

NORTH END ROAD YAPTON

NORTHBOUND

Globals

Report Id	CustomList-37
Descriptor	RG2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2014-10-03T13:14:28
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Yapton
Site Attribute	ATC 6
File Name	\\RGP-SBS-01\Users\rattwood\MetroCount\WTE 4.06\Data\Yapton 0 2014-09-30 1229.EC0
File Type	Plus
Algorithm	Factory default axle
Description	North End Road
Lane	0
Direction	7
Direction Text	7 - North bound A/B, South bound B/A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2014-09-19T14:43:25
Start Time	2014-09-19T14:43:25
Finish Time	2014-09-30T12:28:25
Operator	ZAP
Configuration	00000000 80 00 14 6a 00 00 00 00 00 , Standard

Profile

Name	RGP - Northbound
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2014-09-22T00:00:00
Filter End	2014-09-28T23:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	30
Speed Limits	30 30 30 30 30 30 30 30 30
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column	24-hour time (0000 - 2359)
Time	Number in time step
Total	Class totals
Cis 1	Class totals
Cis 2	Class totals
Cis 3	Class totals
Cis 4	Class totals
Cis 5	Class totals
Cis 6	Class totals
Cis 7	Class totals
Cis 8	Class totals
Cis 9	Class totals
Cis 10	Class totals
Cis 11	Class totals
Cis 12	Class totals
Cis 13	Class totals
RunTot	Cumulative total vehicles
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed

Site Name - Yapton

Direction - North

Description - North

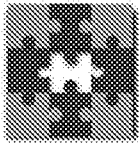


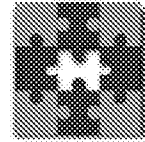
Monday, September 22, 2014

[illegible]

[illegible]

NORTHBOUND





Thursday, September 25, 2014

[illegible]

[illegible]

Report Id - CustomList-37

Report Id - CustomL
Site Name - Yapton

Line Item	Description	Unit	Quantity	Unit Price	Total Price
1	North End Road				
2					
3					
4					
5					
6					
7					
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99					
100					

Direction - North



Saturday, September 27, 2014

[illegible]

[illegible]

Report Id - CustomList-37

Site Name - Yapton

Description - North End Road

Direction - North



Grand Total

[illegible]

NORTH END ROAD YAPTON

SOUTHBOUND

Globals

Report Id	CustomList-36
Descriptor	RG2
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2014-10-03T13:10:11
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	4.0.6.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Yapton
Site Attribute	ATC 6
File Name	\\RGP-SBS-01\Users\i.r.attwood\MetroCount\MTE 4.06\Data\Yapton 0 2014-09-30 1229.EC0
File Type	Plus
Algorithm	Factory default axle
Description	North End Road
Lane 0	
Direction 7	
Direction Text	7 - North bound A B, South bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2014-09-19T14:43:25
Start Time	2014-09-19T14:43:25
Finish Time	2014-09-30T12:28:25
Operator	ZAP
Configuration	00000000 80 00 14 6a 00 00 00 00 00 , Standard

Profile

Name	RG2 - Southbound
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace 10	
Filter Start	2014-09-22T00:00:00
Filter End	2014-09-28T23:00:00
Class Scheme	ARX
Low Speed	5
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column	24-hour time (0000 - 2359)
Time	Number in time step
Total	Class totals
Cis 1	Class totals
Cis 2	Class totals
Cis 3	Class totals
Cis 4	Class totals
Cis 5	Class totals
Cis 6	Class totals
Cis 7	Class totals
Cis 8	Class totals
Cis 9	Class totals
Cis 10	Class totals
Cis 11	Class totals
Cis 12	Class totals
Cis 13	Class totals
RunTot	Cumulative total vehicles
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Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
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Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed

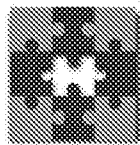


Report Id - CustomList-36
Site Name - Yapton
Description - North End Road
Direction - South

Monday, September 22, 2014

[illegible]

[illegible]



Wednesday, September 24, 2014

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTot	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vpp 85	
0000	0	3	0	0	0	0	0	0	0	0	0	0	0	4729	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	4730	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	4730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	4731	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	
0400	0	4	0	3	0	0	0	0	0	0	0	0	0	4738	0	0	0	0	0	2	1	2	0	0	1	1	0	0	0	0	-	
0500	2	24	0	4	0	0	0	0	0	0	0	0	0	4768	0	2	0	0	0	1	3	12	9	3	0	0	0	0	0	0	43.6	
0600	2	106	1	11	0	0	1	0	0	0	0	0	0	4889	0	2	0	2	12	30	43	28	3	1	0	0	0	0	0	0	41.8	
0700	5	291	1	27	1	0	0	0	0	0	0	1	5215	2	1	3	11	51	130	93	31	3	1	0	0	0	0	0	0	0	38.7	
0800	4	358	1	11	0	0	0	0	0	0	0	0	0	5589	2	16	30	70	101	118	35	2	0	0	0	0	0	0	0	0	33.6	
0900	0	187	0	9	1	0	1	0	0	0	0	0	1	5788	3	11	6	27	63	66	18	4	1	0	0	0	0	0	0	0	33.6	
1000	0	118	2	17	1	1	0	0	0	0	0	0	0	5927	0	0	4	8	34	69	19	5	0	0	0	0	0	0	0	0	35.3	
1100	1	109	0	19	1	0	0	0	0	0	0	0	0	6057	0	0	1	17	43	47	19	3	0	0	0	0	0	0	0	0	35.1	
1200	2	115	0	20	1	4	0	1	0	0	0	0	0	6200	0	1	5	12	36	52	29	7	1	0	0	0	0	0	0	0	37.6	
1300	1	107	0	9	1	0	0	0	0	0	0	0	0	6318	0	1	2	1	19	52	30	11	2	0	0	0	0	0	0	0	38	
1400	3	130	3	17	2	1	0	0	0	0	0	0	0	6475	1	1	2	18	52	46	28	6	2	1	0	0	0	0	0	0	36.9	
1500	6	129	0	7	2	0	0	0	0	0	0	2	6621	5	15	24	34	29	10	4	1	0	0	0	0	0	0	0	0	0	33.6	
1600	3	116	0	16	0	2	0	0	0	0	0	0	1	6759	0	2	1	27	52	42	11	2	0	1	0	0	0	0	0	0	33.8	
1700	3	114	0	9	0	0	0	1	0	0	0	0	0	6886	1	0	1	9	40	46	17	10	2	0	0	0	1	0	0	0	37.4	
1800	4	111	1	5	0	1	0	0	0	0	0	0	0	7008	1	1	5	7	20	44	35	9	0	0	0	0	0	0	0	0	38.3	
1900	0	62	1	4	0	0	0	0	0	0	0	0	0	7075	0	0	0	1	7	18	24	13	3	0	0	1	0	0	0	0	41.4	
2000	0	43	0	1	0	0	0	0	0	0	0	0	0	7119	0	0	0	0	6	20	12	5	0	1	0	0	0	0	0	0	38.7	
2100	0	25	0	1	0	0	0	0	0	0	0	0	0	7145	0	0	0	0	2	11	5	5	3	0	0	0	0	0	0	0	42.7	
2200	1	27	0	1	0	0	0	0	0	0	0	0	0	7174	0	0	0	0	1	4	8	9	5	2	0	0	0	0	0	0	43.6	
07-19	32	1885	8	166	10	9	1	1	1	1	0	0	0	7180	0	0	0	0	1	545	741	344	94	12	3	0	0	1	0	0	0	36.5
06-22	34	2121	10	183	10	9	1	2	1	0	0	0	6	7180	15	49	84	231	572	830	428	145	21	5	0	1	1	0	1	0	0	37.1
06-00	35	2154	10	184	10	9	1	2	1	0	0	0	6	7180	15	51	84	236	576	830	438	152	23	5	0	1	1	1	0	0	0	37.4
00-00	37	2187	10	191	10	9	1	2	1	0	0	0	6	7180	15	53	84	236	580	835	463	163	26	6	1	1	1	1	0	0	0	37.6
00-00	37	2187	10	191	10	9	1	2	1	0	0	0	6	7180	15	53	84	236	580	835	463	163	26	6	1	1	1	1	1	0	0	37.6



Thursday, September 25, 2014

[illegible]



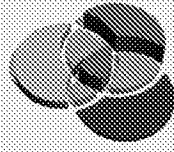
Friday, September 26, 2014

Times	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	RuntId	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin
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Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Runtot	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbp 85	
0000	0	9		0	0	0	0	0	0	0	0	0	0	11965	0	0	0	0	0	0	5	1	2	1	0	0	0	0	0	0	-	
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	11986	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	
0200	0	4	1	0	0	0	0	0	0	0	0	0	0	11991	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	-	
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0400	0	3		0	0	0	0	0	0	0	0	0	0	11996	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	
0500	1	10	0	0	2	0	0	0	0	0	0	0	0	12009	0	0	1	1	1	0	1	3	4	2	0	0	0	1	0	0	452	
0600	1	35	0	0	3	0	0	0	0	0	0	0	0	12050	0	1	0	1	3	9	13	10	3	0	1	0	0	0	0	0	427	
0700	2	70	0	7	0	0	0	0	0	0	0	0	0	12131	0	1	0	1	5	35	11	24	2	2	0	0	0	0	0	0	425	
0800	7	94	0	8	0	1	1	0	0	0	0	0	0	12242	0	4	1	1	14	34	35	15	7	0	0	0	0	0	0	0	418	
0900	4	156	1	7	1	0	0	0	0	0	0	0	0	12411	0	2	0	1	24	55	55	24	5	2	1	0	0	0	0	0	407	
1000	3	147	0	10	0	0	0	0	0	0	0	0	0	12573	0	2	1	3	27	59	50	15	5	0	0	0	0	0	0	0	387	
1100	3	149	0	10	0	0	0	0	0	0	0	0	1	12738	0	4	3	25	58	55	15	4	1	0	0	0	0	0	0	0	396	
1200	4	145	1	11	0	0	0	0	0	0	0	0	0	12899	1	1	1	2	30	60	48	16	2	0	0	0	0	0	0	0	378	
1300	3	117	0	9	0	0	0	0	0	0	0	0	1	13029	2	1	5	7	11	54	33	12	4	1	0	0	0	0	0	0	398	
1400	3	113	0	3	0	0	0	0	0	0	0	0	0	13149	2	2	2	2	20	54	23	13	3	0	0	0	0	0	0	0	396	
1500	3	119	2	5	0	0	0	0	0	0	0	0	0	13278	2	0	4	4	20	60	32	9	2	0	0	0	0	0	0	0	0	376
1600	2	91	0	6	0	0	0	0	0	0	0	0	0	13377	1	0	0	1	16	42	22	14	3	0	0	0	0	0	0	0	0	403
1700	5	88	0	2	0	0	1	0	0	0	0	0	0	13473	1	2	0	0	23	44	17	5	3	1	0	0	0	0	0	0	0	371
1800	3	97	0																													

[illegible]

Time	Total	Dis 1	Dis 2	Dis 3	Dis 4	Dis 5	Dis 6	Dis 7	Dis 8	Dis 9	Dis 10	Dis 11	Dis 12	Dis 13	RunTot	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Vbin 100	Vbin 105	Vbin 110	Vbin 115	Vbin 120	Vbin 125	Vbin 130	Vbin 135	Vbin 140	Vbin 145	Vbin 150	Vbin 155	Vbin 160	Vbin 165	Vbin 170	Vbin 175	Vbin 180	Vbin 185	Vbin 190	Vbin 195	Vbin 200	Vbin 205	Vbin 210	Vbin 215	Vbin 220	Vbin 225	Vbin 230	Vbin 235	Vbin 240	Vbin 245	Vbin 250	Vbin 255	Vbin 260	Vbin 265	Vbin 270	Vbin 275	Vbin 280	Vbin 285	Vbin 290	Vbin 295	Vbin 300	Vbin 305	Vbin 310	Vbin 315	Vbin 320	Vbin 325	Vbin 330	Vbin 335	Vbin 340	Vbin 345	Vbin 350	Vbin 355	Vbin 360	Vbin 365	Vbin 370	Vbin 375	Vbin 380	Vbin 385	Vbin 390	Vbin 395	Vbin 400	Vbin 405	Vbin 410	Vbin 415	Vbin 420	Vbin 425	Vbin 430	Vbin 435	Vbin 440	Vbin 445	Vbin 450	Vbin 455	Vbin 460	Vbin 465	Vbin 470	Vbin 475	Vbin 480	Vbin 485	Vbin 490	Vbin 495	Vbin 500	Vbin 505	Vbin 510	Vbin 515	Vbin 520	Vbin 525	Vbin 530	Vbin 535	Vbin 540	Vbin 545	Vbin 550	Vbin 555	Vbin 560	Vbin 565	Vbin 570	Vbin 575	Vbin 580	Vbin 585	Vbin 590	Vbin 595	Vbin 600	Vbin 605	Vbin 610	Vbin 615	Vbin 620	Vbin 625	Vbin 630	Vbin 635	Vbin 640	Vbin 645	Vbin 650	Vbin 655	Vbin 660	Vbin 665	Vbin 670	Vbin 675	Vbin 680	Vbin 685	Vbin 690	Vbin 695	Vbin 700	Vbin 705	Vbin 710	Vbin 715	Vbin 720	Vbin 725	Vbin 730	Vbin 735	Vbin 740	Vbin 745	Vbin 750	Vbin 755	Vbin 760	Vbin 765	Vbin 770	Vbin 775	Vbin 780	Vbin 785	Vbin 790	Vbin 795	Vbin 800	Vbin 805	Vbin 810	Vbin 815	Vbin 820	Vbin 825	Vbin 830	Vbin 835	Vbin 840	Vbin 845	Vbin 850	Vbin 855	Vbin 860	Vbin 865	Vbin 870	Vbin 875	Vbin 880	Vbin 885	Vbin 890	Vbin 895	Vbin 900	Vbin 905	Vbin 910	Vbin 915	Vbin 920	Vbin 925	Vbin 930	Vbin 935	Vbin 940	Vbin 945	Vbin 950	Vbin 955	Vbin 960	Vbin 965	Vbin 970	Vbin 975	Vbin 980	Vbin 985	Vbin 990	Vbin 995	Vbin 1000	Vbin 1005	Vbin 1010	Vbin 1015	Vbin 1020	Vbin 1025	Vbin 1030	Vbin 1035	Vbin 1040	Vbin 1045	Vbin 1050	Vbin 1055	Vbin 1060	Vbin 1065	Vbin 1070	Vbin 1075	Vbin 1080	Vbin 1085	Vbin 1090	Vbin 1095	Vbin 1100	Vbin 1105	Vbin 1110	Vbin 1115	Vbin 1120	Vbin 1125	Vbin 1130	Vbin 1135	Vbin 1140	Vbin 1145	Vbin 1150	Vbin 1155	Vbin 1160	Vbin 1165	Vbin 1170	Vbin 1175	Vbin 1180	Vbin 1185	Vbin 1190	Vbin 1195	Vbin 1200	Vbin 1205	Vbin 1210	Vbin 1215	Vbin 1220	Vbin 1225	Vbin 1230	Vbin 1235	Vbin 1240	Vbin 1245	Vbin 1250	Vbin 1255	Vbin 1260	Vbin 1265	Vbin 1270	Vbin 1275	Vbin 1280	Vbin 1285	Vbin 1290	Vbin 1295	Vbin 1300	Vbin 1305	Vbin 1310	Vbin 1315	Vbin 1320	Vbin 1325	Vbin 1330	Vbin 1335	Vbin 1340	Vbin 1345	Vbin 1350	Vbin 1355	Vbin 1360	Vbin 1365	Vbin 1370	Vbin 1375	Vbin 138
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APPENDIX B

North End Road – Yapton – RGP

Collision report 01/09/2009 – 31/08/2014

Date produced
26 September 2014



Safer Roads
Safer Communities
Sharing the Responsibility

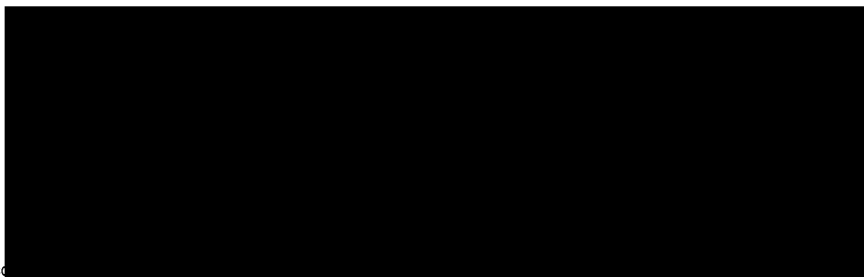
Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

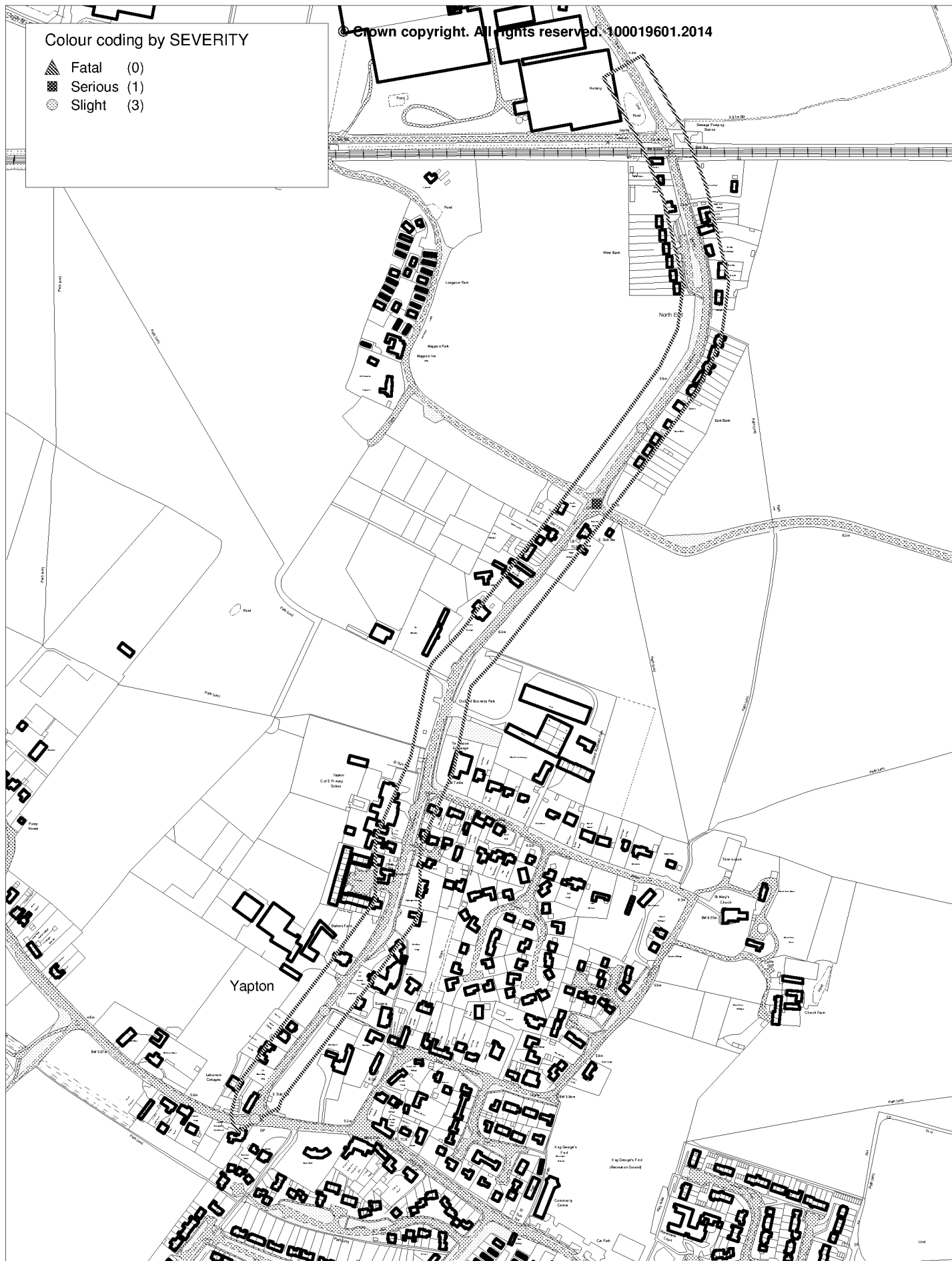
For further information:



Colour coding by SEVERITY

- Fatal (0)
- Serious (1)
- Slight (3)

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Sussex Safer Roads
PARTNERSHIP

Collision data
North end Road - Yapton - RGP
01/09/2009 - 31/08/2014

SCALE	1 : 5661
DATE	26/09/2014
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/09/2009 to 31/08/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Age	Many	Dir	Class	Sex	Age	Sev	
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1003037 Tuesday B2132 NORTH END ROAD 150m North
11/05/2010 of B2233 MAIN ROAD AVISFORD
0835 hrs DOCTORS SURGERY Veh 1 Car 25 Go/head S to N Ped M 7 Slight

R1: B 2132

E 497,710 Dry
N 103,428 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Dangerous action in carriageway
3rd: Careless/Reckless/In a hurry

Participant:

Casualty 001
Casualty 001
Casualty 001

Confidence:

Possible
Possible

VEHICLE 1 TRAVELLING NORTH AT SLOW SPEED. CHILD PEDESTRIAN WALKING ON NEAR SIDE PAVEMENT SOUTHBOUND RAN INTO ROAD AFTER FOOTBALL COLLIDING WITH REAR NEAR SIDE OF CAR CAUSING INJURY TO RIGHT FOOT.

1006279 Tuesday B2233 YAPTON ROAD of B2132
21/09/2010 NORTH END ROAD OLIVE BRANCH Veh 1 Car 65 Go/head E to W Dri M 65 Slight
1547 hrs PH

R1: B 2233
R2: B 2132

E 497,632 Dry
N 103,307 Fine without high winds
40 mph

Causation Factor:

1st: Other

Participant:

Uninjured Pedestrian

Confidence:

Very Likely

V 1 DRIVING WEST ALONG YAPTON ROAD YAPTON, WHEN A STONE WAS THROWN UP BY CONTRACTOR STRIMMING GRASS VERGE. STONE HIT OFFSIDE DRIVERS WINDOW CAUSING IT TO SMASH.

1105747 Wednesday B2132 YAPTON LANE 50m North of C0
14/09/2011 FORD LANE Veh 1 M/C > 500 cc 60 Go/head S to N Dri M 60 Slight
2000 hrs

R1: B 2132

Darkness: street lighting

E 498,066 Dry
N 104,082 Fine without high winds
30 mph

Causation Factor:

1st: Animal or object in carriageway

Participant:

Vehicle 001

Confidence:

Very Likely

V1 DRIVING N COLLIDED WITH LOOSE DOG WHICH ENTERED CARRIAGEWAY FROM OFFSIDE.

Details of Personal Injury Accidents for Period - 01/09/2009 to 31/08/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

		Vehicles							Casualties			
Police Ref.	Day	Location	Description	Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev
	Date											
Road No.	Time											
2nd Road No.	D/L											
Grid Ref.	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1306165	Friday	B2132 NORTH END ROAD YAPTON	Veh 1	M/C > 500 cc	21	O/take m/veh o/side N	to S	Dri	M	21	Serious
R1: B 2132	15/11/2013	AT JUNCTION OF U FORD LANE	Veh 2	Car	57	Turning right	E	to N			
R2: U	1401 hrs	OUTSIDE AT JUNCTION AS SHOWN	Veh 3	Goods > 7.5t	48	Go/head	N	to S			
E 498,015	Daylight:street lights present										
N 103,997	Dry										
	Fine without high winds										
	30 mph										

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

2nd: Poor turn or manoeuvre

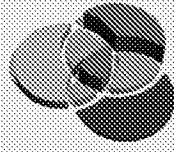
Vehicle 1

Very Likely

3rd: Failed to look properly

Vehicle 2

V1 TRAVELLING SOUTH ON NORTH END ROAD, YAPTON ON MOTORCYCLE AND OVERTOOK V3(BIN LORRY). V2 WAS AT GIVE WAY OF FORD LANE TURNING RIGHT/NORTH INTO NORTH END ROAD WHEN AS IT CROSSED CARRAIGEWAY IT FOUND ONCOMING MOTORCYCLIST ON WRONG SIDE OF ROAD AND COLLIDED. V1 RIDER SUFFERED SERIOUS INJURIES.



APPENDIX C

PROPOSED DEVELOPMENT OF LAND ADJACENT TO YAPTON C of E SCHOOL,
NORTH END ROAD, YAPTON
INDICATIVE LAYOUT FOR ERECTION OF 5 NO 4 BEDROOM, 22 NO 3 BEDROOM,
10 NO 2 BEDROOM AND 3 NO 1 BEDROOM HOUSES EACH WITH A GARAGE(S) OR
PARKING SPACE(S)
NOT PART OF APPLICATION EXCEPT FOR ACCESS DETAILS
DRAWING NO YAP/DR/1 NOVEMBER 2014 SCALE: 1/500 AT A3



3.0m WIDE

LANDSCAPED

BUFFER

PUBLIC FOOTPATH NO 329 RETAINED ON EXISTING ROUTE

PUBLIC
OPEN
SPACE
& PLAY
AREA

YAPTON
C of E
PRIMARY
SCHOOL

PUBLIC FOOTPATH NO 326
TO BE DIVERTED THROUGH
DEVELOPMENT AS NECESSARY

PROPOSED LINK FROM SCHOOL

CLAYS
FARM

SYCAMORE TREE
TO BE REMOVED

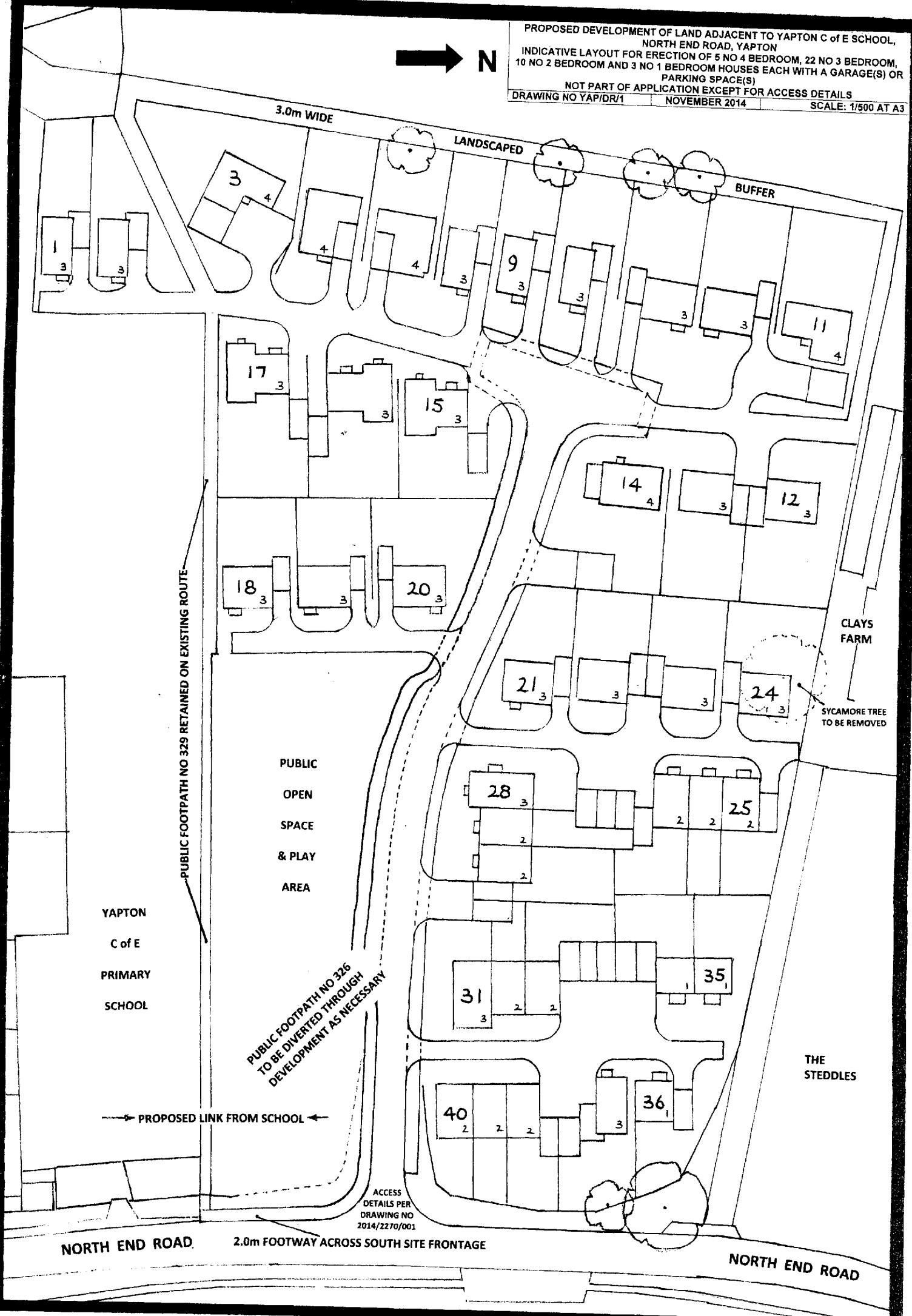
THE
STEDDLES

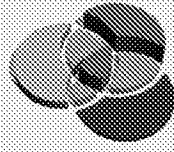
NORTH END ROAD

2.0m FOOTWAY ACROSS SOUTH SITE FRONTAGE

NORTH END ROAD

ACCESS
DETAILS PER
DRAWING NO
2014/2270/001





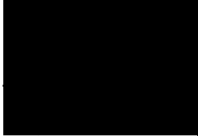
APPENDIX D

PROPOSED DEVELOPMENT ACCESS NORTH END ROAD, YAPTON

Stage 1 Road Safety Audit

November 2014

DAH/LS/14/0915/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	D Hubbard	L Shaw		06/11/14
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Russell Giles Partnership	The Safety Forum Ltd
The Old Stables Fry's Yard Bridge Street Godalming Surrey GU7 1HP	PO Box 744 Godalming Surrey GU7 9DU
Date: 6 th November 2014	

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4.0	AUDITOR STATEMENT	8

APPENDIX A Location Plan

APPENDIX B Designer's Response

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the access arrangements for the proposed residential development at North End Road, Yapton, West Sussex.
- 1.1.2 The Stage 1 RSA was carried out at the request of the Russell Giles Partnership, Godalming.
- 1.1.3 The Audit was carried out between 5th – 6th November 2014 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from THE SAFETY FORUM LTD and independent of the project design team, has had no involvement with the project. The Auditors were:
- Dave Hubbard
- Laurence Shaw
- 1.1.4 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/03.
- 1.1.5 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 5th November 2014, between 14:45 and 15:30. The weather was dry and fine with good visibility and the road surface was dry.
- 1.1.7 The proposals being audited are a proposed priority junction, connecting with the existing highway network, and a footway extending from the junction along the western side of North End Road.
- 1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.