05/02/2015 1500

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517937, 172668

Supplied by Streetwise Maps Ltd
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05/02/2015 1500

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517771, 172809

Supplied by Streetwise Maps Ltd
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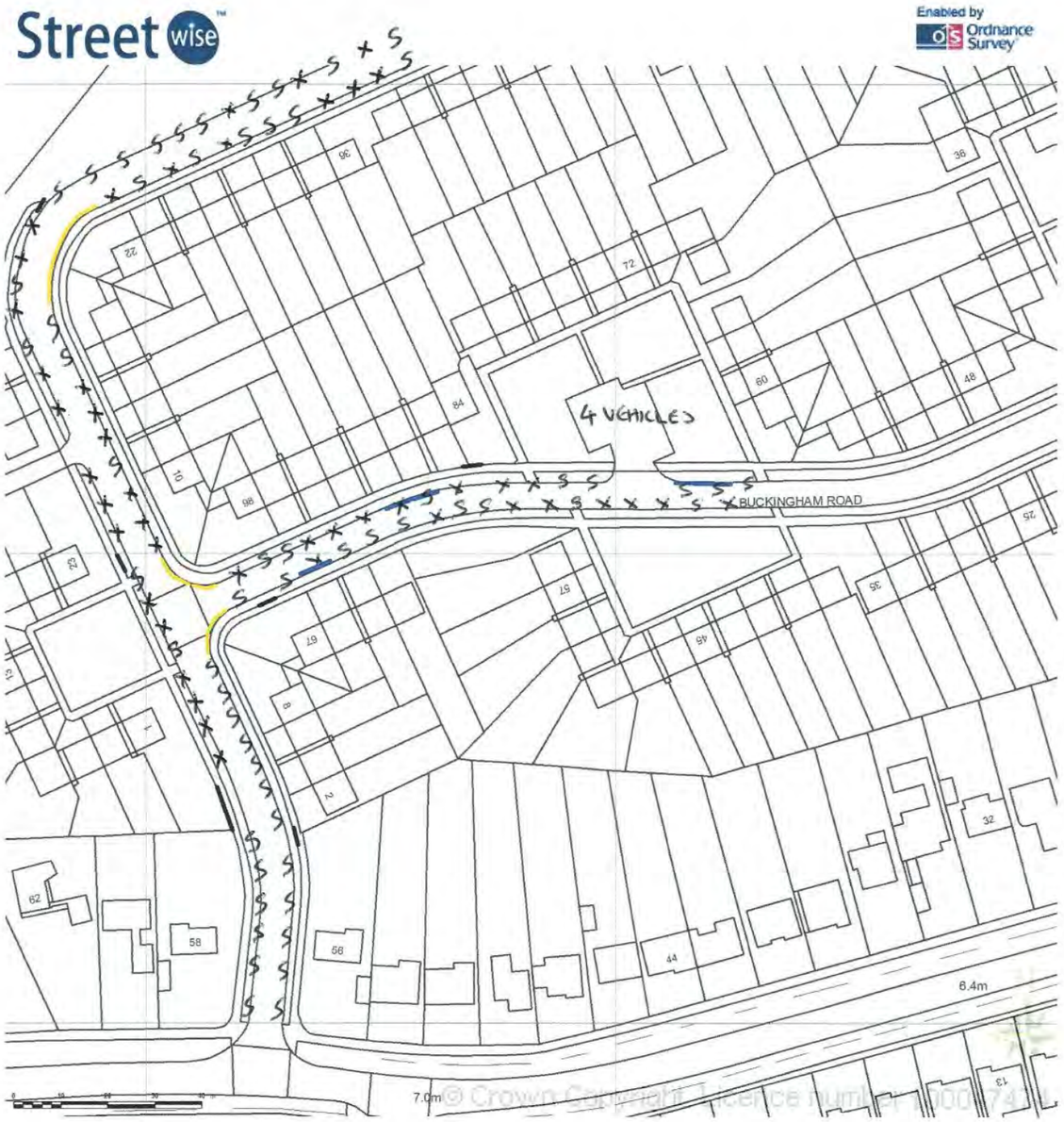
Licence No: 100047474



05/02/2015 1500

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517682, 172692

Supplied by Streetwise Maps Ltd
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05/02/2015 1500

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517775, 172523

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05/02/2015 1500

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517714, 172516

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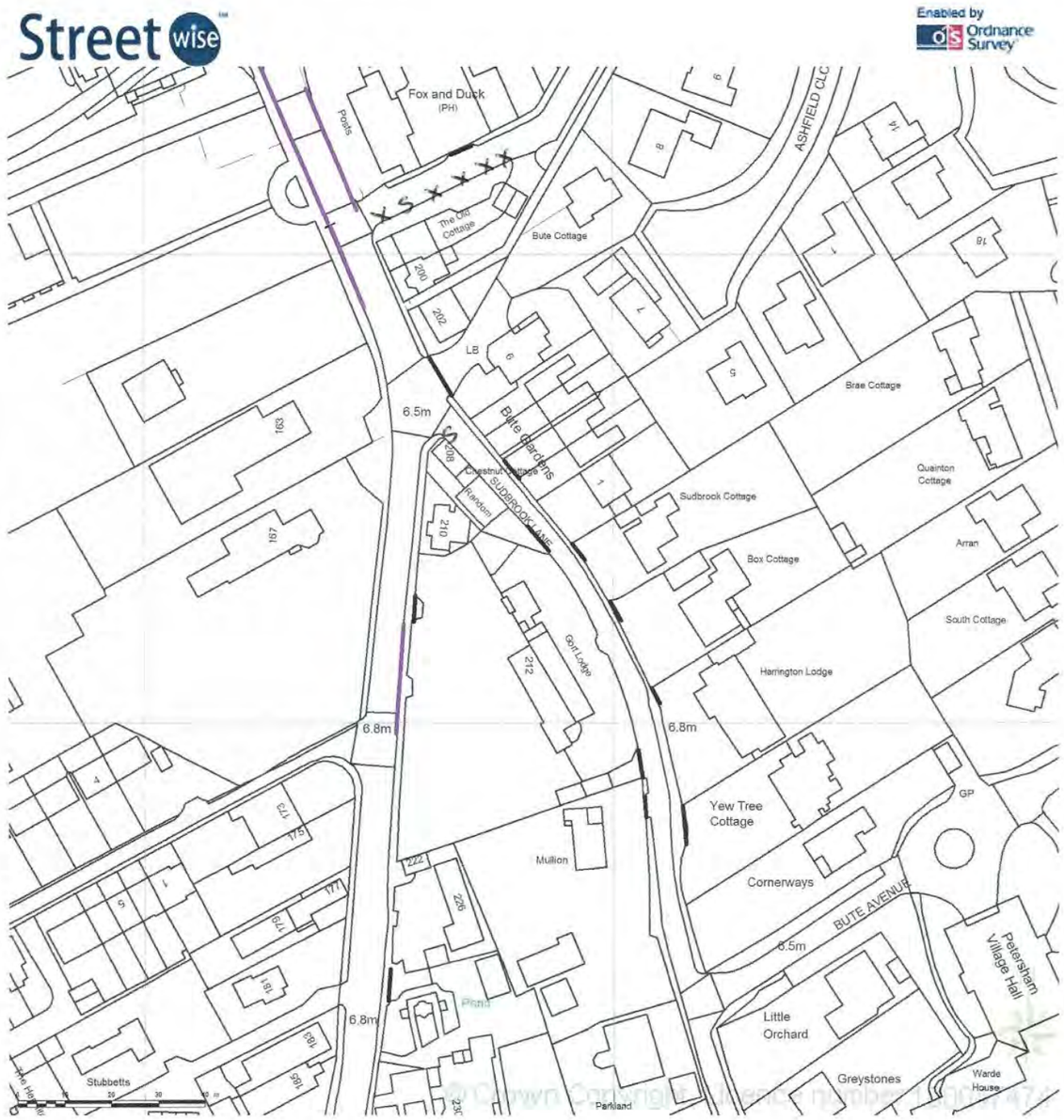

05/02/2015 1500

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 518083, 173028

Supplied by Streetwise Maps Ltd
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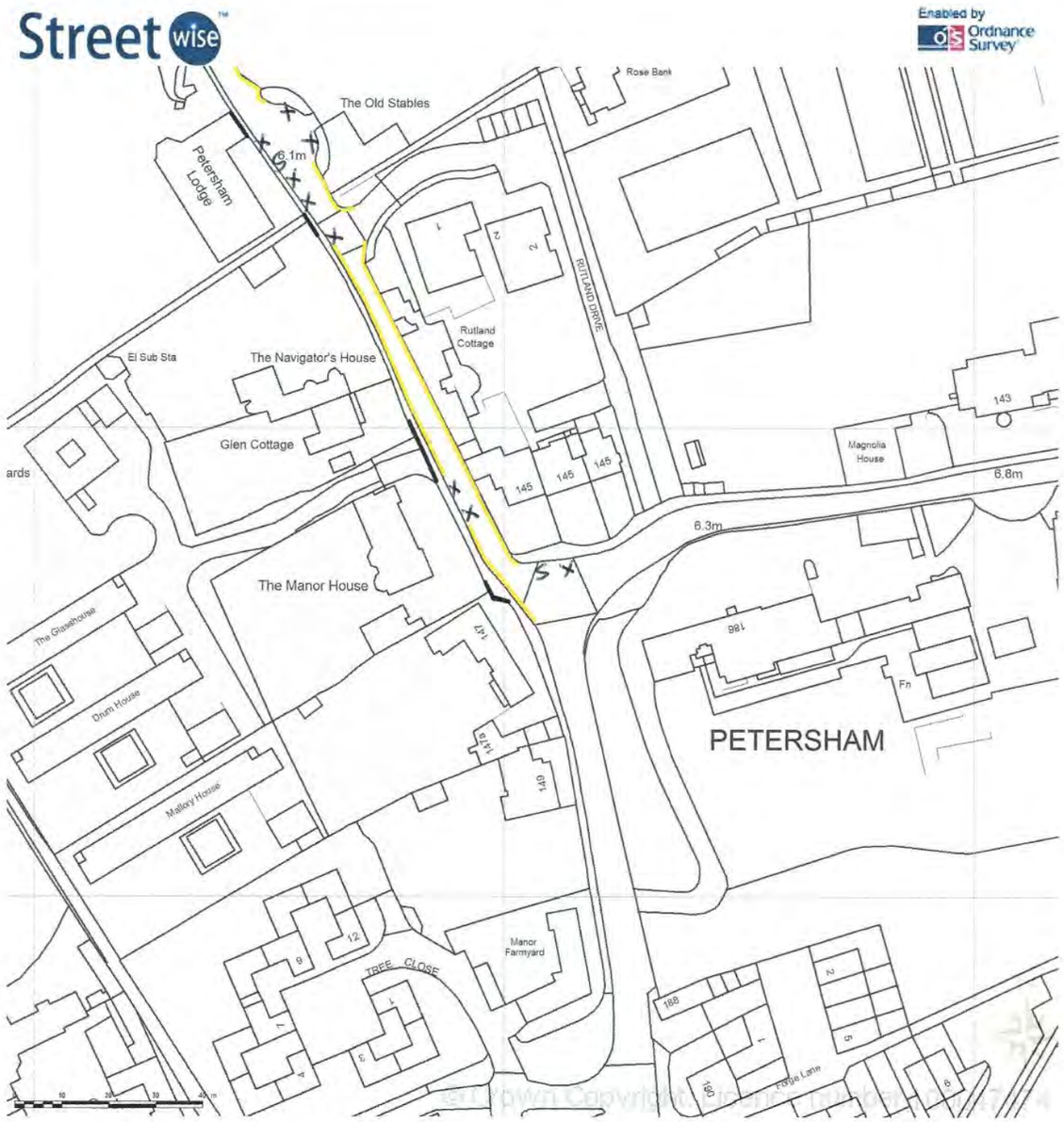

05/02/2013 1500

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 518006, 173265

Supplied by Streetwise Maps Ltd
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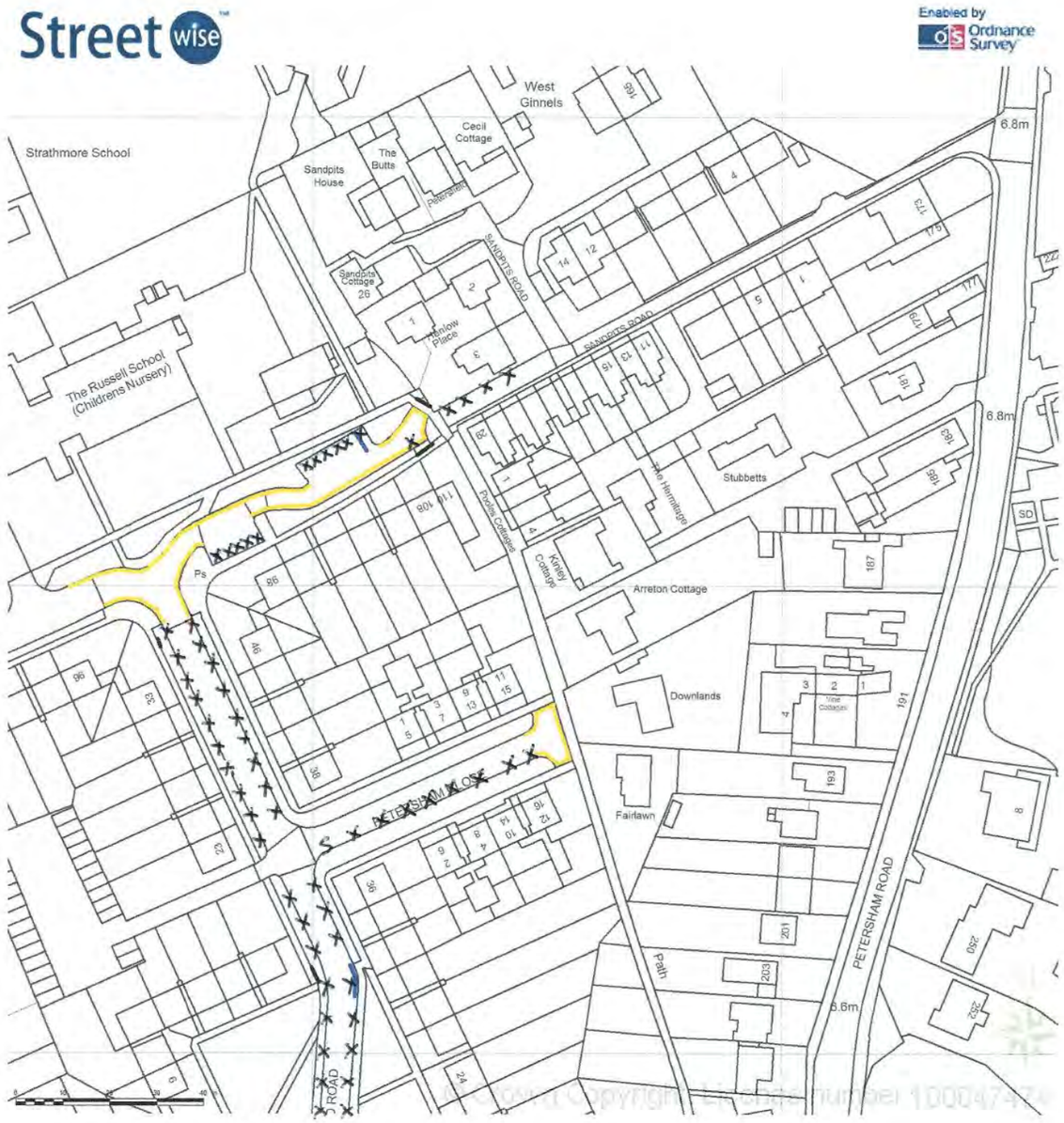
Licence No: 100047474



05/02/2013 1515

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517947, 172899

Supplied by Streetwise Maps Ltd
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Licence No: 100047474

Street wise™

Enabled by Ordnance Survey

05/02/2015 15:15

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517937, 172668

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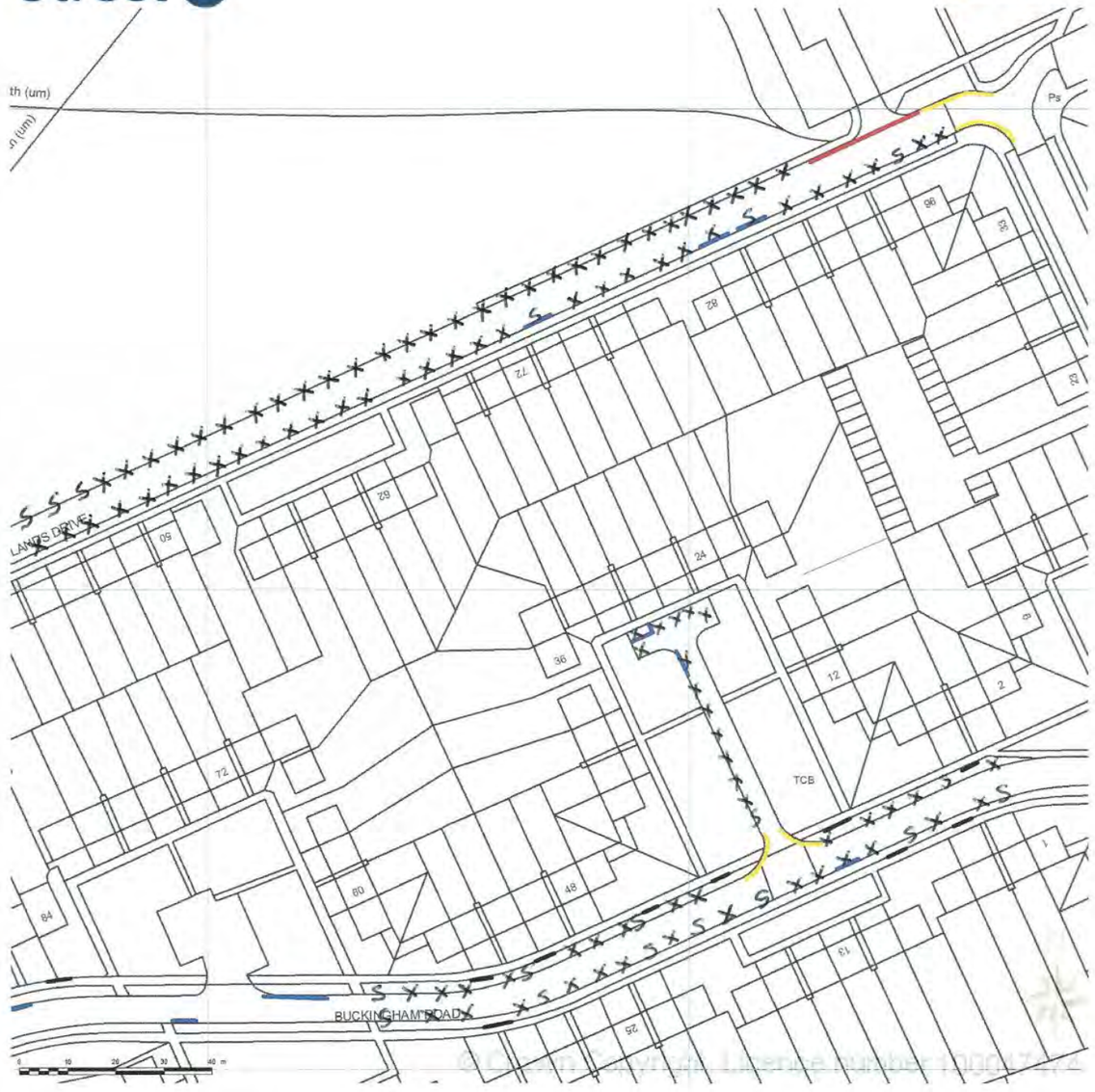
Licence No: 100047474

Street wise™

Enabled by Ordnance Survey



05/02/2015 15:15

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517771, 172809

Supplied by Streetwise Maps Ltd
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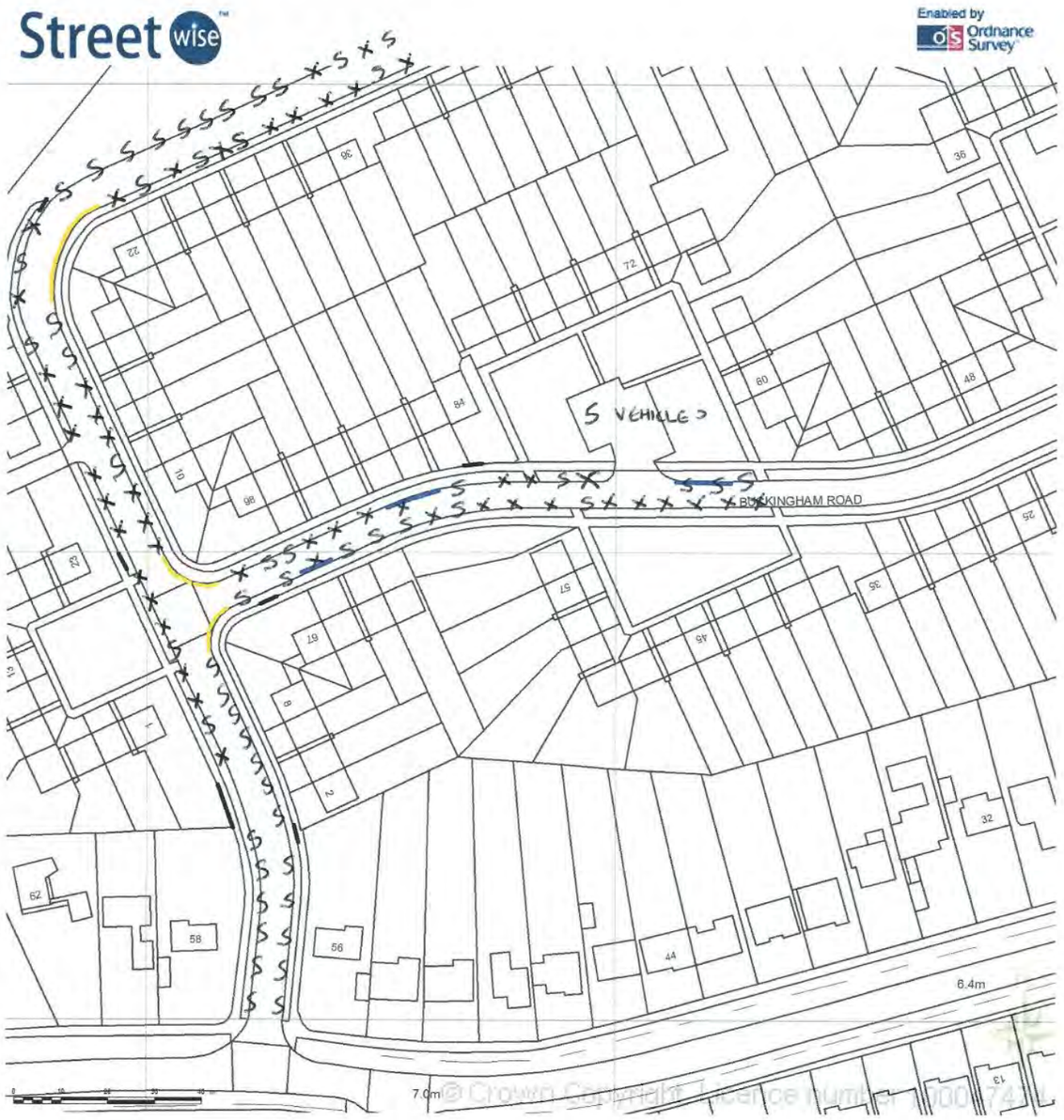
Licence No: 100047474



05/02/2015 15:15

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517682, 172692

Supplied by Streetwise Maps Ltd
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Licence No: 100047474

05/02/2015 15:15

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517775, 172523

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20/02/2015 10:10:13

05/02/2015 1515

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517714, 172516

Supplied by Streetwise Maps Ltd
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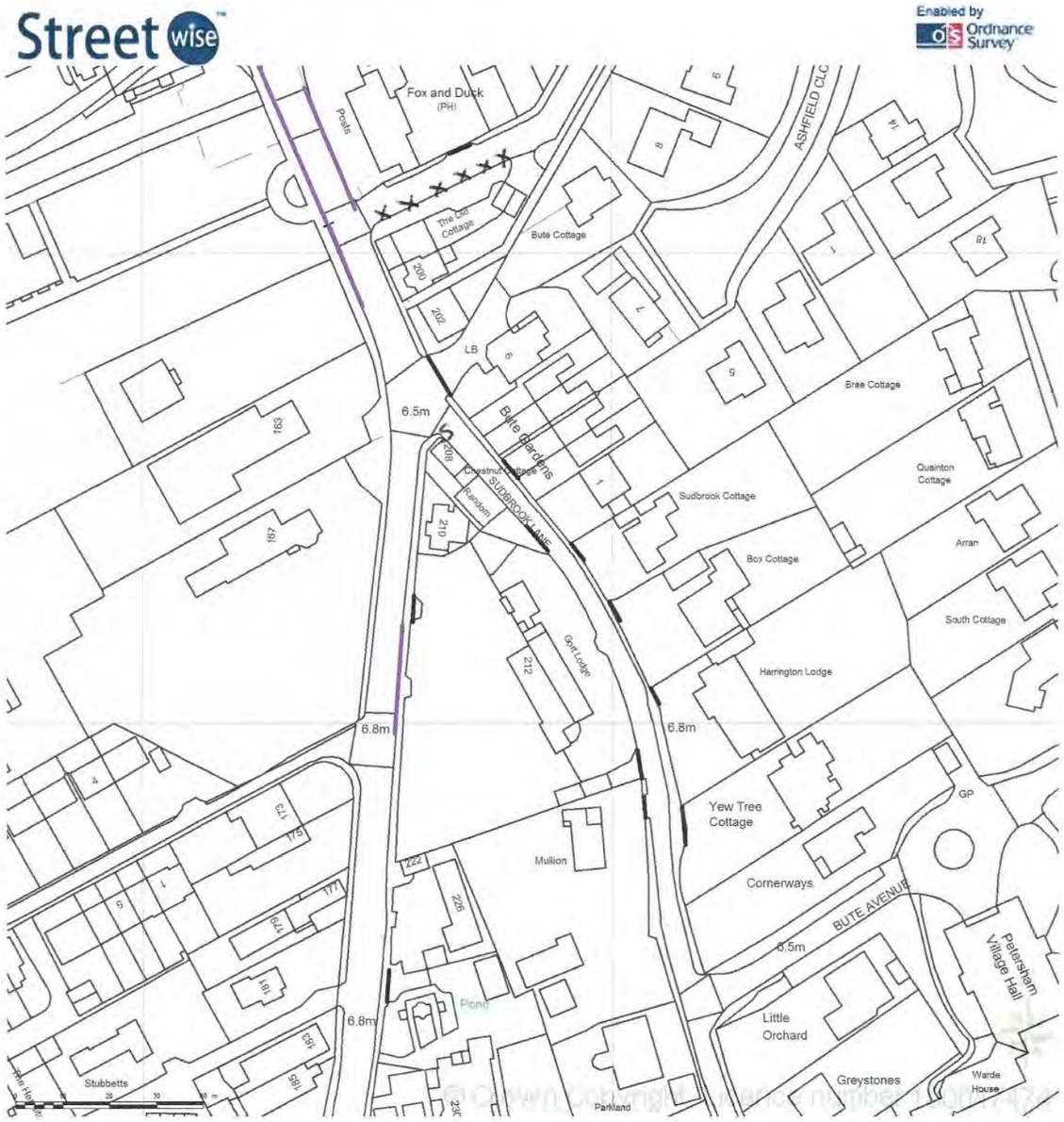

05/02/2015 1515

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 518083, 173028

Supplied by Streetwise Maps Ltd
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Licence No: 100047474

05/02/2015 1515

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 518006, 173265

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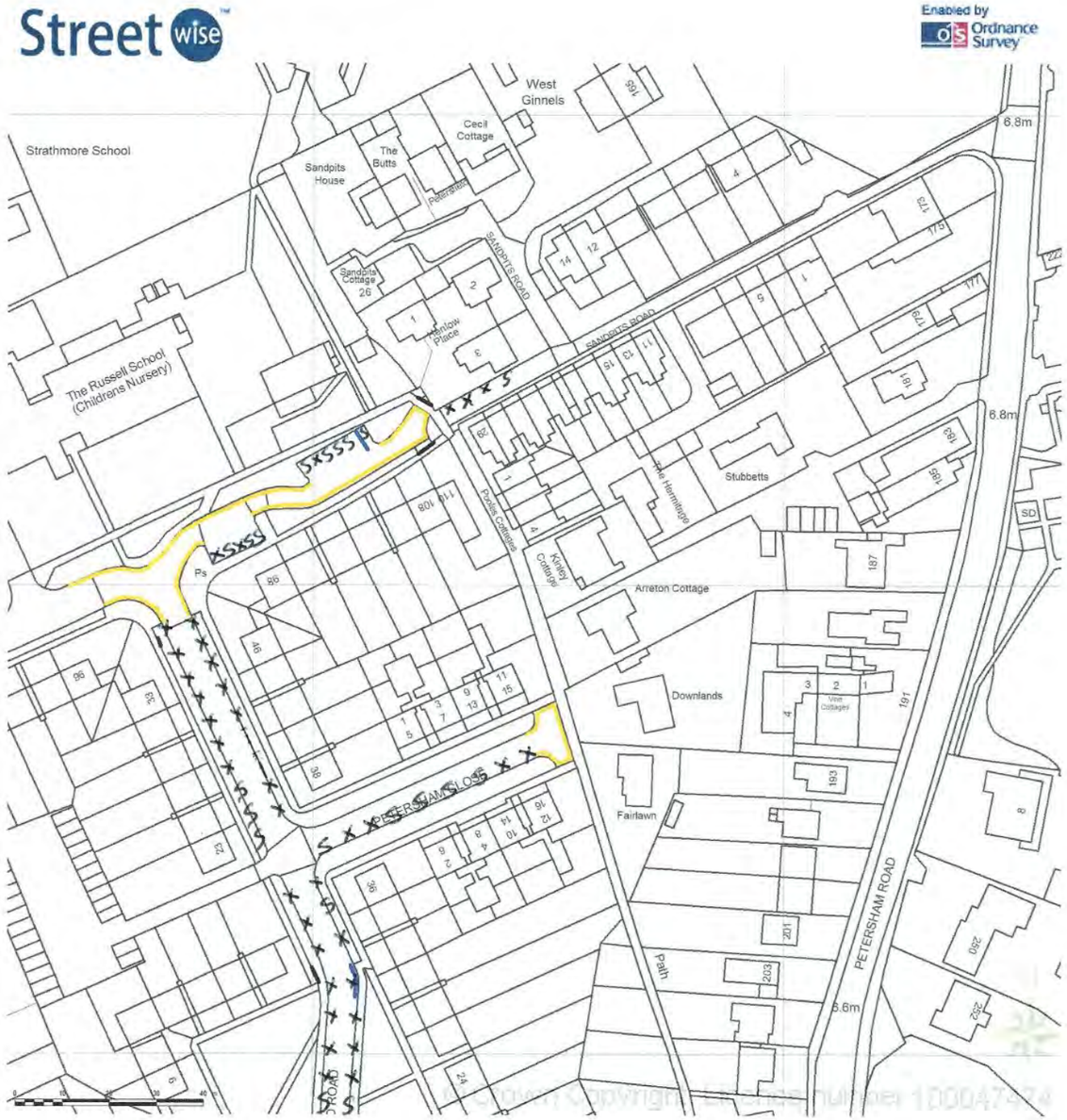

05/02/2015 1530

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517947, 172899

Supplied by Streetwise Maps Ltd
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05/02/2015 1530.

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517937, 172668

Supplied by Streetwise Maps Ltd
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05/02/2015 1530

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517771, 172809

Supplied by Streetwise Maps Ltd
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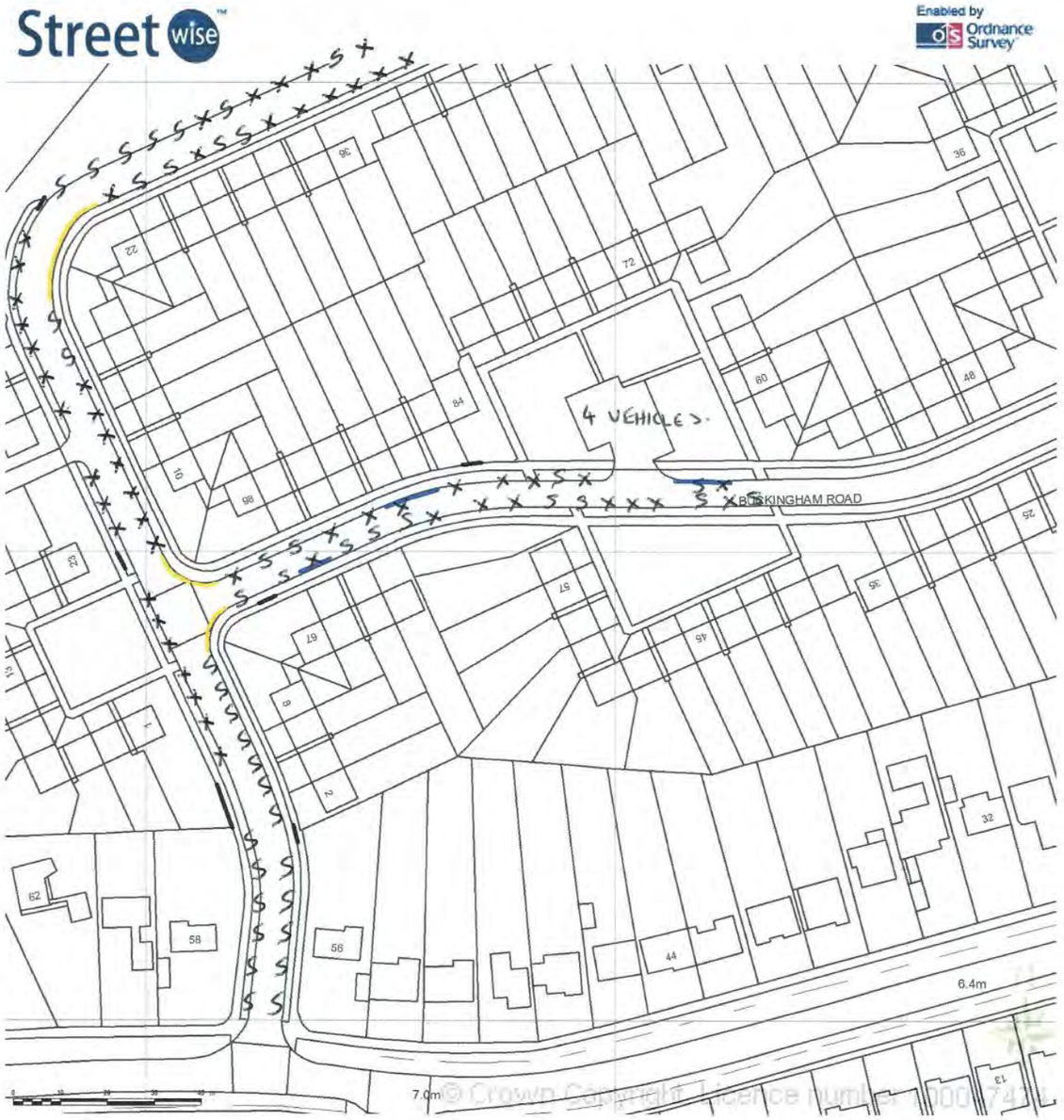
Licence No: 100047474



05/02/2015 1530

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517682, 172692

Supplied by Streetwise Maps Ltd
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Licence No: 100047474

05/02/2015 1530

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517775, 172523

Supplied by Streetwise Maps Ltd
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Licence No: 100047474

05/02/2015 1530

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517714, 172516

Supplied by Streetwise Maps Ltd
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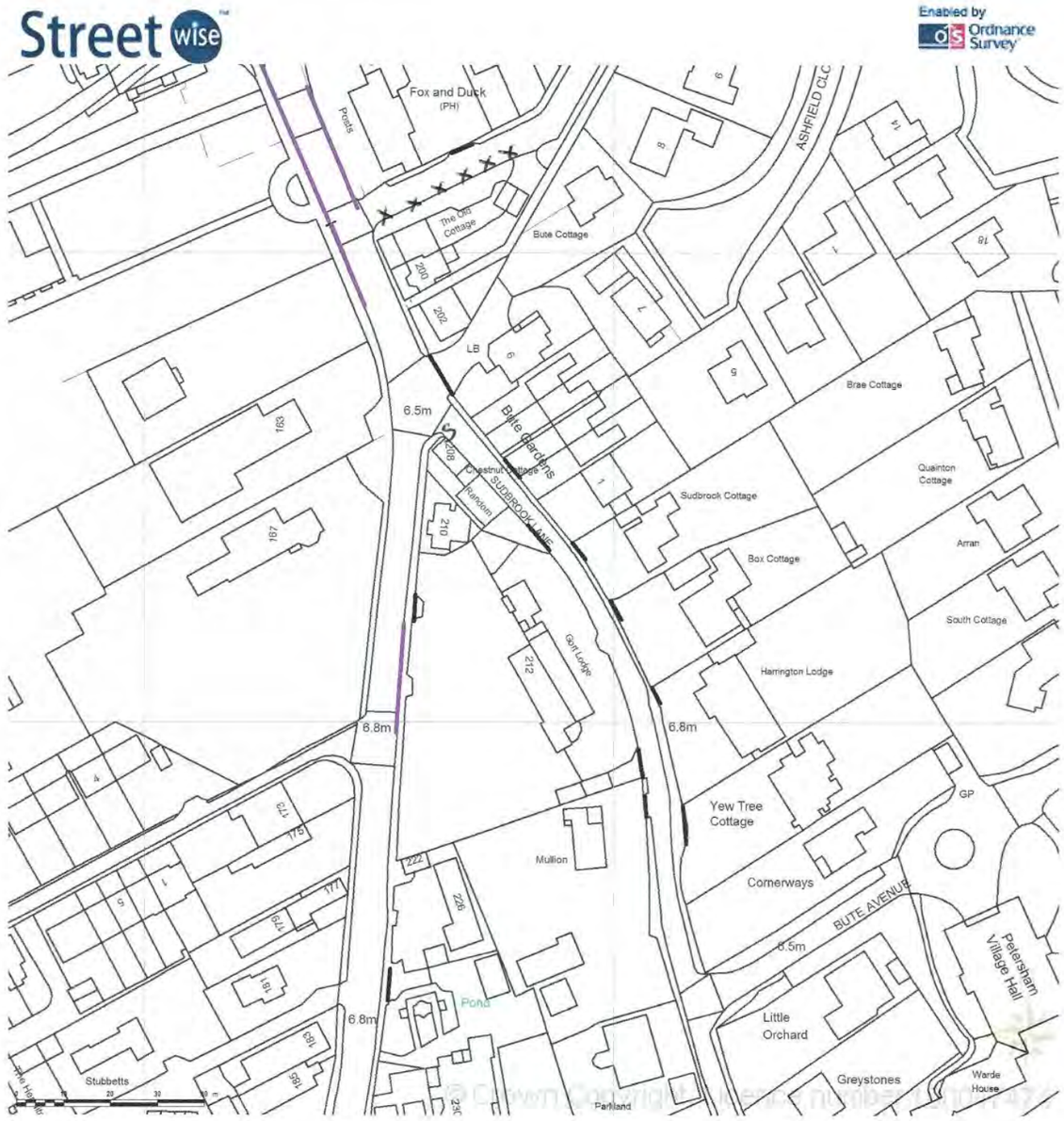
Licence No: 100047474



05/02/2015 1530

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 518083, 173028

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05/02/2015 1530

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 518006, 173265

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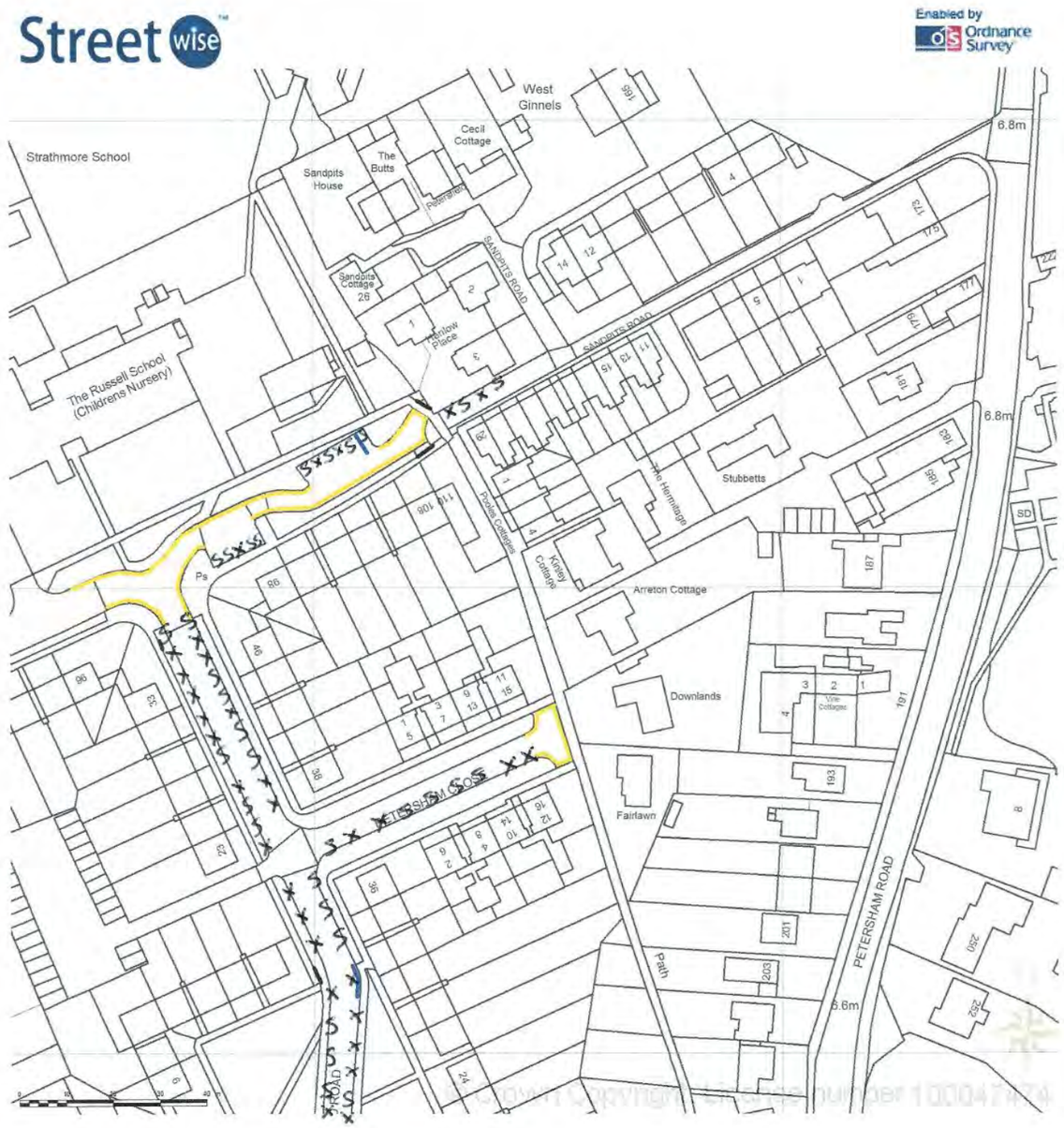
Licence No: 100047474



05/02/2015 1545

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517947, 172899

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Licence No: 100047474

05/02/2015 1545

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517937, 172668

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05/02/2015 1545

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517771, 172809

Supplied by Streetwise Maps Ltd
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Licence No: 100047474

Street wise

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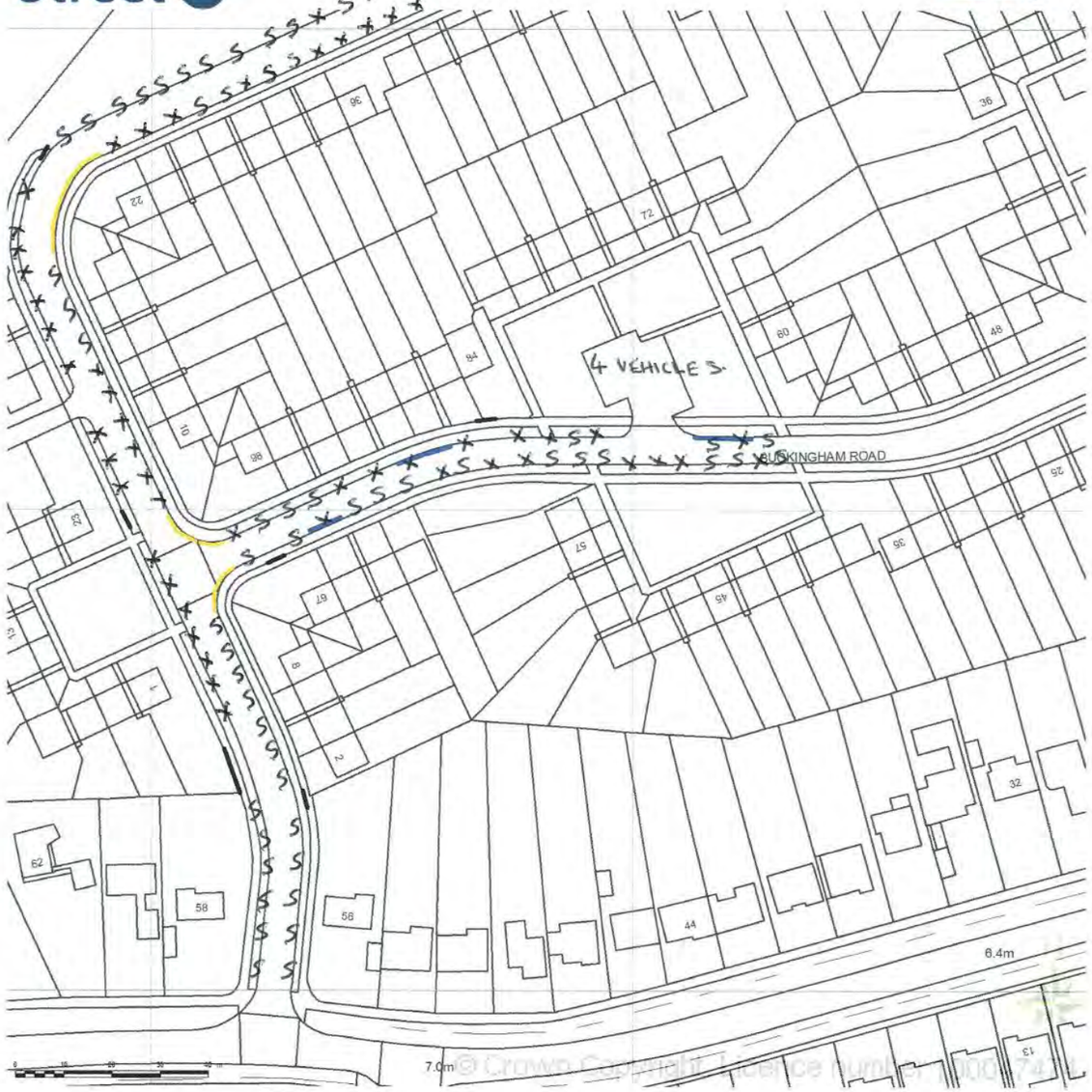

05/02/2015 1545

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517682, 172692

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Licence No: 100047474
18/02/2015 09:23:31

Street wise

Enabled by Ordnance Survey

05/02/2015 1545

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517775, 172523

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05/02/2015 1545

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 517714, 172516

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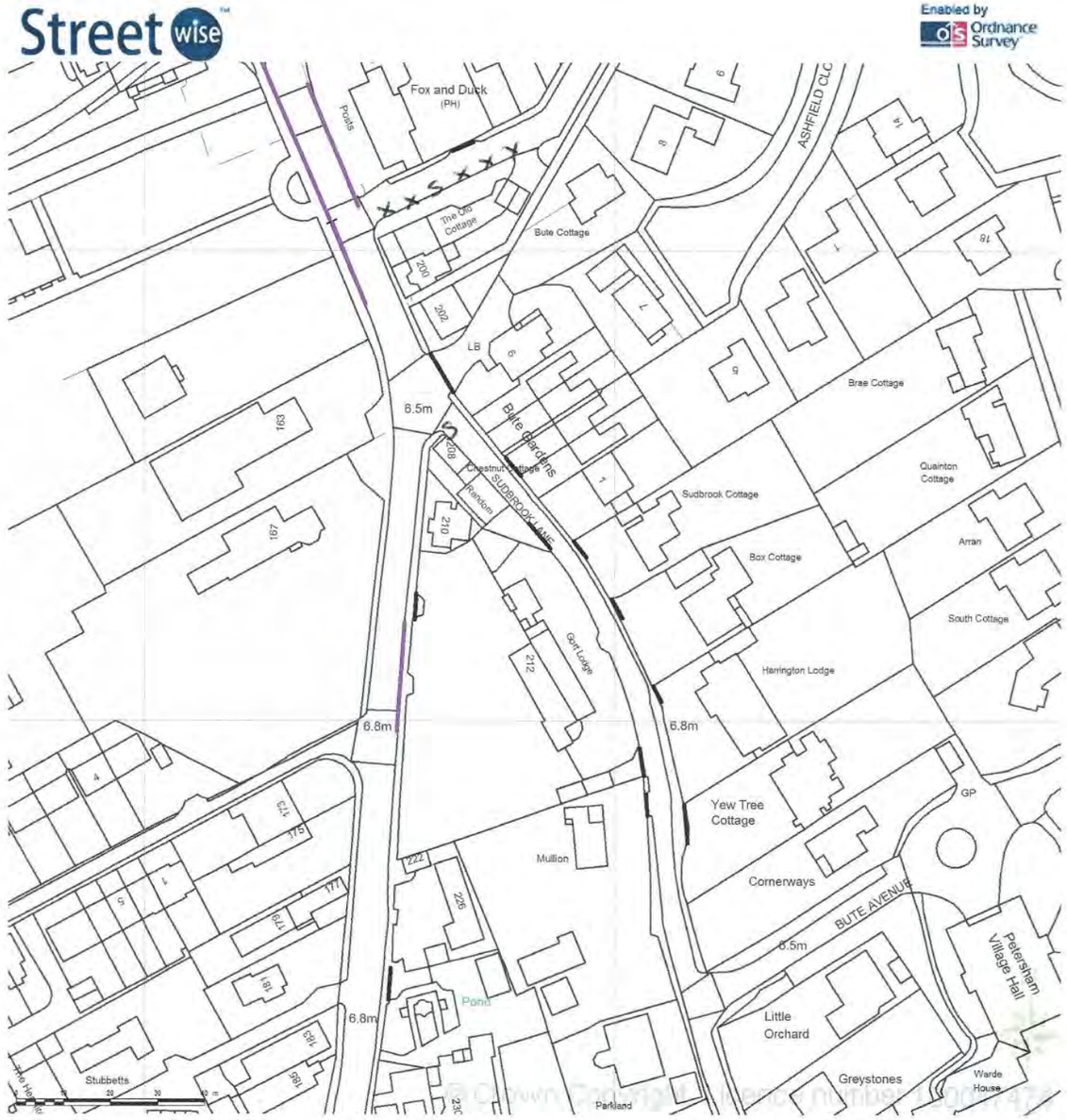
Licence No: 100047474



05/02/2015 1545

SITE LOCATION PLAN
AREA 5 HA
SCALE 1:1250 on A4
CENTRE COORDINATES: 518083, 173028

Supplied by Streetwise Maps Ltd
www.streetwise.net
Licence No: 100047474

VEHICLE SPEED SURVEY – MEADLANDS DRIVE, PETERSHAM

DATASETS:
Site: [Petersham] Meadlands Drive Site A
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 00:00 Wednesday 04 February 2015 => 10:09 Thursday 19 February 2015
File: Petersham252Feb2015.EC0 (Plus)
Identifier: 22248HEB MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Advanced.

PROFILE:
Filter time: 00:00 Wednesday 04 February 2015 => 00:00 Wednesday 11 February 2015
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 80 mph.
Direction: West bound / East bound
Headway: All.
Scheme: ARX Cycles.
Name: Factory default profile.
Method: Vehicle classification.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 20 - Number of vehicles exceeding Posted Speed Limit (20 mph).
%> PSL 20 - Percentage of vehicles exceeding Posted Speed Limit (20 mph).
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

1	**Bicycle**	
2	**Motor Cycle**	
3	**Car / Van**	(cars and vans - without trailer).
4	**Car / Van (T)**	(cars and vans towing trailer).
5	**R2 / Bus**	(HGV / bus 2-axle rigid).
6	**R3 / Bus**	(HGV / bus 3-axle rigid).
7	**R4**	(HGV 4-axle rigid).
8	**A3**	(HGV 3-axle articulated).
9	**A4**	(HGV 4-axle articulated).
10	**A5**	(HGV 5-axle articulated).
11	**A6**	(HGV 6-axle articulated).
12	**A6 [2]**	(HGV 6-axle articulated comprising two trailers).
13	**A7 [2]**	(HGV 7 + axle articulated comprising two trailers).

Wed 04	February	2015	Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	15.1	15.1	0	0	-
0200	0	1	0	0	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	0	0	0	0	0	-	-	-	0	0	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.3	17.3	17.3	0	0	-
0600	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	12.5	12.5	0	0	-
0700	7	10	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6.3	12.4	17.9	0	0	-
0800	14	24	1	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	4.5	9.5	16.5	0	0	10.5
0900	3	27	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	9.4	12.5	0	0	-
1000	5	32	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	18.4	19	19.7	0	0	-
1100	9	41	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	10.9	15.2	20	1	11.1	-
1200	15	56	0	3	7	2	2	1	0	0	0	0	0	0	0	0	0	0	5.7	13.7	25.1	3	20	20.4
1300	5	61	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	11.8	12.9	0	0	-
1400	8	69	0	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	8.1	15.6	21.4	3	37.5	-
1500	13	82	0	0	3	9	1	0	0	0	0	0	0	0	0	0	0	0	12.6	15.6	20.7	1	7.7	17.4
1600	8	90	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	8.9	14.8	19	0	0	-
1700	5	95	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	8.8	16.2	20.8	1	20	-
1800	7	102	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	10.9	17	24.2	2	28.6	-
1900	6	108	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	12.3	16.5	22.4	1	16.7	-
2000	5	113	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	14.5	17.4	24.9	1	20	-
2100	2	115	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.6	18.6	21.5	1	50	-
2200	2	117	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15.2	17	18.7	0	0	-
2300	1	118	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	19.2	19.2	0	0	-
07-19	99	118	1	16	37	34	10	1	0	0	0	0	0	0	0	0	0	0	4.5	14	25.1	11	11.1	18.6
06-22	113	118	1	16	41	41	13	1	0	0	0	0	0	0	0	0	0	0	4.5	14.4	25.1	14	12.4	19
06-00	116	118	1	16	41	44	13	1	0	0	0	0	0	0	0	0	0	0	4.5	14.5	25.1	14	12.1	19
00-00	**118**	**118**	**1**	**16**	**41**	**46**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.5**	**14.5**	**25.1**	**14**	**11.9**	**19**

Thu 05 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	2	120	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.1	18.1	18.1	0	0	-
0700	5	125	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	14.5	16.2	21.2	1	20	-
0800	15	140	3	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0.8	10.9	19.2	0	0	15.2
0900	8	148	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	11.8	15.3	20.1	1	12.5	-
1000	9	157	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	10.4	15.1	17.1	0	0	-
1100	4	161	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	9	14.7	21.4	1	25	-
1200	11	172	2	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	3.2	12.4	22	1	9.1	15.2
1300	15	187	0	3	7	5	0	0	0	0	0	0	0	0	0	0	0	0	6.2	13.1	17.4	0	0	17
1400	3	190	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	11.1	11.9	0	0	-
1500	18	208	3	4	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1.2	9.7	17.6	0	0	13.2
1600	14	222	0	3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	9.1	13.3	17.6	0	0	16.1
1700	2	224	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15	19.5	24	1	50	-
1800	7	231	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	13.8	16.2	20.2	1	14.3	-
1900	4	235	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	13.7	16.3	18	0	0	-
2000	6	241	0	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5.2	14.2	26.5	1	16.7	-
2100	3	244	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	8.5	18.3	33.4	1	33.3	-
2200	1	245	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	13.6	13.6	0	0	-
2300	1	246	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.9	21.9	21.9	1	100	-
07-19	111	246	8	14	50	33	6	0	0	0	0	0	0	0	0	0	0	0	0.8	13	24	6	5.4	17
06-22	126	246	8	16	55	39	6	1	1	0	0	0	0	0	0	0	0	0	0.8	13.4	33.4	8	6.3	17.2
06-00	128	246	8	16	56	39	7	1	1	0	0	0	0	0	0	0	0	0	0.8	13.4	33.4	9	7	17.4
00-00	**128**	**246**	**8**	**16**	**56**	**39**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.8**	**13.4**	**33.4**	**9**	**7**	**17.4**

Fri 06	February	2015	Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	247	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	22.5	22.5	1	100	-
0100	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	248	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	20.9	20.9	1	100	-
0700	5	253	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	12.5	17.3	26.2	1	20	-
0800	11	264	1	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	11.6	16	0	0	15.9
0900	9	273	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	6	14.2	20.2	1	11.1	-
1000	5	278	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	7.8	14.3	20.9	1	20	-
1100	12	290	2	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	2.3	11.4	20.9	1	8.3	15.7
1200	7	297	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	12.5	15.7	20.2	1	14.3	-
1300	10	307	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	14	16.2	20.7	2	20	-
1400	6	313	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	7.4	16.8	22	2	33.3	-
1500	8	321	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	16.7	20.6	23.6	6	75	-
1600	6	327	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	10.1	14.4	21.7	1	16.7	-
1700	11	338	1	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	4.3	15.6	22.1	2	18.2	19
1800	3	341	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8.8	14.6	19.4	0	0	-
1900	0	341	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	4	345	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	13.7	19.1	25.7	2	50	-
2100	2	347	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.6	18.8	19	0	0	-
2200	1	348	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	13.5	13.5	0	0	-
2300	4	352	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	10.2	16.9	22.2	1	25	-
07-19	93	352	4	9	30	32	17	1	0	0	0	0	0	0	0	0	0	0	1	14.9	26.2	18	19.4	20.1
06-22	100	352	4	9	31	35	19	2	0	0	0	0	0	0	0	0	0	0	1	15.2	26.2	21	21	20.1
06-00	105	352	4	9	33	37	20	2	0	0	0	0	0	0	0	0	0	0	1	15.3	26.2	22	21	20.1
00-00	**106**	**352**	**4**	**9**	**33**	**37**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15.4**	**26.2**	**23**	**21.7**	**20.6**

Sat 07 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	1	353	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.5	27.5	27.5	1	100	-
0100	0	353	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	354	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	12.9	12.9	0	0	-
0300	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	355	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.1	16.1	16.1	0	0	-
0800	4	359	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3.8	14	21.1	1	25	-
0900	9	368	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7.5	13.1	18.3	0	0	-
1000	0	368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1100	0	368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1200	3	371	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6.6	13.8	19.6	0	0	-
1300	2	373	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4.1	10	15.8	0	0	-
1400	3	376	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14.6	16.6	18.6	0	0	-
1500	4	380	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11.7	16.3	19.9	0	0	-
1600	4	384	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	13.4	18.6	21.3	2	50	-
1700	4	388	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	13.1	14.6	16	0	0	-
1800	6	394	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	12.1	16.6	24	1	16.7	-
1900	4	398	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	16.5	18.6	21.2	1	25	-
2000	4	402	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	14.9	21.3	25.7	3	75	-
2100	4	406	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8.2	13.3	16.5	0	0	-
2200	2	408	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5	14.9	16.3	0	0	-
2300	0	408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	40	408	2	3	12	19	4	0	0	0	0	0	0	0	0	0	0	0	3.8	15	24	4	10	19.2
06-22	52	408	2	4	15	23	7	1	0	0	0	0	0	0	0	0	0	0	3.8	15.6	25.7	8	15.4	19.9
06-00	54	408	2	4	16	24	7	1	0	0	0	0	0	0	0	0	0	0	3.8	15.6	25.7	8	14.8	19.9
00-00	**56**	**408**	**2**	**4**	**17**	**24**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3.8**	**15.8**	**27.5**	**9**	**16.1**	**20.4**

Sun 08 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	2	410	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17.7	18.5	19.3	0	0	-
0100	1	411	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	11.4	11.4	0	0	-
0200	0	411	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	412	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28	28	28	1	100	-
0400	0	412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	0	412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	1	413	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.1	17.1	17.1	0	0	-
0900	2	415	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	13.1	19.2	0	0	-
1000	2	417	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15.5	15.8	16.1	0	0	-
1100	9	426	0	3	1	4	1	0	0	0	0	0	0	0	0	0	0	0	7.3	14.9	22.1	1	11.1	-
1200	4	430	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12.3	14.2	17.7	0	0	-
1300	9	439	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	11.5	16.4	24.6	1	11.1	-
1400	5	444	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	13.2	16.7	20.3	1	20	-
1500	3	447	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	17.5	19.8	23.6	1	33.3	-
1600	3	450	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5	15.4	19.2	0	0	-
1700	3	453	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14.1	16.6	18.1	0	0	-
1800	3	456	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11.2	13.9	17.6	0	0	-
1900	2	458	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	15.7	23.1	30.6	1	50	-
2000	4	462	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	15	16.5	17.8	0	0	-
2100	2	464	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9.3	12.7	16.1	0	0	-
2200	0	464	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	465	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	12.8	12.8	0	0	-
07-19	44	465	0	4	15	21	4	0	0	0	0	0	0	0	0	0	0	0	7	15.8	24.6	4	9.1	19
06-22	52	465	0	5	15	27	4	0	1	0	0	0	0	0	0	0	0	0	7	16	30.6	5	9.6	19
06-00	53	465	0	5	16	27	4	0	1	0	0	0	0	0	0	0	0	0	7	15.9	30.6	5	9.4	19
00-00	**57**	**465**	**0**	**5**	**17**	**29**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**16.2**	**30.6**	**6**	**10.5**	**19**

Mon 09 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	4	469	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9.3	13.7	17.8	0	0	-
0800	7	476	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	11.8	13.5	0	0	-
0900	6	482	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2.6	10.1	18.2	0	0	-
1000	6	488	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10.4	14.5	18.7	0	0	-
1100	7	495	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	8.4	11.9	15.2	0	0	-
1200	6	501	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	11.5	15.1	20.5	1	16.7	-
1300	10	511	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	12	15	20.8	1	10	-
1400	7	518	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	10.2	14.6	17.7	0	0	-
1500	10	528	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9.5	12.2	0	0	-
1600	7	535	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	3.3	12.6	20.9	1	14.3	-
1700	6	541	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	7.7	14.4	17.4	0	0	-
1800	6	547	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	14.4	17	21.3	1	16.7	-
1900	1	548	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4	19.4	19.4	0	0	-
2000	5	553	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	10	15.5	26.1	1	20	-
2100	5	558	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	13.8	17.9	22.4	2	40	-
2200	1	559	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.1	20.1	20.1	1	100	-
2300	0	559	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	82	559	2	13	44	19	4	0	0	0	0	0	0	0	0	0	0	0	2.6	13.2	21.3	4	4.9	17.4
06-22	93	559	2	14	48	22	6	1	0	0	0	0	0	0	0	0	0	0	2.6	13.6	26.1	7	7.5	17.7
06-00	94	559	2	14	48	22	7	1	0	0	0	0	0	0	0	0	0	0	2.6	13.7	26.1	8	8.5	17.7
00-00	**94**	**559**	**2**	**14**	**48**	**22**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2.6**	**13.7**	**26.1**	**8**	**8.5**	**17.7**

Tue 10 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	1	560	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	13	0	0	-
0100	0	560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	562	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	26.2	26.3	26.5	2	100	-
0300	0	562	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	562	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	562	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	563	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.6	17.6	17.6	0	0	-
0700	4	567	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9.1	14.6	17.7	0	0	-
0800	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0900	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1000	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1100	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1200	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1300	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1400	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1500	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1600	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1700	0	567	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1800	4	571	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	13.2	15.4	16.7	0	0	-
1900	1	572	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.3	15.3	15.3	0	0	-
2000	1	573	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	17.8	17.8	0	0	-
2100	3	576	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	12.6	16.9	19.5	0	0	-
2200	3	579	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	12	15	17	0	0	-
2300	2	581	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16	20.3	24.7	1	50	-
07-19	8	581	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	9.1	15	17.7	0	0	-
06-22	14	581	0	1	3	10	0	0	0	0	0	0	0	0	0	0	0	0	9.1	15.8	19.5	0	0	17.7
06-00	19	581	0	1	4	13	1	0	0	0	0	0	0	0	0	0	0	0	9.1	16.2	24.7	1	5.3	17.7
00-00	**22**	**581**	**0**	**1**	**5**	**13**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9.1**	**16.9**	**26.5**	**3**	**13.6**	**19.5**

Summary	Total	RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
	581	**581**	**17**	**65**	**217**	**210**	**60**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.8**	**14.7**	**33.4**	**72**	**12.4**	**19**

Wed 04	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	13.9	13.9	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1	0	0	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	0	0	0	0	0	-	-	-	0	0	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.4	17.4	17.4	0	0	-
0700	6	8	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	11.4	15.2	18.3	0	0	-
0800	91	99	0	40	44	7	0	0	0	0	0	0	0	0	0	0	0	0	5.4	11.1	16.9	0	0	14.3
0900	15	114	0	1	1	13	0	0	0	0	0	0	0	0	0	0	0	0	9.4	16	19.3	0	0	18.8
1000	9	123	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	6	15.8	22	1	11.1	-
1100	11	134	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11.5	14.9	19	0	0	15.4
1200	19	153	0	1	11	7	0	0	0	0	0	0	0	0	0	0	0	0	9.5	14.3	18.7	0	0	15.9
1300	20	173	0	4	8	4	4	0	0	0	0	0	0	0	0	0	0	0	5.4	14.4	24.5	4	20	20.4
1400	23	196	0	1	11	10	1	0	0	0	0	0	0	0	0	0	0	0	9.4	14.7	23.6	1	4.3	18.1
1500	69	265	0	13	37	18	1	0	0	0	0	0	0	0	0	0	0	0	5.8	12.9	20.5	1	1.4	16.3
1600	29	294	0	1	12	13	3	0	0	0	0	0	0	0	0	0	0	0	8.3	15.6	22.5	3	10.3	18.8
1700	7	301	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	11.4	16.4	22.3	1	14.3	-
1800	10	311	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	11.9	16.5	20.1	1	10	-
1900	4	315	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	7.6	15.1	20.1	1	25	-
2000	2	317	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15.2	17.7	20.1	1	50	-
2100	3	320	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10.9	14.3	19	0	0	-
2200	0	320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	309	320	0	62	143	92	12	0	0	0	0	0	0	0	0	0	0	0	5.4	13.5	24.5	12	3.9	17.2
06-22	319	320	0	63	145	97	14	0	0	0	0	0	0	0	0	0	0	0	5.4	13.5	24.5	14	4.4	17.2
06-00	319	320	0	63	145	97	14	0	0	0	0	0	0	0	0	0	0	0	5.4	13.5	24.5	14	4.4	17.2
00-00	**320**	**320**	**0**	**63**	**146**	**97**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.4**	**13.5**	**24.5**	**14**	**4.4**	**17.2**

Thu 05	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	321	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.3	17.3	17.3	0	0	-
0100	0	321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	322	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.9	19.9	19.9	0	0	-
0500	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	4	326	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	17.9	19.4	20.9	1	25	-
0700	11	337	0	2	1	6	2	0	0	0	0	0	0	0	0	0	0	0	8.4	15.6	20.7	2	18.2	19.9
0800	135	472	1	37	76	21	0	0	0	0	0	0	0	0	0	0	0	0	3.7	11.8	19.5	0	0	15
0900	24	496	0	4	9	10	1	0	0	0	0	0	0	0	0	0	0	0	5.6	14.3	23.3	1	4.2	16.8
1000	13	509	0	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	9.5	13.6	19.9	0	0	15.9
1100	13	522	0	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	7.2	12.9	20.3	1	7.7	15.7
1200	16	538	0	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0	9.5	13.9	19.3	0	0	17.2
1300	17	555	0	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	9.2	13.4	18	0	0	15.2
1400	18	573	0	3	4	10	1	0	0	0	0	0	0	0	0	0	0	0	6.9	15.2	20.6	1	5.6	19.5
1500	89	662	1	6	62	20	0	0	0	0	0	0	0	0	0	0	0	0	4.2	13.1	17.3	0	0	15.4
1600	39	701	0	3	21	14	1	0	0	0	0	0	0	0	0	0	0	0	7.6	14.2	20.9	1	2.6	16.6
1700	7	708	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	11.9	15.5	21.7	1	14.3	-
1800	7	715	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	8.6	16.5	22.3	2	28.6	-
1900	8	723	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	11.8	15.3	19	0	0	-
2000	4	727	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16.2	18.4	19.5	0	0	-
2100	2	729	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	13.6	17.8	22	1	50	-
2200	1	730	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.9	19.9	19.9	0	0	-
2300	0	730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	389	730	2	66	209	103	9	0	0	0	0	0	0	0	0	0	0	0	3.7	13.1	23.3	9	2.3	16.1
06-22	407	730	2	66	214	114	11	0	0	0	0	0	0	0	0	0	0	0	3.7	13.3	23.3	11	2.7	16.3
06-00	408	730	2	66	214	115	11	0	0	0	0	0	0	0	0	0	0	0	3.7	13.3	23.3	11	2.7	16.6
00-00	**410**	**730**	**2**	**66**	**214**	**117**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3.7**	**13.4**	**23.3**	**11**	**2.7**	**16.6**

Fri 06	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	732	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17.1	19.2	21.4	1	50	-
0500	0	732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	4	736	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	13.2	15.6	18	0	0	-
0700	5	741	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	10.7	16.1	20.1	1	20	-
0800	95	836	0	9	65	19	2	0	0	0	0	0	0	0	0	0	0	0	6.6	13.1	21.3	2	2.1	15.7
0900	10	846	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9.6	13.7	17.4	0	0	-
1000	7	853	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	11.4	16.7	21.8	2	28.6	-
1100	21	874	0	1	12	7	1	0	0	0	0	0	0	0	0	0	0	0	6.9	14.7	22.6	1	4.8	16.1
1200	19	893	1	0	7	10	1	0	0	0	0	0	0	0	0	0	0	0	4.1	15.3	22.3	1	5.3	17.7
1300	20	913	0	3	6	9	2	0	0	0	0	0	0	0	0	0	0	0	7.4	14.7	20.1	2	10	19
1400	18	931	0	0	10	7	1	0	0	0	0	0	0	0	0	0	0	0	12.6	15.7	21.3	1	5.6	18.1
1500	62	993	0	11	33	17	1	0	0	0	0	0	0	0	0	0	0	0	7.8	13.1	20.9	1	1.6	16.6
1600	9	1002	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10.3	14.4	15.8	0	0	-
1700	6	1008	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	11.3	16.2	23.7	1	16.7	-
1800	2	1010	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.4	15.9	17.5	0	0	-
1900	0	1010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	1011	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	13.4	13.4	0	0	-
2100	3	1014	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	18	18.7	20	1	33.3	-
2200	3	1017	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9.2	12.8	16.3	0	0	-
2300	4	1021	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	9.1	14.2	22	1	25	-
07-19	274	1021	1	25	153	83	12	0	0	0	0	0	0	0	0	0	0	0	4.1	14	23.7	12	4.4	17.2
06-22	282	1021	1	25	156	87	13	0	0	0	0	0	0	0	0	0	0	0	4.1	14	23.7	13	4.6	17.4
06-00	289	1021	1	27	159	88	14	0	0	0	0	0	0	0	0	0	0	0	4.1	14	23.7	14	4.8	17.4
00-00	**291**	**1021**	**1**	**27**	**159**	**89**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.1**	**14.1**	**23.7**	**15**	**5.2**	**17.4**

Sat 07	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	1021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	1022	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.4	15.4	15.4	0	0	-
0800	11	1033	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	11.4	15.3	23.6	1	9.1	16.3
0900	6	1039	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	8.5	14.5	17.6	0	0	-
1000	0	1039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1100	0	1039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1200	3	1042	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6.2	11.8	16.6	0	0	-
1300	3	1045	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	13.3	17.3	23.3	1	33.3	-
1400	12	1057	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	13.3	17.1	19.5	0	0	19.2
1500	10	1067	0	1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	7.3	16.8	22	3	30	-
1600	9	1076	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	13.8	16.3	20.8	1	11.1	-
1700	2	1078	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17.3	18.5	19.6	0	0	-
1800	8	1086	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	14.1	17.3	22.1	1	12.5	-
1900	6	1092	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	11.2	18.6	23.7	2	33.3	-
2000	3	1095	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	17.1	19.3	23.3	1	33.3	-
2100	1	1096	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	22.1	22.1	1	100	-
2200	1	1097	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	20.5	20.5	1	100	-
2300	0	1097	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	65	1097	0	3	18	37	7	0	0	0	0	0	0	0	0	0	0	0	6.2	16.2	23.6	7	10.8	19.2
06-22	75	1097	0	3	19	42	11	0	0	0	0	0	0	0	0	0	0	0	6.2	16.6	23.7	11	14.7	19.7
06-00	76	1097	0	3	19	42	12	0	0	0	0	0	0	0	0	0	0	0	6.2	16.7	23.7	12	15.8	20.4
00-00	**76**	**1097**	**0**	**3**	**19**	**42**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.2**	**16.7**	**23.7**	**12**	**15.8**	**20.4**

Sun 08	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	1097	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1097	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1097	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1097	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1097	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	1098	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4	22.4	22.4	1	100	-
0600	0	1098	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	0	1098	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	4	1102	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	16	18.3	21.4	1	25	-
0900	7	1109	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	12.5	16.9	21.5	1	14.3	-
1000	4	1113	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	13.2	15.8	18.2	0	0	-
1100	7	1120	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	14.1	17.8	23.3	1	14.3	-
1200	4	1124	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	13.5	15.7	20.1	1	25	-
1300	11	1135	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	5.6	16	24.8	1	9.1	18.1
1400	11	1146	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	0	12.6	16.8	20.7	1	9.1	18.3
1500	5	1151	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	11.4	19.2	29.8	2	40	-
1600	6	1157	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	7.8	14.5	18.4	0	0	-
1700	3	1160	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14.6	15.7	17.3	0	0	-
1800	2	1162	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19.9	21.5	23.1	1	50	-
1900	5	1167	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	14.9	18.6	24	1	20	-
2000	1	1168	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11	0	0	-
2100	1	1169	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	14.6	14.6	0	0	-
2200	0	1169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	1170	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	14.5	14.5	0	0	-
07-19	64	1170	0	2	17	36	8	1	0	0	0	0	0	0	0	0	0	0	5.6	16.8	29.8	9	14.1	19.7
06-22	71	1170	0	2	20	39	9	1	0	0	0	0	0	0	0	0	0	0	5.6	16.8	29.8	10	14.1	19.7
06-00	72	1170	0	2	21	39	9	1	0	0	0	0	0	0	0	0	0	0	5.6	16.8	29.8	10	13.9	19.7
00-00	**73**	**1170**	**0**	**2**	**21**	**39**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.6**	**16.9**	**29.8**	**11**	**15.1**	**19.9**

Mon 09	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	1	1171	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	21.7	21.7	1	100	-
0100	0	1171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	1173	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19.5	21.9	24.4	1	50	-
0600	0	1173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	7	1180	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	12.2	16.5	21.6	2	28.6	-
0800	96	1276	0	25	51	20	0	0	0	0	0	0	0	0	0	0	0	0	5.6	12.3	19.9	0	0	15.7
0900	13	1289	0	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	9.4	13	17	0	0	14.3
1000	12	1301	0	1	6	3	2	0	0	0	0	0	0	0	0	0	0	0	8.1	14.9	21.7	2	16.7	19.7
1100	16	1317	0	2	7	6	1	0	0	0	0	0	0	0	0	0	0	0	8.4	15	24.1	1	6.3	18.8
1200	14	1331	0	2	6	6	0	0	0	0	0	0	0	0	0	0	0	0	5.3	14.5	19.4	0	0	18.3
1300	20	1351	0	2	8	9	1	0	0	0	0	0	0	0	0	0	0	0	6.7	14.4	20.5	1	5	18.6
1400	11	1362	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	9.5	13	17.4	0	0	14.5
1500	64	1426	0	11	29	22	1	1	0	0	0	0	0	0	0	0	0	0	6.4	13.3	27.6	2	3.1	15.9
1600	24	1450	0	0	9	14	1	0	0	0	0	0	0	0	0	0	0	0	10.4	15.2	20.4	1	4.2	16.3
1700	5	1455	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	9.2	14.6	17.2	0	0	-
1800	16	1471	0	1	3	9	2	1	0	0	0	0	0	0	0	0	0	0	9.4	17.3	26.4	3	18.8	19.9
1900	7	1478	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	11.9	15.3	19.3	0	0	-
2000	5	1483	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	11.5	18.4	23.5	3	60	-
2100	1	1484	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	7.6	7.6	0	0	-
2200	0	1484	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	1484	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	298	1484	0	47	141	98	10	2	0	0	0	0	0	0	0	0	0	0	5.3	13.7	27.6	12	4	17.4
06-22	311	1484	0	48	146	102	13	2	0	0	0	0	0	0	0	0	0	0	5.3	13.8	27.6	15	4.8	17.7
06-00	311	1484	0	48	146	102	13	2	0	0	0	0	0	0	0	0	0	0	5.3	13.8	27.6	15	4.8	17.7
00-00	**314**	**1484**	**0**	**48**	**146**	**103**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.3**	**13.9**	**27.6**	**17**	**5.4**	**17.7**

Tue 10 Time	February Total	2015 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	0	1484	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1485	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	13.8	13.8	0	0	-
0200	1	1486	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	19.2	19.2	0	0	-
0300	0	1486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	1488	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12	13.2	0	0	-
0600	1	1489	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.1	16.1	16.1	0	0	-
0700	7	1496	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	10.4	15.2	18.1	0	0	-
0800	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0900	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1000	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1100	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1200	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1300	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1400	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1500	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1600	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1700	0	1496	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1800	3	1499	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13.1	16	20.6	1	33.3	-
1900	3	1502	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6.6	12.9	16.4	0	0	-
2000	6	1508	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	11.7	16.8	20.7	1	16.7	-
2100	1	1509	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	17.8	17.8	0	0	-
2200	1	1510	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.3	17.3	17.3	0	0	-
2300	1	1510	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	10	1510	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	10.4	15.5	20.6	1	10	-
06-22	21	1510	0	1	6	12	2	0	0	0	0	0	0	0	0	0	0	0	6.6	15.6	20.7	2	9.5	17.9
06-00	22	1510	0	1	6	13	2	0	0	0	0	0	0	0	0	0	0	0	6.6	15.7	20.7	2	9.1	17.9
00-00	**26**	**1510**	**0**	**1**	**9**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.6**	**15.5**	**20.7**	**2**	**7.7**	**17.9**

Summary	Total	RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
	1510	**1510**	**3**	**210**	**714**	**501**	**79**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3.7**	**14**	**29.8**	**82**	**5.4**	**17.7**

VEHICLE SPEED SURVEY – MEADLANDS DRIVE, PETERSHAM

DATASETS:
Site: [Petersham] Meadlands Drive Site B
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 00:00 Wednesday 04 February 2015 => 10:09 Thursday 19 February 2015
File: Petersham251Feb2015.EC0 (Plus)
Identifier: 22248HEB MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Advanced.

PROFILE:
Filter time: 00:00 Wednesday 04 February 2015 => 00:00 Wednesday 11 February 2015
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 80 mph.
Direction: West bound / East bound
Headway: All.
Scheme: ARX Cycles.
Name: Factory default profile.
Method: Vehicle classification.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 20 - Number of vehicles exceeding Posted Speed Limit (20 mph).
%> PSL 20 - Percentage of vehicles exceeding Posted Speed Limit (20 mph).
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

1	**Bicycle**	
2	**Motor Cycle**	
3	**Car / Van**	(cars and vans - without trailer).
4	**Car / Van (T)**	(cars and vans towing trailer).
5	**R2 / Bus**	(HGV / bus 2-axle rigid).
6	**R3 / Bus**	(HGV / bus 3-axle rigid).
7	**R4**	(HGV 4-axle rigid).
8	**A3**	(HGV 3-axle articulated).
9	**A4**	(HGV 4-axle articulated).
10	**A5**	(HGV 5-axle articulated).
11	**A6**	(HGV 6-axle articulated).
12	**A6 [2]**	(HGV 6-axle articulated comprising two trailers).
13	**A7 [2]**	(HGV 7 + axle articulated comprising two trailers).

Wed 04	February	2015	Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	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	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	12.6	12.6	0	0	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	6.7	6.7	0	0	-
0700	2	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5	8.8	11.2	0	0	-
0800	17	21	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5.6	8.2	11.1	0	0	9.6
0900	3	24	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	8.3	9.2	0	0	-
1000	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1100	3	27	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	10.7	13.3	0	0	-
1200	3	30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	7.9	11.4	0	0	-
1300	2	32	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	8.8	10.1	0	0	-
1400	6	38	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	8.4	10.2	0	0	-
1500	10	48	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	8.1	10.6	0	0	-
1600	4	52	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	8.8	9.3	0	0	-
1700	5	57	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	11.6	14.8	0	0	-
1800	6	63	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	10.6	13.5	0	0	-
1900	5	68	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	10.5	12.8	0	0	-
2000	1	69	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	11.2	11.2	0	0	-
2100	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	1	70	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	11.2	11.2	0	0	-
2300	1	71	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	11.1	11.1	0	0	-
07-19	61	71	0	42	19	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	8.9	14.8	0	0	10.7
06-22	68	71	0	44	24	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	9	14.8	0	0	11
06-00	70	71	0	44	26	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	9.1	14.8	0	0	11
00-00	**71**	**71**	**0**	**44**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.1**	**9.1**	**14.8**	**0**	**0**	**11**

Thu 05 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	1	72	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	11.9	11.9	0	0	-
0100	1	73	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	11.5	11.5	0	0	-
0200	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	5	78	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	10	11.9	0	0	-
0800	38	116	0	27	11	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8.3	11	0	0	10.1
0900	6	122	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	9.4	11.3	0	0	-
1000	1	123	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.2	5.2	5.2	0	0	-
1100	4	127	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.6	7.9	9.4	0	0	-
1200	6	133	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.7	8.1	10.8	0	0	-
1300	7	140	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	9.1	11.8	0	0	-
1400	2	142	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	9.4	10.1	0	0	-
1500	15	157	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5	8.7	10.2	0	0	9.4
1600	3	160	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	10.7	11.9	0	0	-
1700	2	162	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	9.1	9.7	0	0	-
1800	5	167	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	10.2	11.4	0	0	-
1900	3	170	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	9.2	10.3	0	0	-
2000	0	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	2	172	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14.9	19.6	24.3	1	50	-
2200	0	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	94	172	0	68	26	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8.7	11.9	0	0	10.3
06-22	99	172	0	70	28	0	1	0	0	0	0	0	0	0	0	0	0	0	5	9	24.3	1	1	10.3
06-00	99	172	0	70	28	0	1	0	0	0	0	0	0	0	0	0	0	0	5	9	24.3	1	1	10.3
00-00	**101**	**172**	**0**	**70**	**30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**24.3**	**1**	**1**	**10.5**

Fri 06 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	1	173	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	18.2	18.2	0	0	-
0100	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	174	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	11.6	11.6	0	0	-
0400	0	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	175	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	12.5	12.5	0	0	-
0800	19	194	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5.5	8.7	11.9	0	0	10.3
0900	1	195	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	13.4	13.4	0	0	-
1000	2	197	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	10.5	11.3	0	0	-
1100	3	200	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11.2	11.7	0	0	-
1200	2	202	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	10.7	10.8	0	0	-
1300	2	204	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.4	8.1	10.8	0	0	-
1400	3	207	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	9.1	10.9	0	0	-
1500	7	214	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	7.6	9.9	0	0	-
1600	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1700	1	215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	11.5	11.5	0	0	-
1800	6	221	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6.1	9.6	12	0	0	-
1900	3	224	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	11.3	13.9	0	0	-
2000	0	224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	225	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	12	0	0	-
2200	2	227	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	9.4	9.5	0	0	-
2300	1	228	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	11.2	11.2	0	0	-
07-19	47	228	0	28	19	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.2	13.4	0	0	11.2
06-22	51	228	0	29	22	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.4	13.9	0	0	11.4
06-00	54	228	0	31	23	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.4	13.9	0	0	11.4
00-00	**56**	**228**	**0**	**31**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.3**	**9.6**	**18.2**	**0**	**0**	**11.6**

Sat 07 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	2	230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.9	8.6	10.4	0	0	-
0100	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	232	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	11.4	13.1	0	0	-
0800	0	232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0900	5	237	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8.4	10.5	0	0	-
1000	3	240	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	10.2	11.7	0	0	-
1100	1	241	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	12	0	0	-
1200	1	242	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	11.4	11.4	0	0	-
1300	0	242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1400	2	244	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11.1	12.2	0	0	-
1500	0	244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1600	2	246	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	11	11	0	0	-
1700	1	247	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	11.7	11.7	0	0	-
1800	1	248	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	11.3	11.3	0	0	-
1900	1	249	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	7.9	7.9	0	0	-
2000	2	251	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	13.3	16.3	0	0	-
2100	2	253	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	9.1	11.1	0	0	-
2200	0	253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	18	253	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10.3	13.1	0	0	11.6
06-22	23	253	0	9	13	1	0	0	0	0	0	0	0	0	0	0	0	0	7	10.4	16.3	0	0	11.9
06-00	23	253	0	9	13	1	0	0	0	0	0	0	0	0	0	0	0	0	7	10.4	16.3	0	0	11.9
00-00	**25**	**253**	**0**	**10**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**10.2**	**16.3**	**0**	**0**	**11.6**

Sun 08 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	0	253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	254	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	12.3	12.3	0	0	-
0400	0	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	0	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	0	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0900	2	256	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11.4	11.9	0	0	-
1000	3	259	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	11.6	11.8	0	0	-
1100	1	260	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	11.6	11.6	0	0	-
1200	3	263	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9.2	12.3	16.3	0	0	-
1300	4	267	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	11	14.1	0	0	-
1400	6	273	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.9	8.5	11	0	0	-
1500	2	275	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9.2	15.1	21.1	1	50	-
1600	6	281	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	11.2	14.7	0	0	-
1700	1	282	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.9	6.9	6.9	0	0	-
1800	1	283	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	8.9	8.9	0	0	-
1900	1	284	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	20.2	20.2	1	100	-
2000	3	287	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.2	14.7	0	0	-
2100	0	287	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	287	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	288	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	11.2	11.2	0	0	-
07-19	29	288	0	13	14	1	1	0	0	0	0	0	0	0	0	0	0	0	5.9	10.8	21.1	1	3.4	13.4
06-22	33	288	0	13	17	1	2	0	0	0	0	0	0	0	0	0	0	0	5.9	11.3	21.1	2	6.1	13.9
06-00	34	288	0	13	18	1	2	0	0	0	0	0	0	0	0	0	0	0	5.9	11.3	21.1	2	5.9	13.9
00-00	**35**	**288**	**0**	**13**	**19**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.9**	**11.3**	**21.1**	**2**	**5.7**	**13.9**

Mon 09 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	1	289	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	11.4	11.4	0	0	-
0100	0	289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	290	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	12.9	12.9	0	0	-
0500	0	290	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	290	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	4	294	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	11	14.7	0	0	-
0800	11	305	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5.5	9	12.6	0	0	9.8
0900	0	305	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1000	1	306	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	10.5	10.5	0	0	-
1100	2	308	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.8	6.8	7.8	0	0	-
1200	0	308	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1300	1	309	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	8.6	8.6	0	0	-
1400	4	313	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	8.5	9.8	0	0	-
1500	9	322	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	8.1	8.8	0	0	-
1600	5	327	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	8.7	9	0	0	-
1700	2	329	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	9.2	9.7	0	0	-
1800	3	332	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	9.7	11	0	0	-
1900	1	333	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	5.3	5.3	0	0	-
2000	2	335	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	11.6	12.1	0	0	-
2100	3	338	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9.4	13.8	20.3	1	33.3	-
2200	0	338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	42	338	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5.5	8.9	14.7	0	0	9.8
06-22	48	338	0	38	9	0	1	0	0	0	0	0	0	0	0	0	0	0	5.3	9.2	20.3	1	2.1	11
06-00	48	338	0	38	9	0	1	0	0	0	0	0	0	0	0	0	0	0	5.3	9.2	20.3	1	2.1	11
00-00	**50**	**338**	**0**	**38**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.3**	**9.4**	**20.3**	**1**	**2**	**11.2**

Tue 10 Time	February Total	2015 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	0	338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	340	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	17	20.1	23.3	1	50	-
0300	0	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	3	343	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	9.3	9.4	0	0	-
0800	14	357	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	8.9	12	0	0	10.3
0900	2	359	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8.2	9.3	0	0	-
1000	2	361	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	9.2	9.5	0	0	-
1100	2	363	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	9.4	10	0	0	-
1200	5	368	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	8.2	10	0	0	-
1300	2	370	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	9.1	9.4	0	0	-
1400	1	371	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	8.4	8.4	0	0	-
1500	8	379	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	9	10.6	0	0	-
1600	7	386	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8.9	11.6	0	0	-
1700	5	391	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	10.2	13.1	0	0	-
1800	7	398	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7.5	11	14.3	0	0	-
1900	3	401	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	9.4	11	0	0	-
2000	5	406	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	10.8	13.7	0	0	-
2100	0	406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	407	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	9.6	9.6	0	0	-
07-19	58	407	0	43	15	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9.2	14.3	0	0	10.5
06-22	66	407	0	46	20	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9.3	14.3	0	0	10.7
06-00	67	407	0	47	20	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9.4	14.3	0	0	10.7
00-00	**69**	**407**	**0**	**47**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**9.7**	**23.3**	**1**	**1.4**	**11.2**

Summary	Total	RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
	407	**407**	**0**	**253**	**145**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9.6**	**24.3**	**5**	**1.2**	**11.4**

Wed 04	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	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	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	0	0	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	9.9	9.9	0	0	-
0600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	6	8	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10.7	14	0	0	-
0800	14	22	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6.9	8.8	11.9	0	0	9.4
0900	4	26	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	10.9	12.4	0	0	-
1000	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1100	1	27	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	11.6	11.6	0	0	-
1200	4	31	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	9.2	10.6	0	0	-
1300	4	35	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	9.3	11.4	0	0	-
1400	6	41	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	9.6	10.8	0	0	-
1500	10	51	0	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.6	15.2	0	0	-
1600	8	59	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	9.9	13.4	0	0	-
1700	6	65	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10.9	12	0	0	-
1800	2	67	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	11.6	11.8	0	0	-
1900	1	68	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	11.9	11.9	0	0	-
2000	1	69	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	14.2	14.2	0	0	-
2100	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	2	71	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	12.9	12.9	0	0	-
07-19	65	71	0	38	26	1	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.8	15.2	0	0	11.6
06-22	67	71	0	38	28	1	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.9	15.2	0	0	11.9
06-00	69	71	0	38	30	1	0	0	0	0	0	0	0	0	0	0	0	0	5.3	10	15.2	0	0	11.9
00-00	**71**	**71**	**0**	**40**	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.3**	**9.9**	**15.2**	**0**	**0**	**11.9**

Thu 05	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	72	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	12.9	12.9	0	0	-
0200	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	73	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	9.7	9.7	0	0	-
0600	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	4	77	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	9.7	11.3	0	0	-
0800	34	111	0	22	11	1	0	0	0	0	0	0	0	0	0	0	0	0	5.2	9.3	16.9	0	0	10.5
0900	6	117	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	9.9	10.9	0	0	-
1000	1	118	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	12.7	12.7	0	0	-
1100	5	123	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	8	10.3	0	0	-
1200	7	130	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5.5	8.6	12.2	0	0	-
1300	7	137	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.3	8.6	11.7	0	0	-
1400	5	142	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	10.7	11.6	0	0	-
1500	18	160	1	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4.6	8.4	10.5	0	0	10.1
1600	7	167	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7.5	9.4	0	0	-
1700	3	170	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	9.8	11.3	0	0	-
1800	2	172	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	7.3	8	0	0	-
1900	6	178	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10	13	0	0	-
2000	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	2	180	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.1	7.8	9.5	0	0	-
2200	1	181	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	-
2300	1	182	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	10.5	10.5	0	0	-
07-19	99	182	1	65	32	1	0	0	0	0	0	0	0	0	0	0	0	0	4.6	9	16.9	0	0	10.5
06-22	107	182	1	69	36	1	0	0	0	0	0	0	0	0	0	0	0	0	4.6	9	16.9	0	0	10.7
06-00	109	182	1	70	37	1	0	0	0	0	0	0	0	0	0	0	0	0	4.6	9	16.9	0	0	10.7
00-00	**111**	**182**	**1**	**71**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4.6**	**9.1**	**16.9**	**0**	**0**	**10.7**

Fri 06	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	2	184	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	12.8	14	0	0	-
0100	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	185	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	7.2	7.2	0	0	-
0400	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	3	188	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	11.7	12.5	0	0	-
0800	19	207	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6.9	9.2	13.3	0	0	10.7
0900	2	209	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	11.2	13.9	0	0	-
1000	2	211	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	9.9	13.5	0	0	-
1100	5	216	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	8.7	12.5	0	0	-
1200	3	219	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8.2	8.6	0	0	-
1300	3	222	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	9.9	10.8	0	0	-
1400	5	227	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	8.3	10.4	0	0	-
1500	4	231	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7.9	9.9	0	0	-
1600	5	236	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5.9	10.5	14.6	0	0	-
1700	3	239	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.5	9.4	10.9	0	0	-
1800	2	241	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	12.3	12.8	0	0	-
1900	2	243	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	11.8	14.8	0	0	-
2000	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	244	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	11.8	11.8	0	0	-
2200	0	244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	2	246	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	9.8	11.2	0	0	-
07-19	56	246	0	36	20	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.5	14.6	0	0	12.3
06-22	59	246	0	37	22	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.6	14.8	0	0	12.3
06-00	61	246	0	38	23	0	0	0	0	0	0	0	0	0	0	0	0	0	5.3	9.6	14.8	0	0	12.3
00-00	**64**	**246**	**0**	**39**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.3**	**9.7**	**14.8**	**0**	**0**	**12.3**

Sat 07 Time	February Total	2015 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	2	248	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	10.8	11.5	0	0	-
0100	0	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	249	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	12.8	12.8	0	0	-
0600	0	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	251	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	7.7	8.4	0	0	-
0800	1	252	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	11.7	11.7	0	0	-
0900	4	256	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8.4	10	0	0	-
1000	1	257	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	-
1100	2	259	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	12.3	14.9	0	0	-
1200	0	259	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1300	2	261	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10.1	0	0	-
1400	1	262	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	12.4	12.4	0	0	-
1500	2	264	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.8	14.3	0	0	-
1600	0	264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1700	3	267	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5.8	10.2	15	0	0	-
1800	1	268	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	12.2	12.2	0	0	-
1900	2	270	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	10.5	12.2	0	0	-
2000	1	271	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	12.9	12.9	0	0	-
2100	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	19	271	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	5.8	10.2	15	0	0	12.3
06-22	22	271	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	5.8	10.3	15	0	0	12.8
06-00	22	271	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	5.8	10.3	15	0	0	12.8
00-00	**25**	**271**	**0**	**13**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5.8**	**10.5**	**15**	**0**	**0**	**12.8**

Sun 08	February	2015	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	272	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	11.7	11.7	0	0	-
0400	0	272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	273	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	12.4	12.4	0	0	-
0600	0	273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	0	273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	0	273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0900	2	275	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	11.5	12.8	0	0	-
1000	3	278	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	13.7	14.8	0	0	-
1100	2	280	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	12.9	12.9	0	0	-
1200	2	282	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	8.5	9	0	0	-
1300	3	285	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8.3	8.6	0	0	-
1400	5	290	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	11.7	14	0	0	-
1500	2	292	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	17.3	25.6	1	50	-
1600	5	297	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	10.4	12.9	0	0	-
1700	2	299	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	9.1	10.4	0	0	-
1800	0	299	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	2	301	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.9	9.7	12.5	0	0	-
2000	1	302	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	9	0	0	-
2100	0	302	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	1	303	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	9.5	9.5	0	0	-
2300	0	303	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	26	303	0	10	15	0	0	1	0	0	0	0	0	0	0	0	0	0	7.7	11.3	25.6	1	3.8	13
06-22	29	303	0	12	16	0	0	1	0	0	0	0	0	0	0	0	0	0	6.9	11.1	25.6	1	3.4	13
06-00	30	303	0	13	16	0	0	1	0	0	0	0	0	0	0	0	0	0	6.9	11.1	25.6	1	3.3	13
00-00	**32**	**303**	**0**	**13**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.9**	**11.1**	**25.6**	**1**	**3.1**	**13**

Mon 09 Time	February Total	2015 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	0	303	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	303	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	303	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	303	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	304	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	8.4	8.4	0	0	-
0500	2	306	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11.8	13.6	0	0	-
0600	2	308	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	9.4	10.2	0	0	-
0700	7	315	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7.5	10.9	14.7	0	0	-
0800	13	328	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4.3	8.1	10.9	0	0	10.1
0900	1	329	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	7.2	7.2	0	0	-
1000	4	333	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	11.5	12.3	0	0	-
1100	4	337	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	10.5	12.3	0	0	-
1200	5	342	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	10.3	14.8	0	0	-
1300	1	343	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	7.9	7.9	0	0	-
1400	6	349	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	9.2	11.4	0	0	-
1500	8	357	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	9.1	10.7	0	0	-
1600	3	360	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6.3	9.8	13	0	0	-
1700	5	365	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3.5	8.3	12	0	0	-
1800	3	368	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	9.7	10.2	0	0	-
1900	3	371	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6.8	12.9	16.3	0	0	-
2000	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	60	371	3	30	27	0	0	0	0	0	0	0	0	0	0	0	0	0	3.5	9.4	14.8	0	0	11.6
06-22	65	371	3	32	28	2	0	0	0	0	0	0	0	0	0	0	0	0	3.5	9.6	16.3	0	0	11.6
06-00	65	371	3	32	28	2	0	0	0	0	0	0	0	0	0	0	0	0	3.5	9.6	16.3	0	0	11.6
00-00	**68**	**371**	**3**	**33**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3.5**	**9.6**	**16.3**	**0**	**0**	**11.9**

Tue 10 Time	February Total	2015 RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	372	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	12.1	12.1	0	0	-
0600	0	372	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	374	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	13.2	14.3	0	0	-
0800	16	390	2	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	8.3	12.1	0	0	10.5
0900	1	391	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	11.7	11.7	0	0	-
1000	4	395	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	10.8	12.7	0	0	-
1100	3	398	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9.7	11.5	0	0	-
1200	8	406	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8.1	10.8	0	0	-
1300	1	407	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	8.7	8.7	0	0	-
1400	2	409	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	7.2	7.8	0	0	-
1500	8	417	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9.1	12.9	0	0	-
1600	11	428	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6.9	10.4	13.2	0	0	12.3
1700	3	431	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6.9	9.3	10.8	0	0	-
1800	4	435	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	10.2	11.3	0	0	-
1900	1	436	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	12.1	12.1	0	0	-
2000	2	438	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	9.7	10.3	0	0	-
2100	0	438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	63	438	2	40	21	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	9.3	14.3	0	0	11.9
06-22	66	438	2	41	23	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	9.4	14.3	0	0	11.9
06-00	66	438	2	41	23	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	9.4	14.3	0	0	11.9
00-00	**67**	**438**	**2**	**41**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3.3**	**9.4**	**14.3**	**0**	**0**	**11.9**

Summary	Total	RunTot	Eastbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
	438	**438**	**6**	**250**	**177**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3.3**	**9.7**	**25.6**	**1**	**0.2**	**11.9**

VEHICLE SPEED SURVEY – A307 PETERSHAM ROAD, PETERSHAM

DATASETS:
Site: [Petersham] Petersham Road ATC C
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 00:00 Wednesday 04 February 2015 => 10:09 Thursday 19 February 2015
File: Petersham25Feb2015.EC0 (Plus)
Identifier: CA74Z4VM MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Advanced.

PROFILE:
Filter time: 00:00 Wednesday 04 February 2015 => 00:00 Wednesday 11 February 2015
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 80 mph.
Direction: North bound / South bound
Headway: All.
Scheme: ARX Cycles.
Name: Factory default profile.
Method: Vehicle classification.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 20 - Number of vehicles exceeding Posted Speed Limit (20 mph).
%> PSL 20 - Percentage of vehicles exceeding Posted Speed Limit (20 mph).
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

1	**Bicycle**	
2	**Motor Cycle**	
3	**Car / Van**	(cars and vans - without trailer).
4	**Car / Van (T)**	(cars and vans towing trailer).
5	**R2 / Bus**	(HGV / bus 2-axle rigid).
6	**R3 / Bus**	(HGV / bus 3-axle rigid).
7	**R4**	(HGV 4-axle rigid).
8	**A3**	(HGV 3-axle articulated).
9	**A4**	(HGV 4-axle articulated).
10	**A5**	(HGV 5-axle articulated).
11	**A6**	(HGV 6-axle articulated).
12	**A6 [2]**	(HGV 6-axle articulated comprising two trailers).
13	**A7 [2]**	(HGV 7 + axle articulated comprising two trailers).

Wed 04 Time	February Total	2015 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	59	59	0	0	0	15	23	15	5	1	0	0	0	0	0	0	0	0	15	23.4	35	44	74.6	27.3
0100	24	83	0	0	0	5	11	6	2	0	0	0	0	0	0	0	0	0	16.3	23.3	30.8	19	79.2	25.5
0200	26	109	0	0	0	3	11	7	4	1	0	0	0	0	0	0	0	0	17.3	24.9	36.7	23	88.5	30
0300	22	131	0	0	0	2	9	11	0	0	0	0	0	0	0	0	0	0	17.3	24.6	29.9	20	90.9	27.3
0400	42	173	0	0	3	2	14	17	6	0	0	0	0	0	0	0	0	0	11.2	25	33.2	37	88.1	29.1
0500	166	339	0	3	4	14	54	76	15	0	0	0	0	0	0	0	0	0	8.3	24.7	34.5	145	87.3	29.1
0600	669	1008	0	5	68	208	292	90	6	0	0	0	0	0	0	0	0	0	9.3	20.7	33.1	388	58	24.8
0700	995	2003	3	78	267	510	133	4	0	0	0	0	0	0	0	0	0	0	3.5	16	29	137	13.8	19.7
0800	762	2765	3	115	425	150	60	6	0	3	0	0	0	0	0	0	0	0	2.2	13.6	39.6	69	9.1	17.9
0900	676	3441	3	71	119	287	172	24	0	0	0	0	0	0	0	0	0	0	4.2	17.2	28.6	196	29	22.1
1000	488	3929	0	3	34	141	260	49	1	0	0	0	0	0	0	0	0	0	8.6	20.7	30.4	310	63.5	23.7
1100	510	4439	0	3	25	184	271	25	2	0	0	0	0	0	0	0	0	0	8.8	20.4	34.1	298	58.4	23.5
1200	533	4972	0	8	66	220	212	26	1	0	0	0	0	0	0	0	0	0	8.3	19.3	31.4	239	44.8	23
1300	529	5501	0	10	122	192	190	13	2	0	0	0	0	0	0	0	0	0	7	18.1	32.3	205	38.8	22.6
1400	483	5984	2	14	57	168	212	28	2	0	0	0	0	0	0	0	0	0	4.2	19.3	31.8	242	50.1	23
1500	591	6575	1	43	186	178	164	14	3	0	0	0	1	0	0	0	0	0	4.3	17	92.8	183	31	21.3
1600	593	7168	2	35	174	224	143	13	0	0	0	0	0	0	0	2	0	0	3.9	17	69.9	158	26.6	21.3
1700	629	7797	0	24	140	297	165	3	0	0	0	0	0	0	0	0	0	0	6	17.4	26.1	168	26.7	21
1800	578	8375	0	8	105	294	160	9	2	0	0	0	0	0	0	0	0	0	5.1	18	35	171	29.6	21.5
1900	518	8893	0	6	82	223	179	27	1	0	0	0	0	0	0	0	0	0	7.4	18.8	31.9	207	40	22.4
2000	300	9193	0	1	8	92	169	27	3	0	0	0	0	0	0	0	0	0	8.9	21.1	32.5	199	66.3	23.9
2100	227	9420	0	3	4	75	104	39	2	0	0	0	0	0	0	0	0	0	9.6	21.5	31.6	145	63.9	25.3
2200	192	9612	0	1	5	52	93	40	1	0	0	0	0	0	0	0	0	0	9.7	22	30.9	134	69.8	25.9
2300	103	9715	0	0	2	16	58	22	5	0	0	0	0	0	0	0	0	0	11.6	22.9	33.3	85	82.5	27.1
07-19	7367	9715	14	412	1720	2845	2142	214	13	3	0	0	1	0	0	2	0	0	2.2	17.5	92.8	2376	32.3	21.9
06-22	9081	9715	14	427	1882	3443	2886	397	25	3	0	0	1	0	0	2	0	0	2.2	18.1	92.8	3315	36.5	22.4
06-00	9376	9715	14	428	1889	3511	3037	459	31	3	0	0	1	0	0	2	0	0	2.2	18.2	92.8	3534	37.7	22.6
00-00	**9715**	**9715**	**14**	**431**	**1896**	**3552**	**3159**	**591**	**63**	**5**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**2.2**	**18.4**	**92.8**	**3822**	**39.3**	**22.8**

Thu 05	February	2015	Northbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	80	9795	0	0	1	14	34	24	6	1	0	0	0	0	0	0	0	0	11.6	23.8	35.9	65	81.3	28.2
0100	37	9832	0	0	1	6	12	14	4	0	0	0	0	0	0	0	0	0	11.8	24.2	31.4	30	81.1	29.1
0200	23	9855	0	0	0	2	10	8	3	0	0	0	0	0	0	0	0	0	19.3	24.9	33.7	21	91.3	28.9
0300	43	9898	0	0	0	2	11	23	7	0	0	0	0	0	0	0	0	0	18.5	26.4	34.3	41	95.3	30.4
0400	45	9943	0	0	4	3	14	15	7	1	1	0	0	0	0	0	0	0	10.7	25	41.5	38	84.4	30.2
0500	184	10127	0	4	10	16	89	51	12	2	0	0	0	0	0	0	0	0	8.6	23.5	37.6	154	83.7	27.7
0600	723	10850	1	14	66	277	303	58	4	0	0	0	0	0	0	0	0	0	4.5	19.8	31.5	365	50.5	23.9
0700	934	11784	17	284	436	179	14	4	0	0	0	0	0	0	0	0	0	0	2.9	12	28.1	18	1.9	15.7
0800	836	12620	9	258	416	134	17	2	0	0	0	0	0	0	0	0	0	0	1.2	12	25.5	19	2.3	15.4
0900	742	13362	5	109	190	279	145	12	1	0	0	0	0	0	0	1	0	0	4.4	15.9	69.4	159	21.4	20.8
1000	564	13926	1	17	50	189	267	35	5	0	0	0	0	0	0	0	0	0	4.4	20	34.5	307	54.4	23.5
1100	549	14475	0	1	24	192	281	49	2	0	0	0	0	0	0	0	0	0	8.6	20.7	31.3	332	60.5	23.5
1200	619	15094	2	9	62	303	222	19	2	0	0	0	0	0	0	0	0	0	3.9	19	32.1	243	39.3	22.1
1300	523	15617	0	5	43	170	270	34	1	0	0	0	0	0	0	0	0	0	9.2	20.1	31	305	58.3	23.3
1400	555	16172	0	2	30	182	317	24	0	0	0	0	0	0	0	0	0	0	8.3	20.4	28.9	341	61.4	23
1500	740	16912	6	86	167	272	194	14	0	0	0	0	0	0	0	0	0	0	3.5	16.6	88.6	209	28.2	21.5
1600	639	17551	4	44	93	311	185	2	0	0	0	0	0	0	0	0	0	0	4	17.5	26.5	187	29.3	21
1700	752	18303	1	15	186	359	179	11	1	0	0	0	0	0	0	0	0	0	2.4	17.5	30.9	191	25.4	20.8
1800	770	19073	0	11	107	470	175	6	0	0	1	0	0	0	0	0	0	0	5	18	40.8	182	23.6	20.6
1900	675	19748	0	3	28	326	297	19	2	0	0	0	0	0	0	0	0	0	7	19.9	34.1	318	47.1	22.6
2000	385	20133	1	0	4	106	247	24	3	0	0	0	0	0	0	0	0	0	4.3	21.2	32	274	71.2	23.7
2100	310	20443	0	1	3	83	186	35	2	0	0	0	0	0	0	0	0	0	8.1	21.6	33.3	223	71.9	24.4
2200	234	20677	0	1	3	43	145	37	4	1	0	0	0	0	0	0	0	0	9.7	22.4	37.4	187	79.9	25.3
2300	158	20835	0	0	4	20	103	26	5	0	0	0	0	0	0	0	0	0	11.7	22.8	32.4	134	84.8	25.3
07-19	8223	20835	45	841	1804	3040	2266	212	12	0	1	0	0	0	0	1	0	0	1.2	17	88.6	2493	30.3	21.7
06-22	10316	20835	47	859	1905	3832	3299	348	23	0	1	0	0	0	0	1	0	0	1.2	17.7	88.6	3673	35.6	22.1
06-00	10708	20835	47	860	1912	3895	3547	411	32	1	1	0	0	0	0	1	0	0	1.2	17.9	88.6	3994	37.3	22.4
00-00	**11120**	**20835**	**47**	**864**	**1928**	**3938**	**3717**	**546**	**71**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1.2**	**18.1**	**88.6**	**4343**	**39.1**	**22.6**

Fri 06 Time	February Total	2015 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	84	20919	0	0	0	10	51	20	2	1	0	0	0	0	0	0	0	0	17.6	23.7	35.7	74	88.1	26.4
0100	40	20959	0	0	0	3	20	16	1	0	0	0	0	0	0	0	0	0	18.8	24.5	31	37	92.5	28.2
0200	26	20985	0	0	0	3	10	11	2	0	0	0	0	0	0	0	0	0	17.6	25	34.9	23	88.5	28.2
0300	29	21014	0	0	0	3	13	10	3	0	0	0	0	0	0	0	0	0	16.9	24.7	31.4	26	89.7	28.2
0400	44	21058	0	1	2	2	15	19	5	0	0	0	0	0	0	0	0	0	8.6	24.8	33.2	39	88.6	28.6
0500	133	21191	0	2	7	8	60	44	10	2	0	0	0	0	0	0	0	0	8.2	24.4	37.7	116	87.2	29.1
0600	583	21774	0	3	35	137	337	64	6	1	0	0	0	0	0	0	0	0	9.6	21.4	35.2	408	70	24.6
0700	857	22631	0	32	242	354	211	16	1	0	1	0	0	0	0	0	0	0	5.4	17.1	44.6	229	26.7	21.5
0800	773	23404	4	112	373	202	67	13	0	0	0	0	0	0	0	0	2	0	1.8	14.3	73.9	82	10.6	18.3
0900	617	24021	0	39	77	237	221	41	2	0	0	0	0	0	0	0	0	0	6.2	18.8	30.3	264	42.8	23
1000	503	24524	0	5	66	120	261	50	1	0	0	0	0	0	0	0	0	0	8.5	20.3	30.8	312	62	24.2
1100	544	25068	0	8	52	160	283	40	1	0	0	0	0	0	0	0	0	0	7.3	20.2	30.3	324	59.6	23.5
1200	521	25589	2	9	97	180	208	23	2	0	0	0	0	0	0	0	0	0	3.3	18.9	31.1	233	44.7	22.8
1300	564	26153	3	41	177	194	133	15	1	0	0	0	0	0	0	0	0	0	3.5	16.6	30.2	149	26.4	21.7
1400	539	26692	1	13	58	225	223	19	0	0	0	0	0	0	0	0	0	0	3.7	19.2	27.4	242	44.9	23
1500	609	27301	3	26	162	264	144	10	0	0	0	0	0	0	0	0	0	0	2.1	17	27.7	154	25.3	21.3
1600	564	27865	1	13	94	189	220	43	3	1	0	0	0	0	0	0	0	0	4.6	19.1	35.6	267	47.3	23
1700	598	28463	1	26	187	204	168	11	1	0	0	0	0	0	0	0	0	0	4.1	17.1	30.1	180	30.1	21.5
1800	712	29175	0	42	246	344	77	3	0	0	0	0	0	0	0	0	0	0	6	15.8	28.7	80	11.2	19.5
1900	566	29741	1	12	109	201	219	20	3	1	0	0	0	0	0	0	0	0	3.2	18.7	39.5	243	42.9	22.6
2000	351	30092	0	2	29	121	163	33	2	1	0	0	0	0	0	0	0	0	9.7	20.6	35.5	199	56.7	23.9
2100	252	30344	0	2	6	56	152	32	4	0	0	0	0	0	0	0	0	0	7.1	21.7	34.3	188	74.6	24.6
2200	209	30553	0	3	15	43	115	29	4	0	0	0	0	0	0	0	0	0	6.7	21.5	34.8	148	70.8	24.8
2300	197	30750	0	1	13	62	95	25	1	0	0	0	0	0	0	0	0	0	9.1	21	31.3	121	61.4	24.4
07-19	7401	30750	15	366	1831	2673	2216	284	12	1	1	0	0	0	0	0	2	0	1.8	17.7	73.9	2516	34	22.1
06-22	9153	30750	16	385	2010	3188	3087	433	27	4	1	0	0	0	0	0	2	0	1.8	18.2	73.9	3554	38.8	22.6
06-00	9559	30750	16	389	2038	3293	3297	487	32	4	1	0	0	0	0	0	2	0	1.8	18.3	73.9	3823	40	22.8
00-00	**9915**	**30750**	**16**	**392**	**2047**	**3322**	**3466**	**607**	**55**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1.8**	**18.5**	**73.9**	**4138**	**41.7**	**23**

Sat 07	February	2015	Northbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	132	30882	0	0	4	32	59	35	2	0	0	0	0	0	0	0	0	0	10.2	22.8	32.2	96	72.7	26.8
0100	69	30951	0	0	2	6	34	23	3	1	0	0	0	0	0	0	0	0	12	23.7	35.7	61	88.4	27.1
0200	54	31005	0	0	1	8	24	16	3	2	0	0	0	0	0	0	0	0	10.3	24	35.9	45	83.3	27.7
0300	56	31061	0	1	2	0	20	25	7	0	1	0	0	0	0	0	0	0	9.7	25.7	42.6	53	94.6	29.3
0400	50	31111	0	1	0	3	15	21	9	1	0	0	0	0	0	0	0	0	9.9	26.2	36.8	46	92	31.3
0500	71	31182	0	0	2	7	26	25	9	2	0	0	0	0	0	0	0	0	12.4	25.1	37.3	62	87.3	29.5
0600	150	31332	0	0	3	18	71	48	9	1	0	0	0	0	0	0	0	0	12.9	24	36	129	86	27.5
0700	242	31574	0	2	6	31	130	64	8	1	0	0	0	0	0	0	0	0	9.2	23.2	36.9	203	83.9	27.1
0800	418	31992	0	3	13	80	246	67	9	0	0	0	0	0	0	0	0	0	9.1	22	34.3	322	77	25.3
0900	551	32543	0	10	52	169	278	38	4	0	0	0	0	0	0	0	0	0	5.2	20	34	320	58.1	23.7
1000	546	33089	0	12	55	206	239	34	0	0	0	0	0	0	0	0	0	0	5.5	19.7	29.6	273	50	23.3
1100	631	33720	0	3	48	279	256	41	1	1	0	1	0	0	0	0	0	1	5.1	20.1	79.9	301	47.7	23.5
1200	660	34380	0	6	127	300	209	14	2	0	0	0	0	2	0	0	0	0	6.1	18.5	56.8	227	34.4	21.9
1300	566	34946	0	6	86	219	230	24	1	0	0	0	0	0	0	0	0	0	5.4	19.1	30.5	255	45.1	22.6
1400	478	35424	0	8	53	158	204	54	1	0	0	0	0	0	0	0	0	0	7.4	20	30.2	259	54.2	24.2
1500	524	35948	1	7	27	194	267	26	2	0	0	0	0	0	0	0	0	0	4.2	20.1	30.6	295	56.3	23
1600	555	36503	0	3	53	242	235	21	0	1	0	0	0	0	0	0	0	0	7.1	19.4	35.8	257	46.3	22.6
1700	668	37171	0	6	148	308	194	8	3	0	1	0	0	0	0	0	0	0	7.8	17.9	43.7	206	30.8	21.3
1800	640	37811	0	3	61	259	299	17	1	0	0	0	0	0	0	0	0	0	7.7	19.5	30.1	317	49.5	22.6
1900	549	38360	0	4	38	271	214	20	2	0	0	0	0	0	0	0	0	0	5.6	19.4	34	236	43	22.6
2000	349	38709	0	0	15	80	198	54	2	0	0	0	0	0	0	0	0	0	10	21.8	31.9	254	72.8	25.1
2100	230	38939	0	1	3	60	135	26	5	0	0	0	0	0	0	0	0	0	9.7	21.8	32.9	166	72.2	24.6
2200	204	39143	0	0	6	55	110	30	2	1	0	0	0	0	0	0	0	0	12	21.8	36.5	143	70.1	25.1
2300	186	39329	0	0	7	47	95	35	2	0	0	0	0	0	0	0	0	0	11.4	21.9	33.2	132	71	25.5
07-19	6479	39329	1	69	729	2445	2787	408	32	3	1	1	0	2	0	0	0	1	4.2	19.7	79.9	3235	49.9	23.3
06-22	7757	39329	1	74	788	2874	3405	556	50	4	1	1	0	2	0	0	0	1	4.2	19.9	79.9	4020	51.8	23.5
06-00	8147	39329	1	74	801	2976	3610	621	54	5	1	1	0	2	0	0	0	1	4.2	20	79.9	4295	52.7	23.7
00-00	**8579**	**39329**	**1**	**76**	**812**	**3032**	**3788**	**766**	**87**	**11**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**4.2**	**20.2**	**79.9**	**4658**	**54.3**	**23.9**

Sun 08 Time	February Total	2015 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	170	39499	0	4	8	36	77	40	5	0	0	0	0	0	0	0	0	0	8.7	21.9	32.4	122	71.8	26.4
0100	109	39608	0	0	2	8	55	36	7	1	0	0	0	0	0	0	0	0	12.3	24.4	39.4	99	90.8	27.7
0200	67	39675	0	0	0	1	18	34	9	5	0	0	0	0	0	0	0	0	19.7	27.1	38.6	66	98.5	31.1
0300	54	39729	0	0	0	4	18	24	6	1	1	0	0	0	0	0	0	0	17.6	26.3	41.6	50	92.6	29.8
0400	50	39779	0	0	0	5	12	27	6	0	0	0	0	0	0	0	0	0	17.9	25.8	34.7	45	90	29.3
0500	49	39828	0	0	2	2	14	23	8	0	0	0	0	0	0	0	0	0	12.9	26	33.6	45	91.8	30
0600	84	39912	0	0	0	9	26	34	13	2	0	0	0	0	0	0	0	0	16.3	25.8	36.8	75	89.3	30.2
0700	108	40020	0	0	3	9	58	30	6	2	0	0	0	0	0	0	0	0	11.3	23.8	37.7	96	88.9	28
0800	224	40244	0	0	8	31	115	58	9	3	0	0	0	0	0	0	0	0	11.1	23.5	36.4	185	82.6	27.1
0900	441	40685	0	3	29	111	237	60	1	0	0	0	0	0	0	0	0	0	7.9	21.2	30.7	298	67.6	24.8
1000	497	41182	0	1	19	136	285	55	1	0	0	0	0	0	0	0	0	0	8.7	21.3	30.8	341	68.6	24.6
1100	529	41711	0	4	43	153	287	42	0	0	0	0	0	0	0	0	0	0	9.3	20.6	30	329	62.2	23.9
1200	555	42266	1	8	80	211	226	28	1	0	0	0	0	0	0	0	0	0	3.6	19.2	33.2	255	45.9	22.8
1300	601	42867	1	23	61	244	242	27	3	0	0	0	0	0	0	0	0	0	4.5	19	31.1	272	45.3	22.6
1400	606	43473	1	6	88	254	238	17	2	0	0	0	0	0	0	0	0	0	4.4	19	32.3	257	42.4	22.4
1500	507	43980	0	9	51	200	224	20	3	0	0	0	0	0	0	0	0	0	7.8	19.5	34.6	247	48.7	22.8
1600	534	44514	0	6	40	235	223	28	1	1	0	0	0	0	0	0	0	0	6.6	19.8	35.9	253	47.4	23
1700	608	45122	0	5	45	381	167	10	0	0	0	0	0	0	0	0	0	0	8.8	18.6	28	177	29.1	21.3
1800	500	45622	0	0	21	235	211	30	3	0	0	0	0	0	0	0	0	0	10.4	20.2	32	244	48.8	23.3
1900	368	45990	0	1	14	138	190	22	3	0	0	0	0	0	0	0	0	0	10	20.6	31.3	215	58.4	23.7
2000	271	46261	0	2	7	59	156	41	6	0	0	0	0	0	0	0	0	0	9.1	22	33	203	74.9	25.1
2100	178	46439	0	0	2	30	110	35	0	0	1	0	0	0	0	0	0	0	11	22.5	40.5	146	82	25.1
2200	149	46588	0	2	0	24	86	33	4	0	0	0	0	0	0	0	0	0	9.8	22.8	31.9	123	82.6	26.8
2300	91	46679	0	0	2	22	43	17	7	0	0	0	0	0	0	0	0	0	13.3	23	34.1	67	73.6	27.3
07-19	5710	46679	3	65	488	2200	2513	405	30	6	0	0	0	0	0	0	0	0	3.6	20	37.7	2954	51.7	23.5
06-22	6611	46679	3	68	511	2436	2995	537	52	8	1	0	0	0	0	0	0	0	3.6	20.2	40.5	3593	54.3	23.7
06-00	6851	46679	3	70	513	2482	3124	587	63	8	1	0	0	0	0	0	0	0	3.6	20.3	40.5	3783	55.2	23.9
00-00	**7350**	**46679**	**3**	**74**	**525**	**2538**	**3318**	**771**	**104**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3.6**	**20.6**	**41.6**	**4210**	**57.3**	**24.4**

Mon 09 Time	February Total	2015 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	58	46737	0	0	1	10	29	13	5	0	0	0	0	0	0	0	0	0	14.5	23.6	33	47	81	28
0100	26	46763	0	0	0	5	10	9	2	0	0	0	0	0	0	0	0	0	15.9	24.1	34.4	21	80.8	28.2
0200	16	46779	0	0	1	1	5	6	3	0	0	0	0	0	0	0	0	0	13.3	25.5	33.9	14	87.5	31.8
0300	23	46802	0	0	0	2	7	8	6	0	0	0	0	0	0	0	0	0	19.7	26.1	33.4	21	91.3	30.9
0400	60	46862	0	0	4	4	11	26	14	1	0	0	0	0	0	0	0	0	11.1	26.1	36.7	52	86.7	30.6
0500	183	47045	0	2	6	22	70	66	16	1	0	0	0	0	0	0	0	0	8.5	24.1	36.1	153	83.6	28.9
0600	650	47695	0	6	35	142	359	98	10	0	0	0	0	0	0	0	0	0	7.4	21.6	33.5	467	71.8	25.1
0700	927	48622	3	86	390	341	102	5	0	0	0	0	0	0	0	0	0	0	1.7	14.9	28.7	107	11.5	19
0800	700	49322	5	158	341	143	44	5	0	2	0	2	0	0	0	0	0	0	1	13.4	45.7	53	7.6	17.4
0900	633	49955	1	74	115	227	178	33	5	0	0	0	0	0	0	0	0	0	4.6	17.5	34.9	216	34.1	22.6
1000	491	50446	0	4	44	125	262	55	1	0	0	0	0	0	0	0	0	0	7	20.8	31.1	318	64.8	24.4
1100	462	50908	0	8	35	146	219	52	2	0	0	0	0	0	0	0	0	0	8	20.6	30.5	273	59.1	24.4
1200	508	51416	0	12	79	198	193	24	2	0	0	0	0	0	0	0	0	0	5.5	18.8	32.2	219	43.1	22.8
1300	481	51897	0	12	46	172	224	25	2	0	0	0	0	0	0	0	0	0	6.2	19.6	32.6	251	52.2	23
1400	476	52373	1	18	79	172	180	23	3	0	0	0	0	0	0	0	0	0	4.1	18.7	31.2	206	43.3	23
1500	574	52947	3	40	170	250	105	6	0	0	0	0	0	0	0	0	0	0	1.7	16.4	28.9	111	19.3	20.8
1600	530	53477	1	12	93	224	174	25	0	0	0	0	0	0	0	0	0	0	3.8	18.6	88	200	37.7	22.4
1700	552	54029	0	5	100	258	171	15	2	0	0	0	1	0	0	0	0	0	5.7	18.6	51	189	34.2	22.1
1800	574	54603	2	12	120	284	141	15	0	0	0	0	0	0	0	0	0	0	4.3	17.6	27.8	156	27.2	21.3
1900	478	55081	1	6	55	237	159	17	2	0	0	0	0	0	0	1	0	0	0.7	19.2	65.7	179	37.4	22.6
2000	322	55403	0	0	15	86	172	48	1	0	0	0	0	0	0	0	0	0	10.1	21.4	30.1	221	68.6	25.1
2100	245	55648	0	4	12	55	137	34	2	1	0	0	0	0	0	0	0	0	8.4	21.6	35.9	174	71	**24.8**
2200	147	55795	0	1	5	32	65	42	2	0	0	0	0	0	0	0	0	0	9.9	22.5	31.9	109	74.1	26.4
2300	94	55889	0	2	2	12	45	26	7	0	0	0	0	0	0	0	0	0	9.6	23.5	31.9	78	83	28.2
07-19	6908	55889	16	441	1612	2540	1993	283	17	2	0	2	1	0	0	0	0	0	1	17.6	88	2299	33.3	22.1
06-22	8603	55889	17	457	1729	3060	2820	480	32	3	0	2	1	0	0	1	0	0	0.7	18.2	88	3340	38.8	22.8
06-00	8844	55889	17	460	1736	3104	2930	548	41	3	0	2	1	0	0	1	0	0	0.7	18.4	88	3527	39.9	23
00-00	**9210**	**55889**	**17**	**462**	**1748**	**3148**	**3062**	**676**	**87**	**5**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0.7**	**18.6**	**88**	**3835**	**41.6**	**23.5**

Tue 10 Time	February Total	2015 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	vpp 85
0000	72	55961	0	0	3	22	33	12	1	1	0	0	0	0	0	0	0	0	12	21.7	35.3	47	65.3	26
0100	28	55989	0	0	1	4	10	12	1	0	0	0	0	0	0	0	0	0	14.6	24.2	30.9	23	82.1	29
0200	19	56008	0	0	0	1	4	10	4	0	0	0	0	0	0	0	0	0	18.3	27.6	34	18	94.7	30
0300	25	56033	0	0	0	1	9	11	4	0	0	0	0	0	0	0	0	0	17.2	25.8	34	24	96	29
0400	52	56085	0	1	2	3	14	25	7	0	0	0	0	0	0	0	0	0	9.6	25.4	34.9	46	88.5	30
0500	183	56268	0	1	6	28	79	45	21	3	0	0	0	0	0	0	0	0	9.3	24.1	39.9	148	80.9	29
0600	654	56922	0	7	44	170	335	91	6	1	0	0	0	0	0	0	0	0	8.1	21.1	36.9	433	66.2	25
0700	902	57824	0	110	353	342	90	5	0	0	0	0	0	2	0	0	0	0	5.9	15	58.9	97	10.8	19
0800	744	58568	7	139	429	137	28	3	0	0	0	0	1	0	0	0	0	0	1.1	12.9	50.8	32	4.3	16
0900	651	59219	0	13	120	261	229	27	1	0	0	0	0	0	0	0	0	0	5.9	18.6	33	257	39.5	23
1000	500	59719	1	13	53	209	191	33	0	0	0	0	0	0	0	0	0	0	4	19.3	29.7	224	44.8	23
1100	526	60245	0	6	43	171	260	45	1	0	0	0	0	0	0	0	0	0	8.1	20.3	30.8	306	58.2	24
1200	558	60803	1	13	103	223	197	18	3	0	0	0	0	0	0	0	0	0	3.1	18.6	33.1	218	39.1	23
1300	549	61352	1	14	107	209	194	22	0	0	0	0	0	0	0	2	0	0	4.7	18.6	65.9	218	39.7	23
1400	532	61884	0	11	80	159	247	34	1	0	0	0	0	0	0	0	0	0	5.5	19.4	30.8	282	53	23
1500	580	62464	1	18	168	238	144	8	3	0	0	0	0	0	0	0	0	0	3.4	17.1	32.8	155	26.7	21
1600	570	63034	1	11	149	226	158	23	0	0	0	2	0	0	0	0	0	0	4.5	17.8	47.3	183	32.1	22
1700	693	63727	3	89	233	251	108	5	0	0	0	3	0	0	0	0	1	0	4.1	15.6	73.3	117	16.9	20
1800	719	64446	4	51	200	353	103	6	0	0	2	0	0	0	0	0	0	0	3.9	16.3	44.6	111	15.4	20
1900	495	64941	0	7	65	217	182	24	0	0	0	0	0	0	0	0	0	0	8.5	19.1	29.8	206	41.6	23
2000	313	65254	1	2	21	110	152	26	1	0	0	0	0	0	0	0	0	0	3.7	20.3	30.6	179	57.2	24
2100	265	65519	0	3	11	63	151	34	3	0	0	0	0	0	0	0	0	0	9.1	21.5	32.2	188	70.9	25
2200	164	65683	0	0	5	32	86	38	2	1	0	0	0	0	0	0	0	0	10.8	22.7	36.7	127	77.4	27
2300	129	65812	0	0	5	19	74	28	3	0	0	0	0	0	0	0	0	0	11.4	22.6	30.4	105	81.4	26
07-19	7524	65812	19	488	2038	2779	1949	229	9	0	2	5	1	2	0	2	1	0	1.1	17.1	73.3	2200	29.2	22
06-22	9251	65812	20	507	2179	3339	2769	404	19	1	2	5	1	2	0	2	1	0	1.1	17.8	73.3	3206	34.7	23
06-00	9544	65812	20	507	2189	3390	2929	470	24	2	2	5	1	2	0	2	1	0	1.1	17.9	73.3	3438	36	23
00-00	**9923**	**65812**	**20**	**509**	**2201**	**3449**	**3078**	**585**	**62**	**6**	**2**	**5**	**1**	**2**	**0**	**2**	**1**	**0**	**1.1**	**18.1**	**73.3**	**3744**	**37.7**	**23**

Summary	Total	RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	vpp 85
	65812	**65812**	**118**	**2808**	**11157**	**22979**	**23588**	**4542**	**529**	**54**	**9**	**8**	**3**	**4**	**0**	**6**	**3**	**1**	**0.7**	**18.8**	**92.8**	**28750**	**43.7**	**23**

Wed 04 Time	February Total	2015 RunTot	Southbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	84	84	0	0	1	24	43	16	0	0	0	0	0	0	0	0	0	0	14.7	22	29.9	59	70.2	25.1
0100	56	140	0	0	1	12	24	15	3	1	0	0	0	0	0	0	0	0	12.3	23.3	36.9	43	76.8	27.3
0200	31	171	0	0	0	5	16	6	4	0	0	0	0	0	0	0	0	0	15.3	24.3	33.8	26	83.9	28.2
0300	25	196	0	0	2	5	9	9	0	0	0	0	0	0	0	0	0	0	14.4	22.8	29.2	18	72	26.8
0400	34	230	0	0	0	9	12	9	4	0	0	0	0	0	0	0	0	0	15.2	23.7	34.9	25	73.5	28.9
0500	74	304	0	0	0	16	35	17	6	0	0	0	0	0	0	0	0	0	16.4	23.4	33.8	58	78.4	26.8
0600	234	538	1	2	8	85	103	33	2	0	0	0	0	0	0	0	0	0	4.8	21.1	32.9	138	59	24.8
0700	459	997	2	3	44	239	156	13	2	0	0	0	0	0	0	0	0	0	0.7	18.9	30.4	171	37.3	21.9
0800	599	1596	2	17	225	295	54	3	0	3	0	0	0	0	0	0	0	0	0.6	16	39.6	60	10	19
0900	524	2120	2	11	75	265	151	19	1	0	0	0	0	0	0	0	0	0	4.2	18.5	33.5	171	32.6	21.7
1000	498	2618	0	1	14	170	273	39	1	0	0	0	0	0	0	0	0	0	9.6	20.9	30	313	62.9	23.7
1100	524	3142	0	3	25	216	229	49	2	0	0	0	0	0	0	0	0	0	7.5	20.5	32.9	280	53.4	23.9
1200	529	3671	1	5	56	235	216	16	0	0	0	0	0	0	0	0	0	0	0.9	19.2	29.7	232	43.9	22.4
1300	606	4277	2	20	79	282	197	23	3	0	0	0	0	0	0	0	0	0	4.2	18.6	32.3	223	36.8	22.8
1400	566	4843	0	1	26	246	257	33	3	0	0	0	0	0	0	0	0	0	5.9	20.2	33.1	293	51.8	23.3
1500	617	5460	5	29	161	306	112	4	0	0	0	0	0	0	0	0	0	0	0.5	16.6	30	116	18.8	20.6
1600	698	6158	5	40	169	308	154	18	2	0	0	0	0	0	0	2	0	0	3.9	17.2	69.9	176	25.2	21.3
1700	987	7145	2	27	193	623	141	1	0	0	0	0	0	0	0	0	0	0	0.7	16.9	27.1	142	14.4	19.9
1800	962	8107	1	12	149	550	223	25	2	0	0	0	0	0	0	0	0	0	4.9	18	35	250	26	21.5
1900	751	8858	3	11	169	315	229	23	1	0	0	0	0	0	0	0	0	0	0.8	18.1	30.4	253	33.7	22.1
2000	470	9328	0	1	12	165	250	38	3	1	0	0	0	0	0	0	0	0	9.2	20.9	35.4	292	62.1	23.7
2100	463	9791	0	1	8	138	265	48	3	0	0	0	0	0	0	0	0	0	5.4	21.5	33.2	316	68.3	24.4
2200	300	10091	1	0	9	84	165	40	0	1	0	0	0	0	0	0	0	0	3.9	21.5	35.9	206	68.7	24.6
2300	219	10310	0	0	6	48	110	48	6	1	0	0	0	0	0	0	0	0	11.2	22.6	37.5	165	75.3	26.8
07-19	7569	10310	22	169	1216	3735	2163	243	16	3	0	0	0	0	0	2	0	0	0.5	18.3	69.9	2427	32.1	21.9
06-22	9487	10310	26	184	1413	4438	3010	385	25	4	0	0	0	0	0	2	0	0	0.5	18.6	69.9	3426	36.1	22.4
06-00	10006	10310	27	184	1428	4570	3285	473	31	6	0	0	0	0	0	2	0	0	0.5	18.8	69.9	3797	37.9	22.6
00-00	**10310**	**10310**	**27**	**184**	**1432**	**4641**	**3424**	**545**	**48**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0.5**	**18.9**	**69.9**	**4026**	**39**	**22.8**

Thu 05 Time	February Total	2015 RunTot	Southbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	113	10423	0	0	2	25	55	23	5	3	0	0	0	0	0	0	0	0	11.2	23.2	36	86	76.1	28.2
0100	47	10470	0	0	2	7	16	17	2	3	0	0	0	0	0	0	0	0	13.6	24.8	39.1	38	80.9	29.5
0200	35	10505	0	0	1	6	13	11	3	1	0	0	0	0	0	0	0	0	13.5	24.2	37.2	28	80	28.2
0300	30	10535	0	0	0	5	14	9	2	0	0	0	0	0	0	0	0	0	16.1	23.9	33.4	25	83.3	28
0400	39	10574	0	0	2	4	12	14	7	0	0	0	0	0	0	0	0	0	12.9	25.3	34.6	33	84.6	30
0500	88	10662	0	0	1	10	48	23	6	0	0	0	0	0	0	0	0	0	14.7	23.9	34.1	77	87.5	27.5
0600	261	10923	0	3	7	93	131	25	2	0	0	0	0	0	0	0	0	0	6.2	20.9	30.2	158	60.5	23.9
0700	525	11448	6	14	69	351	82	3	0	0	0	0	0	0	0	0	0	0	0.6	17.1	28.1	85	16.2	19.9
0800	629	12077	9	31	118	331	136	4	0	0	0	0	0	0	0	0	0	0	0.6	16.9	28.7	140	22.3	20.8
0900	623	12700	4	10	75	307	203	22	1	0	0	0	0	0	0	1	0	0	4.7	18.7	69.4	227	36.4	22.1
1000	466	13166	1	4	52	138	249	20	2	0	0	0	0	0	0	0	0	0	2.6	19.9	32.5	271	58.2	23
1100	533	13699	0	2	7	175	305	39	4	1	0	0	0	0	0	0	0	0	5.2	21.1	35.9	349	65.5	23.9
1200	583	14282	1	8	53	214	278	28	1	0	0	0	0	0	0	0	0	0	4.4	19.8	30.7	307	52.7	23.3
1300	601	14883	1	1	28	229	300	40	2	0	0	0	0	0	0	0	0	0	0.7	20.4	30.6	342	56.9	23.5
1400	603	15486	1	1	7	220	331	42	1	0	0	0	0	0	0	0	0	0	5	20.8	34.2	374	62	23.5
1500	783	16269	3	7	68	437	239	19	2	0	0	0	6	0	0	0	0	0	0.9	19.2	88.6	268	34.2	21.7
1600	771	17040	4	5	44	372	309	36	1	0	0	0	0	0	0	0	0	0	0.6	19.5	31.4	346	44.9	22.6
1700	1036	18076	4	65	246	423	280	15	2	1	0	0	0	0	0	0	0	0	4.1	17.2	37.1	298	28.8	21.3
1800	1181	19257	7	44	179	718	220	11	1	0	1	0	0	0	0	0	0	0	1.3	17.3	40.8	233	19.7	20.4
1900	901	20158	1	7	72	425	359	35	2	0	0	0	0	0	0	0	0	0	4.4	19.4	32.4	396	44	22.4
2000	591	20749	0	2	30	160	352	42	3	2	0	0	0	0	0	0	0	0	5.2	20.9	39.8	399	67.5	23.7
2100	510	21259	0	1	12	146	308	37	5	1	0	0	0	0	0	0	0	0	9.1	21.2	35.4	351	68.8	23.7
2200	384	21643	0	1	3	84	247	48	1	0	0	0	0	0	0	0	0	0	9	21.9	33.4	296	77.1	24.6
2300	231	21874	0	0	4	53	129	38	7	0	0	0	0	0	0	0	0	0	11.7	22.2	33.5	174	75.3	25.5
07-19	8334	21874	41	192	946	3915	2932	279	17	2	1	0	6	0	0	1	0	0	0.6	18.8	88.6	3240	38.9	22.1
06-22	10597	21874	42	205	1067	4739	4082	418	29	5	1	0	6	0	0	1	0	0	0.6	19.1	88.6	4544	42.9	22.6
06-00	11212	21874	42	206	1074	4876	4458	504	37	5	1	0	6	0	0	1	0	0	0.6	19.3	88.6	5014	44.7	22.8
00-00	**11564**	**21874**	**42**	**206**	**1082**	**4933**	**4616**	**601**	**62**	**12**	**1**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0.6**	**19.4**	**88.6**	**5301**	**45.8**	**22.8**

Fri 06 Time	February Total	2015 RunTot	Southbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	115	21989	0	0	0	30	53	23	8	1	0	0	0	0	0	0	0	0	15.2	22.9	36.1	85	73.9	27.1
0100	59	22048	0	0	0	9	29	14	4	3	0	0	0	0	0	0	0	0	17.1	24.3	38.9	50	84.7	28.6
0200	49	22097	0	0	0	5	30	11	3	0	0	0	0	0	0	0	0	0	16.8	23.9	34.5	44	89.8	27.5
0300	36	22133	0	0	0	4	16	15	1	0	0	0	0	0	0	0	0	0	15	24.2	34.9	32	88.9	27.3
0400	35	22168	0	0	0	5	17	6	4	3	0	0	0	0	0	0	0	0	18.2	24.9	36.7	30	85.7	31.3
0500	77	22245	1	0	2	7	33	30	3	1	0	0	0	0	0	0	0	0	4.4	23.9	35.2	67	87	27.7
0600	185	22430	0	0	4	52	94	34	1	0	0	0	0	0	0	0	0	0	11.7	21.9	31	129	69.7	25.7
0700	438	22868	6	14	43	192	166	17	0	0	0	0	0	0	0	0	0	0	0.7	18.6	28.4	183	41.8	22.4
0800	536	23404	9	25	116	304	71	8	1	1	0	0	0	0	0	0	1	0	0.5	16.5	73.9	82	15.3	19.9
0900	529	23933	0	10	41	244	207	27	0	0	0	0	0	0	0	0	0	0	5.5	19.3	29.6	234	44.2	23
1000	490	24423	0	4	21	199	213	50	3	0	0	0	0	0	0	0	0	0	6.1	20.6	33.8	266	54.3	24.4
1100	493	24916	1	6	28	211	215	26	5	1	0	0	0	0	0	0	0	0	4.6	20	37.5	247	50.1	23.3
1200	584	25500	4	15	41	236	263	25	0	0	0	0	0	0	0	0	0	0	0.8	19.5	29.3	288	49.3	23
1300	601	26101	7	37	111	261	166	19	0	0	0	0	0	0	0	0	0	0	0.6	17.6	29.5	185	30.8	21.9
1400	542	26643	3	18	44	267	182	26	2	0	0	0	0	0	0	0	0	0	2	18.8	31.7	210	38.7	22.6
1500	646	27289	6	13	116	352	149	9	0	1	0	0	0	0	0	0	0	0	0.8	17.5	37.3	159	24.6	21
1600	628	27917	3	17	73	276	211	42	4	1	1	0	0	0	0	0	0	0	1.1	19	42.6	259	41.2	23
1700	958	28875	2	65	176	469	236	6	4	0	0	0	0	0	0	0	0	0	4.1	17.2	32.7	246	25.7	21.3
1800	981	29856	5	44	277	501	145	9	0	0	0	0	0	0	0	0	0	0	0.6	16.4	28.7	154	15.7	19.9
1900	728	30584	1	49	170	301	191	15	1	0	0	0	0	0	0	0	0	0	4.5	17.1	31.5	207	28.4	21.5
2000	455	31039	0	1	15	141	249	47	1	1	0	0	0	0	0	0	0	0	9.4	21.2	38.8	298	65.5	24.2
2100	359	31398	0	2	8	108	201	37	2	1	0	0	0	0	0	0	0	0	8.4	21.3	35.1	241	67.1	24.2
2200	366	31764	0	0	7	105	198	52	2	1	1	0	0	0	0	0	0	0	13.8	21.7	43.2	254	69.4	24.8
2300	332	32096	0	0	5	108	177	36	6	0	0	0	0	0	0	0	0	0	11.6	21.4	33.6	219	66	24.4
07-19	7426	32096	46	268	1087	3512	2224	264	19	4	1	0	0	0	0	1	0	0	0.5	18.2	73.9	2513	33.8	21.9
06-22	9153	32096	47	320	1284	4114	2959	397	24	6	1	0	0	0	0	0	1	0	0.5	18.5	73.9	3388	37	22.4
06-00	9851	32096	47	320	1296	4327	3334	485	32	7	2	0	0	0	0	0	1	0	0.5	18.7	73.9	3861	39.2	22.6
00-00	**10222**	**32096**	**48**	**320**	**1298**	**4387**	**3512**	**584**	**55**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0.5**	**18.9**	**73.9**	**4169**	**40.8**	**22.8**

Sat 07	February	2015	Southbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				20	20	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	237	32333	0	0	4	57	126	48	2	0	0	0	0	0	0	0	0	0	14	22.3	32.1	176	74.3	25.7
0100	118	32451	0	0	1	21	60	29	7	0	0	0	0	0	0	0	0	0	13.2	23.3	34.6	96	81.4	26.6
0200	101	32552	0	0	1	18	44	29	8	1	0	0	0	0	0	0	0	0	10.9	23.8	35.4	82	81.2	27.7
0300	58	32610	0	0	0	11	22	17	6	2	0	0	0	0	0	0	0	0	15.6	24.4	37.2	47	81	28.6
0400	33	32643	0	0	1	2	15	14	1	0	0	0	0	0	0	0	0	0	13.7	24.1	33.3	30	90.9	26.6
0500	44	32687	0	0	0	7	19	14	4	0	0	0	0	0	0	0	0	0	15.3	24.1	33.1	37	84.1	29.1
0600	97	32784	0	0	2	13	40	33	8	1	0	0	0	0	0	0	0	0	12.3	24.3	38.8	82	84.5	28.2
0700	226	33010	0	1	6	33	114	62	10	0	0	0	0	0	0	0	0	0	9	23.1	33.9	186	82.3	26.4
0800	355	33365	1	1	14	109	177	50	3	0	0	0	0	0	0	0	0	0	4.8	21.2	31	230	64.8	24.8
0900	475	33840	0	5	12	179	226	48	5	0	0	0	0	0	0	0	0	0	5.2	20.8	34.9	279	58.7	24.2
1000	587	34427	1	6	57	205	279	36	2	1	0	0	0	0	0	0	0	0	4	19.9	37.4	318	54.2	23.5
1100	550	34977	1	2	11	218	288	29	1	0	0	0	0	0	0	0	0	0	0.8	20.5	30.9	318	57.8	23.3
1200	645	35622	0	9	34	332	247	19	2	0	0	0	0	2	0	0	0	0	6.2	19.5	56.8	270	41.9	22.8
1300	569	36191	0	0	48	243	232	43	3	0	0	0	0	0	0	0	0	0	10.2	20	33.4	278	48.9	23.3
1400	545	36736	0	6	41	214	242	38	4	0	0	0	0	0	0	0	0	0	9.1	20.2	31.8	284	52.1	23.7
1500	521	37257	0	1	16	192	266	41	4	1	0	0	0	0	0	0	0	0	7.6	20.8	38.9	312	59.9	23.9
1600	523	37780	3	5	38	212	230	32	2	0	0	1	0	0	0	0	0	0	2.6	19.9	48.3	265	50.7	23.5
1700	700	38480	1	4	69	405	207	11	1	0	2	0	0	0	0	0	0	0	0.9	18.7	43.7	221	31.6	21.7
1800	659	39139	1	4	35	343	249	25	1	0	0	0	0	0	0	1	0	0	4.5	19.6	66.1	276	41.9	22.4
1900	634	39773	0	7	46	303	256	21	1	0	0	0	0	0	0	0	0	0	5.3	19.4	32.4	278	43.8	22.1
2000	392	40165	0	1	8	134	219	29	1	0	0	0	0	0	0	0	0	0	6.2	20.8	30.4	249	63.5	23.5
2100	346	40511	0	0	9	107	213	17	0	0	0	0	0	0	0	0	0	0	10.7	20.9	29.5	230	66.5	23.3
2200	375	40886	0	0	4	123	217	27	3	1	0	0	0	0	0	0	0	0	13	21.3	35.4	248	66.1	23.7
2300	370	41256	0	2	8	117	204	35	4	0	0	0	0	0	0	0	0	0	8.4	21.2	32.5	243	65.7	24.2
07-19	6355	41256	8	44	381	2685	2757	434	38	2	2	1	0	2	0	1	0	0	0.8	20.1	66.1	3237	50.9	23.5
06-22	7824	41256	8	52	446	3242	3485	534	48	3	2	1	0	2	0	1	0	0	0.8	20.2	66.1	4076	52.1	23.5
06-00	8569	41256	8	54	458	3482	3906	596	55	4	2	1	0	2	0	1	0	0	0.8	20.3	66.1	4567	53.3	23.5
00-00	**9160**	**41256**	**8**	**54**	**465**	**3598**	**4192**	**747**	**83**	**7**	**2**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0.8**	**20.4**	**66.1**	**5035**	**55**	**23.7**

Sun 08 Time	February Total	2015 RunTot	Southbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	289	41545	0	0	3	95	162	25	4	0	0	0	0	0	0	0	0	0	14.5	21.4	32.1	191	66.1	24.4
0100	156	41701	0	0	3	24	89	34	5	1	0	0	0	0	0	0	0	0	12.3	23	35	129	82.7	25.7
0200	103	41804	0	0	1	10	61	28	2	1	0	0	0	0	0	0	0	0	14.3	23.7	35.2	92	89.3	27.5
0300	81	41885	0	0	1	11	31	27	11	0	0	0	0	0	0	0	0	0	14.4	24.7	34.2	69	85.2	29.8
0400	38	41923	0	0	0	4	20	12	2	0	0	0	0	0	0	0	0	0	18	23.8	32	34	89.5	26.8
0500	41	41964	0	0	0	7	21	11	2	0	0	0	0	0	0	0	0	0	15.7	23.4	34.7	34	82.9	27.5
0600	71	42035	0	0	0	12	35	21	3	0	0	0	0	0	0	0	0	0	15.6	23.6	34.6	59	83.1	26.4
0700	90	42125	0	0	1	18	34	28	8	1	0	0	0	0	0	0	0	0	11.2	24	35.2	71	78.9	28.6
0800	182	42307	0	0	2	31	91	51	5	2	0	0	0	0	0	0	0	0	12.4	23.4	35.9	149	81.9	26.8
0900	312	42619	0	2	6	91	163	45	5	0	0	0	0	0	0	0	0	0	5.6	21.6	30.5	213	68.3	25.1
1000	412	43031	0	0	7	97	265	41	2	0	0	0	0	0	0	0	0	0	14.5	21.6	31.4	308	74.8	24.2
1100	533	43564	1	5	32	187	258	44	6	0	0	0	0	0	0	0	0	0	4.4	20.5	31.6	308	57.8	23.9
1200	599	44163	0	6	36	220	297	36	2	2	0	0	0	0	0	0	0	0	6.3	20.3	38.9	337	56.3	23.3
1300	627	44790	2	10	54	234	266	60	0	0	1	0	0	0	0	0	0	0	2	19.9	41.5	327	52.2	23.7
1400	573	45363	2	1	23	256	259	30	2	0	0	0	0	0	0	0	0	0	2.3	20.1	33.5	291	50.8	23
1500	576	45939	0	1	23	238	263	45	4	2	0	0	0	0	0	0	0	0	9.3	20.4	36.4	314	54.5	23.5
1600	480	46419	0	4	19	145	251	59	2	0	0	0	0	0	0	0	0	0	5	21	32.3	312	65	24.4
1700	694	47113	2	16	68	361	239	8	0	0	0	0	0	0	0	0	0	0	4.5	18.5	27.1	247	35.6	21.5
1800	645	47758	1	3	40	305	268	26	2	0	0	0	0	0	0	0	0	0	4.8	19.7	30.7	296	45.9	22.6
1900	477	48235	0	4	20	175	236	41	1	0	0	0	0	0	0	0	0	0	7.5	20.6	31.7	278	58.3	23.9
2000	369	48604	0	0	4	94	223	44	3	1	0	0	0	0	0	0	0	0	13.4	21.7	36.2	271	73.4	24.4
2100	279	48883	0	0	5	71	155	43	5	0	0	0	0	0	0	0	0	0	10.7	22.1	32.7	203	72.8	25.1
2200	238	49121	0	1	4	63	126	37	7	0	0	0	0	0	0	0	0	0	6	22.1	34.2	170	71.4	25.3
2300	157	49278	0	0	0	35	90	29	3	0	0	0	0	0	0	0	0	0	15.1	22.5	32.4	122	77.7	25.9
07-19	5723	49278	8	48	311	2183	2654	473	38	7	1	0	0	0	0	0	0	0	2	20.4	41.5	3173	55.4	23.7
06-22	6919	49278	8	52	340	2535	3303	622	50	8	1	0	0	0	0	0	0	0	2	20.5	41.5	3984	57.6	23.9
06-00	7314	49278	8	53	344	2633	3519	688	60	8	1	0	0	0	0	0	0	0	2	20.6	41.5	4276	58.5	23.9
00-00	**8022**	**49278**	**8**	**53**	**352**	**2784**	**3903**	**825**	**86**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**20.8**	**41.5**	**4825**	**60.1**	**24.2**

Mon 09 Time	February Total	2015 RunTot	Southbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	84	49362	0	1	1	22	44	13	2	0	1	0	0	0	0	0	0	0	9.6	22.3	41.6	60	71.4	25.7
0100	37	49399	0	0	0	8	18	10	1	0	0	0	0	0	0	0	0	0	16.9	22.4	31.9	29	78.4	25.9
0200	24	49423	0	0	0	2	15	4	3	0	0	0	0	0	0	0	0	0	15.3	24	31	22	91.7	27.3
0300	30	49453	0	0	0	6	13	6	4	1	0	0	0	0	0	0	0	0	17.3	24.3	35.2	24	80	30
0400	41	49494	0	0	0	5	22	12	0	2	0	0	0	0	0	0	0	0	17.8	24.1	36.7	36	87.8	27.7
0500	82	49576	0	0	0	21	32	27	2	0	0	0	0	0	0	0	0	0	15.1	23.1	30.3	61	74.4	27.3
0600	220	49796	0	0	3	81	101	32	3	0	0	0	0	0	0	0	0	0	12.9	21.5	31.8	136	61.8	25.1
0700	438	50234	5	9	59	276	78	11	0	0	0	0	0	0	0	0	0	0	0.6	17.6	28.7	89	20.3	21.3
0800	580	50814	6	39	165	287	77	3	0	2	0	1	0	0	0	0	0	0	0.7	16.1	45.7	83	14.3	19.9
0900	468	51282	0	11	54	231	147	16	9	0	0	0	0	0	0	0	0	0	5.5	19	34.9	172	36.8	22.6
1000	439	51721	2	0	21	160	220	35	1	0	0	0	0	0	0	0	0	0	0.7	20.4	31.2	256	58.3	23.3
1100	447	52168	0	2	29	163	209	42	2	0	0	0	0	0	0	0	0	0	8.6	20.4	30.7	253	56.6	23.9
1200	505	52673	1	7	30	214	208	45	0	0	0	0	0	0	0	0	0	0	4.7	19.9	29.3	253	50.1	23.7
1300	497	53170	2	8	46	206	214	18	3	0	0	0	0	0	0	0	0	0	0.6	19.5	33.9	235	47.3	22.8
1400	517	53687	2	10	46	207	216	33	3	0	0	0	0	0	0	0	0	0	0.7	19.6	34.5	252	48.7	23.3
1500	607	54294	5	18	110	322	143	9	0	0	0	0	0	0	0	0	0	0	0.7	17.5	28.5	152	25	21
1600	663	54957	5	13	94	289	223	36	1	0	1	0	0	0	0	0	0	0	0.6	18.8	88	262	39.5	22.6
1700	979	55936	4	42	149	562	204	14	2	0	0	0	2	0	0	0	0	0	2	17.5	51	222	22.7	20.8
1800	983	56919	3	36	194	562	178	10	0	0	0	0	0	0	0	0	0	0	0.7	17.1	27.8	188	19.1	20.4
1900	748	57667	1	19	63	343	301	19	1	0	0	0	0	0	0	1	0	0	0.7	19.3	65.7	322	43	22.4
2000	479	58146	0	6	21	148	244	55	4	0	0	1	0	0	0	0	0	0	5.7	20.9	47.6	304	63.5	24.4
2100	368	58514	1	0	13	84	206	55	9	0	0	0	0	0	0	0	0	0	4.5	21.8	33.6	270	73.4	**25.1**
2200	251	58765	0	0	4	70	119	55	3	0	0	0	0	0	0	0	0	0	11.5	22.2	33.8	177	70.5	25.9
2300	186	58951	0	0	11	49	70	50	6	0	0	0	0	0	0	0	0	0	11.2	22.3	33.8	126	67.7	26.6
07-19	7123	58951	35	195	997	3479	2117	272	21	2	1	1	2	0	0	0	0	0	0.6	18.4	88	2417	33.9	22.1
06-22	8938	58951	37	220	1097	4135	2969	433	38	2	1	2	2	0	0	1	0	0	0.6	18.8	88	3449	38.6	22.6
06-00	9375	58951	37	220	1112	4254	3158	538	47	2	1	2	2	0	0	1	0	0	0.6	19	88	3752	40	22.8
00-00	**9673**	**58951**	**37**	**221**	**1113**	**4318**	**3302**	**610**	**59**	**5**	**2**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**0.6**	**19.1**	**88**	**3984**	**41.2**	**23**

Tue 10 Time	February Total	2015 RunTot	Southbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
0000	91	59042	0	0	0	15	50	22	4	0	0	0	0	0	0	0	0	0	16.1	23.2	34.9	76	83.5	27
0100	60	59102	0	0	2	8	21	27	1	1	0	0	0	0	0	0	0	0	13.4	24	35.1	50	83.3	28
0200	23	59125	0	0	0	4	13	4	2	0	0	0	0	0	0	0	0	0	16.3	23.4	30.9	19	82.6	28
0300	29	59154	0	0	0	6	12	7	3	1	0	0	0	0	0	0	0	0	16.1	24.1	37	23	79.3	30
0400	35	59189	0	0	2	3	13	12	4	1	0	0	0	0	0	0	0	0	13.5	24.6	35	30	85.7	29
0500	81	59270	0	0	0	16	37	25	3	0	0	0	0	0	0	0	0	0	15.9	23.5	31.6	65	80.2	27
0600	212	59482	0	0	8	83	95	25	1	0	0	0	0	0	0	0	0	0	11.6	20.8	31.1	121	57.1	24
0700	459	59941	5	16	110	199	121	4	1	1	0	0	0	2	0	0	0	0	0.8	17.4	58.9	129	28.1	21
0800	637	60578	7	27	232	318	46	5	0	0	0	0	2	0	0	0	0	0	0.7	15.6	50.8	53	8.3	19
0900	500	61078	1	12	75	241	152	19	0	0	0	0	0	0	0	0	0	0	1	18.4	29.5	171	34.2	22
1000	466	61544	2	6	33	223	181	20	1	0	0	0	0	0	0	0	0	0	0.8	19.4	31.4	202	43.3	23
1100	490	62034	1	1	27	246	196	17	2	0	0	0	0	0	0	0	0	0	4.1	19.6	31.8	215	43.9	22
1200	528	62562	1	0	66	288	162	10	1	0	0	0	0	0	0	0	0	0	3.1	18.6	33.1	173	32.8	22
1300	522	63084	3	6	28	263	203	19	0	0	0	0	0	0	0	0	0	0	1.3	19.3	29.2	222	42.5	22
1400	566	63650	0	3	59	261	212	28	2	0	1	0	0	0	0	0	0	0	8.2	19.4	42.2	243	42.9	23
1500	668	64318	2	14	84	391	162	11	4	0	0	0	0	0	0	0	0	0	0.6	17.9	32.8	177	26.5	21
1600	682	65000	4	35	126	282	211	21	2	0	0	1	0	0	0	0	0	0	2.1	17.9	47.3	235	34.5	22
1700	1008	66008	8	47	344	485	110	13	0	1	0	0	0	0	0	0	0	0	0.5	16	35.3	124	12.3	20
1800	996	67004	4	46	356	428	146	13	1	0	2	0	0	0	0	0	0	0	4	16.2	44.6	162	16.3	20
1900	785	67789	2	23	81	426	225	24	3	1	0	0	0	0	0	0	0	0	4.4	18.4	35.7	253	32.2	22
2000	571	68360	1	9	18	197	308	37	1	0	0	0	0	0	0	0	0	0	3.7	20.5	32.6	346	60.6	24
2100	409	68769	0	3	2	119	241	42	1	1	0	0	0	0	0	0	0	0	9.2	21.5	35.4	285	69.7	24
2200	390	69159	0	0	4	97	228	58	3	0	0	0	0	0	0	0	0	0	13	22.1	34.7	289	74.1	25
2300	241	69400	0	1	2	66	133	33	6	0	0	0	0	0	0	0	0	0	6.4	21.9	34.2	172	71.4	25
07-19	7522	69400	38	213	1540	3625	1902	180	14	2	3	1	2	2	0	0	0	0	0.5	17.7	58.9	2106	28	22
06-22	9499	69400	41	248	1649	4450	2771	308	20	4	3	1	2	2	0	0	0	0	0.5	18.1	58.9	3111	32.8	22
06-00	10130	69400	41	249	1655	4613	3132	399	29	4	3	1	2	2	0	0	0	0	0.5	18.4	58.9	3572	35.3	22
00-00	**10449**	**69400**	**41**	**249**	**1659**	**4665**	**3278**	**496**	**46**	**7**	**3**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0.5**	**18.5**	**58.9**	**3835**	**36.7**	**23**

Summary	Total	RunTot	Southbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 20	>PSL% 20	Vpp 85
	69400	**69400**	**211**	**1287**	**7401**	**29326**	**26227**	**4408**	**439**	**63**	**11**	**4**	**10**	**4**	**0**	**5**	**1**	**0**	**0.5**	**19.4**	**88.6**	**31175**	**44.9**	**23**

Appendix A.4.4

Third Party Reports
Russell Primary School Travel Plan **- draft for approval**
The Russell & Strathmore Schools
Design & Access Statement

A.4.4

STARS
Sustainable Travel: Active Responsible Safe
Inspiring young London

Richmond upon Thames

The Russell Primary School

Basic information

View instructions

Staff contact details

Lead school contacts	Samantha Leir (headteacher@russell.richmond.sch.uk)
Other school contacts	Fiona Sheen (f.flockhart@russell.richmond.sch.uk) Samantha Leir (s.leir@russell.richmond.sch.uk)

School details

The Russell Primary School

Petersham Road, , , , Richmond, , , ,
TW10 7AH
02089401446
www.russell.richmond.sch.uk
info@russell.richmond.sch.uk

Catchment area
87% of pupils live within 2 miles of the school

Expansion plans or changes to student school times
We have an additional class of 30 children in September 2014.

Bus routes used by students or staff
65; 371;

Borough	Borough
DFE number	318/2019
School type	Primary
School category	LEA Maintained
Age range	3-11
Number of students	278
Number of staff	44
Site opening hours	07:00 to 18:30
Breakfast club time	07:45 to 08:30
Students school hours	08:00 to 15:30
Enrichment/extended schools finish time	18:00

Cycle parking facilities


Covered sheffield stand
30 cycle parking spaces


Sheffield stand
0 cycle parking spaces


Cycle racks
10 cycle parking spaces


Helmet lockers
0 lockers


Scooter parking spaces
20 spaces


Other cycling parking spaces
0 spaces

School transport facilities

Staff parking spaces	20
Staff car share spaces	0
Disabled parking spaces	1
Visitor parking spaces	130
Student storage lockers	10
Staff storage lockers	Yes
Staff shower facilities	No
Coach Parking facilities	
Motor scooter parking spaces	

Engineering measures in and around the school
Speed humps at the front of the school on Petersham Road Speed humps in the school drive

Working group members

Working group members

Head Teacher	Samantha Leir
Deputy Head Teacher	Fiona Sheen
Pupil	The Russell Junior Leaders
Teacher	Jo Shobbrook
Pupil	Junior Safety Officers

Other information

Hands-up surveys

Survey results by respondent (current year to date)

STUDENTS

Survey completed by: Sunflowers

Responses: 30 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	2	0	6	0	0	0	0	4	0	0	8	0	5	5
	(7%)	(0%)	(20%)	(0%)	(0%)	(0%)	(0%)	(13%)	(0%)	(0%)	(27%)	(0%)	(17%)	(17%)
Preferred 2012/13	0	5	5	0	0	0	0	1	0	0	10	0	2	7
	(0%)	(17%)	(17%)	(0%)	(0%)	(0%)	(0%)	(3%)	(0%)	(0%)	(33%)	(0%)	(7%)	(23%)

Survey completed by: Waterlilies

Responses: 30 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	12	0	0	0	0	0	0	2	0	0	5	0	8	3
	(40%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(7%)	(0%)	(0%)	(17%)	(0%)	(27%)	(10%)
Preferred 2012/13	2	0	0	0	1	0	0	1	0	7	9	0	8	2
	(7%)	(0%)	(0%)	(0%)	(3%)	(0%)	(0%)	(3%)	(0%)	(23%)	(30%)	(0%)	(27%)	(7%)

Survey completed by: Surprised

Responses: 30 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	12	0	0	0	0	0	0	1	0	0	6	0	4	7
	(40%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(3%)	(0%)	(0%)	(20%)	(0%)	(13%)	(23%)
Preferred 2012/13	0	0	0	0	0	0	0	4	0	0	10	0	7	9
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(13%)	(0%)	(0%)	(33%)	(0%)	(23%)	(30%)

Survey completed by: Starry Night

Responses: 30 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	7	0	2	0	0	0	0	1	0	0	5	0	4	11
	(23%)	(0%)	(7%)	(0%)	(0%)	(0%)	(0%)	(3%)	(0%)	(0%)	(17%)	(0%)	(13%)	(37%)
Preferred 2012/13	8	0	0	0	0	0	0	2	0	0	10	0	3	7
	(27%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(7%)	(0%)	(0%)	(33%)	(0%)	(10%)	(23%)

Survey completed by: Waterfall

Responses: 25 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	8	0	4	0	0	0	0	2	0	0	1	0	4	6
	(32%)	(0%)	(16%)	(0%)	(0%)	(0%)	(0%)	(8%)	(0%)	(0%)	(4%)	(0%)	(16%)	(24%)
Preferred 2012/13	3	6	0	0	0	0	0	0	2	0	3	0	6	5
	(12%)	(24%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(8%)	(0%)	(12%)	(0%)	(24%)	(20%)

Survey completed by: Richmond Hill

Responses: 30 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	5	0	7	0	0	0	0	0	0	0	3	0	1	14
	(17%)	(0%)	(23%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(10%)	(0%)	(3%)	(47%)
Preferred 2012/13	1	1	0	0	0	0	0	0	6	7	8	0	5	2
	(3%)	(3%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(20%)	(23%)	(27%)	(0%)	(17%)	(7%)

Survey completed by: Ambassadors

Responses: 32 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	3	0	8	0	0	0	0	2	0	0	5	0	2	12
	(9%)	(0%)	(25%)	(0%)	(0%)	(0%)	(0%)	(6%)	(0%)	(0%)	(16%)	(0%)	(6%)	(38%)
Preferred 2012/13	0	0	3	0	0	0	0	0	0	0	21	0	8	0
	(0%)	(0%)	(9%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(66%)	(0%)	(25%)	(0%)

Survey completed by: Evolution

Responses: 26 **Response rate:** 93% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	2	0	3	0	0	0	0	0	0	0	4	0	2	15
	(8%)	(0%)	(12%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(15%)	(0%)	(8%)	(58%)
Preferred 2012/13	2	0	3	0	4	0	0	0	5	0	9	0	3	0
	(8%)	(0%)	(12%)	(0%)	(15%)	(0%)	(0%)	(0%)	(19%)	(0%)	(35%)	(0%)	(12%)	(0%)

Survey completed by: Walt Disney

Responses: 5 **Response rate:** 100% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	0	0	0	0	0	0	0	0	2	0	1	0	2	0
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(40%)	(0%)	(20%)	(0%)	(40%)	(0%)
Preferred 2012/13	0	0	0	0	0	0	0	0	2	0	1	0	2	0
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(40%)	(0%)	(20%)	(0%)	(40%)	(0%)

STAFF

Survey completed by: Staff

Responses: 39 **Response rate:** 89% **Date:** 21 October 2014

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2012/13	13	0	0	0	1	0	0	3	0	0	7	0	0	15
	(33%)	(0%)	(0%)	(0%)	(3%)	(0%)	(0%)	(8%)	(0%)	(0%)	(18%)	(0%)	(0%)	(38%)
Preferred 2012/13	3	0	0	0	0	0	0	0	0	0	15	0	0	21
	(8%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(38%)	(0%)	(0%)	(54%)

Consultations

Planned (10)

G6: Include safer and active travel in the school improvement plan

Planned date: 01 October 2014

Details

This will feature part of the work in the autumn term on health and exercise

S1: Set up a school working group

Planned date: 16 March 2015

Details

Headship Team and School Council Lead to work with Junior Leaders on developing Wheels on Wednesdays and Feet on Fridays.

S3: Meetings with Governors, staff, senior management team and school council

Planned date: 16 March 2015

Details

Meeting between senior staff and pupils to develop strategies and ideas for leaving the car at home.

S2: SEN School. Circulate information to whole school community

Planned date: 23 March 2015

Details

Information on Wednesdays and Fridays to be communicated to whole school through letters from Junior Leaders and in school newsletter.

S5: In-depth research and consultation

Planned date: 25 March 2015

Details

The school will undertake surveys on pupil and staff mode of travel and preferred mode of

travel. These will be conducted before and after the school's work on Wednesdays/ Fridays.

S5: In-depth research and consultation

Planned date: 25 March 2015

Details

A detailed survey will be conducted with the parents of nursery children prior to and after the school's work on Wednesdays/ Fridays.

S6: Consult parents / guardians on travel and transport issues

Planned date: 25 March 2015

Details

There will be specific consultation with parents to determine what actions would encourage their children to walk or cycle to school. Parents will be informed of the reasoning to consider reducing car travel and encouraging active travel.

S4: Involve pupils in the travel plan process

Planned date: 18 May 2015

Details

Children will continue to be taught about the benefits of walking and cycling to school through the school's work on the benefits of exercise.

G5: The travel plan to be an item on the governors annual general meeting

Planned date: 18 May 2015

Details

The Travel Plan will be discussed at governors meetings. Governors to consider where new opportunities to improve sustainable travel can be met through the school budget.

S6: Consult parents / guardians on travel and transport issues

Planned date: 10 July 2015

Details

Parents will continue to be regularly informed of poor parking and lazy drop off / pick up actions by way of newsletters, direct letters and direct conversation as necessary. The frequency of this is to be reviewed at the end of the academic year.

Completed (0)

No consultations found.

Issues

Current (3)

Parking: Parking in surrounding roads

Date identified: 01 September 2014

Details

Due to the number of parents driving to school, there is an increase in the numbers of cars parked for short periods in surrounding roads. This particularly affects Meadlands Drive and the Home Zone.

Road Safety: Cars in Meadlands Drive

Date identified: 01 September 2014

Details

Due to the narrow road and cars parking on both sides, there is often an issue with cars meeting in Meadlands Drive with no way to manoeuvre around each other. This can cause issues for children crossing.

Road Safety: Parking

Date identified: 27 November 2014

Details

Parents park on zigzags of outside school and on double yellow lines.

Resolved (0)

No issues found.

Targets

Planned (3)

Walking:

Planned date: 01 July 2015 **Current:** 31% **Target:** 50%

Cycle:

Planned date: 01 July 2015 **Current:** 16% **Target:** 30%

Car (including motor cycle):

Planned date: 01 July 2015 **Current:** 21% **Target:** 15%

Completed (0)

No Targets found.

Initiatives

Planned initiatives (7)

Walking, Cycling and Road Safety: **A11 Pedestrian skills training**

Owner: Samantha Leir **Planned Date:** 24 March 2015

Actions

Year 3

No linked activities found.

Walking, Cycling and Road Safety: **A12 Scooter training**

Owner: Samantha Leir **Planned Date:** 01 July 2015

Actions

Year 2

No linked activities found.

Walking, Cycling and Road Safety: **A30 Other cycling initiative**

Owner: Samantha Leir **Planned Date:** 01 July 2015

Actions

Wheels Wednesdays

No linked activities found.

Walking, Cycling and Road Safety: **A14 Cycle training for pupils (E.g. Bikeability)**

Owner: Fiona Flockhart **Planned Date:** 01 July 2015

Actions

Year 6 Cycle Training

No linked activities found.

Walking, Cycling and Road Safety: **A28.1 Balance bike training**

Owner: Fiona Flockhart **Planned Date:** 01 July 2015

Actions

Reception

No linked activities found.

Walking, Cycling and Road Safety: **A1 WoW / Step Up / Free your Feet**

Owner: Samantha Leir **Planned Date:** 01 July 2015

Actions

Feet on Fridays

No linked activities found.

Walking, Cycling and Road Safety: **A3 Walk to school week**

Owner: Samantha Leir **Planned Date:** 06 July 2015

Actions

No linked activities found.

Completed initiatives (0)

No initiatives found.

Activities

Planned activities (0)

No Activities found.

Completed activities (0)

No Activities found.

Going for Gold

Applied for (0)

No Going for Gold records found.

Accredited with (0)

No Going for Gold records found.

Sign Off

Additional comments

Appendix A.5

Planning Statement
The Russell & Strathmore Schools
Design & Access Statement

A.5

Appendix A.5.1

Planning Statement - Main Report
The Russell & Strathmore Schools
Design & Access Statement

A.5.1

The Russell & Strathmore Schools, Richmond

Planning application for the co-location of Strathmore and Russell schools onto a single site in purpose built facilities

Planning Statement and Statement of Community Involvement

November 2014

Plan Design Enable

Notice

This document and its contents have been prepared and are intended solely for London Borough of Richmond upon Thames's information and use in relation to the planning application for the planning application for the co-location of Russell and Strathmore schools onto a single site in a purpose built facility.

Atkins Planning (Water and Environment Directorate) assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document History

Job number: 5129856 700			**Document ref: The Russell and Strathmore Schools Planning Statement**			
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	For planning	VE	VE	SW	SW / PA	03/12/14
Rev 2.0	For Planning – updated 02/03/15	VE	VE	VE/SW	SW	02/03/15

Client signoff

Client	London Borough of Richmond Upon Thames
Project	Planning application for the co-location of Strathmore and Russell schools onto a single site in purpose built facilities
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1. Introduction and Background to the Development

1.1. On behalf of the London Borough of Richmond upon Thames (LBRuT), planning permission is being sought for the co-location of Strathmore and Russell Schools onto a single site in purpose built facilities with associated car parking and landscaping.

1.2. The Proposed Development involves the construction of a new purpose built school to house the existing Russell Primary School with an expanded size from its existing one form entry (FE) provision, to a one FE plus a shared FE (an additional four classrooms) (as discussed further below). The new school would also accommodate part of the existing Strathmore Special Educational Needs (SEN) School provision so that these schools are co-located. The existing nursery on the Russell School site would also be accommodated in the new school building.

1.3. The proposed new purpose built school would be constructed first so that the existing schools and nursery can remain in use during construction. Following the move to the new school, the existing Russell School (the junior building, annex building, infants building and modular staff building) together with the nursery building would be demolished. The site would be landscaped to include a playground, car parking, SEN play area, teaching spaces and soft landscaped areas. The existing playing field would be retained.

Background

Russell Primary School Background Information

1.4. The existing Russell School is a one FE Primary School, which opened in 1980. The school was formed by the amalgamation of The Petersham Russell Infant School and The Orchard Junior School. The school currently has 239 pupils (including a Key Stage 1 SEN provision) plus 26 nursery children, together with 44 staff. The proposal is to expand and consolidate the school from one FE to one FE plus four additional classroom spaces as part of a 'shared form of entry', with total capacity to be increased to 330 pupils.

Strathmore School Background Information

1.5. The Strathmore School is a community special school for pupils aged 7 to 19 with severe and complex learning difficulties. The school on its current site has 35 staff members and 57 pupils. The proposal is to relocate Strathmore School from its current site and split the provision as follows:

- Strathmore at The Russell Primary School: 18-24 primary places which includes four new classrooms for The Russell School (with independent living facilities);
- Strathmore at Grey Court School: 18-24 secondary places plus independent living provision and a hydrotherapy pool (the subject of this planning application); and
- Strathmore at St. Richard Reynolds Catholic College: 18-24 primary places and 18-24 secondary places.

1.6. The current Strathmore School facilities are not fit for purpose and LBRuT has a large expenditure each year to send pupils to schools outside the Borough.

1.7. Statutory proposals for the creation of additional places (total of 96) for Strathmore School was approved by Cabinet on 18 July 2013.

1.8. Funding has been approved from the Education Funding Agency (EFA) towards these proposals, however there are deadlines attached to the spending (some by August 2014 and August 2015).

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Project Background

1.9. Demand for school places has increased substantially in all areas of the Borough in recent years, largely due to a 21% rise in the birth rates between 2000 and 2007.

1.10. The expansion of Russell Primary School will meet high demand for school places particularly in the area. The LBRuT's reception class forecasts indicated that there would be a consistent shortfall of places per year in that area from 2011/2012 onwards.

1.11. Without the additional places that this proposal will provide, the LBRuT would be wholly reliant upon a strategy of providing temporary additional places, which is considered to be a less than ideal solution compared with permanent expansion, given that the shortfall of places is predicted to continue for the next decade, unless additional places are made available. It would also represent poor value for money compared with permanent expansion.

1.12. LBRuT has agreed with several schools a policy of a 'shared form of entry'. This strategy groups schools to provide the seven extra classes needed for a full form of entry between them. The children admitted each year stay in the school for the full seven years of primary provision and do not move, but each year the school admitting the additional class rotates (depending on their available provision).

1.13. The proposal is also to include some designated specialist educational needs (SEN) provision, as part of the re-provision of the adjacent Strathmore School.

1.14. The SEN is to be provided for in specialist teaching areas, as part of mainstream provision.

1.15. Provision is proposed for 18-24 primary aged children. The SEN provision, though co-located, is to remain part of The Strathmore School, a specialist school that is to be separated onto three school sites.

2. Site Location and Description

2.1. The site is located in the London Borough of Richmond upon Thames (LBRuT) on the A307 Petersham Road which is a busy main road in the Petersham area of the Borough. To the north of the site is a German language School, residential areas and the River Thames. To the west of the site lies Ham Polo Club and Ham House and Garden. To the south are residential areas and to the east of the site lie residential areas which abut Petersham Park and Richmond Park.

2.2. The site is bounded to the south by Sandpits Road and Meadlands Drive, which are predominantly residential in nature and to the north, by an access road which provides an approach to a German language school and the grounds of Ham Polo Club. The site is also bounded by a copse to the east, polo grounds to the north-west, and a residential area on the opposite side of Petersham Road to the west.

2.3. Russell School and the nursery are located on the site. To the west of the site, on land within the same ownership, is Strathmore School. The Russell Primary School is roughly located at the northern central boundary of the site, and borders playing fields to the west and south, the access road to the north, and Petersham Road to the east. The Russell School Nursery building is located at the south-eastern boundary of the site, adjacent to the Strathmore School. There is also an auxiliary building for The Russell School located roughly northeast of the Nursery and southwest of The Russell Primary School.

2.4. An existing site layout plan is provided in the Design and Access Statement submitted to support this planning application.

2.5. There are currently four pedestrian access points from the footway into the site; one, which serves The Russell Primary School, is located on Petersham Road, while the others, which serve The Russell Nursery School and Strathmore Schools, are situated along Meadlands Drive.

2.6. Vehicle access onto the site is also made via separate access points. The main vehicular access point for The Russell School is located on Petersham Road. The access road runs from Petersham Road, along the northern boundary of the site, and provides access to dedicated staff / visitor parking to the west of the site. The second vehicle access point is on Meadlands Drive, and provides dedicated access to the main entrance and parking facilities of both The Strathmore School and The Russell Nursery School. Vehicular access onto the site from both access points is normally restricted to staff; and also visitors (not including parents picking-up / dropping-off children), refuse collections and deliveries.

2.7. The LBRuT proposals map shows that the site has the following designations:

- The site is located within the Petersham Conservation Area;
- The site lies within an Archaeological Priority Area;
- The site lies within Metropolitan Open Land;
- The site is adjacent to Listed Buildings and Buildings of Townscape Merit;
- The site to the west and north is designated as 'Other Site of Nature Importance';
- The Avenue to the north of the site is a Historic Park and Garden;
- The Copse, Ham (to the west of the site) is designated as a Public Open Space;
- No public rights of way transverse the site; and
- The site is within Flood Zone 2.

3. The Proposed Development

3.1. The Proposed Development includes expanding the current Russell Primary School from its current one FE system to a one FE plus an additional four classes under a shared form entry provision, while the nursery is retained as existing. The expansion of The Russell School is phased, so there will be an increase in one class per year group every other year, starting with the youngest age pupils. It is forecast that, once the phased increase of pupils is completed, there will be 356 full time places at The Russell School (including full time equivalent part time nursery places) (see Table 1 below).

3.2. Part of the existing Strathmore SEN School would co-locate with The Russell Primary School in the new building. The Strathmore School is also being expanded. It is forecast that the number of pupils at the Strathmore School will increase, with places being distributed to three Strathmore School sites co-located on mainstream schools, including at The Russell School. It is therefore proposed that, once co-location is complete, The Strathmore School will comprise of 18-24 full time places (depending on children's needs). For the purposes of analysing the full effects of the Proposed Development, the maximum number of 24 pupils has been applied.

3.3. As part of the Proposed Development, there will be an increase in staff (both teaching and support staff) within The Russell School. It is assumed the number of full time equivalents (FTE) members of staff would increase by ten, from 44 to 54. The number of staff at The Strathmore SEN School co-located at the site will decrease by 15, with 20 staff remaining at the new School. The total number of staff working between the two schools at the site will therefore decrease, from 79 at present, to 74.

3.4. The existing, proposed and net change in staff and pupil numbers for both the Russell and Strathmore Schools are provided in Table1 below.

Table 1. Existing and Proposed Pupil and Staff Numbers

	Existing	Proposed	Net Change
		Pupils	
Russell Primary School	239	330	+91
Russell Nursery School (full time equivalent)	26	26	0
Strathmore School	57	24	-33
Total Pupils	322	380	+58
		Staff	
Russell Primary School	44	54	+10
Strathmore School	35	20	-15
Total Staff	79	74	-5

3.5. The Proposed Development would operate the typical daily timetable as shown in Table 2 below:

Table 2. School Start and Finish Times

	Russell Primary School	Russell Nursery School	Strathmore SEN School
School Starts	08:45	08:30 / 12:30	09:05
School Finishes	15:15	11:30 / 15:30	15:20

Design

3.6. The proposed purpose built facilities building has been carefully designed in collaboration with the key users (school staff and governors) taking into account comments made by local residents during

consultation and by LBRuT's planning team during the pre-application consultation. The overall height and bulk of the building has been reduced from the pre-application design to make the design more acceptable in planning terms.

3.7. The proposed building has a pitched roof with single storey and two storey elements. It has a maximum ridge height of 8.74 metres with the single storey elements having a ridge height of 5.29 metres. The building would be constructed of brick with large vertical glass panels to create a cohesive, visually interesting design.

3.8. A full appraisal of the design and the planning drawings are contained within the Design and Access Statement (DAS) which is submitted to support this planning application.

Landscaping

3.9. The landscaping proposals are contained within the DAS and on drawing number 5127940/COL/LA003 (also within the DAS). Following the construction of the new school building the existing buildings on the site would be demolished to allow for the site to be landscaped. Under the footprint of the existing Russell School there would be a new Key Stage 1 and 2 playground and a green space. The existing playing field would be retained with improved vegetation screening. The main vehicular access to the site would be from Petersham Road which would lead to car parking and mini bus parking and drop off areas. The landscape proposals also show soft landscaping around the buildings with enhanced screening to all boundaries. There is also provision for SEN play, teaching spaces, nature areas and an allotment, orchard and forest area.

Proposed Access Arrangements

Pedestrian Access

3.10. There are currently four pedestrian access points for the schools. One, which serves The Russell Primary School, is located on Petersham Road, while three further access points, which serves the Strathmore and Russell Nursery Schools, are located along Meadlands Drive.

3.11. It is proposed to retain one of the access points and re-provide a second. The Petersham Road gate will continue to provide access to the new school from the main road and bus stops, while the second gate on Meadlands Drive will re-provide access in a wider form to allow pupils who have walked from, or have been driven to, the streets adjacent to Meadlands Drive, where a large proportion of parents have been found to park to drop off / pick up pupils.

Vehicular Access

3.12. The main vehicle access onto the Russell Primary School Site from Petersham Road is to remain as existing, and will serve as the only vehicular access / egress. There will be an access from Meadlands Drive but this would be for emergency vehicles only, however the main emergency access to the site would be from Petersham Road.

Parking

3.13. The existing site has a total of 27 on-site car parking spaces; 12 are designated for The Russell Primary School and are accessed from Petersham Road, while a further 15 are for the use of Strathmore and Russell nursery staff, and are accessed by Meadlands Drive.

3.14. The proposed car park would be located from the Petersham Road access and would provide the following parking provision:

- Standard car parking spaces – 35 no.
- Blue badge car parking spaces – 2 no.
- Cycle parking spaces – 90 no.
- Minibus parking spaces – 5 no.

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3.15. The DAS accompanying this planning application contains a full description of the Proposed Development including the landscape proposals and provides full justification of the location and design of the Proposed Development. It is not intended to repeat this information in this Planning Statement.

4. Planning Policy Context

4.1. This section outlines the planning policy framework and the policies and guidance relating to issues which are likely to warrant further consideration in the planning application.

Introduction

4.2. The Planning and Compulsory Act 2004 (the 2004 Act) requires that planning applications should be determined in accordance with the Development Plan unless material circumstances indicate otherwise.

4.3. Local planning authorities are also required to have regard to other material considerations, so it is appropriate to consider first the national planning policy guidance with which all development plans must be in broad conformity.

The National Planning Policy Framework

4.4. The National Planning Policy Framework (NPPF) was published on 27th March 2012 and immediately replaced all existing Planning Policy Guidance Notes (PPGs), Planning Policy Statements (PPS), Circulars and Letters to Chief Planning Officers as the Government's single planning policy framework. It sets out the Government's planning policies for England and how these are expected to be applied.

4.5. The NPPF is now a material consideration in the determination of planning applications as part of the statutory development plan.

4.6. The key theme running through the NPPF is the 'Presumption in favour of Sustainable Development'. In terms of decision making the NPPF states (Paragraph 14) that development proposals that accord with the Development Plan should be approved without delay, where the Development Plan is up to date, or where the Development Plan is absent, silent or material considerations indicate otherwise. Paragraph 19 explains that planning should operate to encourage and not act as an impediment to sustainable growth.

4.7. Paragraph 17 outlines a set of core land-use planning principles that should underpin both plan-making and decision-taking. Relevant to the proposal are:

- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations; and

- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

4.8. Section 7 of the NPPF talks about the requirement for good design. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Under paragraph 58 of the NPPF it requires that planning decisions should aim to ensure developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

4.9. Metropolitan Open Land (MOL) is given the same protection as Green Belt land, as such Section 9 'Protecting green belt land' is relevant. This states that as with previous green belt policy, inappropriate development is, by definition, harmful to the green belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the green belt. 'Very special circumstances' will not exist unless the potential harm to the green belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

4.10. Section 9 confirms that new buildings are inappropriate in the green belt; however, exceptions include (paragraph 89):

- The replacement of a building, provided that the new building is in the same use and not materially larger than the one it replaces; and
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

4.11. Section 10 'Meeting the challenge of climate change, flooding and coastal change' requires under paragraph 100 that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

4.12. Section 11 'Conserving and enhancing the natural environment' requires the planning system to contribute to and enhance the natural and local environment by:

- Protecting and enhancing valued landscapes, geological conservation interests and soils;
- Recognising the wider benefits of ecosystem services;
- Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

- Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and

- Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

4.13. Paragraph 118 states that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

- Proposed Development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the site's notified special interest where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest;

- Development proposals where the primary objective is to conserve or enhance biodiversity should be permitted;

- Opportunities to incorporate biodiversity in and around developments should be encouraged;

- Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss; and

- The following wildlife sites should be given the same protection as European sites:

  - potential Special Protection Areas and possible Special Areas of Conservation;

  - listed or proposed Ramsar sites; and

  - sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.

4.14. Paragraph 123 deals with noise and aims to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions.

4.15. Section 12 of the NPPF deals with 'conserving and enhancing the historic environment' and requires that heritage assets are recognised as being an irreplaceable resource and should be conserved in a manner appropriate to their significance. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

4.16. Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- The desirability of new development making a positive contribution to local character and distinctiveness.

The Statutory Development Plan

4.17. Russell and Strathmore Schools lie within the London Borough of Richmond upon Thames (LBRuT).

4.18. The LBRuT's Local Development Framework (LDF) was adopted in 2009 with the Development Management Plan being adopted in 2011, these documents replaced the majority the LBRuT Unitary Development Plan (UDP).

4.19. The Development Plan for the Proposed Development, therefore, comprises :

- The London Plan (July 2011) and

- LBRuT's Local Plan which consists of a set of planning documents including:

  - LBRuT LDF Core Strategy (2009);

  - LBRuT LDF Development Management Plan (2011); and

  - LBRuT UDP (2005) (Saved Policies) – There is only one saved policy in the UDP, this is not relevant to the planning application so this document will not be discussed further.

Regional Policy

The London Plan (2011)

4.20. The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the Development Plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by Councils and the Mayor.

4.21. The policies listed below are relevant to the determination of the planning application.

4.22. Policy 3.18 'Education Facilities' states that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged. Proposals which result in the net loss of education facilities should be resisted, unless it can be demonstrated that there is no ongoing or future demand. Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged. Development proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer. On-site or off-site sharing of services between schools and colleges should be supported.

4.23. Policy 5.1 'Minimising Carbon Dioxide Emissions' states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy;

- Be clean: supply energy efficiently; and

- Be green: use renewable energy.

4.24. Policy 5.3 ‘Sustainable Design and Construction’ states that development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.

4.25. Policy 5.7 ‘Renewable Energy’ states that within the framework of the energy hierarchy, major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

4.26. Policy 5.11 ‘Green Roofs and Development Site Environs’ states that major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

4.27. Policy 5.12 ‘Flood Risk Management’ states that development proposals must comply with the flood risk assessment and management requirements set out in PPS25 over the lifetime of the development and have regard to measures proposed in Thames Estuary 2100 and Catchment Flood Management Plans.

4.28. Policy 7.14 ‘Local Character’ at a strategic level requires that development proposals should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area’s visual or physical connection with natural features. There should be a high quality design response that contributes to a positive relationship between the urban structure and natural landscape and should be informed by the surrounding historic environment.

4.29. Policy 7.6 ‘Architecture’ requires architecture to make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

4.30. Policy 7.8 ‘Heritage Assets and Archaeology’ requires that development proposals should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. Development affecting heritage assets and their setting should be sympathetic to their form, scale, materials and architectural detail. The policy also requires that new development should make provision for the protection of archaeological resources.

4.31. Policy 7.14 ‘Improving Air Quality’ requires that sustainable design and construction is promoted to reduce emissions from the demolition and construction of buildings follows the best practice guidance contained in the GLA and London Councils’ ‘The Control of Dust and Emissions from Construction and Demolition’.

4.32. Policy 7.15 ‘Reducing Noise and Enhancing Soundscapes’ seeks to minimise the existing and potential adverse impacts of noise on, from, within or in the vicinity of development proposals.

4.33. Policy 7.17 ‘Metropolitan Open Land’ provides the strongest protection to London’s Metropolitan Open Land (MOL) and inappropriate development should be refused, except in very special circumstances, giving the same level of protection as Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of the MOL. The guidance contained in the NPPF relating to Green Belts should be applied equally to MOL.

4.34. Policy 7.19 ‘Biodiversity and Access to Nature’ requires that development proposals should make a contribution to the protection, enhancement, creation and management of biodiversity; assist in achieving targets in BAPs and not adversely affect the integrity of European sites. Protection is given to sites of nature conservation importance and this will apply to all areas of ancient woodland. Strong protection is given to Sites of Metropolitan Importance for Nature Conservation (SMIs); these sites are jointly identified by the Mayor and the London Boroughs as being of strategic nature conservation importance. The policy goes on to say that when considering proposals that would affect a site of recognised nature conservation interest, the proposal should avoid adverse impacts to the biodiversity interest and if impact is unavoidable minimise impact and seek mitigation.

4.35. Policy 7.21 ‘Trees and Woodlands’ states that existing trees of value should be retained and any lost as the result of development should be replaced and wherever appropriate the planting of additional trees should be included in new developments.

Local Policy

LBRuT’s LDF Core Strategy (2009)

4.36. LBRuT’s LDF Core Strategy is the principal document in the LDF and provides vision, objectives and spatial policies to guide development in the borough.

4.37. The key policies of relevance in the Core Strategy are detailed below.

4.38. CP1 ‘Sustainable Development’

- 1.A The policy seeks to maximise the effective use of resources including land, water and energy, and assist in reducing any long term adverse environmental impacts of development. Development will be required to conform to the Sustainable Construction checklist, including the requirement to meet the Code for Sustainable Homes level 3 (for new homes), Ecohomes "excellent" (for conversions) or BREEAM "excellent" (for other types of development). This requirement will be adjusted in future years through subsequent DPDs, to take into account the then prevailing standards in the Code for Sustainable Homes and any other National Guidance, and ensure that these standards are met or exceeded.

- 1.C Making best use of land requires the use of existing and proposed new facilities should be maximised through management initiatives, such as co-location or dual use.

- 1.D Reducing environmental impact requires that development should seek to minimise the use of open land for development and seek to maintain the natural vegetation, especially trees, where possible. Local environmental impacts of development with respect to factors such as noise, air quality and contamination should be minimised.

4.39. CP2 Reducing Carbon Emissions

- 2.A The Borough will reduce its carbon dioxide emissions by requiring measures that minimize energy consumption in new development and promoting these measures in existing development, particularly in its own buildings.

- 2.B The Council will require the evaluation, development and use of decentralised energy in appropriate development.

- 2.C The Council will increase the use of renewable energy by requiring all new development to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible, and by promoting its use in existing development.

4.40. CP4 Biodiversity

- 4.B Weighted priority in terms of their importance will be afforded to protected species and priority species and habitats in the UK, Regional and London Borough of Richmond upon Thames Biodiversity Action Plans.

4.41. CP5 Sustainable Travel

- 5.A The need for travel will be reduced by the provision of employment, shops and services at the most appropriate level locally, within the network of town centres identified in CP 8. To implement this policy the Council will:

    - Protect and enhance local facilities and employment to reduce the need to travel.

- ♦ Require developments which would generate significant amounts of travel to be located on sites well served by public transport.

4.42. CP7 Maintaining and Improving the Local Environment

- 7.B All new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Proposals will have to illustrate that they:

  (i) are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity; and

  (ii) connect positively with their surroundings to create safe and inclusive places through the use of good design principles including layout, form, scale, materials, natural surveillance and orientation, and sustainable construction.

4.43. CP16 Local Services/Infrastructure

- 16.A The overall strategic approach is to ensure the provision of services and facilities for the community.

- 16.B The Council in working with other partners will ensure the adequate provision of such services and facilities, especially in areas of relative deprivation. The Council will aim to facilitate co-location of council, health, library and school facilities where opportunities arise.

- 16.C Loss of community facilities will be resisted unless it can be shown that the facilities are no longer needed or that the service could be adequately re-provided in a different way or elsewhere.

- 16.D New developments will be expected to contribute to any additional infrastructure and community needs generated by the development. New development will also have to take account of the requirements set out in the Planning Obligations Strategy (Supplementary Guidance to the UDP). Obligations will be sought in accordance with Circular 05/05 and any superseding advice.

4.44. CP18 Education and Training:

- 18.A The Council will ensure that the provision of schools, pre-schools and other education and training facilities are sufficient in quality and quantity to meet the needs of residents. Demand for primary places is currently particularly high in Richmond/ East Sheen, St Margaret's/ East Twickenham and Teddington.

- 18.B Land in educational use will be safeguarded and new sites may be identified in the Site Allocations DPD. The potential of existing educational sites will be maximised through redevelopment, refurbishment or re-use to meet educational needs.

- 18.C Facilities and services for the education and training of all age groups should be in locations that are conveniently accessible to users. The Council will work with partners to ensure the provision of post 16 education and training to help to reduce inequalities and support the local economy.

- 18.D Developers will have to take into account the potential need to contribute to the provision (Planning Obligations Strategy) of primary and secondary school places in the Borough, and training opportunities for residents.

London Borough of Richmond upon Thames LDF Development Management Plan (2011)

4.45. The policies contained within the Development Management Plan contribute towards delivering the Core Strategy by setting out detailed planning policies that the Council will use for determining planning applications. The relevant policies are considered to be as follows:

4.46. Policy DM SD 1 'Sustainable Construction' states that all development in terms of materials, design, landscaping, standard of construction and operation should include measures capable of mitigating and adapting to climate change to meet future needs. New buildings should be flexible to respond to future social, technological and economic needs by conforming to the Borough's Sustainable Construction Checklist SPD. They also must achieve a minimum 25 per cent reduction in carbon dioxide emissions over Building Regulations (2010) in line with best practice from 2010 to 2013, 40 per cent improvement from 2013 to 2016, and 'zero carbon' standards (2) from 2016. It is expected that efficiency measures will be prioritised as a means towards meeting these targets. These requirements may be adjusted in future years to take into account the then prevailing standards and any other national guidance to ensure the standards are met or exceeded. New non-residential buildings over 100sqm will be required to meet the relevant BREEAM 'excellent' standards.

4.47. Policy DM SD 2 'Renewable Energy and Decentralised Energy Networks' requires new development will be required to conform with the Sustainable Construction Checklist SPD; and:

- Maximise opportunities for the micro-generation of renewable energy. Some form of low carbon renewable and/or de-centralised energy will be expected in all new development, and developments of 1 dwelling unit or more, or 100sqm of non-residential floor space or more will be required to reduce their total carbon dioxide emissions by following a hierarchy that first requires an efficient design to minimise the amount of energy used, secondly, by using low carbon technologies and finally, where feasible and viable, including a contribution from renewable sources.

- Local opportunities to contribute towards decentralised energy supply from renewable and low-carbon technologies will be encouraged where there is no over-riding adverse local impact.

- All new development will be required to connect to existing or planned decentralized energy networks where one exists. In all major developments and large Proposals Sites identified in the (forthcoming) Site Allocations DPD, provision should be made for future connection to a local energy network should one become available.

4.48. Policy DM SD 5 'Living Roofs' states that living roofs should be incorporated into new developments where technically feasible and subject to considerations of visual impact. The onus is on the applicant/developer for proposals with roof plate areas of 100sqm or more to provide evidence and justification if a living roof cannot be incorporated. The aim should be to use at least 70% of any potential roof plate area as a living roof. The use of living roofs in smaller developments, renovations, conversions and extensions is encouraged and supported.

4.49. Policy DM SD 6 'Flood Risk' requires that development will be guided to areas of lower risk by applying the Sequential Test as set out in paragraph 3.1.35. Developments and

4.50. Policy DM OS 2 'Metropolitan Open Land' states that the borough's Metropolitan Open Land will be protected and retained in predominately open use.

4.51. Policy DM OS4 'Historic Parks, Gardens and Landscapes' states that parks and gardens as well as landscapes of special historic interest included in the Register compiled by English Heritage, and other historic parks, gardens and landscapes referred to in the text accompanying the policy, will be protected and enhanced. Proposals which have an adverse effect on the settings, views, and vistas to and from historic parks and gardens, will not be permitted.

4.52. Policy DM OS 5 'Biodiversity and new development' requires that all new development will be expected to preserve and where possible enhance existing habitats including river corridors and biodiversity features, including trees. All developments will be required to enhance existing and incorporate new biodiversity features and habitats into the design of buildings themselves as well as

in appropriate design and landscaping schemes of new developments with the aim to attract wildlife and promote biodiversity, where possible. When designing new habitats and biodiversity features, consideration should be given to the use of native species as well as the adaptability to the likely effects of climate change. New habitats and biodiversity features should make a positive contribution to and should be integrated and linked to the wider green and blue infrastructure network, including de-culverting rivers, where possible.

4.53. Policy DM OS6 'Public Open Space' states that Public Open Space will be protected and enhanced.

4.54. Policy DM HD 1 'Conservation Areas' - designation, protection and enhancement' states that buildings or parts of buildings, street furniture, trees and other features which make a positive contribution to the character, appearance or significance of the area should be retained. New development (or redevelopment) or other proposals should conserve and enhance the character and appearance of the area.

4.55. Policy DM HD 4 'Archaeological Sites' states that the Council will seek to protect, enhance and promote its archaeological heritage (both above and below ground), and will encourage its interpretation and presentation to the public. It will take the necessary measures required to safeguard the archaeological remains found, and refuse planning permission where proposals would adversely affect archaeological remains or their setting.

4.56. Policy DM HD 7 'Views and Vistas' states that the Council will seek to protect the quality of views indicated on the Proposals Map. It will also seek opportunities to create attractive new views and vistas and, where appropriate, improve any that have been obscured.

4.57. Policy DM DC 1 'Design Quality' requires that new development must be of a high architectural and urban design quality based on sustainable design principles. Development must be inclusive, respect local character including the nature of a particular road, and connect with, and contribute positively, to its surroundings based on a thorough understanding of the site and its context. In assessing the design quality of a proposal the Council will have regard to the following: compatibility with local character including relationship to existing townscape and frontages, scale, height, massing, proportions and form sustainable development and adaptability, subject to aesthetic considerations, layout and access, space between buildings and relationship to the public realm, detailing and materials.

4.58. Policy DM DC 4 'Trees and Landscape' states that the boroughs trees and landscape will be protected and enhanced. This policy requires landscape proposals to be submitted for all developments to retain existing trees and other important landscape features and include the planting of new trees and other planting.

4.59. Policy DM DC 5 'Neighbourliness, Sunlighting and Daylighting' states that in considering proposals for development the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance. To protect privacy, for residential development there should normally be a minimum distance of 20 m between main facing windows of habitable rooms. The Council will generally seek to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings, and that adjoining land or properties are protected from overshadowing in accordance with established standards.

Other Documents

School Place Planning Strategy (January 2015)

4.60. The London Borough of Richmond upon Thames' School Place Planning Strategy 2015-2024 outlines the Councils strategy to meet the basic need for school places within the Borough.

4.61. An update and review of the Strategy went to Cabinet on 14 January 2015 which made a number of recommended actions for providing sufficiency and diversity of primary, secondary and maintained nursery school places until 2024.

4.62. The Local Authority have a statutory duty to provide sufficient places and more places will be required to meet the longer term forecast demand.

5. Development Appraisal

Introduction

5.1. The following section examines the Proposed Development in the context of the Development Plan, national policy guidance and other material considerations.

5.2. The planning and environmental considerations relevant to this application include:

- The Principle of Development;
- Metropolitan Open Land;
- Traffic, Transport and Highways;
- Impact on Residential Amenity;
- Design;
- Heritage;
- Landscape and Trees;
- Flood Risk;
- Sustainability; and
- Ecology.

5.3. The Statement examines how these issues are considered and mitigated where necessary in such a way as to minimise the impact on the surrounding environment, including the amenity of nearby land uses. These issues and justifications for development are now considered in turn below.

The Principle of Development

5.4. The NPPF under paragraph 17 sets out its core land-use planning principles which should underpin decision making, these include delivering sufficient community infrastructure to meet local needs. The London Plan under Policy 3.18 states that development proposals which enhance education and skills will be supported including new build and extension of existing facilities. It goes on to state that development proposals that encourage co-location of services should be encouraged in order to maximise land use, reduce costs and develop what schools offer. At local level policy CP18 states that the Council will ensure provision of schools of sufficient quality and quantity to meet the needs of residents.

5.5. The Proposed Development involves the construction of a new school to replace the existing Russell School and nursery and to provide part of the SEN provision currently provided at Strathmore School. The Proposed Development involves building new high quality facilities on an existing school site, which would provide a high quality shared facility. The Proposed Development is therefore strongly supported in principle at all levels of planning policy. However, the need for the Proposed Development in terms of the Russell School and Strathmore SEN provision and its in principle support under planning policy needs to be balanced against its impacts in terms of other considerations, such as impacts on MOL, traffic, transport and parking, residential amenity, design, heritage, landscape, flood risk, sustainability and ecology which are discussed further in sections below.

Metropolitan Open Land

5.6. The entire site lies within Metropolitan Open Land (MOL), a plan showing the MOL boundary can be found in the DAS. All levels of planning policy provide protection for MOL, which is given the same protection as green belt land. At national level, the NPPF states that inappropriate development is harmful and should not be approved except in very special circumstances. It states that very special circumstances will not exist unless the potential harm by reason of inappropriateness and any other harm is clearly outweighed by other considerations. Section 9 of the NPPF confirms that new buildings are inappropriate development, however exceptions include the replacement of a building (provided the new building is in the same use and not materially larger than the one it replaces) and partial or complete redevelopment of a previously developed site which would not have a greater impact on openness and the purposes of including land within the MOL.

5.7. The Proposed Development is for the replacement of four buildings (the junior building, the annex building, nursery, and the modular staff room) with a single building. The nursery building is being demolished and re-provided within the new school building. The part of the site that the nursery is on is outside of MOL land it isn't included within the MOL assessment which follows, however its removal will have a positive impact on the openness of the MOL and views into it.

5.8. The replacement of a building is an exception under MOL policy provided that the new building is not materially larger than the one(s) it replaces. The existing buildings on the site (***within MOL land only***) have the following gross external areas (footprint):

- Russell School Junior building – 988 m^2
- Russell School Annex building – 233 m^2
- Modular staff room – 67 m^2
- **Total existing gross external area – 1288 m^2**

5.9. Existing buildings outside of the MOL land which are to be demolished are:

- Infant Building – 757m^2
- Demountable Building – 149m^2
- Old Nursery Block – 115m^2

5.10. All of the above buildings would be demolished as part of the Proposed Development. The new combined Strathmore SEN and Russell Primary School building would have the following gross external area (footprint):

- **Proposed building gross external area– 2040 m^2**

5.11. The **net additional building gross external area** within the MOL would therefore be **752 m^2**.

5.12. The **percentage increase** from existing to proposed gross external area would be **58%.**

5.13. The Proposed Development would result in a 58% increase in gross external area (floor area) over the existing buildings on the site (all within MOL land), this is not considered to be a material increase over the size of the existing buildings on the site. In addition, due to the reduction in the number of buildings on the site from three (junior building, annex building and infant building) to a single purpose built building, this would reduce the spread of buildings across the site which would reduce the visual impact on the openness of MOL over the existing situation which is spread out and poorly planned. The new building would be surrounded by well-designed planting to partially screen and buffer the development from surrounding land, further reducing any impact on MOL land. Additionally the proposed design of the development would represent a visual enhancement in the MOL and would benefit the site and the surrounding MOL land. It is therefore concluded that the Proposed Development is not inappropriate development within the MOL and is therefore acceptable in this regard.

5.14. Notwithstanding the above assessment which concludes that the Proposed Development is not inappropriate development in the MOL, very special circumstances also exist to justify the Proposed Development, as described below.

Educational Benefits

5.15. The educational benefits of the Proposed Development should be measured in the context of the following:

- A demonstrable need for additional pupil places at The Russell Primary School. There is a lack of land available outside of the MOL to provide the places required. The Proposed Development represents a far more efficient use of the site as when measured against the existing junior school building, only 5m^2 of ground floor foot print is provided compared to 10.7 m^2 as existing;
- A demonstrable need to expand and devolve the Strathmore SEN provision across three separate (main stream) school sites;
- A lack of availability of land outside of the MOL boundary;
- A demonstrable shortfall in the standard of accommodation provided within the existing Strathmore SEN building (not fit for purpose) and the large expenditure incurred each year by LBRuT sending pupils to schools outside of the borough; and
- There is a pressing need for additional primary school places within the immediate vicinity of the site. This is occasioned by a 21% increase in the birth rate between 2000 and 2007. Furthermore, LBRuT's forecasts for reception classes indicated the current shortfall of places per year in this district of Richmond from 2011/2012 onwards.

5.16. The combined pupil capacity of the two schools and nursery is currently 322 pupils. The total pupil capacity of the proposed combined Russell Primary School and Strathmore SEN School including nursery would be 380 pupils (330 Primary, 24 SEN and 26 Nursery). A capacity of 380 pupils represents a significant and much needed increase in existing pupil capacity of over 14%.

5.17. The Proposed Development would enable LBRuT to meets its commitments and obligations with regard to increased primary pupil numbers and co-locating SEN provisions both within and alongside an established main stream educational provision.

Why the Proposed Development must be sited on MOL

5.18. The reason for locating the Proposed Development on the portion of MOL land where it is currently sited is as follows:

- The portion of the site outside of the MOL is currently occupied by the existing Strathmore SEN School and the existing Russell Infant and Nursery School buildings. These need to remain in operation until the new school is provided.
- There is insufficient land available within the land in school ownership outside the MOL for the new co-located school complex to be constructed, without demolishing the existing school buildings first. For this approach to be possible, the respective school facilities within these existing buildings within the MOL would need to be re-provided within temporary buildings sited on the MOL. This approach was not considered to be viable due to financial, phasing and programme parameters and constraints.

Why the school must be sited in this location

5.19. The reasons for locating the Proposed Development in the location proposed is as follows:

- The site has a long history of providing mainstream primary school provision to the local community, dating back to before 1943 and has been permitted over many years to develop and mature to its current state, to meet the needs of the immediate local community. The co-located Strathmore SEN School on the adjacent site to The Russell Primary School is also

well established - the Strathmore SEN School was founded on the site in 1980. Therefore it is essential that it stays in this location;

- To allow all of the existing buildings on the site to remain in operation, whilst the new building is being constructed. This ensures that pupil's education is not disrupted during the construction period;
- To allow the existing sports pitches to remain in place during and following construction providing adequate external curriculum opportunities;
- To allow the existing Strathmore School buildings on the adjacent site to remain operational as, this site will remain in occupation until mid/late 2018, when all the Strathmore development projects are targeted to complete. Hence the new school cannot be sited there as would require the relocation of the 57 of the most vulnerable children;
- To meet high demand for school places particularly in the local area, within a school site that has sufficient external area to meet guidance requirements. Without the additional places that this proposal will provide, the Authority would be wholly reliant upon a strategy of providing temporary additional places, which is considered to be a less than ideal solution compared with permanent expansion, as this would not provide for the ancillary spaces and adequate sized hall and kitchen spaces required and would result in additional dislocated buildings on site. Additional capacity is also being proposed at neighbouring schools, to meet the high demand for school places, in addition to those required at Russell School. It would be insufficient without the expansion at the Russell School;
- To maintain direct access for vehicles from Petersham Road and access to community facing facilities such as halls and open space to the front of the site;
- To locate the new two storey building as far back from Petersham Road as practicable to minimise it's visual impact and respect the openness of MOL when viewed from the east;
- To reduce the impact on neighbouring residents - with the main bulk of the buildings being to the north east of the site; and
- The site area to the south-west of the site was considered for the location of the new school building, however, it was considered too small an area for the collocated provision would limit access to the site and was believed a two story school building would have a greater impact on the local residents on Meadlands Drive.

Why other schools cannot take the SEN pupils to reduce the size of the proposed development

5.20. Strathmore and The Russell Schools already operate an integrated Early Years Foundation Stage delivery, which is based within the Russell School nursery and reception classes.

5.21. The Russell Primary School is a high achieving school, rated 'good' by Ofsted with 'good' leadership and management.

5.22. There is an existing good working relationship between The Russell and Strathmore staff, who operate a peer to peer observation scheme and share skills and expertise to provide continuous improvement to their primary SEN delivery.

Why a new build is required instead of a refurbishment and extension

5.23. The existing buildings on site are not fit for purpose in a number of areas. Issues include DDA accessibility, high running costs occasioned by poor u-value performances and antiquated and defective heating and ventilation plant, poor natural day lighting and natural ventilation occasioned by small windows, low ceiling heights, instances of damp and condensation and likely asbestos content.

5.24. The above issues could be addressed within a carefully designed programme of refurbishment, remodelling and repair, however this approach would represent poor value for money and would never produce the type of modern teaching and building performance that would be secured by way of a new build.

Benefits of the proposed development

5.25. The site has a long history of providing primary education to the local community and has been permitted over many years to develop and mature to meet the needs of the local community. The Proposed Development represents a necessary and vital redevelopment of the schools on site to ensure that the additional facilities and space required is provided in a modern and appropriately sized teaching facility.

Why the proposed development cannot be sited on the adjacent Strathmore School site

5.26. It was suggested that the new school could potentially be sited on the current Strathmore School site which is located outside of MOL land. However, there is a need to keep the existing Strathmore School operational until its replacement provision is provided at the three schools identified (Russell School, Grey Court and St. Richard Reynolds Catholic College). Due to the splitting of the Strathmore provision, all of the new sites will need to be constructed and in operation before the existing school building is demolished. Therefore the new building cannot be sited on the Strathmore School site as the existing Strathmore School needs to be retained until after its replacement provision is provided over the three sites to ensure continuity in teaching for the pupils, which is not targeted until 2018.

Why SEN needs to be provided in the Borough

5.27. LBRuT have carried out a SEN public consultation and Councillor led Scrutiny Task Group about its SEN delivery, the outcome of which identified:

- Perceptions about in-borough provisions were very positive, with the majority of parents said they would not seek for their Children and Young People to go out-of-the-borough if possible, giving the parents' choice.
- The transport costing for placing a child in SEN education out of the borough are much higher than it would be if the child remained in borough: For a child to have individual transport, it can cost the LBRUT approximately £22,000 p.a. The cost of transport can in some cases be as much as the cost of the placement, which could be better managed within borough.
- SEN delivery strategy has highlighted the benefits of co-location of SEN provisions alongside mainstream school provision. There are proven educational benefits for SEN pupils, in receiving their education within a mainstream school with access to addition facilities, social benefits from regular interaction with mainstream children, as well as recognised benefits to SEN delivery within the main stream school, sharing of good practices and working methods across both schools and the social benefits for the mainstream non SEN school children.
- A key recommendation of the Scrutiny Task Group, which has formed part of the Council's commitments to residents was to: ascertain if Clarendon and /or Strathmore Schools can be rebuilt so as to ensure purpose built buildings for children with special educational needs. If this is feasible, this should go ahead.

Why the existing Strathmore SEN School needs to be replaced

5.28. The current Strathmore Special School is not fit for purpose and LBRuT has a large expenditure each year sending pupils out of the borough, because adequate facilities and number of available places do not currently exist within the borough. In order to continue to deliver the Strathmore SEN provision, it is imperative that the capacity (i.e. numbers of pupils that the Strathmore SEN School) can accept increases and that the facilities within which the pupils are educated are 'fit-for-purpose'.

LBRuT is committed to devolving an expanded Strathmore SEN provision across three separate sites as follows:

- Strathmore at The Russell Primary School – up to 24 SEN primary places, within a new purpose built combined SEN and mainstream primary school complex.
- Strathmore at Grey Court School – up to 24 SEN secondary places, within two new purpose built SEN buildings, located within the campus of the existing mainstream Grey Court Secondary School. The new buildings will include a hydro-therapy pool (this is just one of the inadequate facilities within the existing building).
- Strathmore at St Richard Reynolds Catholic College – up to 24 SEN primary places and up to 24 SEN secondary places, within a new purpose built SEN complex, located within the campus of the existing mainstream St Richard Reynolds Catholic College. This is the last phase of the Strathmore SEN devolution and will provide a much needed presence to the portion of the borough that lies to the north of the River Thames. The strategy aims to provide parents with choice on both sides of the borough, with access to similar quality facilities.

5.29. The number of transport journeys and the length of the journeys is expected to reduce with the expansion of the offer at Strathmore, meaning that the children's journeys would be shorter and would mean a less disruptive start to the school day.

5.30. The proposals therefore represent a necessary and vital next chapter in the development of The Russell Primary School and Strathmore SEN School. The proposals are also part of a wider strategy for developing the two schools that extends beyond the existing site boundary.

Summary

5.31. The above assessment concludes that the proposed replacement school building is not materially larger than the existing buildings on site and is therefore not inappropriate development in the MOL and as such, is acceptable in this regard. Notwithstanding the above assessment which concludes that the Proposed Development is not inappropriate development in the MOL, very special circumstances also exist to justify the Proposed Development, as described above.

5.32. The Proposed Development is therefore in accordance with section 9 of the NPPF (2012), policy 7.17 of the London Plan (2011) and policy DM OS2 of the Development Management Plan (2011).

5.33. An updated Transport Statement accompanies this submission.

Traffic, Transport and Parking

5.34. A Transport Statement (TS) for the Russell and Strathmore Schools proposals (WYG Transport, September 2014) has been prepared and is submitted to support this application for planning permission. The findings are set out briefly below.

5.35. The Proposed Development includes the expansion of the current Russell Primary School from its current one FE to a one system plus an additional four classes under a shared form entry provision. The number of nursery place will remain as existing. It is forecast that, once the phased increase in pupils in complete, there will be 356 full time equivalent places at Russell School (including 26 nursery places). The proposal also includes the disposal of the existing Strathmore SEN School on the site and co-locate part of its provision at the Russell School site, once this is complete there will be up to 24 full time Strathmore places at Russell School. Therefore the total student full time places at the combined site (Russell School, Strathmore School at Russell and the nursery full time equivalent) would be 380 places. Overall between the two schools the number of staff will decrease overall from 79 at present to 74.

5.36. The TS looked at the accessibility of the site and confirmed that the PTAL value of the site is identified as 2 ('poor'). Currently there are two vehicular access points to the School, one from Petersham Road and another from Meadlands Drive. There are four existing pedestrian access points, each serving different buildings and areas within the site. The Proposed Development would

retain the Petersham Road vehicular access along with two pedestrian access points serving Petersham Road and Meadlands Drive.

5.37. In terms of road safety, traffic collision statistical data for the area in the vicinity of the schools for the previous five years was collected. None of the incidents recoded in the area involved pedestrians or people of school age and all but one accident occurred outside of the morning and afternoon pick up and drop off periods. The TS therefore concluded that there are no significant road safety issues associated with the school.

5.38. In terms of parking, the Proposed Development would provide 35 car parking spaces, two blue badge spaces, five mini bus parking spaces and 90 cycle spaces. The LBRuT's Development Management Plan provides car and cycle parking standards for the Borough for schools, it requires 1 car parking space per 2 staff and 5 cycle spaces per classroom. The Proposed Development provides 37 car parking spaces in total (including the blue badge provision) which meets the Council's car parking standards (74 staff, one space per two staff, therefore 37 car parking spaces required). For cycle parking, 90 spaces are proposed, the Council's parking standards require 5 spaces per classroom. 14 classrooms are proposed and therefore 70 cycle spaces are required, the cycle parking standard is a minimum so the provision of 90 spaces is acceptable.

5.39. A car parking survey was undertaken for the TS using the LBRuT car park survey methodology, which detailed the occupancy rates and availability of parking within 200 metres of the site. It was found that even at peak times there is currently a high level of availability for free, unrestricted car parking spaces within a short walking distance of the schools.

5.40. The TS undertakes a multi-modal trip assessment which shows that the majority of pupils currently travel to school via sustainable modes, such as walking, cycling and public transport, while approximately 30% of pupils travel in a car. Staff journey trends are different, in that a greater proportion travel by car; approximately 50%, while less use sustainable modes. The trip assessment showed that there are likely to be more trips made by car in the future with the proposed increase in pupil numbers travelling to the school, although, as the number of staff is proposed to decrease, there is likely to be less staff journeys made by car.

5.41. The TS demonstrates that there is sufficient space for additional cars to park on-street if necessary. An analysis of the parking survey data and the multi-modal trip assessment concluded that, even assuming a worst case scenario at peak periods during term time, parking is still readily available within 200m of the site, with occupancy rates not exceeding 78% even at peak times during the day. Any increase is parking is also likely to be limited to short 10-15 minute periods at the beginning and end of the school day.

5.42. It is also important to recognise that, as the primary school increases in size, there is the likelihood that a greater proportion of pupils attending the school will be siblings or will live within close proximity to one another. This further reduces the potential for additional car trips and increases the potential for car sharing and for parents walking more than one pupil to the school at any one time.

5.43. The TS concludes that the Proposed Development would not have any unacceptable impacts in terms of transport or highways and is therefore acceptable in this regard. The Proposed Development is therefore in accordance with the NPPF (2012) and Policy CP5 of the Core Strategy (2009).

Impact on Residential Amenity

5.44. All levels of planning policy aims to protect the amenities of adjoining properties and Policy DM DC5 of the Development Management Plan (2011) requires that adjoining properties should be protected from unreasonable loss of privacy, pollution, visual intrusion and noise and disturbance.

5.45. The Proposed Development has been designed so that all new build is at least 20 metres from the closest residential properties and enhanced boundary planting including trees has been included on the western, northern, eastern and much of the southern boundaries of the site to further screen the Proposed Development. The Proposed Development would not be considered to be over dominant, over bearing or result in a loss of light to any neighbouring properties.

5.46. In terms of potential overlooking of nearby residential properties, it is considered that due to the positioning of the building on the site and the large separation distances involved, there would be no potential unacceptable overlooking / loss of privacy issues to the north, east and west. The south elevation of the building would be located in closer proximity to residential properties and therefore could potentially cause unacceptable overlooking / loss of privacy issues. However, the proposed building has been carefully designed to ensure that unacceptable overlooking / loss of privacy issues do not result. The part of the building closest to residential properties on the south side is single storey, having ground floor windows only which would not result in any loss of privacy. Behind this single storey element is a two storey element with first floor widows, the view from which is blocked by the roof of the single storey element.

5.47. In terms of noise and disturbance, the Proposed Development is the same use as the existing development on the site and schools do not generally give rise to noise issues. Any plant required for the Proposed Development would be located internally within the building therefore attenuating any noise to an acceptable level.

5.48. The Proposed Development would not be considered to have any adverse effects on neighbouring residential amenity and as such is acceptable in this regard and is in accordance with the NPPF (2012) and Policy DM DC5 of the Development Management Plan (2011).

Design

5.49. The design of the Proposed Development including landscaping and the analysis in terms of site constraints, architecture, location of the Proposed Development and the specification of the Proposed Development are detailed in the DAS which accompanies this application for planning permission. The DAS fully discusses the design principles and reasoning behind the Proposed Development and discusses why it is acceptable in terms of design. It is not intended to repeat this information here. The final design has been shaped by the pre-application responses that haven been received from LBRuT's Development Management team and the design is considered to be in keeping with the character of the existing buildings and their surroundings and is sensitively designed in terms of its Conservation Area setting and its setting in terms of nearby Listed Buildings, Buildings of Townscape Merit, protected views and the Historic Park and Garden. As such the Proposed Development is in accordance with the design requirements of the NPPF (2012), policies 7.14 and 7.16 of the London Plan (2011), Policy CP7 of the Core Strategy (2009) and Policy DM DC1 of the Development Management Plan (2011).

Heritage

5.50. The site is located within the Petersham Conservation Area and lies within an Archaeological Priority Area. There are no designated built heritage assets on site, however the site is close to Listed Buildings, Buildings of Townscape Merit and a Historic Park and Garden.

5.51. All levels of planning policy support the protection of heritage assets, the NPPF (2012) sets out the conservation of heritage assets as a core principle. The London Plan (2011) provides for the protection of heritage under Policy 7.8 'Heritage Assets and Archaeology'. The LBRuT Core Strategy (2009) under Policy CP7 'Maintaining and Improving the Local Environment' provides for the protection of heritage assets and requires new development to recognise the distinctive character of an area. LBRuT's Development Management Plan (2011) contains several relevant policies, these are, Policy DM HD1 requires the protection of Conservation Areas; Policy DM HD2 requires the conservation of Listed Buildings and their setting; Policy DM HD3 seeks to conserve Buildings of Townscape Merit; and Policy DM HD4 relates to archaeological sites.

5.52. Due to the sensitive nature of the site in terms of heritage, an Archaeological Desk Based Assessment (DBA) for Russell and Strathmore School (AOC Archaeology, April 2014) has been prepared and is submitted to support this planning application.

5.53. The DBA has assessed a study area of 1km from the application site to assess the likely nature and extent of archaeological and built heritage resource, in addition to the desk based element of the assessment a site walkover was also undertaken.

5.54. Telephone consultations were undertaken with LBRuT's Conservation Officer who confirmed that heritage assets potentially affected by the Proposed Development should be assessed on their own merits. Consultation was also undertaken with the Greater London Archaeology Advisory Service (GLASS) who highlighted the potential of the site for general prehistoric period activity. This activity included the study of the early medieval hamlet of Ham; the influence of Ham House on the surrounding landscape; and recent excavations at Grey Court School which found evidence of brick manufacture, possibly associated with the construction of Ham House.

5.55. The DBA confirmed that no previous archaeological investigations have been recorded on the site and noted a considerable number of Listed Buildings, Buildings of Townscape Merit and Registered Parks and Gardens within the study area (1km from site), some of which are in close proximity of the site with some visible from the site boundary.

5.56. A walkover survey of the site was undertaken on the 27th March 2014 to assess the existing land use and the potential for heritage constraints.

5.57. In terms of the potential impact of the Proposed Development, the DBA reports that further information regarding the below ground deposits and a more detailed design of the Proposed Development (to include information, for example, on foundations) would be required to fully assess the degree of potential impact of the Proposed Development. However it can be stated that ground works would be required for the foundations of the Proposed Development, where ground works extend beyond the depth of made ground, there may be an impact on archaeological deposits, should any be present.

5.58. There would be no physical impact from the Proposed Development to the designated heritage assets in close proximity to the site, though it could impact on their wider settings. However the DBA confirms that most of the heritage assets are partially shielded from view by vegetation, or was not visible from the area of the site to be developed or is located a distance from the site. The DBA therefore concludes that it is likely that the change to the setting from the proposed development would be low / negligible.

5.59. Additional designated and undesignated heritage assets are present within the study area, however as these are separated by a good distance with no immediate views between the assets and the Proposed Development site it is concluded that there would be no impact on such heritage assets.

5.60. The DBA suggests the following recommendations and mitigations are undertaken for archaeology and built heritage:

Archaeology

5.61. Due to the potential for below ground remains, Gillian King, the Greater London Archaeological Advisor to LBRuT by email (08/04/14) indicated that an evaluation stage by trial trenching would be required, and would be subject to an approved Written Scheme of Investigation (WSI). It is therefore recommended that a programme of archaeological evaluation targeted in the proposed areas of impact is prepared, prior to the commencement of any development groundworks. Such works would identify and record the nature and extent of any surviving archaeological remains encountered (preservation by record). Should no archaeological remains be encountered during these works, then no further works may be required.

Built Heritage

5.62. The current school buildings are considered to be of negligible heritage value and no further work, such as historic building recording is advised during, modification or demolition.

5.63. The site is located within a Conservation Area and is surrounded by numerous listed buildings, particularly on the western side, some of which are within view of the site. There are also Registered Parks and Gardens and Buildings of Townscape Merit nearby. Although there will be no physical impact upon these heritage assets, there may be some change to their setting. It should be ensured that the final design scheme makes a positive contribution to the Conservation Area through high quality design and use of appropriate traditional materials and architectural details as specified in the Conservation Area Character Appraisal and Management Plan (Richmond Borough Council 2008). (It should be noted that the final design has been carefully designed to ensure that it is of high quality and preserves the character of the Conservation Area).

5.64. The above assessment confirms that the Proposed Development would not have an adverse effect in relation to heritage provided that the recommendations and mitigations proposed are implemented, as such the Proposed Development is considered to be in accordance with the NPPF (2012), Policy 7.8 of the London Plan (2011), and Policy DM HD1, DM HD2, DM HD3 and DM HD4 of the Development Management Plan (2011).

Landscape and Trees

Landscape

5.65. The landscaping proposals are contained within the DAS and on drawing number 5127940/COL/LA003 (also within the DAS). Following the construction of the new school building the existing buildings on the site would be demolished to allow for the site to be landscaped. Under the footprint of the existing Russell School there would be a new Key Stage 1 and 2 playground and a green space. The existing playing field would be retained with improved screening planting. The main vehicular access to the site would be from Petersham Road which would lead to car parking and mini bus parking and drop off areas. The landscape proposals also show soft landscaping around the buildings with enhanced screening to all boundaries. There is also provision for SEN play, teaching spaces, nature areas and an allotment, orchard and forest area.

5.66. The proposed landscaping scheme has been designed carefully to integrate the new building and hardstanding areas into the site. The buildings and hardstanding have purposely been proposed to be sited as far away from the boundaries of the site as possible. The majority of the site boundary screening is proposed to be reinforced to partially screen the Proposed Development from outside of the site and to provide enhanced greening to the Proposed Development to take account of its sensitive location.

Trees

5.67. In relation to trees, this planning application is accompanied by an Arboricultural Impact Assessment (AIA) (Atkins, November 2014) and a tree protection plan (drawing number 5127940/DG/ARB/001 Revision A).

5.68. The Proposed Development would require the removal of trees as a result of direct impact by being located in the footprint of the proposals and due to potential for tree root severance during construction. The following trees would be felled:

- 14 no. individual and groups of British Standard (BS) Category B trees;
- 10 no. individual trees and groups of BS Category C trees; and
- 3 no. BS Category U trees.

5.69. The Proposed Development would require the removal of a number of trees as described above. The AIA assessed the loss of the trees and recorded that, ten of the trees to be removed are Category C trees which are of low quality and provides the opportunity for replacement tree planting to offer species of greater longevity, where the trees are of fair to poor form, or young trees to be transplanted or replaced. Similarly, Category U trees should not hinder the Proposed Development given that the trees should be removed on the grounds of safety and sound arboricultural management regardless of the proposed works.

5.70. The design of the Proposed Development has been modified to preserve trees where feasible. However, the Proposed Development would require the removal of a 14 trees of moderate quality (Category B). Mitigation for the loss of these trees (and the Category B trees noted above) is proposed as part of the Proposed Development and involves the planting of 55 no. trees on the site. In addition the AIA recommends the management of the existing tree resource to provide continuity of cover and to promote longevity. The AIA suggests that these works could include under-planting of two groups of trees to reinforce the screening potential of these groups.

5.71. The AIA suggests that an Arboricultural Method Statement (AMS) is produced to ensure that trees to be retained are protected during construction. The AMS would include for example, details of protective barriers, construction exclusion zones and storage of plant and materials. In addition the

AMS should detail mitigation measures to ensure the safe retention of trees which have works proposed within their root protection zone, for example hand excavations and / or no dig construction methods. The AMS should also define the requirements for any facilitation pruning. The AIA recommends that the AMS is produced once planning permission has been granted, this could be secured by way of a planning condition attached to the planning permission.

5.72. The Proposed Development has been carefully designed to ensure that it is acceptable in terms of trees and landscaping. The Proposed Development is therefore in accordance with the NPPF (2012), policy 7.21 of the London Plan (2011) and policy DM DC4 of the Development Management Plan (2011).

Flood Risk

5.73. RAB Consultants has undertaken the 'Russell and Strathmore Schools, Richmond, Flood Risk Assessment (FRA) (September, 2014) which is submitted to support this application for planning permission, the key findings are detailed below.

5.74. The existing Strathmore School site is located entirely within the Environment Agency's Flood Zone 1 with a risk of flooding from tidal and fluvial sources less than 0.1% (1 in 1,000 year). However, a large part of Russell School is located within Flood Zone 2; which has a risk of tidal flooding from the adjacent River Thames between 1% and 0.1% annual probability (1 in 100 to 1 in 1,000 year). This does not take defences into account that offer protection from flooding up to and including a 0.1% annual probability flood event. There is no residual risk of flooding to the site associated with these defences.

5.75. The site is at low risk of flooding from all other sources.

5.76. The site is within an Environment Agency Flood Warning Area meaning occupants will have access to flood warnings of up to two hours before onset.

5.77. The eastern portion of the site lies within Flood Zone 2, while the western part of the site lies within flood zone 1. The proposed educational building would be located in Flood Zone 1, which is low risk. The proposed educational development would be categorised as 'more vulnerable' development in accordance with Table 2 of the Technical Guidance to the NPPF. The area of the site within Flood Zone 2 would be used for green space and the access road, these uses are considered less vulnerable in accordance with the NPPF and consequently would be appropriate in Flood Zone 2. There is therefore no need for either the sequential or exceptions test to be carried out for the Proposed Development.

5.78. The FRA has estimated the greenfield runoff rate for the site using the IH124 method for determining greenfield runoff rate revealing a surface water runoff rate of 1.5 l/s per ha. The greenfield runoff volume was also calculated, revealing a value of 151.265m3 per ha during a 1 in 100 year 6 hour duration storm event.

5.79. The Proposed Development may result in an increase in hard-standing as on site. The FRA therefore requires the use of suitable SuDS techniques to ensure that the Proposed Development has no effect on surface water runoff in accordance with Policy 5.13 of the London Plan. If there is no increase in hard-standing, opportunities for implementing suitable SuDS should still be sought as part of the Proposed Development.

5.80. The site is within an Environment Agency Flood Warning Area meaning occupants will have access to flood warnings of up to two hours before onset.

5.81. The FRA concludes that the Proposed Development is appropriate in terms of flood risk and is not expected to increase the risk of flooding elsewhere. However a number of recommendations are made (those that are not complete can be required through a planning condition attached to the planning permission):

- The development's final occupants should sign up to the Environment Agency's flood warning service in operation in the local area.

- A surface water drainage strategy must accompany this flood risk assessment to ensure that post-development surface water runoff from any additional hard-standing created as a result of the development during a 100 year return period storm event including the effects of climate change is controlled to 1.5l/s to ensure that flood risk is no greater to the surrounding area as a result of the development.

- The surface water drainage strategy should incorporate SuDS, that meets the requirements of Policy 5.13 of the London Plan should be developed to limit the rate of surface water run-off to the greenfield rate of 1.5 l/s per ha and improve the quality of the run-off.

- A SuDS maintenance plan and schedule should be written to ensure efficient operation of the SuDS at all times.

- Regular maintenance of existing drainage infrastructure at the site should be carried out including desilting and unblocking of drains.

- Whilst Falling Head Tests show that infiltration SuDS are favourable, full infiltration tests must be carried out in accordance with BRE Digest 365 to confirm the permeability of the soil if infiltration SuDS are to be considered.

5.82. The FRA concludes that, provided its recommendations are implemented, which can be secured by way of planning conditions, the Proposed Development is appropriate in terms of flood risk and would not be expected to increase the risk of flooding elsewhere. The Proposed Development is therefore in accordance with the NPPF (2012), policy 5.12 of the London Plan (2011) and Policy DM SD6 of the Development Management Plan (2011).

5.83. An updated Flood Risk Assessment is included within this submission.

Sustainability

5.84. A 'BREEAM Design Stage Pre-assessment (Method, August 2014) has been prepared and submitted to support this application. The pre-assessment concludes that a BREEAM rating of 'Very Good' will be achieved for the Proposed Development. Due to the nature of the Proposed Development it has not been feasible to achieve a BREEAM rating of 'Excellent'.

5.85. The Proposed Development has been designed with sustainability in mind, to include the following features:

- Reduced building energy requirements by 15% through efficient building and services design and the inclusion of micro CHP linked to the heating and hot water generation.

- Reduced building energy requirements by additional 20% through addition of PV panels (total 35%), the PV panels are shown on the planning drawings.

- The Proposed Development is designed for natural and passive ventilation and cooling wherever possible, this reduces cooling and auxiliary energy use.

- The lighting in the Proposed development would be switched to take advantage of natural daylight obtained through windows.

- Intelligent automatic switching systems would be used to control the lighting in each space combining both presence and photocell technology to automatically turn lights off where daylight will provide sufficient lighting levels, dim lights (up or down) to maintain the required lighting levels with minimum energy consumption and switch lighting off in unoccupied rooms.

- Lighting within the Proposed Development will be designed to be efficient and suitable for the given task and use high efficiency luminaires with lamps selected to suit the particular requirements of each space.

- External lighting would be photocell and time clock controlled, with a form of manual control over the external lighting.

- High frequency regulated control gear for lighting.

- Method of lighting control (Absence PIR Detection).

- Split metered lighting & power distribution.

5.86. The Proposed Development has been designed to be sustainable, with a pre-assessment BREEAM level of 'Very Good', 35% reduction in carbon dioxide emissions beyond Building Regulations 2013 of which 20% is achieved through renewable energies. The buildings have also been designed to include sustainable features as described briefly above.

5.87. The Proposed Development is therefore considered to meet the sustainability criteria laid out in the NPPF (2012), Policies 5.1, 5.3, 5.7 and 5.11 of the London Plan (2011), Core Strategy (2009) Policies CP1, CP2 and CP5 and Policies DM SD1, DM SD2 and DM SD5 of the Development Management Plan (2011) and is acceptable in this respect.

Ecology

5.88. An Ecology Phase 1 Report (Mouchel, April 2012, revised Feb 2015) has been prepared to support the Proposed Development. The ecological assessment reported in the Phase 1 Report comprised a desk-based assessment, an assessment of habitat structures that may support roosting bats or nesting birds, a Habitat Suitability Index of a water body in terms of its likelihood to support great crested newts (GCN) and a Phase 1 habitat survey to inform the likelihood of the site supporting protected species.

5.89. The desk based assessment noted the following:

- There are two local nature reserves within 1km of the site, these are Ham Common and Ham Lands.

- Richmond Park lies within the 2.5km buffer surrounding the site, the park is designated as a National Nature Reserve (NNR), a Site of Special Scientific Interest (SSSI) and a European Special Area of Conservation (SAC).

- Strathmore School has a man-made badger sett on the site within the nature area and there is evidence to suggest that it is in current use.

- The nearby Richmond Park has recorded many protected species, including 9 species of bats.

- There are no non statutory designated sites within the 2.5km buffer zone around the site. However there are several priority S41 (formally UK BAP) habitats within the buffer zone. Richmond Park has extensive lowland dry acidic grassland and there is an area of undetermined grassland to the south west of the site.

- There are six designated traditional orchards within the 2.5 km buffer zone, including one within the grounds of Strathmore School.

- Within the mosaic of habitats within the 2.5 km buffer zone there are 81 areas of deciduous woodland, including an area adjacent to the western boundary of the site known as The Copse.

5.90. The field survey revealed the following:

- There is a man-made badger sett on site which appears to be in use and there is a bird box on a Pear tree towards the southern boundary of the site. However as neither the area around the badger sett or bird box will be affected by the works there should be only limited ecological constraints to the works going ahead.

- The Phase 1 survey found the following habitats on site: semi-improved grassland, amenity grassland, hard standing / buildings, mixed species hedge with standard trees, standing water (ponds).

5.91. The Phase 1 Report confirms that no habitats of high significance are found within the boundary of the site. There is some scope to suggest that birds could be using the mixed species hedge and trees and the scattered trees around the site for nesting during the spring and early summer months.

5.92. The Phase 1 Report makes the following recommendations for further work:

- Birds – If sections of mixed hedge or trees are to be removed as part of the Proposed Development this should be undertaken outside of the bird breeding season (March to July) if possible. If such work needs to be undertaken during breeding season then an ecologist should be present to check the habitat for active nests prior to removal. If breeding birds are found, work in the vicinity of a nest should be avoided until young birds have fledged.

- Removal of Pear tree on southern boundary of site should be avoided.

5.93. Provided that the recommendations detailed in the Phase 1 Report (attached to this submission) are complied with there would be no adverse effects on habitats or species as a result of the Proposed Development, as such it is in accordance with the NPPF (2012), Policy 7.19 of the London Plan (2011), Policy CP4 of the Core Strategy (2009) and Policy DM OS5 of the Development Management Plan (2011).

6. Statement of Community Involvement

6.1. During the preparation of this planning application consultation has been undertaken with the public the parents and pupils of Strathmore and Russell Schools and the Planning Department at LBRuT. The aim has been to engage with the community, parents, pupils and Council early in order to provide an explanation of the proposals and to receive views on the Proposed Development with the aim of addressing concerns that may be raised and gaining support for the proposal.

6.2. Four consultation events were held to present the draft proposals and to gather feedback, as follows:

- 9th July 2014 - Public / Parent Consultation Event held at the Strathmore School, Richmond;
- 16th July 2014 - Parent / Public Consultation Event held at Russell School, Richmond;
- 20th August 2014 – Public Consultation Event held at Ham Youth Centre, Richmond; and
- 9th September 2014 - Parent / Public Consultation Event held at Russell School, Richmond.

6.3. At each consultation event feedback forms were available to be completed in order to record the feedback from these events. An email address was also available for comments to be sent to after the events. The tabulated results from the feedback forms and emails is contained in Appendix A. The findings are briefly described below.

6.4. The feedback form contained four questions / statements which asked whether the respondent agreed or disagreed with a statement. The majority of respondents (64%) liked the design of the building and only 27% disagreed with the proposed building's layout providing the facilities required for Strathmore and Russell School. 55% of respondents agreed that the design of the buildings were sympathetic to its environment, with only 27% disagreeing (the remainder were unsure). 41% of respondents agreed that they liked the landscaping with only 23% disagreeing. The responses to the set questions showed that the majority of the respondents liked the building design and felt it was sympathetic to its environment. The results showed that the minority of respondents didn't like the landscaping or layout.

6.5. The feedback from also contained space for general comments on the proposals to be made, both positive and negative, these are listed in Appendix A.

6.6. In terms of positive comments, the respondents were happy with the mini bus access from Petersham Road; the provision of a single facility; high quality design; vehicular access; modern facilities; and SEN provision on both sides of the river.

6.7. It is noted that there were overall more negative comments than positive, however this is a usual response from consultation events as respondents tend to highlight the things they are unhappy with more than any positive comments. The highest number of comments stated a dislike for an element of the scheme which related to increased traffic and congestion followed by an objection to the re-development of the existing Strathmore site for residential as respondents felt that this should be retained for play space (it should be noted that the re-development of the Strathmore site is not included in this planning application, so this comment isn't relevant). Other concerns raised are documented in Appendix A but include the size of the proposed building and its pupil numbers; requesting the retention of the ponds and habitats; design; building on MOL and landscaping.

6.8. In addition to the consultation with the public, parents and pupils as described above, consultation with LBRuT's Development Management team was undertaken to gain comments on the acceptability of the proposal.

6.9. The consultation undertaken prior to submission of this planning application has helped shape the final Proposed Development as far as possible to take account of concerns raised.

7. Conclusion

7.1. Planning permission is sought for the construction of a new school with associated hardstanding, parking and landscaping to replace the existing Russell School and provide SEN co-location with part of Strathmore School on a single site.

7.2. Section 54A of the Town and Country Planning Act 1990, requires that all planning applications should be determined in line with the policies and proposals of the Development Plan unless other material considerations determine otherwise. The emphasis of the plan-led system continues to provide the policy context for the consideration of planning applications for the development or use of land under Section 38(6) of the Planning and Compulsory Purchase Act 2004.

7.3. It has been demonstrated that the proposals are in conformity with relevant national, regional and local planning policy and it is considered that the Proposed Development would have no adverse impact on MOL, highways considerations, residential amenity, heritage, landscape and trees, flood risk, sustainability and ecology.

7.4. For the reasons set out above, the Proposed Development accords with the provisions of the Development Plan and no material considerations have been identified which indicate that a decision on the application should be other than in accordance with the Development Plan. Therefore the Council is respectfully requested to support this full planning application for the reasons outlined.

8. Appendices

Appendix A –Tabulated Data from Public Consultation Events

8.1. Below is the tabulated data from the four public consultation events undertaken for the proposed development. 94 people signed in during drop in sessions held on 9th July, 16th July, 20th August and 9th September. Each attendee was offered a feedback form, 22 people completed the feedback forms and 11 emails responding to the events were also received. The results are presented in the tables below.

	Strongly Disagree	Disagree	Don't Know	Agree	Strongly Agree
To what extent do you like the proposed building design?	2	0	5	10	4
To what extent do you agree or disagree that the buildings layout provides the facilities required for the Strathmore and Russell pupils	0	3	5	6	2
To what extent do you agree or disagree that the design of the buildings are sympathetic to its environment?	1	4	3	7	3
To what extent do you like the proposed landscaping and external works shown around the new buildings?	2	2	6	4	3

What aspects of the design do you like?	
Comment	**Number of Respondents**
Very happy to see a clear presentation	1
Layout looks sensible	2
Access for mini buses from Petersham Rd	1
Existing buildings remain until build completes	1
Meadlands Drive remains as an entrance	1
Like everything in one building	1
Will replace old dilapidated buildings	1
Having SEN provision on both sides of river	1
Sympathetic to its environment	2
Modern facilities welcome	2
High quality design, like the pitch & roof details	3
The new future for the Russell	1
Orientation and use of canopy as shade	1
Ventilation strategy	1

What aspects of the design do you dislike?	
Comment	**Number of Respondents**
Increased traffic and congestion	15
Building is too big, and too many pupils	3
Do not sell the land, loss of play space	8
Why is the Caretakers house out of the scope?	5

Access has not been considered properly	2
Choice of materials will be crucial	1
Provide entrance away from Meadlands Drive	1
German school add to pressures of congestion	1
Do not make the school a 2FE	1
Make the school a 2FE	2
Improve the pathway through the copse	3
Include cycle & pedestrian improvements	1
Re-site the cycle store	1
Ensure the ponds and habitat site remain	3
Separation of field and playground not good	1
Design too utilitarian	1
Add some primary colours to the design	1
School should connect to the common land	1
Invasion into MOL	1
Entrance dull and uninspiring	1
Car parking dismissed - not enough	4
Landscaping could be improved	4
Not enough affordable housing*	1
Too many houses on likely residential site*	1
Make residential plot face Petersham Road	1
Include houses rather than flats on residential site*	1
Residential proposal too intrusive*	1
Better options available for the residential site*	2
Move school entrance to Petersham Rd	1
Pinch points - congestion at west entrance	1
Concerned about loss of trees	2
Redirect Gloriana funding to this development	1
Suggest a 20mph zone around school	1
Increase cycle parking	1
Through traffic allowed through sold off land	1
Would like after school provision	1
Flatten roof and provide roof top classroom	1
Include a drop off point?	1
Building height and density a concern*	4
Vehicles should not be allowed to heart of the site	1
Design needs to be semi-rural not urban	1
Classrooms seem smaller than existing	1
Noise pollution will increase	1

*These comments refer solely to the potential residential scheme on the land at Strathmore School that was also shown at the consultation events. These comments are therefore not relevant to the consideration of the proposed development.

Data from completed feedback forms	
Type of Respondent	**Number**
Student	1
Parent	46
Staff/Governors	13
Resident	31

Councillors	3
Total	**94**
Male	8
Female	3
Disability - Yes	0
Disability - No	10
White/White British	10
Asian/Asian British	
Mixed/Mixed British	
Black/Black British	
Website	2
Letter	6
Library	1
School newsletter	1

Note – It is assumed that not all of the forms were completed with the information on gender, disabilities, and ethnic origin.

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Appendix A.5.2

Planning Statement
Technical Note - Additional Very Special Circumstances Arguments
The Russell & Strathmore Schools
Design & Access Statement

A.5.2

Technical note

Project:	The Russell and Strathmore Schools, Richmond	**To:**	Simon Wright
Subject:	Additional Very Special Circumstances Arguments	**From:**	Vicky Evans
Date:	2 Mar 2015	**cc:**	

This technical note has been produced to respond to the request from Development Control, London Borough of Richmond upon Thames, made by email on the 12th February 2015 for additional information required to justify the proposed development on Metropolitan Open Land (MOL) in terms of Very Special Circumstances (VSC). The request required the following additional information to consider the proposed development against VSC:

Educational need and benefits: *Would you update the Planning Statement to acknowledge the Council's latest School Place Planning Strategy*

Size: *Any proposed development and building elements that are over and above existing structures will need to be fully justified. To date, insufficient evidence has been submitted to confirm that the proposed new building only takes up the minimum size required for the new school to accommodate the various needs and the increase in pupil numbers. It is recommended that the applicant submits a further statement to demonstrate that the proposal only takes up the minimum size required for the new school complex to operate. There should be no features that are not essential to the functioning of a school.*

Dual Use and wider public benefits: *To date, insufficient evidence has been submitted to demonstrate any proposed community use.*

The following information is submitted in response to this request for additional information:

Educational need

The Planning Statement has been updated at paragraphs 4.60 – 4.62 to acknowledge the Council's School Place Planning Strategy 2015-2024, as follows:

> *The London Borough of Richmond upon Thames' School Place Planning Strategy 2015-2024 outlines the Council's strategy to meet the basic need for school places within the Borough.*
>
> *An update and review of the Strategy went to Cabinet on 14 January 2015 which made a number of recommended actions for providing sufficiency and diversity of primary, secondary and maintained nursery school places until 2024.*
>
> *The Local Authority have a statutory duty to provide sufficient places and more places will be required to meet the longer term forecast demand.*

Size

The new school building for the Russell Primary School and Strathmore School was designed in accordance with EFA (Education Funding Agency) area guidance, BB 103, formerly the EFA baseline design guidance. This outlines the minimum spaces and associated areas a school should provide in order to facilitate the core functions it requires to successfully deliver the curriculum. BB103 supersedes the original area guidance of BB99 and recommends reduced minimum internal and external areas. The Russell Primary School areas have been based on this guidance.

When considering the whole school site, the existing six Russell Primary School buildings are located in different positions over a large site which creates a number of management issues for staff. The majority of these buildings are in a poor state of repair. To attempt to utilise existing buildings in the expansion of the school and to co-locate Strathmore School provision was deemed inefficient when compared to a full school re-build.

Technical note

The Russell Primary School needs to remain in occupation during the construction. Consideration was given to providing temporary classrooms during this period, however, the cost to provide these would mean a large portion of the budget would effectively be wasted on the hire of temporary classrooms. The decision was therefore taken to locate the building in a position which meant the existing accommodation could still be used during the construction of the new school.

The Russell Primary accommodation incorporates a first floor within the roof structure (minimising the height) in order to reduce the footprint of the building. This will enable sufficient playing field, and hard play space, which is also subject to guidance, for the schools (following the demolition of the existing buildings).

In comparison, considering the entire Russell Primary School site, the existing six buildings (including both the junior and the infant blocks) have a total gross internal area of 2156m². The proposed new building will have a gross internal area of 2460 m². This represents an increase of 18% in total gross internal area of the proposed building over the existing buildings.

In summary for only an 18% increase in the size of the building the proposed development provides accommodation for a further 4 classes for the Russell Primary (an additional 120 pupils) and accommodation for 24 Key Stage 1 and Key Stage 2 Strathmore School pupils. This has been accomplished by providing only the minimum spaces and areas required.

Please note that the infant building, adjacent demountable building and nursery block are not within Metropolitan open Land (MOL), the reference to this and the respective calculation is identified within the Section 5.8 of the Planning Statement.

Community Use

The current community use of the school buildings is listed below and will continue in the replacement school building:

- Petersham Nurseries use The Russell Primary School car park (off Petersham Road) every Saturday, Sunday and every Bank Holiday from 11.45 to 17.15 for customer parking;
- Perform Drama Group use The Russell Primary KS2 hall every Sunday from 9.00 to 12.30;
- Holiday bookings generally one week at Feb half term, Easter and one in the Summer usually 9.00 to 12.30 on application, and;
- Russell Primary School manages an allotment club on site with the help of the local community. In addition to community access to growing areas, the allotment produce is used as part of the school curriculum. This arrangement is to be continued and enhanced in the proposed landscaped areas;
- The KS1 hall is hired at a low rate in comparison to neighbouring halls to parents and local residents for events and parties;
- The KS1 hall is used by the Police Liaison Group and other public groups at no charge.

There is scope for additional community use once the construction of the new school is complete as the main hall will be situated at the front of the school (facing Petersham Road) and will include access to the kitchen and toilet and changing areas. This new layout will allow these areas to be securely opened up without having to open the whole building. The school have indicated that their increased external facilities will also attract more community groups to use the facilities. The facilities will be shared between the schools, as Strathmore School also have numerous users of their current building which will transfer over once complete.

The school have indicated that their increased external facilities will also attract more community groups to use the facilities, such as the Petersham Horticultural Society for their annual show and the Petersham Open Garden Day for use of the car park.

MOL Very Special Circumstances Technical Note 020315

Plan Design Enable

Technical note

In addition to the above, the land on which the infant block and adjacent demountable building is sited is now shown within the site boundary; this building is to be demolished and the area landscaped to become a mix of grass and hard surfaced open space and playing area. Part of this area may be further developed in the future to be a non-floodlit Multi Use Games Area (MUGA) which could then also be used for community use when not in school use (i.e. evenings, weekends and school holiday periods).

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