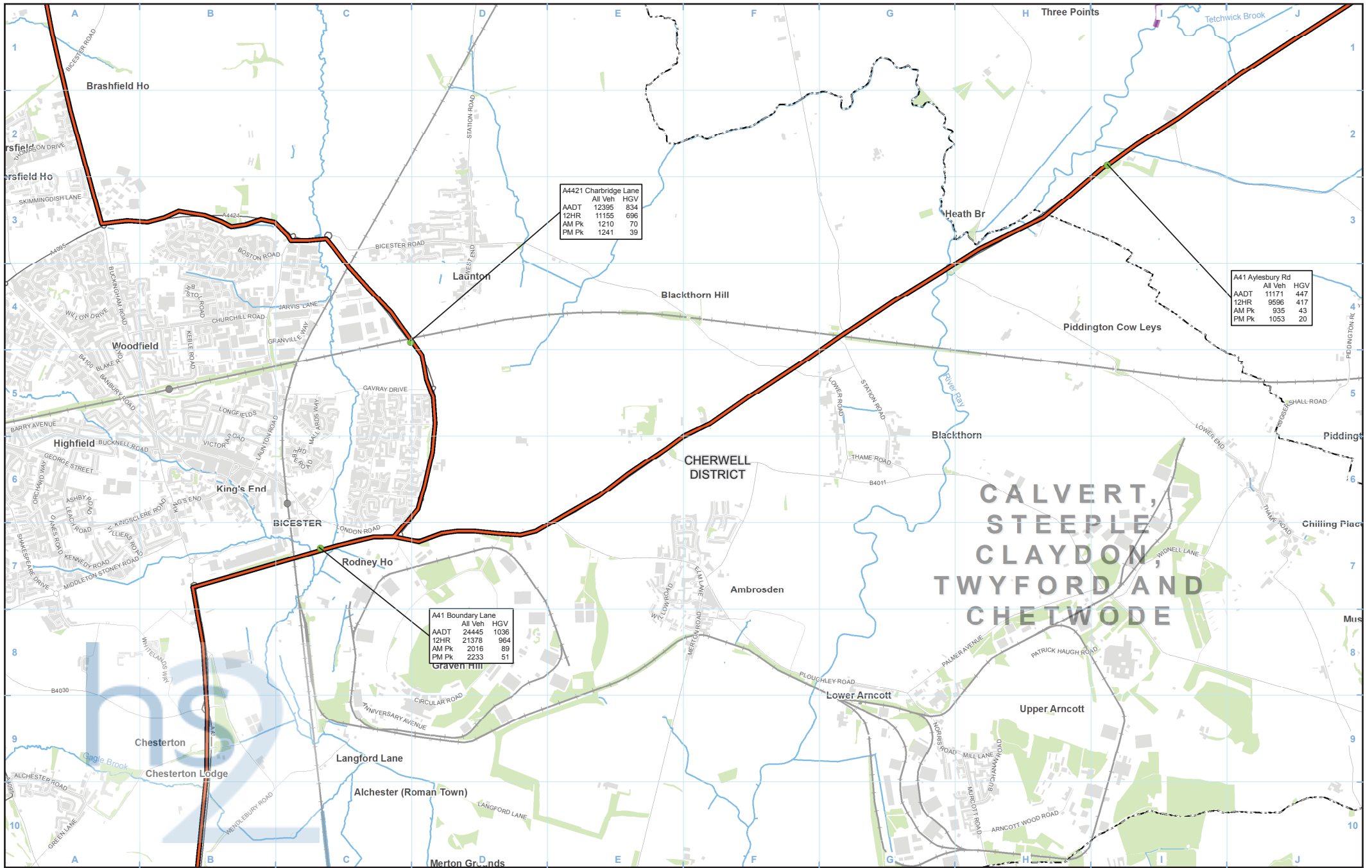
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Scale at A3: 1:25,000



Doc Number: C222-ATK-TM-MAP-020-020004-AP04-P01 **Date: 25/09/15**





# CALVERT, STEEPLE CLAYDON, TWYFORD AND CHETWODE


- Legend**
- Route in tunnel
  - Route on surface
  - Depot, station, headhouse or portal building
  - Community forum boundary
  - County boundary
  - District/Borough boundary
  - Watercourse
  - Waterbody
  - Woodland
  - Construction traffic route
  - Traffic data

AADT - Annual Average Daily Traffic Flow  
 12HR - 12Hr Weekday Traffic Flow  
 AM Pk - AM Peak Hour (08:00 - 09:00) Traffic Flow  
 PM Pk - PM Peak Hour (17:00 - 18:00) Traffic Flow

Map Number: TA-16-06

Map Name: 2015 Supplementary Baseline Traffic Data SES3 and AP4 ES

Community Forum Area CFA13:  
 Calvert, Steeple Claydon, Twyford and Chetwode




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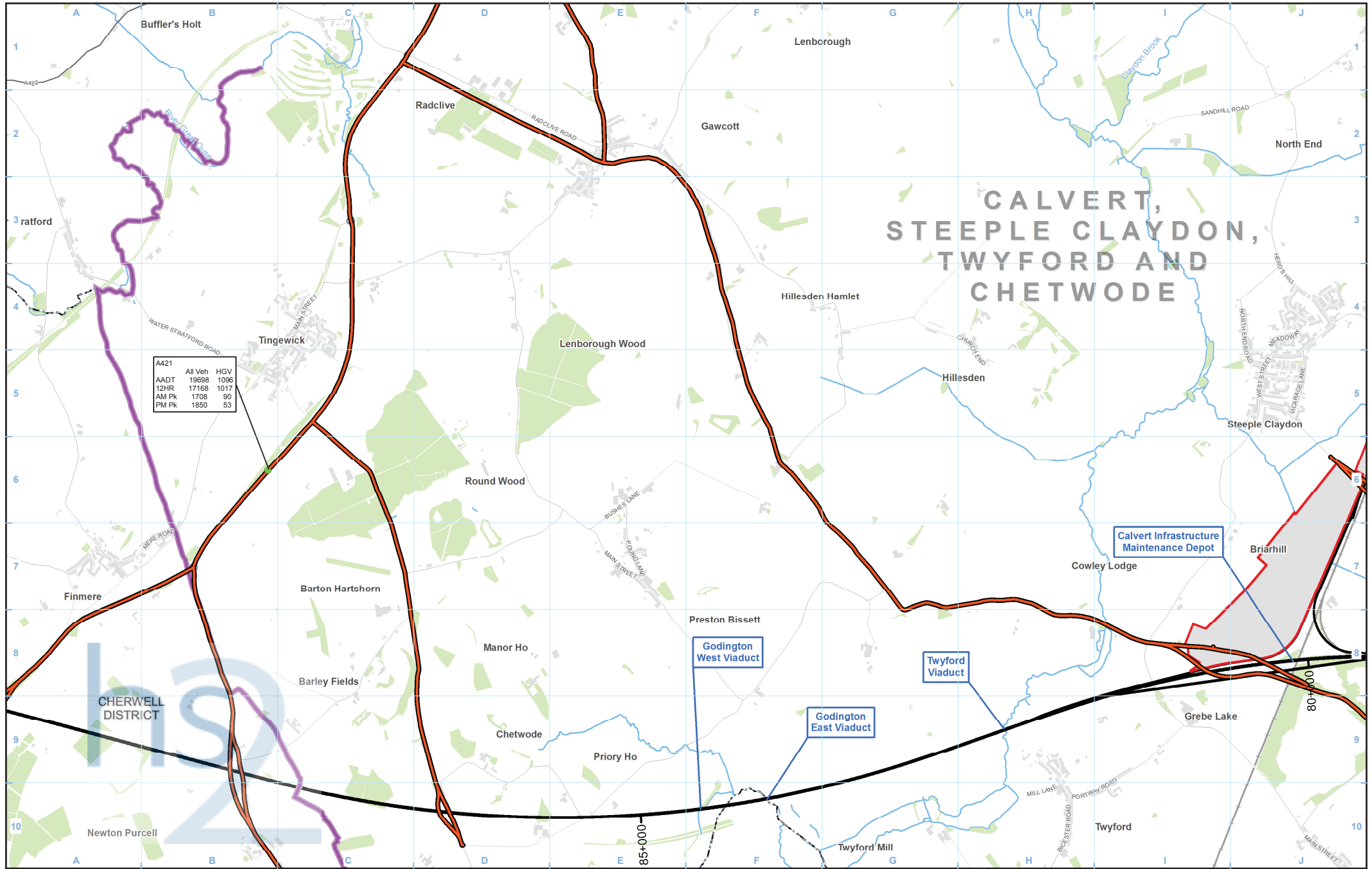
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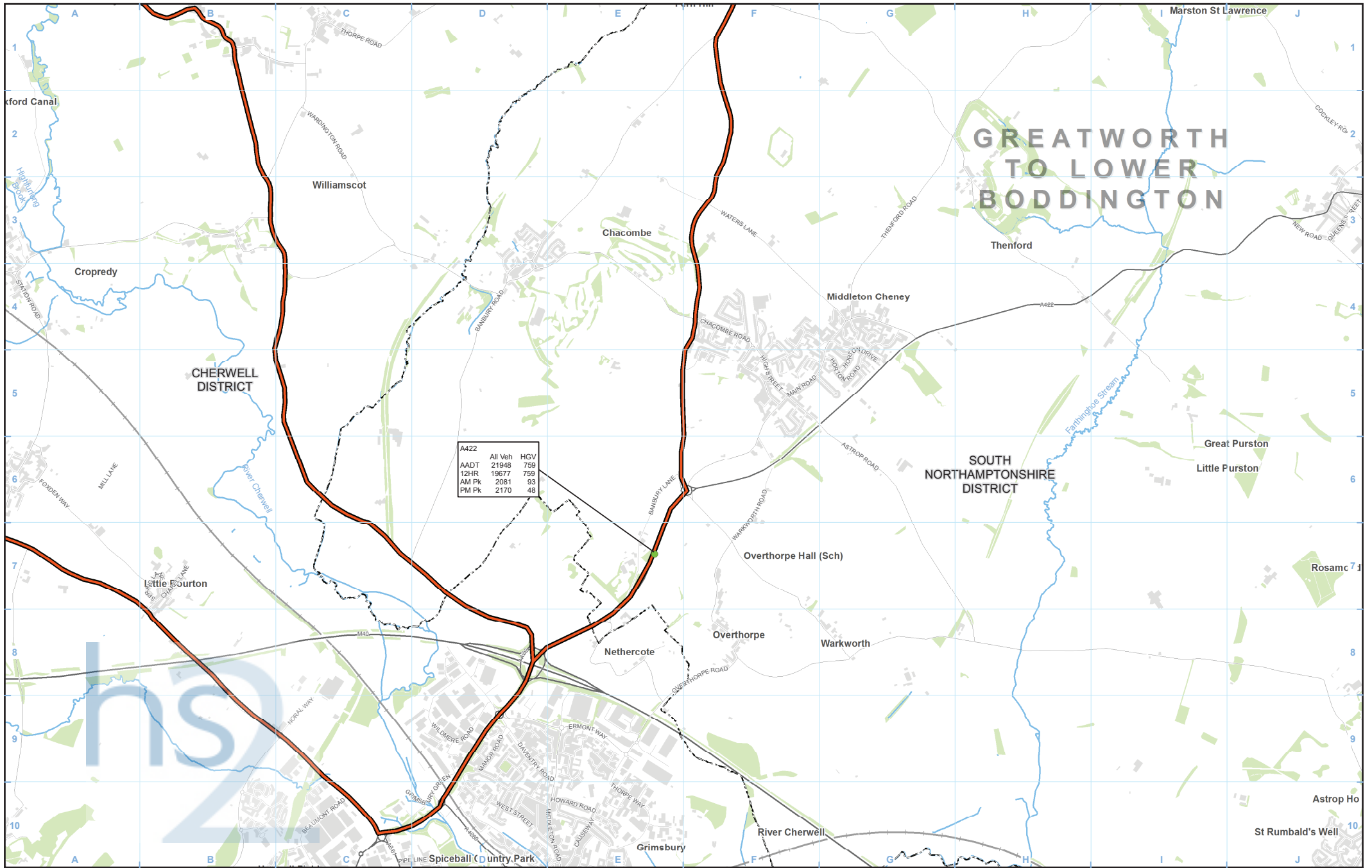


Doc Number: C222-ATK-TM-MAP-020-020005-AP04-P01 Date: 25/09/15



# CALVERT, STEEPLE CLAYDON, TWYFORD AND CHETWODE

<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Route in tunnel</li> <li>Route on surface</li> <li>Depot, station, headhouse or portal building</li> <li>Community forum boundary</li> <li>County boundary</li> <li>District/Borough boundary</li> <li>Watercourse</li> <li>Waterbody</li> <li>Woodland</li> <li>Construction traffic route</li> <li>Traffic data</li> </ul>	<p>AADT - Annual Average Daily Traffic Flow          12HR - 12Hr Weekday Traffic Flow          AM Pk - AM Peak Hour (08:00 - 09:00) Traffic Flow          PM Pk - PM Peak Hour (17:00 - 18:00) Traffic Flow</p>	<p>Map Number: TA-16-07</p> <p>Map Name: 2015 Supplementary Baseline Traffic Data SES3 and AP4 ES</p> <p>Community Forum Area CFA13:          Calvert, Steeple Claydon, Twyford and Chetwode</p>	<p>hs2</p> <p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p> <p>Registered in England. Registration number 06791686.          Registered office: One Canada Square, London, E14 5AB.</p> <p>© Crown copyright and database rights 2015.          Ordnance Survey Licence Number: 100049190.</p> <p>Scale at A3: 1:25,000</p> <p>Doc Number: C222-ATK-TM-MAP-020-020006-AP04-P01</p> <p>Date: 25/09/15</p>
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A422	All Veh	HGV
AADT	21948	759
12HR	19677	759
AM Pk	2081	93
PM Pk	2170	48

**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Waterbody
- Woodland
- Construction traffic route
- Traffic data

AADT - Annual Average Daily Traffic Flow  
 12HR - 12Hr Weekday Traffic Flow  
 AM Pk - AM Peak Hour (08:00 - 09:00) Traffic Flow  
 PM Pk - PM Peak Hour (17:00 - 18:00) Traffic Flow

Map Number: TA-16-08

Map Name: 2015 Supplementary Baseline Traffic Data SES3 and AP4 ES

Community Forum Area CFA15:  
Greatworth to Lower Boddington

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Doc Number: C222-ATK-TM-MAP-020-020007-AP04-P01

Date: 25/09/15

Scale at A3: 1:25,000

**Annex B(iv): Supplementary baseline survey report (CFA16-22)**

# Contents

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2	Survey schedules and locations	1
3	Survey data	2
	Appendix A - Automatic traffic count site data	3
	Appendix B - Junction count data	4

# 1 Introduction

- 1.1.1 This supplementary survey report presents the findings of surveys undertaken between September 2014 and July 2015 to provide additional information to the previous surveys of 2012 and 2013, in order to assess the amendments in the SES3 and AP4 revised scheme. This supplementary survey report should be read in conjunction with the original scheme baseline survey report for CFA16-22 (TR-001-000.15) and the SES and AP2 supplementary baseline survey report for CFA16-22 (TR-001.000 Transport Assessment Annexes).
- 1.1.2 The surveys were undertaken to complete a database of information where surveys could not be previously undertaken (i.e. gaps in data) or there had been a change in the project scope as a result of the SES3 and AP4 revised scheme.
- 1.1.3 The schedule of surveys is set out in the following sections, as well as the summary analysis for each survey location.

# 2 Survey schedules and locations

- 2.1.1 Schedules outlining each of the traffic and non-motorised user survey undertaken are shown in tables below:

Table 4 - ATC sites

Automatic Traffic Count surveys				
ATC Reference No.	CFA	Date	Road Name/ no.	Borough or County
ATC Site 101	18 Stoneleigh, Kenilworth and Burton Green	September 2014	Ashow Road north of Stoneleigh Road	Warwickshire
ATC Site 102	18 Stoneleigh, Kenilworth and Burton Green	September 2014	Stoneleigh Road east of A46	Warwickshire
ATC Site 103	18 Stoneleigh, Kenilworth and Burton Green	September 2014	A429 north of Stoneleigh Road	Warwickshire
ATC Site 104	18 Stoneleigh, Kenilworth and Burton Green	May 2015	Stoneleigh Road west of A46	Warwickshire
ATC Site 105	22 Whittington to Handsacre	July 2015	Eastern Avenue	Staffordshire
ATC Site 106	22 Whittington to Handsacre	July 2015	Netherstowe Lane North of Curborough	Staffordshire
ATC Site 107	22 Whittington to Handsacre	July 2015	Netherstowe Lane South of Curborough	Staffordshire

Automatic Traffic Count surveys				
ATC Reference No.	CFA	Date	Road Name/ no.	Borough or County
ATC Site 108	22 Whittington to Handsacre	July 2015	Watery Lane	Staffordshire

Table 5 - Junction count sites

Classified Turning Count surveys				
Junction Count Reference No.	CFA	Date	Junction	Borough or County
Site No MH3	18 Stoneleigh, Kenilworth and Burton Green	September 2014	B4115 Ashow Road / Stoneleigh Road	Warwickshire
Site No MH4	18 Stoneleigh, Kenilworth and Burton Green	September 2014	A46 / Stoneleigh Road	Warwickshire
Site no MH4	18 Stoneleigh, Kenilworth and Burton Green	May 2015	A46 / Stoneleigh Road	Warwickshire
Site No M2	18 Stoneleigh, Kenilworth and Burton Green	May 2015	Dalehouse Lane / Stoneleigh Road	Warwickshire
Site No M4	18 Stoneleigh, Kenilworth and Burton Green	May 2015	A429 Kenilworth Road/ Stoneleigh Road / Gibbet Hill Rd	Warwickshire

## 3 Survey data

3.1.1 Full data obtained for all surveys undertaken is shown in the Appendices below:


- Appendix A - ATC data
- Appendix B - Junction turning count

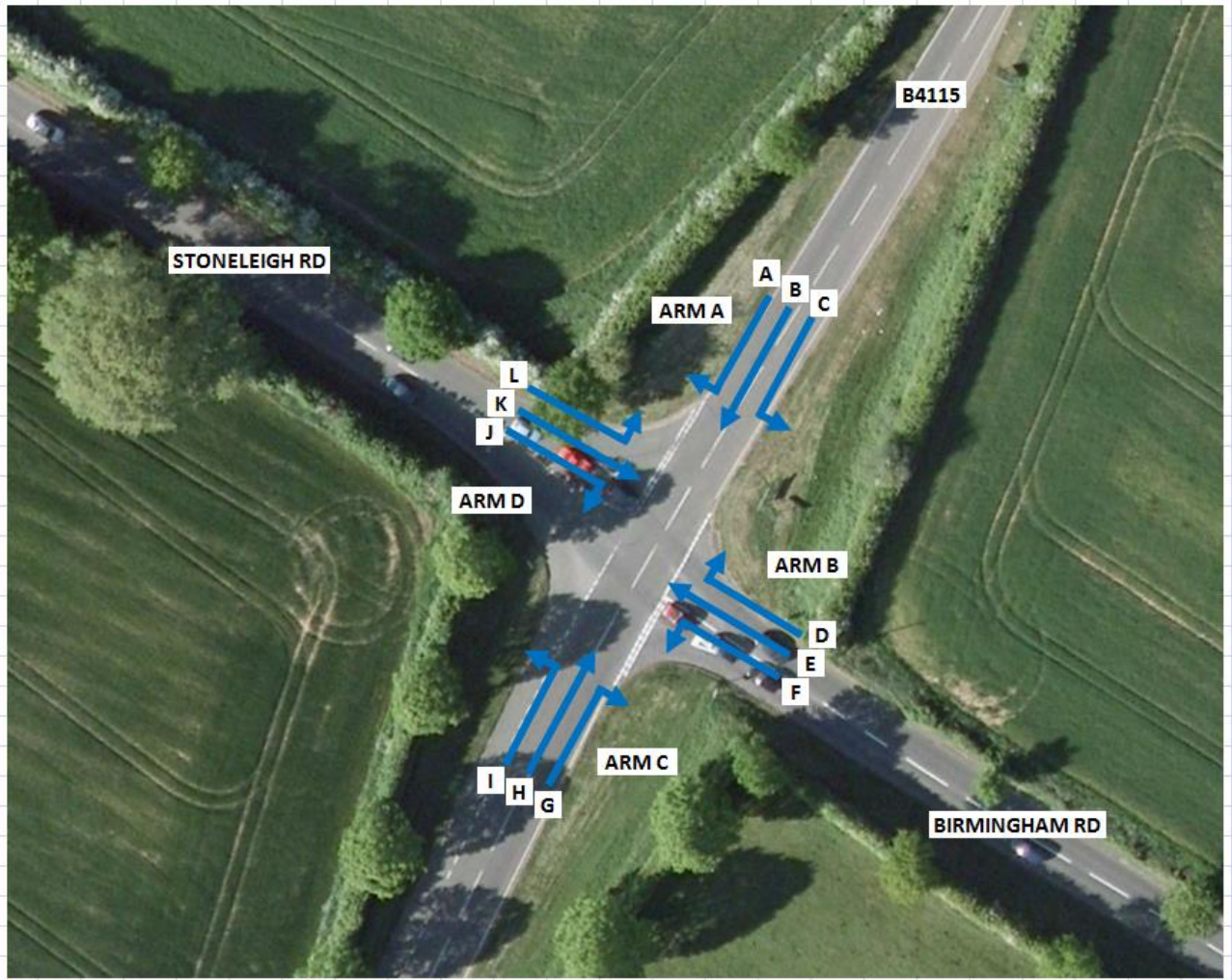
## Appendix A - Automatic traffic count site data


Road	Direction	24 Hour Weekday		18 Hour Weekday		16 Hour Weekday		12 Hour Weekday	
		Total	% HGV	Total	% HGV	Total	% HGV	Total	% HGV
Ashow Road north of Stoneleigh Road	Northbound	889	2%	882	2%	872	2%	801	2%
	Southbound	1176	2%	1166	2%	1150	2%	1036	2%
Stoneleigh Road east of A46	Eastbound	2341	1%	2321	1%	2288	1%	2099	1%
	Westbound	2387	1%	2368	1%	2336	1%	2109	1%
A429 north of Stoneleigh Road	Northbound	5464	1%	5398	1%	5235	1%	4586	1%
	Southbound	4814	1%	4573	1%	4424	1%	3716	1%
Stoneleigh Road west of A46	Northbound	9259	1%	9131	1%	8886	1%	7739	1%
	Southbound	9610	1%	9386	1%	9031	1%	7658	1%
A5192 Eastern Avenue	Northbound	7935	2%	7800	2%	7608	2%	6697	2%
	Southbound	8159	3%	7938	2%	7732	2%	6703	2%
Netherstowe Lane North of Curborough	Northbound	123	2%	115	2%	113	2%	99	2%
	Southbound	134	2%	133	2%	129	2%	110	2%
Netherstowe Lane South of Curborough	Northbound	144	3%	135	4%	133	4%	118	4%
	Southbound	163	4%	162	4%	158	4%	131	3%
Watery Lane	Northbound	1417	0%	1371	0%	1338	0%	1173	1%
	Southbound	1480	1%	1456	1%	1423	1%	1256	1%



# Appendix B - Junction count data


	CLIENT: CAPITA	REFERENCE NUMBER: QTS713
	PROJECT MANAGER: JOSHUA DALY	DATE: WED 17TH SEP 2014
	PROJECT DESCRIPTION: HS2 COVENTRY - MH3 - MCC - SITE PLAN	





	CLIENT: CAPITA	REFERENCE NUMBER: QTS713
	PROJECT MANAGER: JOSHUA DALY	DATE: WED 17TH SEP 2014
	PROJECT DESCRIPTION: HS2 COVENTRY - MH3 - MCC - ARM A	


		MOVEMENT A							MOVEMENT B							MOVEMENT C							
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	
08:00	: 08:15	28	3	0	0	0	0	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	
08:15	: 08:30	36	5	0	0	0	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	
08:30	: 08:45	33	4	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45	: 09:00	23	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>		<b>120</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
17:00	: 17:15	29	2	1	0	0	0	0	16	1	0	0	0	1	1	0	0	0	0	0	0	1	0
17:15	: 17:30	32	7	0	0	3	0	0	5	1	0	0	0	0	2	1	0	0	0	0	0	0	0
17:30	: 17:45	42	1	0	0	0	1	0	12	1	0	0	0	0	2	2	0	0	0	0	0	0	0
17:45	: 18:00	30	2	0	0	0	1	0	12	0	0	0	0	1	0	2	0	0	0	0	0	0	0
<b>TOTAL</b>		<b>133</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>DAILYTOTAL</b>		<b>253</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>GRAND TOTAL</b>		<b>287</b>							<b>102</b>							<b>7</b>							

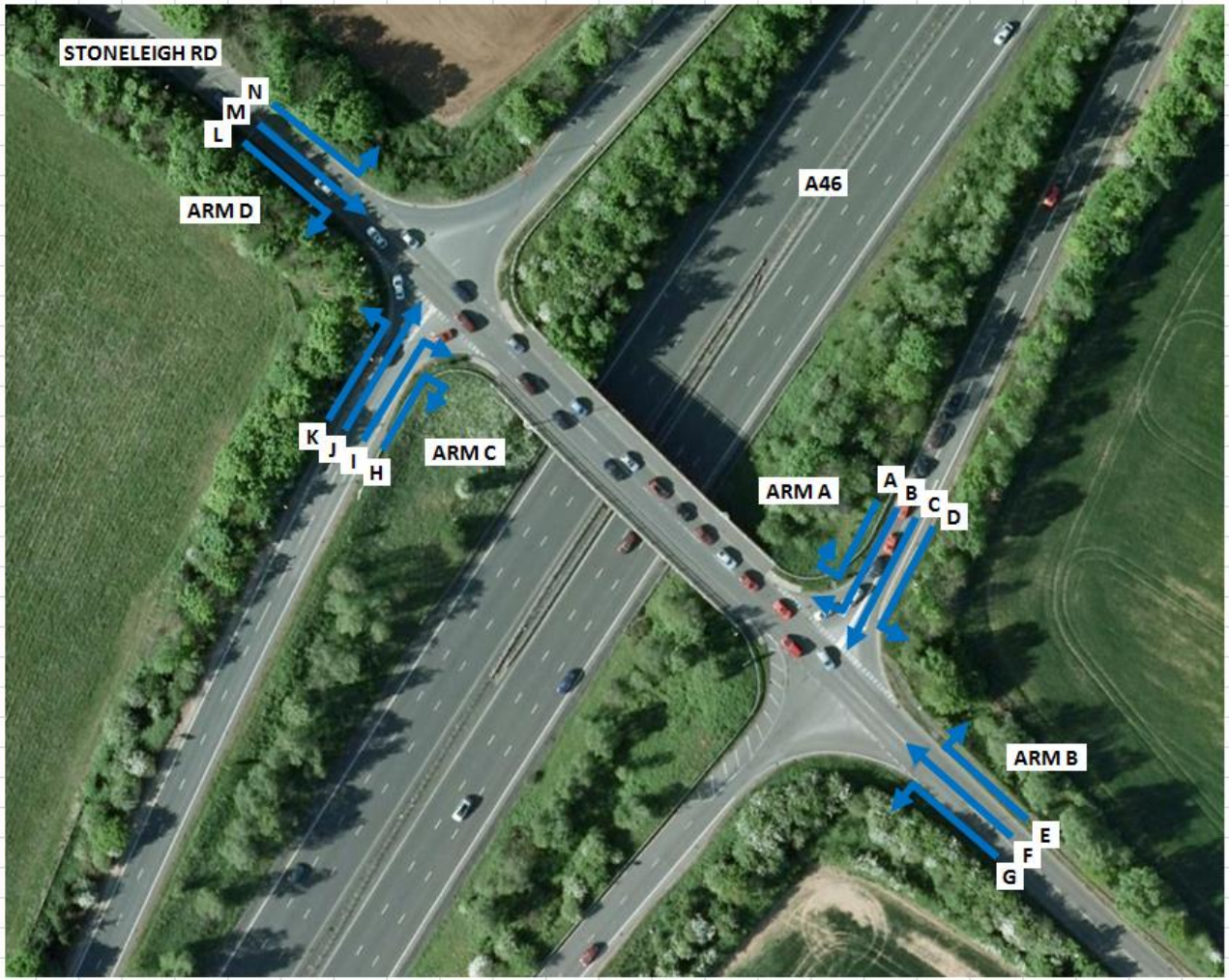
SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

		CLIENT: CAPITA														REFERENCE NUMBER: QTS713						
		PROJECT MANAGER: JOSHUA DALY														DATE: WED 17TH SEP 2014						
		PROJECT DESCRIPTION: HS2 COVENTRY - MH3 - MCC - ARM B																				
		MOVEMENT D							MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE
08:00	: 08:15	0	2	0	0	0	0	0	78	4	0	0	0	0	3	12	0	0	0	0	0	0
08:15	: 08:30	1	1	0	0	0	0	0	90	4	0	0	0	1	1	6	1	0	0	1	0	0
08:30	: 08:45	4	2	0	0	0	0	0	78	3	0	0	0	0	0	11	1	0	0	0	0	0
08:45	: 09:00	0	0	0	0	0	0	0	49	6	0	0	0	1	0	11	0	0	0	0	0	0
<b>TOTAL</b>		<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>295</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
17:00	: 17:15	1	1	0	0	0	0	0	52	2	0	0	0	0	0	10	2	0	0	0	0	1
17:15	: 17:30	1	0	0	0	0	0	0	54	4	0	0	0	0	0	8	1	0	0	0	0	0
17:30	: 17:45	0	0	0	0	0	0	0	59	6	0	0	1	1	0	20	2	0	0	0	0	1
17:45	: 18:00	0	0	0	0	0	0	0	56	0	0	0	0	0	1	6	1	0	0	0	0	1
<b>TOTAL</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>DAILYTOTAL</b>		<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>516</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>
<b>GRAND TOTAL</b>		<b>13</b>							<b>554</b>							<b>96</b>						

		CLIENT: CAPITA														REFERENCE NUMBER: QTS713						
		PROJECT MANAGER: JOSHUA DALY														DATE: WED 17TH SEP 2014						
		PROJECT DESCRIPTION: HS2 COVENTRY - MH3 - MCC - ARM C																				
		MOVEMENT G							MOVEMENT H							MOVEMENT I						
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE
08:00	: 08:15	15	0	0	0	0	0	0	25	3	0	0	0	0	0	5	2	0	0	0	0	0
08:15	: 08:30	13	3	0	0	0	1	2	33	2	0	0	0	0	1	3	0	0	0	0	0	0
08:30	: 08:45	19	1	0	0	0	0	0	22	3	0	0	0	0	0	3	0	0	0	0	0	0
08:45	: 09:00	11	1	0	0	0	0	0	14	1	0	0	0	1	0	2	0	0	0	0	0	0
<b>TOTAL</b>		<b>58</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>94</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	: 17:15	9	0	0	0	0	0	0	11	0	0	0	0	1	0	3	0	0	0	0	0	0
17:15	: 17:30	7	1	0	0	0	0	0	12	1	0	0	0	0	3	1	0	0	0	0	0	0
17:30	: 17:45	5	0	0	0	0	0	0	7	1	1	0	0	0	2	2	0	1	0	0	0	0
17:45	: 18:00	3	0	0	0	0	0	0	14	0	0	0	0	0	0	1	0	0	0	0	0	0
<b>TOTAL</b>		<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DAILYTOTAL</b>		<b>82</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>138</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GRAND TOTAL</b>		<b>91</b>							<b>158</b>							<b>23</b>						

		CLIENT: CAPITA														REFERENCE NUMBER: QTS713						
		PROJECT MANAGER: JOSHUA DALY														DATE: WED 17TH SEP 2014						
		PROJECT DESCRIPTION: HS2 COVENTRY - MH3 - MCC - ARM D																				
		MOVEMENT J							MOVEMENT K							MOVEMENT L						
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE
08:00	: 08:15	14	2	0	0	1	0	0	52	10	0	0	0	0	0	18	2	0	0	0	0	0
08:15	: 08:30	21	0	0	0	0	0	0	48	6	0	0	0	0	1	32	4	0	0	0	0	0
08:30	: 08:45	25	0	0	0	0	0	0	61	9	0	0	0	0	1	18	2	0	1	0	0	0
08:45	: 09:00	13	4	1	0	0	0	0	64	9	0	0	1	0	0	17	6	1	0	0	0	0
<b>TOTAL</b>		<b>73</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	: 17:15	6	2	0	0	0	0	1	77	5	0	0	1	1	0	17	1	0	0	1	0	0
17:15	: 17:30	18	3	0	0	0	0	1	67	9	0	0	0	2	0	26	0	0	0	0	0	0
17:30	: 17:45	19	0	0	0	0	0	0	66	2	0	0	0	2	0	18	3	0	0	1	0	0
17:45	: 18:00	21	2	0	0	0	0	0	59	5	0	0	0	1	0	15	3	1	0	1	0	0
<b>TOTAL</b>		<b>64</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>269</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>DAILYTOTAL</b>		<b>137</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>494</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>161</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>GRAND TOTAL</b>		<b>154</b>							<b>559</b>							<b>188</b>						

	CLIENT: CAPITA	REFERENCE NUMBER: QTS713
	PROJECT MANAGER: JOSHUA DALY	DATE: WED 17TH SEP 2014
	PROJECT DESCRIPTION: HS2 COVENTRY - MH4 - MCC - SITE PLAN	



CLIENT: CAPITA	REFERENCE NUMBER: QTS713
PROJECT MANAGER: JOSHUA DALY	DATE: WED 17TH SEP 2014
PROJECT DESCRIPTION: HS2 COVENTRY - MH4 - MCC - ARM A	

		MOVEMENT A (U-TURN)							MOVEMENT B							MOVEMENT C							MOVEMENT D							
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	
08:00	08:15	0	0	1	0	0	0	0	35	7	2	0	0	0	0	1	0	0	0	0	0	0	30	7	0	0	0	0	0	
08:15	08:30	0	0	0	0	0	0	0	34	5	1	0	0	0	0	1	0	0	0	0	0	0	29	1	1	0	0	0	0	
08:30	08:45	0	0	0	0	0	0	0	40	10	3	0	1	3	0	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	37	13	1	0	0	0	0	1	0	0	0	0	0	0	37	7	0	0	0	0	0	
TOTAL		0	0	1	0	0	0	0	146	35	7	0	1	3	0	2	1	0	0	0	0	0	136	18	1	0	0	0	0	
17:00	17:15	0	0	0	0	0	0	0	47	2	0	0	0	1	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	
17:15	17:30	0	0	0	0	0	0	0	42	6	0	0	2	0	0	0	0	0	0	0	0	0	39	4	0	0	0	0	1	
17:30	17:45	0	0	0	0	0	0	0	50	3	0	0	1	1	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	
17:45	18:00	0	0	0	0	0	0	0	55	2	0	0	0	1	0	1	0	0	0	0	0	0	36	3	0	0	0	0	0	
TOTAL		0	0	0	0	0	0	0	194	13	0	0	3	3	0	1	0	0	0	0	0	0	120	11	0	0	0	0	1	
DAILY TOTAL		0	0	1	0	0	0	0	340	48	7	0	4	6	0	3	1	0	0	0	0	0	256	29	1	0	0	0	1	
GRAND TOTAL		1							405							4							287							


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

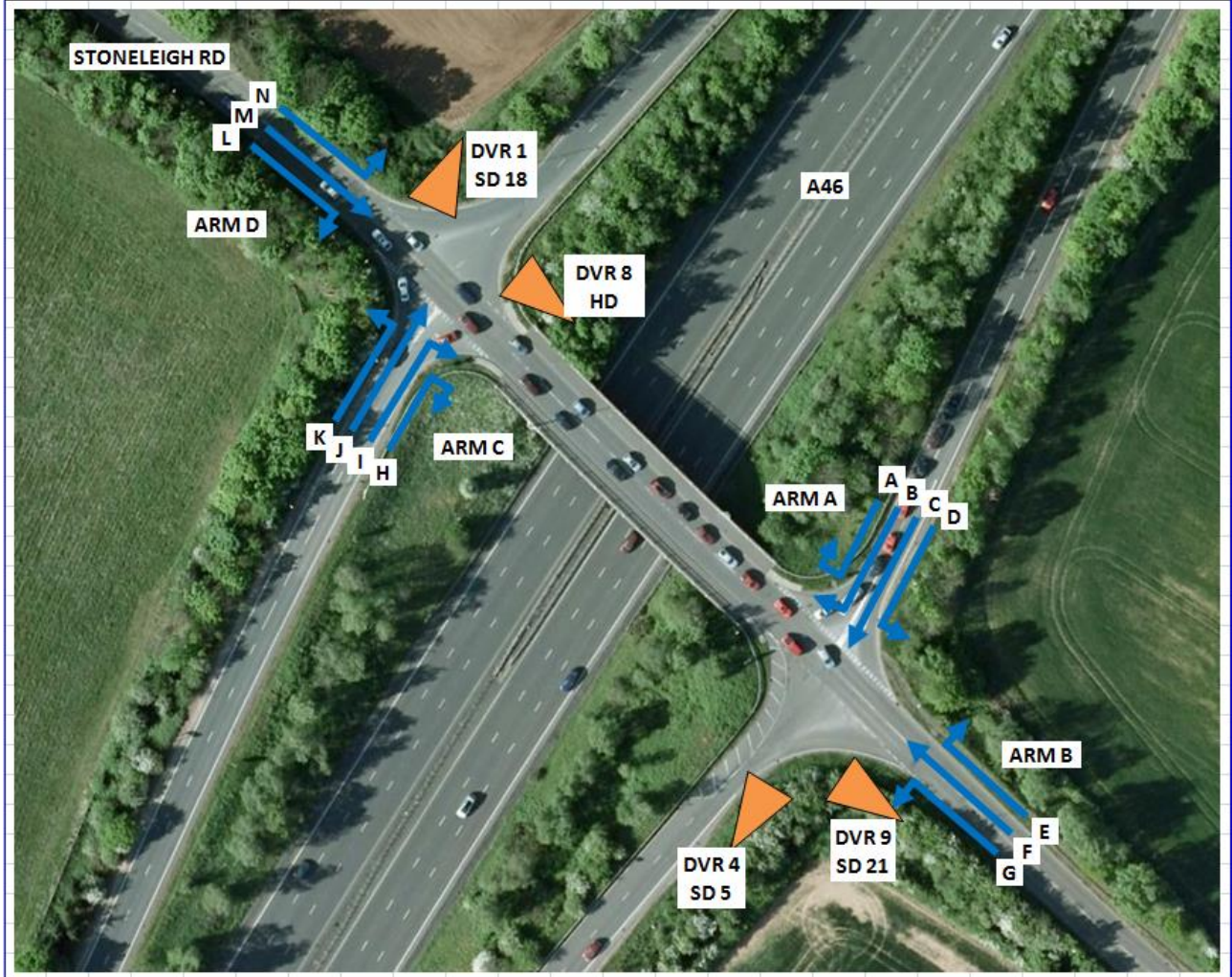
		CLIENT: CAPITA								REFERENCE NUMBER: QTS713												
		PROJECT MANAGER: JOSHUA DALY								DATE:												
		PROJECT DESCRIPTION: HS2 COVENTRY - MH4 - MCC - ARM B																				
		MOVEMENT E							MOVEMENT F							MOVEMENT G						
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE
08:00	: 08:15	9	1	0	0	0	0	0	81	4	0	0	0	0	3	33	1	1	0	0	0	0
08:15	: 08:30	15	1	0	0	0	0	0	66	4	0	0	0	1	0	37	3	2	0	0	0	0
08:30	: 08:45	7	0	0	0	0	0	0	68	5	1	0	0	0	0	29	3	1	0	0	0	0
08:45	: 09:00	5	1	0	0	0	0	0	48	4	0	0	0	1	0	24	4	0	0	0	0	0
<b>TOTAL</b>		<b>36</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>263</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>123</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	: 17:15	5	0	0	0	0	0	0	51	1	1	0	0	0	0	30	3	0	0	0	0	0
17:15	: 17:30	8	0	0	0	0	0	0	51	4	0	0	3	0	0	34	5	0	0	0	0	0
17:30	: 17:45	8	3	1	0	0	0	0	56	6	1	0	2	1	0	38	1	0	0	0	1	0
17:45	: 18:00	7	0	0	0	0	0	0	63	1	0	0	1	1	1	24	2	0	0	0	0	0
<b>TOTAL</b>		<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>126</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>DAILYTOTAL</b>		<b>64</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>484</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>249</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>GRAND TOTAL</b>		<b>71</b>							<b>530</b>							<b>276</b>						


		CLIENT: CAPITA								REFERENCE NUMBER: QTS713																			
		PROJECT MANAGER: JOSHUA DALY								DATE: WED 17TH SEP 2014																			
		PROJECT DESCRIPTION: HS2 COVENTRY - MH4 - MCC - ARM C																											
		MOVEMENT H (U-TURN)							MOVEMENT I							MOVEMENT J							MOVEMENT K						
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE
08:00	: 08:15	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	98	6	0	0	1	0	0
08:15	: 08:30	0	0	0	0	0	0	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	70	10	2	1	0	0	0
08:30	: 08:45	0	0	0	0	0	0	0	11	5	0	1	0	0	2	0	0	0	0	0	0	0	78	9	0	0	3	0	0
08:45	: 09:00	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	66	6	0	0	2	0	0
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>312</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>
17:00	: 17:15	0	0	0	0	0	0	0	18	1	0	0	1	0	0	0	0	0	0	0	0	0	104	5	1	0	4	1	0
17:15	: 17:30	1	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	99	13	0	0	1	0	0
17:30	: 17:45	0	0	0	0	0	0	0	25	1	0	0	1	0	0	2	0	0	0	0	0	0	90	11	0	0	1	0	0
17:45	: 18:00	0	0	0	0	0	0	0	20	2	1	0	1	0	0	1	0	0	0	0	0	0	105	8	0	0	1	1	0
<b>TOTAL</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>398</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>
<b>DAILYTOTAL</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>710</b>	<b>68</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>0</b>
<b>GRAND TOTAL</b>		<b>1</b>							<b>174</b>							<b>5</b>							<b>797</b>						

		PROJECT MANAGER: JOSHUA DALY								DATE:												
		PROJECT DESCRIPTION: HS2 COVENTRY - MH4 - MCC - ARM D																				
		MOVEMENT L							MOVEMENT M							MOVEMENT N						
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE
08:00	: 08:15	91	15	1	0	2	0	0	38	5	0	0	1	0	0	84	5	0	0	0	1	0
08:15	: 08:30	71	8	1	0	0	1	0	50	6	0	0	0	0	0	49	0	0	0	0	0	0
08:30	: 08:45	64	8	0	0	2	0	0	53	1	1	0	0	0	1	59	2	1	0	0	0	0
08:45	: 09:00	48	4	1	0	0	0	0	45	7	1	0	0	0	0	44	2	0	0	2	0	0
<b>TOTAL</b>		<b>274</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>186</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>236</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>
17:00	: 17:15	81	7	0	0	2	1	0	61	5	0	0	1	1	1	38	3	2	1	0	0	0
17:15	: 17:30	107	2	0	0	0	1	0	60	6	0	0	0	0	2	34	4	0	0	1	0	0
17:30	: 17:45	96	9	0	0	1	1	0	46	3	0	0	0	0	1	24	2	0	0	1	0	0
17:45	: 18:00	79	2	0	0	1	1	0	40	5	0	0	0	0	1	38	1	0	0	1	1	0
<b>TOTAL</b>		<b>363</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>207</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>134</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>
<b>DAILYTOTAL</b>		<b>637</b>	<b>55</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>393</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>370</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>
<b>GRAND TOTAL</b>		<b>708</b>							<b>442</b>							<b>400</b>						

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)


	CLIENT: CAPITA	REFERENCE NUMBER: QTS05112
	PROJECT MANAGER: ROBERT FORD	DATE: THUR 14TH MAY 15
	PROJECT DESCRIPTION: HS2 COVENTRY - SITE MH4 - MANUAL CLASSIFIED COUNT SITE PLAN	





	CLIENT: CAPITA	REFERENCE NUMBER: QTS05112
	PROJECT MANAGER: ROBERT FORD	DATE: THUR 14TH MAY 15
	PROJECT DESCRIPTION: HS2 COVENTRY - SITE MH4 - MANUAL CLASSIFIED COUNT	


		MOVEMENT A							MOVEMENT B							MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE
08:00	08:15	0	0	0	0	0	0	0	31	8	2	0	0	0	0	0	1	0	0	0	0	0	41	5	1	0	0	0	0
08:15	08:30	0	1	0	0	0	0	0	34	6	2	0	0	0	1	0	0	0	0	0	0	36	6	1	0	0	0	0	
08:30	08:45	1	0	0	0	0	0	0	27	6	0	0	1	0	0	0	0	0	0	0	0	0	26	3	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	39	4	1	0	0	0	0	0	0	0	0	0	0	17	1	0	1	0	0	0	
TOTAL		1	1	0	0	0	0	0	131	24	5	0	1	0	0	1	1	0	0	0	0	0	120	15	2	1	0	0	0
17:00	17:15	1	0	0	0	0	0	0	35	1	0	0	2	1	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	36	0	0	0	2	0	0	1	0	0	0	0	0	0	42	2	0	1	0	1	0
17:30	17:45	0	0	0	0	0	0	0	36	1	0	0	1	0	0	1	0	0	0	0	0	0	38	1	0	0	1	0	0
17:45	18:00	0	0	0	0	0	0	0	40	2	0	0	1	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	147	4	0	0	6	1	0	2	0	0	0	0	0	0	130	6	0	1	1	1	0
DAILY TOTAL		2	1	0	0	0	0	0	278	28	5	0	7	1	0	3	1	0	0	0	0	0	250	21	2	2	1	1	0
GRAND TOTAL		3							319							4							277						

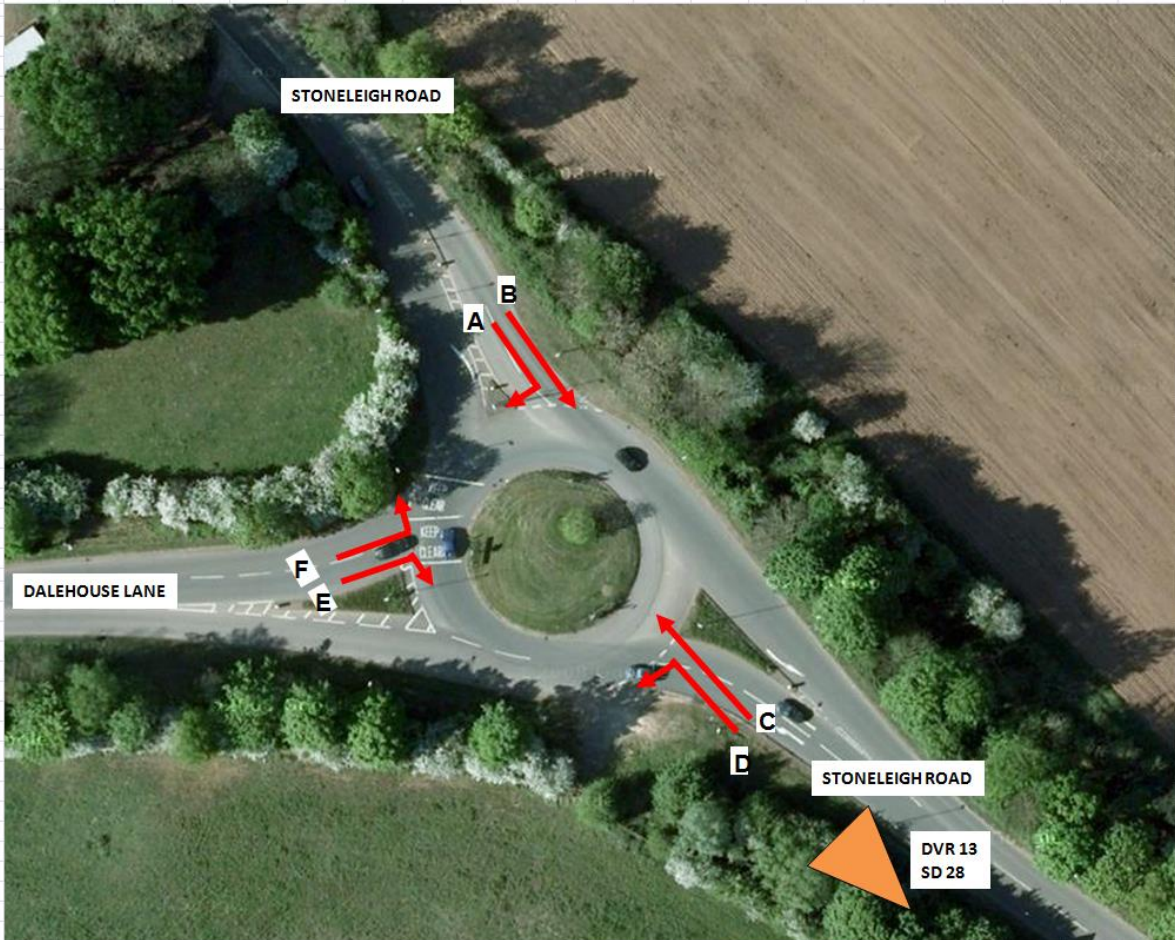
SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)


		CLIENT: CAPITA														REFERENCE NUMBER: QTS05112											
		PROJECT MANAGER: ROBERT FORD														DATE: THUR 14TH MAY 15											
		PROJECT DESCRIPTION: HS2 COVENTRY - SITE MH4 - MANUAL CLASSIFIED COUNT																									
		MOVEMENT E							MOVEMENT F							MOVEMENT G											
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE					
08:00	: 08:15	4	1	0	0	0	0	0	113	5	0	0	0	0	0	37	3	2	1	0	0	0					
08:15	: 08:30	3	0	0	0	0	0	0	104	6	0	0	0	0	0	41	3	1	0	0	0	0					
08:30	: 08:45	2	1	0	0	0	0	0	109	4	0	0	0	0	0	35	0	1	0	0	0	0					
08:45	: 09:00	1	0	0	0	0	0	0	75	8	0	0	0	0	0	13	0	1	1	0	0	0					
<b>TOTAL</b>		<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>401</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>					
17:00	: 17:15	4	0	0	0	0	0	0	50	5	0	0	1	0	0	42	3	0	0	0	0	0					
17:15	: 17:30	7	1	0	0	0	0	0	53	3	0	0	0	0	0	48	2	0	1	0	0	0					
17:30	: 17:45	1	0	0	0	0	0	0	77	4	0	0	0	0	0	40	0	0	0	0	0	0					
17:45	: 18:00	0	0	0	0	0	0	0	79	2	0	0	1	0	0	32	1	0	0	0	0	0					
<b>TOTAL</b>		<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>162</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>					
<b>DAILYTOTAL</b>		<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>660</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>288</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>					
<b>GRAND TOTAL</b>		<b>25</b>							<b>699</b>							<b>308</b>											


		CLIENT: CAPITA														REFERENCE NUMBER: QTS05112															
		PROJECT MANAGER: ROBERT FORD														DATE: THUR 14TH MAY 15															
		PROJECT DESCRIPTION: HS2 COVENTRY - SITE MH4 - MANUAL CLASSIFIED COUNT																													
		MOVEMENT H							MOVEMENT I							MOVEMENT J							MOVEMENT K								
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE		
08:00	: 08:15	1	0	0	0	0	0	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	131	3	0	1	0	0	0
08:15	: 08:30	1	0	0	0	0	0	0	36	6	0	1	0	0	2	0	0	0	0	0	0	0	0	0	135	2	0	0	1	0	0
08:30	: 08:45	1	1	0	0	0	0	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	5	0	1	1	0	0
08:45	: 09:00	0	0	0	0	0	0	0	17	2	0	1	1	0	0	3	0	0	0	0	0	0	0	0	139	7	1	0	1	0	0
<b>TOTAL</b>		<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>531</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
17:00	: 17:15	1	0	0	0	0	0	0	37	3	1	0	1	0	0	2	0	0	0	0	0	0	0	0	117	9	0	0	5	1	0
17:15	: 17:30	2	0	0	0	0	0	0	24	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	124	12	1	0	2	0	0
17:30	: 17:45	0	0	0	0	0	0	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	3	0	0	1	1	0
17:45	: 18:00	1	0	0	0	0	0	0	27	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	139	6	1	1	4	0	0
<b>TOTAL</b>		<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>505</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>
<b>DAILYTOTAL</b>		<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1036</b>	<b>47</b>	<b>3</b>	<b>3</b>	<b>15</b>	<b>2</b>	<b>0</b>
<b>GRAND TOTAL</b>		<b>8</b>							<b>262</b>							<b>10</b>							<b>1106</b>								

		CLIENT: CAPITA														REFERENCE NUMBER: QTS05112											
		PROJECT MANAGER: ROBERT FORD														DATE: THUR 14TH MAY 15											
		PROJECT DESCRIPTION: HS2 COVENTRY - SITE MH4 - MANUAL CLASSIFIED COUNT																									
		MOVEMENT L							MOVEMENT M							MOVEMENT N											
		CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE					
08:00	: 08:15	87	5	1	0	0	0	0	54	7	0	1	1	0	0	72	4	0	0	1	0	0					
08:15	: 08:30	94	13	0	0	4	0	0	41	6	1	2	0	0	67	11	2	0	0	0	0						
08:30	: 08:45	87	11	3	1	0	0	0	66	11	0	1	2	0	0	71	6	3	1	0	0	0					
08:45	: 09:00	44	7	1	1	3	0	0	55	1	1	3	0	0	0	41	3	1	0	1	0	0					
<b>TOTAL</b>		<b>312</b>	<b>36</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>25</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>251</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>					
17:00	: 17:15	113	1	0	0	2	0	0	58	3	0	2	0	0	0	34	4	1	0	0	0	0					
17:15	: 17:30	103	3	0	0	4	3	0	81	3	1	2	0	0	0	37	1	1	0	0	0	0					
17:30	: 17:45	106	7	0	0	0	0	0	44	0	0	1	0	0	0	31	3	0	1	1	0	0					
17:45	: 18:00	94	3	0	0	2	0	0	50	5	0	1	0	0	0	29	1	0	0	2	0	0					
<b>TOTAL</b>		<b>416</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>233</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>					
<b>DAILYTOTAL</b>		<b>728</b>	<b>50</b>	<b>5</b>	<b>2</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>449</b>	<b>36</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>382</b>	<b>33</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>					
<b>GRAND TOTAL</b>		<b>803</b>							<b>504</b>							<b>430</b>											


	CLIENT: CAPITA	REFERENCE NUMBER: QTS05112
	PROJECT MANAGER: ROBERT FORD	DATE: THUR 14TH MAY 15
	PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M2 - MANUAL CLASSIFIED COUNT SITE PLAN	




	CLIENT: CAPITA							REF NUMBER: QTS05112							
	PROJECT MANAGER: ROBERT FORD							DATE: THUR 14TH MAY 15							
	PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M2 - MANUAL CLASSIFIED COUNT DATA														
		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
08:00	: 08:15	6	3	0	0	0	0	0	113	5	0	0	2	0	0
08:15	: 08:30	15	1	0	0	0	0	0	222	18	3	0	3	0	0
08:30	: 08:45	8	0	0	0	0	0	0	109	19	5	1	1	0	0
08:45	: 09:00	6	3	0	0	0	0	0	66	8	4	1	3	0	0
TOTAL		35	7	0	0	0	0	0	510	50	12	2	9	0	0
PERIOD TOTAL		35	7	0	0	0	0	0	510	50	12	2	9	0	0
17:00	: 17:15	7	0	0	0	0	0	0	159	3	1	0	2	0	0
17:15	: 17:30	8	2	0	0	0	0	0	159	5	0	0	4	3	0
17:30	: 17:45	7	0	0	0	0	0	0	150	6	1	0	1	0	0
17:45	: 18:00	2	1	0	0	0	0	0	137	5	0	0	2	0	0
TOTAL		24	3	0	0	0	0	0	605	19	2	0	9	3	0
PERIOD TOTAL		24	3	0	0	0	0	0	605	19	2	0	9	3	0
DAILY TOTAL		59	10	0	0	0	0	0	1115	69	14	2	18	3	0
GRAND TOTAL		69							1221						

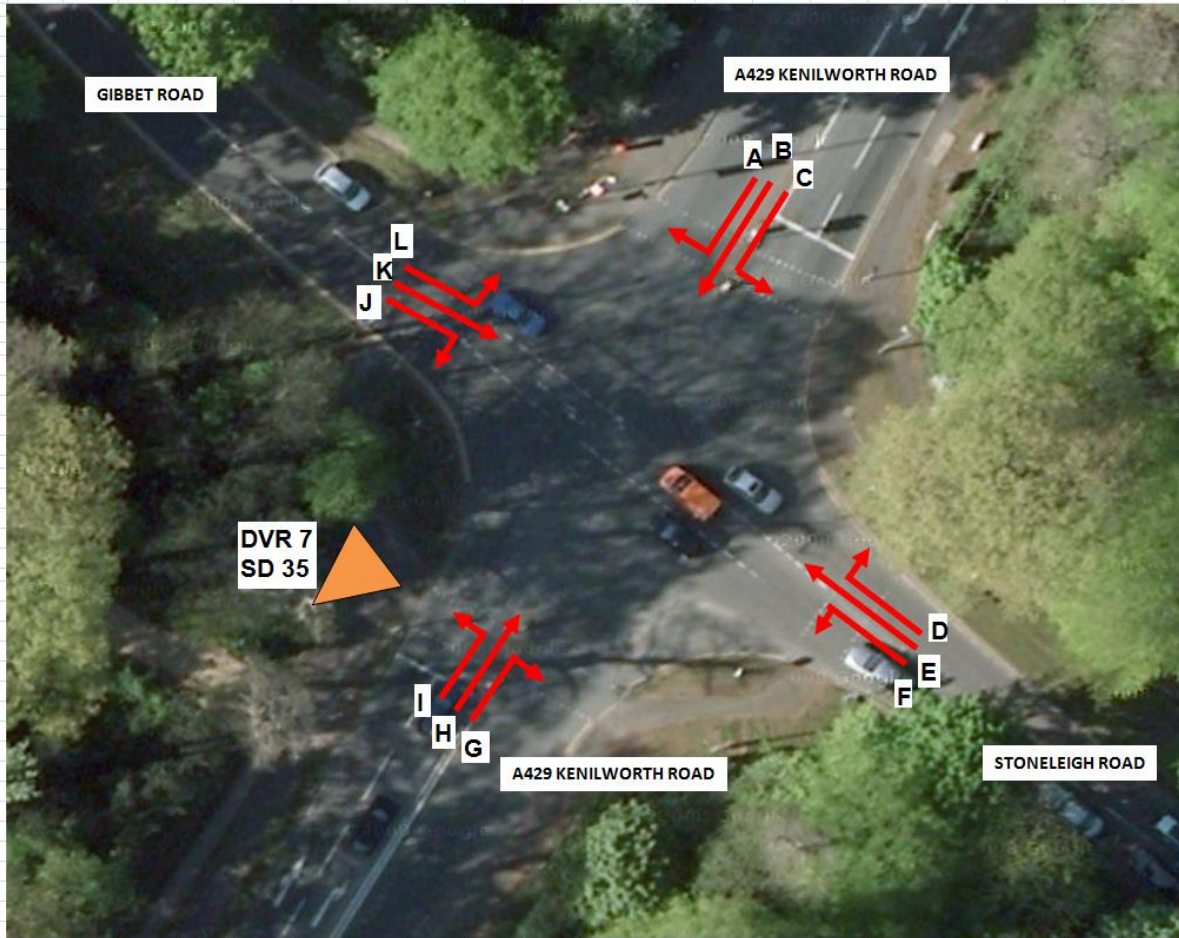
	CLIENT: CAPITA							REF NUMBER: QTS05112							
	PROJECT MANAGER: ROBERT FORD							DATE: THUR 14TH MAY 15							
	PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M2 - MANUAL CLASSIFIED COUNT DATA														
		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
08:00	: 08:15	202	6	2	0	0	0	0	64	10	0	0	0	2	0
08:15	: 08:30	190	5	0	0	1	0	0	75	13	1	0	0	0	0
08:30	: 08:45	202	6	1	1	0	0	0	55	10	0	0	2	0	0
08:45	: 09:00	209	8	4	0	0	1	0	48	9	2	0	2	0	0
TOTAL		803	25	7	1	1	1	0	242	42	3	0	4	2	0
PERIOD TOTAL		803	25	7	1	1	1	0	242	42	3	0	4	2	0
17:00	: 17:15	130	12	0	0	3	1	0	68	6	0	0	5	1	0
17:15	: 17:30	142	12	0	0	1	0	0	82	2	1	0	3	0	0
17:30	: 17:45	150	5	1	0	1	1	0	89	3	1	0	1	0	0
17:45	: 18:00	164	7	1	1	4	0	0	86	6	0	0	2	0	0
TOTAL		586	36	2	1	9	2	0	325	17	2	0	11	1	0
PERIOD TOTAL		586	36	2	1	9	2	0	325	17	2	0	11	1	0
DAILY TOTAL		1389	61	9	2	10	3	0	567	59	5	0	15	3	0
GRAND TOTAL		1474							649						




	<b>CLIENT:</b> CAPITA							<b>REF NUMBER:</b> QTS05112							
	<b>PROJECT MANAGER:</b> ROBERT FORD							<b>DATE:</b> THUR 14TH MAY 15							
	<b>PROJECT DESCRIPTION:</b> HS2 - KENILWORTH - SITE M2 - MANUAL CLASSIFIED COUNT DATA														
		<b>MOVEMENT E</b>							<b>MOVEMENT F</b>						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
08:00	: 08:15	116	4	2	0	1	0	0	9	0	0	0	0	0	0
08:15	: 08:30	104	8	1	0	0	0	0	14	0	0	0	0	0	0
08:30	: 08:45	104	5	3	0	2	0	0	7	1	0	0	0	0	0
08:45	: 09:00	77	3	1	0	2	1	0	5	1	1	0	0	0	0
TOTAL		401	20	7	0	5	1	0	35	2	1	0	0	0	0
PERIOD TOTAL		401	20	7	0	5	1	0	35	2	1	0	0	0	0
17:00	: 17:15	55	2	0	0	1	0	0	8	1	0	0	0	0	0
17:15	: 17:30	41	3	1	0	1	0	0	5	1	1	0	0	0	0
17:30	: 17:45	49	3	0	0	1	3	0	9	1	0	0	0	0	0
17:45	: 18:00	42	1	0	0	1	0	0	10	3	1	0	0	0	0
TOTAL		187	9	1	0	4	3	0	32	6	2	0	0	0	0
PERIOD TOTAL		187	9	1	0	4	3	0	32	6	2	0	0	0	0
DAILY TOTAL		588	29	8	0	9	4	0	67	8	3	0	0	0	0
GRAND TOTAL		638							78						


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)


	CLIENT: CAPITA	REFERENCE NUMBER: QTS05112
	PROJECT DIRECTOR: ROBERT FORD	DATE: THUR 14TH MAY 15
	PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M4 - MANUAL CLASSIFIED COUNT SITE PLAN	




	CLIENT: CAPITA	REFERENCE NUMBER: QTS05112
	PROJECT DIRECTOR: ROBERT FORD	DATE: THUR 14TH MAY 15
	PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M4 - MANUAL CLASSIFIED COUNT DATA	

		MOVEMENT A							MOVEMENT B							MOVEMENT C						
		CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE
08:00	: 08:15	15	3	2	0	2	0	0	20	2	1	0	2	0	0	76	6	2	3	0	0	0
08:15	: 08:30	16	2	1	2	0	0	0	37	2	2	0	1	0	0	88	5	2	2	0	0	0
08:30	: 08:45	23	1	1	3	0	0	0	46	4	3	1	1	0	0	70	8	5	3	0	0	0
08:45	: 09:00	31	2	1	0	0	0	0	38	2	2	0	1	0	0	48	3	3	4	0	0	0
TOTAL		85	8	5	5	2	0	0	141	10	8	1	5	0	0	282	22	12	12	0	0	0
PERIOD TOTAL		85	8	5	5	2	0	0	141	10	8	1	5	0	0	282	22	12	12	0	0	0
17:00	: 17:15	11	0	0	0	0	0	0	51	0	0	0	0	0	0	62	2	0	0	0	0	0
17:15	: 17:30	13	0	1	0	2	0	0	77	1	0	0	0	0	0	66	5	3	0	0	0	0
17:30	: 17:45	17	2	0	0	1	0	0	55	0	0	0	1	0	0	61	4	2	1	0	0	0
17:45	: 18:00	16	0	0	0	0	0	0	59	2	0	0	0	0	0	46	1	0	0	0	0	0
TOTAL		57	2	1	0	3	0	0	242	3	0	0	1	0	0	235	12	5	1	0	0	0
PERIOD TOTAL		57	2	1	0	3	0	0	242	3	0	0	1	0	0	235	12	5	1	0	0	0
DAILY TOTAL		142	10	6	5	5	0	0	383	13	8	1	6	0	0	517	34	17	13	0	0	0
GRAND TOTAL		168							411							581						

		CLIENT: CAPITA										REFERENCE NUMBER: QTS05112										
		PROJECT DIRECTOR: ROBERT FORD										DATE: THUR 14TH MAY 15										
		PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M4 - MANUAL CLASSIFIED COUNT DATA																				
		MOVEMENT D							MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE
08:00	: 08:15	47	2	0	0	0	0	0	153	4	0	1	0	0	0	2	1	0	0	0	0	0
08:15	: 08:30	37	1	0	0	0	0	0	172	3	0	0	0	0	0	4	0	0	0	0	0	0
08:30	: 08:45	31	2	1	0	0	0	0	182	2	0	0	0	0	0	2	0	0	0	0	0	0
08:45	: 09:00	51	3	1	0	0	0	0	160	2	2	0	0	0	0	0	0	0	0	0	0	0
TOTAL		166	8	2	0	0	0	0	667	11	2	1	0	0	0	8	1	0	0	0	0	0
PERIOD TOTAL		166	8	2	0	0	0	0	667	11	2	1	0	0	0	8	1	0	0	0	0	0
17:00	: 17:15	71	6	1	0	0	0	0	63	2	0	0	3	0	0	3	0	0	0	0	0	0
17:15	: 17:30	77	5	0	0	0	0	0	45	5	0	0	0	0	0	4	1	0	0	0	0	0
17:30	: 17:45	75	4	2	0	0	0	0	84	2	0	0	1	0	0	3	0	0	0	0	0	0
17:45	: 18:00	88	1	0	2	0	0	0	70	3	3	0	0	0	0	2	0	0	0	0	0	0
TOTAL		311	16	3	2	0	0	0	262	12	3	0	4	0	0	12	1	0	0	0	0	0
PERIOD TOTAL		311	16	3	2	0	0	0	262	12	3	0	4	0	0	12	1	0	0	0	0	0
DAILY TOTAL		477	24	5	2	0	0	0	929	23	5	1	4	0	0	20	2	0	0	0	0	0
GRAND TOTAL		508							962							22						

		CLIENT: CAPITA										REFERENCE NUMBER: QTS05112										
		PROJECT DIRECTOR: ROBERT FORD										DATE: THUR 14TH MAY 15										
		PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M4 - MANUAL CLASSIFIED COUNT DATA																				
		MOVEMENT G							MOVEMENT H							MOVEMENT I						
		CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE
08:00	: 08:15	6	1	1	0	0	0	0	66	2	2	1	0	0	0	38	0	2	0	3	0	0
08:15	: 08:30	4	2	1	0	0	0	0	63	3	0	0	1	0	0	50	1	0	0	3	0	0
08:30	: 08:45	5	1	0	0	0	0	0	69	2	2	0	0	0	0	41	2	1	0	4	0	0
08:45	: 09:00	6	1	0	0	0	0	0	41	2	3	2	1	0	0	41	0	0	0	3	0	0
TOTAL		21	5	2	0	0	0	0	239	9	7	3	2	0	0	170	3	3	0	13	0	0
PERIOD TOTAL		21	5	2	0	0	0	0	239	9	7	3	2	0	0	170	3	3	0	13	0	0
17:00	: 17:15	6	1	0	0	0	0	0	65	7	3	1	1	0	0	6	1	0	0	2	0	0
17:15	: 17:30	4	2	1	0	0	0	0	57	5	2	1	1	0	0	13	1	0	0	1	0	0
17:30	: 17:45	4	0	0	0	0	0	0	50	4	2	0	0	0	0	17	1	0	0	0	0	0
17:45	: 18:00	3	0	0	0	0	0	0	60	1	0	0	1	0	0	14	0	0	0	2	0	0
TOTAL		17	3	1	0	0	0	0	232	17	7	2	3	0	0	50	3	0	0	5	0	0
PERIOD TOTAL		17	3	1	0	0	0	0	232	17	7	2	3	0	0	50	3	0	0	5	0	0
DAILY TOTAL		38	8	3	0	0	0	0	471	26	14	5	5	0	0	220	6	3	0	18	0	0
GRAND TOTAL		49							521							247						

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Biv)

	CLIENT: CAPITA										REFERENCE NUMBER: QTS05112											
	PROJECT DIRECTOR: ROBERT FORD										DATE: THUR 14TH MAY 15											
	PROJECT DESCRIPTION: HS2 - KENILWORTH - SITE M4 - MANUAL CLASSIFIED COUNT DATA																					
		MOVEMENT J							MOVEMENT K							MOVEMENT L						
		CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV	OGV 2	PSV	M/C	CYCLE
08:00	: 08:15	6	1	0	0	1	0	0	54	2	0	0	3	0	0	17	1	0	0	0	0	0
08:15	: 08:30	10	2	0	0	1	0	0	44	8	1	0	0	0	21	0	0	0	1	0	0	
08:30	: 08:45	7	1	1	0	1	0	0	41	9	2	0	3	0	0	20	2	1	0	0	0	0
08:45	: 09:00	4	1	2	0	0	0	0	23	3	1	0	1	0	0	10	0	1	0	3	0	0
TOTAL		27	5	3	0	3	0	0	162	22	4	0	7	0	0	68	3	2	0	4	0	0
PERIOD TOTAL		27	5	3	0	3	0	0	162	22	4	0	7	0	0	68	3	2	0	4	0	0
17:00	: 17:15	16	0	1	0	0	0	0	125	1	1	0	3	0	0	24	2	0	0	0	0	0
17:15	: 17:30	21	0	0	0	3	0	0	112	2	1	0	3	0	0	26	2	1	0	2	0	0
17:30	: 17:45	16	0	0	0	0	0	0	91	1	0	0	2	0	0	16	3	1	0	0	0	0
17:45	: 18:00	16	1	0	0	1	0	0	97	2	0	0	0	0	0	32	1	0	0	0	0	0
TOTAL		69	1	1	0	4	0	0	425	6	2	0	8	0	0	98	8	2	0	2	0	0
PERIOD TOTAL		69	1	1	0	4	0	0	425	6	2	0	8	0	0	98	8	2	0	2	0	0
DAILY TOTAL		96	6	4	0	7	0	0	587	28	6	0	15	0	0	166	11	4	0	6	0	0
GRAND TOTAL		113							636							187						

**Annex B(v): Supplementary baseline survey report (CFA23-26)**

# Contents

1	Introduction	1
2	Survey schedules and locations	1
3	Survey data	2
	Appendix A - Automatic traffic count site data	3
	Appendix B - Junction count data	9

# 1 Introduction

- 1.1.1 This supplementary survey report presents the findings of surveys undertaken in November 2014 and June 2015 to provide additional information to the previous surveys of 2012 and 2013, in order to assess the amendments in the SES3 and AP4 revised scheme. This supplementary survey report should be read in conjunction with the original scheme baseline survey report for CFA23-26 (TR-001-000.16).
- 1.1.2 The schedule of surveys is set out in the following sections, as well as the summary analysis for each survey location.

# 2 Survey schedules and locations

- 2.1.1 Schedules outlining each of the traffic and non-motorised user survey undertaken are shown in tables below:

Table 4 - ATC sites

Reference	CFA	Location
Site S1	23	Tanworth Lane, Att - I col, OSGR: SP 12162 76397
Site S2	23	Tanworth Lane, Att - LC, OSGR: SP 12196 76246
Site S3	23	Access road to Island Project School (off Diddington Lane), Att - gate post, OSGR: SP 21374 82523
Site 1	25	Tameside Drive, Att - post, OSGR: SP 14595 90332
Site 4	25	Redfern Road, Att - IC, OSGR: SP 11064 84369
Site 5	25	King's Road, Att - parking post, OSGR: SP 11094 84601

Table 5 - Junction count sites

Reference	CFA	Location
Site C3	23	A452 Kenilworth Road / Marsh Lane
Site C1 & C2	24	Bickenhill Civic Amenity Access Junctions
Site 1	25	Tameside Drive, Att - post, OSGR: SP 14595 90332
Site 3	25	Speedwell Road / Kings Road
Site 5	25	Kings Road / Redfern Road

- 2.1.2 Maps showing the location of each survey undertaken are included with the corresponding survey data.

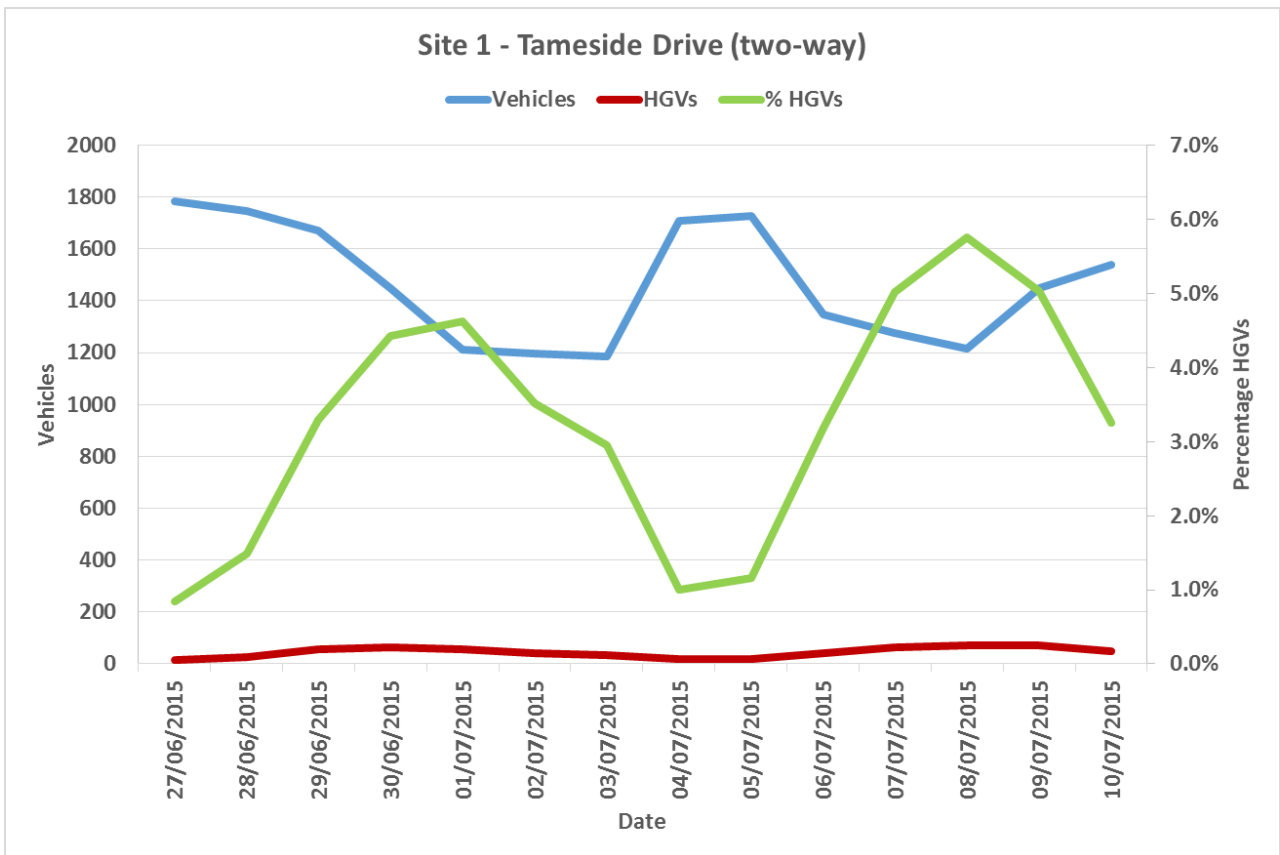
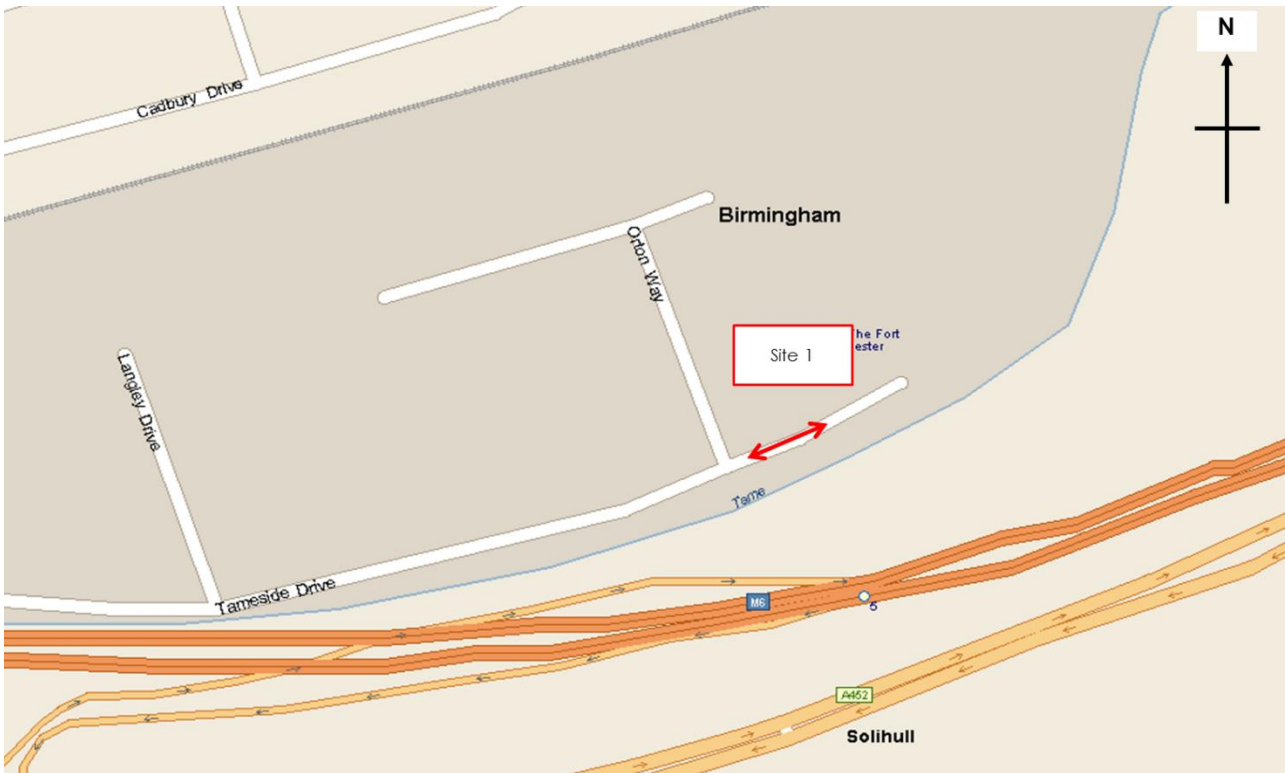
## 3 Survey data

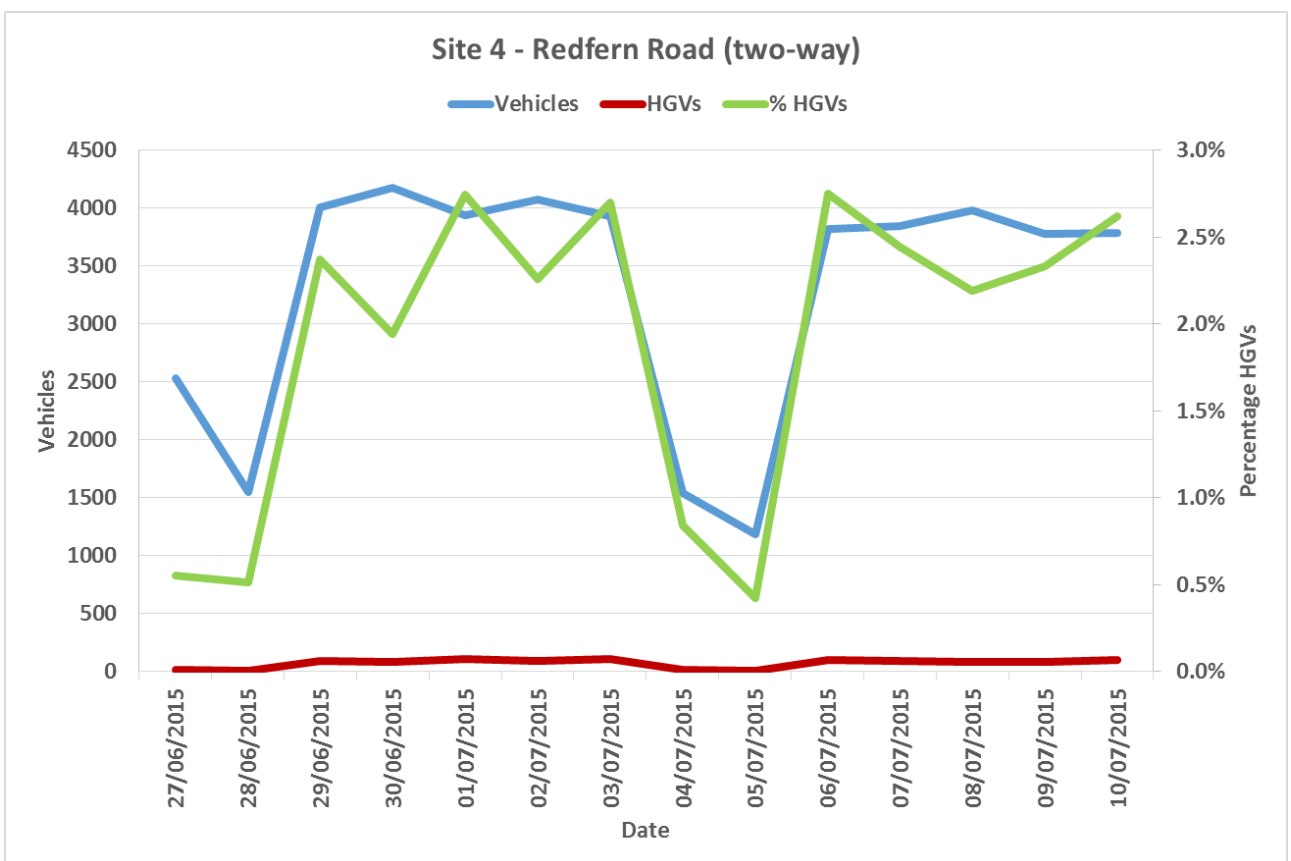
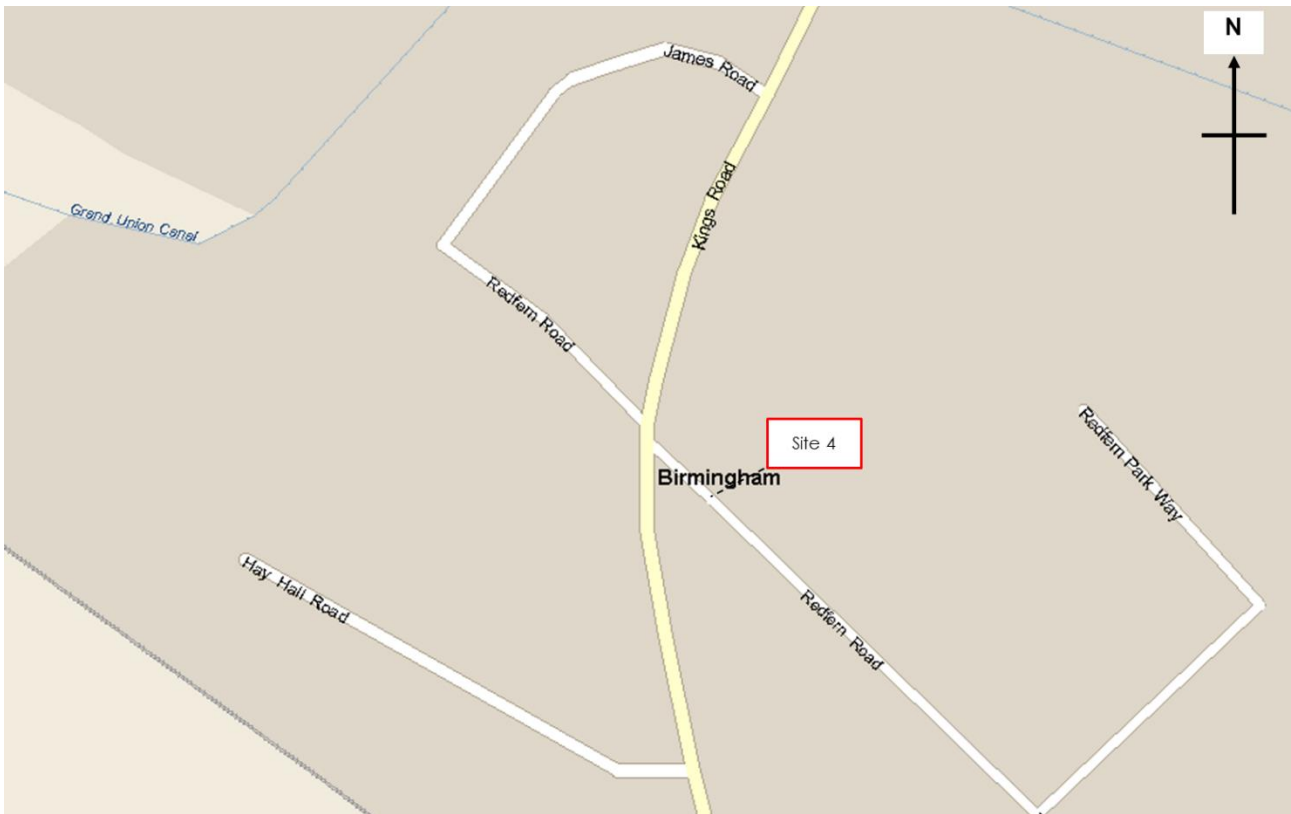
3.1.1 Full data obtained for all surveys undertaken is shown in the Appendices below:

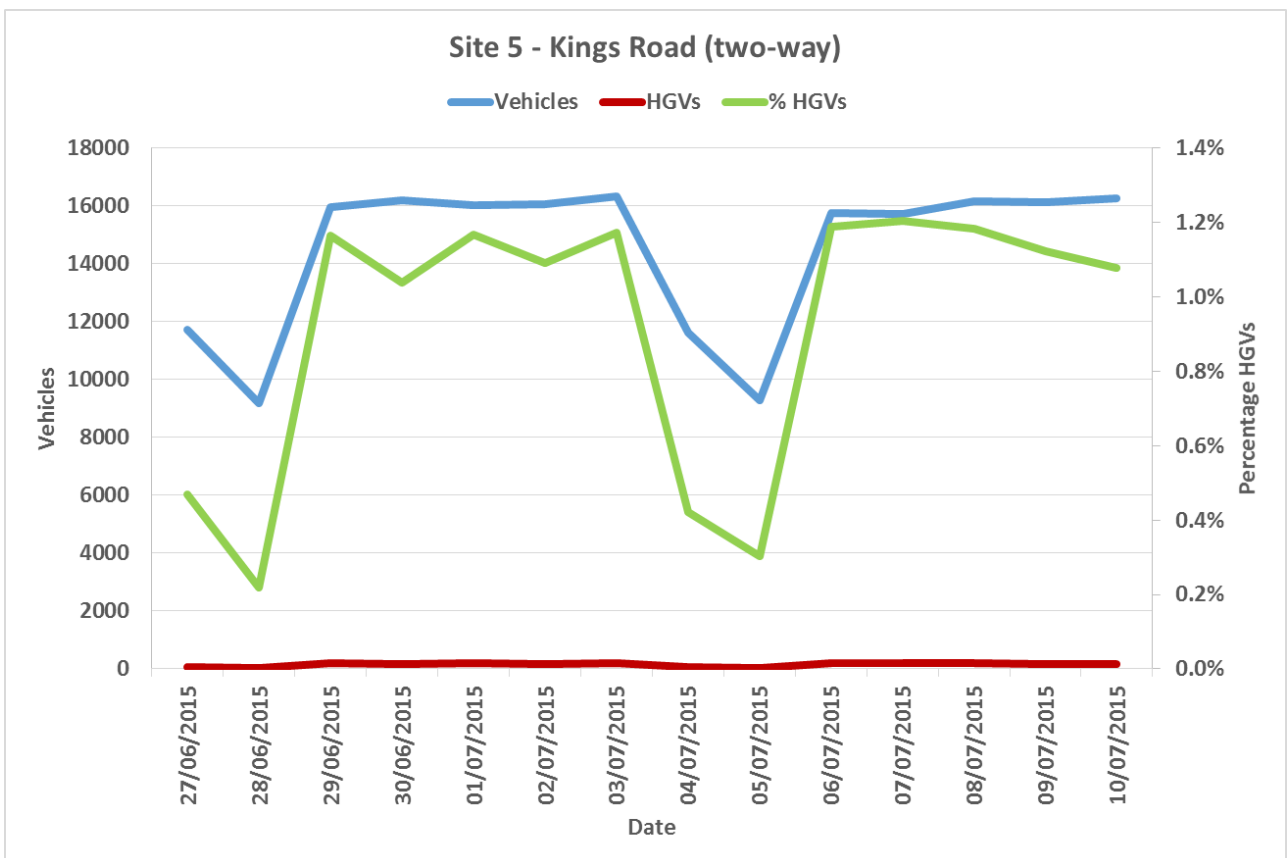
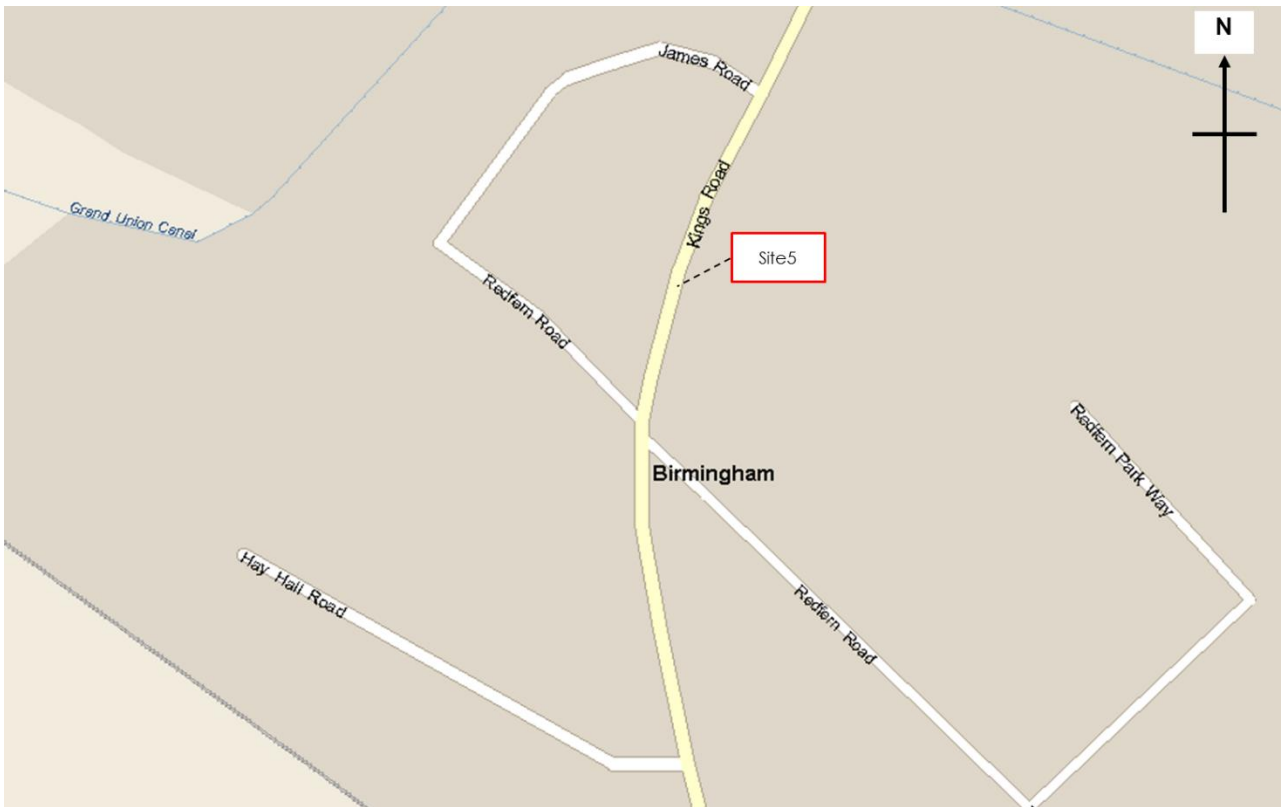
- Appendix A - ATC data
- Appendix B – Manual Classified Count data

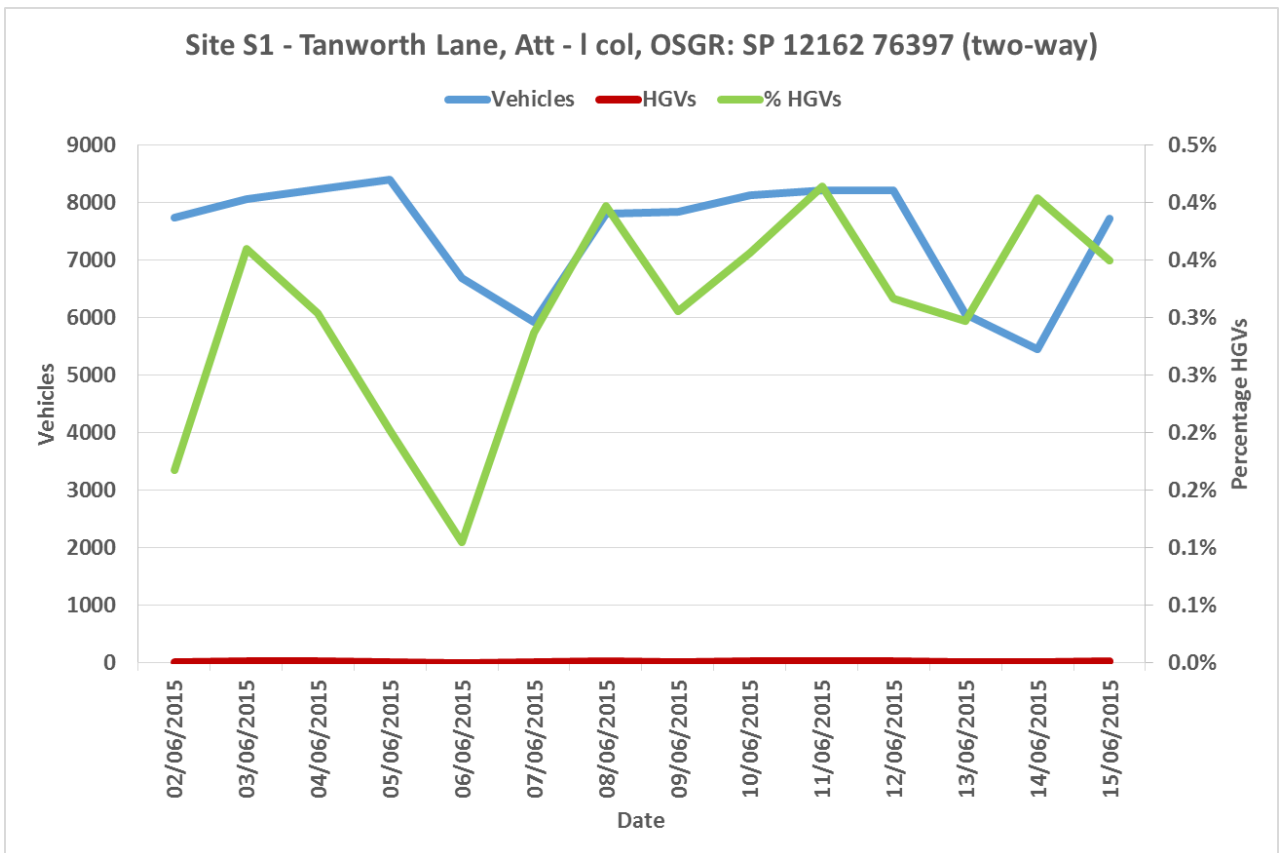


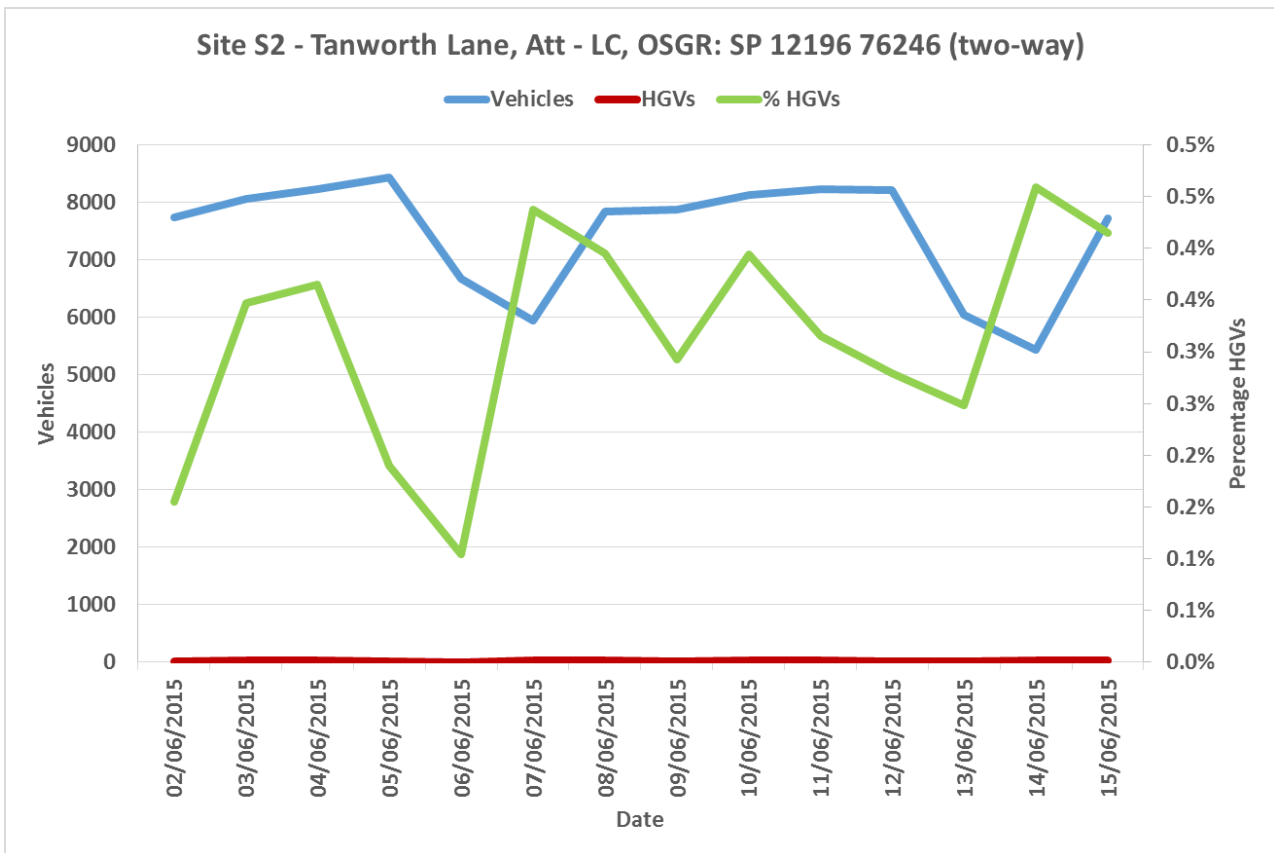
# Appendix A - Automatic traffic count site data

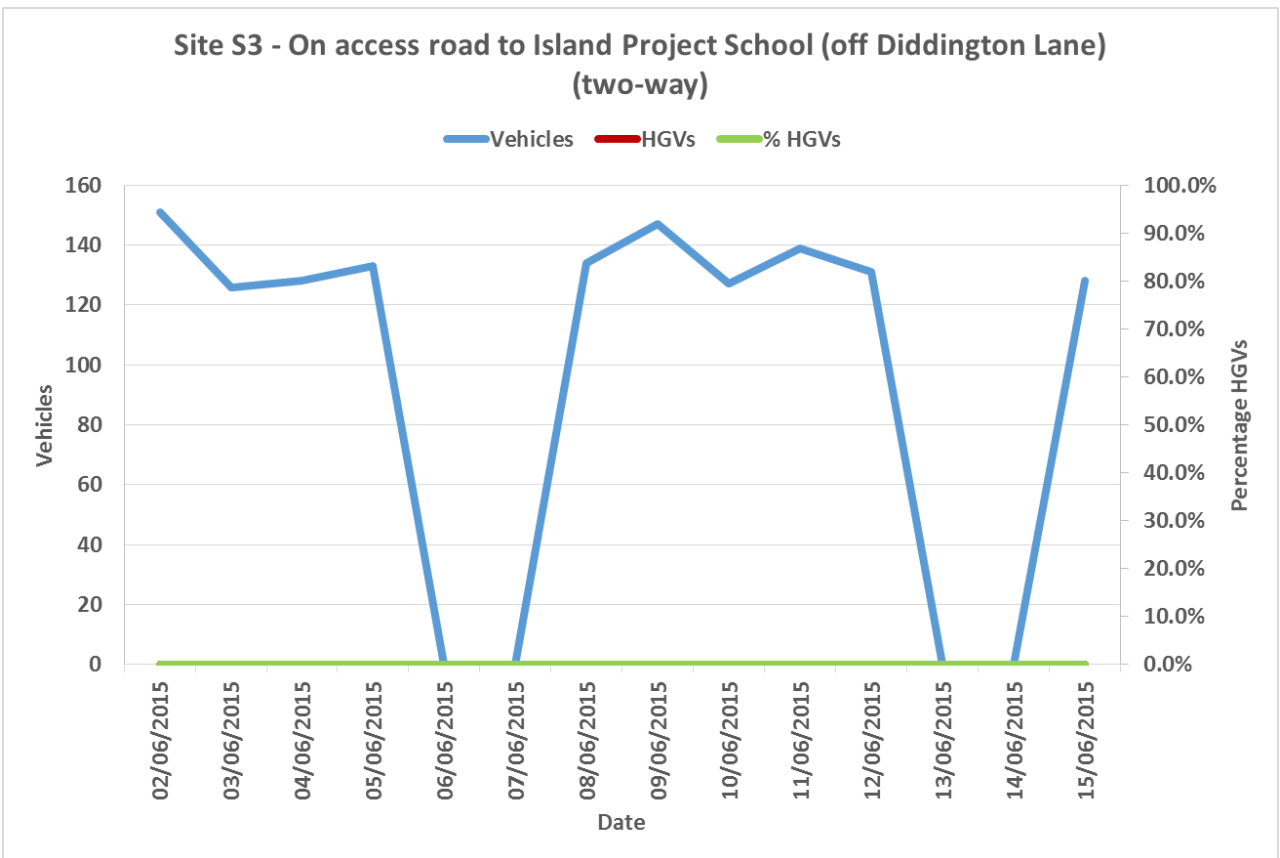







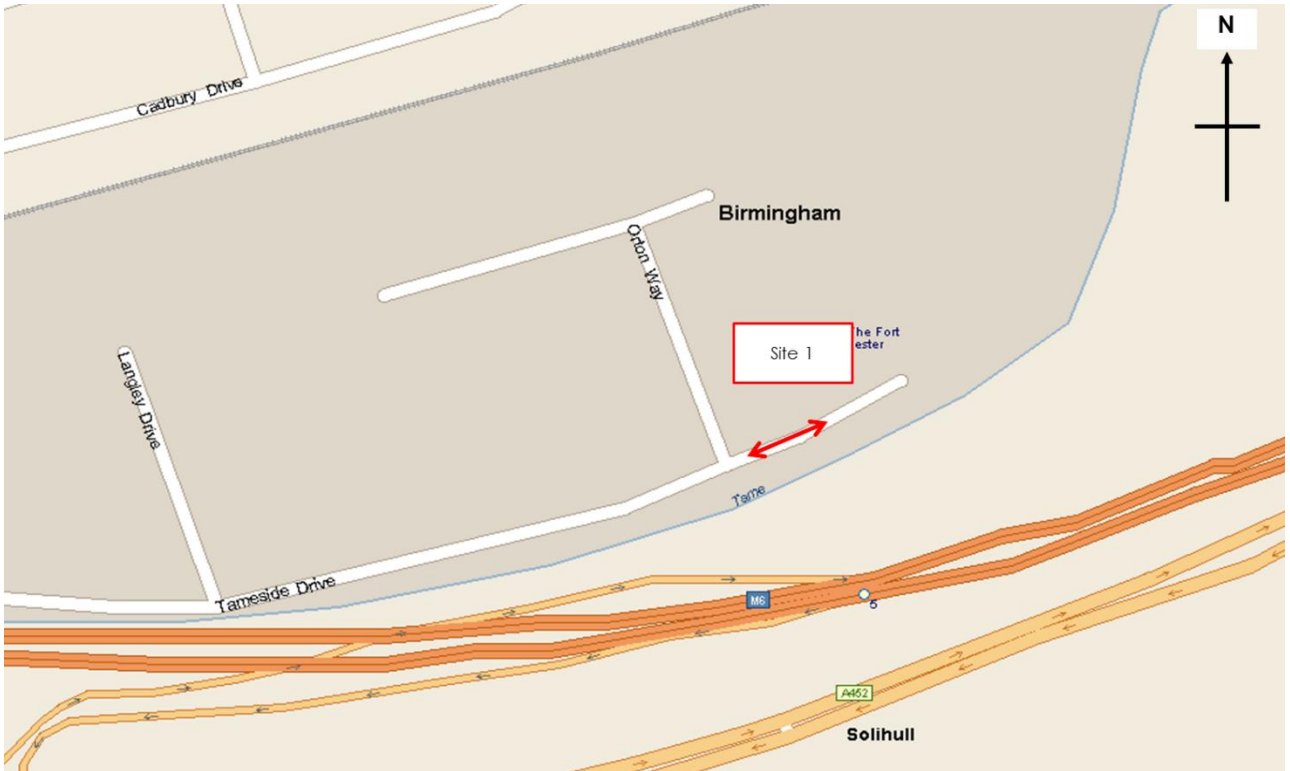






# Appendix B - Junction count data

	<b>Site / Location:</b>	Site 1 - Veolia Site	<b>Project No.:</b>	5286	<b>Drawing No.:</b>	5286-01	<b>Drawn By:</b>	MN
	<b>Survey Date:</b>	Friday 26th to Sunday 28th June 2015	<b>Project Name:</b>	Veolia				
	<b>Survey Times:</b>	07:00 to 19:00	<b>Drawing Title:</b>	Site Layout and Observed Movements				




SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA	
														JUNE 2015	
														CLASSIFIED TURNING COUNT	
SITE: 1														DATE: 26/06/2015	
LOCATION: Veolia Access														DAY: Friday	
TIME	INBOUND						TOT	OUTBOUND						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL		
07:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
07:15	1	0	0	0	0	0	1	0	0	0	1	0	0	1	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45	1	1	0	1	0	0	3	0	0	0	1	0	0	1	
<b>H/TOT</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	
08:00	5	0	0	0	0	0	5	5	1	1	0	0	0	7	
08:15	2	0	0	1	0	0	3	2	0	0	0	0	0	2	
08:30	9	1	1	2	0	0	13	7	1	0	0	0	0	8	
08:45	11	0	0	4	0	0	15	9	0	1	1	0	0	11	
<b>H/TOT</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	
09:00	12	1	1	0	0	0	14	10	0	0	1	0	0	11	
09:15	13	2	0	0	0	0	15	15	1	0	4	0	0	20	
09:30	9	0	0	0	0	0	9	8	2	1	1	0	0	12	
09:45	18	2	0	0	0	0	20	12	0	0	0	0	0	12	
<b>H/TOT</b>	<b>52</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>45</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>55</b>	
10:00	11	0	0	0	0	0	11	15	1	0	0	0	0	16	
10:15	9	1	0	2	0	0	12	10	0	0	1	0	0	11	
10:30	24	2	0	0	0	0	26	13	1	0	1	0	0	15	
10:45	23	2	0	5	0	0	30	26	4	0	2	0	0	32	
<b>H/TOT</b>	<b>67</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>64</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>74</b>	
11:00	13	1	1	2	0	0	17	18	0	0	0	0	0	18	
11:15	15	2	0	0	0	0	17	19	1	1	3	0	0	24	
11:30	23	0	1	2	0	0	26	19	1	1	2	0	0	23	
11:45	23	1	0	0	0	0	24	18	1	0	2	0	0	21	
<b>H/TOT</b>	<b>74</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>74</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	
12:00	20	0	1	0	0	0	21	28	0	0	0	0	0	28	
12:15	11	0	0	1	0	0	12	12	0	1	0	0	0	13	
12:30	17	0	0	0	0	0	17	17	0	0	1	0	0	18	
12:45	11	2	0	1	0	0	14	12	0	0	0	0	0	12	
<b>H/TOT</b>	<b>59</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>69</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>71</b>	
13:00	14	0	0	0	0	0	14	16	3	0	0	0	0	19	
13:15	11	1	0	1	0	0	13	12	0	0	0	0	0	12	
13:30	20	1	0	1	0	0	22	10	0	0	0	0	0	10	
13:45	8	1	0	1	0	0	10	18	2	0	2	0	0	22	
<b>H/TOT</b>	<b>53</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>56</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>63</b>	
14:00	5	0	0	1	0	0	6	4	1	0	1	0	0	6	
14:15	16	0	0	0	0	0	16	11	0	0	0	0	0	11	
14:30	15	0	0	1	0	0	16	20	0	0	2	0	0	22	
14:45	10	1	2	0	0	0	13	11	2	1	0	0	0	14	
<b>H/TOT</b>	<b>46</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>46</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>53</b>	
15:00	11	1	0	0	0	0	12	8	1	0	0	0	0	9	
15:15	7	1	0	1	0	0	9	11	0	0	0	0	0	11	
15:30	11	2	0	0	0	0	13	11	2	0	1	0	0	14	
15:45	10	0	0	1	0	0	11	10	1	0	0	0	0	11	
<b>H/TOT</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>40</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>45</b>	
16:00	8	0	0	1	0	0	9	7	0	0	1	0	0	8	
16:15	9	0	0	0	0	0	9	12	0	0	1	0	0	13	
16:30	4	1	0	0	0	0	5	4	0	0	0	0	0	4	
16:45	5	0	0	0	0	0	5	5	1	0	0	0	0	6	
<b>H/TOT</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>31</b>	
17:00	7	0	0	0	0	0	7	3	0	0	0	0	0	3	
17:15	7	0	0	0	0	0	7	11	0	0	0	0	0	11	
17:30	5	0	0	0	0	0	5	3	0	0	0	0	0	3	
17:45	10	3	0	0	0	0	13	9	2	0	0	0	0	11	
<b>H/TOT</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	
18:00	6	0	0	0	0	0	6	10	1	0	0	0	0	11	
18:15	6	1	0	0	0	0	7	3	1	0	0	0	0	4	
18:30	8	1	0	0	0	0	9	9	0	0	1	0	0	10	
18:45	11	1	0	0	0	0	12	6	2	0	0	0	0	8	
<b>H/TOT</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>33</b>	
<b>P/TOT</b>	<b>506</b>	<b>33</b>	<b>7</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>575</b>	<b>499</b>	<b>33</b>	<b>7</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>569</b>	




SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>	
SITE: 1 DATE: 27/06/2015 LOCATION: Veolia Access DAY: Saturday														
TIME	INBOUND						TOT	OUTBOUND						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	2	0	0	1	0	0	3	0	0	0	1	0	0	1
07:15	2	0	0	0	0	0	2	1	0	0	1	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	1	1	0	0	0	0	0	1
<b>H/TOT</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
08:00	20	1	0	0	0	0	21	18	1	1	0	0	0	20
08:15	23	0	0	0	0	0	23	12	0	0	0	0	0	12
08:30	13	1	0	1	0	0	15	21	1	0	0	0	0	22
08:45	18	1	0	1	0	0	20	17	1	0	1	0	0	19
<b>H/TOT</b>	<b>74</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>68</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>73</b>
09:00	11	2	1	0	0	0	14	10	1	0	1	0	0	12
09:15	15	0	0	0	0	0	15	15	1	1	0	0	0	17
09:30	20	2	0	1	0	0	23	21	1	0	0	0	0	22
09:45	19	1	0	0	0	0	20	18	0	0	0	0	0	18
<b>H/TOT</b>	<b>65</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>64</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>69</b>
10:00	18	0	0	0	0	0	18	15	1	0	1	0	0	17
10:15	16	0	0	0	0	0	16	17	1	0	0	0	0	18
10:30	26	0	0	0	0	0	26	22	0	0	0	0	0	22
10:45	24	0	0	1	0	0	25	24	0	0	0	0	0	24
<b>H/TOT</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>78</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>81</b>
11:00	12	4	0	0	0	0	16	22	1	0	1	0	0	24
11:15	23	3	0	0	0	0	26	13	4	0	0	0	0	17
11:30	30	0	0	0	0	0	30	29	0	0	0	0	0	29
11:45	16	0	0	1	0	0	17	29	2	0	0	0	0	31
<b>H/TOT</b>	<b>81</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>101</b>
12:00	28	4	0	0	0	0	32	18	2	0	0	0	0	20
12:15	24	1	0	0	0	0	25	22	1	0	0	0	0	23
12:30	31	0	0	1	0	0	32	31	1	0	0	0	0	32
12:45	22	2	0	0	0	0	24	31	0	0	0	0	0	31
<b>H/TOT</b>	<b>105</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>102</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>
13:00	26	1	0	0	0	1	28	25	1	0	0	0	1	27
13:15	28	3	0	0	0	0	31	24	1	0	0	0	0	25
13:30	29	3	0	0	0	0	32	34	0	0	1	0	0	35
13:45	27	3	0	0	0	0	30	29	2	0	0	0	0	31
<b>H/TOT</b>	<b>110</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>121</b>	<b>112</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>118</b>
14:00	31	1	0	0	0	0	32	27	3	0	0	0	0	30
14:15	40	1	0	0	0	0	41	31	3	0	0	0	0	34
14:30	29	1	0	1	0	0	31	31	3	0	1	0	0	35
14:45	34	3	0	0	0	0	37	36	0	0	0	0	0	36
<b>H/TOT</b>	<b>134</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>125</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>135</b>
15:00	30	2	0	0	0	0	32	34	4	0	1	0	0	39
15:15	24	0	0	0	0	0	24	23	3	0	0	0	0	26
15:30	34	2	0	1	0	0	37	23	2	0	0	0	0	25
15:45	20	3	0	0	0	0	23	27	3	0	0	0	0	30
<b>H/TOT</b>	<b>108</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>107</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>120</b>
16:00	22	2	0	0	0	0	24	20	2	0	0	0	0	22
16:15	23	1	0	0	0	0	24	21	1	0	0	0	0	22
16:30	12	0	0	0	0	0	12	30	0	0	0	0	0	30
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>71</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	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	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>P/TOT</b>	<b>822</b>	<b>48</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>882</b>	<b>822</b>	<b>47</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>881</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)


														5286 / VEOLIA	
														JUNE 2015	
														CLASSIFIED TURNING COUNT	
SITE: 1														DATE: 28/06/2015	
LOCATION: Veolia Access														DAY: Sunday	
TIME	INBOUND						TOT	OUTBOUND						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15	3	0	0	0	0	0	3	0	0	0	0	0	0	0	
07:30	3	0	0	1	0	0	4	0	0	0	0	0	0	0	
07:45	3	0	0	1	0	0	4	0	0	0	3	0	0	3	
<b>H/TOT</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	
08:00	25	0	0	0	0	0	25	25	0	0	0	0	0	25	
08:15	17	1	1	0	0	0	19	15	0	0	0	0	0	15	
08:30	16	0	0	2	0	0	18	14	1	0	1	0	0	16	
08:45	16	0	0	1	0	0	17	20	0	0	0	0	0	20	
<b>H/TOT</b>	<b>74</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>74</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>76</b>	
09:00	18	0	0	0	0	0	18	13	0	0	0	0	0	13	
09:15	20	1	0	1	0	0	22	19	0	0	1	0	0	20	
09:30	25	1	1	2	0	0	29	25	1	1	0	0	0	27	
09:45	12	1	1	0	0	0	14	19	0	1	1	0	0	21	
<b>H/TOT</b>	<b>75</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>76</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>81</b>	
10:00	30	1	0	0	0	0	31	19	0	0	1	0	0	20	
10:15	21	0	1	2	0	0	24	26	2	1	0	0	0	29	
10:30	21	1	0	0	0	0	22	23	1	0	0	0	0	24	
10:45	26	0	3	0	0	0	29	28	1	1	0	0	0	30	
<b>H/TOT</b>	<b>98</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>96</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>103</b>	
11:00	31	1	1	0	0	0	33	20	1	0	1	0	0	22	
11:15	38	0	0	0	0	0	38	30	0	0	0	0	0	30	
11:30	32	1	0	0	0	0	33	34	1	0	0	0	0	35	
11:45	30	1	1	0	0	0	32	31	1	2	1	0	0	35	
<b>H/TOT</b>	<b>131</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>115</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>122</b>	
12:00	30	1	0	1	0	0	32	36	0	0	0	0	0	36	
12:15	26	1	0	0	0	0	27	23	0	0	0	0	0	23	
12:30	30	0	0	0	0	0	30	27	0	1	0	0	0	28	
12:45	28	1	1	0	0	0	30	27	1	1	0	0	0	29	
<b>H/TOT</b>	<b>114</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>113</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	
13:00	24	3	1	1	0	0	29	20	1	1	1	0	0	23	
13:15	31	1	1	0	0	0	33	24	3	1	1	0	0	29	
13:30	31	1	0	0	0	0	32	37	2	0	0	0	0	39	
13:45	25	1	0	0	0	0	26	33	0	0	0	0	0	33	
<b>H/TOT</b>	<b>111</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>114</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>124</b>	
14:00	31	0	0	0	0	0	31	21	2	0	0	0	0	23	
14:15	21	1	0	0	0	0	22	32	0	0	0	0	0	32	
14:30	19	3	0	0	0	0	22	17	1	1	0	0	0	19	
14:45	20	1	0	0	0	0	21	26	1	0	0	0	0	27	
<b>H/TOT</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>96</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	
15:00	17	1	1	0	0	0	19	15	1	2	0	0	0	18	
15:15	22	3	0	0	0	0	25	22	0	1	0	0	0	23	
15:30	30	1	0	0	0	0	31	31	3	0	0	0	0	34	
15:45	27	1	0	0	0	0	28	21	3	0	0	0	0	24	
<b>H/TOT</b>	<b>96</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	
16:00	9	0	0	0	0	0	9	25	0	0	1	0	0	26	
16:15	11	1	0	0	0	0	12	14	1	0	0	0	0	15	
16:30	0	0	0	0	0	0	0	7	1	0	0	0	0	8	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>49</b>	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	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	0	0	0	0	
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>P/TOT</b>	<b>819</b>	<b>30</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>874</b>	<b>819</b>	<b>29</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>874</b>	

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

	<b>Site / Location:</b>	Site 3 Speedwell Road/ Kings Road	<b>Project No:</b>	5286	<b>Drawing No:</b>	5286-02	<b>Drawn By:</b>	MN
	<b>Survey Date:</b>	Friday 26th to Sunday 28th June 2015	<b>Project Name:</b> Veolia					
	<b>Survey Times:</b>	07:00 to 19:00	<b>Drawing Title:</b> Site Layout and Observed Movements					




SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>	
SITE:		3						DATE: 26/06/2015							
LOCATION:		Speedwell Road/ Kings Road						DAY: Friday							
TIME	TO ARM A							FROM ARM A							
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	
07:00	75	10	15	4	0	1	105	60	18	7	4	0	1	90	
07:15	91	14	10	4	0	3	122	114	22	6	1	2	1	146	
07:30	132	19	10	7	1	1	170	126	26	12	7	0	0	171	
07:45	172	24	9	2	0	1	208	172	38	9	3	0	1	223	
<b>H/TOT</b>	<b>470</b>	<b>67</b>	<b>44</b>	<b>17</b>	<b>1</b>	<b>6</b>	<b>605</b>	<b>472</b>	<b>104</b>	<b>34</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>630</b>	
08:00	157	35	19	5	0	1	217	121	30	12	3	1	1	168	
08:15	159	30	16	2	1	0	208	135	22	11	4	0	1	173	
08:30	165	47	15	3	0	0	230	139	23	7	2	0	1	172	
08:45	168	24	13	6	0	0	211	134	26	13	2	0	0	175	
<b>H/TOT</b>	<b>649</b>	<b>136</b>	<b>63</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>866</b>	<b>529</b>	<b>101</b>	<b>43</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>688</b>	
09:00	161	31	6	0	0	0	198	107	27	12	7	2	0	155	
09:15	114	41	18	5	1	1	180	88	24	9	7	1	0	129	
09:30	141	31	14	4	0	0	190	94	32	19	5	1	0	151	
09:45	131	28	24	5	0	0	188	110	30	9	4	0	0	153	
<b>H/TOT</b>	<b>547</b>	<b>131</b>	<b>62</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>756</b>	<b>399</b>	<b>113</b>	<b>49</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>588</b>	
10:00	124	20	19	1	1	0	165	112	21	13	7	0	0	153	
10:15	123	37	15	2	0	0	177	97	24	15	5	0	1	142	
10:30	110	28	21	7	0	2	168	100	34	8	2	1	0	145	
10:45	111	42	14	7	1	0	175	99	26	20	4	0	0	149	
<b>H/TOT</b>	<b>468</b>	<b>127</b>	<b>69</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>685</b>	<b>408</b>	<b>105</b>	<b>56</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>589</b>	
11:00	126	30	19	3	0	0	178	97	35	18	3	1	0	154	
11:15	136	35	13	3	0	2	189	109	37	14	5	0	0	165	
11:30	123	32	19	5	1	3	183	121	33	8	3	1	0	166	
11:45	132	27	14	6	0	0	179	102	27	17	3	1	0	150	
<b>H/TOT</b>	<b>517</b>	<b>124</b>	<b>65</b>	<b>17</b>	<b>1</b>	<b>5</b>	<b>729</b>	<b>429</b>	<b>132</b>	<b>57</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>635</b>	
12:00	146	35	20	3	0	2	206	138	25	18	3	0	1	185	
12:15	138	29	21	4	1	0	193	126	24	14	5	0	1	170	
12:30	177	38	17	3	0	1	236	138	26	10	3	0	1	178	
12:45	157	35	22	3	0	0	217	138	26	11	5	2	1	183	
<b>H/TOT</b>	<b>618</b>	<b>137</b>	<b>80</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>852</b>	<b>540</b>	<b>101</b>	<b>53</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>716</b>	
13:00	213	27	14	0	1	0	255	137	21	10	1	1	0	170	
13:15	207	31	17	3	0	1	259	130	20	12	2	1	3	168	
13:30	185	29	13	2	0	2	231	102	22	6	2	0	3	135	
13:45	123	29	11	2	1	0	166	97	16	4	3	0	1	121	
<b>H/TOT</b>	<b>728</b>	<b>116</b>	<b>55</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>911</b>	<b>466</b>	<b>79</b>	<b>32</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>594</b>	
14:00	125	24	14	4	0	1	168	115	20	18	4	0	1	158	
14:15	133	22	21	2	0	3	181	129	18	22	1	1	1	172	
14:30	140	25	13	1	0	0	179	150	30	17	3	1	1	202	
14:45	167	36	7	1	0	2	213	155	25	11	4	0	1	196	
<b>H/TOT</b>	<b>565</b>	<b>107</b>	<b>55</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>741</b>	<b>549</b>	<b>93</b>	<b>68</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>728</b>	
15:00	206	24	6	4	0	4	244	144	12	10	3	0	0	169	
15:15	167	37	8	4	1	2	219	155	26	10	3	0	3	197	
15:30	199	23	4	4	0	4	234	126	16	11	1	0	0	154	
15:45	184	23	8	3	0	2	220	162	27	5	0	2	2	198	
<b>H/TOT</b>	<b>756</b>	<b>107</b>	<b>26</b>	<b>15</b>	<b>1</b>	<b>12</b>	<b>917</b>	<b>587</b>	<b>81</b>	<b>36</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>718</b>	
16:00	214	33	10	2	1	0	260	135	16	5	0	0	0	156	
16:15	190	27	9	0	0	3	229	141	14	7	3	1	2	168	
16:30	187	25	4	0	0	3	219	151	17	7	1	0	1	177	
16:45	169	21	2	2	0	2	196	140	17	5	0	0	1	163	
<b>H/TOT</b>	<b>760</b>	<b>106</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>904</b>	<b>567</b>	<b>64</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>664</b>	
17:00	198	27	7	1	3	2	238	139	10	5	2	0	2	158	
17:15	164	17	7	1	0	1	190	136	9	5	1	0	0	151	
17:30	193	20	3	0	1	2	219	146	18	7	0	2	0	173	
17:45	159	19	3	0	0	1	182	144	13	2	0	1	1	161	
<b>H/TOT</b>	<b>714</b>	<b>83</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>829</b>	<b>565</b>	<b>50</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>643</b>	
18:00	164	9	2	0	0	3	178	125	14	2	1	0	0	142	
18:15	154	11	6	0	2	1	174	120	8	4	2	0	0	134	
18:30	144	12	2	1	0	1	160	123	9	3	2	1	1	139	
18:45	114	3	4	0	0	0	121	107	7	1	1	0	0	116	
<b>H/TOT</b>	<b>576</b>	<b>35</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>633</b>	<b>475</b>	<b>38</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>531</b>	
<b>P/TOT</b>	<b>7368</b>	<b>1276</b>	<b>578</b>	<b>131</b>	<b>17</b>	<b>58</b>	<b>9428</b>	<b>5986</b>	<b>1061</b>	<b>481</b>	<b>137</b>	<b>24</b>	<b>35</b>	<b>7724</b>	


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													5286 / VEOLIA	
													JUNE 2015	
													CLASSIFIED TURNING COUNT	
SITE: 3													DATE: 26/06/2015	
LOCATION: Speedwell Road/ Kings Road													DAY: Friday	
TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	7	7	0	0	0	0	14	4	0	0	0	0	0	4
07:15	7	7	2	0	0	2	18	4	1	1	0	0	0	6
07:30	12	1	0	0	0	0	13	6	2	0	0	0	0	8
07:45	7	4	1	0	0	0	12	7	2	0	0	0	0	9
<b>H/TOT</b>	<b>33</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
08:00	6	2	1	0	0	0	9	7	2	1	0	0	0	10
08:15	8	3	3	0	0	0	14	7	5	0	0	0	0	12
08:30	6	6	0	0	0	0	12	14	4	1	0	0	0	19
08:45	14	1	0	0	0	0	15	14	3	0	0	0	0	17
<b>H/TOT</b>	<b>34</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>42</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>
09:00	7	5	1	1	0	0	14	4	2	1	0	0	0	7
09:15	6	3	2	1	0	0	12	5	7	1	0	0	0	13
09:30	10	5	0	1	0	0	16	9	3	0	1	0	0	13
09:45	9	4	0	0	0	0	13	5	5	3	0	0	0	13
<b>H/TOT</b>	<b>32</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>46</b>
10:00	7	1	0	0	0	0	8	15	2	0	0	0	0	17
10:15	7	2	1	0	0	0	10	8	4	0	0	0	0	12
10:30	4	3	0	0	0	0	7	6	2	1	0	0	0	9
10:45	13	3	0	0	0	0	16	6	5	2	0	0	0	13
<b>H/TOT</b>	<b>31</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>35</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
11:00	7	4	0	1	0	0	12	12	3	1	0	0	0	16
11:15	4	1	0	0	0	0	5	5	5	1	0	0	0	11
11:30	9	1	0	0	0	0	10	10	3	0	0	0	0	13
11:45	7	2	1	0	0	0	10	9	2	2	0	0	0	13
<b>H/TOT</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>36</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
12:00	8	1	2	1	0	0	12	12	7	0	0	0	0	19
12:15	10	8	0	0	0	0	18	8	4	2	0	0	0	14
12:30	6	6	2	0	0	0	14	12	8	2	0	0	1	23
12:45	9	0	1	0	0	0	10	8	3	1	0	0	0	12
<b>H/TOT</b>	<b>33</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>40</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>68</b>
13:00	10	2	0	0	0	0	12	16	2	0	0	0	0	18
13:15	6	2	1	0	0	1	10	13	0	1	0	0	0	14
13:30	8	4	0	0	0	0	12	6	5	0	0	0	1	12
13:45	7	0	1	0	0	0	8	18	1	0	0	0	0	19
<b>H/TOT</b>	<b>31</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>53</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>
14:00	4	2	0	0	0	0	6	11	5	1	0	0	0	17
14:15	4	3	0	0	0	1	8	5	2	0	0	0	1	8
14:30	11	4	0	0	0	0	15	13	7	0	0	0	0	20
14:45	8	3	0	1	0	0	12	21	8	0	0	0	0	29
<b>H/TOT</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>50</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>74</b>
15:00	10	1	0	0	0	0	11	10	3	0	1	0	0	14
15:15	14	5	0	0	0	0	19	8	2	0	0	0	0	10
15:30	9	1	0	0	0	0	10	10	4	0	0	0	0	14
15:45	17	4	0	0	0	0	21	11	4	1	0	0	0	16
<b>H/TOT</b>	<b>50</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>39</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>
16:00	5	2	0	0	0	0	7	14	3	1	0	0	0	18
16:15	7	2	0	0	0	0	9	8	2	0	0	0	0	10
16:30	11	0	0	0	0	0	11	7	1	0	0	0	1	9
16:45	6	0	0	0	0	1	7	7	0	0	0	0	0	7
<b>H/TOT</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>36</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>
17:00	5	1	0	0	0	0	6	10	0	0	0	0	1	11
17:15	9	1	0	0	0	0	10	7	0	0	0	0	0	7
17:30	7	0	0	0	0	0	7	10	2	0	0	0	1	13
17:45	8	0	0	0	0	0	8	10	0	0	0	0	0	10
<b>H/TOT</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>41</b>
18:00	8	0	0	0	0	0	8	9	0	0	0	0	0	9
18:15	11	1	0	0	0	0	12	9	3	0	0	0	0	12
18:30	10	2	0	0	0	0	12	9	2	0	0	0	0	11
18:45	11	0	0	0	0	0	11	10	0	0	0	0	0	10
<b>H/TOT</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>37</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
<b>P/TOT</b>	<b>396</b>	<b>120</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>546</b>	<b>449</b>	<b>140</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>621</b>


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														<b>5286 / VEOLIA</b>	
														<b>JUNE 2015</b>	
														<b>CLASSIFIED TURNING COUNT</b>	
SITE: 3														DATE: 26/06/2015	
LOCATION: Speedwell Road/ Kings Road														DAY: Friday	
TIME	TO ARM C							FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	
07:00	50	10	8	1	0	1	70	58	9	4	2	0	1	74	
07:15	96	16	6	1	2	1	122	79	12	5	3	0	4	103	
07:30	118	31	12	4	0	0	165	98	17	9	4	1	1	130	
07:45	178	37	11	2	0	1	229	127	22	11	3	0	1	164	
<b>H/TOT</b>	<b>442</b>	<b>94</b>	<b>37</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>586</b>	<b>362</b>	<b>60</b>	<b>29</b>	<b>12</b>	<b>1</b>	<b>7</b>	<b>471</b>	
08:00	109	35	7	3	1	1	156	105	33	10	2	0	1	151	
08:15	126	26	11	3	0	1	167	121	29	15	1	1	0	167	
08:30	125	19	8	0	0	1	153	126	40	9	1	0	0	176	
08:45	118	31	13	2	0	0	164	128	22	12	4	0	0	166	
<b>H/TOT</b>	<b>478</b>	<b>111</b>	<b>39</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>640</b>	<b>480</b>	<b>124</b>	<b>46</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>660</b>	
09:00	96	24	10	3	1	0	134	126	36	5	1	0	0	168	
09:15	90	23	9	2	1	0	125	99	32	16	2	1	1	151	
09:30	84	32	13	2	1	0	132	120	22	11	3	0	0	156	
09:45	109	33	14	3	0	0	159	112	24	17	1	0	0	154	
<b>H/TOT</b>	<b>379</b>	<b>112</b>	<b>46</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>550</b>	<b>457</b>	<b>114</b>	<b>49</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>629</b>	
10:00	107	22	8	4	0	0	141	103	21	16	1	1	0	142	
10:15	80	24	12	5	0	1	122	107	35	13	3	0	0	158	
10:30	95	26	7	2	1	0	131	86	24	16	4	0	2	132	
10:45	82	26	13	1	0	0	122	99	34	8	4	1	0	146	
<b>H/TOT</b>	<b>364</b>	<b>98</b>	<b>40</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>516</b>	<b>395</b>	<b>114</b>	<b>53</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>578</b>	
11:00	93	27	15	1	1	0	137	99	27	15	1	0	0	142	
11:15	96	34	19	2	0	0	151	108	29	13	1	0	2	153	
11:30	112	30	14	3	1	0	160	108	24	13	2	1	1	149	
11:45	90	22	18	2	1	0	133	104	21	11	3	0	0	139	
<b>H/TOT</b>	<b>391</b>	<b>113</b>	<b>66</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>581</b>	<b>419</b>	<b>101</b>	<b>52</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>583</b>	
12:00	120	29	14	2	0	1	166	123	31	20	1	0	1	176	
12:15	111	27	11	1	0	1	151	116	27	16	0	1	0	160	
12:30	137	26	8	2	0	1	174	148	26	10	3	0	1	188	
12:45	122	25	10	2	1	2	162	125	36	19	2	0	0	182	
<b>H/TOT</b>	<b>490</b>	<b>107</b>	<b>43</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>653</b>	<b>512</b>	<b>120</b>	<b>65</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>706</b>	
13:00	116	17	8	1	1	0	143	153	21	12	0	1	0	187	
13:15	121	20	8	2	1	2	154	160	32	15	3	0	1	211	
13:30	91	21	6	1	0	3	122	139	22	9	1	0	1	172	
13:45	83	13	2	2	0	1	101	91	27	6	1	1	0	126	
<b>H/TOT</b>	<b>411</b>	<b>71</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>520</b>	<b>543</b>	<b>102</b>	<b>42</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>696</b>	
14:00	94	19	11	5	0	1	130	98	14	10	2	0	1	125	
14:15	114	16	21	0	1	0	152	120	22	12	1	0	1	156	
14:30	137	26	13	2	0	1	179	121	16	12	1	0	0	150	
14:45	125	28	12	2	0	1	168	142	35	6	0	0	1	184	
<b>H/TOT</b>	<b>470</b>	<b>89</b>	<b>57</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>629</b>	<b>481</b>	<b>87</b>	<b>40</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>615</b>	
15:00	139	12	5	2	0	0	158	171	19	4	0	0	4	198	
15:15	136	21	9	2	0	3	171	141	35	3	2	1	2	184	
15:30	124	17	12	0	0	0	153	165	19	3	3	0	4	194	
15:45	135	23	2	0	2	1	163	149	20	8	2	0	1	180	
<b>H/TOT</b>	<b>534</b>	<b>73</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>645</b>	<b>626</b>	<b>93</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>11</b>	<b>756</b>	
16:00	113	15	4	1	0	0	133	173	31	9	2	1	0	216	
16:15	119	11	7	3	1	2	143	167	24	8	0	0	2	201	
16:30	131	14	6	1	0	2	154	157	18	4	0	0	3	182	
16:45	122	17	5	0	0	1	145	147	14	1	1	0	0	163	
<b>H/TOT</b>	<b>485</b>	<b>57</b>	<b>22</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>575</b>	<b>644</b>	<b>87</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>762</b>	
17:00	116	8	4	0	0	4	132	175	23	5	1	3	2	209	
17:15	117	8	4	1	0	0	130	150	13	5	1	0	1	170	
17:30	121	16	3	0	2	0	142	159	15	3	0	1	2	180	
17:45	119	13	1	0	1	1	135	129	17	3	0	0	1	150	
<b>H/TOT</b>	<b>473</b>	<b>45</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>539</b>	<b>613</b>	<b>68</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>709</b>	
18:00	98	12	2	1	0	0	113	130	7	2	0	0	3	142	
18:15	102	6	4	1	0	0	113	129	9	6	0	1	1	146	
18:30	105	7	3	1	1	1	118	111	7	1	1	0	1	121	
18:45	94	7	3	1	0	0	105	89	2	3	0	0	0	94	
<b>H/TOT</b>	<b>399</b>	<b>32</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>449</b>	<b>459</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>503</b>	
<b>P/TOT</b>	<b>5316</b>	<b>1002</b>	<b>426</b>	<b>82</b>	<b>21</b>	<b>36</b>	<b>6883</b>	<b>5991</b>	<b>1095</b>	<b>444</b>	<b>74</b>	<b>16</b>	<b>48</b>	<b>7668</b>	

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>			
SITE: 3															DATE: 26/06/2015	
LOCATION: Speedwell Road/ Kings Road															DAY: Friday	
TIME	TO ARM D						TOT	FROM ARM D						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL			
07:00	16	3	1	3	0	0	23	26	3	13	2	0	0	44		
07:15	25	3	0	0	0	0	28	22	5	6	1	0	1	35		
07:30	24	3	4	3	0	0	34	56	9	5	3	0	0	73		
07:45	25	6	3	2	0	0	36	76	9	4	0	0	0	89		
<b>H/TOT</b>	<b>90</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>180</b>	<b>26</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>241</b>		
08:00	27	7	7	0	0	0	41	66	14	11	3	0	0	94		
08:15	30	5	6	1	0	0	42	60	8	10	1	0	0	79		
08:30	34	4	1	2	0	0	41	51	9	7	2	0	0	69		
08:45	42	1	5	1	0	0	49	66	6	6	3	0	0	81		
<b>H/TOT</b>	<b>133</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>243</b>	<b>37</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>323</b>		
09:00	29	15	4	4	1	0	53	56	10	3	0	0	0	69		
09:15	33	7	3	5	0	0	48	51	11	6	4	0	0	72		
09:30	25	6	9	3	0	0	43	37	17	6	1	0	0	61		
09:45	21	6	1	2	0	0	30	43	12	10	5	0	0	70		
<b>H/TOT</b>	<b>108</b>	<b>34</b>	<b>17</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>174</b>	<b>187</b>	<b>50</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>272</b>		
10:00	18	6	6	3	0	0	33	26	5	4	0	0	0	35		
10:15	33	8	5	2	0	0	48	31	8	5	1	0	0	45		
10:30	21	9	2	1	0	0	33	38	6	5	4	0	0	53		
10:45	24	6	10	3	0	0	43	26	12	7	3	0	0	48		
<b>H/TOT</b>	<b>96</b>	<b>29</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>121</b>	<b>31</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>181</b>		
11:00	21	11	5	1	0	0	38	39	7	5	2	0	0	53		
11:15	22	10	5	4	0	0	41	36	9	9	3	0	0	57		
11:30	23	6	1	0	0	0	30	28	9	13	3	0	2	55		
11:45	21	12	3	1	0	0	37	35	13	6	3	0	0	57		
<b>H/TOT</b>	<b>87</b>	<b>39</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>138</b>	<b>38</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>222</b>		
12:00	28	5	7	1	0	0	41	29	7	5	3	0	1	45		
12:15	25	5	5	4	0	0	39	34	14	5	4	0	0	57		
12:30	29	3	2	1	0	1	36	51	13	7	0	0	0	71		
12:45	31	11	3	3	1	0	49	48	6	5	1	0	1	61		
<b>H/TOT</b>	<b>113</b>	<b>24</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>165</b>	<b>162</b>	<b>40</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>234</b>		
13:00	42	4	3	0	0	0	49	75	6	3	0	0	0	84		
13:15	24	8	5	0	0	0	37	55	9	3	0	0	0	67		
13:30	24	2	1	1	0	0	28	61	7	5	1	0	0	74		
13:45	23	6	1	2	0	0	32	30	4	5	2	0	0	41		
<b>H/TOT</b>	<b>113</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>221</b>	<b>26</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>266</b>		
14:00	35	3	11	0	0	0	49	34	9	7	3	0	0	53		
14:15	37	4	4	1	0	0	46	34	3	12	1	0	1	51		
14:30	31	4	5	2	1	0	43	35	6	2	1	0	0	44		
14:45	51	7	4	1	0	0	63	33	6	6	1	0	1	47		
<b>H/TOT</b>	<b>154</b>	<b>18</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>201</b>	<b>136</b>	<b>24</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>195</b>		
15:00	30	3	5	1	0	0	39	60	6	2	3	0	0	71		
15:15	30	8	3	1	0	0	42	43	8	7	2	0	0	60		
15:30	24	2	1	2	0	0	29	55	4	3	2	0	0	64		
15:45	29	8	6	0	0	1	44	43	7	2	1	0	1	54		
<b>H/TOT</b>	<b>113</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>154</b>	<b>201</b>	<b>25</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>249</b>		
16:00	44	8	2	1	0	0	55	54	8	1	2	0	0	65		
16:15	36	3	1	0	0	0	40	36	3	2	0	0	1	42		
16:30	30	4	3	0	0	0	37	44	7	2	0	0	0	53		
16:45	41	1	0	0	0	0	42	44	8	1	1	0	3	57		
<b>H/TOT</b>	<b>151</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>178</b>	<b>26</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>217</b>		
17:00	47	2	1	2	0	0	52	42	5	2	0	0	1	50		
17:15	32	2	2	0	0	0	36	29	6	3	0	0	0	38		
17:30	45	3	4	0	0	1	53	51	4	0	0	0	0	55		
17:45	35	2	1	0	0	0	38	38	4	0	0	0	0	42		
<b>H/TOT</b>	<b>159</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>179</b>	<b>160</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>185</b>		
18:00	36	2	0	0	0	0	38	42	2	0	0	0	0	44		
18:15	29	5	0	1	0	0	35	38	3	0	0	1	0	42		
18:30	19	1	0	1	0	0	21	35	4	1	0	0	0	40		
18:45	17	1	0	0	0	0	18	30	2	3	0	0	0	35		
<b>H/TOT</b>	<b>101</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>145</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>161</b>		
<b>P/TOT</b>	<b>1418</b>	<b>251</b>	<b>161</b>	<b>66</b>	<b>3</b>	<b>3</b>	<b>1902</b>	<b>2072</b>	<b>353</b>	<b>235</b>	<b>72</b>	<b>1</b>	<b>13</b>	<b>2746</b>		

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)


 <span style="float: right;">5286 / VEOLIA JUNE 2015 CLASSIFIED TURNING COUNT</span>														
SITE:		3						DATE: 27/06/2015						
LOCATION:		Speedwell Road/ Kings Road						DAY: Saturday						
TIME	TO ARM A							FROM ARM A						
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT
07:00	29	6	7	1	0	0	43	34	5	2	0	0	0	41
07:15	39	7	4	0	0	0	50	40	8	2	0	2	1	53
07:30	41	9	0	0	0	0	50	35	9	3	1	2	1	51
07:45	31	16	3	0	0	0	50	51	19	5	0	0	0	75
<b>H/TOT</b>	<b>140</b>	<b>38</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>193</b>	<b>160</b>	<b>41</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>220</b>
08:00	42	11	8	1	0	1	63	49	15	4	1	0	0	69
08:15	58	9	4	1	0	1	73	49	14	5	0	0	0	68
08:30	76	11	5	2	0	0	94	53	12	4	1	0	0	70
08:45	61	6	8	1	0	0	76	52	15	3	1	1	1	73
<b>H/TOT</b>	<b>237</b>	<b>37</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>306</b>	<b>203</b>	<b>56</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>280</b>
09:00	80	13	8	0	0	1	102	70	14	5	0	0	0	89
09:15	74	15	8	0	0	0	97	91	15	2	0	1	0	109
09:30	86	12	1	0	0	0	99	82	14	4	1	0	2	103
09:45	88	13	5	1	0	0	107	79	25	7	1	1	0	113
<b>H/TOT</b>	<b>327</b>	<b>53</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>405</b>	<b>321</b>	<b>68</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>414</b>
10:00	99	14	7	1	1	0	122	89	13	4	0	0	0	106
10:15	99	20	5	0	0	0	124	77	18	2	0	1	0	98
10:30	119	19	7	0	0	0	145	95	16	1	0	0	0	112
10:45	123	14	7	0	1	2	147	100	13	4	0	1	0	118
<b>H/TOT</b>	<b>440</b>	<b>67</b>	<b>26</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>538</b>	<b>361</b>	<b>60</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>434</b>
11:00	133	19	5	1	0	0	158	95	12	0	1	1	2	111
11:15	126	17	5	0	0	2	150	111	20	2	0	0	0	133
11:30	128	14	2	1	1	1	147	120	19	3	1	0	0	143
11:45	128	17	2	0	1	1	149	98	14	4	0	1	1	118
<b>H/TOT</b>	<b>513</b>	<b>67</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>604</b>	<b>422</b>	<b>65</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>505</b>
12:00	156	22	3	0	0	1	182	116	15	3	3	0	1	138
12:15	172	12	0	1	2	1	188	105	13	3	0	0	0	121
12:30	135	14	4	0	1	2	156	97	11	2	0	1	0	111
12:45	155	10	2	0	0	1	168	122	11	2	0	0	1	136
<b>H/TOT</b>	<b>618</b>	<b>58</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>694</b>	<b>440</b>	<b>50</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>506</b>
13:00	149	15	2	0	2	1	169	134	14	1	0	0	0	149
13:15	152	15	3	0	0	0	170	103	10	8	0	1	3	125
13:30	145	20	1	0	1	1	168	129	13	1	0	0	1	144
13:45	154	8	0	0	1	1	164	130	11	3	0	0	1	145
<b>H/TOT</b>	<b>599</b>	<b>58</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>671</b>	<b>495</b>	<b>48</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>563</b>
14:00	146	14	2	0	2	0	164	117	14	2	0	1	4	138
14:15	168	12	4	0	0	1	185	128	14	4	0	0	0	146
14:30	144	14	3	0	1	1	163	126	14	5	0	0	0	145
14:45	132	24	1	0	0	1	158	126	4	3	0	1	1	135
<b>H/TOT</b>	<b>590</b>	<b>64</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>670</b>	<b>497</b>	<b>46</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>564</b>
15:00	154	17	1	0	0	1	173	131	6	2	0	0	1	140
15:15	153	7	2	0	1	4	167	125	13	2	0	0	3	143
15:30	152	9	2	1	1	1	166	130	7	2	0	1	1	141
15:45	142	11	4	0	0	1	158	112	5	1	0	0	0	118
<b>H/TOT</b>	<b>600</b>	<b>44</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>664</b>	<b>497</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>542</b>
16:00	122	6	0	0	1	1	130	125	12	0	0	0	0	137
16:15	136	13	0	1	0	2	152	103	8	0	0	1	0	112
16:30	124	13	3	0	0	1	141	118	9	0	0	0	1	128
16:45	118	7	1	0	1	0	127	136	10	0	0	0	0	146
<b>H/TOT</b>	<b>499</b>	<b>39</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>550</b>	<b>481</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>523</b>
17:00	125	6	0	0	1	0	132	133	11	1	0	1	1	147
17:15	131	13	0	0	1	0	145	115	7	1	0	0	0	123
17:30	112	4	3	0	2	5	126	93	3	0	0	0	0	96
17:45	112	8	0	0	0	0	120	99	6	0	0	0	1	106
<b>H/TOT</b>	<b>479</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>523</b>	<b>439</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>472</b>
18:00	133	5	0	0	0	1	139	107	6	1	0	0	0	114
18:15	103	6	1	0	0	1	111	111	5	1	0	0	0	117
18:30	122	6	1	0	0	0	129	124	6	1	0	0	0	131
18:45	105	7	2	0	1	0	115	109	4	0	0	0	0	113
<b>H/TOT</b>	<b>461</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>494</b>	<b>449</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>475</b>
<b>P/TOT</b>	<b>5503</b>	<b>580</b>	<b>146</b>	<b>13</b>	<b>23</b>	<b>38</b>	<b>6312</b>	<b>4765</b>	<b>552</b>	<b>115</b>	<b>11</b>	<b>18</b>	<b>28</b>	<b>5498</b>




SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													5286 / VEOLIA	
													JUNE 2015	
													CLASSIFIED TURNING COUNT	
SITE: 3													DATE: 27/06/2015	
LOCATION: Speedwell Road/ Kings Road													DAY: Saturday	
TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	4	2	0	0	0	0	6	1	0	0	0	0	0	1
07:15	3	1	0	0	0	0	4	2	0	0	0	0	0	2
07:30	1	0	0	1	0	0	2	2	0	0	0	0	0	2
07:45	2	2	0	0	0	0	4	2	1	1	0	0	0	4
<b>H/TOT</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
08:00	2	3	0	0	0	0	5	1	1	0	0	0	0	2
08:15	6	0	2	0	0	0	8	4	2	0	0	0	0	6
08:30	6	4	1	0	0	0	11	3	0	0	0	0	0	3
08:45	3	2	1	0	0	0	6	4	2	3	1	0	0	10
<b>H/TOT</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>
09:00	6	0	0	0	0	0	6	5	5	1	0	0	0	11
09:15	5	1	0	0	0	0	6	7	1	0	0	0	0	8
09:30	7	0	1	0	0	0	8	6	1	0	0	0	0	7
09:45	5	1	1	0	0	0	7	4	1	1	0	0	0	6
<b>H/TOT</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
10:00	5	0	0	0	0	0	5	10	1	1	0	0	0	12
10:15	5	3	0	0	0	0	8	4	0	0	0	0	0	4
10:30	2	2	1	0	0	0	5	5	1	0	0	0	0	6
10:45	5	0	0	0	0	0	5	7	3	1	0	0	0	11
<b>H/TOT</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
11:00	11	4	0	0	0	0	15	11	2	1	0	0	0	14
11:15	10	3	0	0	0	0	13	9	5	0	0	0	0	14
11:30	13	3	0	0	0	0	16	9	2	0	0	0	0	11
11:45	4	2	0	0	0	0	6	11	3	0	0	0	0	14
<b>H/TOT</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
12:00	6	4	0	0	0	0	10	9	2	0	0	0	0	11
12:15	8	0	0	0	0	0	8	8	1	0	0	0	0	9
12:30	5	0	0	0	0	0	5	9	0	0	0	0	0	9
12:45	9	1	0	0	0	0	10	15	0	0	0	0	0	15
<b>H/TOT</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
13:00	23	0	0	0	0	0	23	25	2	0	0	0	0	27
13:15	7	0	0	0	0	0	7	17	0	0	0	0	0	17
13:30	7	0	0	0	0	0	7	8	1	0	0	0	0	9
13:45	6	0	0	0	0	0	6	8	1	0	0	0	0	9
<b>H/TOT</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>
14:00	3	0	0	0	0	0	3	8	0	0	0	0	0	8
14:15	11	1	0	0	0	0	12	8	2	1	0	0	0	11
14:30	9	1	0	0	0	0	10	12	0	0	0	0	0	12
14:45	11	0	0	0	0	0	11	11	5	0	0	0	1	17
<b>H/TOT</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>48</b>
15:00	11	0	0	0	0	1	12	15	3	0	0	0	0	18
15:15	9	0	0	0	0	0	9	7	0	0	0	0	1	8
15:30	8	0	0	0	0	0	8	10	0	0	0	0	0	10
15:45	3	0	0	0	0	0	3	6	0	0	0	0	0	6
<b>H/TOT</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>
16:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0
16:15	12	0	0	0	0	0	12	9	0	0	0	0	0	9
16:30	11	0	0	0	0	0	11	5	0	0	0	0	0	5
16:45	9	0	0	0	0	0	9	5	0	0	0	0	0	5
<b>H/TOT</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
17:00	7	0	0	0	0	0	7	4	0	0	0	0	0	4
17:15	8	1	0	0	0	0	9	7	0	0	0	0	0	7
17:30	4	1	0	0	0	0	5	6	0	0	0	0	1	7
17:45	6	0	0	0	0	0	6	7	0	0	0	0	0	7
<b>H/TOT</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>
18:00	5	1	0	0	0	0	6	3	1	0	0	0	0	4
18:15	5	0	0	0	0	0	5	8	2	0	0	0	0	10
18:30	10	0	0	0	0	0	10	5	0	0	0	0	0	5
18:45	15	1	0	0	0	0	16	9	1	0	0	0	0	10
<b>H/TOT</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>P/TOT</b>	<b>335</b>	<b>44</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>388</b>	<b>351</b>	<b>52</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>417</b>


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>	
SITE:	3						DATE: 27/06/2015							
LOCATION:	Speedwell Road/ Kings Road						DAY: Saturday							
TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	27	4	2	0	0	0	33	17	6	1	1	0	0	25
07:15	34	7	2	0	0	0	43	29	4	2	0	0	0	35
07:30	28	9	3	0	1	0	41	30	8	0	0	0	0	38
07:45	49	13	8	0	0	0	70	24	11	0	0	0	0	35
<b>H/TOT</b>	<b>138</b>	<b>33</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>187</b>	<b>100</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>133</b>
08:00	41	10	5	1	0	0	57	33	7	4	1	0	1	46
08:15	48	15	5	0	0	0	68	44	9	3	0	0	1	57
08:30	51	8	1	0	0	0	60	65	10	2	1	0	0	78
08:45	47	16	3	1	1	1	69	53	7	6	0	0	0	66
<b>H/TOT</b>	<b>187</b>	<b>49</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>254</b>	<b>195</b>	<b>33</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>247</b>
09:00	61	12	2	0	0	0	75	55	8	5	0	0	0	68
09:15	76	15	1	0	1	0	93	57	10	5	0	0	0	72
09:30	72	15	3	1	0	2	93	67	9	1	0	0	0	77
09:45	73	25	3	1	1	0	103	73	12	3	1	0	0	89
<b>H/TOT</b>	<b>282</b>	<b>67</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>364</b>	<b>252</b>	<b>39</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>306</b>
10:00	91	14	4	0	0	0	109	77	15	5	0	1	0	98
10:15	73	17	3	0	1	0	94	80	21	6	0	0	0	107
10:30	94	14	2	0	0	0	110	94	14	3	0	0	0	111
10:45	88	15	4	0	1	0	108	95	12	5	0	1	2	115
<b>H/TOT</b>	<b>346</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>421</b>	<b>346</b>	<b>62</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>431</b>
11:00	83	12	1	1	1	2	100	111	16	2	0	0	0	129
11:15	100	21	2	0	0	0	123	102	13	7	0	0	1	123
11:30	100	16	3	0	0	0	119	105	11	4	1	1	1	123
11:45	82	11	3	0	1	1	98	100	19	2	0	1	1	123
<b>H/TOT</b>	<b>365</b>	<b>60</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>440</b>	<b>418</b>	<b>59</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>498</b>
12:00	106	15	3	3	0	1	128	122	16	2	0	0	0	140
12:15	103	14	3	0	0	2	122	139	12	3	0	1	1	156
12:30	87	10	2	0	1	2	102	111	11	2	0	0	1	125
12:45	107	11	1	0	0	1	120	125	13	1	0	0	1	140
<b>H/TOT</b>	<b>403</b>	<b>50</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>472</b>	<b>497</b>	<b>52</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>561</b>
13:00	115	11	1	0	0	0	127	105	13	1	0	2	1	122
13:15	93	9	8	0	1	3	114	120	13	2	0	0	0	135
13:30	111	13	1	0	0	1	126	113	15	1	0	1	1	131
13:45	116	10	3	0	0	1	130	123	8	0	0	1	1	133
<b>H/TOT</b>	<b>435</b>	<b>43</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>497</b>	<b>461</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>521</b>
14:00	97	13	1	0	1	4	116	121	15	2	0	2	0	140
14:15	112	16	3	0	0	0	131	130	10	3	0	0	1	144
14:30	118	14	3	0	0	0	135	116	11	3	0	1	1	132
14:45	112	5	1	0	1	0	119	100	17	0	0	0	0	117
<b>H/TOT</b>	<b>439</b>	<b>48</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>501</b>	<b>467</b>	<b>53</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>533</b>
15:00	104	8	2	0	0	0	114	108	14	0	0	0	0	122
15:15	105	11	3	0	0	3	122	125	7	2	0	1	2	137
15:30	112	6	2	0	1	1	122	120	9	2	1	1	1	134
15:45	95	5	0	0	0	0	100	115	10	2	0	0	1	128
<b>H/TOT</b>	<b>416</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>458</b>	<b>468</b>	<b>40</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>521</b>
16:00	103	11	0	0	0	0	114	101	8	0	0	1	1	111
16:15	86	10	0	0	1	0	97	111	12	0	1	0	2	126
16:30	98	10	0	0	0	1	109	113	12	1	0	0	1	127
16:45	93	7	0	0	0	0	100	98	5	1	0	1	0	105
<b>H/TOT</b>	<b>380</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>420</b>	<b>423</b>	<b>37</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>469</b>
17:00	108	8	0	0	1	1	118	100	3	0	0	1	0	104
17:15	92	5	2	0	0	0	99	112	11	0	0	0	0	123
17:30	77	2	0	0	0	0	79	85	5	3	0	2	1	96
17:45	83	6	0	0	0	1	90	84	7	0	0	0	0	91
<b>H/TOT</b>	<b>360</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>386</b>	<b>381</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>414</b>
18:00	89	3	1	0	0	0	93	106	3	0	0	0	0	109
18:15	86	3	1	0	0	0	90	83	4	1	0	0	1	89
18:30	105	6	1	0	0	0	112	105	7	1	0	0	0	113
18:45	78	5	0	0	0	0	83	77	7	1	0	1	0	86
<b>H/TOT</b>	<b>358</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>378</b>	<b>371</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>397</b>
<b>P/TOT</b>	<b>4109</b>	<b>516</b>	<b>102</b>	<b>8</b>	<b>15</b>	<b>28</b>	<b>4778</b>	<b>4379</b>	<b>500</b>	<b>100</b>	<b>7</b>	<b>20</b>	<b>25</b>	<b>5031</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

 <span style="float: right;">5286 / VEOLIA JUNE 2015 CLASSIFIED TURNING COUNT</span>														
SITE:		3						DATE: 27/06/2015						
LOCATION:		Speedwell Road/ Kings Road						DAY: Saturday						
TIME	TO ARM D							FROM ARM D						
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT
07:00	5	2	1	0	0	0	8	13	3	7	0	0	0	23
07:15	6	3	0	0	2	1	12	11	6	2	0	0	0	19
07:30	10	1	3	0	1	1	16	13	2	3	0	0	0	18
07:45	6	5	1	0	0	0	12	11	5	6	0	0	0	22
<b>H/TOT</b>	<b>27</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>48</b>	<b>48</b>	<b>16</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
08:00	9	4	1	0	0	0	14	11	5	6	0	0	0	22
08:15	4	3	1	0	0	0	8	19	2	4	1	0	0	26
08:30	12	3	3	1	0	0	19	24	4	4	1	0	0	33
08:45	13	2	3	0	0	0	18	15	2	3	0	0	0	20
<b>H/TOT</b>	<b>38</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>69</b>	<b>13</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>101</b>
09:00	12	5	5	0	0	0	22	29	3	4	0	0	1	37
09:15	22	1	3	0	0	0	26	22	6	5	0	0	0	33
09:30	21	1	2	0	0	0	24	31	4	2	0	0	0	37
09:45	10	5	3	0	0	0	18	20	6	1	0	0	0	27
<b>H/TOT</b>	<b>65</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>102</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>134</b>
10:00	13	6	1	0	0	0	20	32	5	2	1	0	0	40
10:15	19	2	3	0	0	0	24	35	3	3	0	0	0	41
10:30	13	3	0	0	0	0	16	34	7	6	0	0	0	47
10:45	20	1	0	0	0	0	21	34	2	1	0	0	0	37
<b>H/TOT</b>	<b>65</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>135</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>165</b>
11:00	18	2	1	0	0	0	21	28	7	4	1	0	0	40
11:15	23	3	4	0	0	0	30	37	6	2	0	0	1	46
11:30	26	6	3	1	0	0	36	33	7	1	0	0	0	41
11:45	26	7	1	0	0	0	34	31	1	0	0	0	0	32
<b>H/TOT</b>	<b>93</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>129</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>159</b>
12:00	25	2	2	0	0	0	29	46	10	3	0	0	1	60
12:15	18	2	3	0	0	0	23	49	2	0	1	1	2	55
12:30	29	3	0	0	0	0	32	39	5	2	0	1	3	50
12:45	27	2	1	0	0	0	30	36	0	1	0	0	0	37
<b>H/TOT</b>	<b>99</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>170</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>202</b>
13:00	34	6	0	0	0	0	40	57	3	1	0	0	0	61
13:15	34	3	1	0	0	0	38	46	4	2	0	0	0	52
13:30	33	3	0	0	0	0	36	46	7	0	0	0	0	53
13:45	25	2	0	0	0	0	27	40	0	0	0	0	0	40
<b>H/TOT</b>	<b>126</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>	<b>189</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>
14:00	35	3	1	0	0	0	39	35	1	0	0	0	0	36
14:15	24	1	1	0	0	0	26	49	4	0	0	0	0	53
14:30	28	0	3	0	0	0	31	45	4	1	0	0	0	50
14:45	19	0	2	0	0	1	22	37	3	1	0	0	0	41
<b>H/TOT</b>	<b>106</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>118</b>	<b>166</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180</b>
15:00	35	0	0	0	0	0	35	50	2	1	0	0	1	54
15:15	34	2	0	0	0	0	36	44	0	1	0	0	1	46
15:30	25	2	0	0	0	0	27	37	1	0	0	0	0	38
15:45	21	1	1	0	0	0	23	28	2	2	0	0	0	32
<b>H/TOT</b>	<b>115</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>159</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>170</b>
16:00	38	3	0	0	0	0	41	39	0	0	0	0	0	39
16:15	22	0	0	0	0	0	22	33	3	0	0	0	0	36
16:30	33	0	0	0	0	0	33	30	2	2	0	0	0	34
16:45	46	3	0	0	0	0	49	27	2	0	0	0	0	29
<b>H/TOT</b>	<b>139</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145</b>	<b>129</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>
17:00	32	3	1	0	0	0	36	35	3	0	0	0	0	38
17:15	35	1	0	0	0	0	36	32	2	1	0	1	0	36
17:30	26	2	0	0	0	0	28	35	1	0	0	0	3	39
17:45	16	0	0	0	0	0	16	27	1	0	0	0	0	28
<b>H/TOT</b>	<b>109</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>129</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>141</b>
18:00	25	2	0	0	0	0	27	36	1	0	0	0	1	38
18:15	27	2	0	0	0	0	29	19	0	0	0	0	0	19
18:30	17	2	0	0	0	0	19	20	1	0	0	0	0	21
18:45	26	0	0	0	0	0	26	29	1	1	0	0	0	31
<b>H/TOT</b>	<b>95</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>104</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>109</b>
<b>P/TOT</b>	<b>1077</b>	<b>115</b>	<b>55</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1255</b>	<b>1529</b>	<b>151</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>14</b>	<b>1787</b>


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

 <span style="float: right;">5286 / VEOLIA JUNE 2015 CLASSIFIED TURNING COUNT</span>														
SITE:		3						DATE: 28/06/2015						
LOCATION:		Speedwell Road/ Kings Road						DAY: Sunday						
TIME	TO ARM A							FROM ARM A						
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT
07:00	17	3	1	0	0	0	21	16	0	0	0	0	1	17
07:15	22	2	2	0	0	0	26	13	4	0	0	0	0	17
07:30	22	1	1	0	0	0	24	27	1	1	0	0	2	31
07:45	25	3	1	0	0	0	29	30	0	0	0	0	0	30
<b>H/TOT</b>	<b>86</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>86</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>
08:00	32	0	0	0	0	0	32	25	2	0	0	0	0	27
08:15	23	2	0	0	0	0	25	37	0	0	0	0	0	37
08:30	21	3	1	0	0	0	25	20	3	1	0	0	0	24
08:45	23	0	0	0	0	0	23	37	3	0	0	0	1	41
<b>H/TOT</b>	<b>99</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>119</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>129</b>
09:00	26	2	0	0	0	0	28	30	6	0	0	0	0	36
09:15	38	8	1	0	0	0	47	21	6	1	0	0	0	28
09:30	55	5	3	0	0	3	66	52	5	1	0	0	2	60
09:45	52	3	2	0	0	5	62	40	3	1	0	0	0	44
<b>H/TOT</b>	<b>171</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>203</b>	<b>143</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>168</b>
10:00	62	5	1	0	0	0	68	61	4	2	0	0	0	67
10:15	81	4	2	0	0	0	87	65	2	0	0	0	0	67
10:30	90	4	5	0	0	0	99	68	7	1	1	0	0	77
10:45	73	2	2	0	0	0	77	53	6	2	1	0	1	63
<b>H/TOT</b>	<b>306</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>247</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>274</b>
11:00	93	12	1	1	0	0	107	59	5	4	0	0	0	68
11:15	99	8	1	0	0	2	110	65	4	1	0	0	0	70
11:30	113	6	2	0	0	1	122	78	4	1	0	0	0	83
11:45	100	6	2	0	0	0	108	92	6	1	0	0	0	99
<b>H/TOT</b>	<b>405</b>	<b>32</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>447</b>	<b>294</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>320</b>
12:00	91	8	2	2	0	0	103	106	7	0	0	0	3	116
12:15	115	7	1	0	0	1	124	107	6	4	0	0	0	117
12:30	130	3	2	0	0	0	135	108	8	5	0	0	0	121
12:45	121	7	4	0	0	1	133	111	2	3	0	0	0	116
<b>H/TOT</b>	<b>457</b>	<b>25</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>495</b>	<b>432</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>470</b>
13:00	130	6	1	0	0	0	137	134	9	5	0	0	0	148
13:15	141	4	0	0	0	0	145	100	4	2	0	0	0	106
13:30	111	3	0	0	0	5	119	113	5	1	0	0	0	119
13:45	121	5	2	0	0	0	128	99	5	1	0	0	0	105
<b>H/TOT</b>	<b>503</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>529</b>	<b>446</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>478</b>
14:00	126	7	1	0	0	0	134	98	4	0	0	0	0	102
14:15	136	7	1	0	0	3	147	109	4	2	0	0	0	115
14:30	126	8	0	1	0	0	135	93	2	0	0	0	0	95
14:45	154	12	3	0	0	0	169	115	6	3	0	0	0	124
<b>H/TOT</b>	<b>542</b>	<b>34</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>585</b>	<b>415</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>436</b>
15:00	135	8	2	0	0	0	145	111	6	1	0	0	0	118
15:15	147	5	0	0	0	1	153	119	10	0	0	0	0	129
15:30	126	6	0	0	1	0	133	121	8	0	0	0	0	129
15:45	113	7	0	0	0	1	121	114	2	1	0	0	0	117
<b>H/TOT</b>	<b>521</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>552</b>	<b>465</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>493</b>
16:00	113	4	0	0	0	0	117	112	4	0	0	0	1	117
16:15	109	4	0	0	0	1	114	109	9	2	0	0	0	120
16:30	97	1	2	0	0	0	100	113	4	2	0	0	0	119
16:45	102	11	1	0	0	1	115	79	5	3	1	0	0	88
<b>H/TOT</b>	<b>421</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>446</b>	<b>413</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>444</b>
17:00	111	6	1	0	0	0	118	90	3	0	0	1	1	95
17:15	104	4	0	0	0	0	108	92	3	1	0	0	0	96
17:30	87	6	0	0	0	1	94	89	6	0	0	0	0	95
17:45	85	2	1	0	0	1	89	81	2	0	0	0	0	83
<b>H/TOT</b>	<b>387</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>409</b>	<b>352</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>369</b>
18:00	105	5	0	0	0	1	111	88	4	0	0	0	0	92
18:15	97	7	1	0	0	1	106	83	4	1	0	0	1	89
18:30	72	6	1	0	0	0	79	73	2	0	0	0	0	75
18:45	98	4	0	1	0	1	104	84	4	2	1	0	2	93
<b>H/TOT</b>	<b>372</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>400</b>	<b>328</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>349</b>
<b>P/TOT</b>	<b>4270</b>	<b>242</b>	<b>54</b>	<b>5</b>	<b>1</b>	<b>30</b>	<b>4602</b>	<b>3740</b>	<b>209</b>	<b>56</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>4025</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA	
														JUNE 2015	
														CLASSIFIED TURNING COUNT	
SITE:		3						DATE: 28/06/2015							
LOCATION:		Speedwell Road/ Kings Road						DAY: Sunday							
TIME	TO ARM B						TOT	FROM ARM B						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL		
07:00	3	0	0	0	0	0	3	0	0	1	0	0	0	1	
07:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
07:30	2	0	0	0	0	0	2	1	0	0	0	0	0	1	
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
<b>H/TOT</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
08:00	2	0	0	0	0	0	2	2	0	0	0	0	0	2	
08:15	2	0	0	0	0	0	2	2	0	0	0	0	0	2	
08:30	1	1	0	0	0	0	2	1	0	0	0	0	0	1	
08:45	2	0	0	0	0	0	2	0	0	0	0	0	0	0	
<b>H/TOT</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15	1	1	0	0	0	0	2	3	1	0	0	0	0	4	
09:30	0	1	0	0	0	0	1	2	0	0	0	0	0	2	
09:45	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
<b>H/TOT</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
10:00	4	0	0	0	0	0	4	3	0	0	0	0	0	3	
10:15	4	0	0	0	0	0	4	3	1	0	0	0	0	4	
10:30	3	1	0	0	0	0	4	7	0	0	0	0	0	7	
10:45	5	0	0	0	0	0	5	4	0	0	0	0	0	4	
<b>H/TOT</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	
11:00	6	1	0	0	0	0	7	6	1	0	0	0	0	7	
11:15	4	0	0	0	0	0	4	4	0	0	0	0	0	4	
11:30	3	0	0	0	0	0	3	6	0	0	0	0	0	6	
11:45	3	0	0	0	0	0	3	7	0	0	0	0	0	7	
<b>H/TOT</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	
12:00	1	0	0	0	0	0	1	6	0	0	0	0	0	6	
12:15	4	0	0	0	0	0	4	3	0	0	0	0	0	3	
12:30	3	0	0	0	0	0	3	4	0	0	0	0	0	4	
12:45	14	0	0	0	0	0	14	9	0	0	0	0	0	9	
<b>H/TOT</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
13:00	21	0	0	0	0	0	21	27	1	0	0	0	0	28	
13:15	9	0	0	0	0	0	9	8	0	0	0	0	0	8	
13:30	5	0	0	0	0	0	5	6	0	0	0	0	0	6	
13:45	11	0	0	0	0	0	11	8	1	0	0	0	1	10	
<b>H/TOT</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>49</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	
14:00	7	0	0	0	0	0	7	6	0	0	0	0	0	6	
14:15	8	0	0	0	0	0	8	9	0	0	0	0	0	9	
14:30	6	0	0	0	0	0	6	7	0	0	0	0	0	7	
14:45	9	2	0	0	0	0	11	13	5	0	0	0	0	18	
<b>H/TOT</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	
15:00	16	1	0	0	0	0	17	15	1	0	0	0	0	16	
15:15	5	0	0	0	0	0	5	4	2	0	0	0	0	6	
15:30	6	0	0	0	0	0	6	6	0	0	0	0	0	6	
15:45	4	0	0	0	0	0	4	8	0	0	0	0	0	8	
<b>H/TOT</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	
16:00	6	1	0	0	0	0	7	6	0	0	0	0	0	6	
16:15	3	0	0	0	0	0	3	8	0	0	0	0	0	8	
16:30	10	0	0	0	0	0	10	4	0	0	0	0	0	4	
16:45	3	0	0	0	0	0	3	3	1	0	0	0	0	4	
<b>H/TOT</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
17:00	4	0	0	0	0	0	4	8	1	0	0	0	0	9	
17:15	9	0	0	0	0	0	9	9	1	0	0	0	0	10	
17:30	3	0	0	0	0	0	3	5	0	0	0	0	0	5	
17:45	3	0	0	0	0	0	3	5	0	0	0	0	0	5	
<b>H/TOT</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	
18:00	5	0	0	0	0	0	5	3	0	0	0	0	0	3	
18:15	4	1	0	0	0	0	5	7	0	0	0	0	1	8	
18:30	3	0	0	0	0	0	3	3	1	0	0	0	0	4	
18:45	6	0	0	0	0	0	6	7	0	0	0	0	0	7	
<b>H/TOT</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22</b>	
<b>P/TOT</b>	<b>233</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>261</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>281</b>	


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

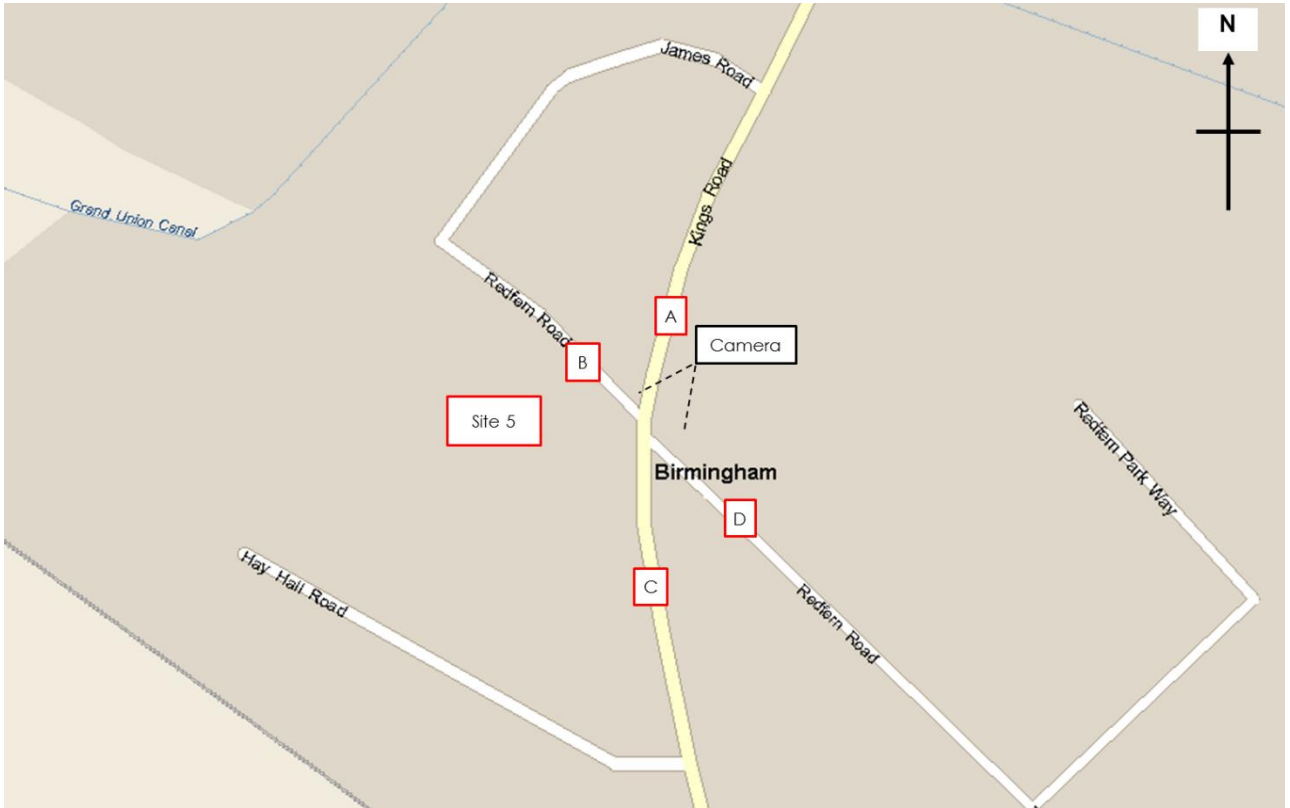
														<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>		
SITE:		3										DATE: 28/06/2015				
LOCATION:		Speedwell Road/ Kings Road										DAY: Sunday				
TIME	TO ARM C							TOT	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:00	11	0	0	0	0	1	12	14	2	0	0	0	0	16		
07:15	12	2	0	0	0	0	14	15	1	2	0	0	0	18		
07:30	21	1	1	0	0	1	24	18	1	1	0	0	0	20		
07:45	24	0	0	0	0	0	24	17	2	0	0	0	0	19		
<b>H/TOT</b>	<b>68</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>64</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>		
08:00	24	2	0	0	0	0	26	28	0	0	0	0	0	28		
08:15	31	0	1	0	0	0	32	23	1	0	0	0	0	24		
08:30	18	2	1	0	0	0	21	17	3	1	0	0	0	21		
08:45	31	3	0	0	0	1	35	21	0	0	0	0	0	21		
<b>H/TOT</b>	<b>104</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>114</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>		
09:00	29	6	0	0	0	0	35	21	1	0	0	0	0	22		
09:15	18	6	1	0	0	0	25	30	7	1	0	0	0	38		
09:30	50	4	2	0	0	0	56	41	6	4	0	0	3	54		
09:45	40	3	1	0	0	0	44	40	3	3	0	0	0	46		
<b>H/TOT</b>	<b>137</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>132</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>160</b>		
10:00	53	5	1	0	0	0	59	48	5	1	0	0	0	54		
10:15	56	2	0	0	0	0	58	68	3	0	0	0	0	71		
10:30	63	5	1	1	0	0	70	62	3	3	0	0	0	68		
10:45	51	5	2	0	0	1	59	61	2	0	0	0	0	63		
<b>H/TOT</b>	<b>223</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>246</b>	<b>239</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>256</b>		
11:00	51	5	3	0	0	0	59	68	11	0	1	0	0	80		
11:15	57	4	0	0	0	0	61	76	8	2	0	0	2	88		
11:30	66	5	0	0	0	0	71	87	10	1	0	0	1	99		
11:45	81	6	1	0	0	0	88	78	5	2	0	0	0	85		
<b>H/TOT</b>	<b>255</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>309</b>	<b>34</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>352</b>		
12:00	99	6	0	0	0	3	108	74	5	3	0	0	0	82		
12:15	96	7	3	0	0	0	106	101	7	1	0	0	1	110		
12:30	98	7	4	0	0	0	109	101	2	2	0	0	0	105		
12:45	87	3	2	0	0	0	92	89	7	2	0	0	1	99		
<b>H/TOT</b>	<b>380</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>415</b>	<b>365</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>396</b>		
13:00	116	9	4	0	0	0	129	89	5	1	0	0	0	95		
13:15	83	4	2	0	0	0	89	110	5	0	0	0	0	115		
13:30	90	6	1	0	0	0	97	85	4	0	0	0	4	93		
13:45	87	5	1	0	0	0	93	99	4	2	0	0	0	105		
<b>H/TOT</b>	<b>376</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>408</b>	<b>383</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>408</b>		
14:00	80	3	0	0	0	0	83	105	5	1	0	0	0	111		
14:15	88	4	2	0	0	0	94	111	8	0	0	0	3	122		
14:30	78	3	0	0	0	0	81	95	9	0	0	0	0	104		
14:45	101	4	0	0	0	0	105	116	10	3	0	0	0	129		
<b>H/TOT</b>	<b>347</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>363</b>	<b>427</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>466</b>		
15:00	91	6	1	0	0	0	98	111	6	0	0	0	0	117		
15:15	103	9	0	0	0	0	112	124	4	0	0	0	1	129		
15:30	95	7	0	0	0	0	102	101	6	2	0	0	0	109		
15:45	97	2	1	0	0	0	100	91	7	0	0	0	0	98		
<b>H/TOT</b>	<b>386</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>412</b>	<b>427</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>453</b>		
16:00	91	2	0	0	0	0	93	98	4	0	0	0	0	102		
16:15	98	8	1	0	0	0	107	99	4	0	0	0	1	104		
16:30	92	4	2	0	0	0	98	79	0	1	0	0	0	80		
16:45	75	4	1	1	0	0	81	82	11	1	0	0	2	96		
<b>H/TOT</b>	<b>356</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>379</b>	<b>358</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>382</b>		
17:00	74	2	0	0	1	1	78	90	6	0	0	0	0	96		
17:15	77	2	1	0	0	0	80	87	3	0	0	0	0	90		
17:30	79	6	0	0	0	0	85	70	7	0	0	0	0	77		
17:45	68	1	0	0	0	0	69	77	2	1	0	0	1	81		
<b>H/TOT</b>	<b>298</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>312</b>	<b>324</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>344</b>		
18:00	75	3	0	0	0	0	78	90	3	0	0	0	1	94		
18:15	67	3	1	0	0	1	72	72	8	1	0	0	1	82		
18:30	61	3	0	0	0	0	64	60	6	1	0	0	0	67		
18:45	72	3	2	1	0	2	80	74	4	0	0	0	1	79		
<b>H/TOT</b>	<b>275</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>294</b>	<b>296</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>322</b>		
<b>P/TOT</b>	<b>3205</b>	<b>192</b>	<b>44</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>3456</b>	<b>3413</b>	<b>226</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>3706</b>		

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA	
														JUNE 2015	
														CLASSIFIED TURNING COUNT	
SITE: 3														DATE: 28/06/2015	
LOCATION: Speedwell Road/ Kings Road														DAY: Sunday	
TIME	TO ARM D						TOT	FROM ARM D						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL		
07:00	2	0	0	0	0	0	2	3	1	0	0	0	0	4	
07:15	1	1	0	0	0	0	2	7	1	0	0	0	0	8	
07:30	7	0	0	0	0	1	8	6	0	0	0	0	0	6	
07:45	8	0	0	0	0	0	8	9	1	1	0	0	0	11	
<b>H/TOT</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>25</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	
08:00	5	0	0	0	0	0	5	8	0	0	0	0	0	8	
08:15	9	0	0	0	0	0	9	3	1	1	0	0	0	5	
08:30	1	1	0	0	0	0	2	3	1	0	0	0	0	4	
08:45	6	1	0	0	0	0	7	4	1	0	0	0	0	5	
<b>H/TOT</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
09:00	4	1	0	0	0	0	5	8	2	0	0	0	0	10	
09:15	6	1	0	0	0	0	7	9	2	0	0	0	0	11	
09:30	7	1	1	0	0	2	11	17	0	1	0	0	0	18	
09:45	8	0	1	0	0	0	9	18	0	0	0	0	5	23	
<b>H/TOT</b>	<b>25</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>52</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>62</b>	
10:00	10	0	1	0	0	0	11	17	1	0	0	0	0	18	
10:15	12	1	0	0	0	0	13	17	1	2	0	0	0	20	
10:30	16	2	0	0	0	0	18	35	2	2	0	0	0	39	
10:45	8	1	0	1	0	0	10	19	0	2	0	0	0	21	
<b>H/TOT</b>	<b>46</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	
11:00	11	1	1	0	0	0	13	28	2	1	0	0	0	31	
11:15	11	1	2	0	0	0	14	26	1	0	0	0	0	27	
11:30	19	4	1	0	0	0	24	30	1	1	0	0	0	32	
11:45	23	1	0	0	0	0	24	30	2	0	0	0	0	32	
<b>H/TOT</b>	<b>64</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>114</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>122</b>	
12:00	21	1	1	0	0	0	23	26	3	0	2	0	0	31	
12:15	23	0	1	0	0	0	24	27	1	0	0	0	0	28	
12:30	22	2	1	0	0	0	25	40	2	0	0	0	0	42	
12:45	21	0	1	0	0	0	22	34	1	2	0	0	0	37	
<b>H/TOT</b>	<b>87</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>127</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>138</b>	
13:00	28	0	1	0	0	0	29	45	0	0	0	0	0	45	
13:15	25	2	0	0	0	0	27	40	1	0	0	0	0	41	
13:30	34	2	0	0	0	0	36	36	2	0	0	0	1	39	
13:45	24	1	0	0	0	1	26	37	1	0	0	0	0	38	
<b>H/TOT</b>	<b>111</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>118</b>	<b>158</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>163</b>	
14:00	28	1	0	0	0	0	29	32	2	0	0	0	0	34	
14:15	26	2	0	0	0	0	28	29	1	1	0	0	0	31	
14:30	20	2	0	0	0	0	22	35	2	0	1	0	0	38	
14:45	15	3	3	0	0	0	21	35	0	0	0	0	0	35	
<b>H/TOT</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>131</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>138</b>	
15:00	27	1	0	0	0	0	28	32	3	2	0	0	0	37	
15:15	19	3	0	0	0	0	22	27	1	0	0	0	0	28	
15:30	33	1	2	0	0	0	36	32	0	0	0	1	0	33	
15:45	28	1	0	0	0	0	29	29	1	0	0	0	1	31	
<b>H/TOT</b>	<b>107</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>120</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>129</b>	
16:00	24	1	0	0	0	1	26	18	0	0	0	0	0	18	
16:15	24	1	1	0	0	0	26	18	0	0	0	0	0	18	
16:30	24	0	0	0	0	0	24	27	1	1	0	0	0	29	
16:45	14	3	2	0	0	1	20	30	1	0	0	0	0	31	
<b>H/TOT</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>96</b>	<b>93</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	
17:00	26	3	0	0	0	0	29	27	1	1	0	0	0	29	
17:15	22	1	0	0	0	0	23	24	0	0	0	0	0	24	
17:30	20	1	0	0	0	0	21	25	0	0	0	0	1	26	
17:45	24	1	0	0	0	0	25	17	0	0	0	0	0	17	
<b>H/TOT</b>	<b>92</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>93</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>96</b>	
18:00	19	1	0	0	0	0	20	23	2	0	0	0	0	25	
18:15	16	3	0	0	0	1	20	22	2	0	0	0	0	24	
18:30	13	0	0	0	0	0	13	13	0	0	0	0	0	13	
18:45	13	1	0	0	0	0	14	24	0	0	1	0	0	25	
<b>H/TOT</b>	<b>61</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>82</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>87</b>	
<b>P/TOT</b>	<b>807</b>	<b>55</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>890</b>	<b>1101</b>	<b>48</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>1180</b>	

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

	<b>Site / Location:</b>	Site 5, Kings Road/ Redfern Road	<b>Project No:</b>	5286	<b>Drawing No:</b>	5286-03	<b>Drawn By:</b>	MN	
	<b>Survey Date:</b>	Friday 26th to Sunday 28th June 2015	<b>Project Name:</b>	Veolia					
	<b>Survey Times:</b>	07:00 to 19:00	<b>Drawing Title:</b>	Site Layout and Observed Movements					






SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)


														5286 / VEOLIA		
														JUNE 2015		
														CLASSIFIED TURNING COUNT		
SITE: 5														DATE: 26/06/2015		
LOCATION: Kings Road/ Redfern Road														DAY: Friday		
TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:00	64	11	6	1	0	1	83	48	8	7	1	0	0	64		
07:15	102	13	8	3	1	4	131	76	8	3	1	3	0	91		
07:30	104	19	9	3	2	1	138	93	16	12	4	0	0	125		
07:45	135	20	16	4	1	1	177	129	15	12	2	1	0	159		
<b>H/TOT</b>	<b>405</b>	<b>63</b>	<b>39</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>529</b>	<b>346</b>	<b>47</b>	<b>34</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>439</b>		
08:00	107	25	5	1	0	1	139	87	19	10	1	1	0	118		
08:15	109	9	11	0	2	0	131	94	25	12	3	2	2	138		
08:30	117	29	1	2	4	0	153	114	13	8	0	0	1	136		
08:45	131	14	15	3	1	0	164	88	15	12	0	0	0	115		
<b>H/TOT</b>	<b>464</b>	<b>77</b>	<b>32</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>587</b>	<b>383</b>	<b>72</b>	<b>42</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>507</b>		
09:00	109	31	7	2	1	0	150	79	18	8	4	1	0	110		
09:15	81	21	15	1	2	1	121	69	23	11	2	1	0	106		
09:30	103	24	11	2	0	0	140	73	24	12	1	1	0	111		
09:45	95	22	12	0	3	0	132	87	20	8	3	0	0	118		
<b>H/TOT</b>	<b>388</b>	<b>98</b>	<b>45</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>543</b>	<b>308</b>	<b>85</b>	<b>39</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>445</b>		
10:00	92	19	13	1	0	0	125	89	21	6	3	0	0	119		
10:15	82	29	10	2	0	1	124	64	20	11	6	0	1	102		
10:30	77	19	17	4	0	1	118	78	19	4	1	1	0	103		
10:45	81	29	10	5	1	0	126	72	26	10	0	0	0	108		
<b>H/TOT</b>	<b>332</b>	<b>96</b>	<b>50</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>493</b>	<b>303</b>	<b>86</b>	<b>31</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>432</b>		
11:00	80	22	9	1	0	2	114	75	21	12	1	1	0	110		
11:15	90	26	11	1	1	0	129	83	26	14	3	0	0	126		
11:30	84	19	13	1	1	1	119	87	18	13	4	0	0	122		
11:45	90	21	12	2	0	0	125	95	20	12	3	1	0	131		
<b>H/TOT</b>	<b>344</b>	<b>88</b>	<b>45</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>487</b>	<b>340</b>	<b>85</b>	<b>51</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>489</b>		
12:00	106	24	14	1	1	0	146	108	22	11	3	0	1	145		
12:15	97	24	14	0	0	0	135	100	20	8	2	0	1	131		
12:30	117	22	10	3	2	1	155	123	20	4	1	0	2	150		
12:45	115	19	23	2	2	0	161	103	26	14	4	1	1	149		
<b>H/TOT</b>	<b>435</b>	<b>89</b>	<b>61</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>597</b>	<b>434</b>	<b>88</b>	<b>37</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>575</b>		
13:00	91	17	11	1	0	0	120	96	10	10	2	1	0	119		
13:15	126	20	16	3	1	0	166	101	20	7	2	1	2	133		
13:30	103	15	4	1	0	1	124	94	16	6	2	0	3	121		
13:45	87	24	7	2	1	0	121	84	16	0	1	0	1	102		
<b>H/TOT</b>	<b>407</b>	<b>76</b>	<b>38</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>531</b>	<b>375</b>	<b>62</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>475</b>		
14:00	98	15	10	2	0	2	127	83	12	10	4	0	3	112		
14:15	97	16	8	0	1	1	123	101	15	21	0	1	0	138		
14:30	116	18	13	1	0	0	148	131	20	10	1	0	0	162		
14:45	129	27	5	0	3	0	164	113	18	14	2	0	1	148		
<b>H/TOT</b>	<b>440</b>	<b>76</b>	<b>36</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>562</b>	<b>428</b>	<b>65</b>	<b>55</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>560</b>		
15:00	148	15	4	0	0	5	172	130	7	6	3	1	0	147		
15:15	112	29	5	2	2	1	151	132	16	6	2	3	2	161		
15:30	147	15	2	4	0	3	171	112	13	9	0	2	0	136		
15:45	135	17	5	2	1	0	160	125	16	2	0	5	1	149		
<b>H/TOT</b>	<b>542</b>	<b>76</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>654</b>	<b>499</b>	<b>52</b>	<b>23</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>593</b>		
16:00	143	19	4	2	2	0	170	118	15	3	1	1	1	139		
16:15	138	20	5	0	1	2	166	105	11	5	2	1	0	124		
16:30	128	16	4	1	2	2	153	119	11	3	1	0	2	136		
16:45	128	17	1	1	3	0	150	131	17	4	0	2	1	155		
<b>H/TOT</b>	<b>537</b>	<b>72</b>	<b>14</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>639</b>	<b>473</b>	<b>54</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>554</b>		
17:00	139	15	4	1	5	2	166	104	9	2	0	0	4	119		
17:15	131	13	3	1	2	1	151	117	7	4	1	0	0	129		
17:30	138	9	6	0	1	1	155	120	10	3	0	2	0	135		
17:45	114	15	1	0	0	1	131	112	16	2	0	1	1	132		
<b>H/TOT</b>	<b>522</b>	<b>52</b>	<b>14</b>	<b>2</b>	<b>8</b>	<b>5</b>	<b>603</b>	<b>453</b>	<b>42</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>515</b>		
18:00	114	8	2	0	0	3	127	92	14	2	1	0	0	109		
18:15	124	8	6	0	1	1	140	93	7	4	0	0	0	104		
18:30	91	6	0	1	1	1	100	91	6	2	1	1	2	103		
18:45	88	1	3	0	0	0	92	88	6	2	0	0	0	96		
<b>H/TOT</b>	<b>417</b>	<b>23</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>459</b>	<b>364</b>	<b>33</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>412</b>		
<b>P/TOT</b>	<b>5233</b>	<b>886</b>	<b>401</b>	<b>70</b>	<b>52</b>	<b>42</b>	<b>6684</b>	<b>4706</b>	<b>771</b>	<b>371</b>	<b>79</b>	<b>36</b>	<b>33</b>	<b>5996</b>		

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)


		<b>5286 / VEOLIA</b>									
		<b>JUNE 2015</b>									
		<b>CLASSIFIED TURNING COUNT</b>									
SITE: 5		DATE: 26/06/2015									
LOCATION: Kings Road/ Redfern Road		DAY: Friday									

TIME	TO ARM B						TOT	FROM ARM B						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	5	1	3	0	0	0	9	1	1	0	0	0	0	2
07:15	5	5	0	0	0	0	10	2	1	3	0	0	0	6
07:30	13	2	0	0	0	0	15	1	0	0	0	0	0	1
07:45	18	4	4	0	0	0	26	2	2	1	0	0	0	5
<b>H/TOT</b>	<b>41</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
08:00	22	4	1	0	0	0	27	10	4	2	0	0	0	16
08:15	12	6	1	0	0	1	20	5	3	1	0	0	0	9
08:30	17	4	1	0	0	0	22	11	5	0	0	0	0	16
08:45	9	1	3	0	0	0	13	12	5	2	0	0	0	19
<b>H/TOT</b>	<b>60</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>38</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>
09:00	23	7	2	0	0	0	32	9	4	3	0	0	0	16
09:15	20	3	3	0	0	0	26	14	9	1	0	0	0	24
09:30	20	5	4	0	0	0	29	15	2	2	0	0	0	19
09:45	28	4	2	0	0	0	34	14	3	5	0	0	0	22
<b>H/TOT</b>	<b>91</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>52</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>
10:00	27	4	1	0	0	0	32	25	2	6	0	0	0	33
10:15	20	9	2	1	0	0	32	22	6	1	0	0	0	29
10:30	22	7	1	0	0	0	30	19	4	2	2	0	0	27
10:45	16	7	3	0	0	0	26	17	13	1	1	0	0	32
<b>H/TOT</b>	<b>85</b>	<b>27</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>83</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>121</b>
11:00	13	5	1	0	0	0	19	19	7	0	0	0	2	28
11:15	25	1	3	1	0	0	30	12	8	2	0	0	0	22
11:30	28	12	1	0	0	0	41	21	6	4	0	0	0	31
11:45	17	5	2	1	0	0	25	23	3	2	0	0	0	28
<b>H/TOT</b>	<b>83</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>75</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>109</b>
12:00	28	5	1	1	0	0	35	24	8	2	0	0	0	34
12:15	25	7	0	2	0	2	36	21	6	2	0	0	0	29
12:30	17	6	4	0	0	0	27	31	2	0	0	0	0	33
12:45	17	6	5	0	0	0	28	26	3	3	0	0	0	32
<b>H/TOT</b>	<b>87</b>	<b>24</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>126</b>	<b>102</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>
13:00	20	3	3	0	0	0	26	28	2	2	0	0	0	32
13:15	34	6	4	0	0	0	44	26	3	2	2	0	0	33
13:30	14	7	2	1	0	0	24	28	2	1	0	0	0	31
13:45	18	2	0	0	0	0	20	20	4	2	1	0	0	27
<b>H/TOT</b>	<b>86</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>102</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>123</b>
14:00	13	2	1	1	0	0	17	16	1	1	0	0	0	18
14:15	23	4	0	0	0	0	27	18	6	1	1	0	0	26
14:30	19	7	0	0	0	0	26	14	6	3	1	0	0	24
14:45	19	6	4	0	0	0	29	22	7	1	0	0	0	30
<b>H/TOT</b>	<b>74</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>98</b>
15:00	17	4	0	0	0	0	21	17	6	1	0	0	0	24
15:15	14	8	4	0	0	0	26	12	9	1	0	0	0	22
15:30	14	3	0	0	0	0	17	11	1	2	0	0	0	14
15:45	18	5	0	0	0	1	24	21	3	0	1	0	0	25
<b>H/TOT</b>	<b>63</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>61</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>85</b>
16:00	18	1	1	0	0	0	20	23	1	0	0	0	0	24
16:15	11	1	1	0	0	0	13	14	3	0	0	0	0	17
16:30	16	0	0	0	1	0	17	26	2	0	0	0	0	28
16:45	16	1	1	0	0	0	18	22	1	1	0	0	0	24
<b>H/TOT</b>	<b>61</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>85</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>
17:00	10	5	1	0	0	0	16	21	0	0	0	1	0	22
17:15	6	1	0	0	0	0	7	15	3	0	0	0	0	18
17:30	13	6	1	0	0	0	20	17	2	0	0	0	0	19
17:45	13	2	0	0	0	0	15	15	1	0	0	0	0	16
<b>H/TOT</b>	<b>42</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>68</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>75</b>
18:00	7	0	0	0	0	0	7	7	1	1	0	0	0	9
18:15	13	1	0	0	0	0	14	13	1	0	0	0	0	14
18:30	12	0	0	0	0	0	12	14	0	0	0	0	0	14
18:45	12	2	0	0	0	0	14	11	1	0	0	0	0	12
<b>H/TOT</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>45</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
<b>P/TOT</b>	<b>817</b>	<b>197</b>	<b>71</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>1098</b>	<b>787</b>	<b>173</b>	<b>64</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>1036</b>


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>	
SITE: 5 DATE: 26/06/2015														
LOCATION: Kings Road/ Redfern Road DAY: Friday														
TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	35	7	7	0	0	0	49	60	9	6	3	0	1	79
07:15	59	6	4	0	3	0	72	106	13	6	4	1	4	134
07:30	78	11	11	2	0	0	102	106	18	6	1	2	1	134
07:45	83	12	8	1	1	0	105	138	19	13	2	1	1	174
<b>H/TOT</b>	<b>255</b>	<b>36</b>	<b>30</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>328</b>	<b>410</b>	<b>59</b>	<b>31</b>	<b>10</b>	<b>4</b>	<b>7</b>	<b>521</b>
08:00	68	14	6	0	1	0	89	110	19	6	0	0	1	136
08:15	84	18	6	0	2	1	111	113	10	6	0	2	0	131
08:30	103	12	2	0	0	0	117	116	25	1	1	3	0	146
08:45	76	13	5	0	0	0	94	130	13	12	1	1	0	157
<b>H/TOT</b>	<b>331</b>	<b>57</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>411</b>	<b>469</b>	<b>67</b>	<b>25</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>570</b>
09:00	71	14	3	1	1	0	90	127	30	7	1	1	0	166
09:15	64	19	7	0	0	0	90	95	12	10	1	2	1	121
09:30	71	16	4	0	1	0	92	109	21	9	0	0	0	139
09:45	80	17	8	0	0	0	105	98	21	5	0	3	0	127
<b>H/TOT</b>	<b>286</b>	<b>66</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>377</b>	<b>429</b>	<b>84</b>	<b>31</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>553</b>
10:00	94	14	4	0	0	0	112	102	14	6	0	0	0	122
10:15	65	18	9	2	0	1	95	85	32	8	1	0	1	127
10:30	70	11	4	1	1	0	87	77	17	10	1	0	1	106
10:45	66	25	5	0	0	0	96	83	27	12	1	1	0	124
<b>H/TOT</b>	<b>295</b>	<b>68</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>390</b>	<b>347</b>	<b>90</b>	<b>36</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>479</b>
11:00	77	17	8	0	1	0	103	78	19	6	0	0	0	103
11:15	71	22	10	2	0	0	105	100	21	8	1	1	0	131
11:30	97	11	9	1	0	0	118	97	17	9	0	1	1	125
11:45	92	16	6	1	1	0	116	97	23	12	2	0	0	134
<b>H/TOT</b>	<b>337</b>	<b>66</b>	<b>33</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>442</b>	<b>372</b>	<b>80</b>	<b>35</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>493</b>
12:00	100	15	4	3	0	1	123	107	22	11	1	1	0	142
12:15	100	12	3	1	0	1	117	101	22	9	0	0	2	134
12:30	113	15	2	1	0	0	131	102	18	6	1	0	0	127
12:45	87	18	12	0	1	0	118	109	22	9	2	2	0	144
<b>H/TOT</b>	<b>400</b>	<b>60</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>489</b>	<b>419</b>	<b>84</b>	<b>35</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>547</b>
13:00	90	10	7	1	1	0	109	101	16	6	1	0	0	124
13:15	85	21	2	0	1	2	111	147	23	14	0	0	0	184
13:30	94	10	4	1	0	3	112	106	18	3	0	0	1	128
13:45	78	12	0	0	0	1	91	86	20	6	2	1	0	115
<b>H/TOT</b>	<b>347</b>	<b>53</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>423</b>	<b>440</b>	<b>77</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>551</b>
14:00	82	11	4	1	0	0	98	90	15	8	1	0	2	116
14:15	97	11	4	0	1	0	113	101	16	7	1	1	1	127
14:30	120	17	6	0	0	0	143	119	16	7	1	0	0	143
14:45	87	8	5	0	0	1	101	146	27	5	1	3	0	182
<b>H/TOT</b>	<b>386</b>	<b>47</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>455</b>	<b>456</b>	<b>74</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>568</b>
15:00	68	4	0	1	1	0	74	154	17	4	0	0	5	180
15:15	92	8	4	1	2	2	109	114	22	7	0	2	1	146
15:30	65	7	6	0	1	0	79	136	15	0	3	0	2	156
15:45	86	13	1	0	2	1	103	144	18	4	1	1	0	168
<b>H/TOT</b>	<b>311</b>	<b>32</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>365</b>	<b>548</b>	<b>72</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>650</b>
16:00	88	11	2	0	0	0	101	147	16	4	2	2	0	171
16:15	89	8	3	1	1	0	102	142	20	4	0	1	2	169
16:30	92	8	2	0	0	2	104	140	10	4	2	3	2	161
16:45	87	8	1	0	2	1	99	135	15	1	0	3	0	154
<b>H/TOT</b>	<b>356</b>	<b>35</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>406</b>	<b>564</b>	<b>61</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>655</b>
17:00	59	5	0	0	0	2	66	141	17	2	1	5	1	167
17:15	57	6	2	0	0	0	65	128	9	2	0	2	1	142
17:30	69	5	1	0	1	0	76	137	14	7	0	1	1	160
17:45	84	8	2	0	1	1	96	122	17	0	0	0	1	140
<b>H/TOT</b>	<b>269</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>303</b>	<b>528</b>	<b>57</b>	<b>11</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>609</b>
18:00	86	13	1	0	0	0	100	108	6	0	0	0	3	117
18:15	91	7	2	0	0	0	100	128	6	5	0	1	1	141
18:30	93	5	1	0	1	1	101	91	5	0	1	1	1	99
18:45	86	5	1	0	0	0	92	95	2	3	0	0	0	100
<b>H/TOT</b>	<b>356</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>393</b>	<b>422</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>457</b>
<b>P/TOT</b>	<b>3929</b>	<b>574</b>	<b>208</b>	<b>22</b>	<b>28</b>	<b>21</b>	<b>4782</b>	<b>5404</b>	<b>824</b>	<b>296</b>	<b>41</b>	<b>49</b>	<b>39</b>	<b>6653</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA	
														JUNE 2015	
														<b>CLASSIFIED TURNING COUNT</b>	
SITE: 5														DATE: 26/06/2015	
LOCATION: Kings Road/ Redfern Road														DAY: Friday	
TIME	TO ARM D							FROM ARM D							
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	
07:00	18	3	3	3	0	0	27	13	4	6	0	0	0	23	
07:15	20	2	1	3	0	0	26	2	4	1	1	0	0	8	
07:30	19	4	5	2	0	0	30	14	2	7	2	0	0	25	
07:45	49	4	3	1	0	0	57	16	4	5	2	0	0	27	
<b>H/TOT</b>	<b>106</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>45</b>	<b>14</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>83</b>	
08:00	23	8	6	1	0	0	38	13	9	0	1	0	0	23	
08:15	21	6	5	3	0	0	35	14	1	4	0	0	0	19	
08:30	24	4	6	0	0	1	35	20	6	1	1	1	0	29	
08:45	25	7	7	0	0	0	39	11	2	4	2	0	0	19	
<b>H/TOT</b>	<b>93</b>	<b>25</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>147</b>	<b>58</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>90</b>	
09:00	25	7	8	3	0	0	43	13	7	2	1	0	0	23	
09:15	21	11	5	2	1	0	40	8	10	8	0	0	0	26	
09:30	18	9	9	1	0	0	37	15	7	5	2	0	0	29	
09:45	16	7	3	3	0	0	29	20	6	7	0	0	0	33	
<b>H/TOT</b>	<b>80</b>	<b>34</b>	<b>25</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>149</b>	<b>56</b>	<b>30</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>111</b>	
10:00	20	8	3	3	0	0	34	17	8	3	1	0	0	29	
10:15	15	9	4	3	0	0	31	11	7	5	1	0	0	24	
10:30	22	8	0	0	0	0	30	17	5	6	1	0	0	29	
10:45	24	12	6	0	0	0	42	15	7	1	3	0	0	26	
<b>H/TOT</b>	<b>81</b>	<b>37</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>60</b>	<b>27</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>108</b>	
11:00	16	9	4	1	0	0	30	14	6	4	1	0	0	25	
11:15	22	13	4	1	0	0	40	13	7	4	1	0	0	25	
11:30	13	9	6	3	0	0	31	17	10	3	1	0	0	31	
11:45	27	12	9	1	0	0	49	11	8	3	0	0	0	22	
<b>H/TOT</b>	<b>78</b>	<b>43</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>55</b>	<b>31</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>103</b>	
12:00	25	12	9	0	0	0	46	20	4	4	1	0	0	29	
12:15	23	11	6	0	0	0	40	23	6	4	1	0	0	34	
12:30	33	5	2	0	0	2	42	24	8	8	2	2	1	45	
12:45	39	13	5	4	0	1	62	20	5	19	0	0	0	44	
<b>H/TOT</b>	<b>120</b>	<b>41</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>190</b>	<b>87</b>	<b>23</b>	<b>35</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>152</b>	
13:00	49	6	6	2	0	0	63	25	8	9	1	0	0	43	
13:15	55	5	5	2	0	0	67	26	6	4	1	1	0	38	
13:30	27	6	2	1	0	0	36	10	2	2	2	0	0	16	
13:45	22	7	2	2	0	0	33	15	5	1	0	0	0	21	
<b>H/TOT</b>	<b>153</b>	<b>24</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>199</b>	<b>76</b>	<b>21</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>118</b>	
14:00	17	5	5	3	0	3	33	21	5	1	2	0	0	29	
14:15	21	7	19	2	0	0	49	18	1	2	0	0	0	21	
14:30	27	3	6	2	0	0	38	18	3	5	0	0	0	26	
14:45	57	12	10	3	0	0	82	11	1	4	0	0	0	16	
<b>H/TOT</b>	<b>122</b>	<b>27</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>202</b>	<b>68</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>92</b>	
15:00	85	10	7	2	0	0	104	17	3	0	0	0	0	20	
15:15	60	8	4	1	1	0	74	20	6	3	2	0	0	31	
15:30	65	9	4	0	1	0	79	32	5	1	1	0	1	40	
15:45	65	8	1	0	3	0	77	14	6	1	0	0	1	22	
<b>H/TOT</b>	<b>275</b>	<b>35</b>	<b>16</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>334</b>	<b>83</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>113</b>	
16:00	64	6	1	1	1	1	74	25	5	1	0	0	0	31	
16:15	29	8	2	1	0	0	40	6	3	2	0	0	0	11	
16:30	63	4	2	2	0	0	71	14	5	1	0	0	0	20	
16:45	70	11	3	0	0	0	84	13	4	0	1	0	0	18	
<b>H/TOT</b>	<b>226</b>	<b>29</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>269</b>	<b>58</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>80</b>	
17:00	80	7	2	0	1	2	92	22	6	3	0	0	1	32	
17:15	83	3	2	1	0	0	89	17	4	1	1	0	0	23	
17:30	73	8	2	0	1	0	84	19	2	0	0	0	0	21	
17:45	48	11	1	0	0	0	60	10	2	2	0	0	0	14	
<b>H/TOT</b>	<b>284</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>325</b>	<b>68</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>90</b>	
18:00	13	2	1	1	0	0	17	13	2	1	0	0	0	16	
18:15	16	3	2	0	0	0	21	10	5	1	0	0	0	16	
18:30	15	1	1	1	0	1	19	15	1	0	0	0	0	16	
18:45	13	2	1	0	0	0	16	5	1	0	0	0	0	6	
<b>H/TOT</b>	<b>57</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>43</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	
<b>P/TOT</b>	<b>1675</b>	<b>345</b>	<b>210</b>	<b>65</b>	<b>9</b>	<b>11</b>	<b>2315</b>	<b>757</b>	<b>234</b>	<b>159</b>	<b>36</b>	<b>4</b>	<b>4</b>	<b>1194</b>	


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA		
														JUNE 2015		
														<b>CLASSIFIED TURNING COUNT</b>		
SITE: 5														DATE: 27/06/2015		
LOCATION: Kings Road/ Redfern Road														DAY: Saturday		
TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:00	18	9	1	1	0	0	29	23	5	2	0	0	0	30		
07:15	33	4	2	0	0	0	39	32	6	4	0	0	0	42		
07:30	29	8	1	0	0	0	38	29	6	3	0	0	0	38		
07:45	31	8	3	2	0	0	44	41	9	9	1	0	0	60		
<b>H/TOT</b>	<b>111</b>	<b>29</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>125</b>	<b>26</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>170</b>		
08:00	27	10	3	1	0	1	42	27	12	5	0	0	0	44		
08:15	34	8	4	0	0	1	47	38	12	5	0	0	0	55		
08:30	59	12	4	1	0	0	76	36	3	3	0	0	0	42		
08:45	42	6	4	0	0	0	52	33	17	3	1	1	1	56		
<b>H/TOT</b>	<b>162</b>	<b>36</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>217</b>	<b>134</b>	<b>44</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>197</b>		
09:00	41	7	5	0	0	0	53	52	13	2	0	0	0	67		
09:15	48	11	6	0	0	0	65	62	11	1	0	0	0	74		
09:30	59	7	0	0	0	0	66	63	10	6	2	0	1	82		
09:45	66	11	5	1	0	0	83	66	14	3	1	1	0	85		
<b>H/TOT</b>	<b>214</b>	<b>36</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>267</b>	<b>243</b>	<b>48</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>308</b>		
10:00	64	13	2	0	1	0	80	66	12	4	0	0	0	82		
10:15	67	20	4	0	0	0	91	63	11	8	0	1	0	83		
10:30	84	14	3	0	0	0	101	79	12	2	0	0	0	93		
10:45	79	13	4	0	1	0	97	65	10	4	0	1	0	80		
<b>H/TOT</b>	<b>294</b>	<b>60</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>369</b>	<b>273</b>	<b>45</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>338</b>		
11:00	99	15	3	0	0	0	117	76	11	4	0	1	1	93		
11:15	93	12	8	0	0	2	115	83	15	5	0	0	0	103		
11:30	84	6	2	1	1	1	95	74	15	1	1	0	1	92		
11:45	81	17	3	0	1	1	103	77	10	4	0	1	2	94		
<b>H/TOT</b>	<b>357</b>	<b>50</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>430</b>	<b>310</b>	<b>51</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>382</b>		
12:00	119	4	2	0	0	0	125	91	9	1	3	0	0	104		
12:15	106	9	4	0	1	1	121	85	7	3	0	0	2	97		
12:30	95	9	1	0	0	1	106	80	7	4	0	1	1	93		
12:45	104	8	1	1	0	1	115	93	10	2	0	0	0	105		
<b>H/TOT</b>	<b>424</b>	<b>30</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>467</b>	<b>349</b>	<b>33</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>399</b>		
13:00	103	8	3	0	1	1	116	92	11	1	0	0	0	104		
13:15	103	9	2	0	1	0	115	86	8	8	0	1	2	105		
13:30	93	11	1	0	0	0	105	91	11	2	0	0	2	106		
13:45	91	7	0	0	1	1	100	99	8	3	0	0	2	112		
<b>H/TOT</b>	<b>390</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>436</b>	<b>368</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>427</b>		
14:00	107	12	3	0	0	0	122	78	13	1	0	1	3	96		
14:15	111	7	2	0	1	0	121	81	11	3	0	0	0	95		
14:30	88	11	4	0	0	1	104	93	9	4	0	0	0	106		
14:45	91	9	1	0	0	0	101	99	2	1	0	1	0	103		
<b>H/TOT</b>	<b>397</b>	<b>39</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>448</b>	<b>351</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>400</b>		
15:00	89	12	0	0	0	0	101	89	7	1	0	0	0	97		
15:15	100	6	3	0	0	2	111	92	10	1	0	0	3	106		
15:30	88	9	1	1	0	1	100	93	8	1	0	1	1	104		
15:45	94	7	3	0	0	1	105	93	3	0	0	0	0	96		
<b>H/TOT</b>	<b>371</b>	<b>34</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>417</b>	<b>367</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>403</b>		
16:00	106	7	2	0	0	0	115	87	8	0	0	0	0	95		
16:15	88	9	1	1	0	2	101	72	11	3	0	1	0	87		
16:30	99	9	2	0	0	1	111	89	7	1	0	0	1	98		
16:45	79	4	0	0	1	0	84	82	6	1	0	0	0	89		
<b>H/TOT</b>	<b>372</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>411</b>	<b>330</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>369</b>		
17:00	79	6	1	0	1	0	87	92	6	0	0	1	1	100		
17:15	92	11	0	0	0	0	103	78	5	2	0	0	0	85		
17:30	81	3	4	0	1	1	90	78	1	1	0	0	0	80		
17:45	76	7	0	0	0	1	84	88	6	0	0	0	1	95		
<b>H/TOT</b>	<b>328</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>364</b>	<b>336</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>360</b>		
18:00	94	4	0	0	0	0	98	79	5	0	0	0	0	84		
18:15	92	6	1	0	0	1	100	96	3	1	0	0	0	100		
18:30	87	5	0	0	0	0	92	95	6	1	0	0	0	102		
18:45	74	4	2	0	1	0	81	79	6	0	0	0	0	85		
<b>H/TOT</b>	<b>347</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>371</b>	<b>349</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>371</b>		
<b>P/TOT</b>	<b>3767</b>	<b>424</b>	<b>111</b>	<b>10</b>	<b>13</b>	<b>22</b>	<b>4347</b>	<b>3535</b>	<b>418</b>	<b>124</b>	<b>9</b>	<b>13</b>	<b>25</b>	<b>4124</b>		


SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA		
														JUNE 2015		
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SITE: 5														DATE: 27/06/2015		
LOCATION: Kings Road/ Redfern Road														DAY: Saturday		
TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:00	3	2	0	0	0	0	5	2	2	0	0	0	0	4		
07:15	3	1	0	0	0	0	4	0	0	0	0	0	0	0		
07:30	10	1	0	0	0	0	11	1	1	0	0	0	0	2		
07:45	13	2	0	0	0	0	15	4	1	0	0	0	0	5		
<b>H/TOT</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>		
08:00	10	1	0	0	0	0	11	18	1	0	0	0	0	19		
08:15	17	1	0	0	0	1	19	7	3	1	0	0	0	11		
08:30	18	2	2	0	0	0	22	15	3	1	0	0	0	19		
08:45	16	2	1	0	0	2	21	14	3	0	0	0	0	17		
<b>H/TOT</b>	<b>61</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>54</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>		
09:00	18	5	0	0	0	0	23	17	3	0	0	0	0	20		
09:15	19	3	1	0	0	0	23	12	2	3	0	0	4	21		
09:30	21	0	0	0	0	0	21	15	2	0	0	0	0	17		
09:45	20	3	0	0	0	0	23	19	2	0	0	0	0	21		
<b>H/TOT</b>	<b>78</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>63</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>		
10:00	23	2	0	0	0	0	25	21	3	1	0	0	0	25		
10:15	18	3	0	0	0	0	21	17	2	0	0	0	0	19		
10:30	11	2	0	0	0	0	13	16	3	0	0	0	0	19		
10:45	24	2	0	0	0	0	26	24	7	0	0	0	0	31		
<b>H/TOT</b>	<b>76</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>78</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>		
11:00	17	2	0	0	0	0	19	13	1	0	0	0	0	14		
11:15	19	1	1	0	0	0	21	21	1	1	0	0	0	23		
11:30	22	2	1	0	0	0	25	14	3	0	0	0	0	17		
11:45	22	2	1	0	0	1	26	17	2	0	0	0	0	19		
<b>H/TOT</b>	<b>80</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>65</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>		
12:00	18	3	0	0	0	0	21	21	3	0	0	0	0	24		
12:15	24	1	3	0	0	4	32	15	3	0	0	0	0	18		
12:30	23	4	0	0	0	0	27	23	0	1	0	0	1	25		
12:45	26	4	0	0	0	0	30	17	2	1	0	0	0	20		
<b>H/TOT</b>	<b>91</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>110</b>	<b>76</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>87</b>		
13:00	27	4	0	0	0	0	31	23	0	0	0	0	0	23		
13:15	20	4	1	0	0	2	27	20	4	0	0	0	6	30		
13:30	20	1	0	0	0	0	21	16	0	1	0	0	2	19		
13:45	21	1	0	0	0	0	22	17	1	0	0	0	0	18		
<b>H/TOT</b>	<b>88</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>101</b>	<b>76</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>		
14:00	22	1	1	0	0	0	24	17	0	0	0	0	0	17		
14:15	24	2	0	0	0	1	27	17	1	0	0	0	0	18		
14:30	24	0	0	0	0	0	24	17	3	0	0	0	0	20		
14:45	18	1	0	0	0	0	19	23	1	0	0	0	0	24		
<b>H/TOT</b>	<b>88</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>74</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>		
15:00	22	3	0	0	0	0	25	18	3	0	0	0	0	21		
15:15	40	0	0	0	0	3	43	20	3	1	0	0	0	24		
15:30	33	4	0	0	0	2	39	30	2	2	0	0	2	36		
15:45	23	4	0	0	0	3	30	24	0	1	0	0	0	25		
<b>H/TOT</b>	<b>118</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>137</b>	<b>92</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>106</b>		
16:00	20	4	0	0	0	0	24	27	1	1	0	0	0	29		
16:15	15	1	0	0	0	0	16	14	3	0	0	0	1	18		
16:30	16	1	0	0	0	0	17	20	0	0	0	0	1	21		
16:45	13	0	0	0	0	0	13	20	1	0	0	0	1	22		
<b>H/TOT</b>	<b>64</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>81</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>		
17:00	14	0	0	0	0	0	14	12	0	0	0	0	0	12		
17:15	11	1	1	0	0	0	13	14	2	0	0	0	0	16		
17:30	14	0	0	0	0	0	14	7	0	2	0	0	0	9		
17:45	15	2	0	0	0	0	17	12	0	0	0	0	1	13		
<b>H/TOT</b>	<b>54</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>45</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>		
18:00	7	0	0	0	0	0	7	12	1	0	0	0	0	13		
18:15	15	2	0	0	0	0	17	12	0	0	0	0	0	12		
18:30	8	1	0	0	0	0	9	12	1	0	0	0	0	13		
18:45	4	1	0	0	0	0	5	9	1	0	0	0	0	10		
<b>H/TOT</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>		
<b>P/TOT</b>	<b>861</b>	<b>89</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>982</b>	<b>756</b>	<b>81</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>873</b>		

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>	
SITE:		5										DATE: 27/06/2015		
LOCATION:		Kings Road/ Redfern Road										DAY: Saturday		
TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	18	2	2	0	0	0	22	19	7	2	1	0	0	29
07:15	30	3	3	0	0	0	36	31	3	2	0	0	0	36
07:30	19	4	0	0	0	0	23	33	6	2	0	0	0	41
07:45	34	7	3	1	0	0	45	38	7	2	1	0	0	48
<b>H/TOT</b>	101	16	8	1	0	0	126	121	23	8	2	0	0	154
08:00	30	9	1	0	0	0	40	29	7	1	0	0	0	37
08:15	37	12	3	0	0	0	52	46	9	1	0	0	2	58
08:30	40	4	2	0	0	0	46	62	11	3	1	0	0	77
08:45	36	11	2	0	1	0	50	48	4	2	0	0	1	55
<b>H/TOT</b>	143	36	8	0	1	0	188	185	31	7	1	0	3	227
09:00	53	9	2	0	0	0	64	46	8	4	0	0	0	58
09:15	58	10	3	0	0	1	72	54	12	4	0	0	0	70
09:30	67	11	3	1	0	1	83	66	6	1	1	0	0	74
09:45	74	10	4	0	1	0	89	75	13	4	1	0	0	93
<b>H/TOT</b>	252	40	12	1	1	2	308	241	39	13	2	0	0	295
10:00	72	12	3	0	0	0	87	74	7	2	0	1	0	84
10:15	68	8	4	0	1	0	81	76	18	3	0	0	0	97
10:30	82	11	2	0	0	0	95	81	13	2	0	0	0	96
10:45	75	10	2	0	1	0	88	94	11	3	0	1	0	109
<b>H/TOT</b>	297	41	11	0	2	0	351	325	49	10	0	2	0	386
11:00	77	6	4	0	1	0	88	93	15	2	0	0	0	110
11:15	83	13	4	0	0	0	100	98	9	2	0	0	2	111
11:30	75	12	0	0	0	1	88	91	8	3	1	1	1	105
11:45	75	7	2	0	1	0	85	91	17	2	0	0	1	111
<b>H/TOT</b>	310	38	10	0	2	1	361	373	49	9	1	1	4	437
12:00	87	9	0	0	0	0	96	108	7	0	0	0	0	115
12:15	80	7	0	0	0	1	88	116	9	4	1	1	3	134
12:30	74	4	3	0	1	1	83	101	13	1	0	0	0	115
12:45	90	7	1	0	0	0	98	107	10	1	0	0	0	118
<b>H/TOT</b>	331	27	4	0	1	2	365	432	39	6	1	1	3	482
13:00	82	9	1	0	0	0	92	125	12	2	0	1	1	141
13:15	79	6	5	0	1	3	94	109	9	3	0	1	0	122
13:30	79	10	2	0	0	3	94	97	10	1	0	0	0	108
13:45	94	6	2	0	0	2	104	106	10	0	0	1	3	120
<b>H/TOT</b>	334	31	10	0	1	8	384	437	41	6	0	3	4	491
14:00	80	8	0	0	1	3	92	114	11	4	0	0	1	130
14:15	68	7	3	0	0	0	78	114	9	2	0	1	1	127
14:30	81	10	4	0	0	0	95	97	9	2	0	0	1	109
14:45	96	3	2	0	1	0	102	95	7	1	0	0	0	103
<b>H/TOT</b>	325	28	9	0	2	3	367	420	36	9	0	1	3	469
15:00	87	7	0	0	0	0	94	104	10	1	0	0	0	115
15:15	82	12	1	0	0	0	95	111	4	1	0	0	0	116
15:30	99	5	1	0	1	2	108	114	8	0	1	0	3	126
15:45	91	3	0	0	0	0	94	120	8	3	0	0	4	135
<b>H/TOT</b>	359	27	2	0	1	2	391	449	30	5	1	0	7	492
16:00	86	5	0	0	0	0	91	103	7	1	0	0	0	111
16:15	66	9	2	0	1	0	78	95	5	2	0	0	1	103
16:30	92	3	1	0	0	1	97	107	7	1	0	0	0	115
16:45	83	5	1	0	0	0	89	89	2	0	0	1	0	92
<b>H/TOT</b>	327	22	4	0	1	1	355	394	21	4	0	1	1	421
17:00	91	6	0	0	1	1	99	89	7	1	0	1	0	98
17:15	74	7	2	0	0	0	83	97	9	0	0	0	0	106
17:30	74	1	1	0	0	0	76	83	3	1	0	1	1	89
17:45	79	7	0	0	0	1	87	77	9	0	0	0	0	86
<b>H/TOT</b>	318	21	3	0	1	2	345	346	28	2	0	2	1	379
18:00	75	6	0	0	0	0	81	96	5	0	0	0	0	101
18:15	93	2	0	0	0	0	95	99	7	1	0	0	1	108
18:30	96	5	1	0	0	0	102	95	7	0	0	0	0	102
18:45	77	7	0	0	0	0	84	75	6	1	0	0	0	82
<b>H/TOT</b>	341	20	1	0	0	0	362	365	25	2	0	0	1	393
<b>P/TOT</b>	3438	347	82	2	13	21	3903	4088	411	81	8	11	27	4626

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)


 <span style="float: right;">5286 / VEOLIA JUNE 2015 CLASSIFIED TURNING COUNT</span>														
SITE:		5						DATE: 27/06/2015						
LOCATION:		Kings Road/ Redfern Road						DAY: Saturday						
TIME	TO ARM D							FROM ARM D						
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT
07:00	9	3	2	0	0	0	14	4	2	1	0	0	0	7
07:15	2	3	3	0	0	0	8	5	2	2	0	0	0	9
07:30	8	3	4	0	0	0	15	3	3	0	0	0	0	6
07:45	12	1	6	0	0	0	19	7	1	1	1	0	0	10
<b>H/TOT</b>	<b>31</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>
08:00	13	4	4	0	0	0	21	6	4	2	1	0	1	14
08:15	10	3	2	0	0	0	15	7	0	2	0	0	0	9
08:30	11	4	2	0	0	0	17	15	5	3	0	0	0	23
08:45	11	7	1	1	0	0	20	10	2	3	0	0	0	15
<b>H/TOT</b>	<b>45</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>38</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>61</b>
09:00	12	5	0	0	0	0	17	9	2	1	0	0	0	12
09:15	12	4	0	0	0	3	19	9	3	2	0	0	0	14
09:30	12	1	4	2	0	0	19	15	1	0	0	0	0	16
09:45	12	6	0	1	0	0	19	12	1	2	0	0	0	15
<b>H/TOT</b>	<b>48</b>	<b>16</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>45</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>
10:00	10	2	4	0	0	0	16	8	7	2	0	0	0	17
10:15	12	3	4	0	0	0	19	9	3	1	0	0	0	13
10:30	17	1	0	0	0	0	18	18	0	1	0	0	0	19
10:45	17	4	2	0	0	0	23	12	1	1	0	0	0	14
<b>H/TOT</b>	<b>56</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>47</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>
11:00	10	6	0	0	0	1	17	21	2	1	0	0	0	24
11:15	29	2	0	0	0	0	31	22	3	5	0	0	0	30
11:30	17	6	1	1	0	0	25	19	0	0	0	0	0	19
11:45	23	8	3	0	0	2	36	16	5	3	0	1	1	26
<b>H/TOT</b>	<b>79</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>109</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>99</b>
12:00	24	4	1	3	0	0	32	28	1	2	0	0	0	31
12:15	30	2	0	1	0	0	33	24	0	0	0	0	1	25
12:30	33	6	2	0	0	0	41	21	3	0	0	0	0	24
12:45	30	5	2	0	0	0	37	33	2	0	1	0	1	37
<b>H/TOT</b>	<b>117</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>106</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>117</b>
13:00	54	7	0	0	0	0	61	26	5	1	0	0	0	32
13:15	31	4	4	0	0	3	42	18	2	1	0	0	0	21
13:30	32	1	1	0	0	1	35	20	2	0	0	0	0	22
13:45	35	6	1	0	0	2	44	19	1	0	0	0	0	20
<b>H/TOT</b>	<b>152</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>182</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>
14:00	25	5	1	0	0	1	32	25	2	0	0	0	0	27
14:15	27	6	0	0	0	0	33	18	1	0	0	0	0	19
14:30	29	4	0	0	0	0	33	15	4	2	0	0	0	21
14:45	24	0	1	0	0	0	25	12	3	2	0	0	0	17
<b>H/TOT</b>	<b>105</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>123</b>	<b>70</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
15:00	22	4	2	0	0	0	28	9	6	0	0	0	0	15
15:15	32	4	1	0	0	0	37	31	5	2	0	0	2	40
15:30	34	1	1	0	0	1	37	17	1	0	0	0	0	18
15:45	44	1	1	0	0	0	46	15	4	0	0	0	0	19
<b>H/TOT</b>	<b>132</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>148</b>	<b>72</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>
16:00	30	2	0	0	0	0	32	25	2	0	0	0	0	27
16:15	28	3	2	0	0	0	33	16	3	0	1	0	0	20
16:30	19	3	0	0	0	0	22	10	2	1	0	0	0	13
16:45	28	1	0	0	0	1	30	12	1	0	0	0	0	13
<b>H/TOT</b>	<b>105</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>117</b>	<b>63</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>73</b>
17:00	18	1	0	0	0	0	19	9	0	0	0	0	0	9
17:15	28	0	1	0	0	0	29	16	3	2	0	0	0	21
17:30	11	0	1	0	0	0	12	12	0	2	0	0	0	14
17:45	18	0	0	0	0	0	18	11	1	0	0	0	0	12
<b>H/TOT</b>	<b>75</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>48</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>
18:00	20	1	0	0	0	0	21	9	0	0	0	0	0	9
18:15	17	1	1	0	0	0	19	10	1	0	0	0	0	11
18:30	18	4	0	0	0	0	22	7	1	0	0	0	0	8
18:45	13	1	0	0	0	0	14	5	0	1	0	1	0	7
<b>H/TOT</b>	<b>68</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>35</b>
<b>P/TOT</b>	<b>1013</b>	<b>153</b>	<b>65</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>1255</b>	<b>700</b>	<b>103</b>	<b>49</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>864</b>




SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA	
														JUNE 2015	
														CLASSIFIED TURNING COUNT	
SITE: 5														DATE: 28/06/2015	
LOCATION: Kings Road/ Redfern Road														DAY: Sunday	
TIME	TO ARM A						TOT	FROM ARM A						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL		
07:00	14	3	0	0	0	0	17	10	1	0	0	0	1	12	
07:15	13	2	2	0	0	0	17	11	3	0	0	0	0	14	
07:30	17	1	1	0	0	0	19	19	1	1	0	0	1	22	
07:45	18	2	0	0	0	0	20	18	1	0	0	0	0	19	
<b>H/TOT</b>	<b>62</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>58</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>67</b>	
08:00	13	1	0	0	0	0	14	11	2	0	0	0	0	13	
08:15	16	0	0	0	0	0	16	25	1	1	0	0	0	27	
08:30	9	3	1	0	0	0	13	12	2	1	0	0	0	15	
08:45	14	0	0	0	0	0	14	28	4	0	0	0	1	33	
<b>H/TOT</b>	<b>52</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>76</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	
09:00	17	2	0	0	0	0	19	20	4	0	0	0	1	25	
09:15	24	3	1	0	0	0	28	13	3	1	0	0	0	17	
09:30	33	5	4	0	0	3	45	45	4	1	0	0	0	50	
09:45	34	4	1	0	0	0	39	35	3	1	0	0	0	39	
<b>H/TOT</b>	<b>108</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>131</b>	<b>113</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>131</b>	
10:00	36	3	1	0	0	0	40	45	5	0	0	0	0	50	
10:15	55	4	1	0	0	0	60	48	2	0	0	0	0	50	
10:30	59	4	2	0	0	0	65	51	4	2	1	0	0	58	
10:45	50	1	1	0	0	0	52	42	5	2	0	1	1	51	
<b>H/TOT</b>	<b>200</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>	<b>186</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>209</b>	
11:00	60	11	0	1	0	0	72	40	1	3	0	0	0	44	
11:15	61	3	2	0	0	2	68	43	3	0	0	0	0	46	
11:30	73	7	1	0	0	1	82	49	3	0	0	0	0	52	
11:45	62	5	2	0	0	0	69	66	5	1	0	0	0	72	
<b>H/TOT</b>	<b>256</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>291</b>	<b>198</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>214</b>	
12:00	68	6	4	0	0	0	78	88	5	0	0	1	3	97	
12:15	72	4	0	0	0	1	77	76	5	3	0	0	0	84	
12:30	80	2	2	0	0	0	84	68	5	3	0	0	0	76	
12:45	68	6	3	0	0	1	78	78	5	3	0	0	0	86	
<b>H/TOT</b>	<b>288</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>317</b>	<b>310</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>343</b>	
13:00	70	3	0	0	0	0	73	98	7	2	0	1	0	108	
13:15	97	4	0	0	1	0	102	72	4	3	0	0	0	79	
13:30	77	2	0	0	0	3	82	87	3	1	0	0	0	91	
13:45	79	3	2	0	0	0	84	73	4	1	0	0	0	78	
<b>H/TOT</b>	<b>323</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>341</b>	<b>330</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>356</b>	
14:00	86	4	0	0	0	0	90	69	4	0	0	0	0	73	
14:15	83	8	0	0	0	3	94	66	1	2	0	0	0	69	
14:30	84	6	0	0	0	0	90	70	3	0	0	0	0	73	
14:45	97	5	3	0	0	0	105	85	3	0	0	0	0	88	
<b>H/TOT</b>	<b>350</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>379</b>	<b>290</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>303</b>	
15:00	81	6	0	0	0	0	87	86	4	1	0	0	0	91	
15:15	106	3	0	0	0	1	110	85	6	0	0	0	0	91	
15:30	80	4	2	0	0	0	86	81	7	0	0	0	0	88	
15:45	77	5	0	0	0	0	82	78	2	1	0	0	0	81	
<b>H/TOT</b>	<b>344</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>365</b>	<b>330</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351</b>	
16:00	88	2	0	0	0	1	91	80	2	0	0	0	0	82	
16:15	82	5	0	0	0	1	88	95	5	0	0	0	0	100	
16:30	67	0	0	0	0	1	68	83	3	2	0	0	0	88	
16:45	72	7	1	0	0	1	81	67	5	1	1	0	0	74	
<b>H/TOT</b>	<b>309</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>328</b>	<b>325</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>344</b>	
17:00	89	4	0	0	0	0	93	72	4	0	0	1	0	77	
17:15	80	4	0	0	0	0	84	72	1	1	0	0	0	74	
17:30	61	4	0	0	0	0	65	79	5	0	0	1	0	85	
17:45	74	3	0	0	0	1	78	57	5	1	0	0	0	63	
<b>H/TOT</b>	<b>304</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>320</b>	<b>280</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>299</b>	
18:00	83	2	0	0	0	1	86	78	4	0	0	0	0	82	
18:15	69	9	0	0	0	1	79	58	2	0	0	0	1	61	
18:30	56	5	0	0	0	0	61	68	1	1	0	0	0	70	
18:45	70	4	0	0	0	2	76	61	2	2	0	0	2	67	
<b>H/TOT</b>	<b>278</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>302</b>	<b>265</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>280</b>	
<b>P/TOT</b>	<b>2874</b>	<b>184</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>3121</b>	<b>2761</b>	<b>164</b>	<b>42</b>	<b>2</b>	<b>5</b>	<b>11</b>	<b>2985</b>	

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

													<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>	
SITE:	5						DATE: 28/06/2015							
LOCATION:	Kings Road/ Redfern Road						DAY: Sunday							
TIME	TO ARM B							FROM ARM B						
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT
07:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0
07:15	3	0	0	0	0	0	3	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	2	1	0	0	0	0	0	1
07:45	11	1	0	0	0	0	12	1	0	0	0	0	0	1
<b>H/TOT</b>	17	1	0	0	0	1	19	2	0	0	0	0	0	2
08:00	16	2	0	0	0	0	18	16	3	0	0	0	0	19
08:15	13	1	0	0	0	1	15	16	0	0	0	0	0	16
08:30	9	2	0	0	0	0	11	11	1	0	0	0	0	12
08:45	11	0	0	0	0	2	13	10	2	0	0	0	0	12
<b>H/TOT</b>	49	5	0	0	0	3	57	53	6	0	0	0	0	59
09:00	7	2	0	0	0	1	10	9	1	0	0	0	0	10
09:15	10	2	0	0	0	0	12	3	1	0	0	0	0	4
09:30	14	2	2	0	0	0	18	13	3	1	0	0	3	20
09:45	14	4	0	0	0	0	18	6	0	0	0	0	0	6
<b>H/TOT</b>	45	10	2	0	0	1	58	31	5	1	0	0	3	40
10:00	13	0	0	0	0	0	13	12	2	0	0	0	0	14
10:15	18	1	0	0	0	0	19	16	1	0	0	0	0	17
10:30	20	2	0	0	0	3	25	16	3	0	0	0	0	19
10:45	23	1	0	0	0	0	24	14	3	1	0	0	0	18
<b>H/TOT</b>	74	4	0	0	0	3	81	58	9	1	0	0	0	68
11:00	22	4	1	0	0	0	27	19	0	0	0	0	0	19
11:15	16	3	0	0	0	0	19	20	3	1	0	0	0	24
11:30	22	3	0	0	0	0	25	13	3	0	0	0	0	16
11:45	24	3	0	0	0	0	27	20	4	0	0	0	0	24
<b>H/TOT</b>	84	13	1	0	0	0	98	72	10	1	0	0	0	83
12:00	18	1	0	0	0	3	22	20	3	0	0	0	0	23
12:15	16	1	0	0	0	0	17	11	0	0	0	0	3	14
12:30	21	5	0	0	0	0	26	10	2	0	0	0	0	12
12:45	19	1	0	0	0	1	21	14	4	0	0	0	1	19
<b>H/TOT</b>	74	8	0	0	0	4	86	55	9	0	0	0	4	68
13:00	26	4	0	0	0	0	30	11	1	0	0	0	0	12
13:15	23	2	0	0	0	0	25	13	0	0	0	0	3	16
13:30	16	2	0	0	0	0	18	12	2	0	0	0	3	17
13:45	17	3	0	0	0	0	20	29	1	0	0	0	0	30
<b>H/TOT</b>	82	11	0	0	0	0	93	65	4	0	0	0	6	75
14:00	25	2	0	0	0	0	27	23	1	0	0	0	0	24
14:15	21	0	0	0	0	0	21	17	3	0	0	0	3	23
14:30	22	4	0	0	0	0	26	17	0	0	0	0	0	17
14:45	25	2	0	0	0	0	27	24	1	0	0	0	0	25
<b>H/TOT</b>	93	8	0	0	0	0	101	81	5	0	0	0	3	89
15:00	18	0	0	0	0	0	18	18	3	0	0	0	0	21
15:15	30	0	0	0	0	0	30	17	2	0	0	0	0	19
15:30	23	2	0	0	0	3	28	24	2	0	0	0	0	26
15:45	19	0	0	0	0	3	22	23	1	0	0	0	0	24
<b>H/TOT</b>	90	2	0	0	0	6	98	82	8	0	0	0	0	90
16:00	9	0	0	0	0	0	9	16	0	0	0	0	1	17
16:15	11	0	0	0	0	0	11	10	1	0	0	0	1	12
16:30	8	1	0	0	0	0	9	9	1	0	0	0	1	11
16:45	9	0	0	0	0	0	9	7	0	0	0	0	2	9
<b>H/TOT</b>	37	1	0	0	0	0	38	42	2	0	0	0	5	49
17:00	14	2	0	0	0	0	16	12	0	0	0	0	0	12
17:15	7	0	0	0	0	0	7	10	1	0	0	0	0	11
17:30	6	2	1	0	0	0	9	6	1	0	0	0	0	7
17:45	9	1	0	0	0	0	10	8	0	1	0	0	0	9
<b>H/TOT</b>	36	5	1	0	0	0	42	36	2	1	0	0	0	39
18:00	6	0	0	0	0	0	6	12	0	0	0	0	0	12
18:15	6	2	0	0	0	0	8	4	1	0	0	0	0	5
18:30	4	0	0	0	0	0	4	8	0	0	0	0	0	8
18:45	7	0	1	0	0	0	8	3	0	0	0	0	1	4
<b>H/TOT</b>	23	2	1	0	0	0	26	27	1	0	0	0	1	29
<b>P/TOT</b>	704	70	5	0	0	18	797	604	61	4	0	0	22	691

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

								<b>5286 / VEOLIA</b> <b>JUNE 2015</b> <b>CLASSIFIED TURNING COUNT</b>						
SITE: 5								DATE: 28/06/2015						
LOCATION: Kings Road/ Redfern Road								DAY: Sunday						
TIME	TO ARM C						TOT	FROM ARM C						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL		CAR	LGV	OGV1	OGV2	PSV	MCL	
07:00	7	0	0	0	0	1	8	13	2	0	0	0	0	15
07:15	10	3	0	0	0	0	13	15	2	0	0	0	0	17
07:30	13	1	1	0	0	0	15	17	1	0	0	0	0	18
07:45	12	1	0	0	0	0	13	23	2	0	0	0	0	25
<b>H/TOT</b>	<b>42</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>68</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
08:00	20	5	0	0	0	0	25	25	3	0	0	0	0	28
08:15	28	1	0	0	0	0	29	23	0	0	0	0	1	24
08:30	18	2	0	0	0	0	20	15	4	1	0	0	0	20
08:45	25	6	0	0	0	0	31	25	1	0	0	0	1	27
<b>H/TOT</b>	<b>91</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>99</b>
09:00	21	4	0	0	0	0	25	23	4	0	0	0	0	27
09:15	14	4	1	0	0	0	19	33	3	0	0	0	0	36
09:30	43	6	1	0	0	0	50	36	6	3	0	0	0	45
09:45	35	0	1	0	0	0	36	37	4	1	0	0	0	42
<b>H/TOT</b>	<b>113</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>129</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>
10:00	46	5	0	0	0	0	51	42	2	1	0	0	0	45
10:15	54	2	0	0	0	0	56	62	5	1	0	0	0	68
10:30	55	4	0	0	0	0	59	67	6	1	0	0	3	77
10:45	48	7	2	0	0	1	58	63	2	1	0	0	0	66
<b>H/TOT</b>	<b>203</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>224</b>	<b>234</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>256</b>
11:00	50	1	2	0	0	0	53	73	10	1	0	0	0	84
11:15	55	2	1	0	0	0	58	71	4	2	0	0	2	79
11:30	51	6	0	0	0	0	57	75	8	0	0	0	0	83
11:45	67	5	1	0	0	0	73	76	4	2	0	0	0	82
<b>H/TOT</b>	<b>223</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>295</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>328</b>
12:00	96	5	0	0	1	0	102	73	3	4	0	0	0	80
12:15	72	4	0	0	0	0	76	77	4	1	0	0	1	83
12:30	62	1	2	0	0	0	65	92	4	0	0	0	0	96
12:45	79	6	2	0	0	1	88	81	7	3	0	0	1	92
<b>H/TOT</b>	<b>309</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>331</b>	<b>323</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>351</b>
13:00	96	6	1	0	1	0	104	81	4	0	0	0	0	85
13:15	73	3	1	0	0	0	77	109	4	0	0	1	0	114
13:30	87	3	0	0	0	0	90	81	2	0	0	0	0	83
13:45	76	3	1	0	0	0	80	81	4	1	0	0	0	86
<b>H/TOT</b>	<b>332</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>351</b>	<b>352</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>368</b>
14:00	74	4	0	0	0	0	78	85	5	0	0	0	0	90
14:15	60	4	1	0	0	0	65	87	7	1	0	0	0	95
14:30	78	4	0	0	0	0	82	94	7	0	0	0	0	101
14:45	89	5	0	0	0	0	94	105	6	3	0	0	0	114
<b>H/TOT</b>	<b>301</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>319</b>	<b>371</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>
15:00	87	4	2	0	0	0	93	85	7	0	0	0	0	92
15:15	82	6	0	0	0	0	88	118	3	0	0	0	1	122
15:30	85	9	0	0	0	0	94	90	5	2	0	0	3	100
15:45	89	3	1	0	0	0	93	79	5	0	0	0	0	84
<b>H/TOT</b>	<b>343</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>368</b>	<b>372</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>398</b>
16:00	93	2	0	0	0	0	95	81	2	0	0	0	0	83
16:15	97	6	0	0	0	0	103	81	5	0	0	0	0	86
16:30	79	3	2	0	0	0	84	66	0	0	0	0	0	66
16:45	61	5	1	0	0	1	68	69	7	1	0	0	0	77
<b>H/TOT</b>	<b>330</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>350</b>	<b>297</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>312</b>
17:00	76	3	0	0	0	0	79	93	4	0	0	0	0	97
17:15	67	2	1	0	0	0	70	75	5	0	0	0	0	80
17:30	79	3	0	0	1	0	83	62	4	1	0	0	0	67
17:45	53	3	1	0	0	0	57	76	2	0	0	0	1	79
<b>H/TOT</b>	<b>275</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>289</b>	<b>306</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>323</b>
18:00	78	4	0	0	0	0	82	70	2	0	0	0	1	73
18:15	56	1	0	0	0	1	58	67	8	0	0	0	1	76
18:30	68	1	1	0	0	0	70	58	5	0	0	0	0	63
18:45	54	2	1	0	0	2	59	72	4	0	0	0	1	77
<b>H/TOT</b>	<b>256</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>269</b>	<b>267</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>289</b>
<b>P/TOT</b>	<b>2818</b>	<b>170</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>3026</b>	<b>3102</b>	<b>198</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>3349</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

														5286 / VEOLIA		
														JUNE 2015		
														CLASSIFIED TURNING COUNT		
SITE: 5														DATE: 28/06/2015		
LOCATION: Kings Road/ Redfern Road														DAY: Sunday		
TIME	TO ARM D							TOT	FROM ARM D							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	CAR		LGV	OGV1	OGV2	PSV	MCL			
07:00	2	1	0	0	0	0	3	2	1	0	0	0	0	3		
07:15	1	0	0	0	0	0	1	1	0	2	0	0	0	3		
07:30	7	0	0	0	0	0	7	1	0	1	0	0	0	2		
07:45	8	0	0	0	0	0	8	7	1	0	0	0	0	8		
<b>H/TOT</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>		
08:00	7	0	0	0	0	0	7	4	0	0	0	0	0	4		
08:15	11	0	1	0	0	0	12	4	1	0	0	0	0	5		
08:30	5	0	1	0	0	0	6	3	0	0	0	0	0	3		
08:45	18	1	0	0	0	0	19	5	0	0	0	0	0	5		
<b>H/TOT</b>	<b>41</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>		
09:00	11	1	0	0	0	0	12	4	0	0	0	0	0	4		
09:15	5	0	0	0	0	0	5	4	2	1	0	0	0	7		
09:30	12	2	0	0	0	0	14	8	2	2	0	0	0	12		
09:45	5	0	1	0	0	0	6	10	1	1	0	0	0	12		
<b>H/TOT</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>26</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>		
10:00	11	1	0	0	0	0	12	7	0	0	0	0	0	7		
10:15	8	1	0	0	0	0	9	9	0	0	0	0	0	9		
10:30	12	3	2	1	0	0	18	12	0	1	0	0	0	13		
10:45	10	2	1	0	1	0	14	12	1	0	0	0	0	13		
<b>H/TOT</b>	<b>41</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>40</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>		
11:00	10	2	1	0	0	0	13	10	7	0	1	0	0	18		
11:15	7	3	0	0	0	0	10	5	1	0	0	0	0	6		
11:30	7	0	0	0	0	0	7	16	2	1	0	0	1	20		
11:45	21	3	0	0	0	0	24	12	3	0	0	0	0	15		
<b>H/TOT</b>	<b>45</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>43</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>59</b>		
12:00	16	2	0	0	0	0	18	17	3	0	0	0	0	20		
12:15	14	1	4	0	0	3	22	10	1	0	0	0	0	11		
12:30	19	6	1	0	0	0	26	12	3	2	0	0	0	17		
12:45	15	4	1	0	0	0	20	8	1	0	0	0	1	10		
<b>H/TOT</b>	<b>64</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>47</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>58</b>		
13:00	18	1	1	0	0	0	20	20	2	0	0	0	0	22		
13:15	20	2	2	0	0	3	27	19	3	0	0	0	0	22		
13:30	14	1	1	0	0	0	16	14	1	0	0	0	0	15		
13:45	24	1	0	0	0	0	25	13	1	1	0	0	0	15		
<b>H/TOT</b>	<b>76</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>66</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>		
14:00	17	1	0	0	0	0	18	25	1	0	0	0	0	26		
14:15	20	1	2	0	0	0	23	14	2	0	0	0	0	16		
14:30	6	1	0	0	0	0	7	9	5	0	0	0	0	14		
14:45	17	2	0	0	0	0	19	14	4	0	0	0	0	18		
<b>H/TOT</b>	<b>60</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>62</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>		
15:00	17	4	0	0	0	0	21	14	0	1	0	0	0	15		
15:15	18	2	0	0	0	0	20	16	0	0	0	0	0	16		
15:30	17	0	0	0	0	0	17	10	1	0	0	0	0	11		
15:45	8	0	0	0	0	0	8	13	0	0	0	0	3	16		
<b>H/TOT</b>	<b>60</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>53</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>58</b>		
16:00	10	1	0	0	0	0	11	23	1	0	0	0	0	24		
16:15	6	0	0	0	0	0	6	10	0	0	0	0	0	10		
16:30	10	1	0	0	0	0	11	6	1	0	0	0	0	7		
16:45	11	0	0	1	0	1	13	10	0	0	0	0	1	11		
<b>H/TOT</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>41</b>	<b>49</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>		
17:00	6	1	0	0	1	0	8	8	2	0	0	0	0	10		
17:15	12	1	0	0	0	0	13	9	0	0	0	0	0	9		
17:30	8	1	0	0	0	0	9	7	0	0	0	0	0	7		
17:45	9	1	1	0	0	0	11	4	1	0	0	0	0	5		
<b>H/TOT</b>	<b>35</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>		
18:00	12	0	0	0	0	0	12	19	0	0	0	0	0	19		
18:15	6	0	0	0	0	0	6	8	1	0	0	0	0	9		
18:30	8	0	0	0	0	0	8	2	0	0	0	0	0	2		
18:45	10	0	0	0	0	0	10	5	0	0	0	0	0	5		
<b>H/TOT</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>		
<b>P/TOT</b>	<b>546</b>	<b>55</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>632</b>	<b>475</b>	<b>56</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>551</b>		

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

	<b>Site / Location:</b>	Bickenhill Civic Amenity Access Junctions, Sites C1 & C2	<b>Project No:</b>	4593	<b>Drawing No:</b>	4593-01	<b>Drawn By:</b>	MN
	<b>Survey Date:</b>	Tuesday 25th, Saturday 29th & Sunday 30th November 2014.	<b>Project Name:</b>	Warwickshire				
	<b>Survey Times:</b>	Tuesday, 09:00 to 18:00; Saturday & Sunday, 08:00 to 16:30	<b>Drawing Title:</b>	Site Layout and Observed Movements				



SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)



**4593 / WARWICKSHIRE SURVEYS**  
**NOVEMBER 2014**  
**CLASSIFIED TURNING COUNT**

SITE: C1 DATE: 25/11/2014  
 LOCATION: Bickenhill DAY: Tuesday

TIME	IN						OUT					
	CAR	LGV	OGV1	OGV2	MCL	TOT	CAR	LGV	OGV1	OGV2	MCL	TOT
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	3	0	0	0	0	0	0
09:30	13	1	0	0	0	14	8	0	0	0	0	8
09:45	9	1	0	0	0	10	11	2	0	0	0	13
<b>H/TOT</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
10:00	7	1	0	0	0	8	8	0	0	0	0	8
10:15	15	1	0	0	0	16	7	1	0	0	0	8
10:30	13	0	0	0	0	13	16	2	0	0	0	18
10:45	23	2	0	0	0	25	16	1	0	0	0	17
<b>H/TOT</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
11:00	18	1	0	0	0	19	20	2	0	0	0	22
11:15	15	1	0	0	0	16	18	1	0	0	0	19
11:30	21	4	0	0	0	25	17	3	0	0	0	20
11:45	7	0	0	0	0	7	16	0	0	0	0	16
<b>H/TOT</b>	<b>61</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>71</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>
12:00	15	0	0	0	0	15	10	2	0	0	0	12
12:15	19	0	0	0	0	19	17	1	0	0	0	18
12:30	14	1	0	0	0	15	13	1	0	0	0	14
12:45	12	0	0	0	0	12	15	0	0	0	0	15
<b>H/TOT</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>55</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
13:00	13	1	0	0	0	14	10	1	0	0	0	11
13:15	14	0	0	0	0	14	12	0	0	0	0	12
13:30	4	1	0	0	0	5	10	1	0	0	0	11
13:45	7	1	0	0	0	8	10	0	0	0	0	10
<b>H/TOT</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
14:00	18	1	0	0	0	19	20	1	0	0	0	21
14:15	12	0	0	0	0	12	10	0	0	0	0	10
14:30	23	0	0	0	0	23	21	0	0	0	0	21
14:45	13	0	0	0	0	13	16	0	0	0	0	16
<b>H/TOT</b>	<b>66</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
15:00	14	0	0	0	0	14	10	0	0	0	0	10
15:15	4	0	0	0	0	4	6	0	0	0	0	6
15:30	9	0	0	0	0	9	8	0	0	0	0	8
15:45	8	0	0	0	0	8	11	0	0	0	0	11
<b>H/TOT</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
16:00	4	0	0	0	0	4	4	0	0	0	0	4
16:15	2	0	0	0	0	2	4	0	0	0	0	4
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	6	0	0	0	0	6	3	0	0	0	0	3
<b>H/TOT</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
17:00	1	0	0	0	0	1	4	0	0	0	0	4
17:15	0	0	0	0	0	0	3	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	3	0	0	0	0	3
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>P/TOT</b>	<b>356</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>373</b>	<b>358</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>377</b>



**4593 / WARWICKSHIRE SURVEYS**  
**NOVEMBER 2014**  
**CLASSIFIED TURNING COUNT**

SITE: C1

DATE: 25/11/2014

LOCATION: Bickenhill

DAY: Tuesday

TIME	STRAIGHT ON					TOT
	CAR	LGV	OGV1	OGV2	MCL	
09:00	0	0	0	0	0	0
09:15	1	0	0	0	0	1
09:30	14	1	1	2	4	22
09:45	21	1	5	1	0	28
<b>H/TOT</b>	<b>36</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>51</b>
10:00	25	3	4	0	1	33
10:15	23	4	4	0	3	34
10:30	19	2	2	0	1	24
10:45	22	5	4	0	2	33
<b>H/TOT</b>	<b>89</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>124</b>
11:00	9	1	0	0	0	10
11:15	8	1	0	2	1	12
11:30	14	3	0	5	0	22
11:45	4	2	0	4	0	10
<b>H/TOT</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>54</b>
12:00	9	0	3	0	2	14
12:15	10	2	1	0	1	14
12:30	5	0	3	3	0	11
12:45	4	2	2	1	0	9
<b>H/TOT</b>	<b>28</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>48</b>
13:00	7	2	6	1	0	16
13:15	4	4	3	1	0	12
13:30	3	1	1	1	0	6
13:45	3	1	7	0	0	11
<b>H/TOT</b>	<b>17</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>45</b>
14:00	16	1	2	0	0	19
14:15	3	2	3	1	0	9
14:30	7	3	0	1	0	11
14:45	2	0	5	0	0	7
<b>H/TOT</b>	<b>28</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>46</b>
15:00	4	2	2	1	0	9
15:15	4	2	1	1	0	8
15:30	4	2	6	0	0	12
15:45	15	1	3	0	0	19
<b>H/TOT</b>	<b>27</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>48</b>
16:00	10	1	5	3	0	19
16:15	12	2	1	3	0	18
16:30	13	1	3	0	0	17
16:45	17	0	2	0	0	19
<b>H/TOT</b>	<b>52</b>	<b>4</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>73</b>
17:00	90	6	1	2	3	102
17:15	125	2	1	1	0	129
17:30	35	3	0	1	0	39
17:45	64	8	1	6	1	80
<b>H/TOT</b>	<b>314</b>	<b>19</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>350</b>
<b>P/TOT</b>	<b>626</b>	<b>71</b>	<b>82</b>	<b>41</b>	<b>19</b>	<b>839</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)



**4593 / WARWICKSHIRE SURVEYS**  
**NOVEMBER 2014**  
**CLASSIFIED TURNING COUNT**

SITE: C2 DATE: 25/11/2014  
 LOCATION: Bickenhill DAY: Tuesday

TIME	IN					TOT	OUT					TOT
	CAR	LGV	OGV1	OGV2	MCL		CAR	LGV	OGV1	OGV2	PSV	
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	2	0	2	0	0	0	1	0	1
09:30	0	0	0	0	0	0	0	0	0	1	0	1
09:45	0	0	0	1	0	1	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	3	0	3	0	0	0	2	0	2
10:00	0	0	0	2	0	2	0	0	0	1	0	1
10:15	0	0	0	3	0	3	0	0	0	1	0	1
10:30	0	0	0	2	0	2	0	0	0	2	0	2
10:45	0	0	0	0	0	0	0	0	0	3	0	3
<b>H/TOT</b>	0	0	0	7	0	7	0	0	0	7	0	7
11:00	0	0	0	0	0	0	0	0	1	1	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	0	2	0	3	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	1	0	2	0	3
<b>H/TOT</b>	0	1	0	2	0	3	0	1	1	3	0	5
12:00	0	0	0	1	0	1	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	1
12:30	0	0	0	2	0	2	0	0	0	0	0	0
12:45	0	0	0	1	0	1	0	0	0	1	0	1
<b>H/TOT</b>	0	0	0	4	0	4	0	0	0	2	0	2
13:00	0	0	0	2	0	2	0	0	0	1	0	1
13:15	0	0	0	0	0	0	0	0	0	4	0	4
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	1	0	1	0	0	0	2	0	2
<b>H/TOT</b>	0	0	0	3	0	3	0	0	0	7	0	7
14:00	0	0	0	1	0	1	0	0	0	0	0	0
14:15	0	0	0	2	0	2	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	1	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	3	0	3	0	0	0	1	0	1
15:00	0	0	0	0	0	0	0	0	0	1	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	1	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>P/TOT</b>	0	1	0	22	0	23	1	1	1	23	0	26



SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)



**4593 / WARWICKSHIRE SURVEYS**  
**NOVEMBER 2014**  
**CLASSIFIED TURNING COUNT**

SITE: C1 DATE: 29/11/2014  
 LOCATION: Bickenhill DAY: Saturday

TIME	IN					TOT	OUT					TOT
	CAR	LGV	OGV1	OGV2	MCL		CAR	LGV	OGV1	OGV2	MCL	
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	15	0	0	0	0	15	13	0	0	0	0	13
08:45	11	0	0	0	0	11	7	0	0	0	0	7
<b>H/TOT</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
09:00	14	1	0	0	0	15	10	0	0	0	0	10
09:15	13	0	0	0	0	13	14	1	0	0	0	15
09:30	12	0	0	0	0	12	12	0	0	0	0	12
09:45	14	2	0	0	0	16	10	2	0	0	0	12
<b>H/TOT</b>	<b>53</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>46</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
10:00	13	0	0	0	0	13	16	0	0	0	0	16
10:15	10	0	0	0	0	10	14	0	0	0	0	14
10:30	24	2	0	0	0	26	16	1	0	0	0	17
10:45	14	2	0	0	0	16	24	1	0	0	0	25
<b>H/TOT</b>	<b>61</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>70</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>
11:00	17	1	0	0	0	18	11	3	0	0	0	14
11:15	13	2	0	0	0	15	13	0	0	0	0	13
11:30	23	2	0	0	0	25	18	3	0	0	0	21
11:45	18	1	0	0	0	19	21	1	0	0	0	22
<b>H/TOT</b>	<b>71</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>63</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
12:00	24	1	0	0	0	25	20	0	0	0	0	20
12:15	22	0	1	0	0	23	28	2	1	0	0	31
12:30	27	0	0	0	0	27	26	0	0	0	0	26
12:45	13	1	0	0	0	14	16	0	0	0	0	16
<b>H/TOT</b>	<b>86</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>90</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>93</b>
13:00	26	1	0	0	0	27	21	0	0	0	0	21
13:15	16	0	0	0	0	16	19	0	0	0	0	19
13:30	18	0	0	0	0	18	15	0	0	0	0	15
13:45	24	1	0	0	0	25	21	0	0	0	0	21
<b>H/TOT</b>	<b>84</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>
14:00	23	2	0	0	0	25	25	3	0	0	0	28
14:15	29	0	0	0	0	29	24	0	0	0	0	24
14:30	18	0	0	0	0	18	25	0	0	0	0	25
14:45	25	0	0	0	0	25	22	0	0	0	0	22
<b>H/TOT</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>
15:00	27	0	0	0	0	27	27	0	0	0	0	27
15:15	34	1	0	0	0	35	23	0	0	0	0	23
15:30	29	0	0	0	0	29	32	0	0	0	0	32
15:45	12	0	0	0	0	12	29	1	0	0	0	30
<b>H/TOT</b>	<b>102</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>111</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>
16:00	0	0	0	0	0	0	4	0	0	0	0	4
16:15	0	0	0	0	0	0	7	0	0	0	0	7
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>P/TOT</b>	<b>578</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>599</b>	<b>583</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>602</b>



**4593 / WARWICKSHIRE SURVEYS**  
**NOVEMBER 2014**  
**CLASSIFIED TURNING COUNT**

SITE: C1 DATE: 29/11/2014

LOCATION: Bickenhill DAY: Saturday

TIME	STRAIGHT ON					TOT
	CAR	LGV	OGV1	OGV2	MCL	
08:00	21	6	0	0	1	28
08:15	39	6	0	0	0	45
08:30	54	8	2	0	0	64
08:45	47	3	0	1	0	51
<b>H/TOT</b>	<b>161</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>188</b>
09:00	35	1	0	2	0	38
09:15	38	2	0	1	1	42
09:30	58	6	0	0	2	66
09:45	51	6	0	2	3	62
<b>H/TOT</b>	<b>182</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>208</b>
10:00	47	2	0	1	1	51
10:15	36	0	1	0	4	41
10:30	31	1	0	1	2	35
10:45	40	2	1	2	8	53
<b>H/TOT</b>	<b>154</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>180</b>
11:00	44	1	0	1	6	52
11:15	21	2	0	0	6	29
11:30	21	1	0	3	1	26
11:45	26	2	0	2	10	40
<b>H/TOT</b>	<b>112</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>23</b>	<b>147</b>
12:00	25	0	0	0	1	26
12:15	13	0	1	1	1	16
12:30	13	4	0	1	1	19
12:45	8	1	0	2	0	11
<b>H/TOT</b>	<b>59</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>72</b>
13:00	15	0	0	0	0	15
13:15	13	2	0	2	3	20
13:30	7	0	0	1	1	9
13:45	10	0	0	0	0	10
<b>H/TOT</b>	<b>45</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>54</b>
14:00	8	0	0	0	1	9
14:15	7	0	0	0	1	8
14:30	12	0	0	0	0	12
14:45	13	0	1	0	0	14
<b>H/TOT</b>	<b>40</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>43</b>
15:00	10	0	1	1	0	12
15:15	6	0	0	0	0	6
15:30	1	0	0	1	0	2
15:45	3	0	1	2	0	6
<b>H/TOT</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>26</b>
16:00	9	0	0	2	0	11
16:15	3	0	0	0	1	4
<b>H/TOT</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>15</b>
<b>P/TOT</b>	<b>785</b>	<b>56</b>	<b>8</b>	<b>29</b>	<b>55</b>	<b>933</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)



**4593 / WARWICKSHIRE SURVEYS**  
**NOVEMBER 2014**  
**CLASSIFIED TURNING COUNT**

SITE: C2 DATE: 29/11/2014  
 LOCATION: Bickenhill DAY: Saturday

TIME	IN					TOT	OUT					TOT
	CAR	LGV	OGV1	OGV2	MCL		CAR	LGV	OGV1	OGV2	MCL	
08:00	1	1	0	0	0	2	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
09:00	0	0	0	2	0	2	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	1	0	1
09:30	0	0	0	0	0	0	1	0	0	1	0	2
09:45	0	0	0	1	0	1	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>
10:00	0	0	0	0	0	0	0	0	0	1	0	1
10:15	0	0	0	0	0	0	0	1	0	0	0	1
10:30	0	0	0	1	0	1	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
11:00	0	0	0	0	0	0	1	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00	0	0	0	0	0	0	3	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>P/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

		4593 / WARWICKSHIRE SURVEYS										
		NOVEMBER 2014										
		CLASSIFIED TURNING COUNT										
SITE:		C1					DATE: 30/11/2014					
LOCATION:		Bickenhill					DAY: Sunday					
TIME	IN					TOT	OUT					TOT
	CAR	LGV	OGV1	OGV2	MCL		CAR	LGV	OGV1	OGV2	MCL	
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	15	0	0	0	0	15	8	0	0	0	0	8
08:45	14	0	0	0	0	14	4	0	0	0	0	4
<b>H/TOT</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
09:00	10	0	0	0	0	10	14	0	0	0	0	14
09:15	17	0	0	0	0	17	14	0	0	0	0	14
09:30	10	0	0	0	0	10	12	0	0	0	0	12
09:45	18	0	0	0	0	18	12	0	0	0	0	12
<b>H/TOT</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
10:00	21	0	0	0	0	21	27	0	0	0	0	27
10:15	20	0	0	0	0	20	22	0	0	0	0	22
10:30	24	0	0	0	0	24	25	0	0	0	0	25
10:45	28	0	0	0	0	28	28	0	0	0	0	28
<b>H/TOT</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>
11:00	21	0	0	0	0	21	32	0	0	0	0	32
11:15	33	0	0	0	0	33	30	0	0	0	0	30
11:30	24	0	0	0	0	24	22	0	0	0	0	22
11:45	15	0	0	0	0	15	24	0	0	0	0	24
<b>H/TOT</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>
12:00	22	0	0	0	0	22	22	0	0	0	0	22
12:15	30	0	0	0	0	30	27	1	0	0	0	28
12:30	36	0	0	0	0	36	23	0	0	0	0	23
12:45	36	0	0	0	0	36	38	0	0	0	0	38
<b>H/TOT</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>110</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>
13:00	16	0	0	0	0	16	32	0	0	0	0	32
13:15	18	0	0	0	0	18	24	0	0	0	0	24
13:30	18	0	0	0	0	18	14	0	0	0	0	14
13:45	21	0	0	0	0	21	23	0	0	0	0	23
<b>H/TOT</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>
14:00	19	0	0	0	0	19	24	0	0	0	0	24
14:15	20	1	0	0	0	21	18	1	0	0	0	19
14:30	29	1	0	0	0	30	25	1	0	0	0	26
14:45	25	0	0	0	0	25	25	0	0	0	0	25
<b>H/TOT</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>
15:00	20	1	0	0	0	21	27	0	0	0	0	27
15:15	21	0	0	0	0	21	15	1	0	0	0	16
15:30	12	0	0	0	0	12	15	0	0	0	0	15
15:45	6	0	0	0	0	6	13	0	0	0	0	13
<b>H/TOT</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>70</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>
16:00	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>619</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>622</b>	<b>640</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>644</b>



**4593 / WARWICKSHIRE SURVEYS  
NOVEMBER 2014  
CLASSIFIED TURNING COUNT**

SITE: C1

DATE: 30/11/2014

LOCATION: Bickenhill

DAY: Sunday

TIME	STRAIGHT ON					TOT
	CAR	LGV	OGV1	OGV2	MCL	
08:00	11	6	0	0	0	17
08:15	17	6	1	1	1	26
08:30	44	9	2	0	0	55
08:45	41	9	1	0	0	51
<b>H/TOT</b>	<b>113</b>	<b>30</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>149</b>
09:00	50	8	1	0	2	61
09:15	62	1	1	1	1	66
09:30	62	4	0	0	0	66
09:45	61	5	0	0	2	68
<b>H/TOT</b>	<b>235</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>261</b>
10:00	78	6	0	0	6	90
10:15	79	4	1	1	18	103
10:30	73	3	0	0	18	94
10:45	62	3	0	0	10	75
<b>H/TOT</b>	<b>292</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>362</b>
11:00	52	2	0	0	4	58
11:15	41	4	3	1	4	53
11:30	14	2	1	0	6	23
11:45	23	0	0	0	11	34
<b>H/TOT</b>	<b>130</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>25</b>	<b>168</b>
12:00	17	3	0	1	2	23
12:15	23	0	0	0	1	24
12:30	14	2	0	0	2	18
12:45	15	4	0	0	1	20
<b>H/TOT</b>	<b>69</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>85</b>
13:00	23	2	0	0	1	26
13:15	11	0	0	0	1	12
13:30	8	0	0	0	0	8
13:45	7	0	0	1	0	8
<b>H/TOT</b>	<b>49</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>54</b>
14:00	5	0	0	1	1	7
14:15	6	1	0	0	0	7
14:30	13	1	0	2	0	16
14:45	5	1	0	0	0	6
<b>H/TOT</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>36</b>
15:00	8	0	0	0	0	8
15:15	8	2	0	0	0	10
15:30	6	1	0	0	0	7
15:45	2	0	0	0	0	2
<b>H/TOT</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
16:00	5	0	0	0	0	5
16:15	9	2	1	0	0	12
<b>H/TOT</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>
<b>P/TOT</b>	<b>955</b>	<b>91</b>	<b>12</b>	<b>9</b>	<b>92</b>	<b>1159</b>

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)




**4593 / WARWICKSHIRE SURVEYS**  
**NOVEMBER 2014**  
**CLASSIFIED TURNING COUNT**

SITE: C2 DATE: 30/11/2014  
 LOCATION: Bickenhill DAY: Sunday


TIME	IN					TOT	OUT					TOT
	CAR	LGV	OGV1	OGV2	MCL		CAR	LGV	OGV1	OGV2	MCL	
08:00	0	1	0	0	0	1	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	1	0	0	0	1	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	3	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	0	0	0	0	0	0	3	0	0	0	0	3
<b>P/TOT</b>	0	1	0	0	0	1	3	0	0	0	0	3

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

	<b>Site / Location:</b> Marsh Lane junction, C3	<b>Project No:</b> 4593	<b>Drawing No:</b> 4593-02	<b>Drawn By:</b> MN
	<b>Survey Date:</b> Wednesday 26th November 2014.	<b>Project Name:</b> Warwickshire		
	<b>Survey Times:</b> 07:00 to 10:00 & 16:00 to 19:00	<b>Drawing Title:</b> Site Layout and Observed Movements		



SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

	<b>4593 / WARWICKSHIRE SURVEYS</b>														
	<b>NOVEMBER 2014</b>														
	<b>CLASSIFIED TURNING COUNT</b>														


SITE:	C3	NOTE: NO QUEUES DURING SURVEY	DATE:	26/11/2014
LOCATION:	Marsh Lane		DAY:	Wednesday

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
07:00	145	14	3	6	0	0	0	168	90	10	0	6	0	3	0	109		
07:15	208	13	2	6	0	0	1	230	132	28	2	9	0	0	0	171		
07:30	200	23	3	9	0	0	1	236	158	39	4	7	0	0	0	208		
07:45	208	15	1	4	0	0	0	228	179	36	5	5	2	2	0	229		
08:00	207	17	2	13	0	0	0	239	181	42	0	9	1	2	0	235		
08:15	200	17	3	11	1	1	0	233	201	44	0	2	2	0	0	249		
08:30	188	12	1	2	0	0	1	204	211	27	1	16	1	1	0	257		
08:45	196	21	1	7	0	0	0	225	168	42	6	9	1	1	0	227		
09:00	213	14	3	3	0	0	0	233	153	48	8	12	0	0	0	221		
09:15	190	22	5	6	0	1	0	224	125	29	6	7	1	0	1	169		
09:30	161	13	5	13	1	0	1	194	132	23	3	14	0	0	0	172		
09:45	130	13	3	6	0	2	0	154	96	23	5	10	0	0	0	134		
<b>P/TOT</b>	<b>2246</b>	<b>194</b>	<b>32</b>	<b>86</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2568</b>	<b>1826</b>	<b>391</b>	<b>40</b>	<b>106</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>2381</b>		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
16:00	118	38	5	3	0	0	0	164	128	6	1	10	1	1	0	147		
16:15	146	30	0	5	0	1	0	182	158	20	2	4	0	0	0	184		
16:30	153	29	2	4	0	0	0	188	140	10	0	7	1	0	0	158		
16:45	166	22	1	1	0	1	0	191	161	7	0	2	0	0	0	170		
17:00	163	26	1	2	1	2	0	195	100	11	0	0	0	2	0	113		
17:15	129	14	0	4	2	0	0	149	128	20	1	4	0	1	0	154		
17:30	168	20	2	2	0	0	0	192	139	12	0	2	1	2	0	156		
17:45	169	17	2	0	2	0	0	190	105	8	0	0	0	0	0	113		
18:00	161	14	2	0	1	1	0	179	182	14	1	8	1	3	0	209		
18:15	173	11	2	1	1	1	0	189	165	22	0	7	0	0	0	194		
18:30	154	11	0	2	1	0	0	168	138	10	0	11	0	0	0	159		
18:45	131	9	1	1	0	1	0	143	226	13	1	13	1	0	0	254		
<b>P/TOT</b>	<b>1831</b>	<b>241</b>	<b>18</b>	<b>25</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2130</b>	<b>1770</b>	<b>153</b>	<b>6</b>	<b>68</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>2011</b>		



SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

	<b>4593 / WARWICKSHIRE SURVEYS</b>														
	<b>NOVEMBER 2014</b>														
	<b>CLASSIFIED TURNING COUNT</b>														


SITE: C3 NOTE: NO QUEUES DURING SURVEY DATE: 26/11/2014

LOCATION: Marsh Lane DAY: Wednesday

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
07:00	0	0	0	1	0	0	0	1	1	1	0	7	0	0	0	9		
07:15	1	0	0	1	0	0	0	2	2	0	0	6	0	0	0	8		
07:30	2	0	0	0	0	0	0	2	1	0	3	6	0	0	0	10		
07:45	2	1	0	3	0	0	0	6	2	1	0	2	0	0	0	5		
08:00	2	2	0	2	0	0	0	6	4	0	0	5	0	0	0	9		
08:15	2	0	0	0	0	0	0	2	0	1	0	6	0	0	0	7		
08:30	2	0	0	2	0	0	0	4	1	0	0	1	0	0	0	2		
08:45	1	0	0	1	0	0	0	2	3	1	0	1	0	0	0	5		
09:00	1	1	1	0	0	0	0	3	1	0	0	4	0	0	0	5		
09:15	1	1	1	0	0	0	0	3	0	1	0	0	0	0	0	1		
09:30	1	2	0	2	0	0	0	5	1	0	0	2	0	0	0	3		
09:45	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
<b>P/TOT</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
16:00	0	0	1	7	0	0	0	8	2	0	0	2	0	0	0	4		
16:15	1	1	0	4	0	0	0	6	1	1	0	1	0	0	0	3		
16:30	0	0	0	5	0	0	0	5	2	3	0	1	0	0	0	6		
16:45	1	0	1	2	0	0	0	4	0	1	0	1	0	0	0	2		
17:00	3	1	0	1	0	0	0	5	1	0	0	1	0	0	0	2		
17:15	1	1	0	4	0	1	0	7	0	0	0	1	0	0	0	1		
17:30	1	1	0	2	0	0	0	4	0	0	0	0	0	0	0	0		
17:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
18:00	2	1	1	7	0	0	0	11	2	0	0	0	0	0	0	2		
18:15	6	0	0	5	0	0	0	11	2	0	0	0	0	0	0	2		
18:30	4	1	0	8	0	0	0	13	1	0	0	1	0	0	0	2		
18:45	2	0	0	11	0	0	0	13	2	0	0	0	0	0	0	2		
<b>P/TOT</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>56</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>		

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)


	<b>4593 / WARWICKSHIRE SURVEYS</b>														
	<b>NOVEMBER 2014</b>														
	<b>CLASSIFIED TURNING COUNT</b>														

SITE:	C3	NOTE: NO QUEUES DURING SURVEY	DATE: 26/11/2014
LOCATION:	Marsh Lane		DAY: Wednesday

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
07:00	90	10	0	7	0	3	0	110	144	13	3	1	0	0	0	161		
07:15	134	28	2	11	0	0	0	175	209	13	2	3	0	0	1	228		
07:30	160	39	4	7	0	0	0	210	202	23	0	3	0	0	1	229		
07:45	181	36	5	3	2	2	0	229	210	15	1	3	0	0	0	229		
08:00	182	41	0	9	1	2	0	235	206	18	2	10	0	0	0	236		
08:15	201	44	0	2	2	0	0	249	202	16	3	5	1	1	0	228		
08:30	213	27	1	15	1	1	0	258	190	12	1	2	0	0	1	206		
08:45	171	42	6	8	1	1	0	229	196	20	1	6	0	0	0	223		
09:00	153	47	7	14	0	0	0	221	213	14	3	1	0	0	0	231		
09:15	125	27	5	7	1	0	1	166	191	20	5	6	0	1	0	223		
09:30	133	21	3	13	0	0	1	171	160	13	5	12	1	0	2	193		
09:45	96	21	4	10	0	0	0	131	131	13	2	6	0	2	1	155		
<b>P/TOT</b>	<b>1839</b>	<b>383</b>	<b>37</b>	<b>106</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>2384</b>	<b>2254</b>	<b>190</b>	<b>28</b>	<b>58</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>2542</b>		

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
16:00	128	6	0	4	1	1	0	140	116	38	5	2	0	0	0	161		
16:15	157	20	2	1	0	0	0	180	145	30	0	5	0	1	0	181		
16:30	141	12	0	3	1	0	0	157	152	28	2	4	0	0	0	186		
16:45	161	7	0	0	0	0	0	168	168	21	2	0	0	1	0	192		
17:00	98	10	0	0	0	2	0	110	163	26	1	2	1	2	0	195		
17:15	129	20	1	1	0	0	0	151	131	15	0	4	2	0	0	152		
17:30	138	11	0	1	1	2	0	153	168	20	2	3	0	0	0	193		
17:45	104	7	0	0	0	0	0	111	168	17	2	0	2	0	0	189		
18:00	181	13	1	1	1	3	0	200	160	14	3	0	1	1	0	179		
18:15	161	22	0	2	0	0	0	185	173	11	2	1	1	1	0	189		
18:30	136	10	0	3	0	0	0	149	155	12	0	1	1	0	0	169		
18:45	225	13	1	3	1	0	0	243	130	9	1	2	0	1	0	143		
<b>P/TOT</b>	<b>1759</b>	<b>151</b>	<b>5</b>	<b>19</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>1947</b>	<b>1829</b>	<b>241</b>	<b>20</b>	<b>24</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2129</b>		

SES3 and AP4 ES Appendix TR-001-000 - Supplementary baseline survey report (Bv)

	<b>4593 / WARWICKSHIRE SURVEYS</b> <b>NOVEMBER 2014</b> <b>CLASSIFIED TURNING COUNT</b>														

SITE: C3                      NOTE: NO QUEUES DURING SURVEY                      DATE: 26/11/2014  
 LOCATION: Marsh Lane                      DAY: Wednesday

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	1	3	
09:45	1	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	1	
<b>P/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	

TIME	#REF!								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	AGR	CAR		LGV	OGV1	OGV2	PSV	MCL	AGR			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	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	0	0	0	0	0	0	0	
<b>P/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	

# Annex C: Modelling performance reports

## Modelling performance reports

- no changes or addenda to the original scheme document or supplementary documents in SES and AP2 TA and SES2 and AP3 TA Annexes

# Annex D: Traffic data used for air quality

## Traffic data used for air quality

- revisions to data for SES<sub>3</sub> and AP<sub>4</sub> revised scheme

## CFA6 and CFA7 2012 Baseline Traffic Data

Table 1: Traffic data used in the baseline assessment

Road	OS Grid	Without the Proposed Scheme		
		AADT	HDVs	Speed (kph) <sup>1</sup>
Tilehouse Lane	503139 190338	446	5	46
Chalfont Lane	502561 191460	981	16	54
New link between Chalfont Lane / Shire Lane and Hornhill Road	502061 192015	0	0	0
A412 Denham Way / North Orbital Road	503067 191860	11436	406	83
A405 Denham Way / North Orbital Road	503452 193805	16364	579	85
A412 Uxbridge Road	503877 193500	14719	375	N/A
Chesham Lane / Denham Lane	500146 193179	1985	18	64

<sup>1</sup> Where speeds are less than 5 kph, a speed of 5 kph is used in the Defra Emissions Factor Toolkit (EFT) v6.o.2 because this is the lowest speed that the EFT can produce output for.

## CFA6 and CFA7 2021 Construction Traffic Data with Haul Route

Table 2: Traffic data used in the operational assessment

Road	OS Grid	Without the Proposed Scheme			With the Proposed Scheme			Change in AADT	Change in HDVs	Change in Speed
		AADT	HDVs	Speed (kph) <sup>1</sup>	AADT	HDVs	Speed (kph) <sup>1</sup>			
Tilehouse Lane	503139 190338	497	6	46	497	6	46	0	0	0
Chalfont Lane	502561 191460	1093	17	54	2283	1184	54	1190	1166	0
New link between Chalfont Lane / Shire Lane and Hornhill Road	502061 192015	0	0	0	1093	17	0	1093	17	0
A412 Denham Way / North Orbital Road	503067 191860	12729	452	83	13013	452	83	285	0	0
A405 Denham Way / North Orbital Road	503452 193805	18090	640	85	18244	640	85	154	0	0
A412 Uxbridge Road	503877 193500	16190	412	N/A	16321	412	N/A	131	0	N/A
Chesham Lane / Denham Lane	500146 193179	2172	20	64	2299	43	64	127	23	0

**High Speed Two (HS2) Limited**

One Canada Square  
London E14 5AB

**T** 020 7944 4908

**E** [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk)

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