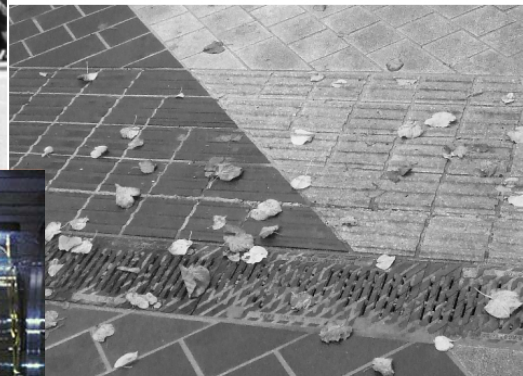


Evaluating Performance

Exhibition Road Monitoring – Phase 2

Report for Royal Borough of Kensington and Chelsea

April 2013



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- Appendix G Vehicles stopping
- Appendix H Bus Stop Survey
- Appendix I Users stopping abruptly
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- Appendix K Vehicle Speeds

Executive Summary

Objectives

MVA was commissioned by the Royal Borough of Kensington and Chelsea to provide an assessment of user behaviour and interaction on Exhibition Road. This was the second part (Phase 2) of a four part monitoring project for the Scheme.

Study Scope and Methodology

The road was divided into eight Sections for which data was collected to enable a quantitative assessment of a range of factors. These factors were compared to the first Exhibition Road monitoring study (Phase 1), performed six months previously. The factors considered were:

- Pedestrian crossing movements and counts;
- Vehicle flows and speeds;
- Stopping abruptly and accidents;
- Parking and stopping;
- Vehicle wrong-way movements and movements in the safe zones; and
- Bus stop boarding/alighting and tripping.

Changes between Phase 1 and Phase 2 Monitoring Surveys

In the period between Phase 1 and Phase 2, the Royal Borough of Kensington and Chelsea:

- Installed bollards at the junction of Cromwell Road to prevent traffic from entering the pedestrian area of Exhibition Road;
- Installed bollards at the junction of Thurloe Place to prevent traffic from entering the pedestrian area of Exhibition Road.

Results

The factors were analysed in turn, grouped in chapters as listed above.

Pedestrian Crossing Movements and Counts

The crossing movements recorded in the two monitoring projects were similar with the exception of a significant increase in Section 3. Pedestrian counts were more variable, both increasing and decreasing in different Sections and at different times in comparison to Phase 1.

Vehicle Flow and Speed

Vehicle flow was higher in comparison with Phase 1. Recorded speeds were very similar in both assessments.

Stopping Abruptly and Accidents

Only two incidents of stopping abruptly were recorded. No accidents were recorded. Similarly low results had been logged in Phase 1.

Parking Occupancy and Stopping

Levels of parking space occupancy and vehicles stopping for no apparent reason were very similar to Phase 1.

Safe Zone and Wrong Way Movements

The number of vehicles entering the safe zones or travelling the wrong way had increased in comparison to Phase 1. This increase is largely comprised of pedal cycles and in some instances, motor cycles.

Bus stop boarding/alighting and tripping.

Minimal numbers of passengers were recorded boarding and alighting buses, and none of these passengers tripped. Phase 1 had reported one occurrence of a passenger tripping.

1 Introduction

1.1 Objectives

1.1.1 MVA Consultancy was commissioned by the Royal Borough of Kensington and Chelsea to provide an assessment of user interaction and movement within Exhibition Road.

1.1.2 As defined in the Project Brief, the specific objectives of this study are as follows:

- Collate information on a similar basis to the first Exhibition Road monitoring report which can be used to generate trends on how the road is being used over a two year period. Users are defined as “motor vehicles, bicycles and pedestrians”; and
- For each of the two bus stops, count the number of people who trip over the kerb for the busiest hour (in terms of pedestrian numbers) during daylight hours and the busiest hour (in terms of pedestrian numbers) during the hours of darkness.

1.1.3 This research forms the second part of a four part commitment by The Council to monitor the use of the road for two years at intervals of every six months.

1.1.4 For the purpose of this report, this monitoring study is described as Phase 2 and the study completed in May 2012 is described as Phase 1.

1.2 Changes between Phase 1 and Phase 2 Monitoring Surveys

1.2.1 In the period between Phase 1 and Phase 2, The Royal Borough of Kensington and Chelsea:

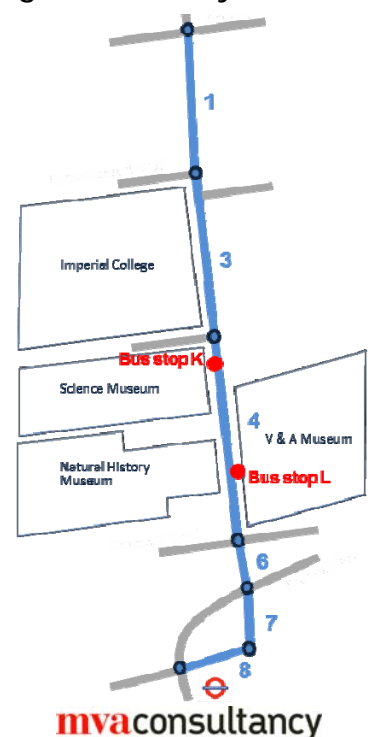
- Installed bollards at the junction of Cromwell Road to prevent traffic from entering the pedestrian area of Exhibition Road;
- Installed bollards at the junction of Thurloe Place to prevent traffic from entering the pedestrian area of Exhibition Road.

1.3 Study Scope

1.3.1 The study covered the area shown in blue in **Figure 1.1**. Surveys were carried out according to the eight numbered Sections shown in Figure 1.1. The Sections were as follows:

- Section 1: South of Kensington Gore to north of Prince Consort Road;
- Section 3: Princes Gardens to Imperial College Road;
- Section 4: Imperial College Road to north of Cromwell Gardens;
- Section 6: South of Cromwell Gardens to Thurloe Place;
- Section 7: South of Thurloe Place to Thurloe Street; and
- Section 8: Pedestrian area east of Cromwell Place to west of Thurloe Street.

Figure 1.1 Survey Locations



1 Introduction

1.3.2 The study was made up of two parts:

- Collection of observational data of pedestrian and driver movement; and
- Statistical analysis of the data.

1.3.3 Quantitative assessment was made of the following factors:

- Pedestrian crossing counts;
- Classified pedestrian counts;
- Classified traffic counts and traffic speed;
- Stopping abruptly;
- Accidents;
- Parking and stopping;
- Safe zone and wrong-way movements; and
- Bus stop boarding/alighting and tripping.

1.3.4 A five hour analysis was undertaken for data collected on Tuesday 13/11/2012, a weekday during term time, for the following time periods:

- 03:00-04:00;
- 08:00-09:00;
- 12:00-13:00;
- 17:00-18:00; and
- 21:00-22:00.

1.3.5 The bus stop surveys took place on Tuesday 11/12/2012, a weekday during term time, between 12:00-13:00 (daylight) and 17:00-18:00 (darkness).

1.3.6 **Table 1.1** shows the sunrise and sunset times for the two survey dates.

Table 1.1 Phase 2 Sunrise and Sunset Times

Date	Sunrise	Sunset
13/11/2012	7:16AM	4:13PM
11/12/2012	7:56AM	3:51PM

1.3.7 The Phase 2 data for 13/11/2012 and 11/12/2012 (bus stops) is compared with Phase 1 data for 08/05/2012 and 25/05/2012 (bus stops).

1.3.8 For reference the Phase 1 analysis was undertaken for 24 hours per day for:

- Wednesday 11/04/12 (weekday during Easter school holidays);
- Saturday 14/04/12 (Saturday during Easter school holidays); and
- Tuesday 08/05/12 (weekday during term time).

1 Introduction

1.3.9 The Phase 1 bus stop survey data was collected on:

- Saturday 05/05/12 (Saturday during term time), 4pm – 5pm (daylight) and 9pm - 10pm (darkness);
- Tuesday 29/05/12 (weekday during term time) 5pm – 6pm (daylight) and 10pm-11pm (darkness); and
- Wednesday 30/05/12 (weekday during term time) 5pm – 6pm (daylight) and 10pm-11pm (darkness).

1.3.10 The Phase 1 sunrise and sunset times are shown in **Table 1.2**.

Table 1.2 Phase 1 Sunrise and Sunset Times

Date	Sunrise	Sunset
11/04/2012	6:13AM	7:51PM
14/04/2012	6:06AM	7:56PM
05/08/2012	5:25AM	8:31PM
08/05/2012	5:19AM	8:36PM
29/05/2012	4:51AM	8:31PM
30/05/2012	4:50AM	9:06PM

1.4 Report Structure

- 1.4.1 Chapter 2 describes pedestrian movements, that is classified flow counts in the safe zones and crossing movements recorded between the safe zones. As in all subsequent chapters the data sets for Phase 2 are compared against the pre-existing Phase 1 counts.
- 1.4.2 Chapter 3 covers vehicle flows and speeds along Exhibition Road.
- 1.4.3 Chapter 4 focuses on potential conflicts, in terms of accidents and incidents of users of the space stopping abruptly.
- 1.4.4 Chapter 5 concerns patterns of parking behaviour and vehicles stopping for no apparent reason.
- 1.4.5 Chapter 6 describes illegal movements within the space, that is vehicles traveling in the wrong direction and those that enter the safe zones.
- 1.4.6 Chapter 7 summarises behaviour recorded at the bus stops within the survey site.
- 1.4.7 The full results for all sections are shown in Appendix B – Appendix K.

2 Pedestrian Crossing Movements & Counts

2.1 Pedestrian Crossing Movements

2.1.1 **Table 2.1** shows a comparison of pedestrian crossing movements for Phase 1 (P1) and Phase 2 (P2). The table displays the difference between these two results in terms of an absolute number and percentage change. The range of results recorded for each longer time period is also shown for Phase 1.

Table 2.1 Pedestrian Crossing Movements

TIME	SECTION 1				SECTION 3				SECTION 4				SECTION 6				SECTION 7				SECTION 8			
	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %
03:00-04:00	0	1	1	+100%	8	3	-5	-63%	0	0	0	0%	11	2	-9	-82%	5	0	-5	-100%		6		
00:00-08:00	0-32				5-89				0-89				1-25				0-133							
08:00-09:00	81	184	103	+127%	414	724	310	+75%	296	236	-60	-20%	72	26	-46	-64%	266	235	-31	-12%		1075		
08:00-10:00	81-95	Y			414-473	Y			188-296				67-72	Y			211-266							
12:00-13:00	77	189	112	+145%	634	869	235	+37%	609	587	-22	-4%	143	87	-56	-39%	364	248	-116	-32%		825		
10:00-16:00	61-98				339-561	Y			497-671				67-143				196-364							
17:00-18:00	80	197	117	+146%	589	890	301	+51%	451	394	-57	-13%	139	120	-19	-14%	219	264	45	+21%		1207		
16:00-19:00	50-95				418-533	Y			293-526				111-139				219-242	Y						
21:00-22:00	23	64	41	+178%	298	255	-43	-14%	82	93	11	+13%	74	33	-41	-55%	156	193	37	+24%		530		
21:00-00:00	4-23				72-298				26-82	Y			40-74	Y			43-156	Y						
TOTAL	261	635	374	+143%	1943	2741	798	+41%	1438	1310	-128	-9%	439	268	-171	-39%	1010	940	-70	-7%		3643		

Note: Y denotes Phase 2 results that are outside of Phase 1 range of results for longer time period.

2.1.2 Crossing movements are not shown for Section 8 - Phase 1 due to inaccuracies identified in Phase 1 counts. Section 8 effectively functions as a pedestrian zone and as such the number and variation in crossing movements between Phase 1 and Phase 2 is of less significance than for the other sections in terms of pedestrian behaviour and interaction between modes.

2.1.3 **Figure 2.1** is a comparison of the total Phase 1 and Phase 2 pedestrian crossing movements for each hour and each Section.

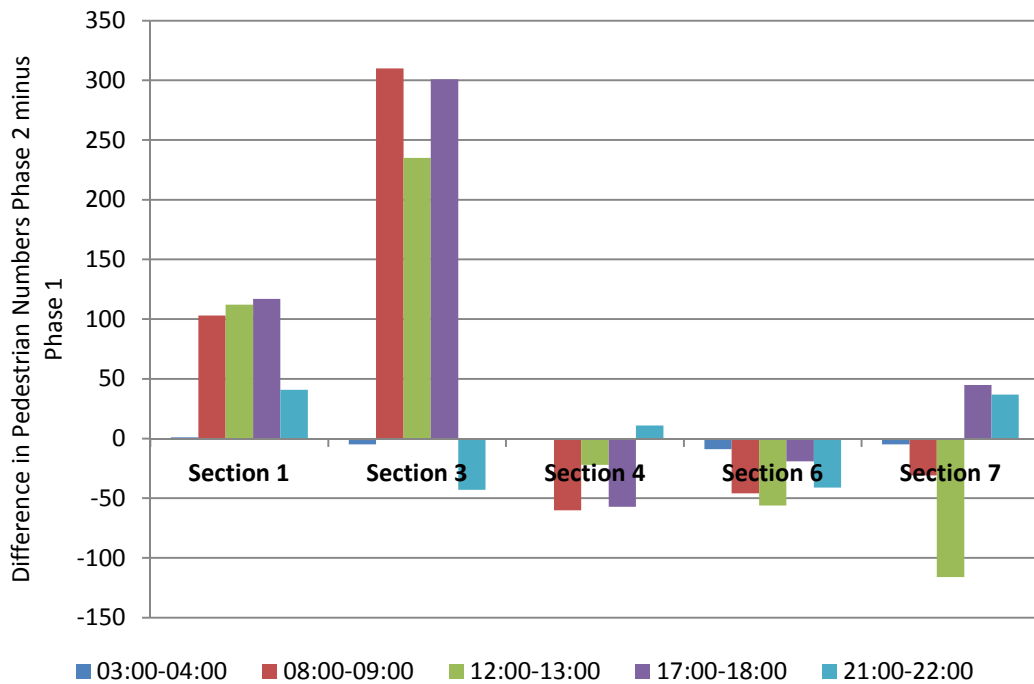


Figure 2.1 Phase 1 and Phase 2 Pedestrian Crossing Movements Comparison

2.1.4 **Table 2.1** and **Figure 2.1** show that:

- The total number of crossing movements in each section is broadly similar between Phase 1 and Phase 2, with the difference between Phase 1 and Phase 2 less than 50 crossing movements for the majority of hours. Phase 2 crossing movements are typically slightly lower than Phase 1.
- The majority of Phase 2 crossing movement counts are within the range of counts recorded for the corresponding time period in Phase 1. Table 2.1 shows exceptions to the period 08:00-10:00 in Section 1, three time periods in Section 3, 21:00-00:00 in Section 4, 21:00-00:00 and 08:00-10:00 in Section 6 and the two evening periods in Section 7.
- The largest changes shown in Figure 2.1 are during the daytime in Section 3. Phase 2 results are between 37% and 75% greater than Phase 1 during these time periods. Section 3 is adjacent to Imperial College, this increase in crossing movements is likely to be explained by the fact that the Phase 2 results were recorded at a much busier time of year for students than Phase 1.
- Section 7 also shows some noticeable variation between Phase 1 and Phase 2, but it should be noted that despite the difference of over 100 pedestrians shown for the hour 12:00-13:00, the total for Phase 2 is still within the range for the corresponding longer time period recorded in Phase 1.
- Section 1 also shows variations between the two Phases. While there is an increase in crossing movements in Phase 2, this is not reflected in an increase in footfall counts in the Section (shown in Section 2.2).

2.2 Pedestrian Counts

2.2.1 Table 2.2 shows a comparison of Phase 1 and Phase 2 pedestrian counts.

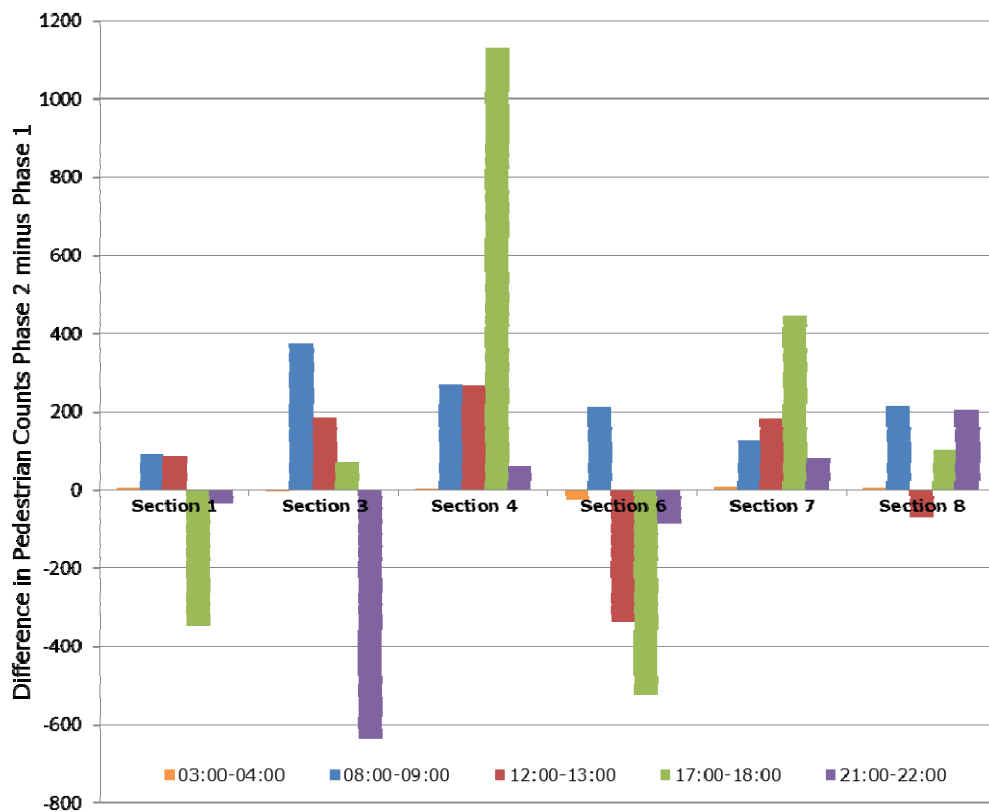
Table 2.2 Phase 1 and Phase 2 Pedestrian Counts Comparison

TIME	SECTION 1				SECTION 3				SECTION 4				SECTION 6				SECTION 7				SECTION 8			
	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %
03:00-04:00	2	6	4	+200%	4	2	-2	-50%	8	10	2	+25%	29	4	-25	-86%	5	11	6	+120%	12	16	4	+33%
00:00-08:00	1-80				4-217	Y			4-465				8-409	Y			5-509				12-678			
08:00-09:00	304	394	90	+30%	894	1267	373	+42%	1358	1626	268	+20%	1205	1415	210	+17%	1316	1443	127	+10%	1635	1847	212	+13%
08:00-10:00	304-388	Y			894-1438				1358-1441	Y			1205-1573				1316-1595				1635-1866			
12:00-13:00	407	492	85	+21%	1419	1603	184	+13%	2053	2320	267	+13%	1808	1470	-338	-19%	1792	1975	183	+10%	2101	2031	-70	-3%
10:00-16:00	385-610				1045-1693				1483-2573				1170-2201				1094-2184				1304-2338			
17:00-18:00	829	483	-346	-42%	1993	2063	70	+4%	2764	3894	1130	+41%	2669	2147	-522	-20%	2742	3189	447	+16%	3116	3220	104	+3%
16:00-19:00	567-829	Y			1536-1993	Y			2211-2764	Y			159-2669				1889-2742	Y			2346-3116	Y		
21:00-22:00	160	126	-34	-21%	1303	666	-637	-49%	810	870	60	+7%	768	685	-83	-11%	761	840	79	+10%	940	1146	206	+22%
21:00-00:00	32-160				153-1303				286-844	Y			301-853				328-880				409-978	Y		
TOTAL	1702	1501	-201	-12%	5613	5601	-12	-0%	6993	8720	1727	+25%	6479	5721	-758	-12%	6616	7458	842	+13%	7804	8260	456	+6%

Note: Y denotes Phase 2 results that are outside of Phase 1 range of results for longer time period.

2.2.2 Figure 2.2 is comparison of Phase 1 and Phase 2 pedestrian counts for each hour across each Section.

Figure 2.2 Phase 1 and Phase 2 Pedestrian Counts Comparison



2.2.3 **Table 2.2** and **Figure 2.2** show that:

- The pedestrian counts show greater variation in absolute numbers between Phases 1 and 2 than those shown for the pedestrian crossing movements. However **Table 2.2** shows that most of these differences are less than 20%.
- The majority of results for Phase 2 are within the ranges recorded for the corresponding time periods in Phase 1. There are twelve exceptions to these out of the thirty time periods recorded. However four of these are only outside the upper or lower ends of the Phase 1 ranges by thirty or less pedestrians.
- The greatest differences between the two sets of data can be found at 17:00-18:00 in Section 1, 21:00-22:00 in Section 3 and 17:00-18:00 in Section 4, the difference in all of these cases is greater than 40%.
- Daytime counts in Section 3 are higher than in Phase 1, corresponding with the increases shown in crossing movements found in **Figure 2.1**.

3 Vehicle Flow and Speed

3.1 Vehicle Flow

3.1.1 **Table 3.1** shows a comparison of Phase 1 and Phase 2 vehicle flows.

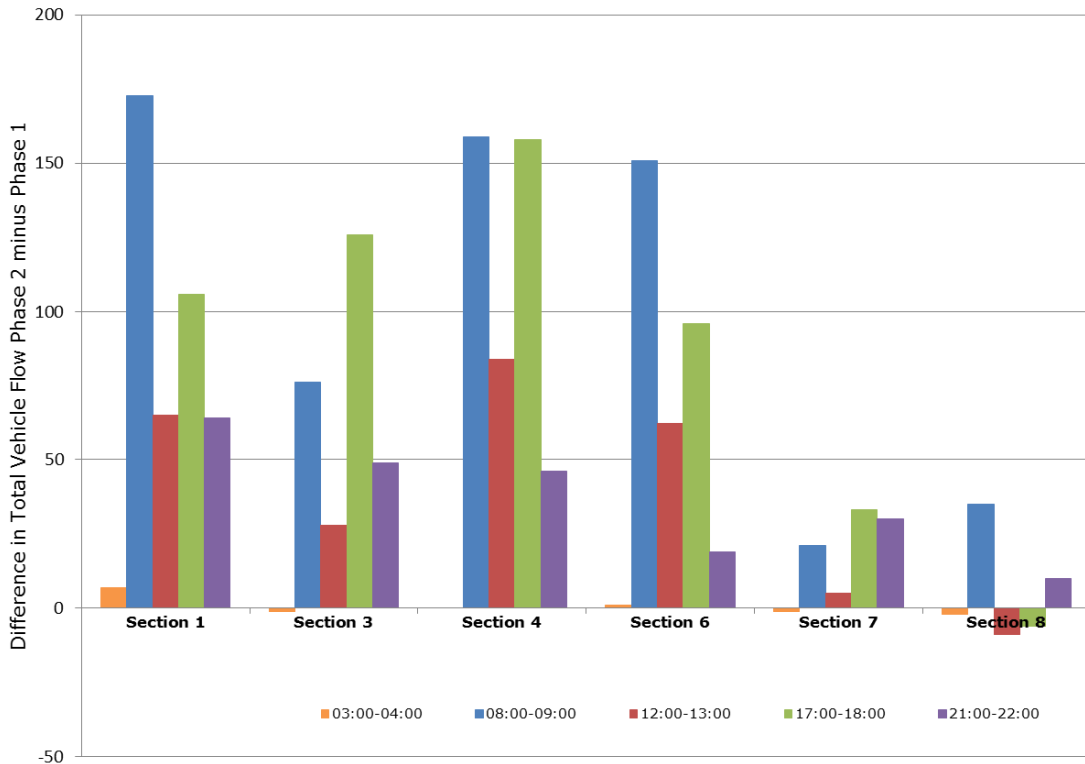
Table 3.1 Vehicle Flow

TIME	SECTION 1				SECTION 3				SECTION 4				SECTION 6				SECTION 7				SECTION 8			
	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %	P1	P2	P2 - P1	P2 - P1 %
03:00-04:00	6	13	7	+117%	9	8	-1	-11%	8	8	0	0%	4	5	1	+25%	4	3	-1	-25%	3	1	-2	-67%
00:00-08:00	6-690				9-408	Y			8-333				4-269				3-47				0-25			
08:00-09:00	1138	1311	173	+15%	693	769	76	+11%	538	697	159	+30%	458	609	151	+33%	70	91	21	+30%	10	45	35	+350%
08:00-10:00	1032-1138	Y			597-693	Y			494-538	Y			431-458	Y			58-70	Y			10-27	Y		
12:00-13:00	965	1030	65	+7%	625	653	28	+4%	531	615	84	+16%	446	508	62	+14%	76	81	5	+7%	42	33	-9	-21%
10:00-16:00	940-1014	Y			532-625	Y			469-531	Y			372-446	Y			47-76	Y			19-42			
17:00-18:00	1154	1260	106	+9%	719	845	126	+18%	577	735	158	+27%	497	593	96	+19%	53	86	33	+62%	41	35	-6	-15%
16:00-19:00	1035-1154	Y			639-719	Y			541-603	Y			455-504	Y			53-73	Y			21-45	Y		
21:00-22:00	492	556	64	+13%	273	322	49	+18%	266	312	46	+17%	224	243	19	+8%	14	44	30	+214%	20	30	10	+50%
21:00-00:00	236-492	Y			152-322				147-290	Y			121-226	Y			14-46				14-25			
TOTAL	3755	4170	415	11%	2319	2597	278	12%	1920	2367	447	23%	1629	1958	329	20%	217	305	88	41%	116	144	28	24%

Note: Y denotes Phase 2 results that are outside of Phase 1 range of results for corresponding time period.

3.1.2 **Figure 3.1** compares vehicle flow for each hour surveyed within each Section.

Figure 3.1 Phase 1 and Phase 2 Vehicle Flow Comparison



3 Vehicle Flow and Speed

3.1.3 It can be seen from **Table 3.1** and **Figure 3.1** that:

- Total vehicle flows are higher in Phase 2 than they were in Phase 1 for the majority of time periods and Sections.
- Table 3.1 shows that the proportional changes vary across the Sections, ranging from +7% to +33% for the periods other than 03:00-04:00 in Sections 1,3,4,6. Some greater proportional changes are exhibited for 03:00-04:00 and in Sections 7 and 8, however the absolute numbers of vehicles are less than 100 per hour.
- The higher nature of the Phase 2 counts means that many of the counts fall outside of the range for the corresponding time period in Phase 1.

3.2 Vehicle Speed

3.2.1 **Table 3.2** shows the average two-way 85th percentile speeds for each hour in Phase 1 and Phase 2 and the difference between them.

3.2.2 The speed limit for Sections 1, 3 and 4 is 20mph and 30mph for Sections 6, 7 and 8.

Table 3.2 Average 85th Percentile Speeds

Time	Section 1			Section 3			Section 4			Section 6		Section 7		
	P1	P2	P2-P1	P1	P2	P2-P1	P1	P2	P2-P1	P1	P2	P1	P2	P2-P1
00:00:00	28.4	28.4	0.0	29.2	28.5	-0.8	25.5	24.6	-0.9		18.8	16.6		
01:00:00	28.9	29.9	1.0	26.6	27.8	1.2	26.2	23.1	-3.1		13.5			
02:00:00	30.8	30.3	-0.5											
03:00:00	28.1	30.1	2.0											
04:00:00		29.5			29.3									
05:00:00	29.6	29.7	0.1	31.8	30.3	-1.6	27.6	28.3	0.7		23.3	18.8	17.6	-1.2
06:00:00	30.1	29.8	-0.3	29.7	31.5	1.9	27.9	27.8	-0.1		20.0	19.8	18.8	-1.0
07:00:00	30.1	28.8	-1.3	29.3	29.6	0.3	26.8	26.4	-0.4		19.3	18.4	20.1	1.7
08:00:00	28.0	25.2	-2.8	25.5	26.3	0.8	24.5	23.4	-1.1		17.8	19.0	18.1	-0.9
09:00:00	26.2	25.4	-0.8	24.3	24.7	0.4	22.6	23.0	0.4		17.8	17.7	17.8	0.1
10:00:00	26.0	26.3	0.4	23.4	24.2	0.8	21.4	22.2	0.8		17.2	19.0	18.9	-0.1
11:00:00	25.8	26.3	0.5	22.6	23.8	1.2	19.4	20.4	1.0		16.4	19.9	17.5	-2.4
12:00:00	25.9	24.6	-1.3	23.6	23.6	0.1	20.3	17.9	-2.4		14.1	19.6	16.6	-3.0
13:00:00	25.4	25.6	0.1	22.7	23.3	0.6	17.3	19.2	2.0		15.6	19.2	14.7	-4.5
14:00:00	25.8	25.2	-0.6	23.3	24.4	1.1	19.5	19.8	0.3		15.2	17.7	15.8	-1.9
15:00:00	25.9	25.4	-0.5	22.0	22.5	0.5	19.8	17.2	-2.6		13.8	16.7	15.4	-1.3
16:00:00	25.5	24.8	-0.7	23.6	22.9	-0.6	19.2	17.1	-2.1		13.8	19.0	17.5	-1.5
17:00:00	24.9	24.9	0.0	23.4	23.8	0.4	20.6	18.5	-2.1		14.7	17.2	15.3	-1.9
18:00:00	25.1	24.9	-0.3	25.1	24.0	-1.1	22.0	18.8	-3.2		14.5	16.6	17.5	0.9
19:00:00	26.0	25.7	-0.3	24.6	26.6	2.0	20.7	22.6	1.9		17.4	18.9	16.3	-2.6
20:00:00	26.4	27.0	0.6	26.2	28.1	1.9	21.7	23.9	2.2		18.2	18.5	17.5	-1.0
21:00:00	27.5	27.0	-0.6	27.8	28.6	0.7	23.8	23.5	-0.3		18.0	18.3	21.8	3.5
22:00:00	27.9	28.1	0.3	27.0	27.9	0.9	22.8	22.9	0.1		17.7	18.9	16.0	-2.9
23:00:00	27.5	28.3	0.8	29.6	29.4	-0.3	24.3	26.0	1.7		19.7	18.7	19.1	0.4
Total	26.2	25.9	-0.3	24.9	25.3	0.4	21.9	22.1	0.2		17.1	18.7	17.7	-1.0

- Note:
1. Blank cells denote insufficient vehicle flow for average speed to be established.
 2. Congestion in Section 6 meant vehicles did not move fast enough to allow the radar detector to calculate speed in a robust manner during Phase 1. The readings produced spurious results and were therefore discounted. However the radar did succeed in calculating sufficiently reliable results in Phase 2. These are southbound only as this section is one-way.
 3. A problem with the radar detector meant that results were not recorded on 13th November 2012 for Section 1, northbound. The northbound data for this section is from an additional survey on 7th December 2012.

3.2.3 Table 3.2 shows that:

- Speeds recorded in Phase 1 and Phase 2 are very similar.
- The greatest difference in the recorded daily average 85th percentile speed is 1mph in Section 7; otherwise the variation in speed between Phase 1 and 2 is less than 0.5mph.

4 Stopping Abruptly & Accidents

4.1 Stopping Abruptly

- 4.1.1 There were only two incidents of stopping abruptly recorded over the course of the whole day in Phase 2. These were both in the period 17:00-18:00 in Section 6.
- 4.1.2 In the equivalent hours in Phase 1, there was only one incident of stopping abruptly recorded. In the same sections, across the course of the whole day in Phase 1 there were 13 such incidents.

4.2 Accidents

- 4.2.1 No accidents were recorded in either Phase 1 or Phase 2.

5 Parking Occupancy & Vehicles Stopping

5.1 Parking Occupancy

5.1.1 **Table 5.1** shows the level of occupancy of designated parking spaces across the survey period for each Section. The number of spaces within each Section is shown in **Table 5.2**.

Table 5.1 Parking Space Occupancy

	% Occupancy Diplomatic Bays			% Occupancy Disabled Bays			% Occupancy Residential Bays		
	Phase 1	Phase 2	Change	Phase 1	Phase 2	Change	Phase 1	Phase 2	Change
Section 1	67%	53%	-13%				21%	15%	-5%
Section 3							15%	18%	+3%
Section 4				0%	0%	0%	72%	76%	+4%
Section 6	20%	60%	+40%						
Section 7	No designated bays								
Section 8	No designated bays								

Table 5.2 Number of Parking Spaces by Section

	Diplomatic	Disabled	Residential
Section 1	3		37
Section 3			52
Section 4		12	19
Section 6	2		
Section 7			
Section 8			

5.1.2 **Tables 5.1** and **5.2** show that:

- Levels of parking occupancy in Phase 1 and Phase 2 are broadly similar.
- In the Sections with residential parking the range of difference between Phase 1 and Phase 2 is -5% to 4%.
- Disabled spaces were not occupied in either phase, whilst the very small number of diplomatic spaces means that the greater range of occupancy levels shown is not particularly significant.

5.2 Vehicles Stopping

5.2.1 The maximum number of vehicles stopping for greater than thirty seconds for no apparent reason in the survey periods in Phase 2 in any given Section was seven. This compares with a maximum of ten vehicles recorded in any given Section in Phase 1.

6 Safe Zone and Wrong Way Movements

6.1 Safe Zone Movements

6.1.1 **Table 6.1** shows incidents of vehicles entering the safe zones in each of the Sections for Phases 1 and 2. The results are classified as either motor vehicles or pedal cycles.

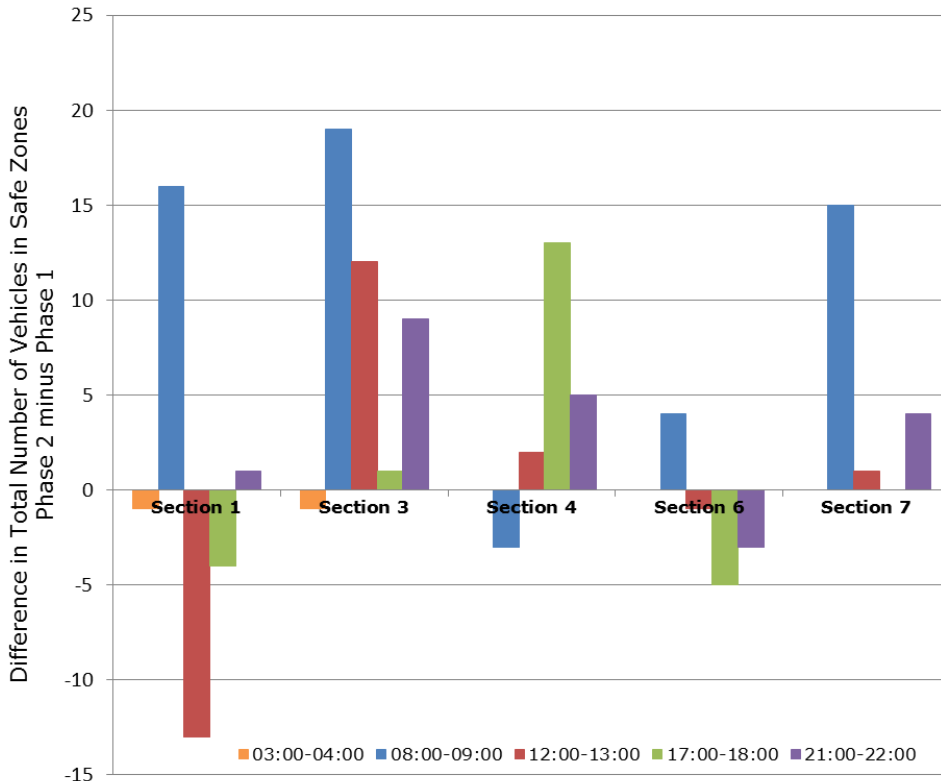
Table 6.1 Vehicles Entering Safe Zones

TIME	Section 1						Section 3						Section 4						Section 6						Section 7															
	Phase 1			Phase 2			P2-P1 Total	P2-P1 %	Phase 1			Phase 2			P2-P1 Total	P2-P1 %	Phase 1			Phase 2			P2-P1 Total	P2-P1 %	Phase 1			Phase 2			P2-P1 Total	P2-P1 %								
	MV	PC	Total	MV	PC	Total			MV	PC	Total	MV	PC	Total			MV	PC	Total	MV	PC	Total			MV	PC	Total	MV	PC	Total			MV	PC	Total	MV	PC	Total	MV	PC
03:00-04:00	1	0	1	0	0	0	-1	-100%	3	0	3	1	1	2	-1	-33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00-08:00	0-13								0-14								0-15								0-11								0-11							
08:00-09:00	2	8	10	6	20	26	16	160%	5	1	6	13	12	25	19	317%	5	8	13	5	5	10	-3	-23%	0	2	2	1	5	6	4	200%	3	0	3	10	8	18	15	500%
08:00-10:00	5-10			Y					6-11			Y					3-13								5-11								3-7			Y				
12:00-13:00	2	15	17	1	3	4	-13	-76%	7	2	9	12	9	21	12	133%	6	0	6	5	3	8	2	33%	1	3	4	1	2	3	-1	-25%	9	2	11	4	8	12	1	9%
10:00-18:00	4-17								9-17			Y					4-17								5-14			Y					4-11			Y				
17:00-18:00	1	7	8	0	4	4	-4	-50%	11	6	17	11	7	18	1	6%	4	3	7	2	18	20	13	186%	1	7	8	1	2	3	-5	-63%	10	2	12	2	10	12	0	0%
16:00-19:00	4-23								6-17			Y					2-8			Y					1-16								2-12							
21:00-22:00	0	3	3	0	4	4	1	33%	2	2	4	3	10	13	9	225%	2	3	5	4	6	10	5	100%	3	1	4	0	1	1	-3	-75%	7	0	7	7	4	11	4	57%
21:00-00:00	1-3			Y					1-4			Y					4-6			Y					1-4								4-7			Y				
Total	6	33	39	7	31	38	-1	-3%	28	11	39	40	39	79	40	103%	17	14	31	16	32	48	17	55%	5	13	18	3	10	13	-5	-28%	29	4	33	23	30	53	20	61%

Note: MV = Motor Vehicle
PC = Pedal Cycle
Y denotes Phase 2 results that are outside of Phase 1 range of results for longer time period.

6.1.2 **Figure 6.1** shows a comparison of Phase 1 and Phase 2 incidents of vehicles entering the safe zones for each hour in each Section.

Figure 6.1 Phase 1 and Phase 2 Safe Zone Movement Comparison



6.1.3 Table 6.1 and Figure 6.1 show that:

- The variation in Phase 2 minus Phase 1 results is generally inconsistent across time periods for a section and between sections.
- Looking across the time periods for all sections, the greatest differences occur between 08:00-09:00 when in three Sections the change in total movements is 15 or more vehicles. Increases in over 10 vehicles entering the safe zones are also recorded between 12:00-13:00 in Section 3 and 17:00-18:00 in Section 4. The only significant decrease in vehicles entering the safe zone between Phase 1 and Phase 2 is between 12:00-13:00 in Section 1.
- Table 6.1 shows that in all the significant increases mentioned above, pedal cycles make up the largest proportion of this change.
- Thirteen out of the 30 Phase 2 records fall outside the range of results for the corresponding time period in Phase 1. However the total number of safe zone movements is small and the ranges are narrow, around 10 vehicles.

6.2 Wrong Way Movements

6.2.1 Table 6.2 shows incidents of vehicles travelling in the wrong direction in each of the Sections for Phases 1 and 2. The results are classified as motor vehicles or pedal cycles.

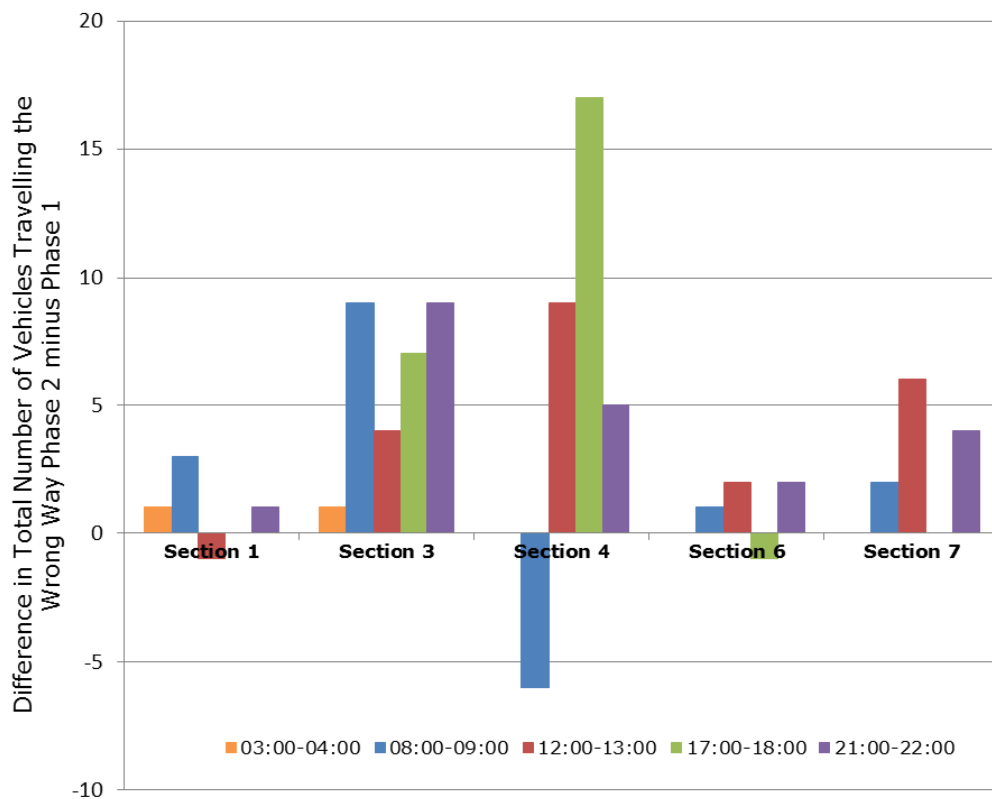
Table 6.2 Vehicles Travelling the Wrong Way

TIME	Section 1				Section 3				Section 4				Section 6				Section 7							
	MV	PC	Total	P2-P1 %	MV	PC	Total	P2-P1 %	MV	PC	Total	P2-P1 %	MV	PC	Total	P2-P1 %	MV	PC	Total	P2-P1 %				
03:00-04:00	0	0	0	0%	0	0	0	0%	0	0	0	0%	0	0	0	0%	0	0	0	0%	0	0	0	0%
04:00-05:00																								
05:00-06:00																								
06:00-07:00																								
07:00-08:00	0	0	0	0%	0	4	4	0%	0	16	16	0%	0	8	8	0%	4	1	5	0%	4	1	5	0%
08:00-09:00																								
09:00-10:00																								
10:00-11:00																								
11:00-12:00	1	0	1	-100%	0	4	4	100%	4	9	13	69%	0	3	3	0%	4	0	4	100%	4	0	4	100%
12:00-13:00																								
13:00-14:00																								
14:00-15:00																								
15:00-16:00	0	1	1	0%	0	4	4	100%	2	4	6	100%	1	1	2	-50%	8	1	9	80%	8	1	9	80%
16:00-17:00																								
17:00-18:00																								
18:00-19:00																								
19:00-20:00	0	1	1	100%	0	3	3	300%	3	2	5	100%	0	4	4	50%	5	0	5	100%	5	0	5	100%
20:00-21:00																								
21:00-22:00																								
22:00-23:00																								
23:00-24:00																								
Total	1	2	3	133%	0	15	15	200%	9	31	40	63%	1	16	17	24%	21	2	23	52%				

Note: Y denotes Phase 2 results that are outside of Phase 1 range of results for corresponding time period.

6.2.2 Figure 6.2 compares vehicles travelling the wrong way between Phase 1 and Phase 2.

Figure 6.2 Phase 1 and Phase 2 Vehicles Travelling in the Wrong Direction Comparison



6.2.3 It can be seen from **Table 6.2** and **Figure 6.2** that:

- There is little change between Phase 1 and Phase 2 in Sections 1, 6 and 7. All but one time period in these Sections varied by less than five vehicles between the two phases.
- Sections 3 and 4 exhibit more significant changes in vehicles travelling the wrong way, with three time periods in each increasing by more than five vehicles and one period in Section four decreasing by over five vehicles.
- **Table 6.1** shows that the increase in Section 3 can mostly be attributed to cyclists whereas in Section 4 there is a greater rise in motor vehicles.
- From video survey observations, greater queues in Section 4 in the southbound direction approaching the junction with Cromwell Road may explain the increase in vehicles travelling the wrong way as motor cycles often use the northbound lane to overtake the queue.
- Eleven of the Phase 2 results fall outside of the range of results for the corresponding time period in Phase 1, this occurs across all time periods in all sections, but similar to the safe zone movements this is partly a factor of the low totals and small ranges.

7 Bus Stop Behaviour

7.1 Bus Stop behaviour

7.1.1 **Table 7.1** shows the number of boarders and alighters at the two bus stops within the survey area and the number of these bus users who tripped.

Table 7.1 Bus Stop Behaviour

		Phase 1		Phase 2	
		Daylight	Darkness	Daylight	Darkness
Bus stop K (northbound)	Boarders/alighters	3	3	8	1
	Tripping	0	0	0	0
Bus stop L (southbound)	Boarders/alighters	28	0	8	9
	Tripping	1	0	0	0

Busiest hours:


Phase 1: 5pm-6pm (daylight), 10pm-11pm (darkness)

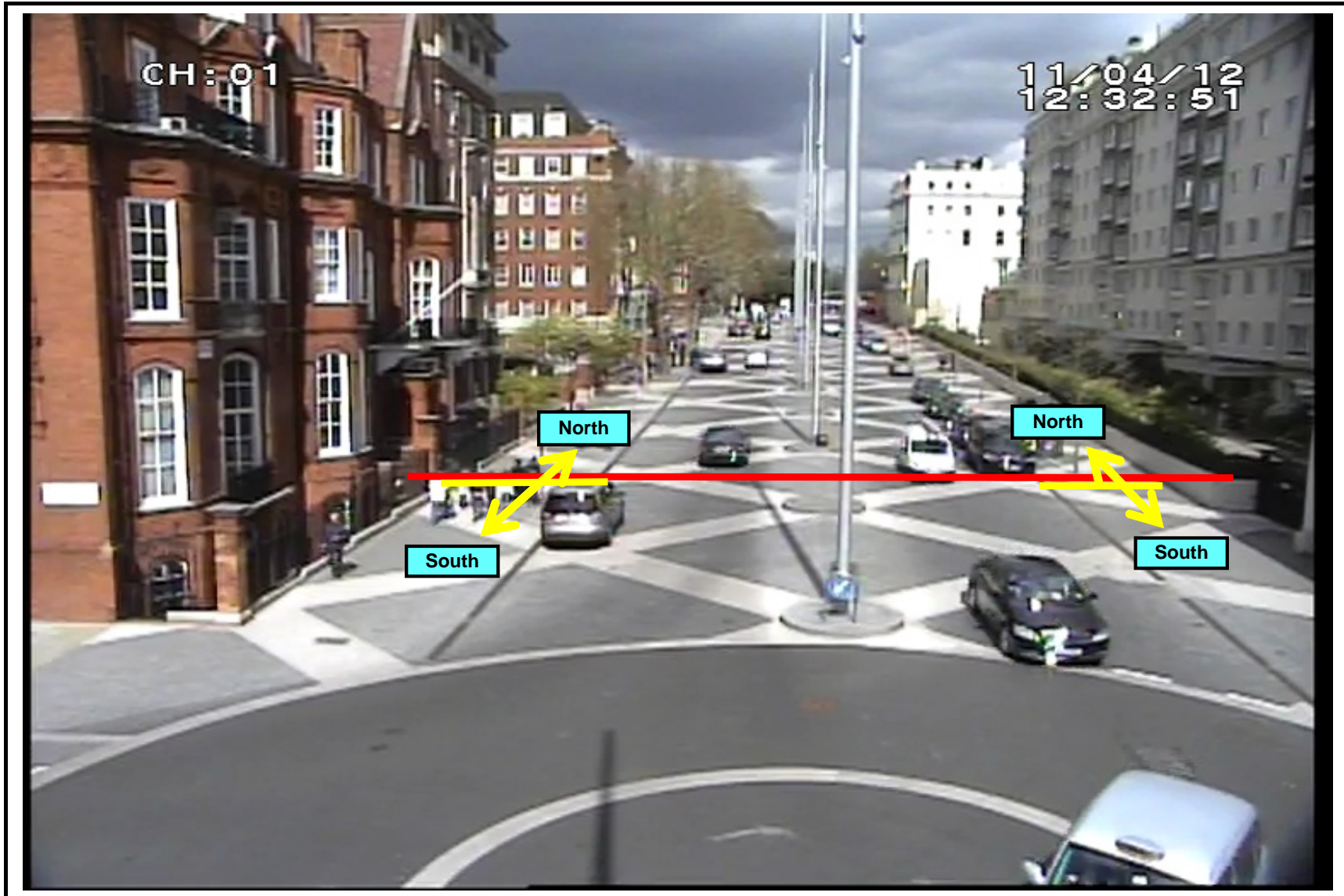
Phase 2: 12pm-1pm (daylight), 5pm-6pm (darkness)

7.1.2 It can be seen from **Table 7.1** that there were very few boarders or alighters recorded in Phase 2 and none of these tripped. This compares to one incidence of tripping in Phase 1, out of a slightly higher total numbers of bus users.

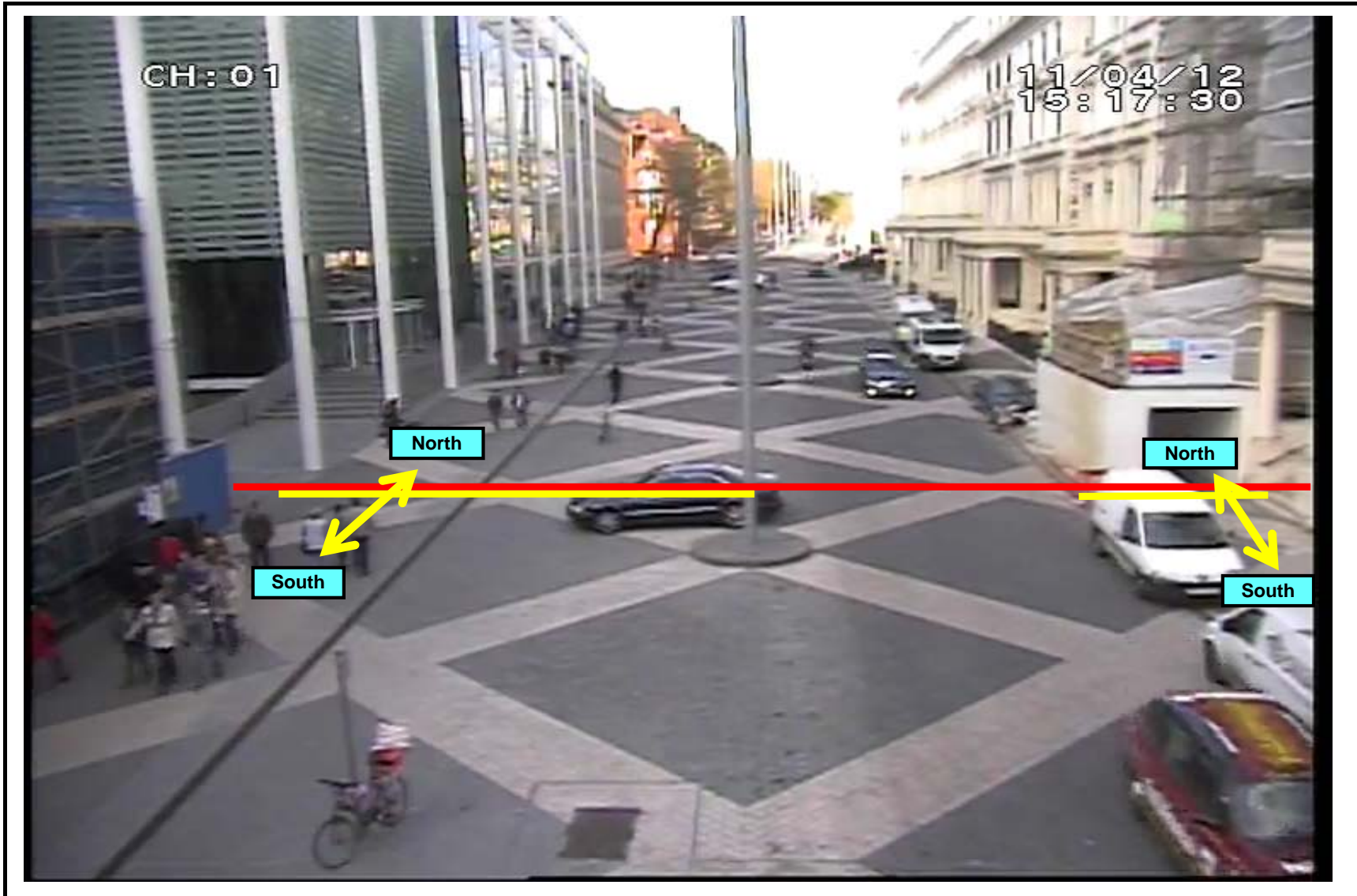
Appendix A – Screenline Locations

Section: 1
View: J

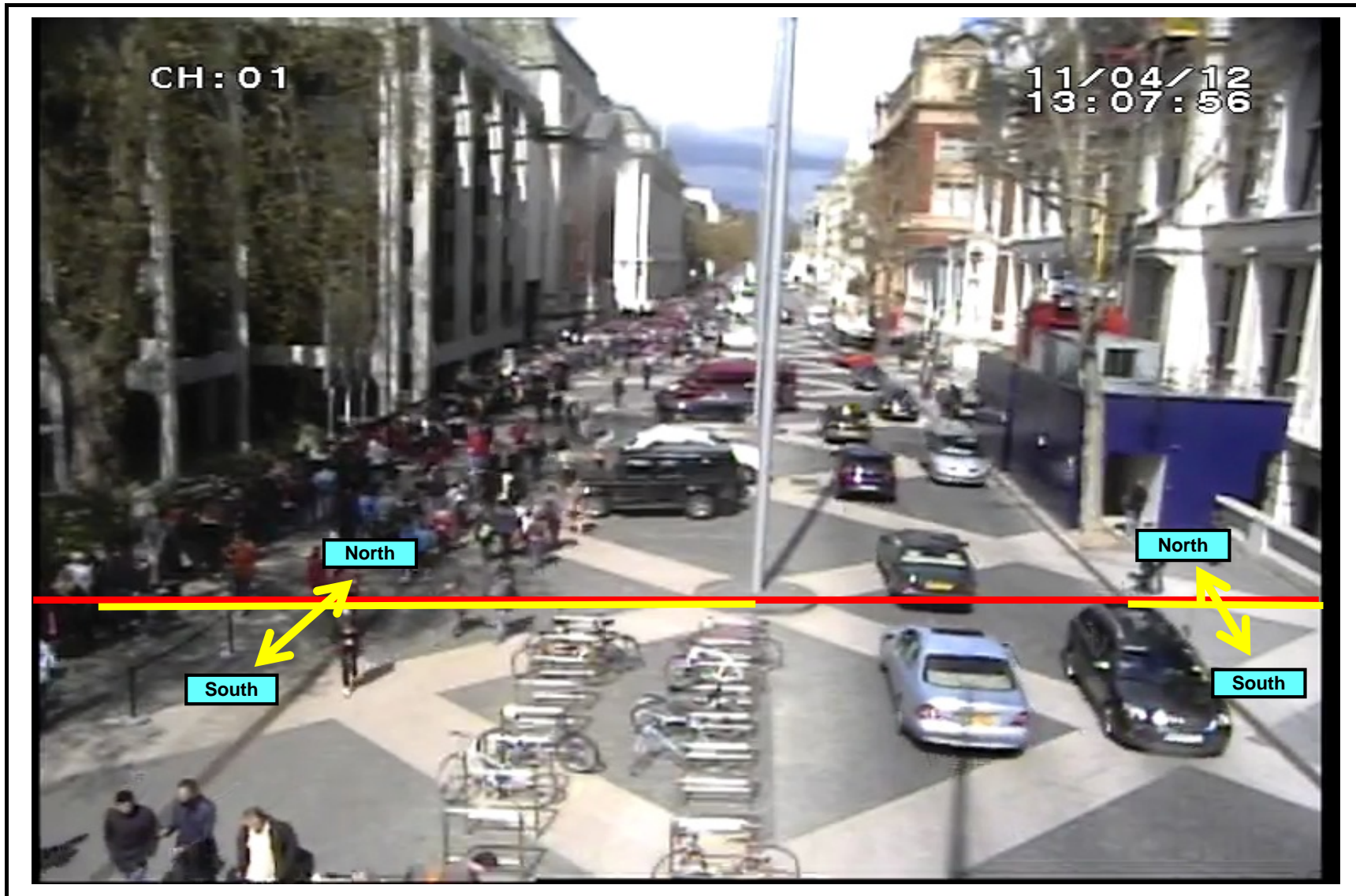
 Vehicle count screenlines
 Pedestrian count screenlines



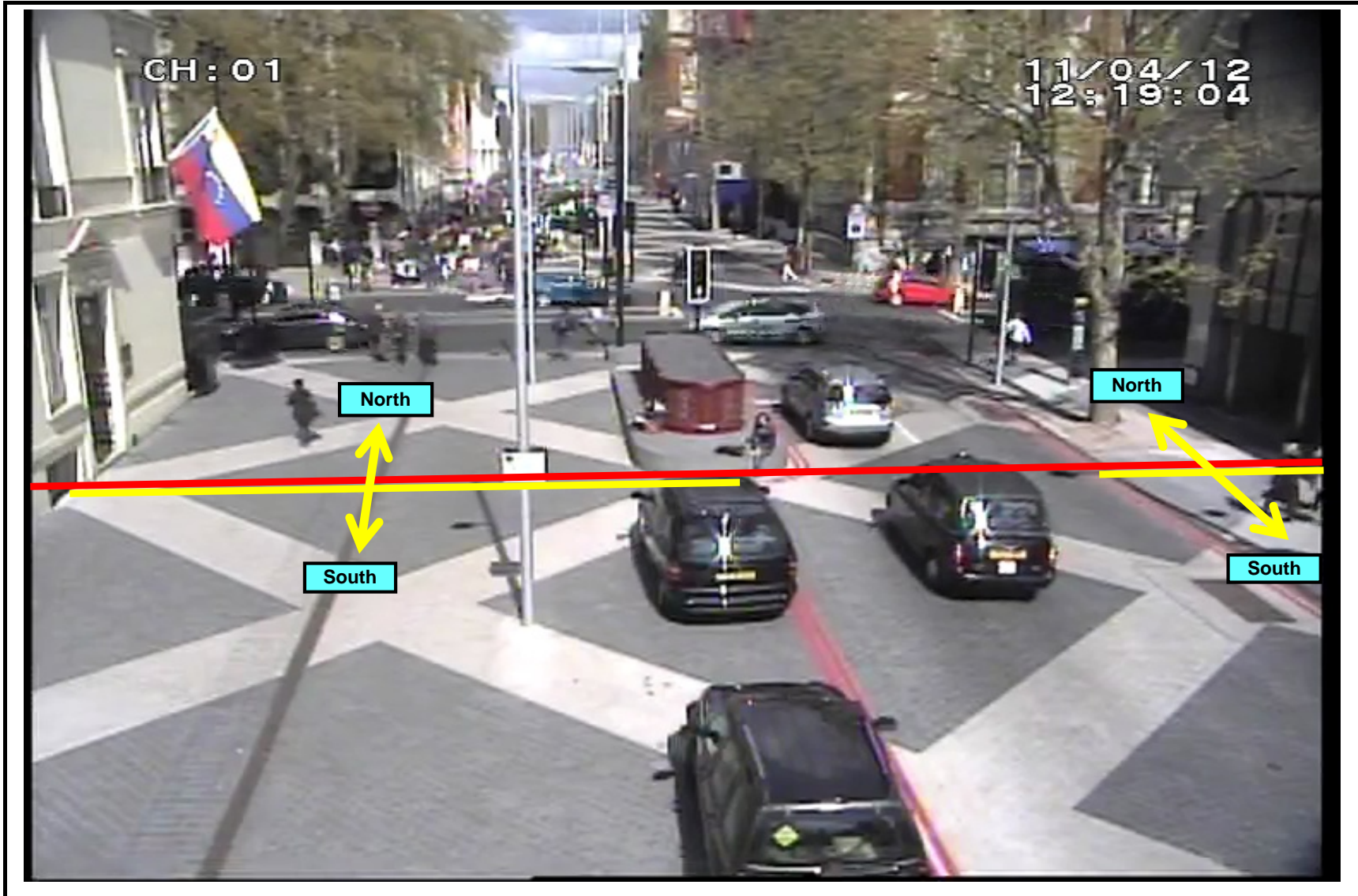
Section: 3
View: H



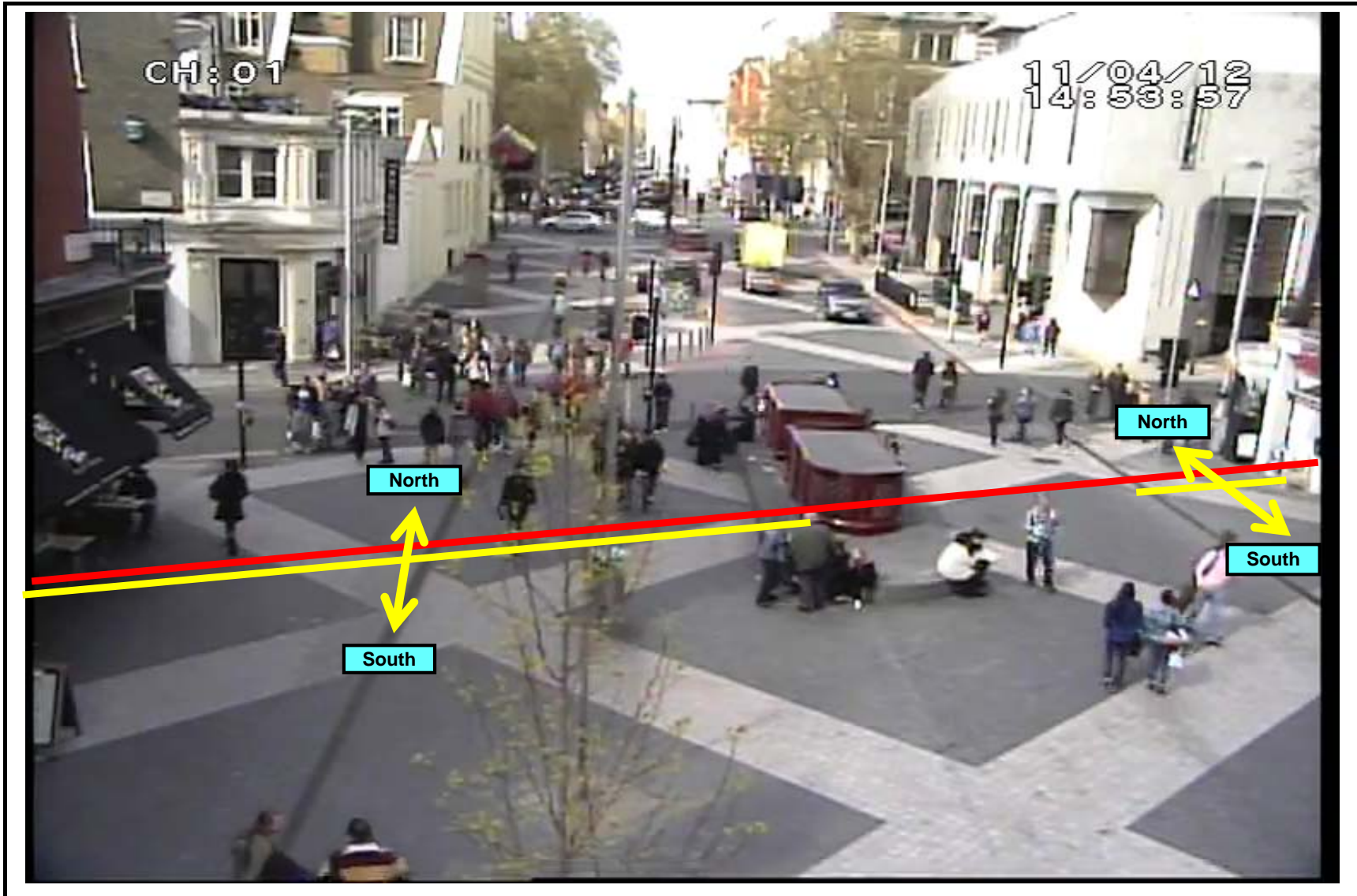
Section: 4
View: D



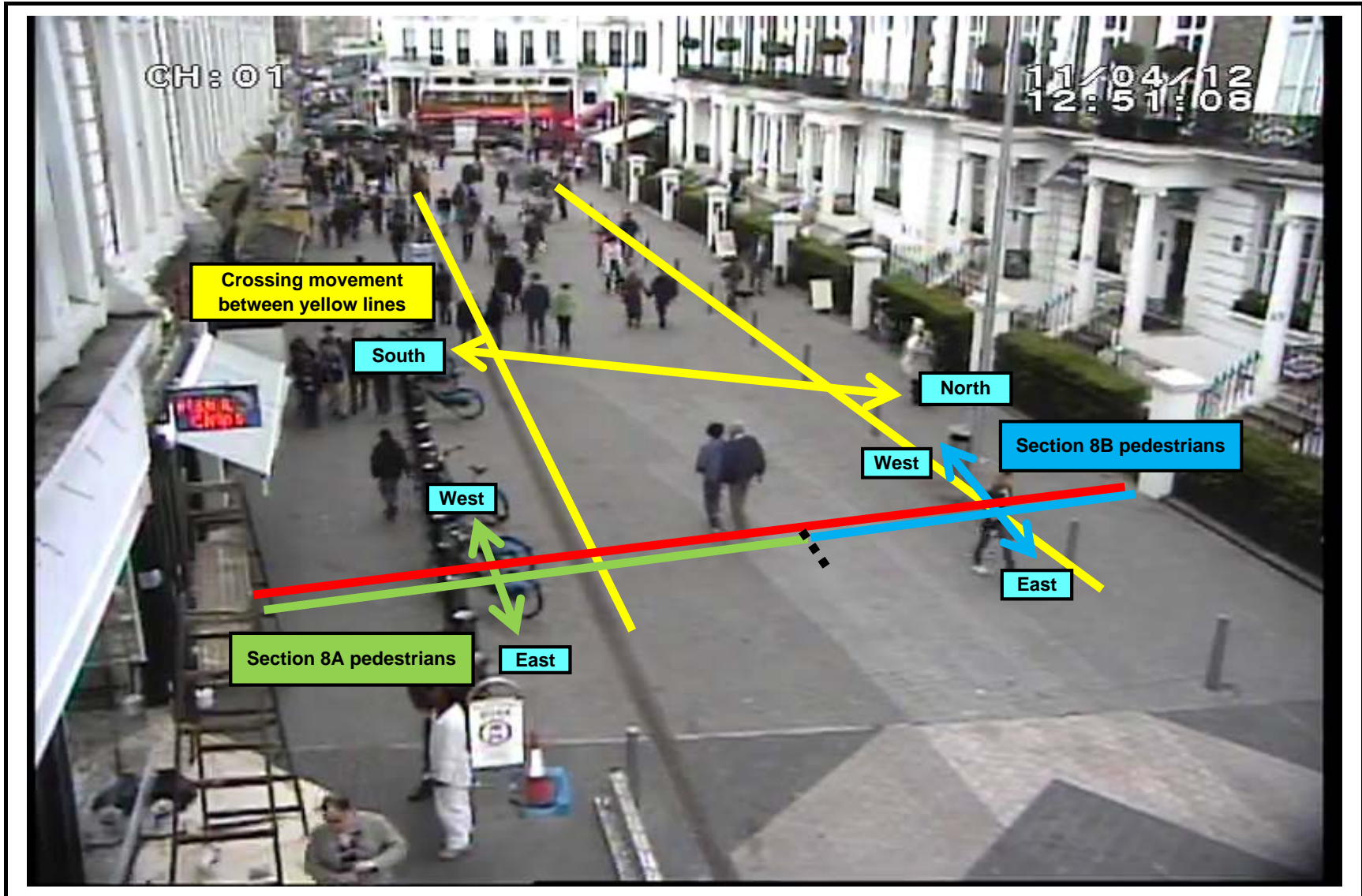
Section: 6
View: C



Section: 7
View: B



Section: 8
View: 2



Appendix B – Screenline Pedestrian Counts

Phase 1

SECTION 1	EASTERN PAVEMENT													
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	
03:00-04:00	0	0	0	0	2	0	2	0	0	0	0	0	0	2
08:00-09:00	0	0	0	0	54	0	54	5	0	0	0	86	5	96
12:00-13:00	0	0	0	0	65	0	65	3	0	0	0	95	1	99
17:00-18:00	9	0	0	0	163	11	183	3	0	0	0	126	6	135
21:00-22:00	0	0	0	0	20	0	20	0	0	0	0	25	1	26
TOTAL	9	0	0	0	304	11	324	11	0	0	0	332	13	26
														680

Phase 2

SECTION 1	EASTERN PAVEMENT												TOT	
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	
03:00-04:00	0	0	0	0	1	0	1	0	0	0	0	5	0	5
08:00-09:00	6	0	0	0	67	25	98	7	0	0	0	109	5	121
12:00-13:00	4	0	0	0	80	0	84	6	0	0	0	118	8	132
17:00-18:00	3	0	0	0	101	5	109	1	0	0	0	90	5	96
21:00-22:00	0	0	0	0	34	0	34	0	0	0	0	14	0	14
TOTAL	13	0	0	0	283	30	326	14	0	0	0	336	18	14
														694

Phase 1

SECTION 1		WESTERN PAVEMENT												TOT	
TIME	NORTHBOUND						TOT	SOUTHBOUND							TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	2	0	0	0	47	12	61	1	0	0	0	91	1	93	154
12:00-13:00	12	0	0	0	116	1	129	3	0	0	0	110	1	114	243
17:00-18:00	6	0	0	0	397	8	411	2	0	0	0	97	1	100	511
21:00-22:00	0	0	0	0	37	0	37	0	0	0	0	77	0	77	114
TOTAL	20	0	0	0	597	21	638	6	0	0	0	375	3	384	1022

Phase 2

SECTION 1		WESTERN PAVEMENT												TOT	
TIME	NORTHBOUND						TOT	SOUTHBOUND							TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	1	0	0	0	50	12	63	2	0	0	0	108	2	112	175
12:00-13:00	3	0	0	0	122	1	126	3	0	0	0	146	1	150	276
17:00-18:00	3	0	0	0	186	3	192	2	0	0	0	83	1	86	278
21:00-22:00	0	0	0	0	39	0	39	0	0	0	0	39	0	39	78
TOTAL	7	0	0	0	397	16	420	7	0	0	0	376	4	387	807

Phase 1

SECTION 3		WESTERN PAVEMENT														
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT	TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT		
03:00-04:00	0	0	0	0	4	0	4	0	0	0	0	0	0	0	4	
08:00-09:00	4	0	1	0	587	11	603	1	0	1	0	0	151	4	157	
12:00-13:00	15	1	0	0	470	21	507	6	0	0	0	0	554	9	569	
17:00-18:00	5	0	0	0	731	8	744	4	1	0	0	0	845	13	863	
21:00-22:00	0	0	0	0	65	0	65	0	0	0	0	0	1054	1	1055	
TOTAL	24	1	1	0	1857	40	1923	11	1	1	0	0	2604	27	2644	

Phase 2

SECTION 3		WESTERN PAVEMENT														
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT	TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT		
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00-09:00	3	0	0	0	910	15	928	2	0	0	0	0	129	5	136	
12:00-13:00	4	0	0	0	484	9	497	8	0	0	0	0	770	4	782	
17:00-18:00	7	1	0	0	619	24	651	15	0	0	0	0	1051	6	1072	
21:00-22:00	0	0	0	0	122	0	122	0	0	0	0	0	379	1	380	
TOTAL	14	1	0	0	2135	48	2198	25	0	0	0	0	2329	16	2370	

Phase 1

SECTION 4		EASTERN PAVEMENT														
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT	TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT		
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00-09:00	3	0	0	0	85	6	94	2	0	0	0	72	0	74	168	
12:00-13:00	2	0	0	0	210	4	216	4	0	0	0	227	5	236	452	
17:00-18:00	4	0	0	0	217	7	228	13	0	0	0	323	9	345	573	
21:00-22:00	1	0	0	0	34	0	35	0	0	0	0	158	0	158	193	
TOTAL	10	0	0	0	546	17	573	19	0	0	0	780	14	813	1386	

Phase 2

SECTION 4		EASTERN PAVEMENT														
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT	TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT		
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
08:00-09:00	12	0	0	0	140	8	160	5	0	0	0	85	5	95	255	
12:00-13:00	2	0	1	0	225	4	232	3	0	0	0	261	3	267	499	
17:00-18:00	2	0	0	0	166	4	172	10	0	0	0	427	12	449	621	
21:00-22:00	0	0	0	0	50	0	50	0	0	0	0	164	1	165	215	
TOTAL	16	0	1	0	581	16	614	18	0	0	0	939	21	978	1592	

Phase 1

SECTION 4		WESTERN PAVEMENT													
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT	
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		TOT
03:00-04:00	0	0	0	0	3	0	3	0	0	0	0	5	0	5	8
08:00-09:00	7	0	0	0	1015	6	1028	2	0	0	0	150	10	162	1190
12:00-13:00	8	4	0	0	745	15	772	14	0	0	0	797	18	829	1601
17:00-18:00	5	1	0	0	525	11	542	20	0	0	0	1612	17	1649	2191
21:00-22:00	0	0	0	0	87	0	87	0	0	0	0	530	0	530	617
TOTAL	20	5	0	0	2375	32	2432	36	0	0	0	3094	45	3175	5607

Phase 2

SECTION 4		WESTERN PAVEMENT													
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT	
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		TOT
03:00-04:00	0	0	0	0	1	0	1	0	0	0	0	7	0	7	8
08:00-09:00	6	0	0	0	1210	12	1228	1	0	0	0	135	7	143	1371
12:00-13:00	12	0	0	0	737	84	833	9	0	0	0	964	15	988	1821
17:00-18:00	6	0	0	0	567	19	592	17	0	0	0	2631	33	2681	3273
21:00-22:00	0	0	0	0	148	0	148	0	0	0	0	503	4	507	655
TOTAL	24	0	0	0	2663	115	2802	27	0	0	0	4240	59	4326	7128

Phase 1

SECTION 6		EASTERN PAVEMENT													
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT	TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		
03:00-04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
08:00-09:00	1	0	0	0	92	1	94	1	0	0	0	51	1	53	147
12:00-13:00	6	0	0	0	151	4	161	1	0	0	0	237	5	243	404
17:00-18:00	2	0	0	0	110	1	113	9	0	0	0	399	3	411	524
21:00-22:00	0	0	0	0	23	0	23	0	0	0	0	143	0	143	166
TOTAL	9	0	0	0	377	6	392	11	0	0	0	830	9	850	1242

Phase 2

SECTION 6		EASTERN PAVEMENT													
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT	TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:00-09:00	1	0	0	0	176	0	177	4	0	0	0	58	2	64	241
12:00-13:00	0	0	0	0	213	6	219	2	0	0	0	334	3	339	558
17:00-18:00	2	1	0	0	136	4	143	10	0	0	0	664	9	683	826
21:00-22:00	0	0	0	0	43	0	43	0	0	0	0	138	1	139	182
TOTAL	3	1	0	0	568	10	582	16	0	0	0	1197	15	1228	1810

Phase 1

SECTION 6		WESTERN PAVEMENT													
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	
03:00-04:00	0	0	0	0	3	0	3	0	0	0	0	25	0	25	28
08:00-09:00	9	0	0	0	885	11	905	0	0	0	0	143	10	153	1058
12:00-13:00	7	1	0	0	600	13	621	11	0	0	0	758	14	783	1404
17:00-18:00	4	0	0	0	399	11	414	31	0	1	0	1680	19	1731	2145
21:00-22:00	0	0	0	0	98	0	98	0	0	0	0	504	0	504	602
TOTAL	20	1	0	0	1985	35	2041	42	0	1	0	3110	43	3196	5237

Phase 2

SECTION 6		WESTERN PAVEMENT													
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	
03:00-04:00	0	0	0	0	1	0	1	0	0	0	0	7	0	7	8
08:00-09:00	8	0	0	0	1057	20	1085	0	0	0	0	110	7	117	1202
12:00-13:00	4	0	0	0	643	3	650	10	0	0	0	747	10	767	1417
17:00-18:00	2	0	0	0	366	5	373	29	0	0	0	1929	32	1990	2363
21:00-22:00	0	0	0	0	115	0	115	1	0	0	0	540	2	543	658
TOTAL	14	0	0	0	2182	28	2224	40	0	0	0	3333	51	3424	5648

Phase 1

SECTION 7	EASTERN PAVEMENT															
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT	TOT	
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			TOT
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:00-09:00	0	0	0	0	76	1	77	0	0	0	0	0	182	1	183	260
12:00-13:00	3	0	0	0	119	7	129	7	0	0	0	0	161	3	171	300
17:00-18:00	7	0	0	0	366	7	380	1	0	0	0	0	168	6	175	555
21:00-22:00	0	0	0	0	126	0	126	0	0	0	0	0	63	0	63	189
TOTAL	10	0	0	0	687	15	712	8	0	0	0	0	577	10	595	1307

Phase 2

SECTION 7	EASTERN PAVEMENT															
TIME	NORTHBOUND						TOT	SOUTHBOUND						TOT	TOT	
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN		PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			TOT
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	236	0	236	1	0	0	0	0	49	1	51	287
12:00-13:00	2	0	0	0	163	2	167	3	0	0	0	0	162	1	166	333
17:00-18:00	0	0	0	0	141	0	141	2	0	0	0	0	246	3	251	392
21:00-22:00	0	0	0	0	46	0	46	0	0	0	0	0	73	1	74	120
TOTAL	2	0	0	0	586	2	590	6	0	0	0	0	530	6	542	1132

Phase 1

SECTION 7 WESTERN PAVEMENT															
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	
03:00-04:00	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
08:00-09:00	8	0	0	0	890	9	907	0	0	0	0	146	3	149	1056
12:00-13:00	5	0	0	0	646	4	655	12	0	1	0	810	14	837	1492
17:00-18:00	7	0	0	0	434	8	449	24	0	0	0	1700	14	1738	2187
21:00-22:00	0	0	0	0	141	0	141	0	0	0	0	431	0	431	572
TOTAL	20	0	0	0	2112	21	2153	36	0	1	0	3088	31	3156	5309

Phase 2

SECTION 7 WESTERN PAVEMENT															
TIME	NORTHBOUND							TOT	SOUTHBOUND						TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:00-09:00	8	0	0	0	1000	18	1026	1	0	0	0	97	4	102	1128
12:00-13:00	5	0	0	0	536	6	547	3	0	0	0	583	4	590	1137
17:00-18:00	2	0	0	0	360	8	370	15	0	0	0	1361	9	1385	1755
21:00-22:00	0	0	0	0	150	4	154	0	0	0	0	410	1	411	565
TOTAL	15	0	0	0	2046	36	2097	19	0	0	0	2455	18	2492	4589

Phase 1

SECTION 8	SECTION 8A															
TIME	EASTBOUND							TOT	WESTBOUND							TOT
	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
03:00-04:00	0	0	0	0	4	0	4	0	0	0	0	2	0	2	6	
08:00-09:00	0	0	0	0	131	2	133	0	0	0	0	101	12	113	246	
12:00-13:00	3	0	0	0	275	4	282	4	0	2	0	181	11	198	480	
17:00-18:00	2	0	0	0	298	4	304	8	0	2	0	475	13	498	802	
21:00-22:00	0	0	0	0	89	0	89	0	0	0	0	96	4	100	189	
TOTAL	5	0	0	0	797	10	812	12	0	4	0	855	40	911	1723	

Phase 2

SECTION 8	SECTION 8A															
TIME	EASTBOUND							TOT	WESTBOUND							TOT
	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
03:00-04:00	0	0	0	0	5	0	5	0	0	0	0	0	0	0	5	
08:00-09:00	0	0	1	0	183	3	187	0	0	0	0	140	12	152	339	
12:00-13:00	1	0	4	0	228	3	236	1	0	0	0	142	5	148	384	
17:00-18:00	0	0	1	0	232	3	236	5	0	0	0	309	0	314	550	
21:00-22:00	0	0	1	0	90	4	95	0	0	0	0	123	0	123	218	
TOTAL	1	0	7	0	738	13	759	6	0	0	0	714	17	737	1496	

Phase 1

SECTION 8		SECTION 8B														
TIME	EASTBOUND							TOT	WESTBOUND							TOT
	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT		
03:00-04:00	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:00-09:00	9	0	0	0	1118	9	1136	0	0	0	0	0	247	6	253	1389
12:00-13:00	11	0	0	0	726	10	747	8	0	0	0	0	848	18	874	1621
17:00-18:00	5	0	0	0	490	6	501	27	0	1	0	0	1778	7	1813	2314
21:00-22:00	0	0	0	0	147	2	149	0	0	0	0	0	600	2	602	751
TOTAL	25	0	0	0	2485	27	2537	35	0	1	0	0	3475	33	3544	6081

Phase 2

SECTION 8		SECTION 8B														
TIME	EASTBOUND							TOT	WESTBOUND							TOT
	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT		
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	11
08:00-09:00	12	0	0	0	1276	21	1309	0	0	0	0	0	192	7	199	1508
12:00-13:00	9	1	0	0	908	9	927	8	1	0	0	0	695	16	720	1647
17:00-18:00	6	0	0	0	636	11	653	26	0	0	0	0	1927	64	2017	2670
21:00-22:00	0	0	0	0	187	1	188	3	0	0	0	0	721	16	740	928
TOTAL	27	1	0	0	3007	42	3077	37	1	0	0	0	3546	103	3687	6764

Appendix C – Screenline Vehicle Counts

Phase 1

SECTION 1	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	2	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	2	
08:00-09:00	346	99	9	2	6	0	1	4	0	46	59	282	72	14	5	6	0	1	2	0	0	40	144	
12:00-13:00	211	144	25	0	0	0	4	5	4	13	24	440	269	153	34	1	0	0	0	0	23	37	525	
17:00-18:00	294	136	12	2	10	1	0	5	0	33	101	585	315	124	10	2	2	0	0	1	43	70	569	
21:00-22:00	115	63	3	0	0	0	0	0	0	9	27	220	139	87	2	0	0	0	0	0	15	27	272	
TOTAL	968	442	49	4	17	1	5	17	4	101	211	1819	1008	437	60	8	18	0	3	2	1	121	278	1936

Phase 2

SECTION 1	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	4	0	1	0	2	0	0	0	0	0	1	8	2	1	0	1	0	0	0	0	0	0	1	5
08:00-09:00	356	98	20	3	12	0	1	4	0	53	70	617	380	88	19	4	12	2	1	0	47	141	694	
12:00-13:00	243	176	35	1	8	1	1	4	1	11	36	517	248	164	31	1	11	0	0	0	27	31	513	
17:00-18:00	315	152	10	2	0	1	0	5	1	31	100	617	337	137	11	3	0	1	0	1	65	88	643	
21:00-22:00	130	71	3	0	0	0	0	3	1	6	34	248	162	95	2	0	0	0	0	0	24	25	308	
TOTAL	1048	497	69	6	22	2	2	16	3	101	241	2007	1129	485	63	8	24	2	2	0	1	163	286	2163

Phase 1

SECTION 3	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	3	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	2	0	6	
08:00-09:00	170	36	23	0	11	0	0	4	1	13	62	320	158	22	26	0	11	0	5	0	33	117	373	
12:00-13:00	122	74	36	0	11	0	0	5	0	10	27	285	156	82	41	1	6	0	0	4	14	31	340	
17:00-18:00	161	109	15	1	3	1	0	5	0	25	93	413	137	79	7	0	0	2	5	1	12	63	306	
21:00-22:00	61	19	2	0	0	0	0	3	0	9	20	114	79	38	4	0	2	0	3	0	10	23	159	
TOTAL	517	238	76	1	25	1	0	17	1	57	202	1135	534	221	78	1	19	0	3	5	71	234	1184	

Phase 2

SECTION 3	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	0	0	0	0	3	0	0	0	0	0	1	4	2	0	0	1	0	0	0	0	0	0	1	4
08:00-09:00	182	53	27	4	14	1	0	4	1	23	76	385	180	24	24	3	17	0	5	0	30	101	384	
12:00-13:00	114	98	39	0	13	1	2	3	0	8	29	307	152	93	40	3	14	0	5	0	19	20	346	
17:00-18:00	194	115	14	3	1	1	0	5	0	30	102	465	178	86	14	2	2	1	5	1	26	65	380	
21:00-22:00	54	43	3	0	0	0	0	3	1	3	16	123	98	53	3	0	0	0	3	0	9	33	199	
TOTAL	544	309	83	7	31	3	2	15	2	64	224	1284	610	256	81	8	34	0	18	1	84	220	1313	

Phase 1

SECTION 4	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0		
08:00-09:00	153	36	15	0	5	0	0	4	0	0	2	113	24	20	0	5	0	0	5	0	0	0		
12:00-13:00	103	66	14	0	7	0	0	5	0	18	2	143	77	26	0	5	0	0	5	0	0	0		
17:00-18:00	133	95	6	0	3	1	0	5	0	5	3	130	68	12	0	1	0	1	5	1	14	67		
21:00-22:00	45	32	2	0	0	0	0	3	0	7	14	82	39	2	0	2	0	0	3	0	10	25		
TOTAL	435	229	37	0	15	1	0	17	2	43	130	909	472	208	60	0	15	0	1	18	6	60	171	1011

Phase 2

SECTION 4	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	0	0	0	0	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0		
08:00-09:00	186	41	19	3	11	1	0	4	1	28	103	397	155	21	24	3	13	0	0	5	0	16	63	300
12:00-13:00	106	98	29	0	8	1	1	4	0	8	31	286	135	84	33	3	14	0	1	5	0	21	33	329
17:00-18:00	158	91	8	1	1	1	0	5	0	14	58	337	172	73	13	1	2	0	5	1	28	103	398	
21:00-22:00	42	47	2	0	0	0	0	3	1	1	16	112	95	57	2	0	1	0	2	0	8	35	200	
TOTAL	492	277	58	4	23	3	1	16	2	51	209	1136	561	235	72	7	30	0	1	17	1	73	234	1231

Phase 1

SECTION 6	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
08:00-09:00	142	36	13	0	5	0	0	4	1	15	52	268	92	19	13	0	4	0	0	5	0	15	42	190
12:00-13:00	96	66	14	0	0	0	0	5	0	10	15	212	117	51	22	0	4	0	5	0	12	23	234	
17:00-18:00	127	94	6	0	0	1	0	5	0	4	20	259	113	32	10	0	0	0	5	0	10	68	238	
21:00-22:00	46	34	2	0	0	0	0	3	0	4	8	97	66	26	1	0	1	0	3	0	9	21	127	
TOTAL	412	230	35	0	13	1	0	17	1	33	95	837	390	128	46	0	10	0	18	0	46	154	792	

Phase 2

SECTION 6	NORTHBOUND											TOT	SOUTHBOUND											TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES		CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXIS	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	
03:00-04:00	0	0	1	0	2	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0		
08:00-09:00	180	40	16	3	8	1	0	4	1	25	93	371	119	15	16	2	8	0	5	0	17	56	238	
12:00-13:00	84	109	26	0	9	1	1	4	0	10	20	264	106	52	26	1	11	0	1	5	0	18	24	244
17:00-18:00	134	104	6	1	1	1	0	6	0	10	39	302	132	31	9	0	1	0	0	1	29	83	291	
21:00-22:00	32	53	2	0	0	0	0	3	0	1	10	101	72	23	2	0	0	0	2	0	10	33	142	
TOTAL	430	306	51	4	20	3	1	17	1	46	162	1041	431	121	53	3	20	0	17	1	74	196	917	

Phase 1

SECTION 7	NORTHBOUND													TOT	SOUTHBOUND													TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI		LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES					
03:00-04:00	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3			
08:00-09:00	3	0	0	0	0	0	0	0	0	0	0	30	0	7	0	0	0	0	0	0	0	0	0	1	16	59		
12:00-13:00	4	0	0	0	0	0	0	0	0	0	8	2	15	0	5	0	0	0	0	0	0	0	1	1	16	68		
17:00-18:00	1	1	0	0	0	0	0	0	0	0	2	18	5	5	2	0	0	0	0	0	0	0	1	23	51			
21:00-22:00	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	2	1	11	42			
TOTAL	12	1	0	0	0	0	0	0	0	0	13	26	105	9	28	0	0	0	0	0	0	5	66	223				

Phase 2

SECTION 7	NORTHBOUND													TOT	SOUTHBOUND													TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI		LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES					
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
08:00-09:00	1	0	1	0	0	0	0	0	0	0	10	12	34	1	16	0	0	0	0	0	0	1	19	1	79			
12:00-13:00	2	0	1	0	0	0	0	0	0	0	9	12	24	3	15	0	0	1	0	0	0	4	18	69				
17:00-18:00	0	1	0	0	0	0	0	0	0	0	8	9	37	2	5	4	0	1	0	0	0	2	29	77				
21:00-22:00	1	0	2	0	0	0	0	0	0	0	7	10	18	2	0	1	0	0	0	0	0	0	13	34				
TOTAL	4	1	4	0	0	0	0	0	0	0	34	43	115	6	38	0	16	0	1	0	0	7	79	262				

Phase 1

SECTION 8	EASTBOUND													TOT	WESTBOUND													TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI		LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES					
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2			
08:00-09:00	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	5			
12:00-13:00	4	0	1	0	0	0	0	0	0	0	10	15	3	1	0	0	0	0	0	0	0	0	23	27				
17:00-18:00	1	1	4	0	1	0	0	0	0	0	10	17	2	2	1	0	0	0	0	0	0	0	18	24				
21:00-22:00	0	1	1	0	1	0	0	0	0	0	5	8	0	1	1	0	0	0	0	0	0	0	9	12				
TOTAL	5	2	6	1	2	0	0	0	0	0	30	46	6	2	4	0	3	0	0	0	0	55	70					

Phase 2

SECTION 8	EASTBOUND													TOT	WESTBOUND													TOT
	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI	LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES	CAR (INCLUDING PRIVATE HIRE VEHICLES)	BLACK TAXI		LGV - FREIGHT (VANS ETC)	LGV - PASSENGER (MINIBUSES ETC)	MGV - FREIGHT (2 AXLES & 6 TYRES)	MGV - PASSENGER (2 AXLES & 6 TYRES)	HGV FREIGHT (3 OR MORE AXLES)	BUSES (PUBLIC SERVICE - 9 SEATS OR MORE)	COACHES (PRIVATE - 9 SEATS OR MORE)	MOTORCYCLES	PEDAL CYCLES					
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
08:00-09:00	0	0	4	0	2	0	0	0	0	0	15	21	0	0	4	0	0	0	0	0	0	0	0	18	24			
12:00-13:00	1	0	0	0	0	0	0	0	0	0	13	14	0	0	0	0	0	0	0	0	0	0	0	19				
17:00-18:00	1	0	0	0	0	0	0	0	0	0	9	10	0	0	0	1	0	0	0	0	0	0	0	22	25			
21:00-22:00	1	0	0	0	0	0	0	0	0	0	12	14	1	0	0	0	0	0	0	0	0	0	15	16				
TOTAL	3	0	4	0	2	0	0	0	0	0	49	59	3	0	4	0	5	0	0	0	0	73	85					

Appendix D – Pedestrian Crossing Counts

Phase 1

SECTION 1	EAST to WEST							TOT	WEST to EAST							TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
TIME																
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00-09:00	1	0	0	0	35	0	36	4	0	0	0	38	3	45		
12:00-13:00	2	0	0	0	38	0	40	2	0	0	0	35	0	37		
17:00-18:00	1	0	0	0	23	1	25	1	0	0	0	54	0	55		
21:00-22:00	0	0	0	0	4	0	4	0	0	0	0	19	0	19		
TOTAL	4	0	0	0	100	1	105	7	0	0	0	146	3	156		

Phase 2

SECTION 1	EAST to WEST							TOT	WEST to EAST							TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
TIME																
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1		
08:00-09:00	2	0	0	0	64	11	77	4	1	0	0	76	26	107		
12:00-13:00	0	0	0	0	80	0	80	1	0	0	0	108	0	109		
17:00-18:00	1	0	0	0	62	1	64	2	0	0	0	126	5	133		
21:00-22:00	0	0	0	0	34	0	34	0	0	0	0	30	0	30		
TOTAL	3	0	0	0	240	12	255	7	1	0	0	341	31	380		

Phase 1

SECTION 3	EAST to WEST							TOT	WEST to EAST							TOT
	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/ PUSHCHAIRS		WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
TIME																
03:00-04:00	0	0	0	0	1	0	1	0	0	0	0	7	0	7		
08:00-09:00	1	0	0	0	273	16	290	5	1	0	0	111	7	124		
12:00-13:00	2	0	0	0	181	0	183	0	0	0	0	430	21	451		
17:00-18:00	3	0	0	0	258	15	276	6	0	0	0	300	7	313		
21:00-22:00	0	0	0	0	138	0	138	0	0	0	0	160	0	160		
TOTAL	6	0	0	0	851	31	888	11	1	0	0	1008	35	1055		

Phase 2		EAST to WEST							WEST to EAST						
SECTION 3	EAST to WEST							WEST to EAST							
TIME	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	
03:00-04:00	0	0	0	0	2	0	2	0	0	0	0	1	0	1	
08:00-09:00	5	0	0	0	533	10	548	9	0	0	0	162	5	176	
12:00-13:00	2	0	0	0	310	2	314	1	0	0	0	550	4	555	
17:00-18:00	7	0	0	0	340	2	349	5	1	0	0	531	4	541	
21:00-22:00	0	0	0	0	171	0	171	0	0	0	0	84	0	84	
TOTAL	14	0	0	0	1356	14	1384	15	1	0	0	1328	13	1357	

Phase 1

Phase 1		EAST to WEST							WEST to EAST						
SECTION 4	EAST to WEST							WEST to EAST							
TIME	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00-09:00	0	0	0	0	69	0	69	4	0	0	0	114	1	119	
12:00-13:00	3	0	0	0	244	10	257	3	1	0	0	339	9	352	
17:00-18:00	4	1	0	0	220	2	227	1	0	0	0	217	6	224	
21:00-22:00	0	0	0	0	34	0	34	0	0	0	0	48	0	48	
TOTAL	7	1	0	0	567	12	587	8	1	0	0	718	16	743	

Phase 2

Phase 2		EAST to WEST							WEST to EAST						
SECTION 4	EAST to WEST							WEST to EAST							
TIME	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	PEOPLE WITH PRAMS/ PUSHCHAIRS	WHEELCHAIR/ ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	TOT	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00-09:00	0	0	0	0	97	3	100	7	0	0	0	122	7	136	
12:00-13:00	2	0	0	0	236	4	242	3	0	1	0	336	5	345	
17:00-18:00	4	0	0	0	248	7	259	1	0	0	0	128	6	135	
21:00-22:00	0	0	0	0	48	0	48	0	0	0	0	45	0	45	
TOTAL	6	0	0	0	629	14	649	11	0	1	0	631	18	661	

Phase 1

SECTION 6	EAST to WEST							TOT	WEST to EAST							TOT
TIME	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
03:00-04:00	0	0	0	0	2	0	2	0	0	0	9	0	9			
08:00-09:00	0	0	0	0	33	1	34	0	0	0	30	3	33			
12:00-13:00	1	0	0	0	74	2	77	1	0	0	64	1	66			
17:00-18:00	0	0	0	0	75	4	79	1	0	0	58	1	60			
21:00-22:00	0	0	0	0	32	0	32	0	0	0	42	0	42			
TOTAL	1	0	0	0	216	7	224	2	0	0	203	5	210			

Phase 2

SECTION 6	EAST to WEST							TOT	WEST to EAST							TOT
TIME	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
03:00-04:00	0	0	0	0	1	0	1	0	0	0	1	0	1			
08:00-09:00	0	0	0	0	6	2	8	0	0	0	18	0	18			
12:00-13:00	0	0	0	0	41	0	41	0	0	0	46	0	46			
17:00-18:00	0	0	0	0	51	0	51	0	0	0	69	0	69			
21:00-22:00	0	0	0	0	10	0	10	0	0	0	23	0	23			
TOTAL	0	0	0	0	109	2	111	0	0	0	157	0	157			

Phase 1

SECTION 7	EAST to WEST							TOT	WEST to EAST							TOT
TIME	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
03:00-04:00	0	0	0	0	1	0	1	0	0	0	4	0	4			
08:00-09:00	0	0	0	0	50	0	50	0	0	0	160	1	161			
12:00-13:00	0	0	0	0	155	3	158	3	0	0	200	3	206			
17:00-18:00	5	0	0	0	112	3	120	0	0	0	97	2	99			
21:00-22:00	0	0	0	0	96	0	96	0	0	0	60	0	60			
TOTAL	5	0	0	0	414	6	425	3	0	0	521	6	530			

Phase 2

SECTION 7	EAST to WEST							TOT	WEST to EAST							TOT
	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
TIME																
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00-09:00	0	0	0	0	40	3	43	1	0	0	0	189	2	192		
12:00-13:00	1	0	0	0	126	0	127	2	0	0	0	117	2	121		
17:00-18:00	1	0	0	0	143	3	147	3	0	0	0	113	1	117		
21:00-22:00	1	0	0	0	134	2	137	0	0	0	0	55	1	56		
TOTAL	3	0	0	0	443	8	454	6	0	0	0	474	6	486		

Phase 2

SECTION 8	SOUTH to NORTH							TOT	NORTH to SOUTH							TOT
	PEOPLE WITH PRAMS/PUSHCHAIRS	WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN	PEOPLE WITH PRAMS/PUSHCHAIRS		WHEELCHAIR/ELECTRIC SCOOTER USERS	SEVERE MOBILITY DIFFICULTIES	VISUALLY IMPAIRED	ABLE BODIED ADULTS	ABLE BODIED CHILDREN			
TIME																
03:00-04:00	0	0	0	0	6	0	6	0	0	0	0	0	0	0		
08:00-09:00	0	0	0	0	110	3	113	10	0	0	0	950	2	962		
12:00-13:00	9	0	0	0	397	2	408	5	0	0	0	410	2	417		
17:00-18:00	7	0	0	0	897	5	909	3	0	0	0	292	3	298		
21:00-22:00	0	0	0	0	435	0	435	0	0	0	0	95	0	95		
TOTAL	16	0	0	0	1845	10	1871	18	0	0	0	1747	7	1772		

Appendix E: Prohibited Vehicle Movements

Section 1							
TIME	East Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	West Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	Number of Vehicles Driving the Wrong Way Southbound down Exhibition Road	Number of Vehicles Driving the Wrong Way Northbound down Exhibition Road	Safe Zone	Wrong way	Total
03:00-04:00	0	0	0	1	0	1	1
08:00-09:00	6	20	2	1	26	3	29
12:00-13:00	0	4	0	0	4	0	4
17:00-18:00	1	3	0	1	4	1	5
21:00-22:00	2	2	0	2	4	2	6

Section 6							
TIME	East Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	West Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	Number of Vehicles Driving the Wrong Way Southbound down Exhibition Road	Number of Vehicles Driving the Wrong Way Northbound down Exhibition Road	Safe Zone	Wrong way	TOT
03:00-04:00	0	0	0	0	0	0	0
08:00-09:00	4	2	2	7	6	9	15
12:00-13:00	1	2	1	4	3	5	8
17:00-18:00	3	0	0	1	3	1	4
21:00-22:00	0	1	4	2	1	6	7

Section 3							
TIME	East Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	West Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	Number of Vehicles Driving the Wrong Way Southbound down Exhibition Road	Number of Vehicles Driving the Wrong Way Northbound down Exhibition Road	Safe Zone	Wrong way	TOT
03:00-04:00	2	0	0	1	2	1	3
08:00-09:00	24	1	7	6	25	13	38
12:00-13:00	15	6	8	0	21	8	29
17:00-18:00	16	2	5	6	18	11	29
21:00-22:00	12	1	3	9	13	12	25

Section 7							
TIME	East Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	West Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	Number of Vehicles Driving the Wrong Way Southbound down Exhibition Road	Number of Vehicles Driving the Wrong Way Northbound down Exhibition Road	Safe Zone	Wrong way	TOT
03:00-04:00	0	0	0	0	0	0	0
08:00-09:00	6	12	5	2	18	7	25
12:00-13:00	2	10	4	6	12	10	22
17:00-18:00	3	9	7	2	12	9	21
21:00-22:00	10	1	2	7	11	9	20

Section 4							
TIME	East Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	West Side of Road: Vehicles Driving in Any Direction in Pedestrian Safe Zone	Number of Vehicles Driving the Wrong Way Southbound down Exhibition Road	Number of Vehicles Driving the Wrong Way Northbound down Exhibition Road	Safe Zone	Wrong way	TOT
03:00-04:00	0	0	0	0	0	0	0
08:00-09:00	5	5	4	6	10	10	20
12:00-13:00	5	3	19	3	8	22	30
17:00-18:00	17	3	13	10	20	23	43
21:00-22:00	4	6	7	3	10	10	20

Appendix F: Parking for more than 5mins

Section 1	Number of Vehicles Parking without Loading or Unloading, and Stationary for Longer Five Minutes in:	
Time	Designated Diplomatic Bays	Designated Residential Bays
03:00-04:00	1	4
08:00-09:00	1	5
12:00-13:00	2	9
17:00-18:00	2	5
21:00-22:00	2	5
Total	8	28

Section 3	Number of Vehicles Parking without Loading or Unloading, and Stationary for Longer Five Minutes in:
Time	Designated Residential Bays
03:00-04:00	11
08:00-09:00	8
12:00-13:00	7
17:00-18:00	10
21:00-22:00	11
Total	47

Section 4	Number of Vehicles Parking without Loading or Unloading, and Stationary for Longer Five Minutes in:	
Time	Disabled Diplomatic Bays	Designated Residential Bays
03:00-04:00	0	12
08:00-09:00	0	14
12:00-13:00	0	17
17:00-18:00	0	18
21:00-22:00	0	11
Total	0	72

Section 6	Number of Vehicles Parking without Loading or Unloading, and Stationary for Longer Five Minutes in:
Time	Designated Residential Bays
03:00-04:00	0
08:00-09:00	0
12:00-13:00	2
17:00-18:00	2
21:00-22:00	2
Total	6

Appendix G: Vehicles Stopping

	Number of Motorised Vehicles Stopping for more than 30 Seconds for No Apparent Reason					
TIME	Section 1	Section 3	Section 4	Section 6	Section 7	Section 8
03:00-04:00	0	2	0	0	0	0
08:00-09:00	0	3	0	0	0	0
12:00-13:00	0	1	1	0	1	0
17:00-18:00	0	1	0	0	0	0
21:00-22:00	0	0	0	0	0	0
Total	0	7	1	0	1	0

Appendix H: Bus Stop Survey

BUS STOP	BUS ROUTE	ARRIVAL TIME	NUMBER ALIGHTING	NUMBER BOARDING
K	360	12:00	0	2
K	360	12:14	0	1
K	360	12:25	0	2
K	360	12:38	Did not stop	Did not stop
K	360	12:48	0	3

BUS STOP	BUS ROUTE	ARRIVAL TIME	NUMBER ALIGHTING	NUMBER BOARDING
L	360	12:06	0	1
L	360	12:17	0	0
L	360	12:31	3	0
L	360	12:44	2	0
L	360	12:55	2	0

BUS STOP	BUS ROUTE	ARRIVAL TIME	NUMBER ALIGHTING	NUMBER BOARDING
K	360	17:02	0	0
K	360	17:14	Did not stop	Did not stop
K	360	17:24	0	1
K	360	17:37	Did not stop	Did not stop
K	360	17:57	Did not stop	Did not stop

BUS STOP	BUS ROUTE	ARRIVAL TIME	NUMBER ALIGHTING	NUMBER BOARDING
L	360	16:56	Did not stop	Did not stop
L	360	17:07	2	0
L	360	17:18	Did not stop	Did not stop
L	360	17:31	0	0
L	360	17:42	4	0
L	360	17:53	3	0

Appendix I: Users Stopping Abruptly

Section 1			
TIME	NUMBER OF MOTORISED VEHICLES STOPPING ABRUPTLY	NUMBER OF PEDESTRIANS STOPPING ABRUPTLY	NUMBER OF BICYCLES STOPPING ABRUPTLY
03:00-04:00	0	0	0
08:00-09:00	0	0	0
12:00-13:00	0	0	0
17:00-18:00	0	0	0
21:00-22:00	0	0	0

Section 6			
TIME	NUMBER OF MOTORISED VEHICLES STOPPING ABRUPTLY	NUMBER OF PEDESTRIANS STOPPING ABRUPTLY	NUMBER OF BICYCLES STOPPING ABRUPTLY
03:00-04:00	0	0	0
08:00-09:00	0	0	0
12:00-13:00	0	0	0
17:00-18:00	0	0	0
21:00-22:00	0	0	0

Section 3			
TIME	NUMBER OF MOTORISED VEHICLES STOPPING ABRUPTLY	NUMBER OF PEDESTRIANS STOPPING ABRUPTLY	NUMBER OF BICYCLES STOPPING ABRUPTLY
03:00-04:00	0	0	0
08:00-09:00	0	0	0
12:00-13:00	0	0	0
17:00-18:00	0	0	0
21:00-22:00	0	0	0

Section 7			
TIME	NUMBER OF MOTORISED VEHICLES STOPPING ABRUPTLY	NUMBER OF PEDESTRIANS STOPPING ABRUPTLY	NUMBER OF BICYCLES STOPPING ABRUPTLY
03:00-04:00	0	0	0
08:00-09:00	0	0	0
12:00-13:00	0	0	0
17:00-18:00	2	0	0
21:00-22:00	0	0	0

Section 4			
TIME	NUMBER OF MOTORISED VEHICLES STOPPING ABRUPTLY	NUMBER OF PEDESTRIANS STOPPING ABRUPTLY	NUMBER OF BICYCLES STOPPING ABRUPTLY
03:00-04:00	0	0	0
08:00-09:00	0	0	0
12:00-13:00	0	0	0
17:00-18:00	0	0	0
21:00-22:00	0	0	0

Section 8			
TIME	NUMBER OF MOTORISED VEHICLES STOPPING ABRUPTLY	NUMBER OF PEDESTRIANS STOPPING ABRUPTLY	NUMBER OF BICYCLES STOPPING ABRUPTLY
03:00-04:00	0	0	0
08:00-09:00	0	0	0
12:00-13:00	0	0	0
17:00-18:00	0	0	0
21:00-22:00	0	0	0

Appendix J: Accidents

All Time Periods		
Section	Vehicle Type Involved	Pedestrian Type Involved
1	No Accidents Occurred	No Accidents Occurred
3	No Accidents Occurred	No Accidents Occurred
4	No Accidents Occurred	No Accidents Occurred
6	No Accidents Occurred	No Accidents Occurred
7	No Accidents Occurred	No Accidents Occurred
8	No Accidents Occurred	No Accidents Occurred

Appendix K: Vehicle Speeds

Time	Section 1		Section 3		Section 4		Section 6		Section 7	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
00:00-01:00	29.1	27.6	28.9	28	25	24.1	13.5	24.1		
01:00-02:00	29.9		27.8		23.1		13.5			
02:00-03:00	30.3									
03:00-04:00	30.1									
04:00-05:00	29.5			29.3						
05:00-06:00	29.2	30.2	31.1	29.4	28.4	28.2	18.4	28.2		17.6
06:00-07:00	29.8	29.8	32.5	30.5	29.8	25.8	14.2	25.8		18.8
07:00-08:00	28.8	28.8	30.5	28.6	28.1	24.6	14	24.6		20.1
08:00-09:00	25.4	25	27.2	25.3	24.9	21.8	13.7	21.8		18.1
09:00-10:00	25.2	25.6	25.9	23.4	24.5	21.5	14.1	21.5		17.8
10:00-11:00	25.1	27.5	25.8	22.5	24.2	20.2	14.1	20.2		18.9
11:00-12:00	24.9	27.7	25.4	22.1	21.5	19.2	13.5	19.2		17.5
12:00-13:00	23.8	25.3	24.6	22.6	20.9	14.8	13.4	14.8		16.6
13:00-14:00	25.2	25.9	25	21.5	21.5	16.9	14.3	16.9		14.7
14:00-15:00	24.8	25.5	25.3	23.5	22.7	16.8	13.5	16.8		15.8
15:00-16:00	25.3	25.5	23.9	21.1	20.5	13.9	13.6	13.9		15.4
16:00-17:00	24.1	25.5	23.6	22.2	19.9	14.2	13.4	14.2		17.5
17:00-18:00	24.4	25.3	24.3	23.3	20.3	16.7	12.6	16.7		15.3
18:00-19:00	25.1	24.6	25.4	22.5	21.9	15.6	13.4	15.6		17.5
19:00-20:00	25.4	25.9	27.4	25.8	24.4	20.7	14	20.7		16.3
20:00-21:00	26	28	28.1	28	25.4	22.3	14	22.3		17.5
21:00-22:00	25.9	28	28.4	28.7	25	21.9	14	21.9		21.8
22:00-23:00	27.4	28.8	27.9	27.9	24.8	20.9	14.4	20.9		16
23:00-24:00	27	29.6	29.9	28.8	26.8	25.1	14.3	25.1		19.1
Total:	25.5	26.3	25.9	24.7	23.8	20.3	13.8	20.3		17.7

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