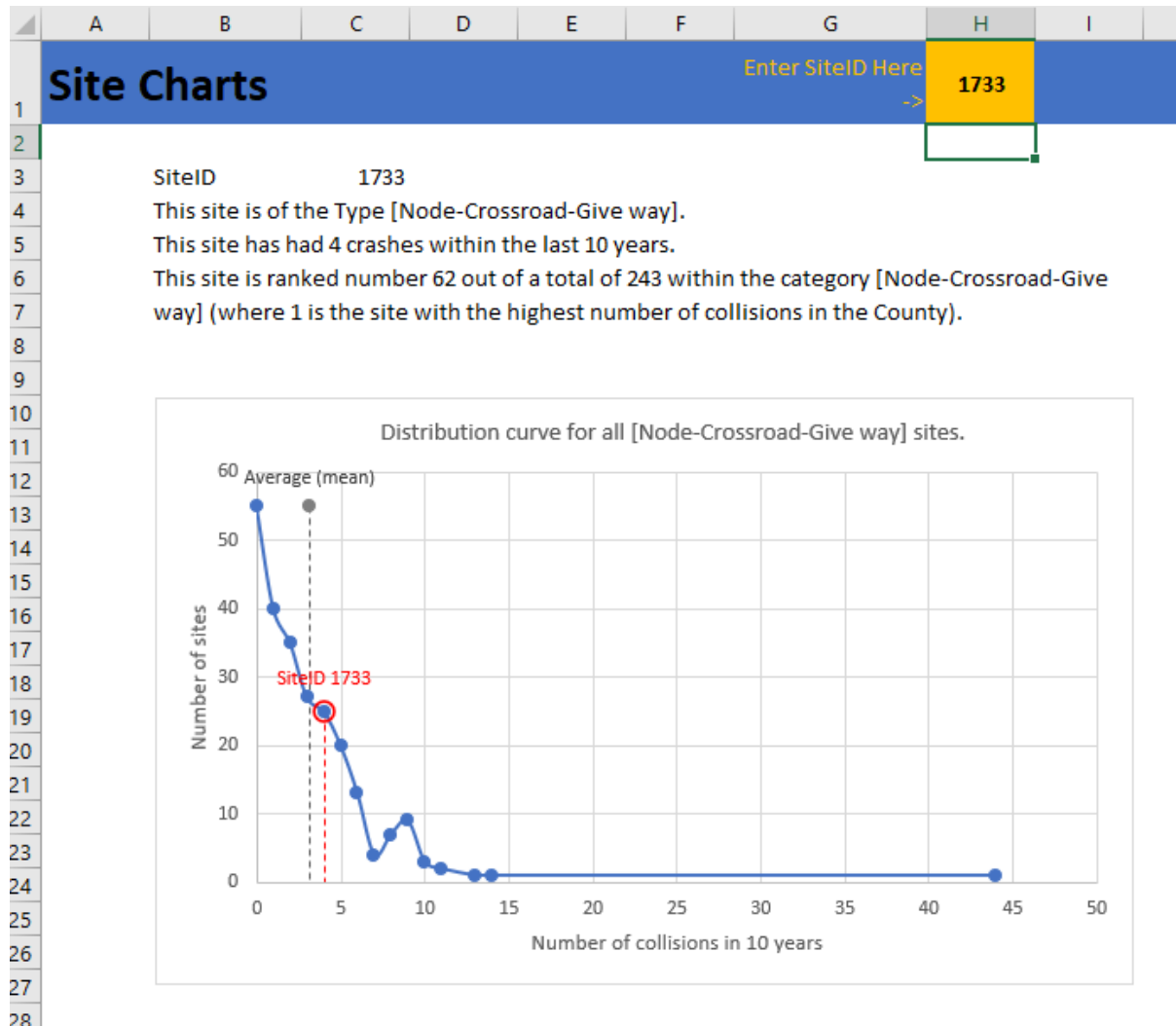


Analysis has been conducted using our recorded crash data and the turning survey that was conducted. In terms of the crash record, I can share the below graph which shows the crash rate in comparison to all other sites of the same type by inputting the specific Site ID number. What this shows is that this crossroad is just below average for this site type:



The crash reports we receive from the police have contributory factors. All of these collisions have been reported as poor driver behaviour (drink driving, careless overtaking, not signalling, failing to look properly). These unfortunately are not things we can change by the layout of the road, it is a driver behaviour issue and comes down to education and enforcement.

The speed survey was conducted in April 2021 and showed that the average and 85th percentile speeds were about where they should be for the limit of the road. The compliance levels were better travelling eastbound than westbound, but this is likely to do with the fact that vehicles travelling westbound and travelling downhill.

The turning survey was conducted to gain a better picture of the numbers of vehicles turning into the side roads from Ashford Road, and the numbers are quite low. Below is a summary of that data collected over the 7 day period that the survey was conducted. The X & Y axis show the originating arm to the destination arm of the junction.



Arm Destination

	A	B	C	D	Total
A	13	2,651	26,745	278	29,687
B	2,395	10	1,120	176	3,701
C	27,640	1,154	22	134	28,950
D	239	158	143	1	541
Total	30,287	3,973	28,030	859	

7-day week

With all of this information, and with the current measures present at this junction such as multiple yellow backed staggered junction warning signs with distances and slow markings on both approaches on Ashford Road, double white lines, and give way markings and signage on arm B & D, it doesn't leave us with much else we can engineer into this junction, apart from the possibility of adding some 50mph roundels to accompany the 50mph repeaters on the approaches to re-enforce the message. I feel that people tend to pay more attention to markings on the road than the signs as your natural focus is the road ahead of your vehicle. Is this something that would be of interest to you?