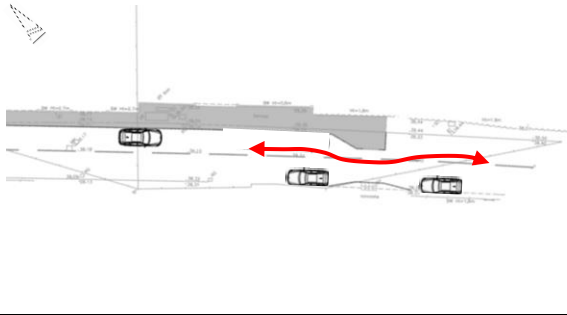
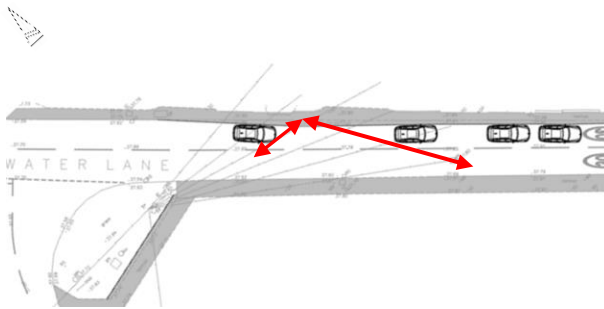


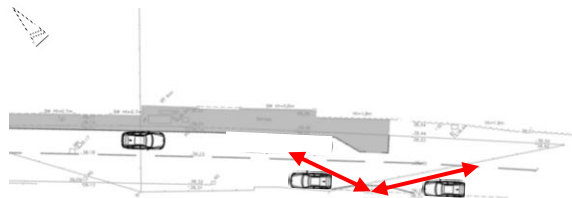
A.2.2	PROBLEM
Location:	Broadwater Lane south
Summary:	Vehicles parked on-street along the western side of the carriageway may limit the free flow of traffic
Acc Type:	Vehicle Head-on, Sideswipe type collisions
Broadwater Lane is a two-way single carriageway road that benefits from a centreline as it passes through Hurst where on-street parking, by both residents and visitors to the local stores, is observed. The proposals include the provision of a kerb build-out both sides of the carriageway immediately adjacent to an existing Post Office / Convenience Store, where an uncontrolled pedestrian crossing point is to be provided. Measurements from the scheme drawing indicate that the build-out to the east is to extend 1.4 metres into the carriageway and the build-out to the west is to extend just 0.6 metres into the carriageway, leaving a 3.5 metre wide through lane. Whilst the provision of an uncontrolled crossing at build-outs is beneficial as it increases the achievable level of intervisibility, the Audit Team have concerns that parked vehicles along the western side of the carriageway in proximity will limit the width available for through traffic as well as the level of intervisibility achievable which could lead to sideswipe and vehicle to pedestrian type collisions. Further, a carriageway width of 3.5 metres could appear adequate for a vehicle to overtake a cyclists and lead to vehicle to cyclist type collisions.	
RECOMMENDATION:	
It is recommended that buildouts are provided equally both sides of the carriageway to generate a 3.1 metre wide through lane that is visually reduced to an appropriate width with edge of carriageway markings.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 17th July 2024 following formal issue of this Stage 1 Road Safety Audit on the 9th July 2024	
Accepted – the design has been amended to introduce edge of carriageway road markings on either side of the proposed build-outs to visually narrow the carriageway for road users. In addition, the amended design includes a revised surface treatment at the proposed build-outs, along with reflective bollards, to highlight the presence of the crossing to existing road users. The details of the revised surface treatment and any bollards will be determined at the detailed design stage. The revised design is shown on drawing no. ITB19328-GA-104A.	

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 17th July 2024	
<i>Confirmation that the scheme has been revised accordingly with edge of carriageway markings to reduce the width and discourage parking on the eastern side of the carriageway in proximity of the Post Office / Convenience Store, addresses the road safety concern raised at this stage.</i>	
A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i>
A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Broadwater Lane
Summary:	Intervisibility between a pedestrian and approaching traffic may be limited
Acc Type:	Vehicle to pedestrian type collision
Broadwater Lane passes through Hurst where the carriageway narrows and on-street parking is experienced. A Post Office / Convenience Store as well as a Bakery are situated along Broadwater Lane and pedestrian desire lines have been observed to include from / to the Tape Lane cul-de-sac. As existing, a dropped kerb is present along the western side of Broadwater Road that allows level access across the carriageway when used in conjunction with the dropped kerbs associated with a driveway to the east. The proposals include the provision of an uncontrolled crossing point across Broadwater Lane that benefits from tactile paving and is to be situated circa 12 metres to the south with the reprovision of full height kerbs where pedestrians presently cross. Whilst the provision of an uncontrolled crossing in accordance with guidance, is a betterment over the existing situation, the Audit Team have concerns that on-street parking will limit the level of intervisibility between a pedestrian and approaching traffic which could result in a pedestrian entering the carriageway when it is not safe to do so leading to a vehicle to pedestrian type collision.	
RECOMMENDATION:	
It is recommended that the uncontrolled crossing is provided at a build-out to allow for adequate intervisibility.	
Location Plan:	
	
	

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 17 th July 2024 following formal issue of this Stage 1 Road Safety Audit on the 9 th July 2024	
Accepted – the design has been amended to introduce a build-out at the northern crossing point. The proposed build-out includes edge of carriageway road markings on either side of the crossing to visually narrow the carriageway for road users and includes a revised surface treatment, along with reflective bollards, to highlight the presence of the crossing to existing road users. The details of the revised surface treatment and any bollards will be determined at the detailed design stage. The revised design is shown on drawing no. ITB19328-GA-104A .	
AUDITOR’S VIEW OF DESIGN ORGANISATION RESPONSE dated 19 th July 2024	
<i>Confirmation that the scheme has been revised to include a buildout to maximise intervisibility, addresses the road safety concern raised at this stage.</i>	
A.4.2	PROBLEM
Location:	Broadwater Lane
Summary:	Intervisibility between a pedestrian and approaching traffic may be limited
Acc Type:	Vehicle to pedestrian type collision
Broadwater Lane benefits from a footway along the eastern side of the carriageway with property frontages present to the west and insufficient space to accommodate a footway. A Post Office / Convenience Store is situated to the west of Broadwater Lane. No footway lies adjacent to the Post Office / Convenience Store, however, a private area of hard standing is present. Observations indicate that visitors to the Post Office / Convenience Store wait within the area of hard standing and due to the limited level of visibility that is achievable caused as a result of structures abutting the carriageway both sides, creep out to achieve visibility to approaching traffic. The proposals include the provision of an uncontrolled crossing across Broadwater Lane immediately adjacent to the Post Office / Convenience Store. The crossing points are is to be provided on a build-out both sides of the carriageway with the eastern one extending to a point 1.85 metres from the existing kerbline and the western crossing point extending just 600mm into the carriageway with circa 200mm of the tactile paving being accommodated within the private hardstanding. Whilst the provision of an uncontrolled crossing in accordance with guidance is a betterment over the existing situation where full height kerbs are present to the east of the carriageway, the Audit Team have concerns that on-street parking could be observed both sides of the crossing point and on both sides of the carriageway at different times of the day which will limit the level of intervisibility that is achievable between a pedestrian and approaching traffic. Limited intervisibility at an uncontrolled crossing point could result in a pedestrian entering the carriageway when it is not safe to do so, leading to a vehicle to pedestrian type collisions.	

RECOMMENDATION:

It is recommended that the proposed build-outs extend equally into the carriageway to maximise intervisibility from / to the crossing point both sides of the carriageway.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 17th July 2024 following formal issue of this Stage 1 Road Safety Audit on the 9th July 2024

Accepted - The existing Post Office / Convenience Store has an existing customer car park which is well signed from Broadwater Lane and should accommodate for all visitors of the convenience store. However, the design has nonetheless been amended to include white line shoulder markings on either side of the proposed build out to discourage vehicle parking within the vicinity of the build-out and prevent obstruction to the length of achievable visibility at the crossing for pedestrians. The revised design is shown on drawing no. **ITB19328-GA-104A**.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 19th July 2024

Confirmation that the scheme has been revised to include white lines to deter parking to allow for an adequate level of visibility at all times, addresses the road safety concern raised at this stage.

A.4.3 PROBLEM

Location: School Road

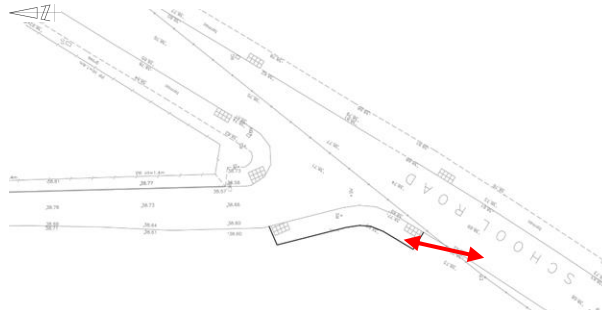
Summary: Intervisibility between a pedestrian and approaching traffic is limited

Acc Type: Vehicle to pedestrian type collision

School Road accommodates a footway along the southern side of the carriageway as well as the northern side to the east of Tape Lane with an informal path formed in the verge to the west. The proposals include the provision of a section of footway that is to wrap around the western radius and is accessible via a dropped kerb. The scheme drawings illustrate that this new section of footway is to allow access to a proposed uncontrolled crossing point across School Road before terminating. Although it is clear on the ground, that a good level of visibility would be achievable if a temporary sign was not in situ, no visibility splays are illustrated on the scheme drawings which detail that the splays extend outside of the public highway. The Audit Team have concerns that intervisibility may become limited which could result in a pedestrian entering the carriageway when it is not safe to do so leading to a vehicle to pedestrian type collisions.

RECOMMENDATION:

It is recommended that an adequate visibility is achievable at all times.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 17th July 2024 following formal issue of this Stage 1 Road Safety Audit on the 9th July 2024

Accepted – the design has been amended to demonstrate that appropriate pedestrian visibility splays in accordance with the signposted speed limit of 30mph can be achieved from the proposed uncontrolled crossing point. The revised design is shown on drawing no. ITB19328-GA-131A.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 19th July 2024

Confirmation that adequate visibility can be achieved, addresses the road safety concern raised at this stage.

A.4.4 PROBLEM

Location: Tape Lane

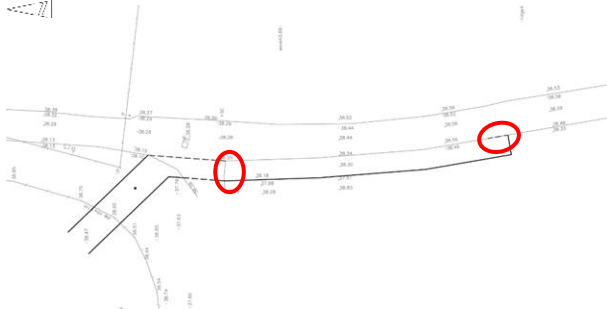
Summary: Pedestrians could unknowingly enter the carriageway

Acc Type: Vehicle to pedestrian type collision

To the south, Tape Lane is a lightly trafficked shared surface two-way narrow carriageway that allows for one-way working. The proposals include the provision of a section of footway along the western side of the carriageway that is to allow level access between a proposed pedestrian / cycle access and the shared surface carriageway. The scheme drawings illustrate that cyclists are to be guided onto the carriageway almost immediately with the footway continuing south before terminating at dropped kerbs. The Audit Team have concerns that no measures are provided to highlight the change in characteristics of the proposed link and the transition to / from a shared surface carriageway.

RECOMMENDATION:

It is recommended that tactile paving is provided in accordance with guidance.

Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 17 th July 2024 following formal issue of this Stage 1 Road Safety Audit on the 9 th July 2024	
Accepted – the design has been amended to introduce corduroy paving at both ends of the proposed footway to ensure that visually impaired pedestrians become aware of the transition. The revised design is shown on drawing no. ITB19328-GA-131A .	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 19 th July 2024	
Confirmation that a hazard warning paving will be provided, addresses the road safety concern raised at this stage.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

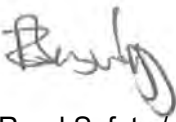
Organisation: Fenley Road Safety Limited

Date: 19th July 2024

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 9th July 2024

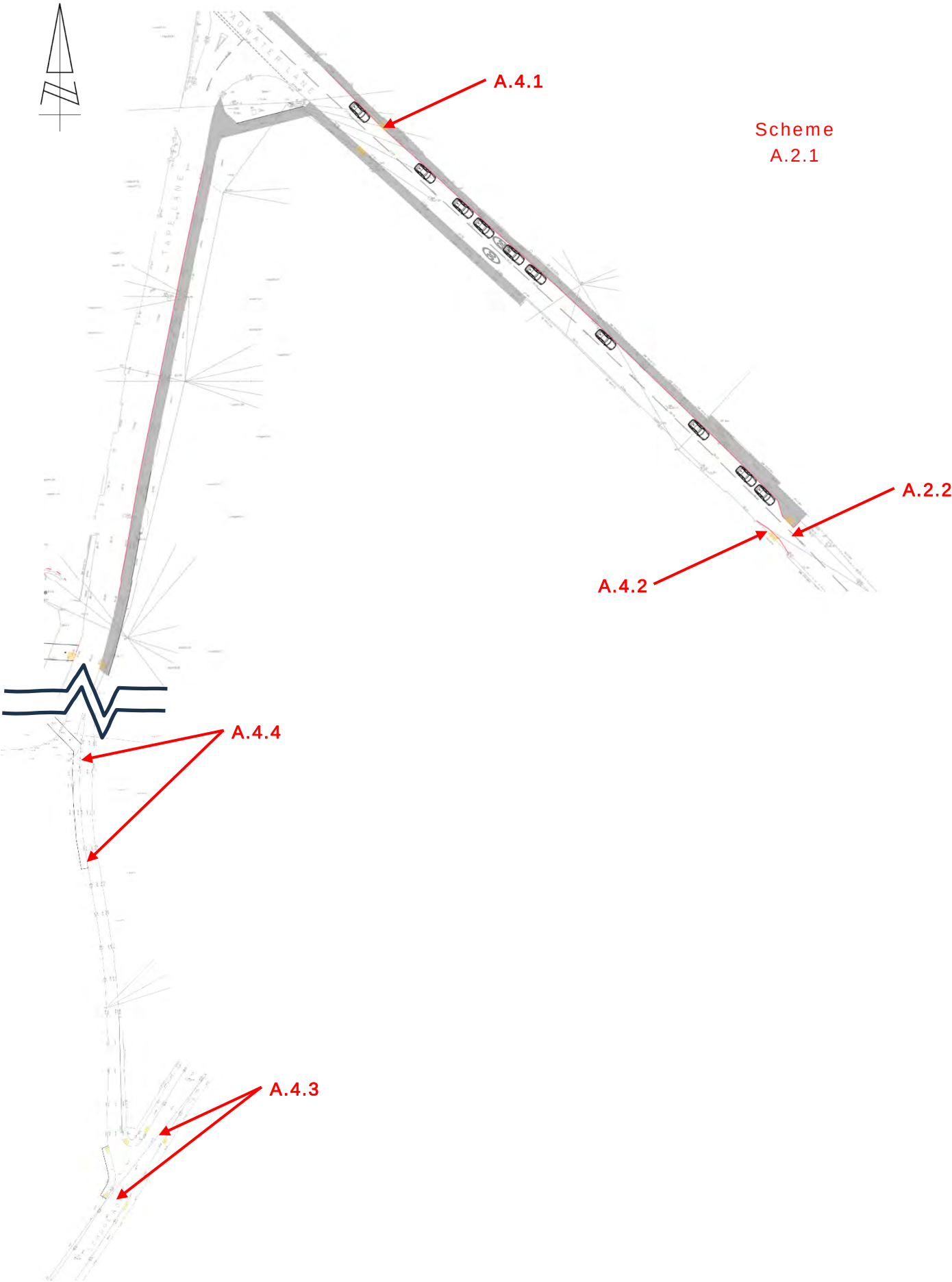
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB19328-007	-	Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB19328-GA-004	-	Potential Off-site Pedestrian / Cyclist Improvement Scheme Sheet 4
	ITB19328-GA-121	-	Potential Off-site Pedestrian / Cyclist Improvement Tape Lane
	ITB19328-GA-131	-	Potential Off-site Pedestrian / Cyclist Improvement Tape Lane

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

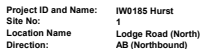
<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB19328-GA-004	A	Potential Off-site Pedestrian / Cyclist Improvement Scheme Sheet 4
	ITB19328-GA-131	A	Potential Off-site Pedestrian / Cyclist Improvement Tape Lane

fenley

APPENDIX D. TRAFFIC SURVEY DATA

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Lodge Road (North)	51.458980, -0.860209	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day

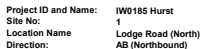


[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

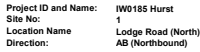
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2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

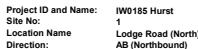
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06-00	2278	2045	9	188	4	0	0	2	3	0	0	0	0	12	15	36.1	41.6	0	0	11	9	30	243	669	814	359	111	19	12	1	0	0	0	1985

[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name: Lodge Road (North)
Direction: AB (Northbound)

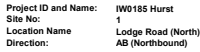
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2345	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	39.6	-	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	0	5
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[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name: Lodge Road (North)
Direction: AB (Northbound)

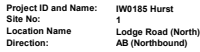
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[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

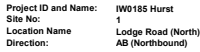
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[illegible]



Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound)

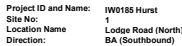
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2330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	
2345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	
07-19	1571	1460	4	79	1	0	1	0	0	2	0	0	0	8	16	36.8	42.3	0	1	4	15	15	133	391	594	307	84	20	5	1	1	0	0	1403	
06-22	1739	1623	4	84	1	0	1	0	0	2	0	0	0	8	16	36.9	42.4	0	1	4	15	17	141	441	651	337	97	23	7	3	2	0	0	1561	
06-00	1787	1671	4	84	1	0	1	0	0	2	0	0	0	8	16	36.9	42.4	0	1	4	15	17	146	451	669	348	100	24	7	3	2	0	0	1604	
06-00	1818	1702	4	84	1	0	1	0	0	2	0	0	0	8	16	37	42.5	0	1	4	15	17	148	458	676	356	104	26	8	3	2	0	0	1633	

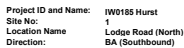
[illegible]

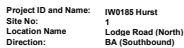


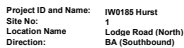
Project ID and Name: IW0185 Hurst
Site No: 1
Location Name: Lodge Road (North)
Direction: AB (Northbound)

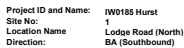
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1396	1320	4	54	0	0	1	2	0	0	0	0	0	5	10	35.5	40.9	0	1	4	9	30	185	420	489	178	65	13	1	0	0	0	0	1	1167
06-22	1519	1434	4	63	0	0	1	2	0	0	0	0	0	5	10	35.5	40.9	0	1	4	9	30	198	465	530	195	72	13	1	0	0	0	0	1	1277
06-00	1547	1462	4	63	0	0	1	2	0	0	0	0	0	5	10	35.6	41	0	1	4	9	30	199	473	539	199	74	16	2	0	0	0	0	1	1304
06-00	1571	1486	4	63	0	0	1	2	0	0	0	0	0	5	10	35.6	41.1	0	1	4	9	30	199	478	548	206	75	17	3	0	0	0	0	1	1328

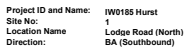
[illegible]

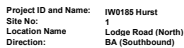
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



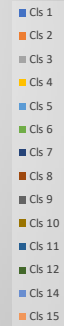
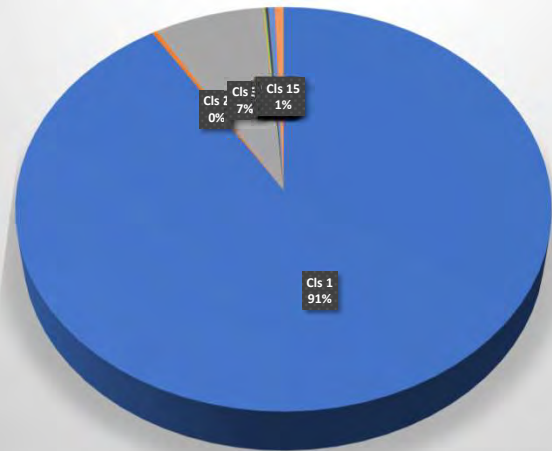
Project ID and Name: IW0185 Hurst
Site No: 1
Location Name Lodge Road (North)
Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	14739	12973	88%
Direction BA - Southbound	15601	14054	90%

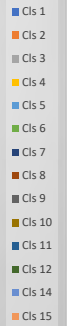
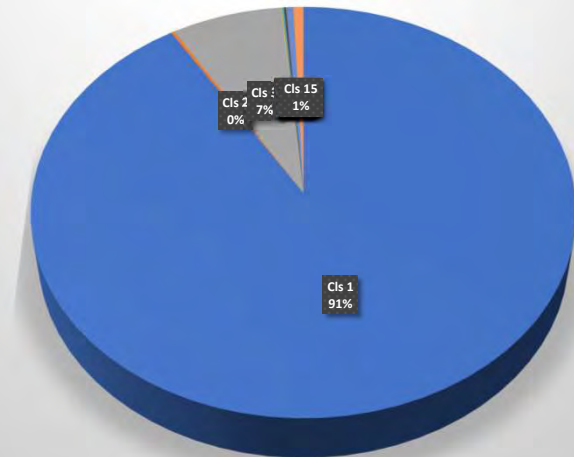
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	13425	49	1069	11	6	8	15	5	5	0	0	0	61	85
Vehicle Proportion - %	91.1%	0.3%	7.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.6%

Direction - BA	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 14	Cls 15
Total Vehicle Proportion	14223	36	1117	7	17	6	12	6	5	0	0	0	71	101
Vehicle Proportion - %	91.2%	0.2%	7.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.6%

Direction AB - Northbound

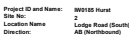


Direction BA - Southbound



Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Lodge Road (South)	51.456662, -0.860639	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day



[illegible]

[illegible]



Project ID and Name:	W0185 Hurst
Site No:	2
Location Name:	Lodge Road (South)
Direction:	AB (Northbound)

Lodge Road (South)
AB (Northbound)

[illegible]

[illegible]



Project ID and Name:	W0105 Hurst
Site No:	2
Location Name	Lodge Road (South)
Direction:	AB (Northbound)

[illegible]

07-19	1878	1671	5	144	38	1	0	0	0	1	0	0	0	10	16	38.7	43.3	0	0	9	7	10	52	304	809	517	116	38	5	3	1	2	0	886
06-22	2108	1885	7	149	38	1	0	0	0	0	1	0	0	10	17	38.7	43.4	0	0	9	8	10	55	344	902	586	131	45	10	4	1	2	0	779
06-00	2141	1917	7	150	38	1	0	0	0	0	1	0	0	10	17	38.7	43.4	0	0	9	8	10	56	351	919	595	134	50	10	4	1	2	0	796
05-00	2166	1939	7	152	38	1	0	0	0	0	1	0	0	10	18	38.8	43.5	0	0	10	8	10	56	352	918	602	135	52	13	5	1	3	0	811

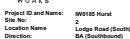
[illegible]



2

SW3155 Hurst
2
Lodge Road (South)
BA (Southbound)

[illegible]



W0185 Hurst
2
Lodge Road (South)
BA (Southbound)

24 November 2023

[illegible]

[illegible]

[illegible]



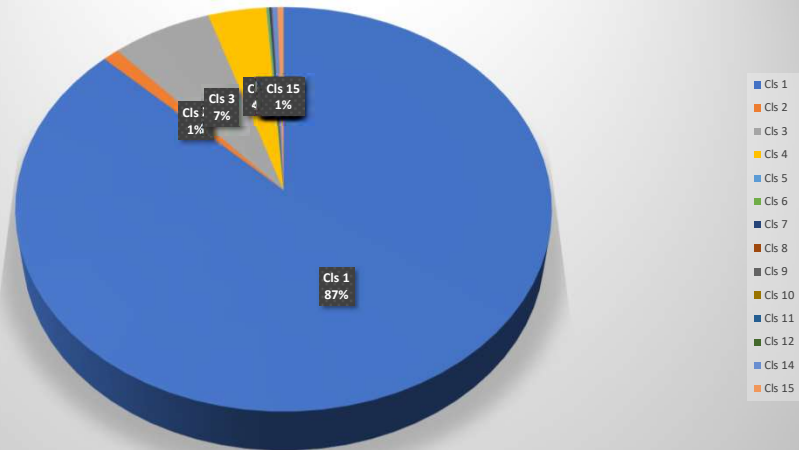
Project ID and Name: IW0185 Hurst
 Site No: 2
 Location Name: Lodge Road (South)
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (40mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	15100	6973	46%
Direction BA - Southbound	15884	5978	38%

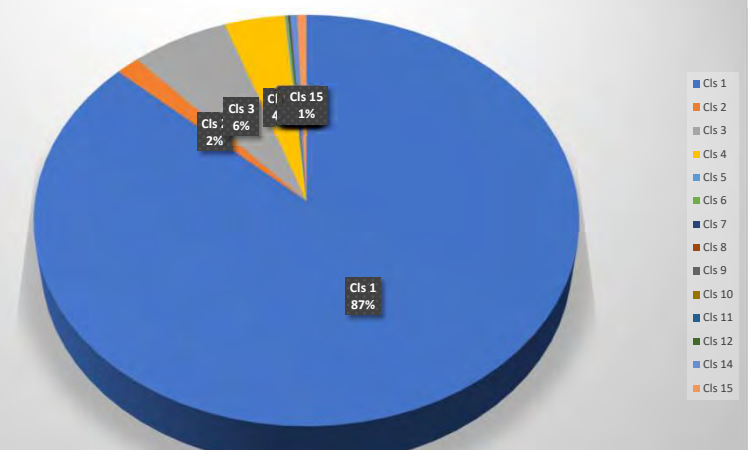
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	13182	163	1003	581	8	21	18	4	6	1	1	0	52	60
Vehicle Proportion - %	87.3%	1.1%	6.6%	3.8%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.4%

Direction - BA	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 14	Cls 15
Total Vehicle Proportion	13786	246	1007	624	13	20	9	5	9	0	0	0	68	97
Vehicle Proportion - %	86.8%	1.5%	6.3%	3.9%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.4%	0.6%

Direction AB - Northbound



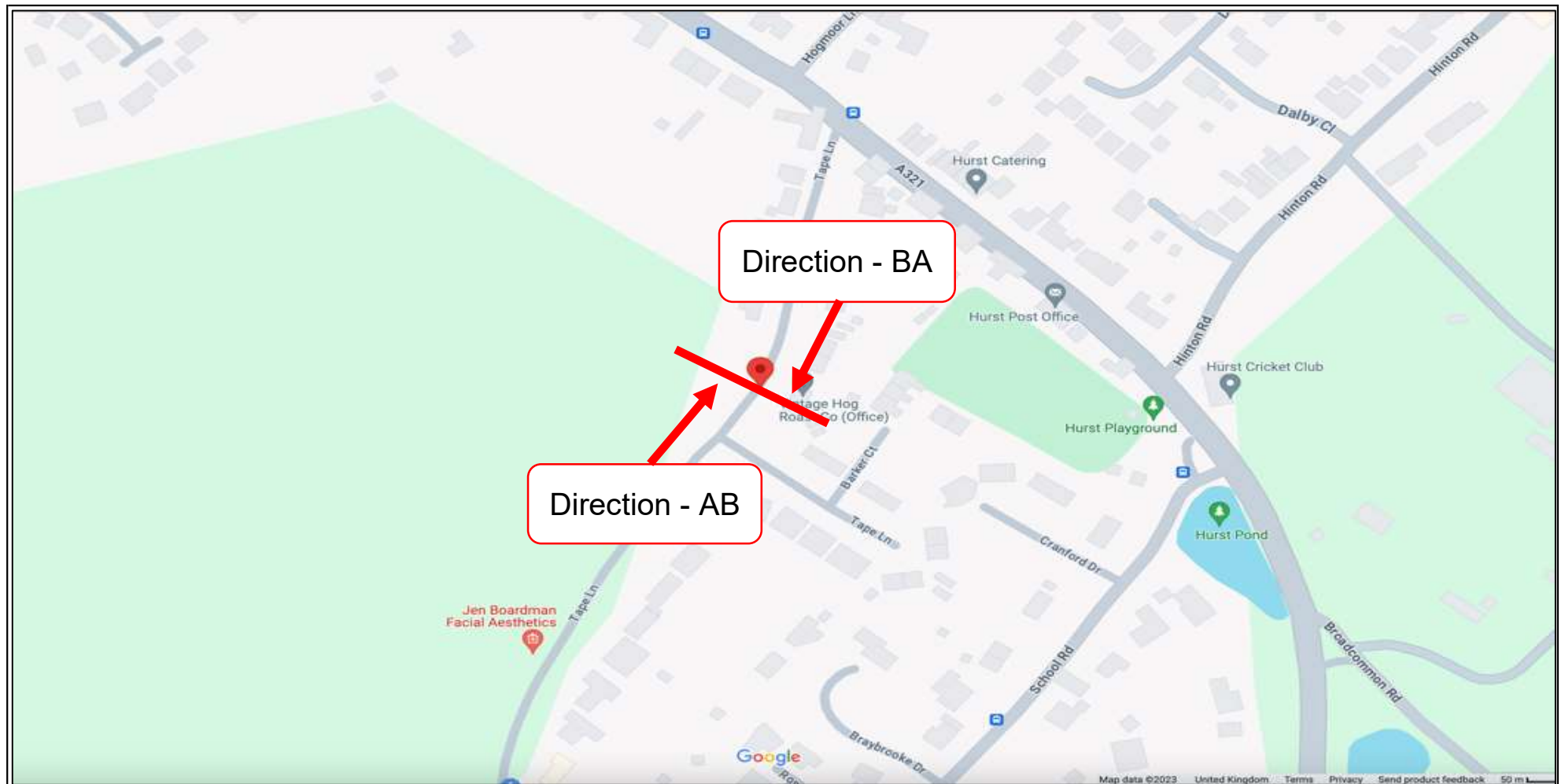
Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Tape Lane (North) north of Tape Lane	51.457851, -0.854346	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day





IW0105 Hurst
 3
 Tape Lane (North) north of Tape Lane
 AB (Northbound)

[illegible]

[illegible]



HWY185 Hurst
3
Tape Lane (North) north of Tape Lane
AB (Northbound)

[illegible]

[illegible]

[illegible]

25 November 2021

[illegible]

[illegible]

20 November 2023

[illegible]

21 November 2023

[illegible]

22 November 2023

[illegible]

23 November 2023

[illegible]

24 November 2023

[illegible]

25 November 2023

[illegible]

26 November 2023

[illegible]



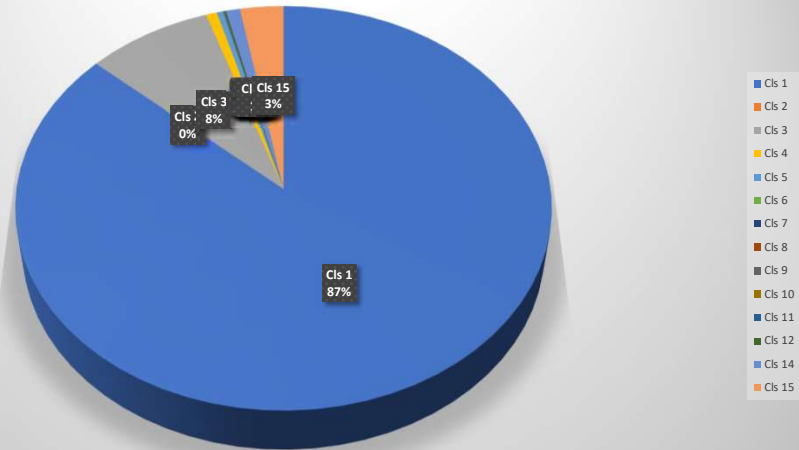
Project ID and Name: IW0185 Hurst
 Site No: 3
 Location Name: Tape Lane (North) north of Tape Lane
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	976	9	1%
Direction BA - Southbound	1035	3	0%

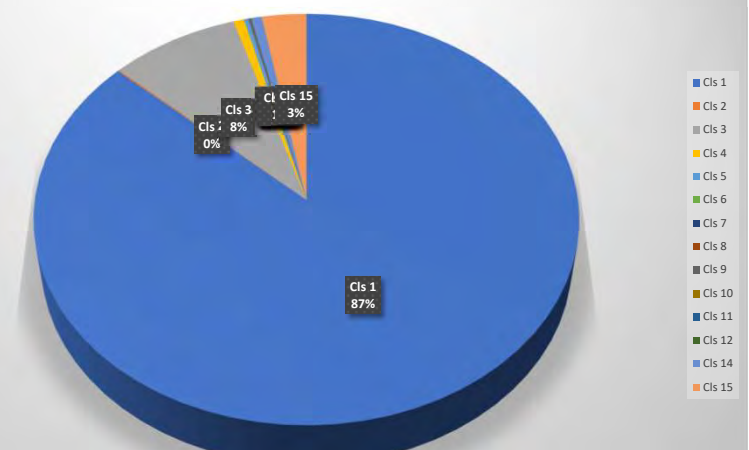
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	845	0	81	7	4	0	0	0	1	0	0	1	9	28
Vehicle Proportion - %	86.6%	0.0%	8.3%	0.7%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.9%	2.9%

Direction - BA	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 14	Cls 15
Total Vehicle Proportion	898	1	87	7	3	0	0	0	2	0	0	0	7	30
Vehicle Proportion - %	86.8%	0.1%	8.4%	0.7%	0.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.7%	2.9%

Direction AB - Northbound



Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Tape Lane (South) near Maple Lodge	51.455318, -0.856056	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day



20 November 2023

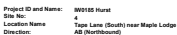
[illegible]



W0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]

[illegible]



HWY185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]



SW0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]

[illegible]



HW0185 Hurst
4
Tape Lane (South) near Maple Lodge
AB (Northbound)

[illegible]

[illegible]

21 November 2023

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



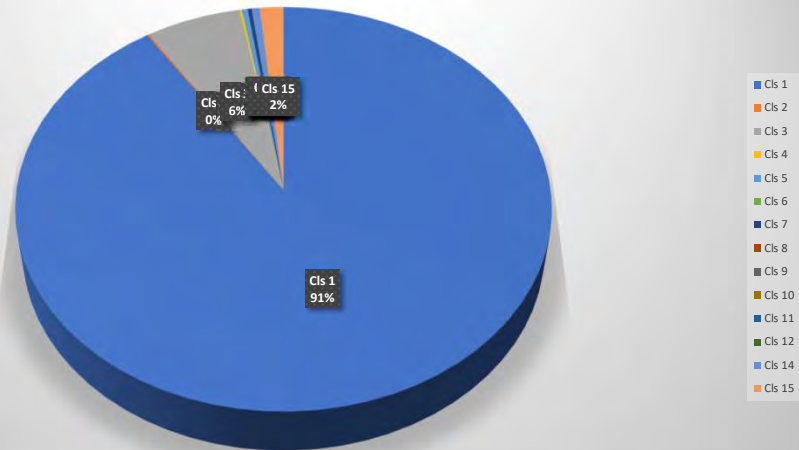
Project ID and Name: IW0185 Hurst
 Site No: 4
 Location Name: Tape Lane (South) near Maple Lodge
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	764	23	3%
Direction BA - Southbound	806	29	4%

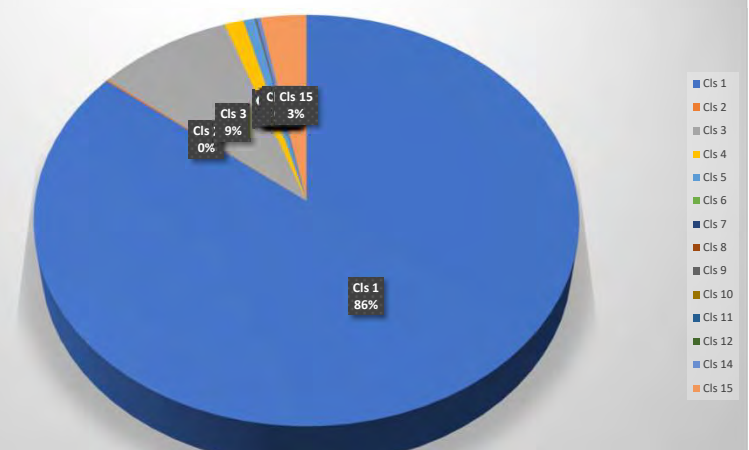
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	693	1	48	1	3	0	2	0	0	0	0	0	4	12
Vehicle Proportion - %	90.7%	0.1%	6.3%	0.1%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	1.6%

Direction - BA	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 14	Cls 15
Total Vehicle Proportion	691	1	71	10	6	0	0	0	1	0	0	0	2	24
Vehicle Proportion - %	85.7%	0.1%	8.8%	1.2%	0.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	3.0%

Direction AB - Northbound



Direction BA - Southbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0185	Hurst	Hurst Road (adjacent to Twyford railway station), west of Byron Road	51.475326, -0.862477	20/11/2023 - 26/11/2023	Monday-Sunday	0000-0000hrs on each day



20 November 2023

[illegible]

[illegible]

22 November 2023

[illegible]

23 November 2023

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	C15s	Mean	Vpp	V10n	V15n	V20n	V25n	V30n	V35n	V40n	V45n	V50n	V55n	V60n	V65n	V70n	V75n	V80n	Number of vectors exceeding 90
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
0005	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0025	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0035	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0120	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0125	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0135	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0205	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0235	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0305	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0335	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0340	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0355	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0405	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0410	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0420	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0425	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	0	0									

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Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	C15s	Mean	Vpp	Vmin	V1min	V2min	V3min	V4min	V5min	V6min	V7min	V8min	V9min	V10min	V11min	V12min	V13min	V14min	V15min	V16min	V17min	V18min	V19min	V20min	V21min	V22min	V23min	V24min	V25min	V26min	V27min	V28min	V29min	V30min	V31min	V32min	V33min	V34min	V35min	V36min	V37min	V38min	V39min	V40min	V41min	V42min	V43min	V44min	V45min	V46min	V47min	V48min	V49min	V50min	V51min	V52min	V53min	V54min	V55min	V56min	V57min	V58min	V59min	V60min	V61min	V62min	V63min	V64min	V65min	V66min	V67min	V68min	V69min	V70min	V71min	V72min	V73min	V74min	V75min	V76min	V77min	V78min	V79min	V80min	V81min	V82min	V83min	V84min	V85min	V86min	V87min	V88min	V89min	V90min	V91min	V92min	V93min	V94min	V95min	V96min	V97min	V98min	V99min	V100min	V101min	V102min	V103min	V104min	V105min	V106min	V107min	V108min	V109min	V110min	V111min	V112min	V113min	V114min	V115min	V116min	V117min	V118min	V119min	V120min	V121min	V122min	V123min	V124min	V125min	V126min	V127min	V128min	V129min	V130min	V131min	V132min	V133min	V134min	V135min	V136min	V137min	V138min	V139min	V140min	V141min	V142min	V143min	V144min	V145min	V146min	V147min	V148min	V149min	V150min	V151min	V152min	V153min	V154min	V155min	V156min	V157min	V158min	V159min	V160min	V161min	V162min	V163min	V164min	V165min	V166min	V167min	V168min	V169min	V170min	V171min	V172min	V173min	V174min	V175min	V176min	V177min	V178min	V179min	V180min	V181min	V182min	V183min	V184min	V185min	V186min	V187min	V188min	V189min	V190min	V191min	V192min	V193min	V194min	V195min	V196min	V197min	V198min	V199min	V200min	V201min	V202min	V203min	V204min	V205min	V206min	V207min	V208min	V209min	V210min	V211min	V212min	V213min	V214min	V215min	V216min	V217min	V218min	V219min	V220min	V221min	V222min	V223min	V224min	V225min	V226min	V227min	V228min	V229min	V230min	V231min	V232min	V233min	V234min	V235min	V236min	V237min	V238min	V239min	V240min	V241min	V242min	V243min	V244min	V245min	V246min	V247min	V248min	V249min	V250min	V251min	V252min	V253min	V254min	V255min	V256min	V257min	V258min	V259min	V260min	V261min	V262min	V263min	V264min	V265min	V266min	V267min	V268min	V269min	V270min	V271min	V272min	V273min	V274min	V275min	V276min	V277min	V278min	V279min	V280min	V281min	V282min	V283min	V284min	V285min	V286min	V287min	V288min	V289min	V290min	V291min	V292min	V293min	V294min	V295min	V296min	V297min	V298min	V299min	V300min	V301min	V302min	V303min	V304min	V305min	V306min
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26 November 2023

[illegible]



21 November 2023

[illegible]

22 November 2023

[illegible]

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	C15s	Mean	Vpp	V10n	V15n	V20n	V25n	V30n	V35n	V40n	V45n	V50n	V55n	V60n	V65n	V70n	V75n	V80n	V85n	V90n	V95n	Number of values exceeding 30
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0005	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0																

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Project to be assessed:	various routes
Site No:	5
Location Name:	Hurst Road (adjacent to Twyford railway station), west of Byron Road
Direction:	BA (Westbound)

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[illegible]



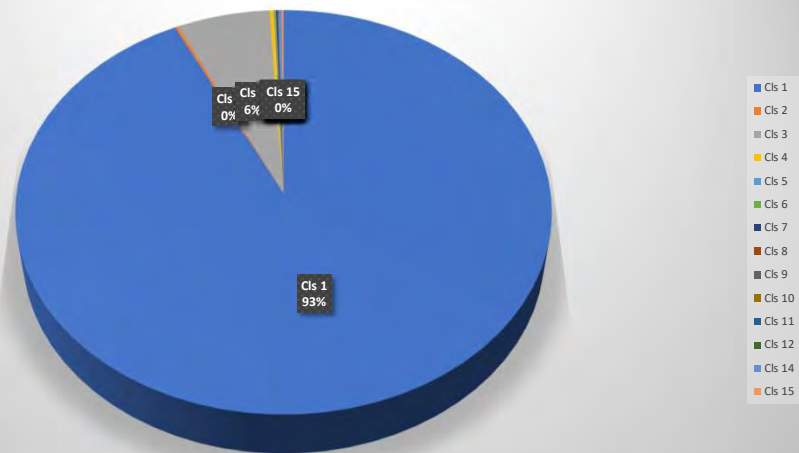
Project ID and Name: IW0185 Hurst
 Site No: 5
 Location Name: Hurst Road (adjacent to Twyford railway station), west of Byron Road
 Direction: AB (Eastbound) + BA (Westbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	21179	1992	9%
Direction BA - Westbound	19996	5586	28%

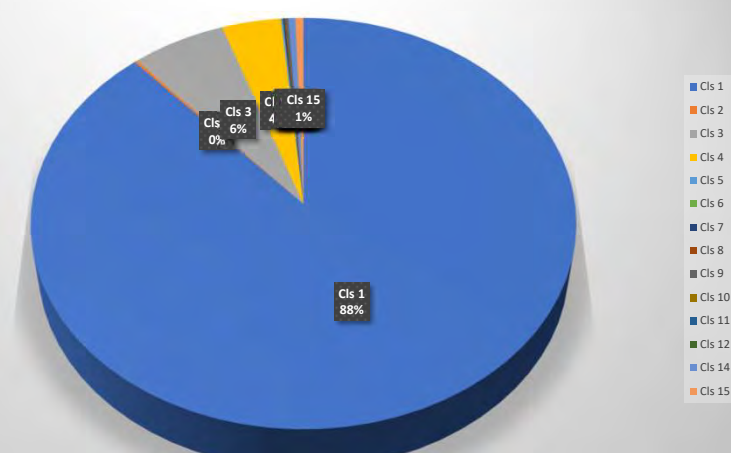
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	19638	47	1301	58	19	12	16	8	5	0	2	0	48	25
Vehicle Proportion - %	92.7%	0.2%	6.1%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%

Direction - BA	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 14	Cls 15
Total Vehicle Proportion	17674	39	1223	767	23	3	21	14	26	3	6	0	92	105
Vehicle Proportion - %	88.4%	0.2%	6.1%	3.8%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.5%	0.5%

Direction AB - Eastbound



Direction BA - Westbound



Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles