TRANSPORT STATEMENT

St Michael's Convent, Ham Common, Richmond

Prepared for: Beechcroft Developments Ltd
Issue 3: 5 September 2016
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Document History

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1	10 Aug. 16	Draft for client comment	O Smith	T Foxall
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3	5 Sep. 16	Issue 3	O Smith	T Foxall

Glanville

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- Transport & Highways
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Contents

Appendices

1.0 Introduction

1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Beechcroft Developments Ltd in support of two planning applications for the re-development for residential purposes of St Michael's Convent, Ham Common, Richmond.

1.2 The combined applications seek permission for a total of 28no. new retirement dwellings achieved through a combination of conversion and new build. 26no. of these dwellings would achieve access via Ham Common, while two would achieve access from Martingales Close. This report has been prepared to accompany both applications and thus examines the impact of both proposals in isolation and then collectively.

1.3 The report describes the existing site and scale of the proposed development. Matters relating to access, traffic generation and assignment, highway impact, sustainability, parking and the accessibility of the site by means other than the car are also given consideration.

1.4 This Transport Statement follows guidance contained in *Planning Practice Guidance, Travel Plans, Transport Assessments and Statements in Decision-Taking*, as well as advice from Central Government in the form of the *National Planning Policy Framework* [NPPF] (March 2012).

1.5 Two public consultations have been held at St Michael's Convent, providing the local community the opportunity to review the development proposals and provide comments accordingly. Following on from the consultation events the development proposals have evolved, taking on board comments from the local community.

1.6 Pre-application advice has been sought from London Borough of Richmond upon Thames (LBRuT) to inform the preparation of this Transport Statement and to ensure the correct level of assessment and analysis has been undertaken.

2.0 Site Description and Proposed Development

Site Description

2.1 The application sites are both located within the existing curtilage of St Michael's convent, located at Ham Common.

2.2 The site is located within the suburban district of Ham in south-west London, approximately 1 mile south of Richmond and 2 miles north of Kingston upon Thames. The site is bounded by residential properties in Martingales Close to the north and east, Ham Common to the south and Ham Avenue to the west.

2.3 There are three existing access points into the site, two off Ham Common and one off Martingales Close.

2.4 The site location, together with the local highway network is identified on the drawings included at Appendix A.

Local Highway Network

2.5 The immediate road network in the vicinity of the site is governed by Ham Common. This single carriageway road links the A307 Ham Road to the east with Ham Street to the west, providing links to the wider Richmond area.

2.6 Ham Common is approximately 5.2m wide and is subject to a 30mph speed limit and has frontage access to a number of individual properties. Ham Common is lit and has pedestrian footways along its northern edge. Ham Common bounds the Ham Common carriageway to the south.

2.7 A short section of Ham Common to the east of the application site is one-way, allowing eastbound traffic only. This section of Ham Common provides access to the residential properties along Bishops Close.

2.8 Martingales Close is a 5.4m wide cul-de-sac providing access to 27 residential dwellings, as well as the existing rear access point into St Michael's Convent. The north western end of Martingales Close is a private drive, providing access to nos. 20 – 27. The Close is subject to a 30mph speed limit, is lit and has pedestrian footways on both sides of the carriageway.

Proposed Development

2.9 The site is split in to two portions and as such, two separate planning applications have been submitted, accompanied by an illustrative masterplan, a copy of which is provided at Appendix B.

Planning Application 1: (Accessed from Ham Common)

2.10 It is proposed that the southern portion of the site would accommodate 26 retirement dwellings (2no. one-bed, 23no. two-bed and 1no. four-bed dwellings). Please note that two of the units in the listed building that have larger studies (over 7.5sqm) are being classified as 2 no. three bed dwellings for the purposes of this TS only. The southern portion of the site has 35 associated car parking spaces, four of which will be disabled spaces, six visitor spaces and one space allocated to the general manager.

Planning Application 2: (Accessed from Martingales Close)

2.11 It is proposed that the north west portion of the site would accommodate two retirement dwellings, both of which would be four-bed dwellings and an associated five car parking spaces, one of which will be a disabled space and one will be a visitor space.

Access Arrangement and Layout

Southern Portion - Access from Ham Common

2.12 Vehicular access is proposed to be taken via the two existing vehicle cross overs on to Ham Common.

2.13 The western access is 3.9m wide and will serve 29 of the 35 car parking spaces on site.

2.14 Visibility splays of 2m x 43m can be achieved to the left (to the centre of the carriageway) and to the centre of carriageway to the right on exit from the site within land under the ownership / control of the land owner or the local highway authority, which are suitable for roads with a prescribed speed limit of 30mph.

2.15 The eastern access junction on to Ham Common is 3.8m wide and will serve six of the 35 car parking spaces on site as well as providing access to the bin stores for refuse vehicles.

2.16 Visibility splays of 2m x 43m can be achieved to the left to the kerbline and to the centre of carriageway to the right on exit from the site within land under the ownership / control of the land owner or the local highway authority. In addition, Visibility splays of 2m x 43m can be achieved to the left and right to the on exit from the site within land under the ownership / control of the land owner or the local highway authority, which are suitable for roads with a prescribed speed limit of 30mph.

Northern Portion - Access from Martingales Close

2.17 Vehicular access is proposed via the existing vehicle crossover gated entrance on to Martingales Close serving two residential dwellings as shown in Appendix B.

2.18 Visibility splays of 2m x 43m can be achieved to the right to the centre of the carriageway on exit from the site within land under the ownership/control of the land owner or the local highway authority. Visibility splays of 2m x 7m (to the end of adopted highway and 2m x 12m to the residential properties can be achieved to the left on exit from the site within land under the ownership/control of the land owner or the local highway authority. However, visibility to the left is constrained by the residential properties to the west on the private road section of Martingales Close.

2.19 The visibility splays for both the northern and southern access junctions are shown on the drawings included at Appendix C.

2.20 A tracking exercise for the two southern accesses and the northern access has been undertaken to demonstrate that all car parking spaces are accessible and that a large car can enter the site, park in a parking bay, turn and exit in a forward gear. Swept paths for the three proposed access junctions are included at Appendix D.

Pedestrian and Cycle Access

2.21 Pedestrian access is proposed via a new pedestrian link into the site from Ham Common through a new opening in the wall on Ham Common, providing a direct pedestrian link from the existing footway to the new entrance door to the development. In addition, the site is connected via a network of footpaths, connecting the residential dwellings to the various gardens and landscaped areas within the grounds.

2.22 Cycle access is proposed via each of the three site access points.

Parking Provision

2.23 Concerns have been raised by local residents at the public consultation events regarding overspill car parking from the development and the local highway authority also raise concern about overspill parking in their pre-application advice.

2.24 In addition, the area the proposed development is located in has a low PTAL rating of 1b, and the London Plan states that in outer London areas with low PTAL (generally PTALs 0-1) boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.

2.25 LBRuT's adopted parking standards are identified in their Adopted Development Management Plan, setting out maximum parking space provision for all new residential developments and retirement housing throughout Richmond. These standards are set out in Table 1 below.

Table 1: Maximum Parking Standards

	Standard Residential		**Retirement Housing**	
No Bedrooms	**Car Parking**	**Cycle Parking**	**Car Parking**	**Cycle Parking**
1-2	1 space	1	1 space per 2 dwellings (unassigned)	Optional 1 space per 4 dwellings
3	1.5 spaces	1		
4	2 spaces	2		

2.26 In line with LBRuT retirement housing car parking standards, provision of 1 and 13 car parking spaces would be required for the Martingales Close and Ham Common applications respectively.

2.27 However, given the nature of the development being aimed at residents over the age of 55, parking provision has been assessed against standard residential parking guidelines. As such, parking provision in line with LBRuT standard residential parking guidance has been assessed as set out in Table 2.

Table 2: LBRuT Maximum Parking Provision

	Standard Residential	
	No Units	**Maximum Standards**
Ham Common	26	26
Martingales Close	4	4
Total	**30**	**30**

2.28 Based on the standards set out in Table 1, LBRuT car parking standards would require a maximum of four and 26 car parking spaces for the Martingales Close and Ham Common applications respectively.

2.29 Notwithstanding, given the concerns raised by the LHA, local residents and the low PTAL rating of the area, car parking provision is proposed slightly above the adopted parking standards within the curtilage of the site as follows:

- Properties accessed off Ham Common

  A total of 35 car parking spaces are proposed for the 26 retirement properties located in the southern portion of the site, including 28 residential spaces (4 of which are disabled), 6 visitor spaces and one space allocated to the general manager.

- Properties accessed off Martingales Close

  A total of 5 car parking spaces are proposed for the two retirement properties located in the north west of the site, including 4 residential spaces (one of which will be disabled) and one visitor space.

Cycle Parking

2.30 A total of 26 and 4 secure cycle parking spaces will be provided for the sites accessed off Ham Common and Martingales Close respectively in line with Richmond's adopted standards.

2.31 Cycle parking for the Ham Common application is proposed in two cycle sheds within the walled garden. Cycle parking for the Martingales Close application is proposed within an outbuilding associated with each residential unit.

<u>Refuse Collection</u>

2.32 The proposed development will have a concierge service who will collect refuse and recycling from each residential unit on a daily basis and deposit refuse in the relevant bins.

2.33 Two bin stores are proposed, one is located in the south east of the site, adjacent to the Coach House and in the other in the south west of the site adjacent to car parking spaces 1 - 10. Refuse and recycling collection is proposed from the kerb side. The proposed bin store is within the maximum drag distance for refuse operatives. However, it is proposed that the concierge will drag the bins to a suitable collection point within the site to minimise the distance the refuse operatives will have to drag the bins to the refuse vehicles.

Servicing

2.34 It is anticipated that the approval of a Servicing Management Plan will be the subject of an appropriately worded planning condition. This document will set out procedures for managing deliveries in order to minimise the impact during the development's operational phase.

3.0 Traffic Generation

3.1 This section of the report outlines the methodology used to estimate traffic generation for the proposed development.

3.2 The site currently generates only a modest volume of traffic and therefore, traffic generated as a result of the proposed development will be considered to be 'new' to the local road network in order to represent a worst case scenario. In addition, although there are no marked car parking spaces at St Michaels Convent, it is estimated there is space to accommodate approximately 20 cars in the convent forecourt.

Proposed Use

3.3 The estimated traffic generation has been derived from interrogation of the TRICS database. TRICS is the national standard system used to establish trip generation in the UK and Ireland, and is widely used as part of the planning process by both developers and local authorities. It is a database system containing survey data which allows users to establish potential levels of trip generation for a wide range of development types. The trip rates presented have been derived following the TRICS Good Practice Guide, selecting sites in similar locations to the application site.

3.4 In order to calculate the estimated trip generation associated with the development proposals, reference has been made to the TRICS database under the land-use category 'Residential' and then sub-category 'Retirement Flats'. Sites with similar characteristics and locations within England were chosen to generate average trip rates. The resulting trip rates are shown in Table 3, while the *TRICS* output can be found in Appendix E.

Table 3: Trip Rates per Dwelling (Retirement Flats)

Period	Trip Rates (per dwelling)		
	Inbound	Outbound	Two-Way
AM Peak (08:00 to 09:00)	0.096	0.083	0.179
PM Peak (17:00 to 18:00)	0.057	0.083	0.141
Daily (07:00 to 19:00)	1.455	1.483	2.938

3.5 Using the trip rates identified in Table 3, it is estimated that the proposed development would generate the number of vehicular trips as shown in Table 4 below.

Table 4: Traffic Generation

No. of Units	Traffic Generation (Vehs)								
	AM Peak (07:00 to 08:00)			PM Peak (16:00 to 17:00)			Daily (07:00 to 19:00)		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
Planning Application 1: Accessed off Ham Common									
26	3	2	5	2	2	4	39	40	79
Planning Application 2: Accessed off Martingales Close									
2	0	0	0	0	0	0	3	3	6

3.6 As indicated in Table 4, the two development proposals have been assessed to indicate the anticipated trip generation associated with 26 units accessed off Ham Common and two units accessed off Martingales Close.

Anticipated trip generation from 26 units off Ham Common

3.7 The estimated trip generation for the 26 units accessed off Ham Common equates to a maximum of 5 and 4 two-way vehicle trips in the AM and PM peaks respectively, with a total of 79 daily trips generated by the development.

Anticipated trip generation for two units off Martingales Close

3.8 The analysis estimates that the two units accessed off Martingales Close will not generate any vehicle trips in the AM and PM peaks and just 6 two-way vehicle trips over the course of the day.

Summary

3.9 It is evident from the assessment outlined above that the level of vehicular traffic generated over the course of the day is modest for the 26 units accessed off Ham Common and marginal for the two units accessed off Martingales Close.

3.10 A maximum of just 5 and 4 two-way vehicular movements are predicted in the AM and PM peak hours respectively, or one vehicle every 12 minutes on average for the proposed units accessed off Ham Common and it is estimated that the proposed units off Martingales Close will not generate any vehicle movements during the AM and PM peak hours.

3.11 It is worth noting that the above is of course a worst case given that no allowance has been made for the netting-off of any existing vehicle trips generated by the existing use.

4.0 Highway Impact

Development Traffic

4.1 Baseline traffic flows for the local road network have been established from classified turning movement counts carried out at the Ham Common / Martingales Close junction on Tuesday 05 July 2016.

4.2 The results of the traffic surveys are included in Appendix F and summarised in Table 5.

4.3 Traffic generated by the proposed development, as set out in Table 4, has been assigned to the road network based on the existing turning proportions recorded at the Ham Common / Martingales Close junction. It is estimated that 80% of development traffic will turn left out of the site and travel along the A307, which equates to 63 daily vehicles.

4.4 In order to appraise the likely impact of the development on the local road network, the percentage increase in traffic in 2016 as a result of the development has been determined, as set out in Table 5.

Table 5: Existing Traffic Flows & Traffic Impact at Ham Common / Martingales Close

Junction	No Dev (Vehs)*	With Dev (Vehs)	Increase (Vehs)	Increase (%)
Ham Common Application				
AM Peak (07:30 – 08:30)	366	371	5	1.4%
PM Peak (16:45 - 17:45)	217	221	4	1.8%
Martingales Close Application				
AM Peak (07:30 – 08:30)	366	366	0	0%
PM Peak (16:45 - 17:45)	217	217	0	0%

** Existing traffic flows at Ham Common / Martingales Close junction*

4.5 It can be seen that the proposed development would result in a maximum increase of 1.8% in traffic along Ham Common and Martingales Close, with a maximum increase in traffic of 5 vehicles in the peak hours, or 1 vehicle every 12 minutes on average. The impact at other local junctions would be less, and reduce progressively with distance from the site as traffic disperses.

4.6 To put the very modest amount of traffic that the development will generate into context with the background flows that exist on A307, data from the Department *for* Transport's website has been obtained for count location CP28534. This count is located adjacent to the northbound bus stop on A307, some 160m from the site, at co-ordinates 517870 Easting, 172000 Northing. Data from this count is included at Appendix G and gives the Annual Average Daily Flow (AADF) as set out in the Table 6 for the last five years that data is available.

Table 6: Annual Average Daily Flow on A307

Year	AADF (Vehs)
2011	13958
2012	13747
2013	13873
2014	13939
2015	13944

4.7 The amount of development traffic estimated to travel along the A307 represents only a very small proportion of the traffic that already exists on the A307, with the daily traffic generation of 79 vehicles for the Ham Common application and 6 vehicles for the Martingales Close application traveling along the A307, equating to less than 0.57% and 0.04% respectively of the AADF based on 2015 data.

Summary

4.8 Such a modest level of traffic generation in the peak hours and over the course of the day will be easily absorbed within the daily fluctuations of traffic, both attributed to the site and already on the road network, and the increase would not constitute a 'severe' cumulative residual impact in the context of the National Planning Policy Framework.

4.9 Therefore, it is considered that there is no need to assess in detail the traffic impact of the development on the local road network through any junction modelling.

Construction Traffic

4.10 A Construction Management Plan has been prepared as a separate document which sets out how traffic will be managed during construction in order to minimise the impact on the local highway network.

5.0 Site Sustainability

5.1 This section of the Transport Statement appraises the site from the perspective of sustainable travel and general site accessibility. It demonstrates the potential transport alternatives available to residents of the proposed development which would enable them to travel to and from the site without recourse to their private vehicle.

Walking

5.2 It is generally considered that up to 2km is a reasonable distance to walk to nearby facilities and amenities. As such, all of Ham is within acceptable walking distance of the site. This distance is illustrative and approximate, will vary by individual depending on their own personal mobility and fitness and will be influenced by their perception and prejudices towards such factors as local topography, their attitude towards particular travel modes and the cost and time of a journey.

5.3 The local environment has a good level of permeability for pedestrians with footways providing convenient and safe access to and from the site. The footways provided are relatively wide, hard surfaced and in good condition, and there is a good level of street lighting to promote walking as a safe and viable option to travel to and from the site to public transport facilities, local facilities and residential areas. Uncontrolled pedestrian crossing facilities are provided throughout the local area comprising dropped kerbs.

5.4 There is a footway running along northern side of Ham Common carriageway, with dropped kerbs present at vehicle crossovers. Ham Common itself is to the south of Ham Common carriageway, with interconnecting footpaths running through the common, as well as the open common land. There is footway running along both sides of Martingales Close, with dropped kerbs present at vehicle crossovers. These links provide direct access to local facilities and public transport facilities to the east.

5.5 In addition, to the west of the site Ham Avenue runs in a north / south direction, providing a traffic free route from Ham Common towards Ham House, albeit having to cross Sandy Lane some two-thirds along the route.

5.6 Pedestrian crossing facilities in the vicinity of the site are very good, with controlled crossing facilities across three of the four arms (excluding the Ham Common arm) of A307 Petersham Road / Ham Common / Ham Gate Avenue signal controlled junction approximately 160m east of the proposed site. Each crossing point has dropped kerbs, and tactile paving is present on the A307 crossing points. This crossing facility provides direct access to the south-bound bus stops on A307 Petersham Road.

5.7 There is a footway running along both sides of A307 Petersham Road providing direct access to public transport facilities, local facilities and residential areas.

5.8 There are no formal crossing facilities on Ham Common, however, there are dropped kerbs present at the Ham Common / Martingales Close junction and at vehicle crossovers.

Cycling

5.9 Although the development is for over 55's retirement dwellings it is anticipated that they will still be keen to cycle. It is general considered that up to 5km is a reasonable distance to cycle to work or nearby facilities and amenities. This suggests that Ham and locations such as Ham, Twickenham, St Margarets, Richmond, East Sheen and Kingston upon Thames are within cycling distance of the development site.

5.10 National Cycle Route (NCR) 4 runs along Ham Common, which the proposed development fronts on to. NCR 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St Davids.

5.11 More locally, NCR 4 runs along the River Thames to the south of the site, connecting the site to the wider area of Ham, Kingston and Hampton Court, and then continues along the River Thames as it meanders to the west. To the east of the site, NCR 4 runs through Richmond Park, connecting the site to locations such as Roehampton and Putney.

5.12 In addition to the NCR, Ham Common is proposed as being part of The Quietways programme, which was part of Boris Johnson's ambition for cycling to become 'a normal part of everyday life'.

5.13 The Quietways programme is being funded by Transport for London (TfL), and they are working in partnership with London Boroughs and other organisations such as The Royal Parks and the Canals and River Trust to ensure the successful delivery of the programme.

5.14 Quietways are intended to provide quieter, alternative routes for cyclists who prefer to use low-traffic environments, rather than busier main roads. When complete, Quietways will form a network of radial and orbital cycle routes throughout London, linking key destinations through a combination of different route types including; residential roads, high streets, parks, and towpaths.

5.15 Within Richmond upon Thames, LBRuTC has started to develop proposals for a new Quietway route between Teddington and Ham. This will form part of a longer overall route between Bushy Park and Wandsworth Common which is being developed in collaboration with the London Borough of Wandsworth and The Royal Parks. LBRuTC has secured £800,000 funding from TfL to implement the Quietway route.

5.16 The Quietways proposals include improved cycling facilities along the route as well as potential junction improvements at Ham Common / Martingales Close to improve movement through the junction for cyclists.

5.17 The proposed Quietway alignment will connect with several existing cycle routes, as shown in Appendix H, including:

- National Cycle Network (NCN) Route 4; and
- London Cycle Network (LCN) routes to Kingston, Twickenham, and Whitton.

Public Transport

5.18 The site has a Public Transport Accessibility Level (PTAL) rating of 1b, which is considered "Very Poor". However, the main reason for this is due to there not being an underground or over-ground rail station within 960m of the site. The site is however well served by bus services as detailed below.

Bus Services

5.19 The nearest bus stops to the site are located on A307 Petersham Road, approximately 180m walking distance to the east of the site for both north and south-bound services.

5.20 The bus stop on both sides of Petersham Road, serving north and southbound bus services, comprise flag and timetable arrangements as well as seating and shelter to protect waiting passengers from inclement weather. The bus routes that serve these stops are listed in Table 8.

Table 8: Bus Service Summary

Service No.	Route Description	Frequency		Operator
		Weekdays	Weekend	
65	Chessington – Kingston – Richmond – Ealing Broadway	5-6 mins	6 mins	London United
65	Ealing Broadway – Richmond – Chessington – Kingston	5-6 mins	6 mins	London United

5.21 Table 8 demonstrates that there is excellent bus provision in operation in proximity to the site, with up to 12 services per hour in each direction. Residents of the proposed development will benefit from access to the Petersham Road bus stops as they are within a short walking distance of the site.

5.22 Richmond bus station is located in the heart of Richmond, approximately 3.4km to the north, accessed by the number 65 bus, providing regular bus services to areas such as Hounslow, Heathrow Airport, Clapham, Kingston and Molesey and local areas along the route.

Rail Services

5.23 There is no railway station in Ham itself, the closest station being located in Teddington, however, this is only realistically accessible by walking or cycling from the site. The two closest accessible railway stations by public transport are Richmond, 3.5km to the north and Kingston, located 3 km to the south. Both of which are accessible by the number 65 bus, which runs both northbound and southbound every 5-6 minutes.

5.24 Teddington railway station is operated by South West Trains located in Travelcard Zone 6 on the Shepperton Branch Line, Kingston Loop Line and will be on the Crossrail Line 2 once it's operational.

5.25 The station provides 4 trains per hour between Kingston – Wimbledon, 2 trains per hour between and Richmond – Putney, as well as 6 services to London Waterloo and 2 trains per hour to Shepperton, as well as local stations in-between these stops.

5.26 Richmond station is a National Rail and London Underground station managed by South West Trains in the London Borough of Richmond upon Thames. South West Trains services on the Waterloo to Reading Line are routed through Richmond. Richmond is also a terminus of one of the branches of London Underground's District line and for the London Overground's North London Line; the next station on both these lines, to the northeast, is Kew Gardens.

5.27 The typical off peak service at the station provides 8 trains per hour to / from Waterloo, 4 trains to Stratford on the London Overground and 6 trains per hour to Upminster (via Tower Hill) on the District Line.

5.28 Kingston railway station is operated by South West Trains and is located in Travelcard Zone 6 on the Kingston Loop Line and will be on the Crossrail Line 2 once it is operational.

5.29 The typical off peak service at the station provides 6 trains per hour to Waterloo, and 2 trains per hour to Shepperton, as well as local stations in-between these stops.

Summary

5.30 Given, the above, there is a wide range of travel facilities with frequent services across London within walking distance of the site. As such, the site can be considered both accessible and sustainable.

6.0 Summary and Conclusion

Summary

6.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Beechcroft Developments Ltd in support of two planning applications for the re-development of St Michael's Convent, Ham Common, Richmond for retirement dwellings.

6.2 The development proposals include 26 retirement dwellings accessed off Ham Common and two retirement dwellings off Martingales Close. As such, two planning applications are submitted at the same time and run in parallel with each other.

6.3 It is estimated that the proposed development will generate a maximum of 5 and 4 vehicle trips in the AM and PM peaks respectively and a total of 79 daily trips.

6.4 For the two proposed units accessed off Martingales Close, it is estimated that the development will not generate any vehicle trips in the AM and PM peaks and just 6 vehicle trips over the course of the day.

6.5 As such, it is considered that the additional traffic generated in both the AM and PM peaks will be negligible and absorbed within the daily fluctuation of traffic already on the network. The increase does not constitute a 'severe' cumulative residual impact in the context of the National Planning Policy Framework and does not warrant an objection of highways ground.

6.6 It is considered that the site is in a sustainable and accessible location with good access to local bus services, walking and cycling and is therefore capable of supporting a development of the scale and nature proposed.

Conclusion

6.7 In conclusion, the site can be considered both accessible and sustainable and will not give rise to any significant transport impacts. As such, the residual cumulative impact of the development will not be 'severe' and therefore the development is considered acceptable in transport terms in the context of paragraph 32 of the National Planning Policy Framework.

6.8 It is proposed to access *Planning Application 1* via the two existing accesses into St Michaels Convent off Ham Common and to access *Planning Application 2* via the existing access off Martingales Close. As such no new accesses are proposed as part of the development.

6.9 The level of parking proposed is deemed to be sufficient for the type and scale of development proposed, with adequate resident, disabled and visitor parking provided.

Appendices

Appendix A

Site Location

NOTE

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KEY

Site location

Rev.	Description	Date	Chkd

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Client :

Beechcroft Developments Ltd.

Project :

St. Michaels Convent
Ham Common

Title :

Site Location Plan

Project Engineer :	T. Hart	Scale :	1:10000 @ A3
Project Director :	T. Foxall	Date :	August 2016
Status :			

Drawing No. 8151310/6351

Rev

Appendix B

Masterplan

Outline of existing building to be removed

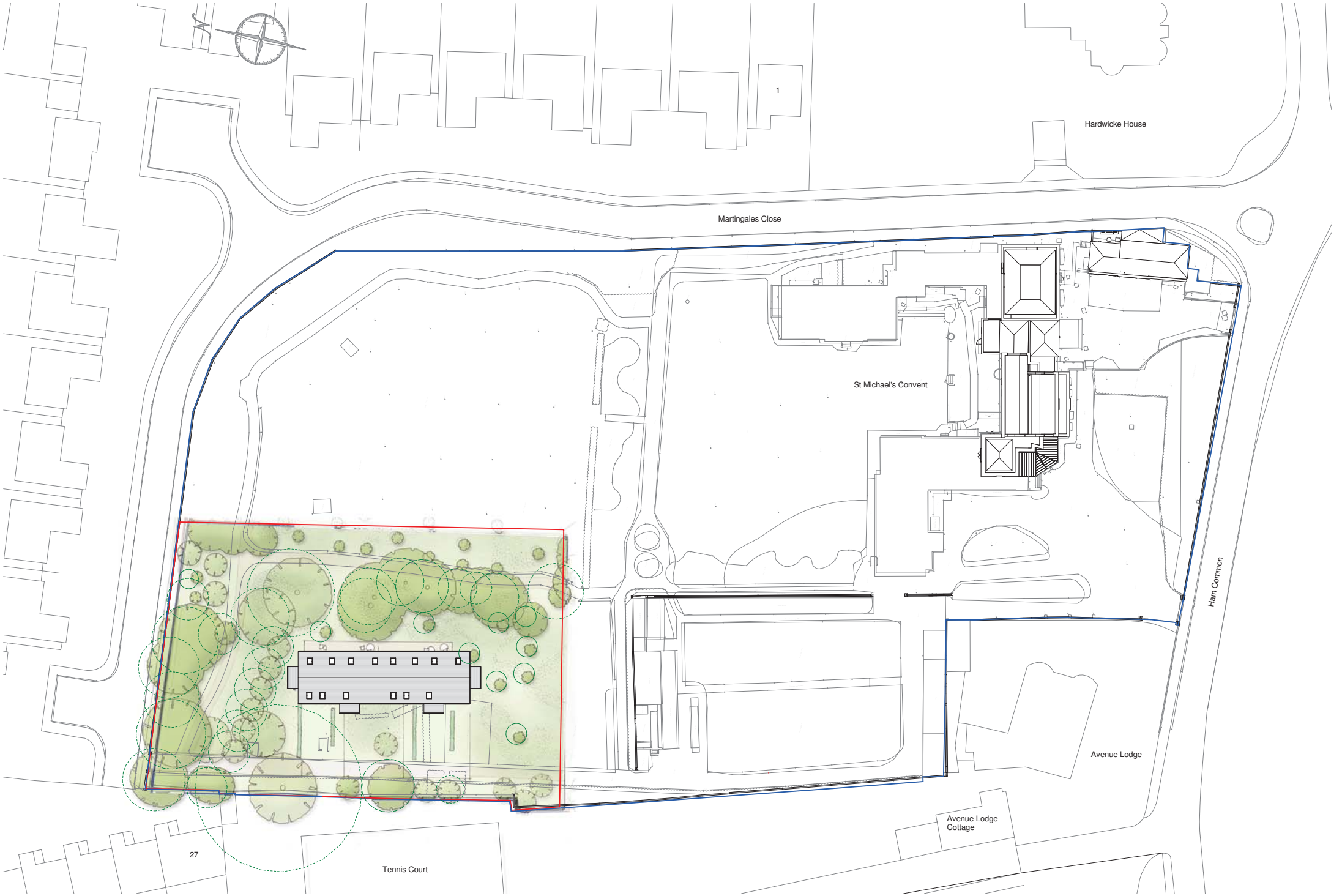
Root Protection Area

Beechcroft

St Michael's Convent, Ham
Application 1
Site Plan Proposed

AA6250-2003

PRP



Beechcroft

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

Rev	Date	Description	Dwn	Chkd
		First Issue		
A	22/08/16	Root Protection Areas added to drawing	SD	JAB

Drawn TC
Checked PD
Date Aug '16
Scale @ A3 1 : 200

St Michael's Convent, Ham
Application 2
Site Plan Proposed

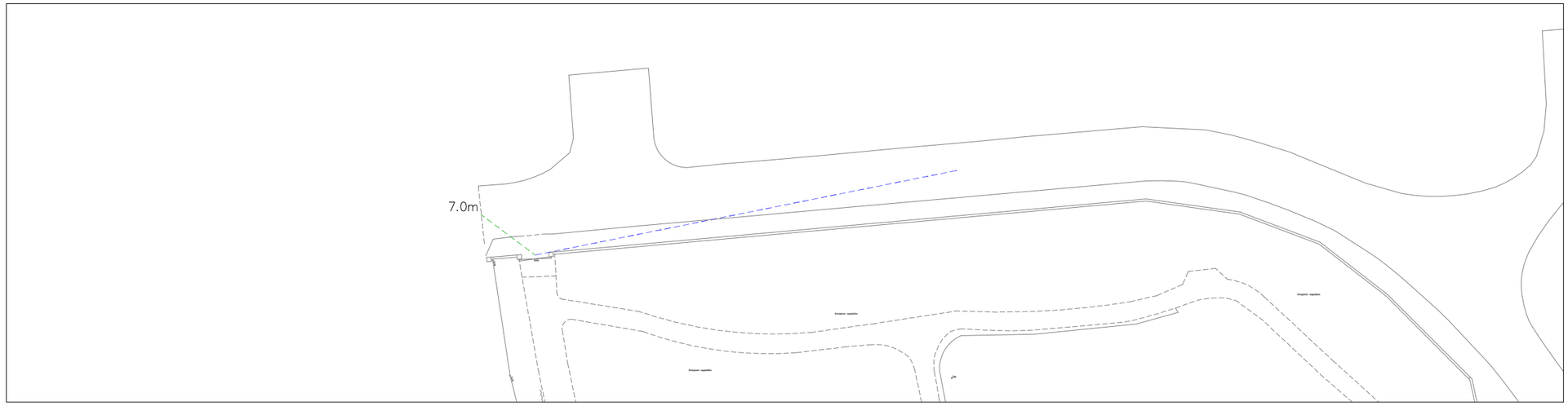
AA6250-2103
REV A

PLANNING

PRP

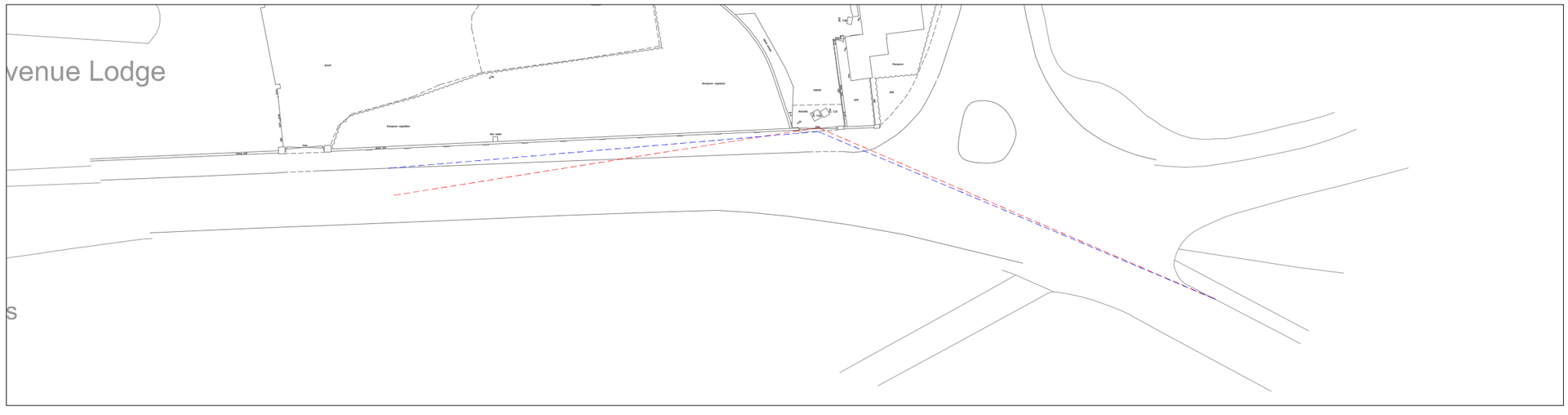
Appendix C

Visibility Splays



NORTHERN SITE ACCESS

SOUTHWESTERN SITE ACCESSES



SOUTHEASTERN SITE ACCESSES

NOTE

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N

KEY

2.0m x 43m visibility splay

2.4m x 43m visibility splays

Rev.	Description	Date	Chkd

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Beechcroft Developments Ltd.

Project :
St. Michaels Convent
Ham Common

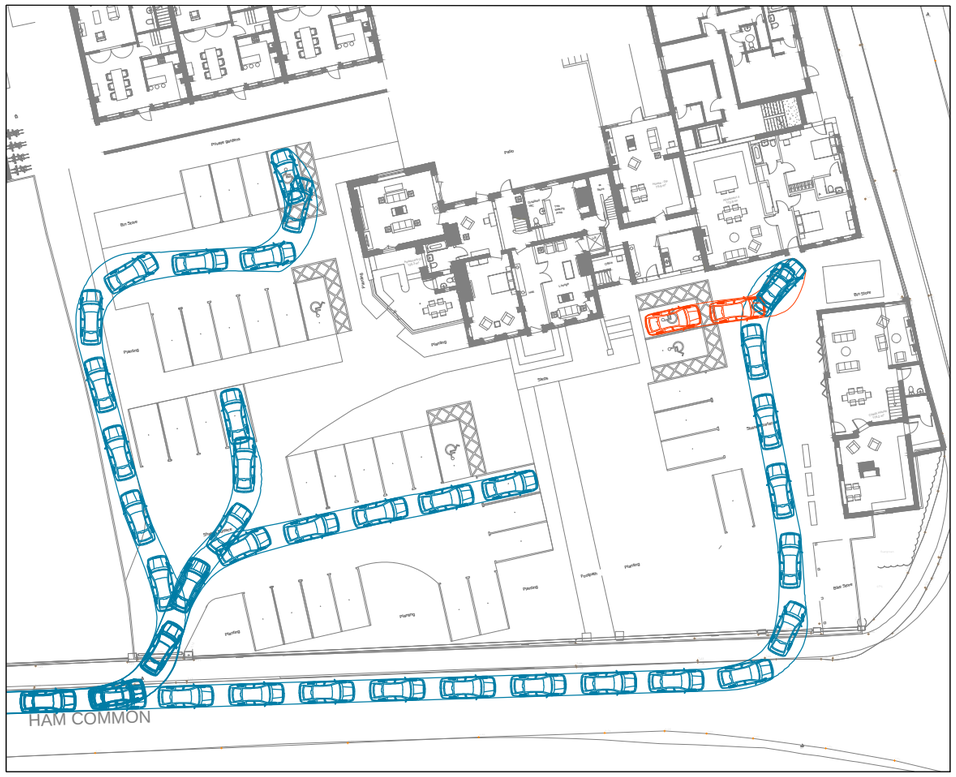
Title :
Site Accesses Visibility Splays

Project Engineer :	M. Walton	Scale :	1:250 @ A3
Project Director :	T. Foxall	Date :	August 2016
Status :			

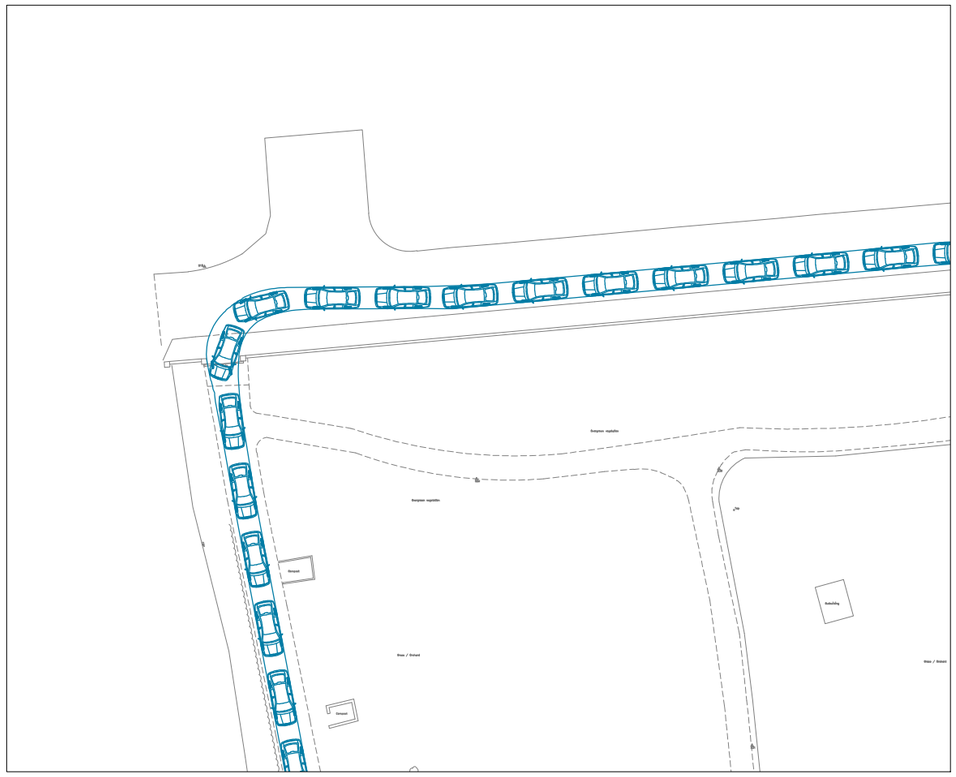
Drawing No. 8151310/6101 Rev

Appendix D

Vehicle Tracking



SOUTHERN ACCESS – ENTRY



NORTHERN ACCESS – ENTRY

NOTES

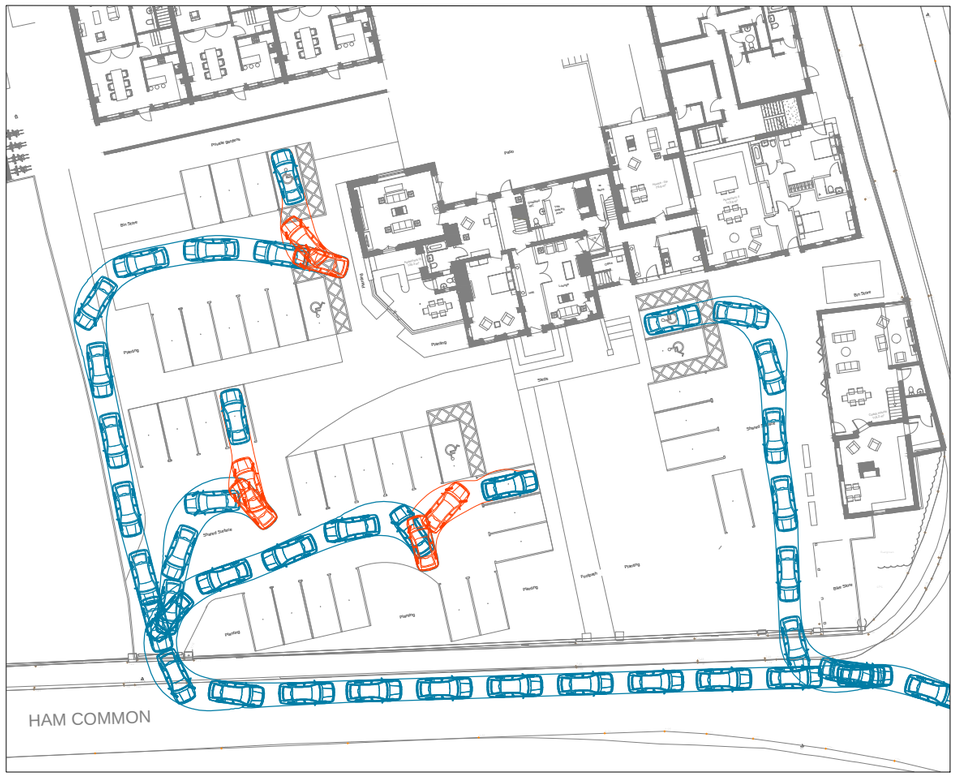
1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

KEY

Car – forward gear

Car – reverse gear

N



SOUTHERN ACCESS – EXIT

NORTHERN ACCESS – EXIT

Rev.	Description	Date	Chkd
A	Architect's layout updated. Swept paths revised to suit.	02/09/16 M.Walton	TF

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Beechcroft Developments Ltd.

Project :
St. Michaels Convent
Ham Common

Title :
Swept Path Analysis
Car

Project Engineer :	M. Walton	Scale :	1:500 @ A3
Project Director :	T. Foxall	Date :	August 2016
Status :			

Drawing No. 8151310/6202 Rev A

Appendix E

TRICS Data

Calculation Reference: AUDIT-225601-160711-0706

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of dwellings
Actual Range:	28 to 58 (units:)
Range Selected by User:	28 to 137 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 29/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	BR-03-N-01	RETIREMENT VILLAGE		BRISTOL CITY
	HOLLWAY ROAD			
	STOCKWOOD			
	BRISTOL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		58	
	Survey date: TUESDAY		22/09/15	Survey Type: MANUAL
2	BR-03-N-02	RETIREMENT VILLAGE		BRISTOL CITY
	MEG THATCHERS GARDENS			
	BRISTOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		49	
	Survey date: FRIDAY		18/09/15	Survey Type: MANUAL
3	CA-03-N-01	RETIREMENT FLATS		CAMBRIDGESHIRE
	HEDDA DRIVE			
	HAMPTON HARGATE			
	PETERBOROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		50	
	Survey date: WEDNESDAY		14/05/08	Survey Type: MANUAL
4	DV-03-N-01	RETIREMENT VILLAGE		DEVON
	ST MARYCHURCH ROAD			
	ST MARYCHURCH			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		45	
	Survey date: TUESDAY		29/09/15	Survey Type: MANUAL
5	SY-03-N-01	RETIREMENT FLATS		SOUTH YORKSHIRE
	MOSS CLOSE			
	WICKERSLEY			
	NEAR ROTHERHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		28	
	Survey date: WEDNESDAY		19/12/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.048	5	46	0.039	5	46	0.087
08:00 - 09:00	5	46	0.096	5	46	0.083	5	46	0.179
09:00 - 10:00	5	46	0.174	5	46	0.117	5	46	0.291
10:00 - 11:00	5	46	0.087	5	46	0.122	5	46	0.209
11:00 - 12:00	5	46	0.126	5	46	0.126	5	46	0.252
12:00 - 13:00	5	46	0.130	5	46	0.143	5	46	0.273
13:00 - 14:00	5	46	0.191	5	46	0.200	5	46	0.391
14:00 - 15:00	5	46	0.109	5	46	0.161	5	46	0.270
15:00 - 16:00	5	46	0.104	5	46	0.130	5	46	0.234
16:00 - 17:00	5	46	0.178	5	46	0.113	5	46	0.291
17:00 - 18:00	5	46	0.057	5	46	0.083	5	46	0.140
18:00 - 19:00	5	46	0.070	5	46	0.061	5	46	0.131
19:00 - 20:00	3	51	0.039	3	51	0.039	3	51	0.078
20:00 - 21:00	3	51	0.046	3	51	0.066	3	51	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.455			1.483			2.938

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	28 - 58 (units:)
Survey date date range:	01/01/08 - 29/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.009	5	46	0.009	5	46	0.018
14:00 - 15:00	5	46	0.004	5	46	0.004	5	46	0.008
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00	3	51	0.000	3	51	0.000	3	51	0.000
20:00 - 21:00	3	51	0.000	3	51	0.000	3	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	28 - 58 (units:)
Survey date date range:	01/01/08 - 29/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.004	5	46	0.004	5	46	0.008
08:00 - 09:00	5	46	0.004	5	46	0.004	5	46	0.008
09:00 - 10:00	5	46	0.004	5	46	0.004	5	46	0.008
10:00 - 11:00	5	46	0.004	5	46	0.000	5	46	0.004
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.004	5	46	0.004	5	46	0.008
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.004	5	46	0.004
18:00 - 19:00	5	46	0.004	5	46	0.004	5	46	0.008
19:00 - 20:00	4	51	0.000	4	51	0.000	4	51	0.000
20:00 - 21:00	4	51	0.000	4	51	0.000	4	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	28 - 58 (units:)
Survey date date range:	01/01/08 - 29/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.004	5	46	0.000	5	46	0.004
10:00 - 11:00	5	46	0.000	5	46	0.004	5	46	0.004
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.004	5	46	0.004	5	46	0.008
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.004	5	46	0.004	5	46	0.008
16:00 - 17:00	5	46	0.004	5	46	0.004	5	46	0.008
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00	3	51	0.000	3	51	0.000	3	51	0.000
20:00 - 21:00	3	51	0.000	3	51	0.000	3	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	28 - 58 (units:)
Survey date date range:	01/01/08 - 29/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00	3	51	0.000	3	51	0.000	3	51	0.000
20:00 - 21:00	3	51	0.000	3	51	0.000	3	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

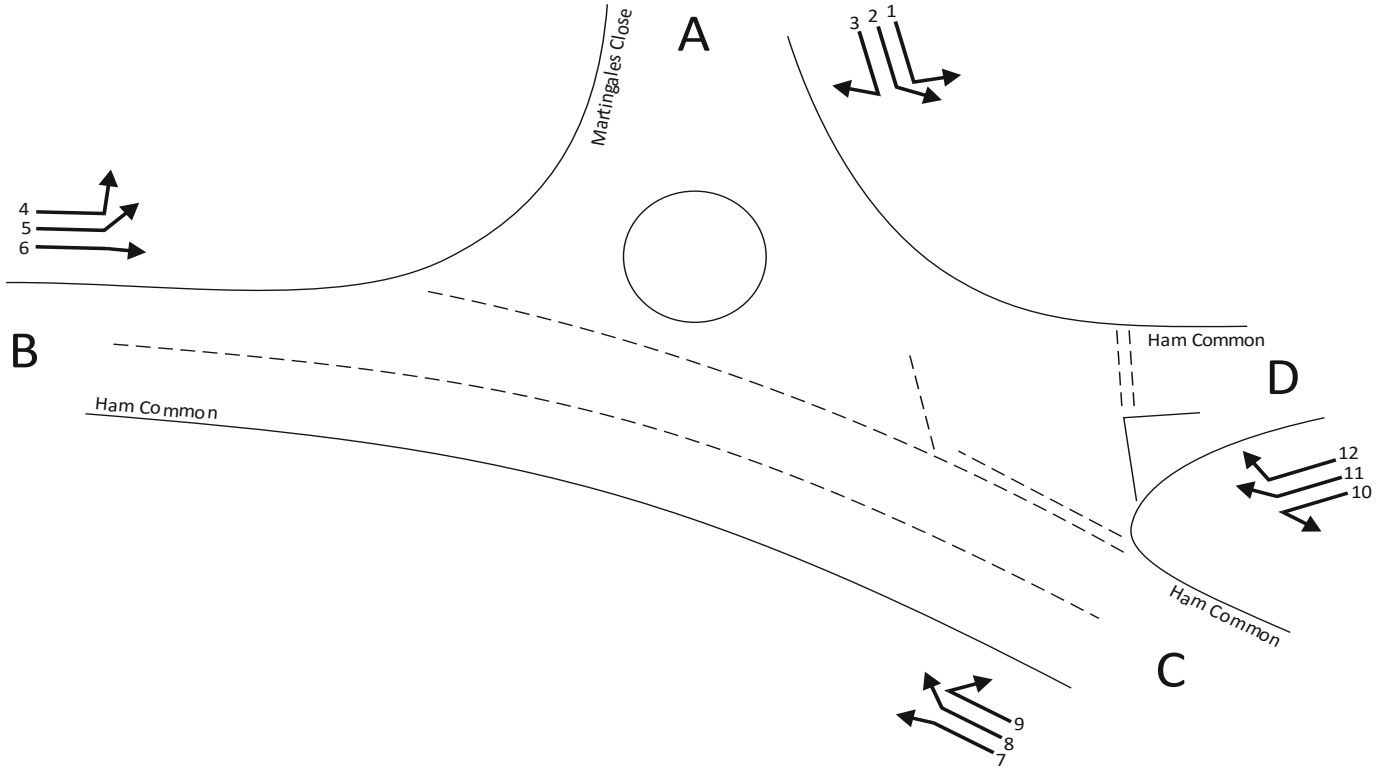
Parameter summary

Trip rate parameter range selected:	28 - 58 (units:)
Survey date date range:	01/01/08 - 29/09/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix F

Traffic Survey Data



AXIOM Traffic Limited

For and on behalf of:

Glanville

RICHMOND

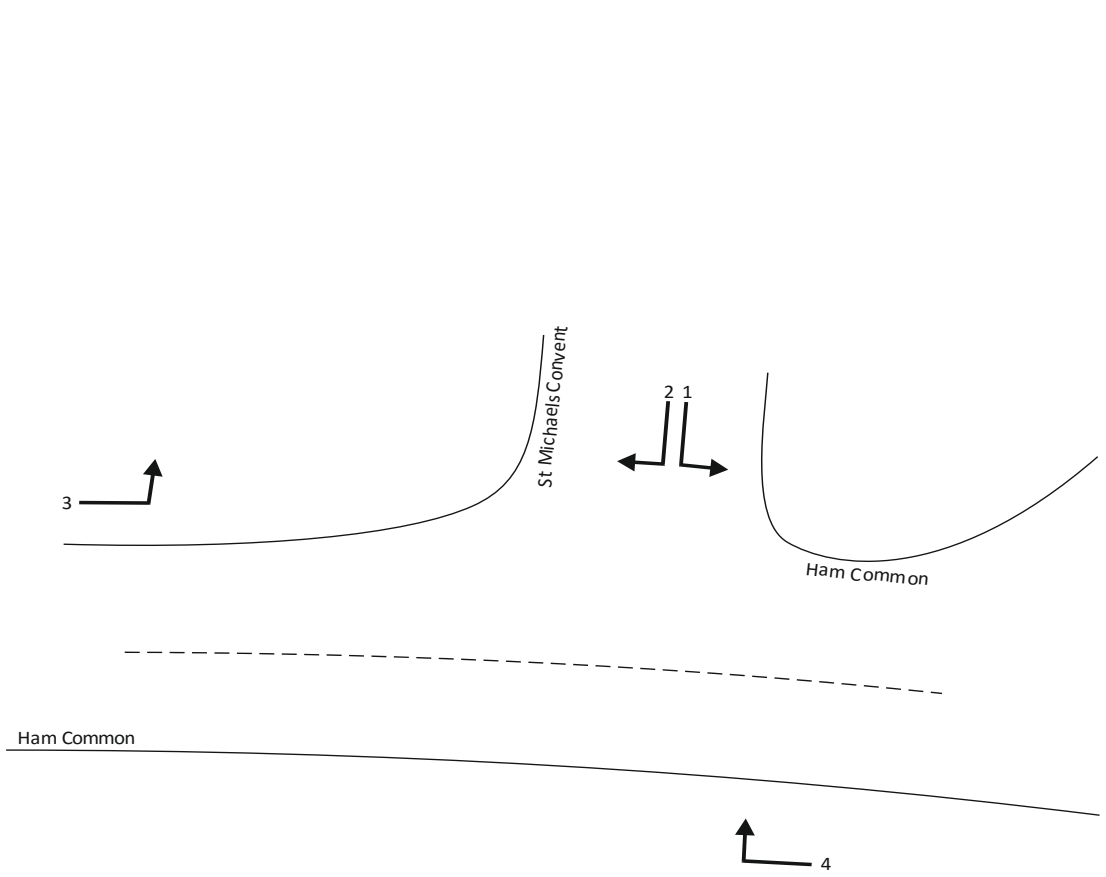
Tuesday 05 July 2016

0700-0930
1600-1830

Drawing N°: **20568 - 01**

Site: **1**

Location: **Martingales Close / Ham Common**



AXIOM Traffic Limited

For and on behalf of:

Glanville

RICHMOND

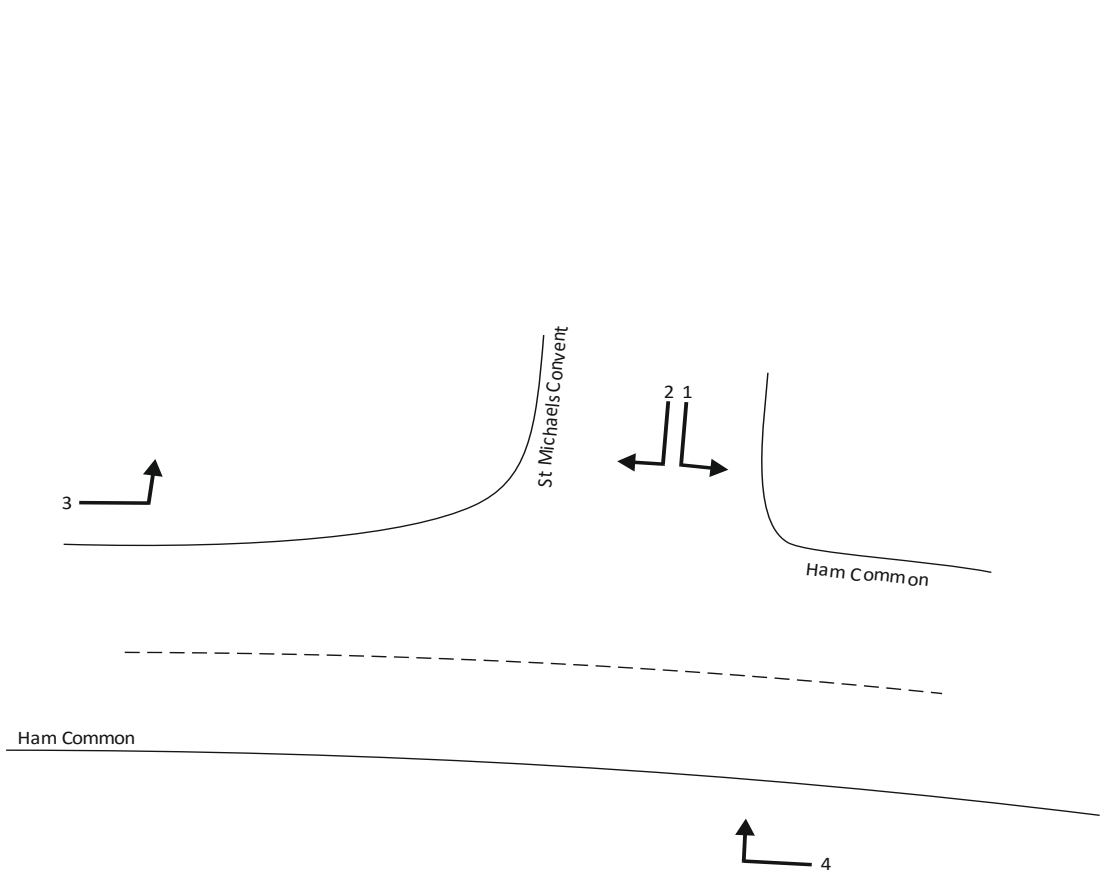
Tuesday 05 July 2016

0700-0930
1600-1830

Drawing N°: **20568 - 02**

Site: **2**

Location: **St Michaels Convent Access 1 / Ham Common**



AXIOM Traffic Limited

For and on behalf of:

Glanville

RICHMOND

Tuesday 05 July 2016

0700-0930
1600-1830

Drawing N°: **20568 - 03**

Site: **3**

Location: **St Michaels Convent Access 2 / Ham Common**

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM MARTINGALES CLOSE TO HAM COMMON (NE)								MOVEMENT 2 FROM MARTINGALES CLOSE TO HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
08:00	0	0	0	0	0	0	0	0	5	0	1	0	0	0	1	7
08:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	3	8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3
H/TOT	0	0	0	0	0	0	0	0	11	0	1	0	0	0	6	18
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
HH/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
P/TOT	0	0	0	0	0	0	0	0	20	1	2	0	0	0	6	29
08:00	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
08:15	0	0	0	0	0	0	0	0	12	1	1	0	0	0	1	15
08:30	0	0	0	0	0	0	0	0	14	0	1	0	0	0	4	19
08:45	0	0	0	0	0	0	0	0	11	0	1	0	0	0	4	16
09:00	0	0	0	0	0	0	0	0	11	0	1	0	0	0	6	18
09:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	5	11
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	5

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM MARTINGALES CLOSE TO HAM COMMON (NE)								MOVEMENT 2 FROM MARTINGALES CLOSE TO HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
HH/TOT	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	8
P/TOT	0	0	0	0	0	0	0	0	20	2	0	0	0	1	0	23
17:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1

DATE: 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON

DAY: TUESDAY

TIME	MOVEMENT 3 FROM MARTINGALES CLOSE TO HAM COMMON (W)								MOVEMENT 4 FROM HAM COMMON (W) TO MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2
09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
HH/TOT	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
P/TOT	2	1	2	0	0	0	0	5	2	0	0	0	0	0	0	2
	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2
	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2
	1	0	2	0	0	0	0	3	2	0	0	0	0	0	0	2
	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM MARTINGALES CLOSE TO HAM COMMON (W)								MOVEMENT 4 FROM HAM COMMON (W) TO MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
18:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
HH/TOT	2	2	0	0	0	0	0	4	1	1	0	0	0	0	0	2
P/TOT	3	2	0	0	0	0	0	5	1	1	0	0	0	1	0	3
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1

DATE: 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON

DAY: TUESDAY

TIME	MOVEMENT 5 FROM HAM COMMON (W) TO HAM COMMON (NE)								MOVEMENT 6 FROM HAM COMMON (W) TO HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	3	0	1	0	0	22	33
07:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	19	29
07:30	0	0	0	0	0	0	0	0	18	1	0	0	0	0	28	47
07:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	22	45
H/TOT	0	0	0	0	0	0	0	0	56	6	0	1	0	0	91	154
08:00	0	0	0	0	0	0	0	0	26	2	0	0	1	1	15	45
08:15	0	0	0	0	0	0	0	0	28	1	0	0	0	1	17	47
08:30	0	0	0	0	0	0	0	0	20	1	0	0	0	0	6	27
08:45	0	0	0	0	0	0	0	0	12	4	1	0	0	2	11	30
H/TOT	0	0	0	0	0	0	0	0	86	8	1	0	1	4	49	149
09:00	0	0	0	0	0	0	0	0	15	1	0	0	0	2	11	29
09:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	2	16
HH/TOT	0	0	0	0	0	0	0	0	28	2	0	0	0	2	13	45
P/TOT	0	0	0	0	0	0	0	0	170	16	1	1	1	6	153	348
	0	0	0	0	0	0	0	0	56	6	0	1	0	0	91	154
	0	0	0	0	0	0	0	0	75	5	0	0	1	1	84	166
	0	0	0	0	0	0	0	0	94	5	0	0	1	2	82	184
	0	0	0	0	0	0	0	0	96	5	0	0	1	2	60	164
	0	0	0	0	0	0	0	0	86	8	1	0	1	4	49	149
	0	0	0	0	0	0	0	0	75	7	1	0	0	5	45	133
	0	0	0	0	0	0	0	0	60	7	1	0	0	4	30	102

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 5 FROM HAM COMMON (W) TO HAM COMMON (NE)								MOVEMENT 6 FROM HAM COMMON (W) TO HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	17	2	1	0	0	0	1	21
16:15	0	0	0	0	0	0	0	0	22	4	0	0	0	0	6	32
16:30	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9
16:45	0	0	0	0	0	0	0	0	15	1	0	0	0	1	0	17
H/TOT	0	0	0	0	0	0	0	0	62	7	2	0	0	1	7	79
17:00	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	25
17:15	0	0	0	0	0	0	0	0	10	1	0	0	0	0	10	21
17:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	9	22
17:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	3	15
H/TOT	0	0	0	0	0	0	0	0	56	5	0	0	0	0	22	83
18:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	5	21
18:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	6	19
HH/TOT	0	0	0	0	0	0	0	0	26	3	0	0	0	0	11	40
P/TOT	0	0	0	0	0	0	0	0	144	15	2	0	0	1	40	202
	0	0	0	0	0	0	0	0	62	7	2	0	0	1	7	79

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 7 FROM HAM COMMON (E) TO HAM COMMON (W)								MOVEMENT 8 FROM HAM COMMON (E) TO MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	1	0	0	0	5	0	0	0	0	0	0	1	1
07:15	2	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1
07:30	16	0	0	0	0	0	5	21	0	0	0	0	0	0	0	0
07:45	11	1	0	0	0	0	7	19	1	0	0	0	0	0	0	1
H/TOT	32	2	0	1	0	0	13	48	2	0	0	0	0	0	1	3
08:00	9	0	0	1	0	0	11	21	0	0	0	0	0	0	0	0
08:15	25	0	0	0	0	0	14	39	2	1	0	0	0	0	0	3
08:30	12	1	0	0	0	0	6	19	0	0	0	0	0	0	0	0
08:45	7	3	0	0	0	0	5	15	0	0	0	0	0	0	0	0
H/TOT	53	4	0	1	0	0	36	94	2	1	0	0	0	0	0	3
09:00	9	1	0	0	0	0	5	15	1	1	0	0	0	0	0	2
09:15	13	0	0	0	0	0	4	17	0	0	0	0	0	0	0	0
HH/TOT	22	1	0	0	0	0	9	32	1	1	0	0	0	0	0	2
P/TOT	107	7	0	2	0	0	58	174	5	2	0	0	0	0	1	8
	32	2	0	1	0	0	13	48	2	0	0	0	0	0	1	3
	38	1	0	1	0	0	24	64	2	0	0	0	0	0	0	2
	61	1	0	1	0	0	37	100	3	1	0	0	0	0	0	4
	57	2	0	1	0	0	38	98	3	1	0	0	0	0	0	4
	53	4	0	1	0	0	36	94	2	1	0	0	0	0	0	3
	53	5	0	0	0	0	30	88	3	2	0	0	0	0	0	5
	41	5	0	0	0	0	20	66	1	1	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 7 FROM HAM COMMON (E) TO HAM COMMON (W)								MOVEMENT 8 FROM HAM COMMON (E) TO MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	0	0	0	0	0	8	21	1	0	0	0	0	0	0	1
16:15	7	0	0	0	0	1	2	10	1	0	0	0	0	0	0	1
16:30	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
16:45	12	1	0	0	0	1	6	20	2	0	0	0	0	0	0	2
H/TOT	39	1	0	0	0	2	16	58	6	0	0	0	0	0	0	6
17:00	6	1	0	0	0	1	5	13	0	0	0	0	0	0	0	0
17:15	14	0	0	0	0	3	6	23	1	0	0	0	0	0	0	1
17:30	11	0	0	0	0	0	7	18	2	0	0	0	0	0	0	2
17:45	14	1	0	0	0	0	6	21	3	0	0	0	0	0	0	3
H/TOT	45	2	0	0	0	4	24	75	6	0	0	0	0	0	0	6
18:00	12	0	0	0	0	0	4	16	1	0	0	0	0	0	0	1
18:15	14	1	0	0	0	0	6	21	3	0	0	0	0	0	0	3
HH/TOT	26	1	0	0	0	0	10	37	4	0	0	0	0	0	0	4
P/TOT	110	4	0	0	0	6	50	170	16	0	0	0	0	0	0	16
	39	1	0	0	0	2	16	58	6	0	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1

DATE: 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON

DAY: TUESDAY

TIME	MOVEMENT 9 FROM HAM COMMON (E) TO HAM COMMON (NE)								MOVEMENT 10 FROM HAM COMMON (NE) TO HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	7
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	8
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	13	17
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	14	16
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	8
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	7
H/TOT	0	0	0	0	0	0	0	0	6	0	0	0	0	0	36	42
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	6
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	5
HH/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9	11
P/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	0	58	70
	0	0	0	0	0	0	0	0	4	0	0	0	0	0	13	17
	0	0	0	0	0	0	0	0	4	0	0	0	0	0	24	28
	0	0	0	0	0	0	0	0	5	0	0	0	0	0	37	42
	0	0	0	0	0	0	0	0	5	0	0	0	0	0	38	43
	0	0	0	0	0	0	0	0	6	0	0	0	0	0	36	42
	0	0	0	0	0	0	0	0	7	0	0	0	0	0	30	37
	0	0	0	0	0	0	0	0	6	0	0	0	0	0	20	26

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 9 FROM HAM COMMON (E) TO HAM COMMON (NE)								MOVEMENT 10 FROM HAM COMMON (NE) TO HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HH/TOT	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
P/TOT	0	0	0	0	0	0	0	0	22	4	0	0	0	0	0	26
	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 11 FROM HAM COMMON (NE) TO HAM COMMON (W)								MOVEMENT 12 FROM HAM COMMON (NE) TO MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
08:00	3	0	0	0	0	0	0	3	0	0	1	0	0	0	0	1
08:15	5	0	0	0	0	0	1	6	0	1	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
08:45	2	0	0	0	0	0	1	3	0	0	1	0	0	0	0	1
H/TOT	12	0	0	0	0	0	2	14	1	2	2	0	0	0	0	5
09:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15	4	2	0	0	0	0	0	6	0	1	0	0	0	0	0	1
HH/TOT	10	2	0	0	0	0	0	12	0	1	0	0	0	0	0	1
P/TOT	25	2	0	0	0	1	2	30	1	3	2	0	0	0	0	6
	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0
	5	0	0	0	0	1	0	6	0	0	1	0	0	0	0	1
	10	0	0	0	0	1	1	12	0	1	1	0	0	0	0	2
	12	0	0	0	0	0	1	13	1	2	1	0	0	0	0	4
	12	0	0	0	0	0	2	14	1	2	2	0	0	0	0	5
	15	0	0	0	0	0	2	17	1	2	1	0	0	0	0	4
	14	2	0	0	0	0	1	17	1	2	1	0	0	0	0	4

MANUAL CLASSIFIED COUNTS

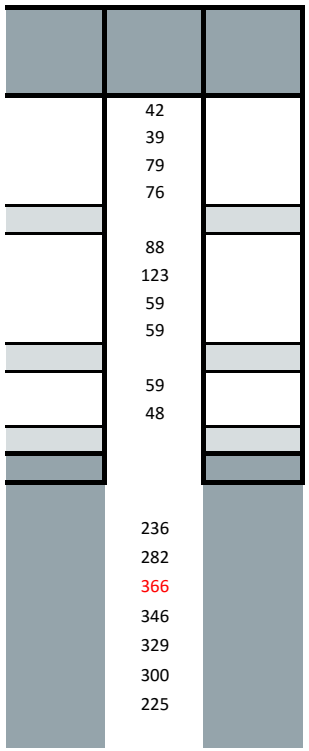
JOB REF: 20568

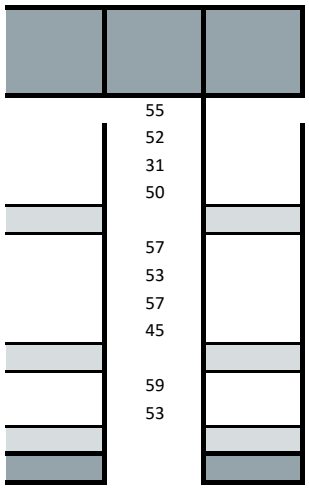
JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 11 FROM HAM COMMON (NE) TO HAM COMMON (W)								MOVEMENT 12 FROM HAM COMMON (NE) TO MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
16:45	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
H/TOT	23	1	0	0	0	0	0	24	3	0	0	0	0	0	0	3
17:00	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
17:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	22	5	0	0	0	0	0	27	1	0	0	0	0	0	0	1
18:00	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
HH/TOT	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
P/TOT	57	6	0	0	0	0	0	63	4	0	0	0	0	0	0	4
	23	1	0	0	0	0	0	24	3	0	0	0	0	0	0	3


42
39
79
76
88
123
59
59
59
48
236
282
366
346
329
300
225


55
52
31
50
57
53
57
45
59
53

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM A MARTINGALES CLOSE								FROM ARM A MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	2
07:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	1	3	8	1	1	0	0	0	0	10
08:00	0	0	1	0	0	0	0	1	5	0	1	0	0	0	1	7
08:15	4	2	0	0	0	0	0	6	6	0	0	0	0	0	3	9
08:30	1	1	0	0	0	0	0	2	0	0	1	0	0	0	0	1
08:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	2	3
H/TOT	5	3	2	0	0	0	0	10	12	0	2	0	0	0	6	20
09:00	1	1	0	0	0	0	0	2	0	0	1	0	0	0	0	1
09:15	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3
HH/TOT	1	2	0	0	0	0	0	3	2	1	1	0	0	0	0	4
P/TOT	8	5	2	0	0	0	1	16	22	2	4	0	0	0	6	34

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM A MARTINGALES CLOSE								FROM ARM A MARTINGALES CLOSE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
16:45	3	0	0	0	0	1	0	4	1	0	0	0	0	0	0	1
H/TOT	9	0	0	0	0	1	0	10	8	0	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
17:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7	6	2	0	0	0	0	0	8
18:00	2	1	0	0	0	0	0	3	6	1	0	0	0	1	0	8
18:15	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
HH/TOT	5	1	0	0	0	0	0	6	9	2	0	0	0	1	0	12
P/TOT	21	1	0	0	0	1	0	23	23	4	0	0	0	1	0	28

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM B HAM COMMON (W)								FROM ARM B HAM COMMON (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	1	0	0	0	7	7	3	0	1	0	0	22	33
07:15	2	0	0	0	0	0	1	3	9	1	0	0	0	0	19	29
07:30	16	0	0	0	0	1	5	22	18	1	0	0	0	0	28	47
07:45	13	1	0	0	0	0	7	21	22	1	0	0	0	0	22	45
H/TOT	36	2	0	1	0	1	13	53	56	6	0	1	0	0	91	154
08:00	12	0	0	1	0	0	11	24	26	2	0	0	1	1	15	45
08:15	31	0	0	0	0	0	15	46	30	1	0	0	0	1	17	49
08:30	14	1	1	0	0	0	6	22	20	1	0	0	0	0	6	27
08:45	9	3	0	0	0	0	6	18	12	4	1	0	0	2	11	30
H/TOT	66	4	1	1	0	0	38	110	88	8	1	0	1	4	49	151
09:00	15	1	1	0	0	0	5	22	15	1	0	0	0	2	11	29
09:15	17	3	0	0	0	0	4	24	13	1	0	0	0	0	2	16
HH/TOT	32	4	1	0	0	0	9	46	28	2	0	0	0	2	13	45
P/TOT	134	10	2	2	0	1	60	209	172	16	1	1	1	6	153	350

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM B HAM COMMON (W)								FROM ARM B HAM COMMON (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	19	0	0	0	0	0	8	27	17	2	1	0	0	0	1	21
16:15	12	1	0	0	0	1	2	16	22	4	0	0	0	0	6	32
16:30	12	0	0	0	0	0	0	12	8	0	1	0	0	0	0	9
16:45	19	1	0	0	0	1	6	27	15	1	0	0	0	2	0	18
H/TOT	62	2	0	0	0	2	16	82	62	7	2	0	0	2	7	80
17:00	16	3	0	0	0	1	5	25	22	3	0	0	0	0	0	25
17:15	18	1	0	0	0	3	6	28	10	1	0	0	0	0	10	21
17:30	18	1	0	0	0	0	7	26	12	1	0	0	0	0	9	22
17:45	16	2	0	0	0	0	6	24	12	0	0	0	0	0	3	15
H/TOT	68	7	0	0	0	4	24	103	56	5	0	0	0	0	22	83
18:00	21	1	0	0	0	0	4	26	15	3	0	0	0	0	5	23
18:15	19	2	0	0	0	0	6	27	12	1	0	0	0	0	6	19
HH/TOT	40	3	0	0	0	0	10	53	27	4	0	0	0	0	11	42
P/TOT	170	12	0	0	0	6	50	238	145	16	2	0	0	2	40	205

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11

FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM C HAM COMMON (E)								FROM ARM C HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	3	1	1	0	0	22	34	3	1	0	1	0	0	1	6
07:15	13	2	0	0	0	0	20	35	3	0	0	0	0	0	1	4
07:30	23	1	0	0	0	0	33	57	16	0	0	0	0	0	5	21
07:45	24	1	0	0	0	0	29	54	12	1	0	0	0	0	7	20
H/TOT	67	7	1	1	0	0	104	180	34	2	0	1	0	0	14	51
08:00	31	2	1	0	1	1	27	63	9	0	0	1	0	0	11	21
08:15	35	1	0	0	0	1	34	71	27	1	0	0	0	0	14	42
08:30	22	1	0	0	0	0	12	35	12	1	0	0	0	0	6	19
08:45	15	4	1	0	0	2	18	40	7	3	0	0	0	0	5	15
H/TOT	103	8	2	0	1	4	91	209	55	5	0	1	0	0	36	97
09:00	16	1	0	0	0	2	16	35	10	2	0	0	0	0	5	17
09:15	16	1	0	0	0	0	6	23	13	0	0	0	0	0	4	17
HH/TOT	32	2	0	0	0	2	22	58	23	2	0	0	0	0	9	34
P/TOT	202	17	3	1	1	6	217	447	112	9	0	2	0	0	59	182

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM C HAM COMMON (E)								FROM ARM C HAM COMMON (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	4	1	0	0	0	1	27	14	0	0	0	0	0	8	22
16:15	25	4	0	0	0	0	6	35	8	0	0	0	0	1	2	11
16:30	14	0	1	0	0	0	0	15	9	0	0	0	0	0	0	9
16:45	16	2	0	0	0	1	0	19	14	1	0	0	0	1	6	22
H/TOT	76	10	2	0	0	1	7	96	45	1	0	0	0	2	16	64
17:00	28	4	0	0	0	0	0	32	6	1	0	0	0	1	5	13
17:15	13	1	0	0	0	0	10	24	15	0	0	0	0	3	6	24
17:30	16	3	0	0	0	0	9	28	13	0	0	0	0	0	7	20
17:45	15	0	0	0	0	0	3	18	17	1	0	0	0	0	6	24
H/TOT	72	8	0	0	0	0	22	102	51	2	0	0	0	4	24	81
18:00	22	2	0	0	0	1	5	30	13	0	0	0	0	0	4	17
18:15	16	1	0	0	0	0	6	23	17	1	0	0	0	0	6	24
HH/TOT	38	3	0	0	0	1	11	53	30	1	0	0	0	0	10	41
P/TOT	186	21	2	0	0	2	40	251	126	4	0	0	0	6	50	186

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10

FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM D HAM COMMON (NE)								FROM ARM D HAM COMMON (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	1	5	8
07:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	7	10
H/TOT	0	0	0	0	0	0	0	0	7	0	0	0	0	1	13	21
08:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	11	15
08:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	15	23
08:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	12
08:45	0	0	0	0	0	0	0	0	4	0	1	0	0	0	6	11
H/TOT	0	0	0	0	0	0	0	0	19	2	2	0	0	0	38	61
09:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	5	12
09:15	0	0	0	0	0	0	0	0	5	3	0	0	0	0	4	12
HH/TOT	0	0	0	0	0	0	0	0	12	3	0	0	0	0	9	24
P/TOT	0	0	0	0	0	0	0	0	38	5	2	0	0	1	60	106

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 1 **DATE:** 05/07/2016

LOCATION: MARTINGALES CLOSE / HAM COMMON **DAY:** TUESDAY

TIME	TO ARM D HAM COMMON (NE)								FROM ARM D HAM COMMON (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
16:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
16:45	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	36
17:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
17:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12
17:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	34	6	0	0	0	0	0	40
18:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
18:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
HH/TOT	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
P/TOT	0	0	0	0	0	0	0	0	83	10	0	0	0	0	0	93

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9

FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2

DATE: 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 1 / HAM COMMON

DAY: TUESDAY

TIME	MOVEMENT 1 FROM ST MICHAELS CONVENT ACCESS 1 TO HAM COMMON (E)								MOVEMENT 2 FROM ST MICHAELS CONVENT ACCESS 1 TO HAM COMMON (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2 **DATE:** 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 1 / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM ST MICHAELS CONVENT ACCESS 1 TO HAM COMMON (E)								MOVEMENT 2 FROM ST MICHAELS CONVENT ACCESS 1 TO HAM COMMON (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2 **DATE:** 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 1 / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM HAM COMMON (W) TO ST MICHAELS CONVENT ACCESS 1								MOVEMENT 4 FROM HAM COMMON (E) TO ST MICHAELS CONVENT ACCESS 1							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
HH/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2 **DATE:** 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 1 / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM HAM COMMON (W) TO ST MICHAELS CONVENT ACCESS 1								MOVEMENT 4 FROM HAM COMMON (E) TO ST MICHAELS CONVENT ACCESS 1							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2

DATE: 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 2 / HAM COMMON

DAY: TUESDAY

TIME	MOVEMENT 1 FROM ST MICHAELS CONVENT ACCESS 2 TO HAM COMMON (E)								MOVEMENT 2 FROM ST MICHAELS CONVENT ACCESS 2 TO HAM COMMON (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2 **DATE:** 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 2 / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM ST MICHAELS CONVENT ACCESS 2 TO HAM COMMON (E)								MOVEMENT 2 FROM ST MICHAELS CONVENT ACCESS 2 TO HAM COMMON (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
17:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2

DATE: 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 2 / HAM COMMON

DAY: TUESDAY

TIME	MOVEMENT 3 FROM HAM COMMON (W) TO ST MICHAELS CONVENT ACCESS 2								MOVEMENT 4 FROM HAM COMMON (E) TO ST MICHAELS CONVENT ACCESS 2							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 20568

JOB NAME: RICHMOND

SITE: 2 **DATE:** 05/07/2016

LOCATION: ST MICHAELS CONVENT ACCESS 2 / HAM COMMON **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM HAM COMMON (W) TO ST MICHAELS CONVENT ACCESS 2								MOVEMENT 4 FROM HAM COMMON (E) TO ST MICHAELS CONVENT ACCESS 2							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HH/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

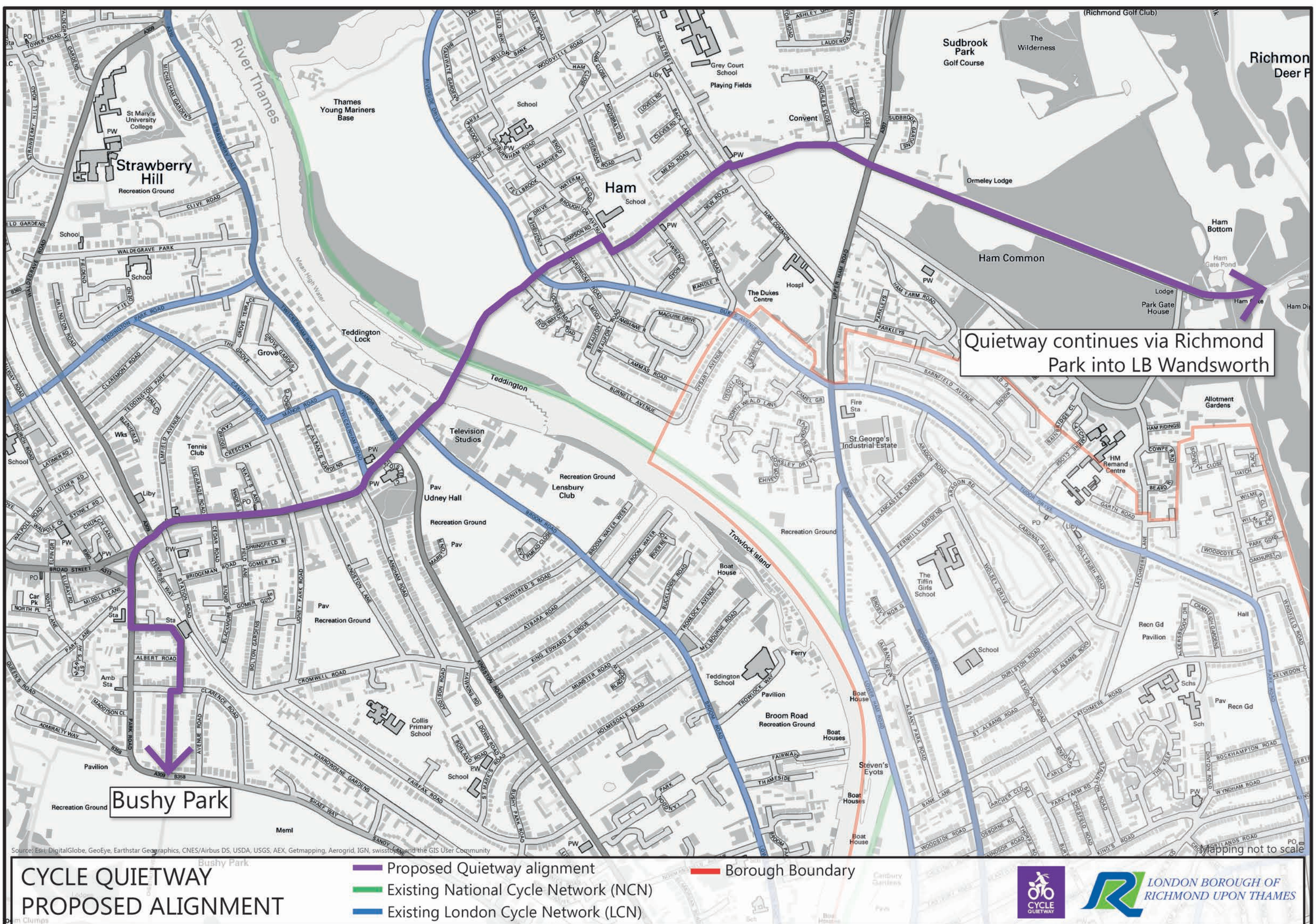
Appendix G

AADF Data – A307

AADFYear	CP	Region	LocalAuthc	Road	RoadCateg	Easting	Northing	StartJuncti	EndJunctio	LinkLength	LinkLength	PedalCycle	Motorcycl	CarsTaxis	BusesCoac	LightGoods	V2AxleRigi	V3AxleRigi	V4or5Axlel	V3or4Axle	V5AxleArti	V6orMore/	AllHGVs	AllMotorVehicles
2000	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	290	375	13690	277	1866	548	17	16	11	6	7	605	16813
2001	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	216	256	14703	301	2107	377	53	38	6	10	3	487	17854
2002	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	224	245	14703	329	2149	351	53	38	5	8	3	458	17884
2003	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	324	322	12530	321	2320	374	25	25	19	6	3	452	15945
2004	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	224	189	11105	295	1922	427	21	16	15	5	9	493	14004
2005	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	153	209	13160	272	2233	391	15	26	36	8	4	480	16354
2006	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	538	452	11522	350	2886	348	12	5	11	6	6	388	15598
2007	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	221	381	11928	343	2314	300	32	26	4	1	6	369	15335
2008	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	204	317	11995	210	1645	230	44	35	5	4	6	324	14491
2009	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	221	299	11899	221	1602	215	45	34	4	4	5	307	14328
2010	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	214	281	11577	235	1585	224	45	29	4	4	5	311	13989
2011	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	212	279	11543	243	1577	224	48	32	3	4	5	316	13958
2012	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	183	303	11323	239	1540	236	55	38	3	4	6	341	13747
2013	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	150	296	11421	221	1579	240	60	44	2	4	6	356	13873
2014	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	169	307	11454	212	1632	220	59	43	2	4	6	334	13939
2015	28534	London	Richmond	A307	PU	517870	172000	LA Bounda	A308	3.4	2.11	193	291	11416	203	1698	218	64	42	2	4	6	337	13944

Appendix H

London Quietways


Quietway continues via Richmond Park into LB Wandsworth
Bushy Park
Strawberry Hill
Recreation Ground
St Mary's University College
Thames Young Mariners Base
River Thames
Mean High Water
Teddington Lock
Teddington
Ham
School
Grey Court School
Playing Fields
Convent
Sudbrook Park
Golf Course
The Wilderness
(Richmond Golf Club)
Ormeley Lodge
Ham Common
Ham Bottom
Ham Gate Pond
Park Gate House
Lodge
The Dukes Centre
Hospl
Television Studios
Lensbury Club
Udney Hall
Collis Primary School
Teddington School
Broom Road Recreation Ground
Trowlock Island
Boat House
Ferry
Pavilion
St George's Industrial Estate
Fire Sta
The Tiffin Girls School
HM Remand Centre
Allotment Gardens
Recn Gd
Pavilion
Hall
Schs
Sch
Steven's Eyots
Boat Houses
Tennis Club
Grove
Liby
Pol Sta
Sta
Amb Sta
Car Pk
Pav
Meml
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, swisstopo, and the GIS User Community
Mapping not to scale
CYCLE QUIETWAY
PROPOSED ALIGNMENT
Proposed Quietway alignment
Existing National Cycle Network (NCN)
Existing London Cycle Network (LCN)
Borough Boundary
CYCLE QUIETWAY
LONDON BOROUGH OF RICHMOND UPON THAMES

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