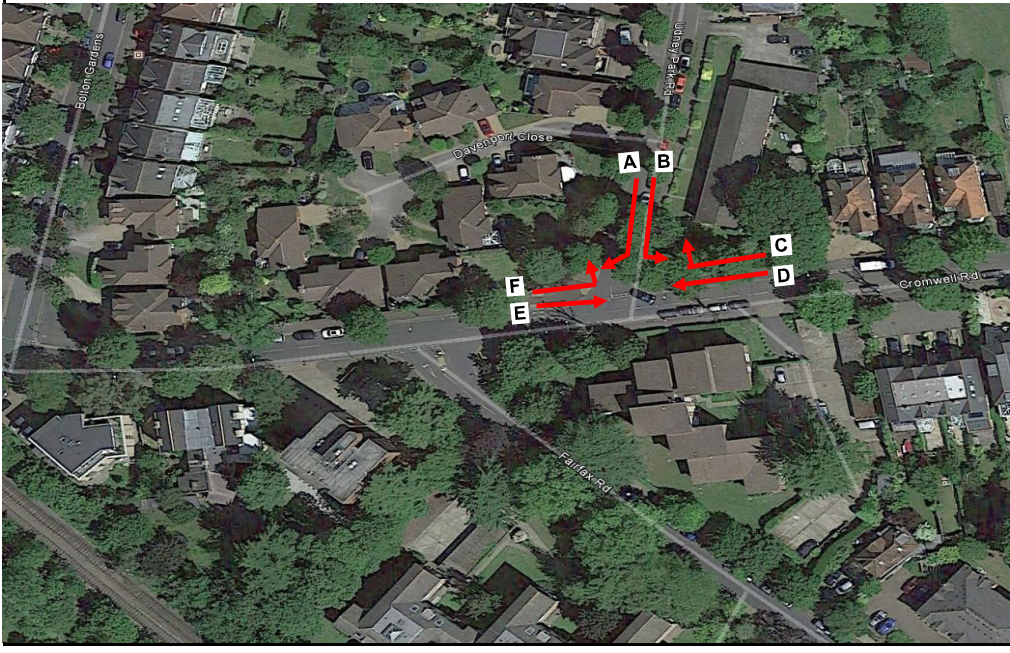
	CLIENT: BELLAMY ROBERTS	REFERENCE NUMBER: 16021
	PROJECT MANAGER: RICHARD CUMBERWORTH	DATE: TUE 14TH JUNE 16
	PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 3	





CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 3

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15	: 07:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30	: 07:45	1	0	0	0	0	0	1	1	0	0	0	0	0	0
07:45	: 08:00	5	1	0	0	0	0	1	1	0	0	0	0	0	0
TOTAL		7	2	0	0	0	0	3	2	0	0	0	0	0	0
08:00	: 08:15	2	0	0	0	0	0	1	2	1	0	0	0	0	0
08:15	: 08:30	4	1	0	0	0	0	0	3	1	0	0	0	0	1
08:30	: 08:45	3	0	0	0	0	0	0	6	0	0	0	0	0	0
08:45	: 09:00	1	0	0	0	0	0	1	1	0	0	0	0	0	0
TOTAL		10	1	0	0	0	0	2	12	2	0	0	0	0	1
09:00	: 09:15	4	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15	: 09:30	2	1	0	0	0	0	0	2	0	0	0	0	0	0
09:30	: 09:45	1	0	0	0	0	0	1	0	1	0	0	0	0	0
09:45	: 10:00	1	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		8	1	0	0	0	0	2	4	1	0	0	0	0	0
10:00	: 10:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0
10:15	: 10:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0
10:30	: 10:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0
10:45	: 11:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		5	1	0	0	0	0	2	4	1	0	0	0	0	0
11:00	: 11:15	3	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15	: 11:30	2	0	0	0	0	0	0	3	0	0	0	0	0	0
11:30	: 11:45	2	0	0	0	0	0	1	2	0	0	0	0	0	0
11:45	: 12:00	2	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		9	0	0	0	0	0	2	6	0	0	0	0	0	0
12:00	: 12:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0
12:15	: 12:30	3	1	1	0	0	0	0	2	0	0	0	0	0	0
12:30	: 12:45	7	2	0	0	0	0	1	0	0	0	0	0	0	0
12:45	: 13:00	8	0	1	0	0	0	0	1	1	0	0	0	0	0
TOTAL		20	3	2	0	0	0	1	5	2	0	0	0	0	0
13:00	: 13:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0
13:15	: 13:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	: 13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	: 14:00	2	1	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		7	2	0	0	0	0	0	2	0	0	0	0	0	1
14:00	: 14:15	2	0	0	0	0	0	1	1	0	0	0	0	0	0
14:15	: 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	: 14:45	2	0	0	0	0	0	0	1	0	0	0	0	0	0
14:45	: 15:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		5	1	0	0	0	0	1	3	0	0	0	0	0	0
15:00	: 15:15	5	0	0	0	0	0	0	2	0	1	0	0	0	0
15:15	: 15:30	3	0	0	0	0	0	1	4	0	0	0	0	0	0
15:30	: 15:45	1	0	0	0	0	0	0	3	0	0	0	0	0	0
15:45	: 16:00	5	0	0	0	0	0	1	4	1	0	0	0	1	0
TOTAL		14	0	0	0	0	0	2	13	1	1	0	0	1	0
16:00	: 16:15	3	1	0	0	0	0	2	0	0	0	0	0	0	0
16:15	: 16:30	3	0	0	0	0	0	0	2	0	0	0	0	0	0
16:30	: 16:45	3	0	0	0	0	0	1	3	0	0	0	0	0	0
16:45	: 17:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0
TOTAL		9	1	0	0	0	0	3	7	1	0	0	0	0	0
17:00	: 17:15	6	0	0	0	0	0	1	1	0	0	0	0	0	0
17:15	: 17:30	1	0	0	0	0	0	0	4	0	0	0	0	0	1
17:30	: 17:45	8	0	0	0	0	0	0	3	0	0	0	0	0	0
17:45	: 18:00	2	0	0	0	0	0	0	3	2	0	0	0	0	0
TOTAL		17	0	0	0	0	0	1	11	2	0	0	0	0	1
18:00	: 18:15	3	1	0	0	0	0	0	1	0	0	0	0	0	0
18:15	: 18:30	8	0	0	0	0	0	0	3	0	0	0	0	0	1
18:30	: 18:45	3	0	0	0	0	0	1	2	0	0	0	0	0	0
18:45	: 19:00	4	0	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL		18	1	0	0	0	0	1	11	0	0	0	0	0	1
DAILY TOTAL		129	13	2	0	0	0	20	80	10	1	0	0	1	4
GRAND TOTAL		164							96						



CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 3

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	1	0	0	0	0	0	14	2	0	0	0	1	5
07:15	: 07:30	1	0	0	0	0	0	0	18	2	0	0	0	0	3
07:30	: 07:45	3	1	0	0	0	0	0	27	1	0	0	0	0	4
07:45	: 08:00	1	0	0	0	0	0	0	18	3	1	0	0	0	0
TOTAL		5	2	0	0	0	0	0	77	8	1	0	0	1	12
08:00	: 08:15	1	0	0	0	0	0	0	22	2	1	0	0	0	3
08:15	: 08:30	1	0	0	0	0	0	0	24	2	0	0	0	0	4
08:30	: 08:45	1	1	0	0	0	0	0	31	1	0	0	0	0	4
08:45	: 09:00	2	0	0	0	0	0	1	31	4	0	0	0	0	7
TOTAL		5	1	0	0	0	0	1	108	9	1	0	0	0	18
09:00	: 09:15	4	0	0	0	0	0	1	32	1	1	0	0	1	3
09:15	: 09:30	1	0	0	0	0	0	0	16	1	0	0	0	0	0
09:30	: 09:45	2	0	0	0	0	0	0	11	1	0	0	0	0	0
09:45	: 10:00	0	1	0	0	0	0	0	8	2	0	0	0	0	4
TOTAL		7	1	0	0	0	0	1	67	5	1	0	0	1	7
10:00	: 10:15	0	0	0	0	0	0	0	8	0	1	0	0	0	1
10:15	: 10:30	1	0	0	0	0	0	0	16	4	0	0	0	0	1
10:30	: 10:45	0	0	0	0	0	0	0	7	0	0	0	0	1	0
10:45	: 11:00	1	0	0	0	0	0	0	7	3	0	0	0	0	1
TOTAL		2	0	0	0	0	0	0	38	7	1	0	0	1	3
11:00	: 11:15	1	0	0	0	0	0	1	8	4	0	0	0	0	2
11:15	: 11:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0
11:30	: 11:45	1	1	0	0	0	0	0	16	3	1	0	0	0	0
11:45	: 12:00	1	0	0	0	0	0	0	19	1	0	0	0	0	0
TOTAL		3	1	0	0	0	0	1	47	8	1	0	0	0	2
12:00	: 12:15	2	1	0	0	0	0	0	12	1	0	0	0	0	0
12:15	: 12:30	0	2	0	0	0	0	0	14	2	1	0	0	0	2
12:30	: 12:45	0	0	0	0	0	0	0	17	1	0	0	0	0	0
12:45	: 13:00	0	0	0	0	0	0	0	9	1	0	0	0	0	0
TOTAL		2	3	0	0	0	0	0	52	5	1	0	0	0	2
13:00	: 13:15	0	0	0	0	0	0	0	8	1	0	0	0	0	0
13:15	: 13:30	1	1	0	0	0	0	0	9	3	0	0	0	0	0
13:30	: 13:45	1	0	0	0	0	0	0	7	0	0	0	0	1	2
13:45	: 14:00	1	1	0	0	0	0	0	9	5	0	0	0	0	0
TOTAL		3	2	0	0	0	0	0	33	9	0	0	0	1	2
14:00	: 14:15	0	0	0	0	0	0	1	12	2	0	0	0	0	0
14:15	: 14:30	0	0	0	0	0	0	0	13	2	0	0	0	0	1
14:30	: 14:45	2	0	0	0	0	0	0	20	1	0	0	0	0	1
14:45	: 15:00	1	0	0	0	0	0	0	11	3	0	0	0	0	0
TOTAL		3	0	0	0	0	0	1	56	8	0	0	0	0	2
15:00	: 15:15	0	0	0	0	0	0	0	18	2	0	0	0	0	0
15:15	: 15:30	0	0	0	0	0	0	0	20	0	0	0	0	0	4
15:30	: 15:45	1	0	0	0	0	0	0	33	2	0	0	0	0	4
15:45	: 16:00	3	0	0	0	0	0	0	19	1	0	0	0	0	1
TOTAL		4	0	0	0	0	0	0	90	5	0	0	0	0	9
16:00	: 16:15	0	0	0	0	0	0	0	13	1	0	0	0	0	2
16:15	: 16:30	0	0	0	0	0	1	0	16	1	0	0	0	0	3
16:30	: 16:45	2	0	0	0	0	0	1	20	0	0	0	0	0	0
16:45	: 17:00	2	0	0	0	0	0	0	24	2	0	0	0	0	2
TOTAL		4	0	0	0	0	1	1	73	4	0	0	0	0	7
17:00	: 17:15	3	0	0	0	0	0	0	19	2	0	0	0	1	0
17:15	: 17:30	2	0	0	0	0	0	1	20	1	0	0	0	0	1
17:30	: 17:45	3	0	0	0	0	0	0	14	2	1	0	0	0	1
17:45	: 18:00	1	0	0	0	0	0	0	25	2	0	0	0	0	1
TOTAL		9	0	0	0	0	0	1	78	7	1	0	0	1	3
18:00	: 18:15	1	0	0	0	0	0	0	14	1	0	0	0	0	0
18:15	: 18:30	8	1	0	0	0	0	3	17	0	0	0	0	0	0
18:30	: 18:45	4	1	0	0	0	0	1	19	1	0	0	0	0	1
18:45	: 19:00	1	0	0	0	0	0	0	13	2	0	0	0	0	0
TOTAL		14	2	0	0	0	0	4	63	4	0	0	0	0	1
DAILY TOTAL		61	12	0	0	0	1	10	782	79	7	0	0	5	68
GRAND TOTAL		84							941						



CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 3

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0
07:15	: 07:30	10	2	0	0	0	0	0	0	1	0	0	0	0	0
07:30	: 07:45	9	1	0	0	0	0	1	1	1	0	0	0	0	1
07:45	: 08:00	6	3	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		27	6	0	0	0	0	1	4	3	0	0	0	0	1
08:00	: 08:15	18	2	0	0	0	0	2	3	0	0	0	0	0	0
08:15	: 08:30	25	1	0	0	0	0	4	1	1	0	0	0	0	2
08:30	: 08:45	25	0	1	0	0	0	4	2	0	0	0	0	0	1
08:45	: 09:00	16	3	0	0	0	0	1	1	0	0	0	0	0	2
TOTAL		84	6	1	0	0	0	11	7	1	0	0	0	0	5
09:00	: 09:15	16	2	1	0	0	1	0	1	0	0	0	0	0	0
09:15	: 09:30	8	1	0	0	0	0	1	0	0	0	0	0	0	0
09:30	: 09:45	4	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	: 10:00	6	3	0	0	0	0	0	1	0	0	0	0	0	2
TOTAL		34	6	1	0	0	1	1	2	0	0	0	0	0	2
10:00	: 10:15	7	3	1	0	0	0	0	1	0	0	0	0	0	0
10:15	: 10:30	8	0	0	0	0	0	0	2	0	0	0	0	0	0
10:30	: 10:45	9	3	0	0	0	0	1	1	0	0	0	0	0	0
10:45	: 11:00	0	1	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL		24	7	1	0	0	0	1	7	0	0	0	0	0	0
11:00	: 11:15	8	2	0	0	0	0	2	2	0	0	0	0	0	0
11:15	: 11:30	5	0	0	0	0	0	0	3	1	0	0	0	0	0
11:30	: 11:45	8	0	0	0	0	0	1	1	0	0	0	0	0	1
11:45	: 12:00	9	1	1	0	0	0	1	3	0	0	0	0	0	0
TOTAL		30	3	1	0	0	0	4	9	1	0	0	0	0	1
12:00	: 12:15	9	0	0	0	0	0	4	2	0	0	0	0	0	0
12:15	: 12:30	6	4	0	0	0	2	0	4	1	0	0	0	0	0
12:30	: 12:45	8	1	0	0	0	0	0	3	0	1	0	0	0	0
12:45	: 13:00	7	2	0	0	0	0	0	1	1	0	0	0	0	0
TOTAL		30	7	0	0	0	2	4	10	2	1	0	0	0	0
13:00	: 13:15	8	3	1	0	0	0	0	1	0	0	0	0	0	0
13:15	: 13:30	7	1	0	0	0	0	0	2	0	0	0	0	0	0
13:30	: 13:45	11	2	1	0	0	0	0	0	0	0	0	0	0	0
13:45	: 14:00	4	1	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		30	7	2	0	0	0	0	4	0	0	0	0	0	0
14:00	: 14:15	5	3	0	0	0	0	0	1	0	0	0	0	0	0
14:15	: 14:30	7	0	0	0	0	0	0	1	1	0	0	0	0	1
14:30	: 14:45	10	4	0	0	0	0	0	2	0	0	0	0	0	0
14:45	: 15:00	18	3	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		40	10	0	0	0	0	0	6	1	0	0	0	0	1
15:00	: 15:15	18	2	0	0	0	0	1	4	0	0	0	0	0	0
15:15	: 15:30	12	2	0	0	0	0	4	4	0	0	0	0	0	3
15:30	: 15:45	12	2	1	0	0	0	0	3	0	0	0	0	0	0
15:45	: 16:00	6	3	0	0	0	1	2	3	0	0	0	0	0	1
TOTAL		48	9	1	0	0	1	7	14	0	0	0	0	0	4
16:00	: 16:15	8	1	0	0	0	0	0	1	0	0	0	0	0	0
16:15	: 16:30	16	1	0	0	0	0	0	2	0	0	0	0	0	0
16:30	: 16:45	13	0	0	0	0	0	4	3	0	0	0	0	0	2
16:45	: 17:00	16	1	0	0	0	0	3	4	0	0	0	0	0	0
TOTAL		53	3	0	0	0	0	7	10	0	0	0	0	0	2
17:00	: 17:15	11	2	0	0	0	1	0	4	0	0	0	0	0	0
17:15	: 17:30	6	1	0	0	0	0	5	2	0	0	0	0	0	0
17:30	: 17:45	16	2	0	0	0	0	3	3	0	0	0	0	0	0
17:45	: 18:00	17	0	0	0	0	1	0	4	0	0	0	0	0	1
TOTAL		50	5	0	0	0	2	8	13	0	0	0	0	0	1
18:00	: 18:15	23	0	0	0	0	0	1	7	0	0	0	0	1	1
18:15	: 18:30	10	0	0	0	0	0	0	5	0	0	0	0	0	1
18:30	: 18:45	12	0	0	0	0	0	3	5	0	0	0	0	0	0
18:45	: 19:00	15	3	0	0	0	0	3	3	0	0	0	0	0	1
TOTAL		60	3	0	0	0	0	7	20	0	0	0	0	1	3
DAILY TOTAL		510	72	7	0	0	6	51	106	8	1	0	0	1	20
GRAND TOTAL		646							136						







CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 4

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0
07:15	: 07:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	: 07:45	3	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45	: 08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		4	1	0	0	0	0	0	4	1	0	0	0	0	0
08:00	: 08:15	3	2	0	0	0	0	0	1	2	0	0	0	0	1
08:15	: 08:30	1	0	0	0	0	0	3	0	1	0	0	0	0	3
08:30	: 08:45	0	0	0	0	0	0	0	3	1	0	0	0	0	0
08:45	: 09:00	3	0	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL		7	2	0	0	0	0	3	9	4	0	0	0	0	4
09:00	: 09:15	3	0	0	0	0	0	0	2	1	0	0	0	0	0
09:15	: 09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:30	: 09:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:45	: 10:00	2	0	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL		5	0	0	0	0	0	0	6	2	0	0	0	0	0
10:00	: 10:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0
10:15	: 10:30	1	0	0	0	0	0	0	2	0	0	0	0	0	1
10:30	: 10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45	: 11:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	9	0	0	0	0	0	1
11:00	: 11:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	: 11:30	0	0	0	0	0	0	0	1	0	0	1	0	0	0
11:30	: 11:45	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	: 12:00	3	0	0	0	0	0	1	1	1	0	0	0	0	0
TOTAL		5	0	0	0	0	0	1	2	1	0	1	0	0	1
12:00	: 12:15	0	1	0	0	0	0	0	3	1	0	0	0	0	0
12:15	: 12:30	0	1	0	0	0	0	0	2	0	0	0	0	0	0
12:30	: 12:45	1	0	0	0	0	0	0	5	1	0	0	0	0	0
12:45	: 13:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0
TOTAL		1	2	0	0	0	0	0	12	3	0	0	0	0	0
13:00	: 13:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0
13:15	: 13:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0
13:30	: 13:45	2	0	0	0	0	0	0	5	0	0	0	0	0	1
13:45	: 14:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL		3	0	0	0	0	0	0	11	1	0	0	0	0	1
14:00	: 14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0
14:15	: 14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0
14:30	: 14:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0
14:45	: 15:00	0	0	0	0	0	0	0	5	1	0	0	0	0	1
TOTAL		2	0	0	0	0	0	0	7	3	0	0	0	0	1
15:00	: 15:15	2	0	0	0	0	0	0	1	0	0	0	0	0	0
15:15	: 15:30	2	0	0	0	0	0	1	3	1	0	0	0	0	0
15:30	: 15:45	6	0	0	0	0	0	0	2	1	0	0	0	0	0
15:45	: 16:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		12	0	0	0	0	0	1	6	2	0	0	0	0	0
16:00	: 16:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0
16:15	: 16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0
16:30	: 16:45	3	0	0	0	0	0	0	0	1	0	0	0	0	0
16:45	: 17:00	1	0	0	0	0	0	0	2	0	0	0	0	0	1
TOTAL		5	0	0	0	0	0	0	5	2	0	0	0	0	1
17:00	: 17:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0
17:15	: 17:30	5	0	0	0	0	0	0	3	0	0	0	0	0	0
17:30	: 17:45	2	0	0	0	0	0	0	6	0	0	0	0	0	1
17:45	: 18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		8	0	0	0	0	0	0	13	0	0	0	0	0	1
18:00	: 18:15	1	0	0	0	0	0	0	3	0	0	0	0	0	0
18:15	: 18:30	0	0	0	0	0	0	0	5	0	0	0	0	0	1
18:30	: 18:45	0	0	0	0	0	0	0	5	1	0	0	0	0	0
18:45	: 19:00	0	0	0	0	0	0	0	3	1	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	16	2	0	0	0	0	1
DAILY TOTAL		56	5	0	0	0	0	5	100	21	0	1	0	0	11
GRAND TOTAL		66							133						



CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 4

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	2	0	0	0	0	0	0	10	3	0	0	0	1	6
07:15	: 07:30	8	1	0	0	0	0	0	18	1	0	0	0	0	1
07:30	: 07:45	5	1	0	0	0	0	0	29	3	0	0	0	0	4
07:45	: 08:00	4	2	0	0	0	1	1	17	3	0	0	0	0	0
TOTAL		19	4	0	0	0	1	1	74	10	0	0	0	1	11
08:00	: 08:15	2	1	0	0	0	0	0	22	0	0	0	0	0	3
08:15	: 08:30	8	1	0	0	0	0	0	23	3	0	0	0	0	6
08:30	: 08:45	7	1	0	0	0	0	1	33	2	0	0	0	0	3
08:45	: 09:00	8	1	0	0	0	1	0	25	5	0	0	0	1	9
TOTAL		25	4	0	0	0	1	1	103	10	0	0	0	1	21
09:00	: 09:15	9	0	0	0	0	0	0	20	1	0	0	0	0	1
09:15	: 09:30	2	0	0	0	0	0	0	19	0	0	0	0	0	0
09:30	: 09:45	3	2	0	0	0	0	0	13	0	0	0	0	0	0
09:45	: 10:00	2	0	0	0	0	0	1	9	2	0	0	0	0	3
TOTAL		16	2	0	0	0	0	1	61	3	0	0	0	0	4
10:00	: 10:15	4	0	0	0	0	0	0	6	1	0	0	0	1	1
10:15	: 10:30	0	0	0	0	0	0	0	16	2	0	0	0	1	2
10:30	: 10:45	2	2	0	0	0	0	0	5	1	0	0	0	0	1
10:45	: 11:00	1	0	0	0	0	0	1	5	2	0	0	0	0	2
TOTAL		7	2	0	0	0	0	1	32	6	0	0	0	2	6
11:00	: 11:15	2	0	0	0	0	0	1	9	4	0	0	0	1	2
11:15	: 11:30	2	0	0	0	0	0	0	4	1	0	0	0	0	0
11:30	: 11:45	2	0	0	0	0	0	0	14	4	0	0	0	0	1
11:45	: 12:00	2	0	1	0	0	0	0	10	1	0	0	0	0	0
TOTAL		8	0	1	0	0	0	1	37	10	0	0	0	1	3
12:00	: 12:15	5	0	0	0	0	0	0	18	3	0	0	0	0	1
12:15	: 12:30	4	4	0	0	0	0	0	14	3	0	0	0	0	3
12:30	: 12:45	1	1	0	0	0	0	1	14	1	0	0	0	0	0
12:45	: 13:00	0	2	0	0	0	0	0	12	2	0	0	0	0	0
TOTAL		10	7	0	0	0	0	1	58	9	0	0	0	0	4
13:00	: 13:15	2	0	0	0	0	0	0	6	1	0	0	0	0	0
13:15	: 13:30	3	0	0	0	0	0	0	11	3	0	0	0	0	0
13:30	: 13:45	5	0	1	0	0	0	0	6	0	0	0	0	1	2
13:45	: 14:00	5	0	0	0	0	0	0	12	5	0	0	0	0	0
TOTAL		15	0	1	0	0	0	0	35	9	0	0	0	1	2
14:00	: 14:15	3	0	0	0	0	0	0	14	1	0	0	0	0	0
14:15	: 14:30	2	1	0	0	0	0	0	14	2	0	0	0	0	0
14:30	: 14:45	2	2	0	0	0	0	0	18	1	0	0	0	0	0
14:45	: 15:00	6	0	0	0	0	0	0	15	2	0	0	0	0	0
TOTAL		13	3	0	0	0	0	0	61	6	0	0	0	0	0
15:00	: 15:15	7	0	0	0	0	0	0	16	0	0	0	0	0	0
15:15	: 15:30	7	3	0	0	0	0	1	24	0	0	0	0	0	5
15:30	: 15:45	11	1	0	0	0	0	0	26	2	0	0	0	0	3
15:45	: 16:00	6	1	0	0	0	0	0	17	1	0	0	0	0	1
TOTAL		31	5	0	0	0	0	1	83	3	0	0	0	0	9
16:00	: 16:15	4	1	0	0	0	0	0	15	1	0	0	0	0	3
16:15	: 16:30	2	1	1	0	0	0	0	13	3	0	0	0	0	2
16:30	: 16:45	2	0	0	0	0	0	0	17	1	0	0	0	0	2
16:45	: 17:00	3	0	0	0	0	0	1	20	2	0	0	0	0	0
TOTAL		11	2	1	0	0	0	1	65	7	0	0	0	0	7
17:00	: 17:15	2	0	0	0	0	0	1	24	2	0	0	0	1	2
17:15	: 17:30	3	0	0	0	0	0	1	16	0	0	0	0	1	1
17:30	: 17:45	7	1	0	0	0	0	0	12	3	0	0	0	0	1
17:45	: 18:00	6	0	0	0	0	0	1	19	2	0	0	0	0	1
TOTAL		18	1	0	0	0	0	3	71	7	0	0	0	2	5
18:00	: 18:15	10	0	0	0	0	0	2	18	0	0	0	0	0	1
18:15	: 18:30	3	0	0	0	0	0	0	23	1	0	0	0	1	4
18:30	: 18:45	3	1	0	0	0	0	0	21	3	0	0	0	2	0
18:45	: 19:00	5	0	0	0	0	0	0	13	1	0	0	0	1	0
TOTAL		21	1	0	0	0	0	2	75	5	0	0	0	4	5
DAILY TOTAL		194	31	3	0	0	2	13	755	85	0	0	0	12	77
GRAND TOTAL		243							929						



CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

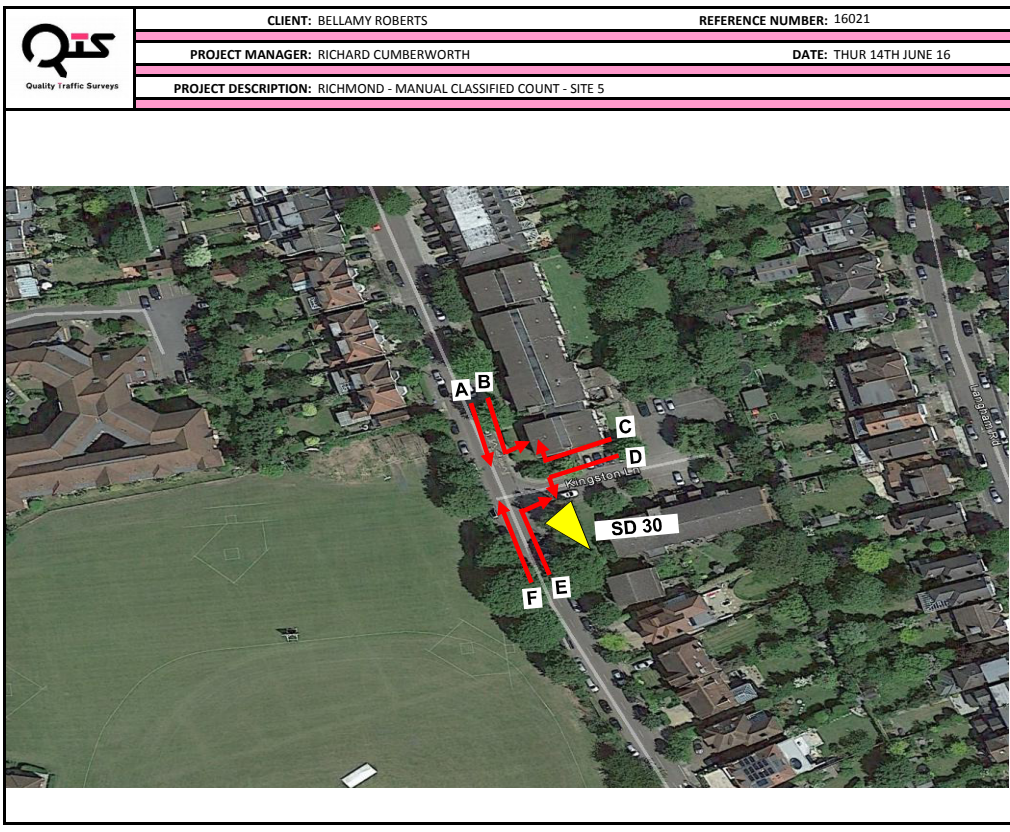
PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 4

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15	: 07:30	10	2	0	0	0	1	1	0	0	0	0	0	0	0
07:30	: 07:45	10	1	0	0	0	0	1	2	0	0	0	0	0	0
07:45	: 08:00	8	3	0	0	0	0	1	1	0	0	0	0	0	0
TOTAL		30	7	0	0	0	1	3	3	0	0	0	0	0	0
08:00	: 08:15	15	3	0	0	0	0	1	1	0	0	0	0	0	0
08:15	: 08:30	14	1	0	0	1	1	5	2	0	0	0	0	0	1
08:30	: 08:45	16	1	0	0	0	0	6	6	0	0	0	0	0	0
08:45	: 09:00	14	2	0	0	0	0	7	7	0	0	0	0	0	0
TOTAL		59	7	0	0	1	1	19	16	0	0	0	0	0	1
09:00	: 09:15	16	0	1	0	0	1	1	1	0	0	0	0	0	0
09:15	: 09:30	10	1	0	0	0	0	2	0	0	0	0	0	0	0
09:30	: 09:45	5	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45	: 10:00	9	3	0	0	0	0	0	0	2	0	0	0	0	0
TOTAL		40	5	1	0	0	1	3	1	2	0	0	0	0	0
10:00	: 10:15	8	2	1	0	0	0	0	0	0	0	0	0	0	0
10:15	: 10:30	8	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	: 10:45	10	3	0	0	0	0	1	1	0	0	0	0	0	0
10:45	: 11:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		31	7	1	0	0	0	1	1	0	0	0	0	0	0
11:00	: 11:15	5	3	0	0	0	0	2	0	0	0	0	0	0	0
11:15	: 11:30	8	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30	: 11:45	6	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	: 12:00	8	0	0	0	0	0	1	2	1	0	0	0	0	0
TOTAL		27	3	0	0	0	0	3	2	2	0	0	0	0	0
12:00	: 12:15	10	2	0	0	0	0	4	1	0	0	0	0	0	0
12:15	: 12:30	7	4	0	0	0	1	0	0	0	0	0	0	0	0
12:30	: 12:45	7	2	0	0	0	0	1	1	0	0	0	0	0	0
12:45	: 13:00	8	1	0	0	0	0	0	2	1	0	0	0	0	0
TOTAL		32	9	0	0	0	1	5	4	1	0	0	0	0	0
13:00	: 13:15	8	2	1	0	0	0	0	0	0	0	0	0	0	0
13:15	: 13:30	6	2	0	0	0	0	0	1	0	0	0	0	0	0
13:30	: 13:45	10	2	0	0	0	0	1	3	0	1	0	0	0	0
13:45	: 14:00	5	1	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		29	7	1	0	0	0	1	5	0	1	0	0	0	0
14:00	: 14:15	5	2	0	0	0	0	0	0	0	0	0	0	0	0
14:15	: 14:30	5	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	: 14:45	10	2	0	0	0	0	0	1	0	0	0	0	0	0
14:45	: 15:00	4	2	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL		24	6	0	0	0	0	0	6	0	0	0	0	0	0
15:00	: 15:15	10	2	1	0	0	0	1	6	0	0	0	0	0	0
15:15	: 15:30	17	2	0	0	0	0	5	2	0	0	0	0	0	0
15:30	: 15:45	20	2	1	0	0	0	1	2	0	0	0	0	0	2
15:45	: 16:00	10	3	0	0	0	0	2	1	0	0	0	0	0	0
TOTAL		57	9	2	0	0	0	9	11	0	0	0	0	0	2
16:00	: 16:15	7	1	0	0	0	0	0	3	0	0	0	0	0	0
16:15	: 16:30	13	0	0	0	0	0	0	1	0	0	0	0	0	0
16:30	: 16:45	15	2	0	0	0	0	4	1	0	0	0	0	0	0
16:45	: 17:00	17	1	0	0	0	0	3	1	0	0	0	0	0	0
TOTAL		52	4	0	0	0	0	7	6	0	0	0	0	0	0
17:00	: 17:15	7	2	0	0	0	1	0	1	0	0	0	0	0	0
17:15	: 17:30	7	1	0	0	0	0	5	0	0	0	0	0	0	0
17:30	: 17:45	20	2	0	0	0	0	3	1	0	0	0	0	0	0
17:45	: 18:00	17	0	0	0	0	1	4	2	1	0	0	0	0	0
TOTAL		51	5	0	0	0	2	12	4	1	0	0	0	0	0
18:00	: 18:15	21	0	0	0	0	0	1	1	0	0	0	0	0	0
18:15	: 18:30	12	0	0	0	0	0	3	0	0	0	0	0	0	0
18:30	: 18:45	11	0	0	0	0	2	3	1	0	0	0	0	0	0
18:45	: 19:00	16	2	0	0	0	0	3	1	0	0	0	0	0	0
TOTAL		60	2	0	0	0	2	10	3	0	0	0	0	0	0
DAILY TOTAL		492	71	5	0	1	8	73	62	6	1	0	0	0	3
GRAND TOTAL		650							72						







CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: THUR 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 5

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0
07:15	: 07:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	: 07:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	: 08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		6	1	0	0	0	0	0	0	1	0	0	0	0	0
08:00	: 08:15	5	3	0	0	0	0	1	0	0	0	0	0	0	0
08:15	: 08:30	3	0	0	0	0	0	4	0	0	0	0	0	0	0
08:30	: 08:45	10	1	0	0	0	0	2	0	0	0	0	0	0	0
08:45	: 09:00	5	0	0	0	0	0	2	0	0	0	0	0	0	0
TOTAL		23	4	0	0	0	0	9	0	0	0	0	0	0	0
09:00	: 09:15	2	1	0	0	0	0	0	1	0	0	0	0	0	0
09:15	: 09:30	1	2	0	0	0	0	0	1	0	0	0	0	0	0
09:30	: 09:45	5	0	0	0	0	0	0	1	0	0	0	0	0	0
09:45	: 10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		14	3	0	0	0	0	0	3	0	0	0	0	0	0
10:00	: 10:15	2	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15	: 10:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:30	: 10:45	3	0	0	0	0	0	0	2	0	0	0	0	0	0
10:45	: 11:00	5	0	0	1	0	0	0	2	2	0	0	0	0	0
TOTAL		10	0	0	1	0	0	2	4	2	0	0	0	0	0
11:00	: 11:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	: 11:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	: 11:45	2	0	0	0	0	0	1	0	0	0	0	0	0	0
11:45	: 12:00	2	2	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		10	2	0	0	0	0	1	1	0	0	0	0	0	0
12:00	: 12:15	4	1	0	0	0	0	0	2	0	0	0	0	0	0
12:15	: 12:30	1	2	0	0	0	0	1	0	0	0	0	0	0	0
12:30	: 12:45	3	0	0	0	0	0	0	1	0	0	0	0	0	0
12:45	: 13:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0
TOTAL		8	3	0	0	0	0	2	4	0	0	0	0	0	0
13:00	: 13:15	4	1	0	0	0	0	0	1	0	0	0	0	0	0
13:15	: 13:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0
13:30	: 13:45	3	0	0	0	0	0	0	1	0	0	0	0	0	1
13:45	: 14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		13	2	0	0	0	0	0	2	0	0	0	0	0	1
14:00	: 14:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0
14:15	: 14:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0
14:30	: 14:45	5	0	0	0	0	0	0	1	0	0	0	0	0	1
14:45	: 15:00	4	2	1	0	0	0	1	1	0	0	0	0	0	0
TOTAL		11	4	1	0	0	0	1	2	0	0	0	0	0	1
15:00	: 15:15	3	1	0	0	0	0	0	2	0	0	0	0	0	0
15:15	: 15:30	2	1	0	0	0	0	1	0	0	0	0	0	0	0
15:30	: 15:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	: 16:00	3	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		11	2	0	0	0	0	1	3	0	0	0	0	0	0
16:00	: 16:15	3	0	0	0	0	0	2	0	0	0	0	0	0	0
16:15	: 16:30	4	1	0	0	0	0	0	1	0	0	0	0	0	0
16:30	: 16:45	2	1	0	0	0	0	0	0	0	0	0	0	0	0
16:45	: 17:00	2	0	0	0	0	0	3	0	0	0	0	0	0	0
TOTAL		11	2	0	0	0	0	5	1	0	0	0	0	0	0
17:00	: 17:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	: 17:30	7	0	0	0	0	0	0	0	1	0	0	0	0	0
17:30	: 17:45	8	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	: 18:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL		18	0	0	0	0	0	1	0	1	0	0	0	0	0
18:00	: 18:15	4	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	: 18:30	6	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30	: 18:45	6	1	0	0	0	0	0	0	0	0	0	0	0	0
18:45	: 19:00	4	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		20	1	0	0	0	0	1	1	0	0	0	0	0	0
DAILY TOTAL		155	24	1	1	0	0	23	21	4	0	0	0	0	2
GRAND TOTAL		204							27						



CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: THUR 14TH JUNE 16

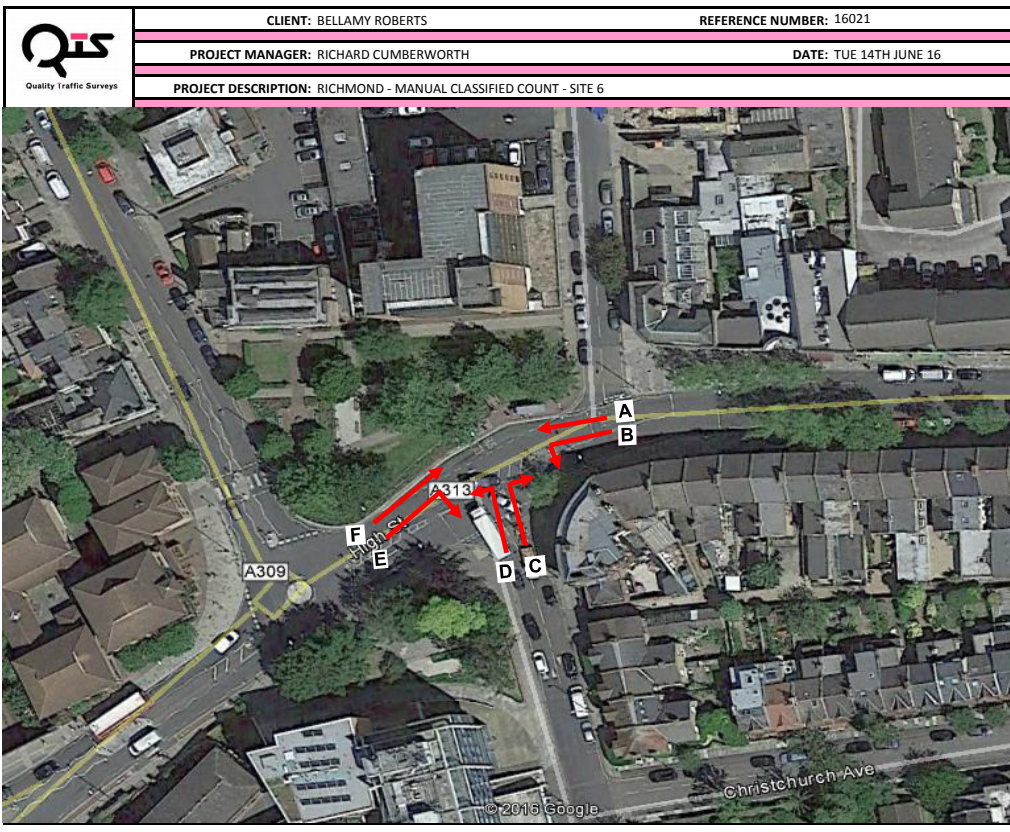
PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 5

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	: 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	: 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	: 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	: 08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:15	: 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	: 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	: 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:00	: 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	: 09:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	: 09:45	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45	: 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		3	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00	: 10:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15	: 10:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	: 10:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	: 11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		5	0	0	0	0	0	0	1	0	0	0	0	0	0
11:00	: 11:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	: 11:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0
11:30	: 11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45	: 12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		4	1	0	0	0	0	0	1	0	0	0	0	0	0
12:00	: 12:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	: 12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	: 12:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	: 13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		6	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00	: 13:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	: 13:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0
13:30	: 13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0
13:45	: 14:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		8	1	0	0	0	0	0	1	0	0	0	0	0	0
14:00	: 14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0
14:15	: 14:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	: 14:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	: 15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		4	1	0	0	0	0	0	0	0	0	0	0	0	0
15:00	: 15:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	: 15:30	3	0	0	0	0	0	0	1	0	0	0	0	0	0
15:30	: 15:45	7	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	: 16:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		14	0	0	0	0	0	0	1	0	0	0	0	0	0
16:00	: 16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:15	: 16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	: 16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	: 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		2	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	: 17:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	: 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	: 17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:45	: 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	1	0	0	0	0	0	0	0	0	0	0	0	0
18:00	: 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	: 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	: 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	: 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL		47	7	0	0	0	0	0	4	1	0	0	0	0	0
GRAND TOTAL		54							5						



CLIENT: BELLAMY ROBERTS		REF NUMBER: 16021	
PROJECT MANAGER: RICHARD CUMBERWORTH		DATE: THUR 14TH JUNE 16	
PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 5			

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	07:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0	7	1	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0	7	1	0	0	0	0	0
07:45	08:00	0	1	0	0	0	0	1	6	0	0	0	0	1	1
TOTAL		0	1	0	0	0	0	1	22	2	0	0	0	1	1
08:00	08:15	0	0	0	0	0	0	0	3	2	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	1	9	1	0	0	0	0	1
08:30	08:45	0	0	0	0	0	0	1	8	1	0	0	0	0	1
08:45	09:00	0	0	0	0	0	0	0	16	1	0	0	0	1	0
TOTAL		0	0	0	0	0	0	2	36	5	0	0	0	1	2
09:00	09:15	1	0	0	0	0	0	0	8	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0	4	2	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	1	1	2	0	0	0	0	1
TOTAL		1	0	0	0	0	0	1	15	4	0	0	0	0	1
10:00	10:15	0	0	0	0	0	0	0	6	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	4	2	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL		0	0	0	0	0	0	0	12	2	0	0	0	0	1
11:00	11:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15	11:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	2	2	0	0	0	0	0
11:45	12:00	1	0	0	0	0	0	0	3	3	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	9	5	0	0	0	0	1
12:00	12:15	0	0	0	0	0	0	0	7	1	0	0	0	0	0
12:15	12:30	1	0	0	0	0	0	0	3	2	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	5	3	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	16	8	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0	5	2	0	0	0	0	0
13:15	13:30	1	0	0	0	0	0	1	3	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	4	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	3	1	0	0	0	0	0
TOTAL		1	0	0	0	0	0	1	15	3	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	8	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	1	2	1	0	0	0	0	0
14:30	14:45	1	0	0	0	0	0	0	4	2	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	3	1	1	0	0	0	0
TOTAL		1	0	0	0	0	0	1	17	4	1	0	0	0	0
15:00	15:15	1	0	0	0	0	0	0	4	1	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	6	4	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	18	1	1	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	8	2	0	0	0	0	0
TOTAL		1	0	0	0	0	0	0	36	8	1	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	4	2	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	5	1	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	3	1	0	0	0	0	0
16:45	17:00	1	0	0	0	0	0	1	4	0	0	0	0	0	1
TOTAL		1	0	0	0	0	0	1	16	4	0	0	0	0	1
17:00	17:15	0	0	0	0	0	0	1	7	0	0	0	0	0	1
17:15	17:30	0	0	0	0	0	0	1	4	0	0	0	0	0	1
17:30	17:45	0	0	0	0	0	0	0	10	1	0	0	0	0	0
17:45	18:00	1	0	0	0	0	0	1	6	1	0	0	0	0	1
TOTAL		1	0	0	0	0	0	3	27	2	0	0	0	0	3
18:00	18:15	0	0	0	0	0	0	2	10	0	0	0	0	0	2
18:15	18:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	4	1	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	9	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	2	27	1	0	0	0	0	2
DAILY TOTAL		8	1	0	0	0	0	12	248	48	2	0	0	2	12
GRAND TOTAL		21							312						





CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 6

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	46	1	2	0	3	0	5	4	1	0	0	0	0	2
07:15	: 07:30	72	9	4	0	6	0	7	4	2	0	0	0	0	2
07:30	: 07:45	70	7	0	0	3	1	8	9	1	0	0	0	1	3
07:45	: 08:00	82	11	3	1	7	2	7	1	0	0	0	0	0	2
TOTAL		270	28	9	1	19	3	27	18	4	0	0	0	1	9
08:00	: 08:15	71	13	1	0	3	0	10	3	1	1	0	0	0	1
08:15	: 08:30	76	6	2	0	5	0	11	7	1	0	0	0	0	3
08:30	: 08:45	67	4	3	0	5	0	17	4	2	0	0	0	0	2
08:45	: 09:00	73	12	2	0	3	4	10	4	0	0	0	0	0	1
TOTAL		287	35	8	0	16	4	48	18	4	1	0	0	0	7
09:00	: 09:15	75	3	2	0	3	0	8	5	0	0	0	0	0	1
09:15	: 09:30	72	10	2	0	6	2	4	3	0	1	0	0	0	0
09:30	: 09:45	63	9	3	0	6	2	4	4	1	0	0	0	0	1
09:45	: 10:00	62	9	0	0	5	1	4	0	0	0	0	0	0	1
TOTAL		272	31	7	0	20	5	20	12	1	1	0	0	0	3
10:00	: 10:15	57	14	3	0	5	0	1	3	0	0	0	0	0	0
10:15	: 10:30	63	11	2	1	4	0	2	3	1	0	0	0	0	0
10:30	: 10:45	68	14	4	0	7	0	8	3	0	0	0	0	0	0
10:45	: 11:00	63	9	1	0	8	1	2	1	2	0	0	0	0	0
TOTAL		251	48	10	1	24	1	13	10	3	0	0	0	0	0
11:00	: 11:15	67	16	1	0	3	1	4	5	2	0	0	0	0	1
11:15	: 11:30	75	10	0	0	5	0	3	3	1	0	0	0	0	0
11:30	: 11:45	56	20	1	1	4	1	3	4	1	0	0	0	0	2
11:45	: 12:00	79	11	0	0	4	0	3	0	0	0	0	0	0	0
TOTAL		277	57	2	1	16	2	13	12	4	0	0	0	0	3
12:00	: 12:15	85	6	2	0	4	0	2	5	2	0	0	0	0	1
12:15	: 12:30	76	8	2	0	4	1	3	5	2	1	0	0	0	0
12:30	: 12:45	53	8	0	0	6	0	4	6	0	0	0	0	0	0
12:45	: 13:00	80	18	1	0	3	0	2	5	1	0	0	0	0	0
TOTAL		294	40	5	0	17	1	11	21	5	1	0	0	0	1
13:00	: 13:15	57	7	7	0	7	0	1	1	0	0	0	0	0	0
13:15	: 13:30	80	5	2	0	7	2	4	4	2	0	0	0	0	0
13:30	: 13:45	63	7	5	0	5	1	3	2	0	0	0	0	0	0
13:45	: 14:00	70	10	3	1	4	0	7	1	2	0	0	0	0	0
TOTAL		270	29	17	1	23	3	15	8	4	0	0	0	0	0
14:00	: 14:15	89	11	5	0	5	0	3	4	0	0	0	0	0	1
14:15	: 14:30	59	9	1	1	3	2	3	2	2	0	0	0	0	0
14:30	: 14:45	74	11	1	0	4	0	2	3	2	0	0	0	0	0
14:45	: 15:00	52	15	1	0	5	1	2	4	1	0	0	0	0	0
TOTAL		274	46	8	1	17	3	10	13	5	0	0	0	0	1
15:00	: 15:15	81	13	3	0	7	1	2	7	0	0	0	0	0	0
15:15	: 15:30	73	9	3	0	3	1	3	1	0	0	0	0	0	0
15:30	: 15:45	91	7	2	0	5	0	5	3	0	0	0	0	0	0
15:45	: 16:00	86	7	2	0	6	1	4	6	1	0	0	0	0	0
TOTAL		331	36	10	0	21	3	14	17	1	0	0	0	0	0
16:00	: 16:15	76	11	1	0	5	0	2	2	2	0	0	0	0	0
16:15	: 16:30	82	8	2	0	3	2	7	3	0	0	0	0	0	0
16:30	: 16:45	81	8	1	0	5	0	1	3	1	0	0	0	0	0
16:45	: 17:00	89	8	0	0	6	0	7	5	1	0	0	0	0	0
TOTAL		328	35	4	0	19	2	17	13	4	0	0	0	0	0
17:00	: 17:15	86	11	1	0	2	3	5	6	0	0	0	0	0	0
17:15	: 17:30	77	2	3	0	7	1	6	4	0	0	0	0	0	0
17:30	: 17:45	72	9	1	0	2	1	7	2	0	0	0	0	0	0
17:45	: 18:00	85	3	1	0	6	3	5	2	0	0	0	0	0	0
TOTAL		320	25	6	0	17	8	23	14	0	0	0	0	0	0
18:00	: 18:15	79	5	2	0	4	2	9	1	0	1	0	0	0	1
18:15	: 18:30	86	9	0	0	5	0	8	2	0	0	0	0	1	0
18:30	: 18:45	84	3	1	0	5	2	6	2	1	0	0	0	0	1
18:45	: 19:00	74	4	3	0	3	1	12	2	0	0	0	0	0	1
TOTAL		323	21	6	0	17	5	35	7	1	1	0	0	1	3
<b>DAILY TOTAL</b>		<b>3497</b>	<b>431</b>	<b>92</b>	<b>5</b>	<b>226</b>	<b>40</b>	<b>246</b>	<b>163</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>27</b>
<b>GRAND TOTAL</b>		<b>4537</b>							<b>232</b>						





CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 6

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	1	0	0	0	0	0	28	2	0	0	0	2	1
07:15	: 07:30	1	0	1	0	0	0	0	29	1	0	0	0	0	0
07:30	: 07:45	6	0	0	0	0	1	3	40	5	0	0	0	0	3
07:45	: 08:00	3	0	0	0	0	0	1	50	4	0	0	0	2	0
TOTAL		10	1	1	0	0	1	4	147	12	0	0	0	4	4
08:00	: 08:15	6	1	0	0	0	0	0	41	2	2	0	0	0	4
08:15	: 08:30	5	0	0	0	0	0	0	47	7	1	0	0	0	1
08:30	: 08:45	4	0	0	0	0	0	1	49	3	0	0	0	0	1
08:45	: 09:00	3	0	0	0	0	0	0	53	8	0	0	0	0	4
TOTAL		18	1	0	0	0	0	1	190	20	3	0	0	0	10
09:00	: 09:15	4	1	0	0	0	0	1	50	3	0	0	0	0	0
09:15	: 09:30	2	1	1	0	0	0	0	28	5	1	0	1	0	0
09:30	: 09:45	4	2	0	0	0	0	0	22	2	1	0	1	0	2
09:45	: 10:00	1	0	0	0	0	0	0	15	2	2	0	0	0	0
TOTAL		11	4	1	0	0	0	1	115	12	4	0	2	0	2
10:00	: 10:15	2	2	0	0	0	0	1	25	5	0	0	0	0	2
10:15	: 10:30	1	0	0	0	0	0	2	29	7	0	0	0	0	1
10:30	: 10:45	1	1	0	0	0	0	1	18	3	0	0	0	3	1
10:45	: 11:00	1	0	0	0	0	0	0	22	4	0	0	0	0	1
TOTAL		5	3	0	0	0	0	4	94	19	0	0	0	3	5
11:00	: 11:15	2	2	0	0	0	0	0	25	9	0	0	0	0	0
11:15	: 11:30	3	0	0	0	0	0	0	21	2	1	0	0	0	1
11:30	: 11:45	3	0	0	0	0	0	0	24	7	0	0	0	0	1
11:45	: 12:00	1	2	0	0	0	0	0	32	1	1	0	0	0	1
TOTAL		9	4	0	0	0	0	0	102	19	2	0	0	0	3
12:00	: 12:15	3	0	0	0	0	0	0	23	0	0	0	0	1	0
12:15	: 12:30	3	2	0	0	0	0	0	26	2	2	0	0	1	0
12:30	: 12:45	5	1	1	0	0	0	0	38	7	1	0	0	0	1
12:45	: 13:00	3	0	0	0	0	0	0	23	2	0	0	0	0	1
TOTAL		14	3	1	0	0	0	0	110	11	3	0	0	2	2
13:00	: 13:15	4	0	0	0	0	0	0	27	4	1	0	0	0	0
13:15	: 13:30	2	1	0	0	0	0	1	23	4	0	0	0	0	0
13:30	: 13:45	2	0	0	0	0	0	0	18	3	0	0	0	1	0
13:45	: 14:00	3	1	0	0	0	0	0	14	11	0	0	0	0	0
TOTAL		11	2	0	0	0	0	1	82	22	1	0	0	1	0
14:00	: 14:15	6	1	0	0	0	0	0	15	3	1	0	0	0	0
14:15	: 14:30	0	1	0	0	0	0	0	21	7	0	0	0	0	1
14:30	: 14:45	0	0	0	0	0	0	0	32	5	0	0	0	0	1
14:45	: 15:00	2	2	0	0	0	0	0	27	5	0	0	0	0	2
TOTAL		8	4	0	0	0	0	0	95	20	1	0	0	0	4
15:00	: 15:15	5	0	1	0	0	0	0	31	8	0	0	0	0	0
15:15	: 15:30	1	1	0	0	0	0	1	30	2	0	0	0	0	0
15:30	: 15:45	6	0	0	0	0	0	0	48	4	0	0	0	0	0
15:45	: 16:00	3	0	0	0	0	0	0	44	5	0	0	0	0	1
TOTAL		15	1	1	0	0	0	1	153	19	0	0	0	0	1
16:00	: 16:15	0	1	0	0	0	0	0	39	3	0	0	0	0	1
16:15	: 16:30	4	0	0	0	0	0	0	26	3	0	0	0	0	1
16:30	: 16:45	5	2	0	0	0	0	0	39	2	0	0	0	1	1
16:45	: 17:00	6	0	0	0	0	0	0	27	4	0	0	0	0	1
TOTAL		15	3	0	0	0	0	0	131	12	0	0	0	1	4
17:00	: 17:15	3	1	0	0	0	0	0	44	5	0	0	0	0	0
17:15	: 17:30	2	0	0	0	0	0	0	44	6	0	0	0	0	2
17:30	: 17:45	4	0	0	0	0	0	2	52	5	1	0	0	0	2
17:45	: 18:00	8	0	0	0	0	0	1	55	3	0	0	0	0	0
TOTAL		17	1	0	0	0	0	3	195	19	1	0	0	0	4
18:00	: 18:15	2	0	0	0	0	0	1	48	3	1	0	0	0	1
18:15	: 18:30	3	0	0	0	0	0	0	36	2	0	0	0	0	0
18:30	: 18:45	0	0	0	0	0	0	0	47	1	0	0	0	0	2
18:45	: 19:00	5	0	0	0	0	0	1	36	4	1	0	0	0	0
TOTAL		10	0	0	0	0	0	2	167	10	2	0	0	0	3
DAILY TOTAL		143	27	4	0	0	1	17	1581	195	17	0	2	11	42
GRAND TOTAL		192							1848						



CLIENT: BELLAMY ROBERTS

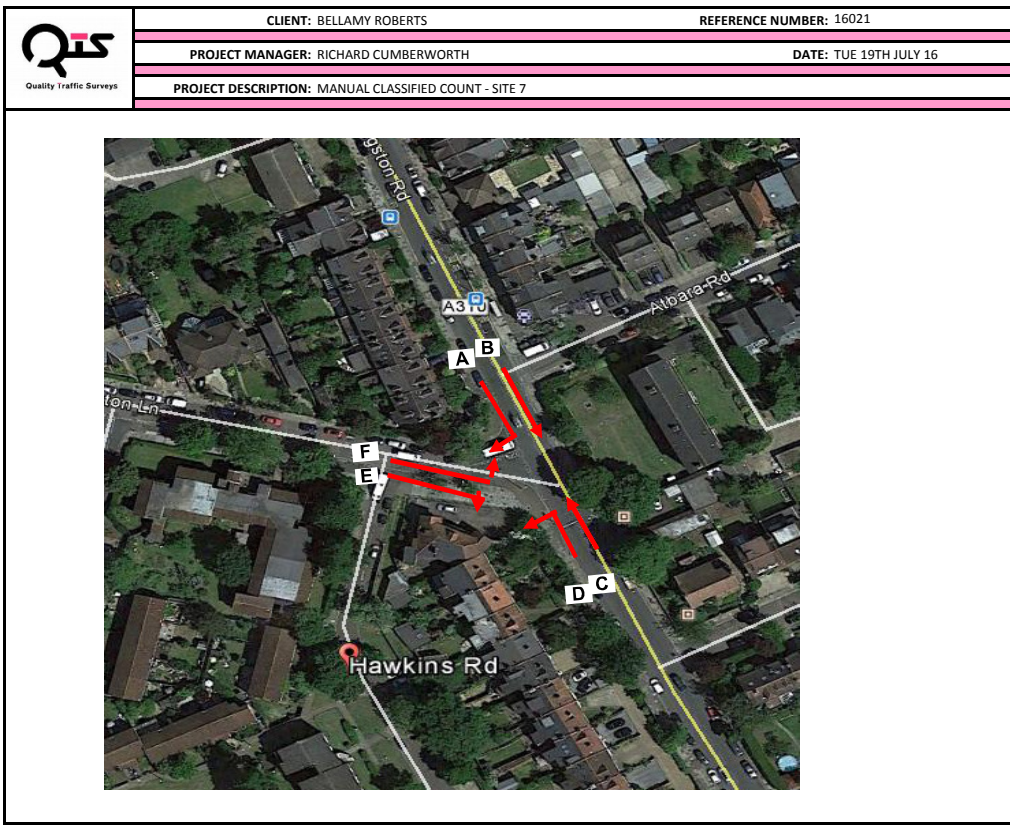
REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 14TH JUNE 16

PROJECT DESCRIPTION: RICHMOND - MANUAL CLASSIFIED COUNT - SITE 6

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	15	4	0	0	0	0	1	48	5	4	0	5	2	10
07:15	: 07:30	17	4	1	0	0	0	0	78	16	2	0	3	0	10
07:30	: 07:45	26	3	0	0	0	0	2	71	16	1	0	3	1	12
07:45	: 08:00	34	3	2	0	0	0	3	59	18	1	0	6	1	7
TOTAL		92	14	3	0	0	0	6	256	55	8	0	17	4	39
08:00	: 08:15	43	4	0	0	0	1	2	103	14	5	0	6	0	4
08:15	: 08:30	55	2	0	0	0	0	1	99	10	2	0	6	5	12
08:30	: 08:45	70	4	1	0	0	0	4	119	11	0	0	4	1	12
08:45	: 09:00	45	5	0	0	0	0	0	97	16	0	0	4	3	8
TOTAL		213	15	1	0	0	1	7	418	51	7	0	20	9	36
09:00	: 09:15	37	3	2	0	0	0	3	93	20	5	0	7	3	3
09:15	: 09:30	34	4	1	0	0	0	0	87	13	2	0	7	1	8
09:30	: 09:45	20	1	1	0	0	1	0	88	10	4	0	6	0	7
09:45	: 10:00	20	6	0	0	0	0	0	83	17	3	0	6	1	2
TOTAL		111	14	4	0	0	1	3	351	60	14	0	26	5	20
10:00	: 10:15	17	4	1	0	0	0	2	65	9	2	0	7	1	3
10:15	: 10:30	23	1	0	0	1	1	0	90	11	2	0	4	1	3
10:30	: 10:45	22	2	0	0	0	0	0	79	16	0	0	5	3	6
10:45	: 11:00	13	2	0	0	0	0	0	75	4	1	0	6	2	4
TOTAL		75	9	1	0	1	1	2	309	40	5	0	22	7	16
11:00	: 11:15	27	8	0	0	0	0	0	64	8	0	0	4	0	2
11:15	: 11:30	21	3	0	0	0	0	0	87	11	2	0	4	0	2
11:30	: 11:45	24	1	0	0	0	0	0	64	11	2	0	4	1	1
11:45	: 12:00	18	4	0	0	0	1	1	89	15	2	0	5	1	5
TOTAL		90	16	0	0	0	1	1	304	45	6	0	17	2	10
12:00	: 12:15	24	0	0	0	0	0	0	74	8	2	0	7	0	2
12:15	: 12:30	17	6	1	0	0	2	2	74	10	2	0	6	2	0
12:30	: 12:45	25	4	0	0	0	2	0	93	19	3	0	2	2	0
12:45	: 13:00	24	2	0	0	0	0	0	74	7	0	0	0	2	1
TOTAL		90	12	1	0	0	4	2	315	44	7	0	15	6	3
13:00	: 13:15	20	4	0	0	0	0	1	87	9	1	0	5	0	3
13:15	: 13:30	14	1	1	0	0	0	1	57	4	0	0	6	0	2
13:30	: 13:45	15	4	1	0	0	0	0	71	10	3	0	4	1	2
13:45	: 14:00	19	3	0	0	0	0	2	74	9	1	0	6	1	1
TOTAL		68	12	2	0	0	0	4	289	32	5	0	21	2	8
14:00	: 14:15	26	5	0	0	0	0	1	62	13	4	1	4	0	0
14:15	: 14:30	8	5	0	0	0	1	0	68	6	2	0	6	0	3
14:30	: 14:45	25	4	1	0	0	0	0	76	10	4	0	4	2	2
14:45	: 15:00	38	5	0	0	0	0	0	84	9	5	0	4	0	5
TOTAL		97	19	1	0	0	1	1	290	38	15	1	18	2	10
15:00	: 15:15	45	3	0	0	0	0	0	72	5	3	0	7	0	6
15:15	: 15:30	38	8	0	0	0	0	1	74	5	1	0	4	1	4
15:30	: 15:45	21	5	0	0	0	0	1	110	8	0	0	4	0	2
15:45	: 16:00	15	4	0	0	0	0	1	79	7	1	0	5	1	3
TOTAL		119	20	0	0	0	0	3	335	25	5	0	20	2	15
16:00	: 16:15	26	0	0	0	0	0	0	70	7	0	0	4	0	8
16:15	: 16:30	38	3	0	0	0	0	1	100	4	1	0	3	0	6
16:30	: 16:45	35	5	0	0	0	1	1	81	12	1	0	6	0	8
16:45	: 17:00	27	6	0	0	0	0	0	87	6	0	0	6	0	6
TOTAL		126	14	0	0	0	1	2	338	29	2	0	19	0	28
17:00	: 17:15	31	4	0	0	0	1	1	94	6	0	0	5	0	5
17:15	: 17:30	39	3	0	0	0	0	2	99	6	0	1	3	2	8
17:30	: 17:45	42	3	0	0	0	0	1	86	2	0	0	5	3	12
17:45	: 18:00	35	0	0	0	0	0	2	123	6	1	0	3	2	17
TOTAL		147	10	0	0	0	1	6	402	20	1	1	16	7	42
18:00	: 18:15	40	2	0	0	0	3	0	109	4	1	0	4	1	10
18:15	: 18:30	40	2	1	0	0	1	1	113	7	0	0	7	2	12
18:30	: 18:45	32	1	0	0	0	1	1	108	3	6	0	4	1	8
18:45	: 19:00	28	1	1	0	0	1	0	100	3	3	0	4	2	8
TOTAL		140	6	2	0	0	6	2	430	17	10	0	19	6	38
DAILY TOTAL		1368	161	15	0	1	17	39	4037	456	85	2	230	52	265
GRAND TOTAL		1601							5127						





CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 19TH JULY 16

PROJECT DESCRIPTION: MANUAL CLASSIFIED COUNT - SITE 7

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	6	0	0	0	0	0	0	62	12	1	2	4	2	1
07:15	: 07:30	5	1	0	0	0	0	0	65	14	3	1	5	1	2
07:30	: 07:45	7	0	0	0	0	0	0	78	15	4	1	8	2	5
07:45	: 08:00	5	1	0	0	0	0	0	80	19	2	0	7	1	3
TOTAL		23	2	0	0	0	0	0	285	60	10	4	24	6	11
08:00	: 08:15	5	1	0	0	0	0	0	80	29	4	2	6	2	4
08:15	: 08:30	15	4	0	0	0	0	0	79	21	3	1	6	3	6
08:30	: 08:45	4	2	0	0	0	0	0	87	33	2	0	10	2	6
08:45	: 09:00	5	0	0	0	0	0	0	73	31	1	1	5	2	3
TOTAL		29	7	0	0	0	0	0	319	114	10	4	27	9	19
09:00	: 09:15	5	0	0	0	0	0	0	79	15	1	1	8	1	2
09:15	: 09:30	4	0	1	0	0	0	0	66	15	2	2	6	2	1
09:30	: 09:45	4	0	0	0	0	0	0	69	26	3	0	6	1	2
09:45	: 10:00	7	1	0	0	0	0	0	70	27	3	0	7	1	0
TOTAL		20	1	1	0	0	0	0	284	83	9	3	27	5	5
10:00	: 10:15	2	0	0	0	0	0	0	66	10	2	0	5	0	2
10:15	: 10:30	1	0	0	0	0	0	0	58	12	1	1	8	2	2
10:30	: 10:45	3	1	0	0	0	0	1	59	15	2	0	6	1	2
10:45	: 11:00	2	0	0	0	0	0	0	63	15	1	1	8	1	1
TOTAL		8	1	0	0	0	0	1	246	52	6	2	27	4	7
11:00	: 11:15	4	1	0	0	0	0	0	61	11	2	0	6	1	3
11:15	: 11:30	5	2	0	0	0	1	0	54	16	0	2	5	2	4
11:30	: 11:45	2	1	0	0	0	0	0	49	12	3	1	5	0	5
11:45	: 12:00	1	0	0	0	0	0	0	53	8	1	0	5	0	0
TOTAL		12	4	0	0	0	1	0	52	47	6	3	21	3	12
12:00	: 12:15	6	1	0	0	0	0	0	49	15	2	1	4	3	2
12:15	: 12:30	5	1	0	0	0	0	0	65	14	1	0	5	1	0
12:30	: 12:45	3	2	0	0	0	0	0	62	19	2	0	6	1	1
12:45	: 13:00	3	0	0	0	0	0	0	64	15	1	1	8	0	0
TOTAL		17	4	0	0	0	0	0	240	63	6	2	23	5	3
13:00	: 13:15	2	0	0	0	0	0	0	59	13	2	0	5	1	0
13:15	: 13:30	4	1	0	0	0	0	0	58	12	0	1	4	0	3
13:30	: 13:45	5	1	0	0	0	0	0	56	11	1	3	5	0	4
13:45	: 14:00	3	1	0	0	0	0	0	53	15	0	0	4	1	0
TOTAL		14	3	0	0	0	0	0	226	51	3	4	18	2	7
14:00	: 14:15	3	1	0	0	0	0	0	48	18	3	1	3	2	0
14:15	: 14:30	5	1	0	0	0	1	0	63	15	0	0	2	0	5
14:30	: 14:45	6	2	1	0	0	0	0	64	12	1	3	5	1	4
14:45	: 15:00	3	0	0	0	0	0	0	52	14	0	0	4	0	1
TOTAL		17	4	1	0	0	1	0	227	59	4	4	14	3	10
15:00	: 15:15	5	0	0	0	0	0	0	75	12	2	3	9	2	0
15:15	: 15:30	8	1	0	0	0	0	1	69	14	1	1	5	0	2
15:30	: 15:45	7	0	0	0	0	0	0	72	11	2	0	6	0	1
15:45	: 16:00	5	0	0	0	0	0	1	71	15	0	1	2	2	1
TOTAL		25	1	0	0	0	0	2	287	52	5	5	22	4	4
16:00	: 16:15	3	0	0	0	0	0	0	58	8	3	0	5	3	2
16:15	: 16:30	5	1	1	0	0	0	0	63	11	1	4	6	1	1
16:30	: 16:45	4	1	0	0	0	0	1	48	12	4	1	8	0	1
16:45	: 17:00	2	0	0	0	0	0	0	57	12	1	0	4	0	2
TOTAL		14	2	1	0	0	0	1	226	43	9	5	23	4	6
17:00	: 17:15	9	1	0	0	0	0	0	49	9	2	0	4	0	3
17:15	: 17:30	9	0	0	0	0	0	0	67	12	1	1	8	1	2
17:30	: 17:45	11	2	0	0	0	0	1	56	8	0	0	5	1	1
17:45	: 18:00	8	0	0	0	0	0	0	59	15	1	1	4	0	5
TOTAL		37	3	0	0	0	0	1	231	44	4	2	21	2	11
18:00	: 18:15	12	1	0	0	0	0	0	46	8	0	0	4	0	7
18:15	: 18:30	8	0	0	0	0	1	0	48	12	2	1	4	0	1
18:30	: 18:45	8	2	0	0	0	0	0	52	9	1	0	4	0	5
18:45	: 19:00	6	0	0	0	0	0	0	41	6	0	2	5	1	2
TOTAL		34	3	0	0	0	1	0	187	35	3	3	17	1	15
DAILY TOTAL		250	35	3	0	0	3	5	2810	703	75	41	264	48	110
GRAND TOTAL		296							4051						



CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: TUE 19TH JULY 16

PROJECT DESCRIPTION: MANUAL CLASSIFIED COUNT - SITE 7

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	65	5	12	0	2	3	7	16	2	0	0	0	0	0
07:15	: 07:30	68	9	8	2	5	2	8	19	1	1	0	0	0	1
07:30	: 07:45	57	8	9	3	5	1	5	19	2	2	0	0	1	1
07:45	: 08:00	72	11	12	2	2	2	6	22	5	1	1	0	0	0
TOTAL		262	33	41	7	14	8	26	76	10	4	1	0	1	2
08:00	: 08:15	93	12	15	0	8	4	10	25	2	2	0	0	1	0
08:15	: 08:30	69	6	6	0	4	3	6	31	2	1	0	0	0	0
08:30	: 08:45	62	5	13	6	6	5	7	42	6	3	0	0	0	0
08:45	: 09:00	77	10	13	3	4	4	5	36	1	1	0	0	0	1
TOTAL		301	33	47	9	22	16	28	134	11	7	0	0	1	1
09:00	: 09:15	71	7	11	0	8	7	7	14	3	3	0	0	0	3
09:15	: 09:30	95	12	5	6	5	1	2	24	1	2	1	0	0	0
09:30	: 09:45	79	19	7	2	6	4	1	12	4	1	0	0	0	1
09:45	: 10:00	75	17	12	3	7	2	0	17	1	3	0	0	0	1
TOTAL		320	55	35	11	26	14	10	67	9	9	1	0	0	5
10:00	: 10:15	65	12	8	2	8	5	5	8	1	2	0	0	0	0
10:15	: 10:30	68	11	5	3	4	6	1	12	1	1	0	0	0	1
10:30	: 10:45	63	8	6	0	5	3	3	8	3	3	0	0	0	4
10:45	: 11:00	62	9	5	4	6	2	2	9	1	1	0	0	0	0
TOTAL		258	40	24	9	23	16	11	37	6	7	0	0	0	5
11:00	: 11:15	59	8	6	5	8	1	1	7	1	2	0	0	0	0
11:15	: 11:30	54	7	6	6	5	4	2	6	2	1	0	0	1	1
11:30	: 11:45	52	8	5	3	6	5	4	10	1	0	1	0	0	2
11:45	: 12:00	54	6	5	1	5	2	5	12	2	1	0	0	0	0
TOTAL		219	29	22	15	24	12	12	35	6	4	1	0	1	3
12:00	: 12:15	48	8	4	2	10	3	8	14	3	0	1	0	1	1
12:15	: 12:30	61	5	2	1	7	2	5	15	1	1	0	0	0	1
12:30	: 12:45	53	5	7	0	8	4	2	16	2	0	0	0	0	0
12:45	: 13:00	47	7	5	4	5	1	1	16	2	1	0	0	0	3
TOTAL		209	25	18	7	30	10	16	61	8	2	1	0	1	5
13:00	: 13:15	65	9	5	2	6	2	0	12	2	0	0	0	0	3
13:15	: 13:30	39	12	7	1	5	4	1	11	2	2	0	0	0	0
13:30	: 13:45	47	11	12	2	7	5	2	14	3	0	0	0	1	1
13:45	: 14:00	56	7	3	3	5	1	2	10	3	3	0	0	0	0
TOTAL		207	39	27	8	23	12	5	47	10	5	0	0	1	4
14:00	: 14:15	47	12	2	2	5	2	3	12	1	0	0	0	0	1
14:15	: 14:30	49	9	8	5	5	0	2	14	1	0	0	0	0	0
14:30	: 14:45	56	9	4	5	4	2	4	18	2	3	1	0	0	2
14:45	: 15:00	53	6	5	1	5	1	5	21	3	1	0	0	1	0
TOTAL		205	36	19	13	19	5	14	65	7	4	1	0	1	3
15:00	: 15:15	65	14	6	6	5	0	6	23	1	4	0	0	0	0
15:15	: 15:30	71	12	3	0	4	1	0	25	2	1	0	0	1	1
15:30	: 15:45	75	10	5	2	2	4	2	28	4	0	0	0	0	0
15:45	: 16:00	74	8	2	3	3	1	4	22	2	1	0	0	0	0
TOTAL		285	44	16	11	14	6	12	98	9	6	0	0	1	1
16:00	: 16:15	58	11	5	2	4	1	5	18	1	2	0	0	0	0
16:15	: 16:30	49	12	11	1	5	1	1	12	5	0	0	0	0	0
16:30	: 16:45	38	14	3	4	6	5	4	14	1	4	1	0	0	1
16:45	: 17:00	56	9	6	4	5	6	5	16	2	1	0	0	0	1
TOTAL		201	46	25	11	20	13	15	60	9	7	1	0	0	2
17:00	: 17:15	47	11	9	0	3	2	10	15	1	2	0	0	0	0
17:15	: 17:30	49	9	10	2	5	3	7	12	4	1	1	0	0	3
17:30	: 17:45	53	8	8	3	6	2	7	9	1	0	2	0	0	2
17:45	: 18:00	55	6	7	5	5	4	5	12	2	1	0	0	0	1
TOTAL		204	34	34	10	19	11	29	48	8	4	3	0	0	6
18:00	: 18:15	61	6	9	1	2	3	3	15	1	0	0	0	0	0
18:15	: 18:30	47	5	11	1	3	2	2	14	3	1	0	0	0	1
18:30	: 18:45	39	8	7	5	2	2	6	18	2	1	0	0	0	1
18:45	: 19:00	35	5	5	4	5	1	5	12	1	0	0	0	0	0
TOTAL		182	24	32	11	12	8	16	59	7	2	0	0	0	2
DAILY TOTAL		2853	438	340	122	246	131	194	787	100	61	9	0	7	39
GRAND TOTAL		4324							1003						



CLIENT: BELLAMY ROBERTS

REF NUMBER: 16021

PROJECT MANAGER: RICHARD CUMBERWORTH

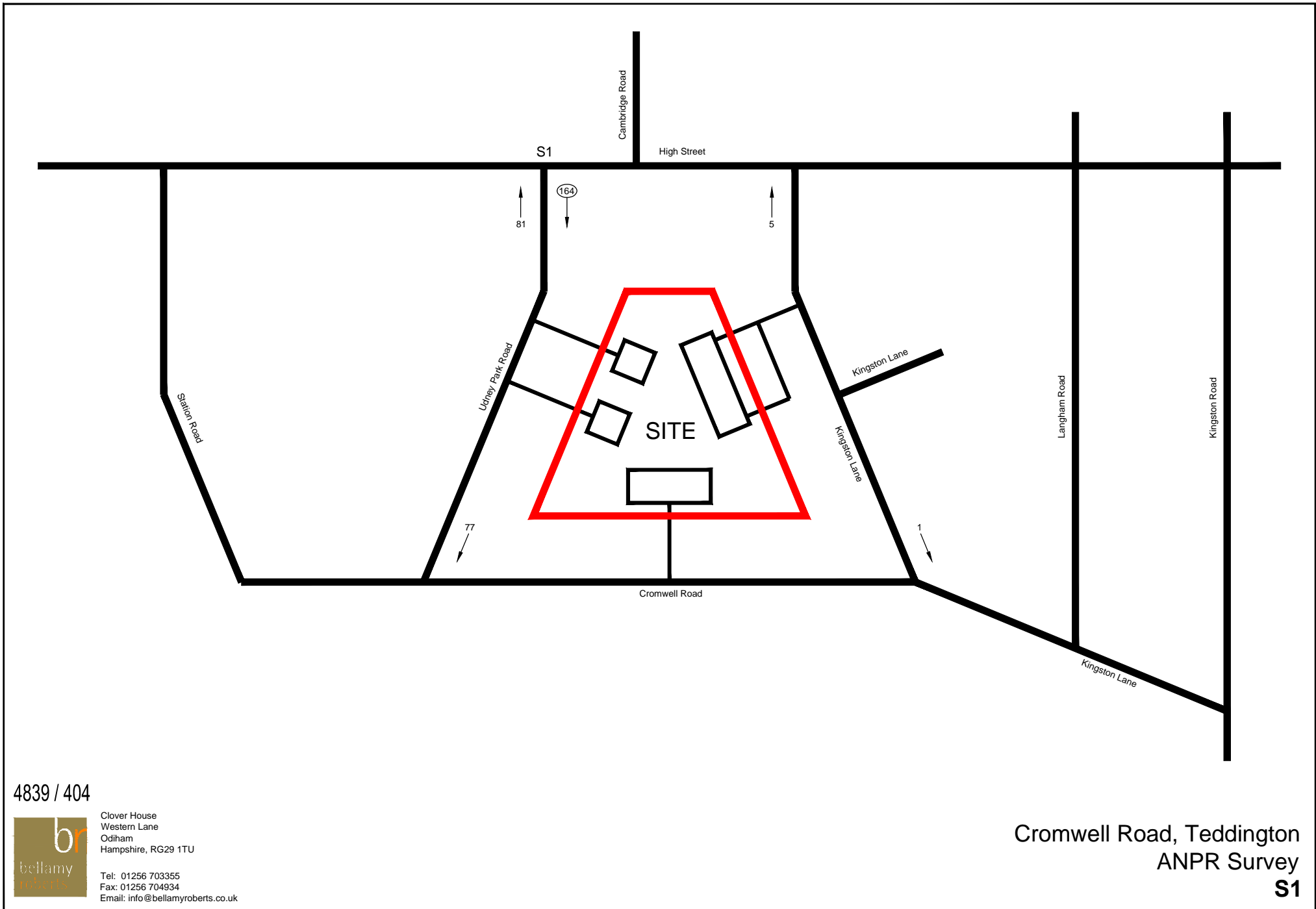
DATE: TUE 19TH JULY 16

PROJECT DESCRIPTION: MANUAL CLASSIFIED COUNT - SITE 7

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	7	2	0	0	0	0	0	0	0	0	0	0	0	0
07:15	: 07:30	9	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	: 07:45	10	1	0	0	0	1	0	0	0	0	0	0	0	0
07:45	: 08:00	12	2	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		38	5	1	0	0	1	0	0	0	0	0	0	0	0
08:00	: 08:15	16	1	1	0	0	1	0	1	1	0	0	0	0	0
08:15	: 08:30	14	3	0	0	0	1	0	3	3	0	0	0	1	0
08:30	: 08:45	16	6	0	0	0	0	0	1	0	0	0	0	0	0
08:45	: 09:00	12	3	1	0	0	0	0	5	0	0	0	0	0	0
TOTAL		58	13	2	0	0	2	0	10	4	0	0	0	1	0
09:00	: 09:15	10	4	0	0	0	0	0	3	2	0	0	0	0	0
09:15	: 09:30	15	2	0	0	0	0	0	9	0	0	0	0	0	0
09:30	: 09:45	8	5	2	0	0	0	0	3	0	0	0	0	0	0
09:45	: 10:00	12	1	1	0	0	0	0	5	2	0	0	0	0	0
TOTAL		45	12	3	0	0	0	0	20	4	0	0	0	0	0
10:00	: 10:15	9	1	0	0	0	0	1	4	0	0	0	0	0	0
10:15	: 10:30	9	1	1	0	0	1	0	5	1	0	0	0	0	0
10:30	: 10:45	8	2	0	0	0	0	1	4	0	1	0	0	0	1
10:45	: 11:00	6	1	0	0	0	0	0	3	0	0	0	0	0	0
TOTAL		32	5	1	0	0	1	2	16	1	1	0	0	0	1
11:00	: 11:15	5	3	0	0	0	0	1	4	0	0	0	0	0	0
11:15	: 11:30	5	1	0	0	0	2	0	3	1	0	0	0	0	1
11:30	: 11:45	5	1	0	1	0	0	0	2	0	0	0	0	0	0
11:45	: 12:00	3	2	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		18	7	0	1	0	2	1	11	1	0	0	0	0	1
12:00	: 12:15	6	0	0	0	0	0	0	5	0	0	0	0	0	0
12:15	: 12:30	5	0	0	0	1	0	2	3	1	0	0	0	0	0
12:30	: 12:45	3	3	0	0	0	1	1	4	0	0	0	0	0	0
12:45	: 13:00	7	0	0	0	0	1	0	2	0	0	0	0	0	1
TOTAL		21	3	0	0	1	2	3	14	1	0	0	0	0	1
13:00	: 13:15	9	0	0	0	0	0	0	3	1	0	0	0	0	1
13:15	: 13:30	8	2	1	0	0	0	3	4	0	0	0	0	0	2
13:30	: 13:45	5	1	0	0	0	1	1	2	0	1	0	0	0	0
13:45	: 14:00	7	1	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		29	4	1	0	0	1	4	11	1	1	0	0	0	3
14:00	: 14:15	4	1	0	0	0	1	1	3	0	0	0	0	0	0
14:15	: 14:30	1	1	0	0	0	0	0	4	1	0	0	0	0	0
14:30	: 14:45	4	1	0	0	0	0	4	2	0	0	0	0	0	0
14:45	: 15:00	6	2	0	0	0	0	0	5	0	0	0	0	0	0
TOTAL		15	5	0	0	0	1	5	14	1	0	0	0	0	0
15:00	: 15:15	6	2	0	0	0	0	1	6	1	0	0	0	0	0
15:15	: 15:30	9	2	1	0	0	0	0	6	0	0	0	0	0	0
15:30	: 15:45	11	3	0	0	0	1	1	7	1	1	0	0	0	1
15:45	: 16:00	11	1	0	0	0	0	2	5	0	0	0	0	0	0
TOTAL		37	8	1	0	0	0	4	24	2	1	0	0	0	1
16:00	: 16:15	9	1	0	0	0	0	0	5	1	0	0	0	0	1
16:15	: 16:30	9	0	0	0	0	1	3	6	1	0	0	0	0	0
16:30	: 16:45	9	1	0	0	0	0	1	5	0	0	0	0	0	0
16:45	: 17:00	8	1	1	0	0	0	1	4	0	0	0	0	0	2
TOTAL		35	3	1	0	0	1	5	20	2	0	0	0	0	3
17:00	: 17:15	7	1	0	0	0	0	0	4	1	0	0	0	0	0
17:15	: 17:30	12	0	0	0	0	0	1	7	0	0	0	0	0	1
17:30	: 17:45	13	1	0	1	0	0	0	8	1	0	0	0	0	0
17:45	: 18:00	11	3	0	0	0	1	0	5	0	0	0	0	0	0
TOTAL		43	5	0	1	0	1	1	24	2	0	0	0	0	1
18:00	: 18:15	14	1	0	0	0	0	0	8	0	0	0	0	0	0
18:15	: 18:30	13	1	0	0	0	0	1	6	1	0	0	0	0	0
18:30	: 18:45	9	1	0	0	0	0	2	6	0	0	0	0	0	1
18:45	: 19:00	9	1	0	0	0	0	1	5	1	0	0	0	0	0
TOTAL		45	4	0	0	0	0	4	25	2	0	0	0	0	1
DAILY TOTAL		416	74	10	2	1	12	29	189	21	3	0	0	1	12
GRAND TOTAL		544							226						



## **APPENDIX 7**



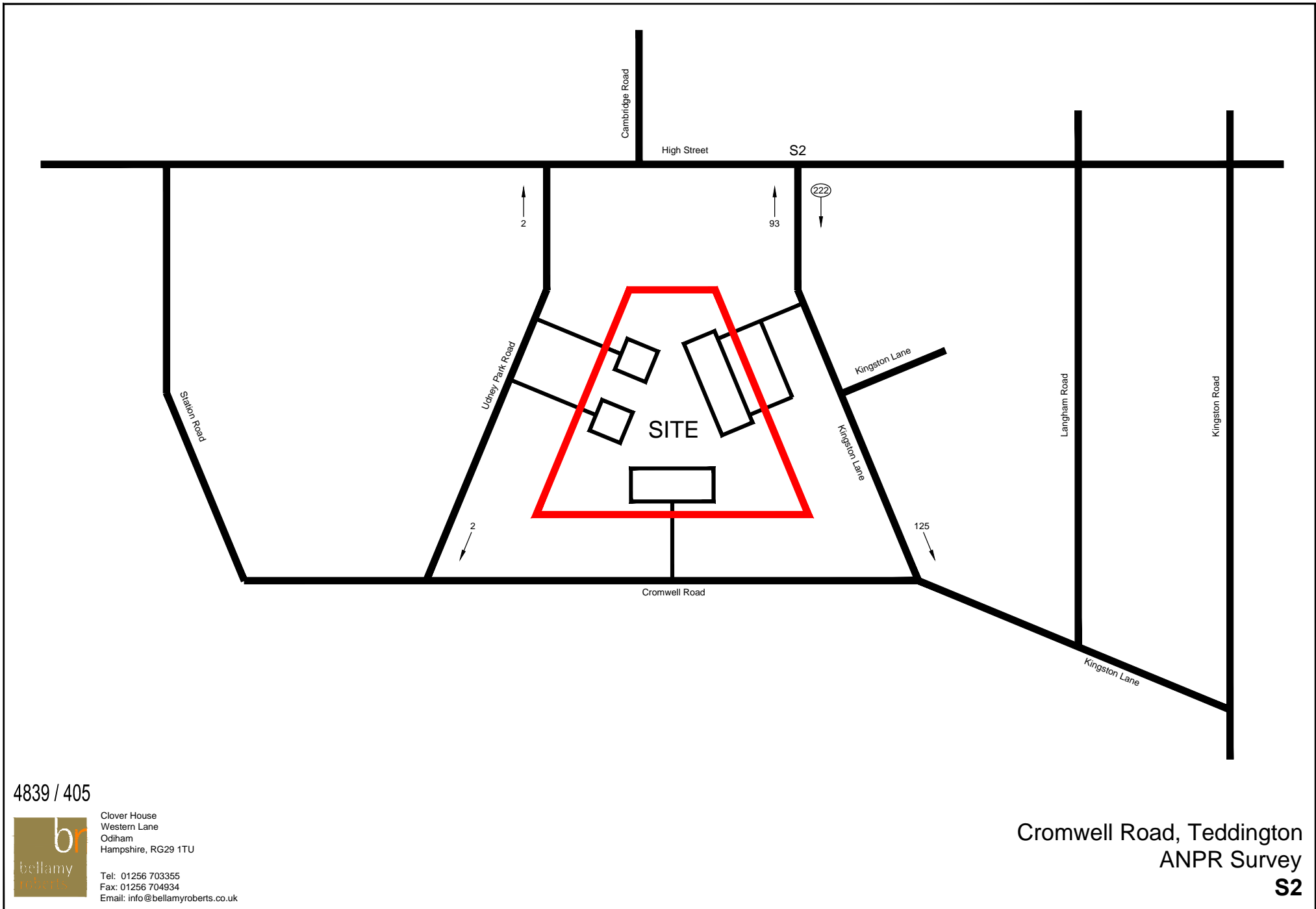
4839 / 404



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 Fax: 01256 704934  
 Email: info@bellamyroberts.co.uk

Cromwell Road, Teddington  
 ANPR Survey  
**S1**



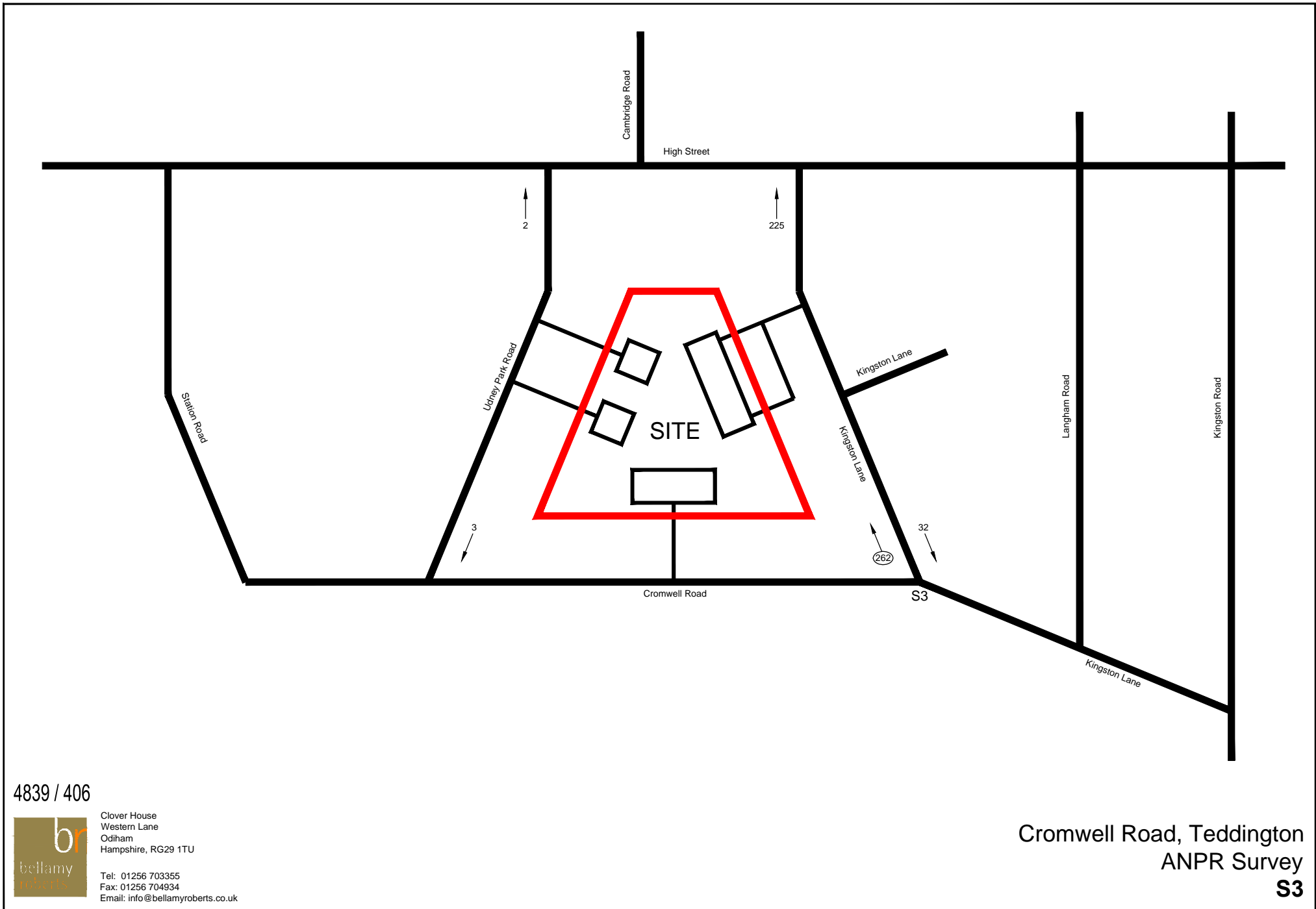
4839 / 405



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 Email: info@bellamyroberts.co.uk

Cromwell Road, Teddington  
 ANPR Survey  
**S2**



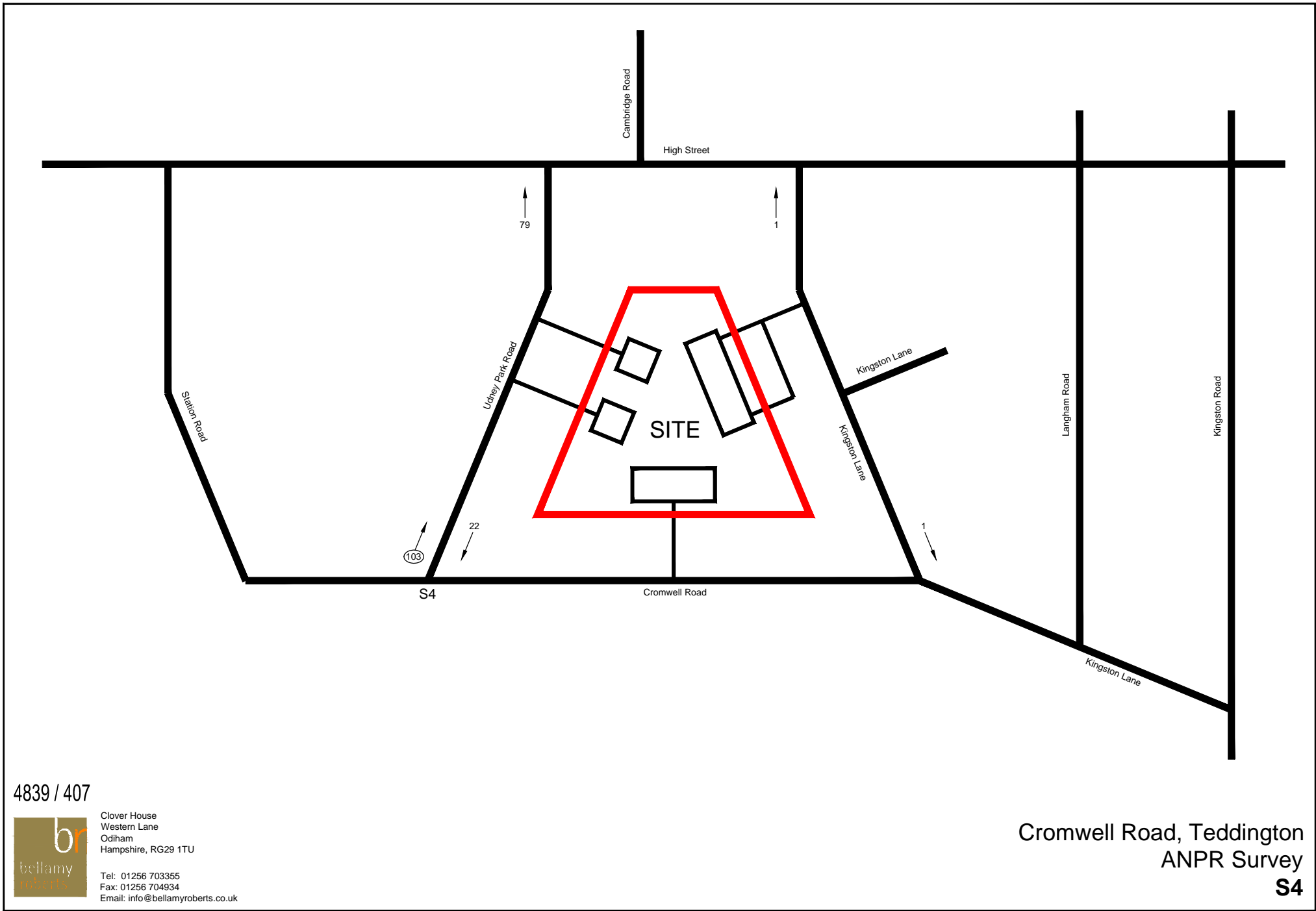
4839 / 406



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Cromwell Road, Teddington  
 ANPR Survey  
**S3**



4839 / 407



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Cromwell Road, Teddington  
ANPR Survey  
**S4**

## **APPENDIX 8**



<b>ENTRY SITE</b>	<b>ENTRY TIME</b>	<b>EXIT SITE</b>	<b>EXIT TIME</b>	<b>DURATION</b>
S3	14:55:07	S3	14:55:15	00:00:08
S2	17:41:55	S2	17:42:04	00:00:09
S3	07:23:51	S2	07:24:06	00:00:15
S4	08:54:47	S1	08:55:02	00:00:15
S3	18:00:00	S2	18:00:15	00:00:15
S3	07:26:36	S2	07:26:52	00:00:16
S4	07:41:44	S1	07:42:00	00:00:16
S3	17:25:33	S2	17:25:49	00:00:16
S3	14:03:12	S2	14:03:28	00:00:16
S3	07:51:14	S2	07:51:31	00:00:17
S3	10:36:33	S2	10:36:50	00:00:17
S3	13:14:15	S2	13:14:33	00:00:18
S4	18:36:51	S1	18:37:09	00:00:18
S3	19:00:35	S2	19:00:53	00:00:18
S4	09:04:49	S1	09:05:07	00:00:18
S3	15:20:57	S2	15:21:16	00:00:19
S4	17:51:52	S1	17:52:11	00:00:19
S3	07:55:28	S2	07:55:48	00:00:20
S3	14:27:17	S2	14:27:37	00:00:20
S2	07:58:16	S2	07:58:36	00:00:20
S4	10:11:09	S1	10:11:29	00:00:20
S3	14:41:37	S2	14:41:57	00:00:20
S3	17:12:09	S2	17:12:29	00:00:20
S4	18:37:07	S1	18:37:27	00:00:20
S3	07:16:59	S2	07:17:20	00:00:21
S3	07:43:13	S2	07:43:34	00:00:21
S4	16:22:18	S1	16:22:39	00:00:21
S3	14:06:37	S2	14:06:59	00:00:22
S3	14:49:12	S2	14:49:34	00:00:22
S4	08:08:20	S1	08:08:42	00:00:22
S3	07:26:08	S2	07:26:30	00:00:22
S4	07:46:26	S1	07:46:48	00:00:22
S3	08:48:12	S2	08:48:34	00:00:22
S3	12:43:28	S2	12:43:50	00:00:22
S3	13:04:42	S2	13:05:04	00:00:22
S1	13:20:58	S1	13:21:20	00:00:22
S4	15:37:35	S1	15:37:57	00:00:22
S3	17:29:41	S2	17:30:03	00:00:22
S4	12:13:09	S1	12:13:32	00:00:23
S3	08:24:48	S2	08:25:11	00:00:23
S3	08:30:55	S2	08:31:18	00:00:23
S3	09:07:34	S2	09:07:57	00:00:23
S4	09:42:54	S1	09:43:17	00:00:23
S4	07:38:22	S1	07:38:46	00:00:24
S3	07:28:47	S2	07:29:11	00:00:24
S3	08:00:35		08:00:59	00:00:24
S3	10:41:35	S2	10:41:59	00:00:24
S3	08:19:30	S2	08:19:54	00:00:24
S3	09:00:43	S2	09:01:07	00:00:24

S3	13:58:46	S2	13:59:10	00:00:24
S3	18:01:11	S2	18:01:35	00:00:24
S4	16:08:35	S1	16:09:00	00:00:25
S3	16:14:00	S2	16:14:25	00:00:25
S3	08:13:52	S2	08:14:17	00:00:25
S3	09:07:11	S2	09:07:36	00:00:25
S3	18:34:51	S2	18:35:16	00:00:25
S4	18:35:15	S1	18:35:40	00:00:25
S3	07:43:32	S2	07:43:58	00:00:26
S3	08:26:21	S2	08:26:47	00:00:26
S3	08:59:03	S2	08:59:29	00:00:26
S3	17:44:45	S2	17:45:11	00:00:26
S3	07:35:40	S2	07:36:06	00:00:26
S3	08:49:55	S2	08:50:21	00:00:26
S3	08:51:34	S2	08:52:00	00:00:26
S3	11:57:08	S2	11:57:34	00:00:26
S4	14:58:32	S1	14:58:58	00:00:26
S1	10:59:55	S1	11:00:22	00:00:27
S3	16:10:15	S2	16:10:42	00:00:27
S3	16:53:47	S2	16:54:14	00:00:27
S3	17:37:19	S2	17:37:46	00:00:27
S3	17:43:39	S2	17:44:06	00:00:27
S3	07:00:48	S2	07:01:15	00:00:27
S3	08:46:01	S2	08:46:28	00:00:27
S3	09:30:08	S2	09:30:35	00:00:27
S3	09:38:10	S2	09:38:37	00:00:27
S2	15:06:00	S2	15:06:27	00:00:27
S3	15:26:16	S2	15:26:43	00:00:27
S4	15:50:22	S1	15:50:49	00:00:27
S2	16:28:37	S2	16:29:04	00:00:27
S3	18:20:00	S2	18:20:27	00:00:27
S3	09:01:59	S2	09:02:27	00:00:28
S3	07:28:02	S2	07:28:30	00:00:28
S3	10:10:25	S2	10:10:53	00:00:28
S3	12:05:38	S2	12:06:06	00:00:28
S3	14:27:31	S2	14:27:59	00:00:28
S4	14:28:46	S1	14:29:14	00:00:28
S3	15:41:48	S2	15:42:16	00:00:28
S3	15:47:30	S2	15:47:58	00:00:28
S4	16:55:25	S1	16:55:53	00:00:28
S3	17:41:17	S2	17:41:45	00:00:28
S4	18:40:54	S1	18:41:22	00:00:28
S4	18:49:32	S1	18:50:01	00:00:29
S3	07:49:03	S2	07:49:32	00:00:29
S3	08:50:43	S2	08:51:12	00:00:29
S3	09:18:09	S2	09:18:38	00:00:29
S3	10:00:35	S2	10:01:04	00:00:29
S3	15:24:42	S2	15:25:11	00:00:29
S3	15:26:27	S2	15:26:56	00:00:29
S3	15:33:15	S2	15:33:44	00:00:29

S4	07:48:56	S1	07:49:25	00:00:29
S3	13:50:59	S2	13:51:28	00:00:29
S1	17:58:04	S1	17:58:33	00:00:29
S3	08:43:21	S2	08:43:51	00:00:30
S3	08:56:42	S3	08:57:12	00:00:30
S4	15:23:39	S1	15:24:09	00:00:30
S1	16:20:04	S1	16:20:34	00:00:30
S3	11:57:16	S2	11:57:46	00:00:30
S3	09:51:13	S2	09:51:43	00:00:30
S4	12:38:14	S1	12:38:44	00:00:30
S3	15:32:21	S2	15:32:51	00:00:30
S3	16:54:53	S2	16:55:24	00:00:31
S3	07:22:38	S2	07:23:09	00:00:31
S2	09:45:18	S5	09:45:49	00:00:31
S3	07:44:55	S2	07:45:26	00:00:31
S3	08:58:55	S2	08:59:26	00:00:31
S3	12:05:10	S2	12:05:41	00:00:31
S3	12:20:18	S2	12:20:49	00:00:31
S2	15:41:28	S2	15:41:59	00:00:31
S3	18:02:20	S2	18:02:51	00:00:31
S2	09:57:10	S2	09:57:42	00:00:32
S3	10:33:49	S2	10:34:21	00:00:32
S3	11:51:04	S2	11:51:36	00:00:32
S3	13:58:55	S2	13:59:27	00:00:32
S4	14:33:23	S1	14:33:55	00:00:32
S3	15:22:02	S2	15:22:34	00:00:32
S3	15:59:32	S2	16:00:04	00:00:32
S3	11:24:37	S2	11:25:09	00:00:32
S3	08:22:21	S2	08:22:54	00:00:33
S4	11:20:59	S1	11:21:32	00:00:33
S3	13:54:32	S2	13:55:05	00:00:33
S3	15:08:21	S2	15:08:54	00:00:33
S4	15:44:49	S1	15:45:22	00:00:33
S3	17:42:36	S2	17:43:09	00:00:33
S3	18:09:32	S3	18:10:05	00:00:33
S3	18:52:22	S2	18:52:55	00:00:33
S3	11:22:35	S2	11:23:08	00:00:33
S3	07:27:53	S2	07:28:26	00:00:33
S3	12:49:48	S2	12:50:21	00:00:33
S3	13:52:31	S2	13:53:04	00:00:33
S3	12:48:49	S2	12:49:23	00:00:34
S3	13:31:55	S2	13:32:29	00:00:34
S3	15:41:28	S2	15:42:02	00:00:34
S3	17:40:03	S2	17:40:37	00:00:34
S3	08:26:02	S2	08:26:36	00:00:34
S3	14:40:43	S2	14:41:17	00:00:34
S3	18:12:36	S2	18:13:10	00:00:34
S3	18:44:40	S2	18:45:14	00:00:34
S3	16:26:24	S2	16:26:59	00:00:35
S3	18:56:11	S2	18:56:46	00:00:35

S3	18:57:43	S2	18:58:18	00:00:35
S3	08:37:26	S2	08:38:01	00:00:35
S3	11:43:38	S2	11:44:13	00:00:35
S3	15:53:11	S2	15:53:46	00:00:35
S3	16:18:32	S2	16:19:07	00:00:35
S4	12:29:34	S1	12:30:10	00:00:36
S3	14:59:36	S2	15:00:12	00:00:36
S3	08:37:30	S2	08:38:06	00:00:36
S3	09:16:26	S2	09:17:02	00:00:36
S3	11:09:47	S2	11:10:23	00:00:36
S1	12:13:20	S4	12:13:56	00:00:36
S4	12:58:43	S4	12:59:19	00:00:36
S1	17:17:59	S1	17:18:35	00:00:36
S3	18:35:23	S2	18:35:59	00:00:36
S3	07:05:06	S2	07:05:43	00:00:37
S3	08:27:01	S2	08:27:38	00:00:37
S2	13:38:27	S4	13:39:04	00:00:37
S3	15:37:33	S2	15:38:10	00:00:37
S3	09:11:34	S2	09:12:12	00:00:38
S3	12:21:41	S2	12:22:19	00:00:38
S3	13:18:24	S2	13:19:02	00:00:38
S3	13:40:37	S2	13:41:15	00:00:38
S4	14:35:03	S1	14:35:41	00:00:38
S4	15:59:25	S1	16:00:03	00:00:38
S3	17:55:18	S2	17:55:56	00:00:38
S3	17:35:56	S2	17:36:35	00:00:39
S3	08:40:43	S2	08:41:22	00:00:39
S3	09:04:41	S2	09:05:20	00:00:39
S4	12:19:05	S1	12:19:44	00:00:39
S3	13:24:38	S2	13:25:17	00:00:39
S3	14:33:36	S2	14:34:15	00:00:39
S3	18:54:17	S2	18:54:56	00:00:39
S3	15:32:02	S2	15:32:41	00:00:39
S3	15:56:17	S2	15:56:57	00:00:40
S1	16:40:50	S4	16:41:30	00:00:40
S3	09:32:37	S2	09:33:17	00:00:40
S4	13:40:34	S1	13:41:14	00:00:40
S4	15:56:57	S1	15:57:37	00:00:40
S3	14:43:00	S2	14:43:41	00:00:41
S4	18:11:47	S1	18:12:28	00:00:41
S3	09:29:11	S1	09:29:52	00:00:41
S3	10:31:34	S2	10:32:15	00:00:41
S3	13:39:53	S2	13:40:34	00:00:41
S4	16:50:14	S1	16:50:55	00:00:41
S4	17:26:55	S1	17:27:36	00:00:41
S3	18:00:49	S2	18:01:30	00:00:41
S4	18:30:23	S1	18:31:04	00:00:41
S3	10:01:08	S2	10:01:49	00:00:41
S2	13:41:26	S2	13:42:07	00:00:41
S3	15:17:29	S2	15:18:11	00:00:42

S3	15:56:11	S2	15:56:53	00:00:42
S2	14:53:58	S1	14:54:40	00:00:42
S3	16:07:01	S2	16:07:43	00:00:42
S1	09:46:00	S1	09:46:43	00:00:43
S3	18:11:13	S2	18:11:56	00:00:43
S3	08:37:03	S2	08:37:46	00:00:43
S3	15:17:34	S2	15:18:17	00:00:43
S3	15:29:42	S2	15:30:25	00:00:43
S1	17:21:00	S1	17:21:44	00:00:44
S3	15:36:30	S2	15:37:14	00:00:44
S3	18:11:06	S2	18:11:50	00:00:44
S4	18:22:20	S1	18:23:04	00:00:44
S4	16:46:00	S1	16:46:44	00:00:44
S3	18:11:10	S2	18:11:54	00:00:44
S1	16:56:07	S1	16:56:52	00:00:45
S4	17:21:05	S2	17:21:50	00:00:45
S3	18:42:50	S2	18:43:35	00:00:45
S3	08:49:34	S2	08:50:19	00:00:45
S2	13:00:57	S2	13:01:42	00:00:45
S3	08:20:00	S2	08:20:46	00:00:46
S3	14:50:43	S2	14:51:29	00:00:46
S4	15:41:00	S1	15:41:46	00:00:46
S3	16:00:01	S2	16:00:47	00:00:46
S3	17:47:35	S2	17:48:21	00:00:46
S1	12:23:40	S1	12:24:27	00:00:47
S3	14:13:42	S2	14:14:29	00:00:47
S4	18:40:56	S1	18:41:43	00:00:47
S2	18:44:06	S3	18:44:53	00:00:47
S4	09:59:25	S1	10:00:12	00:00:47
S4	11:56:16	S1	11:57:03	00:00:47
S3	08:35:10	S2	08:35:58	00:00:48
S4	10:10:53		10:11:41	00:00:48
S3	14:39:38	S1	14:40:26	00:00:48
S3	18:42:44	S2	18:43:32	00:00:48
S3	13:04:56	S2	13:05:44	00:00:48
S3	15:38:49	S2	15:39:38	00:00:49
S4	13:47:57	S1	13:48:46	00:00:49
S2	14:58:35	S3	14:59:24	00:00:49
S3	17:48:23	S2	17:49:12	00:00:49
S3	11:51:20	S2	11:52:10	00:00:50
S1	12:13:11	S4	12:14:01	00:00:50
S3	12:55:41	S4	12:56:31	00:00:50
S3	17:34:46	S2	17:35:36	00:00:50
S3	18:09:03	S2	18:09:54	00:00:51
S1	10:17:41	S1	10:18:32	00:00:51
S4	11:50:28	S1	11:51:19	00:00:51
S4	12:11:28	S1	12:12:19	00:00:51
S1	13:47:50	S1	13:48:41	00:00:51
S2	14:53:32	S3	14:54:23	00:00:51
S3	18:01:35	S2	18:02:27	00:00:52

S3	08:51:56	S2	08:52:48	00:00:52
S1	18:07:13	S4	18:08:05	00:00:52
S4	14:43:25	S1	14:44:18	00:00:53
S1	15:25:22	S4	15:26:15	00:00:53
S3	07:35:05	S2	07:35:58	00:00:53
S1	17:32:56	S4	17:33:49	00:00:53
S3	17:46:05	S2	17:46:58	00:00:53
S2	18:34:53	S2	18:35:46	00:00:53
S1	18:41:43	S1	18:42:36	00:00:53
S1	10:46:00	S1	10:46:54	00:00:54
S3	15:30:00	S2	15:30:54	00:00:54
S3	16:56:14	S2	16:57:08	00:00:54
S2	18:19:03	S2	18:19:57	00:00:54
S1	18:34:11	S4	18:35:05	00:00:54
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S1	15:53:21	S4	15:54:16	00:00:55
S1	18:54:12	S4	18:55:07	00:00:55
S4	12:15:29	S1	12:16:25	00:00:56
S1	17:59:34	S4	18:00:30	00:00:56
S1	11:55:30	S4	11:56:26	00:00:56
S3	09:59:03	S2	09:59:59	00:00:56
S3	13:44:48	S2	13:45:44	00:00:56
S1	16:35:53	S4	16:36:49	00:00:56
S3	17:36:01	S2	17:36:57	00:00:56
S1	18:43:31	S1	18:44:27	00:00:56
S1	08:41:07	S4	08:42:04	00:00:57
S3	12:13:05	S2	12:14:02	00:00:57
S3	14:59:11	S2	15:00:08	00:00:57
S1	15:19:18	S1	15:20:15	00:00:57
S4	18:30:15	S1	18:31:12	00:00:57
S1	15:12:03	S4	15:13:01	00:00:58
S1	08:22:58	S4	08:23:56	00:00:58
S3	10:01:56	S2	10:02:54	00:00:58
S1	11:29:50	S4	11:30:48	00:00:58
S1	12:06:11	S4	12:07:09	00:00:58
S1	15:26:13	S4	15:27:12	00:00:59
S1	18:16:58	S4	18:17:58	00:01:00
S1	14:59:54	S4	15:00:54	00:01:00
S1	08:37:45	S4	08:38:45	00:01:00
S1	15:26:06	S4	15:27:07	00:01:01
S3	15:36:10	S2	15:37:11	00:01:01
S1	09:52:48	S4	09:53:50	00:01:02
S1	18:23:07	S4	18:24:09	00:01:02
S4	08:20:18	S4	08:21:21	00:01:03
S1	12:54:48	S4	12:55:51	00:01:03
S2	13:56:31	S2	13:57:34	00:01:03
S1	15:08:00	S4	15:09:03	00:01:03
S1	16:13:05	S4	16:14:08	00:01:03
S1	18:46:30	S4	18:47:33	00:01:03

S1	13:46:47	S4	13:47:51	00:01:04
S1	18:58:21	S4	18:59:25	00:01:04
S3	07:32:41	S2	07:33:45	00:01:04
S1	15:43:37	S4	15:44:42	00:01:05
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S1	13:18:20	S4	13:19:27	00:01:07
S4	17:11:28	S1	17:12:35	00:01:07
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S1	10:59:31	S4	11:00:40	00:01:09
S2	15:27:48	S1	15:28:57	00:01:09
S3	15:34:36	S2	15:35:45	00:01:09
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S2	18:33:37	S3	18:34:46	00:01:09
S2	08:51:42	S3	08:52:52	00:01:10
S4	11:10:08	S1	11:11:18	00:01:10
S2	17:31:46	S2	17:32:56	00:01:10
S2	07:51:40	S3	07:52:50	00:01:10
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S1	15:51:01	S4	15:52:12	00:01:11
S1	18:45:58	S1	18:47:09	00:01:11
S4	08:19:11	S1	08:20:22	00:01:11
S4	08:37:31	S1	08:38:42	00:01:11
S2	08:47:28	S3	08:48:39	00:01:11
S1	08:37:32	S4	08:38:43	00:01:11
S2	13:07:49	S3	13:09:00	00:01:11
S1	15:08:44	S4	15:09:56	00:01:12
S2	10:55:15	S3	10:56:27	00:01:12
S2	13:26:09	S3	13:27:22	00:01:13
S2	14:04:11	S3	14:05:24	00:01:13
S1	18:17:30	S4	18:18:43	00:01:13
S1	09:48:55	S1	09:50:09	00:01:14
S2	18:36:34	S3	18:37:49	00:01:15
S2	10:47:41	S3	10:48:56	00:01:15
S1	10:41:30	S4	10:42:45	00:01:15
S2	11:41:07	S3	11:42:22	00:01:15
S2	15:59:13	S3	16:00:28	00:01:15
S2	16:14:44	S3	16:15:59	00:01:15
S4	18:21:09	S1	18:22:24	00:01:15
S2	08:58:10	S3	08:59:26	00:01:16
S2	09:21:54	S3	09:23:10	00:01:16
S2	12:05:18	S3	12:06:34	00:01:16
S2	12:49:14	S3	12:50:30	00:01:16
S2	13:29:49	S3	13:31:05	00:01:16
S1	16:03:41	S4	16:04:57	00:01:16
S2	16:41:24	S3	16:42:40	00:01:16
S2	17:31:20	S3	17:32:36	00:01:16

S2	18:42:17	S3	18:43:33	00:01:16
S2	13:50:52	S2	13:52:09	00:01:17
S2	15:04:39	S3	15:05:56	00:01:17
S2	17:43:26	S3	17:44:43	00:01:17
S2	08:04:59	S3	08:06:16	00:01:17
S1	10:27:29	S4	10:28:46	00:01:17
S4	13:45:15	S3	13:46:32	00:01:17
S3	09:50:01	S2	09:51:19	00:01:18
S1	09:59:32	S1	10:00:50	00:01:18
S2	12:13:12	S3	12:14:30	00:01:18
S2	12:16:12	S3	12:17:30	00:01:18
S1	12:10:20	S1	12:11:39	00:01:19
S2	18:12:20	S3	18:13:39	00:01:19
S1	08:59:14	S1	09:00:33	00:01:19
S3	12:11:09	S2	12:12:28	00:01:19
S2	14:24:27	S3	14:25:46	00:01:19
S2	17:07:11	S3	17:08:30	00:01:19
S2	18:48:15	S3	18:49:34	00:01:19
S2	08:39:18	S3	08:40:37	00:01:19
S2	15:47:32	S3	15:48:52	00:01:20
S2	15:53:00	S3	15:54:20	00:01:20
S2	09:10:38	S3	09:11:58	00:01:20
S3	13:33:13	S2	13:34:33	00:01:20
S1	14:54:56	S4	14:56:16	00:01:20
S1	11:10:43	S1	11:12:04	00:01:21
S2	18:29:53	S3	18:31:14	00:01:21
S2	18:44:16	S3	18:45:38	00:01:22
S2	12:41:04	S3	12:42:26	00:01:22
S1	16:38:07	S2	16:39:29	00:01:22
S4	18:25:51	S4	18:27:13	00:01:22
S1	12:16:59	S4	12:18:22	00:01:23
S2	16:19:40	S3	16:21:03	00:01:23
S2	16:39:18	S3	16:40:41	00:01:23
S2	09:43:26	S3	09:44:49	00:01:23
S2	08:36:43	S3	08:38:07	00:01:24
S1	10:55:00	S1	10:56:24	00:01:24
S2	16:43:49	S3	16:45:13	00:01:24
S2	14:52:09	S3	14:53:34	00:01:25
S2	09:42:28	S3	09:43:53	00:01:25
S2	15:16:15	S2	15:17:40	00:01:25
S2	08:03:05	S3	08:04:31	00:01:26
S2	15:49:20	S2	15:50:46	00:01:26
S1	15:58:40	S4	16:00:06	00:01:26
S2	17:20:02	S3	17:21:28	00:01:26
S2	08:35:31	S3	08:36:57	00:01:26
S2	09:07:10	S3	09:08:36	00:01:26
S2	10:06:52	S3	10:08:18	00:01:26
S1	10:50:45	S1	10:52:12	00:01:27
S2	12:42:23	S3	12:43:50	00:01:27
S2	13:00:01	S3	13:01:28	00:01:27



S2	16:34:53	S3	16:36:21	<b>00:01:28</b>
S2	18:22:04	S3	18:23:33	<b>00:01:29</b>
S2	17:12:07	S3	17:13:36	<b>00:01:29</b>
S2	09:45:58	S3	09:47:28	<b>00:01:30</b>
S1	12:32:20	S4	12:33:50	<b>00:01:30</b>
S2	14:41:12	S3	14:42:42	<b>00:01:30</b>
S2	14:57:31	S3	14:59:01	<b>00:01:30</b>
S2	15:39:07	S3	15:40:38	<b>00:01:31</b>
S2	17:34:44	S3	17:36:16	<b>00:01:32</b>
S2	18:04:10	S3	18:05:42	<b>00:01:32</b>
S1	11:16:30	S1	11:18:02	<b>00:01:32</b>
S1	14:07:30	S1	14:09:02	<b>00:01:32</b>
S2	14:35:13	S3	14:36:46	<b>00:01:33</b>
S2	12:40:03	S3	12:41:37	<b>00:01:34</b>
S2	16:18:31	S2	16:20:05	<b>00:01:34</b>
S1	11:06:41	S4	11:08:16	<b>00:01:35</b>
S4	12:18:58	S1	12:20:34	<b>00:01:36</b>
S2	13:42:01	S3	13:43:38	<b>00:01:37</b>
S3	15:10:10	S3	15:11:47	<b>00:01:37</b>
S2	17:34:37	S3	17:36:14	<b>00:01:37</b>
S2	08:35:10	S3	08:36:48	<b>00:01:38</b>
S4	07:02:17	S4	07:03:56	<b>00:01:39</b>
S3	15:21:57	S3	15:23:36	<b>00:01:39</b>
S2	12:11:40	S3	12:13:20	<b>00:01:40</b>
S2	12:30:23	S2	12:32:03	<b>00:01:40</b>
S2	12:33:34	S3	12:35:15	<b>00:01:41</b>
S2	18:31:45	S2	18:33:26	<b>00:01:41</b>
S4	12:34:29	S1	12:36:11	<b>00:01:42</b>
S1	16:06:47	S4	16:08:29	<b>00:01:42</b>
S2	07:03:46	S3	07:05:29	<b>00:01:43</b>
S2	11:05:24	S3	11:07:08	<b>00:01:44</b>
S2	15:16:38	S3	15:18:23	<b>00:01:45</b>
S3	12:44:53	S2	12:46:39	<b>00:01:46</b>
S4	18:36:10	S1	18:37:56	<b>00:01:46</b>
S2	10:45:42	S2	10:47:29	<b>00:01:47</b>
S2	08:20:58	S3	08:22:46	<b>00:01:48</b>
S2	17:40:29	S3	17:42:20	<b>00:01:51</b>
S2	11:53:39	S3	11:55:31	<b>00:01:52</b>
S3	11:56:03	S3	11:57:55	<b>00:01:52</b>
S1	17:42:22	S4	17:44:15	<b>00:01:53</b>
S3	12:24:08	S2	12:26:02	<b>00:01:54</b>
S2	15:15:17	S3	15:17:11	<b>00:01:54</b>
S2	12:49:38	S3	12:51:33	<b>00:01:55</b>
S4	12:47:33	S1	12:49:34	<b>00:02:01</b>
S3	18:51:18	S2	18:53:20	<b>00:02:02</b>
S2	11:36:43	S2	11:38:56	<b>00:02:13</b>
S1	12:00:54	S2	12:03:09	<b>00:02:15</b>
S1	17:46:57	S1	17:49:14	<b>00:02:17</b>
S4	10:21:03	S1	10:23:21	<b>00:02:18</b>
S1	17:48:05	S4	17:50:23	<b>00:02:18</b>

S3	14:43:57	S2	14:46:18	00:02:21
S4	11:05:18	S4	11:07:49	00:02:31
S4	12:51:54	S4	12:54:25	00:02:31
S4	12:05:55	S1	12:08:29	00:02:34
S2	08:08:48	S2	08:11:28	00:02:40
S2	12:12:04	S2	12:14:45	00:02:41
S4	18:30:51	S4	18:33:39	00:02:48
S2	09:28:57	S2	09:31:51	00:02:54
S1	17:10:23	S1	17:13:21	00:02:58
S2	10:40:51	S3	10:43:51	00:03:00
S3	18:23:42	S3	18:26:46	00:03:04
S2	16:36:01	S2	16:39:07	00:03:06
S4	07:48:04	S4	07:51:13	00:03:09
S3	08:09:26	S2	08:12:39	00:03:13
S2	10:32:25	S3	10:35:43	00:03:18
S1	16:42:42	S1	16:46:06	00:03:24
S1	10:06:45	S1	10:10:15	00:03:30
S2	12:23:59	S3	12:27:30	00:03:31
S3	11:58:49	S4	12:02:25	00:03:36
S2	15:27:08	S2	15:30:50	00:03:42
S3	08:32:43	S2	08:36:32	00:03:49
S1	12:00:38	S4	12:04:44	00:04:06
S2	11:00:33	S2	11:04:44	00:04:11
S2	10:31:47	S2	10:36:28	00:04:41
S4	12:08:23	S1	12:13:12	00:04:49
S4	17:29:21	S4	17:34:20	00:04:59
S1	17:11:11	S1	17:16:10	00:04:59
S3	14:57:52	S2	15:02:57	00:05:05
S1	10:56:05	S1	11:01:38	00:05:33
S2	13:50:25	S3	13:56:01	00:05:36
S2	13:41:36	S3	13:47:13	00:05:37
S3	14:24:38	S2	14:30:19	00:05:41
S2	09:49:17	S3	09:55:15	00:05:58
S2	09:41:39	S3	09:47:49	00:06:10
S4	11:39:12	S1	11:45:38	00:06:26
S3	17:00:19	S2	17:06:51	00:06:32
S2	09:45:48	S3	09:52:25	00:06:37
S2	09:14:04	S2	09:20:59	00:06:55
S4	17:34:28	S4	17:41:26	00:06:58
S1	15:17:20	S1	15:24:54	00:07:34
S2	07:58:57	S3	08:06:37	00:07:40
S1	17:29:28	S4	17:37:17	00:07:49
S4	13:26:31	S4	13:35:01	00:08:30
S1	16:03:02	S4	16:11:52	00:08:50
S3	07:54:00	S3	08:03:08	00:09:08
S2	11:45:32	S2	11:54:51	00:09:19
S2	10:40:34	S2	10:50:04	00:09:30
S1	17:07:04	S1	17:16:42	00:09:38
S3	17:52:50	S2	18:02:32	00:09:42
S2	16:46:32	S3	16:56:35	00:10:03

S1	12:55:36	S2	13:05:47	<b>00:10:11</b>
S2	08:10:14	S3	08:20:55	<b>00:10:41</b>
S2	13:48:42	S2	13:59:40	<b>00:10:58</b>
S3	13:30:43	S3	13:41:43	<b>00:11:00</b>
S1	14:54:11	S4	15:05:27	<b>00:11:16</b>
S4	18:11:29	S1	18:22:54	<b>00:11:25</b>
S2	16:05:05	S3	16:16:42	<b>00:11:37</b>
S2	12:01:58	S2	12:13:42	<b>00:11:44</b>
S3	13:20:46	S3	13:32:47	<b>00:12:01</b>
S1	12:58:49	S1	13:11:02	<b>00:12:13</b>
S1	11:06:36	S4	11:18:54	<b>00:12:18</b>
S3	15:25:54	S3	15:38:25	<b>00:12:31</b>
S1	07:31:38	S1	07:44:11	<b>00:12:33</b>
S2	09:29:18	S2	09:42:01	<b>00:12:43</b>
S4	13:59:18	S1	14:12:12	<b>00:12:54</b>
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S3	15:20:36	S3	15:36:03	<b>00:15:27</b>
S4	18:24:44	S1	18:40:22	<b>00:15:38</b>
S2	12:25:10	S2	12:40:54	<b>00:15:44</b>
S1	18:07:17	S1	18:23:12	<b>00:15:55</b>
S1	11:22:51	S1	11:38:58	<b>00:16:07</b>
S1	12:43:24	S4	12:59:58	<b>00:16:34</b>
S1	08:32:29	S2	08:50:00	<b>00:17:31</b>
S2	12:46:04	S2	13:03:36	<b>00:17:32</b>
S3	15:10:13	S2	15:28:56	<b>00:18:43</b>
S3	08:38:14	S2	08:57:01	<b>00:18:47</b>
S1	12:52:19	S1	13:11:07	<b>00:18:48</b>
S3	12:12:47	S3	12:32:34	<b>00:19:47</b>
S3	08:34:09	S2	08:54:24	<b>00:20:15</b>
S3	15:15:01	S2	15:35:36	<b>00:20:35</b>
S4	15:07:47	S1	15:28:29	<b>00:20:42</b>
S1	15:24:22	S1	15:45:11	<b>00:20:49</b>
S3	12:22:41	S2	12:43:34	<b>00:20:53</b>
S2	17:20:26	S2	17:41:20	<b>00:20:54</b>
S4	11:39:45	S1	12:01:59	<b>00:22:14</b>
S3	15:07:58	S2	15:30:27	<b>00:22:29</b>
S4	17:59:27	S4	18:22:05	<b>00:22:38</b>
S1	10:39:22	S1	11:02:09	<b>00:22:47</b>
S3	15:11:28	S2	15:34:16	<b>00:22:48</b>
S3	12:19:40	S2	12:42:31	<b>00:22:51</b>

S2	17:48:43	S2	18:12:43	00:24:00
S1	18:09:05	S1	18:33:12	00:24:07
S2	15:07:24	S2	15:31:36	00:24:12
S2	10:58:23	S3	11:24:06	00:25:43
S3	15:10:40	S2	15:36:27	00:25:47
S2	10:54:24	S3	11:20:22	00:25:58
S2	15:01:47	S3	15:27:56	00:26:09
S2	10:14:02	S2	10:40:16	00:26:14
S3	15:09:01	S3	15:35:17	00:26:16
S2	17:45:58	S2	18:12:24	00:26:26
S2	17:55:23	S3	18:22:06	00:26:43
S3	15:05:07	S2	15:32:37	00:27:30
S2	08:32:50	S2	09:00:28	00:27:38
S3	15:04:36	S2	15:33:28	00:28:52
S4	18:22:59	S4	18:52:19	00:29:20
S1	17:53:37	S1	18:23:10	00:29:33
S1	15:06:11	S1	15:35:52	00:29:41
S2	10:31:33	S2	11:01:46	00:30:13
S2	15:09:47	S3	15:40:35	00:30:48
S2	15:37:02	S2	16:08:10	00:31:08
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S1	11:10:24	S1	11:43:48	00:33:24
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S4	11:29:57	S4	12:12:15	00:42:18
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S2	13:11:06	S3	13:54:27	00:43:21
S2	17:26:10	S4	18:10:17	00:44:07
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S3	14:58:29	S2	15:44:08	00:45:39
S2	07:28:43	S2	08:16:52	00:48:09
S4	15:46:54	S4	16:35:30	00:48:36
S3	14:53:47	S3	15:42:38	00:48:51
S2	11:17:38	S3	12:09:30	00:51:52
S3	09:11:20	S3	10:03:31	00:52:11
S2	17:43:22	S2	18:36:13	00:52:51
S1	07:08:57	S1	08:02:09	00:53:12

S2	09:05:49	S2	10:00:29	<b>00:54:40</b>
S2	09:19:49	S3	10:15:15	<b>00:55:26</b>
S1	07:37:28	S1	08:33:53	<b>00:56:25</b>
S4	14:38:22	S1	15:36:33	<b>00:58:11</b>
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S1	17:24:07	S1	18:24:58	<b>01:00:51</b>
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S1	13:17:15	S1	14:31:36	<b>01:14:21</b>
S1	13:27:52	S1	14:42:35	<b>01:14:43</b>
S3	15:14:03	S2	16:30:17	<b>01:16:14</b>
S1	17:10:01	S4	18:27:10	<b>01:17:09</b>
S4	11:09:40	S1	12:27:17	<b>01:17:37</b>
S1	10:45:23	S4	12:05:36	<b>01:20:13</b>
S3	13:23:06	S2	14:44:09	<b>01:21:03</b>
S2	10:52:29	S2	12:13:53	<b>01:21:24</b>
S1	14:14:20	S1	15:36:15	<b>01:21:55</b>
S1	09:44:25	S1	11:07:45	<b>01:23:20</b>
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S2	10:26:52	S3	11:54:35	<b>01:27:43</b>
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S2	11:26:41	S2	13:09:00	<b>01:42:19</b>
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S2	07:23:22	S2	09:20:29	<b>01:57:07</b>
S2	14:54:30	S2	16:51:48	<b>01:57:18</b>
S1	13:01:54	S1	15:02:17	<b>02:00:23</b>
S2	10:02:07	S3	12:04:26	<b>02:02:19</b>

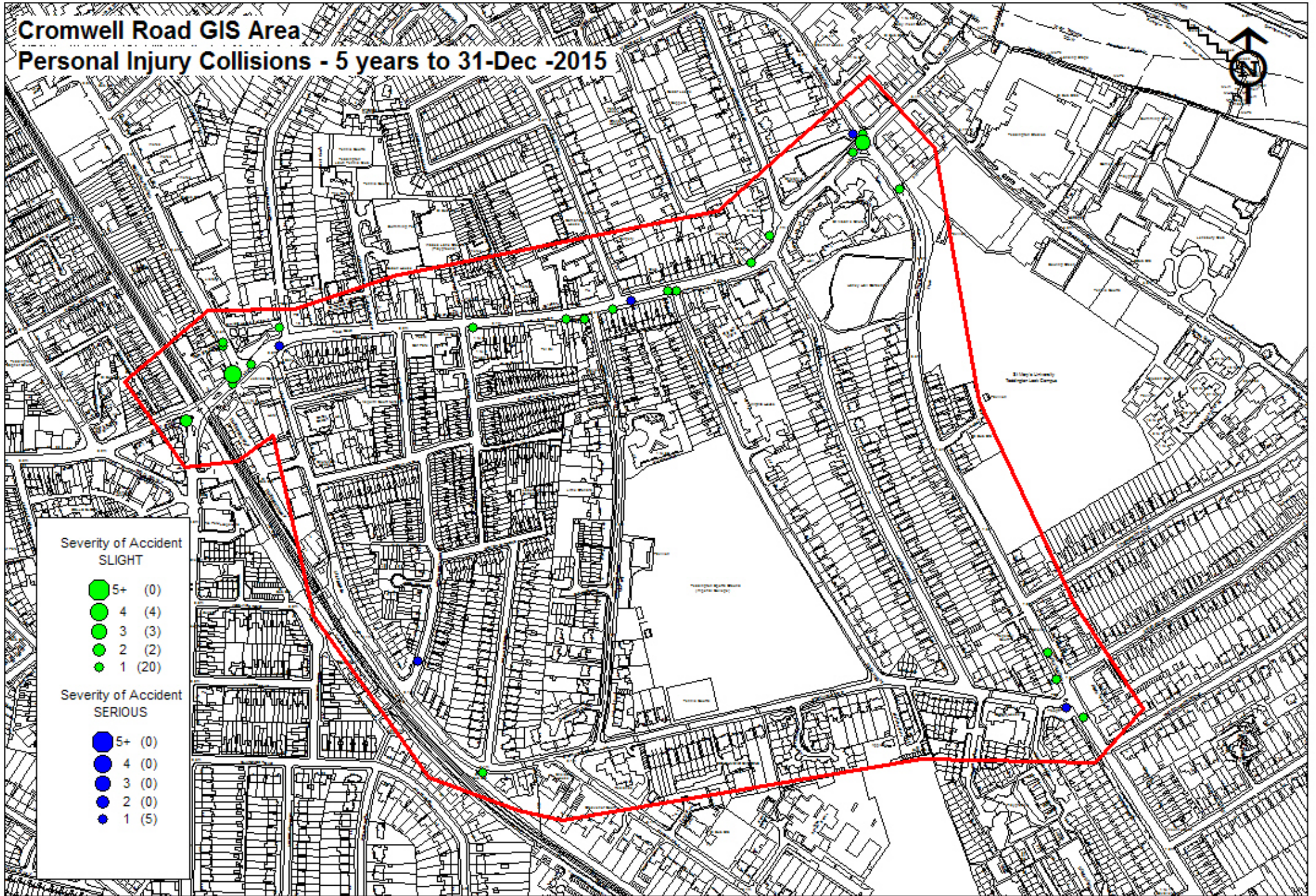
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S2	09:58:07	S3	12:13:17	<b>02:15:10</b>
S2	16:19:23	S3	18:36:42	<b>02:17:19</b>
S2	13:53:18	S2	16:13:10	<b>02:19:52</b>
S1	09:00:47	S1	11:22:40	<b>02:21:53</b>
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S1	13:19:26	S1	15:53:36	<b>02:34:10</b>
S2	07:05:09	S2	09:41:29	<b>02:36:20</b>
S3	09:05:00	S3	11:41:43	<b>02:36:43</b>
S2	15:00:39	S3	17:38:59	<b>02:38:20</b>
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S1	14:13:46	S1	16:59:38	<b>02:45:52</b>
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S3	13:35:53	S3	16:36:15	<b>03:00:22</b>
S1	10:20:49	S1	13:24:13	<b>03:03:24</b>
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S2	12:17:36	S2	15:24:46	<b>03:07:10</b>
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S4	09:54:14	S4	13:09:45	<b>03:15:31</b>
S3	07:25:57	S3	10:46:53	<b>03:20:56</b>
S4	10:44:45	S1	14:25:34	<b>03:40:49</b>
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S1	08:16:38	S1	13:13:44	<b>04:57:06</b>
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S3	12:02:26	S4	18:49:00	<b>06:46:34</b>
S3	08:37:39	S2	15:36:17	<b>06:58:38</b>
S1	07:09:08	S1	14:16:58	<b>07:07:50</b>
S1	07:50:50	S4	14:59:54	<b>07:09:04</b>

S2	08:15:47	S2	15:25:41	<b>07:09:54</b>
S2	10:14:58	S3	17:36:18	<b>07:21:20</b>
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S2	08:56:42	S2	17:43:04	<b>08:46:22</b>
S1	08:56:19	S1	17:46:37	<b>08:50:18</b>
S1	08:48:06	S4	17:41:30	<b>08:53:24</b>
S1	08:47:33	S4	17:41:13	<b>08:53:40</b>
S1	07:28:02	S1	16:25:10	<b>08:57:08</b>
S2	07:15:28	S2	16:13:08	<b>08:57:40</b>
S1	08:03:18	S1	17:23:12	<b>09:19:54</b>
S1	07:37:48	S1	17:04:59	<b>09:27:11</b>
S2	08:39:58	S2	18:07:33	<b>09:27:35</b>
S2	08:49:29	S2	18:17:30	<b>09:28:01</b>
S2	07:37:38	S3	17:21:07	<b>09:43:29</b>
S3	08:15:08	S2	18:10:15	<b>09:55:07</b>
S3	08:03:59	S3	18:41:58	<b>10:37:59</b>
S3	07:31:34	S3	18:18:20	<b>10:46:46</b>
S3	07:58:59	S3	18:58:13	<b>10:59:14</b>
S3	07:44:12	S2	18:53:32	<b>11:09:20</b>

# **APPENDIX 9**



# Cromwell Road GIS Area Personal Injury Collisions - 5 years to 31-Dec -2015





**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

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**Summary of Accidents Selected**

<b>Site Reference and Description (zero accident counts shown in bold)</b>	<b>Date Period</b>	<b>Accidents</b>
MD01 GIS AREA B24_Cromwell1 (P)	60 MTS TO DEC-2015	34

*The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation*



## Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE	
1	0111TW60112	FRI 08/04/11 14:30	LIGHT	HIGH STREET 20M NORTH EAST J/W WALDEGRAVE ROAD	24	NODE 91				515940 / 171080	
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA											
V1 BRAKED & PASSENGER WHO HAD STOOD UP TO ALIGHT FELL OVER - [PASS STOOD UP BEFORE V1 HAD STOPPED (C001)]											
CASUALTY 001 (001) (80 Yrs - F TW11) SLIGHT PASSENGER STANDING ON PSV											
VEHICLE 001 (000) BUS/COACH (? Yrs - U UNKN) SLOWING OR STOPPING NE TO SW JNY PART OF WORK JCT APP											
BT - DRV NOT CONTACTED DID NOT IMPACT											
V001 A 408 (SUDDEN BRAKING)					C001 A 999 (OTHER FACTOR)						
2	0111TA00956	FRI 29/04/11 00:28	DARK	HIGH STREET J/W CAMBRIDGE ROAD	24	LINK 92-123				516350 / 171150	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
PASSENGER JUMPED OFF A MOVING BUS V1 AND HIT PARKED V2 - [JUMPED OFF BUS (C001) - DRUNK (C001)]											
CASUALTY 001 (001) (18 Yrs - M UNKN) SERIOUS PASSENGER ALIGHTING PSV											
VEHICLE 001 (000) BUS/COACH (28 Yrs - F TW13) GOING AHEAD OTHER W TO E JNY PART OF WORK JCT CLEARED											
BT - NEGATIVE DID NOT IMPACT											
VEHICLE 002 (001) CAR (? Yrs - U PARKED) PARKED P TO P JCT CLEARED											
BT - DRV NOT CONTACTED O/S HIT FIRST											
C001 A 999 (OTHER FACTOR)					C001 A 999 (OTHER FACTOR)						
3	0111TW60119	WED 04/05/11 11:54	LIGHT	HIGH STREET J/W WALDEGRAVE ROAD	24	NODE 91				515920 / 171060	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA											
CHILD ON SCOOTER & PARENT WERE @ THE CROSSING WHEN CHILD WENT ONTO THE CROSSING & WAS HIT BY V1											
CASUALTY 001 (001) (3 Yrs - M TW11) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS N/SIDE											
VEHICLE 001 (000) CAR (82 Yrs - F TW1) GOING AHEAD OTHER SW TO NE JCT MID											
BT - NOT REQUESTED FRONT HIT FIRST											
C001 A 802 (FAILED TO LOOK PROPERLY)					C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)					C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))						




**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE			
4	0111TW60123	FRI 06/05/11 14:11	LIGHT	MANOR ROAD/KINGSTON ROAD J/W FERRY ROAD						24	NODE 123	516600 / 171320	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS													
V1 & V2 WERE BOTH TURNING RIGHT BUT IN OPPOSITE DIRECTIONS & COLLIDED IN THE JUNCTION													
CASUALTY 001 (001) (28 Yrs - F TW11) SLIGHT DRIVER/RIDER													
CASUALTY 002 (002) (33 Yrs - M TW7) SLIGHT DRIVER/RIDER													
VEHICLE	001 (002)	CAR	(28 Yrs - F TW11)		TURNING RIGHT		NW TO SW					JCT MID	
BT - NOT REQUESTED FRONT HIT FIRST													
VEHICLE	002 (001)	CAR	(33 Yrs - M TW7)		TURNING RIGHT		SE TO NE					JCT MID	
BT - NOT REQUESTED FRONT HIT FIRST													
V001	A	405	(FAILED TO LOOK PROPERLY)				V001	A	406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
V002	A	405	(FAILED TO LOOK PROPERLY)				V002	A	406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			
5	0111TW60144	TUE 24/05/11 12:01	LIGHT	HIGH STREET J/W WALDGRAVE ROAD						24	NODE 91	515920 / 171070	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA													
V1 TURNED RIGHT ACROSS PATH V2 (CYCLIST) THEY COLLIDED & RIDER FELL OFF													
CASUALTY 001 (002) (42 Yrs - F TW11) SLIGHT DRIVER/RIDER													
VEHICLE	001 (002)	BUS/COACH	(54 Yrs - M TW15)		TURNING RIGHT		N TO SW					JCT MID	
BT - NEGATIVE O/S HIT FIRST													
VEHICLE	002 (001)	PEDAL CYCLE	(42 Yrs - F TW11)		GOING AHEAD OTHER		SW TO NE					JCT MID	
BT - NOT APPLICABLE FRONT HIT FIRST													
V001	A	403	(POOR TURN OR MANOEUVRE)				V001	A	405	(FAILED TO LOOK PROPERLY)			
V001	A	407	(PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)				V002	A	405	(FAILED TO LOOK PROPERLY)			



**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24\_Cromwell1 (P) 60 MTS TO DEC-2015 SORTED BY DATE

6 0111TA01145 THU 26/05/11 11:00 LIGHT KINGSTON ROAD 22M SOUTH EAST OF J/W KINGSTON LANE 24 LINK 121-125 516839 / 170700  
 POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 SLOWED FOR CROSSING AND WAS HIT FROM BEHIND BY CYCLIST V2

CASUALTY 001 (002) (28 Yrs - M UNKN) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (31 Yrs - F TW7 ) SLOWING OR STOPPING NW TO SE  
 BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (28 Yrs - M UNKN) GOING AHEAD OTHER NW TO SE  
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 B 408 (SUDDEN BRAKING)

V002 B 308 (FOLLOWING TOO CLOSE)

V002 B 405 (FAILED TO LOOK PROPERLY)

7 0111TW60283 THU 15/09/11 15:37 LIGHT HIGH STREET J/W KINGSTON LANE 24 LINK 92-123 516400 / 171160  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED RAN ACROSS ROAD IN PATH V1 & TRIPPED & FELL ON REACHING OPP KERB

CASUALTY 001 (001) (32 Yrs - F TW11) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (32 Yrs - F TW11) SLOWING OR STOPPING NE TO SW JCT MID  
 BT - NOT REQUESTED DID NOT IMPACT

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C001 A 805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

8 0111TA01625 THU 06/10/11 21:10 DARK BROAD STREET J/W WALDEGRAVE ROAD 24 NODE 91 515920 / 171070  
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

V1 PULLED OUT AND TURNED RIGHT COLLIDING WITH OFFSIDE OF PASSING CYCLISTS (V2)

CASUALTY 001 (002) (47 Yrs - M TW2 ) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (38 Yrs - M TW11) TURNING RIGHT N TO SW JCT MID  
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (47 Yrs - M TW2 ) GOING AHEAD OTHER NE TO SW JCT MID  
 BT - NOT APPLICABLE O/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

V001 B 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)



**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE	
<b>9</b>	0111TW60326	SAT 29/10/11 17:22	LIGHT	WALDEGRAVE ROAD 40M NORTH WEST J/W HIGH STREET		24	LINK 91-97			515910 / 171100	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V2 TURNED RIGHT INTO DRIVEWAY TO TURN AROUND & COLLIDED WITH V1 WHO WAS OVERTAKING CAUSING RIDER TO FALL OFF											
CASUALTY 001 (001) (32 Yrs - M W4) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	M/C 50-125CC (32 Yrs - M W4)		OVERTAKE MOVE VEH O/S	NW TO SE					JCT MID	
				BT - NOT REQUESTED	FRONT HIT FIRST						
VEHICLE	002 (001)	CAR (45 Yrs - F CB4)		U-TURNING	NW TO NW					JCT MID	
				BT - NEGATIVE	O/S HIT FIRST						
V002 A	403 (POOR TURN OR MANOEUVRE)				V002 A	405 (FAILED TO LOOK PROPERLY)					
V001 A	405 (FAILED TO LOOK PROPERLY)				V001 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					
<b>10</b>	0111TW60368	TUE 08/11/11 17:05	DARK	ELMFIELD AVENUE 20M NORTH J/W HIGH STREET		24	LINK 92-123			515970 / 171120	
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
PED RAN ACROSS ROAD FROM BETWEEN PARKED VEH'S & SLIPPED FALLING ONTO FRONT OF V1 WHO HAD STOPPED											
CASUALTY 001 (001) (13 Yrs - F TW11) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS O/SIDE											
Sch Attended : WALDERGRAVE											
VEHICLE	001 (000)	CAR (43 Yrs - F TW11)		GOING AHEAD OTHER	S TO N	COMM TO/FROM WORK				JCT CLEARED	
				BT - NOT REQUESTED	FRONT HIT FIRST						
C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)				C001 A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)					
C001 A	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))				C001 A	808 (CARELESS/RECKLESS/IN A HURRY)					



**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE	
11	0111TW60356	MON 21/11/11 19:05	DARK	HIGH STREET J/W WALDEGRAVE ROAD	24	NODE 91				515920 / 171070	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA											
V1 HAD LOOKED BOTH WAYS & PULLED ONTO R/ABOUT FAILING TO SEE V2 (CYCLIST) WHO WAS WEARING DARK CLOTHING											
CASUALTY 001 (002) (47 Yrs - M TW11) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(29 Yrs - M UB3)	TURNING RIGHT	NW TO SW				JCT MID		
				BT - NEGATIVE	FRONT HIT FIRST						
VEHICLE	002 (001)	PEDAL CYCLE	(47 Yrs - M TW11)	GOING AHEAD OTHER	SW TO NE				JCT MID		
				BT - NOT APPLICABLE	FRONT HIT FIRST						
V002 A 506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)					V002 A 507 (CYCLIST WEARING DARK CLOTHING AT NIGHT)						
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)											
12	0112TW60094	WED 15/02/12 07:24	LIGHT	HIGH STREET TEDDINGTON J/W CAMBRIDGE ROAD	24	LINK 92-123				516330 / 171140	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V1 TURNED RIGHT & COLLIDED WITH PASSING V2 CAUSING RIDER TO FALL OFF											
CASUALTY 001 (002) (46 Yrs - M UB10) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(29 Yrs - F TW15)	TURNING RIGHT	N TO W				JCT MID		
				BT - NEGATIVE	O/S HIT FIRST						
VEHICLE	002 (001)	M/C 50-125CC	(46 Yrs - M UB10)	GOING AHEAD OTHER	W TO E				JCT MID		
				BT - NOT REQUESTED	FRONT HIT FIRST						
V001 A 403 (POOR TURN OR MANOEUVRE)					V001 A 405 (FAILED TO LOOK PROPERLY)						
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)											
					V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						


**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE		
<b>13</b>	0112TW60099	THU 15/03/12 12:16	LIGHT	FERRY ROAD J/W MANOR ROAD						24	NODE 123	516600 / 171320
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS												
AS V1 & V2 WERE CROSSING THE JUNCTION THEY COLLIDED HEAD ON POSSIBLY DUE TO BRIGHT SUNLIGHT												
CASUALTY 001 (001) (57 Yrs - F BN44) SLIGHT DRIVER/RIDER												
CASUALTY 002 (002) (18 Yrs - M PO7) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	CAR	(57 Yrs - F BN44)		GOING AHEAD OTHER		SW TO NE					JCT MID
		BT - NEGATIVE					FRONT HIT FIRST					
VEHICLE	002 (001)	CAR	(18 Yrs - M PO7)		GOING AHEAD OTHER		NE TO SW					JCT MID
		BT - NOT REQUESTED					FRONT HIT FIRST					
V001	A	406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)									
V002	A	706	(VISION AFFECTED - DAZZLING SUN)									
V001	A	706	(VISION AFFECTED - DAZZLING SUN)									
V002	A	406	(FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)									
<b>14</b>	0112TW60224	SUN 01/07/12 16:08	LIGHT	HIGH STREET J/W FIELD LANE						24	LINK 92-123	516180 / 171120
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V1 HAS TURNED RIGHT ACROSS PATH OF SOLO V2 CAUSING COLLISION.												
CASUALTY 001 (002) (19 Yrs - M TW2) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	CAR	(50 Yrs - M TW11)		CHANGE LANE TO RIGHT		W TO E					JCT CLEARED
		BT - NEGATIVE					O/S HIT FIRST					
VEHICLE	002 (001)	M/C > 500CC	(19 Yrs - M TW2)		GOING AHEAD OTHER		W TO E					JCT CLEARED
		BT - NEGATIVE					N/S HIT FIRST					
V001	A	405	(FAILED TO LOOK PROPERLY)									
V001	A	602	(CARELESS/RECKLESS/IN A HURRY)									
V001	A	710	(VISION AFFECTED - VEHICLE BLIND SPOT)									





**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE		
15	0112TW60407	THU 06/12/12 16:45	DARK	HIGH STREET J/W ELMFIELD AVENUE						24	NODE 92	515970 / 171100
POLICE - AT SCENE ROAD-FROST/ICE WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG NO XING FACILITY IN 50M												
SOLO V2 HAS BRAKED AND LOST CONTROL ON THE ICY ROAD. V2 COLLIDED WITH REAR OF V1.												
CASUALTY 001 (002) (52 Yrs - M KT5) SERIOUS DRIVER/RIDER												
VEHICLE	001 (002)	CAR	(46 Yrs - F UB3)		GOING AHEAD HELD UP	SW TO NE	COMM TO/FROM WORK					JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST												
VEHICLE	002 (001)	M/C 125-500CC	(52 Yrs - M KT5)		SLOWING OR STOPPING	SW TO NE	COMM TO/FROM WORK					JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST												
											FOREIGN REG 2WL	
V002 A 103 (SLIPPERY ROAD (DUE TO WEATHER))						V002 A 410 (LOSS OF CONTROL)						
V002 A 408 (SUDDEN BRAKING)												
16	0113TW60042	SAT 09/02/13 23:59	DARK	KINGSTON ROAD J/W KINGSTON LANE						24	NODE 121	516820 / 170710
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY MULTI JUN GIVE WAY/UNCONT PELICAN OR SIMILAR												
V1 NW-BD ON MAJOR ROAD SWERVED TO AVOID U/K V3 TURN ACROSS HIM; V1 COLLIDED WITH V2 WHICH WAS SE-BOUND ON MAJOR ROAD												
CASUALTY 001 (001) (33 Yrs - M TW14) SERIOUS DRIVER/RIDER												
CASUALTY 002 (002) (54 Yrs - F KT8) SERIOUS DRIVER/RIDER												
CASUALTY 003 (002) (57 Yrs - M KT8) SLIGHT PASSENGER FRONT SEAT												
CASUALTY 004 (002) (20 Yrs - F KT8) SLIGHT PASSENGER BACK SEAT												
VEHICLE	001 (002)	CAR	(33 Yrs - M TW14)		CHANGE LANE TO RIGHT	SE TO NW						JCT MID
BT - NEGATIVE FRONT HIT FIRST												
VEHICLE	002 (001)	CAR	(54 Yrs - F KT8)		GOING AHEAD OTHER	NW TO SE						JCT MID
BT - NEGATIVE FRONT HIT FIRST												
VEHICLE	003 (000)	CAR	(? Yrs - U 1)		TURNING RIGHT	NW TO SW						JCT MID
BT - DRV NOT CONTACTED DID NOT IMPACT												
V001 B 103 (SLIPPERY ROAD (DUE TO WEATHER))						V002 B 103 (SLIPPERY ROAD (DUE TO WEATHER))						
V003 B 602 (CARELESS/RECKLESS/IN A HURRY)						V003 B 403 (POOR TURN OR MANOEUVRE)						
V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)												



## Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE	
17	0113TW60122	WED 10/04/13 18:50	LIGHT	NFL: KINGSTON ROAD [A310]	63M S J/W FERRY ROAD [A313]			24	LINK 121-123		516640 / 171270
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M				NO XING FACILITY IN 50M		
V1 CYC;LING SOUTH-BD STRUCK BY V2 OVERTAKING											
CASUALTY 001 (001) (36 Yrs - M TW11) SLIGHT DRIVER/RIDER											
VEHICLE 001 (002) PEDAL CYCLE (36 Yrs - M TW11)				GOING AHEAD OTHER	NW TO SE	JNY PART OF WORK			O/S HIT FIRST		
BT - NOT APPLICABLE											
VEHICLE 002 (001) GDS =< 3.5T (? Yrs - M 1)				OVERTAKE MOVE VEH O/S	NW TO SE	JNY PART OF WORK			FRONT HIT FIRST		
BT - DRV NOT CONTACTED											
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)					
V002 A 308 (FOLLOWING TOO CLOSE)											
18	0113TW60202	SAT 15/06/13 12:51	LIGHT	HIGH STREET J/W LANGHAM ROAD				24	LINK 92-123		516480 / 171190
POLICE - AT SCENE ROAD-WET			RAINING	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT			NO XING FACILITY IN 50M		
PASSENGER FELL WHILST BOARDING V1 CAUSING INJURY. - [PASS FELL WHEN BOARDING V1 (C001)]											
CASUALTY 001 (001) (71 Yrs - F TW11) SLIGHT PASSENGER BOARDING PSV											
VEHICLE 001 (000) BUS/COACH (36 Yrs - M UB4)				GOING AHEAD HELD UP	SW TO NE	JNY PART OF WORK			JCT APP		
BT - NEGATIVE									N/S HIT FIRST		
C001 A 999 (OTHER FACTOR)											
19	0113TW60275	SAT 03/08/13 22:38	DARK	HIGH STREET J/W UDNEY PARK ROAD				24	LINK 92-123		516300 / 171130
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT			NO XING FACILITY IN 50M		
AS V1 BRAKED SUDDENLY, ONE PASSENGER FELL CAUSING INJURY. - [PASSENGER FELL AS V1 BRAKED SUDDENLY (C001)]											
CASUALTY 001 (001) (81 Yrs - F TW11) SLIGHT PASSENGER STANDING ON PSV											
VEHICLE 001 (000) BUS/COACH (48 Yrs - M BS16)				SLOWING OR STOPPING	E TO W				JCT CLEARED		
BT - NEGATIVE									DID NOT IMPACT		
V001 A 408 (SUDDEN BRAKING)						C001 A 999 (OTHER FACTOR)					



**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE		
20	0113TW60373	SAT 19/10/13 02:00	DARK	NFL: WALDEGRAVE ROAD 28M NW J/W HIGH STREET						24	LINK 91-97	515910 / 171105
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M						
PED CAS STANDING IN ROAD WAS STRUCK BY V1 UNIDENT ON HIS LEFT SIDE AND INJURED												
CASUALTY	001 (001)	(21 Yrs - M 1)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	STANDING						
VEHICLE	001 (000)	CAR	(? Yrs - U 1)	GOING AHEAD OTHER	NW TO SE	FRONT HIT FIRST						
BT - DRV NOT CONTACTED												
V001 B 405 (FAILED TO LOOK PROPERLY)						V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						
C001 B 802 (FAILED TO LOOK PROPERLY)												
21	0114TW60042	SAT 01/02/14 02:17	DARK	NFL: KINGSTON ROAD 42M N J/W ATBARA ROAD						24	LINK 121-123	516800 / 170770
POLICE - AT SCENE ROAD-WET			RAINING	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M						
SOUTHBD V1 UNABLE TO AVOID PED CAS RUNNING INTO HIS PATH FROM BUS IN NORTHBD LANE												
CASUALTY	001 (001)	(31 Yrs - M 1)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	NE BOUND FROM DRIVERS O/SIDE						
VEHICLE	001 (000)	TAXI	(44 Yrs - M SL3)	SLOWING OR STOPPING	NW TO SE	JNY PART OF WORK						
BT - NEGATIVE				FRONT HIT FIRST								
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)						
C001 A 806 (IMPAIRED BY ALCOHOL)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)						
22	0114TW60076	TUE 18/02/14 05:45	DARK	NFL: HIGH STREET 28M W J/W UDNEY PARK ROAD						24	LINK 92-123	516280 / 171130
POLICE - OVER COU ROAD-DRY			WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M						
PED CAS STRUCK BY UNIDENT REVERSING V1												
CASUALTY	001 (001)	(37 Yrs - F TW13)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	E BOUND FROM DRIVERS N/SIDE						
VEHICLE	001 (000)	OTH MOT VEH	(? Yrs - U 1)	REVERSING	N TO S	BACK HIT FIRST						
BT - DRV NOT CONTACTED												
V001 B 405 (FAILED TO LOOK PROPERLY)						V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)						V001 A 403 (POOR TURN OR MANOEUVRE)						



**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE		
<b>23</b>	0114TW60171	TUE 25/02/14 20:00	DARK	HIGH STREET J/W BROAD STREET						24	NODE 89	515870 / 171020
POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA												
V1 SOUTHWEST-BD LOST CONTROL AVOIDING V2 AND FELL OFF												
CASUALTY 001 (001) (28 Yrs - M TW2) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) M/C > 500CC (28 Yrs - M TW2) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK ENTERING FROM SLIP BT - DRV NOT CONTACTED DID NOT IMPACT												
VEHICLE 002 (000) CAR (30 Yrs - F 1) GOING AHEAD RIGHT BEND S TO NE JNY PART OF WORK JCT MID BT - DRV NOT CONTACTED DID NOT IMPACT												
V002 A 405 (FAILED TO LOOK PROPERLY)						V001 A 409 (SWERVED)						
<b>24</b>	0114TW60153	SUN 06/04/14 02:15	DARK	KINGSTON ROAD J/W FERRY ROAD						24	NODE 123	516600 / 171330
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS												
NW-BD V1 ON MAIN ROAD TURNED HARD RIGHT AT EXCESS SPEED IN WET CONDITIONS, LOST CONTROL, TOOK OUT ATS UNIT												
CASUALTY 001 (001) (18 Yrs - F TW11) SLIGHT PASSENGER FRONT SEAT												
VEHICLE 001 (000) CAR (22 Yrs - M TW11) TURNING RIGHT SE TO N JCT MID BT - NEGATIVE SKIDDED FRONT HIT FIRST LEFT CWY AHEAD AT JUNCTN HIT KERB HIT RD SIGN/ATS												
V001 A 306 (EXCEEDING SPEED LIMIT)						V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)						
V001 A 410 (LOSS OF CONTROL)						V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						
V001 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)												
<b>25</b>	0114TW60160	FRI 11/04/14 08:40	LIGHT	TWICKENHAM ROAD J/W FERRY ROAD						24	LINK 92-123	516500 / 171220
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS												
V1, V2 BOTH N/B; V1 IN N/S LANE SIDESWIPE BY V2 UNDERTAKING HER												
CASUALTY 001 (002) (51 Yrs - M RW11) SLIGHT DRIVER/RIDER												
VEHICLE 001 (002) CAR (69 Yrs - F KT2) GOING AHEAD OTHER S TO N JCT MID BT - NOT REQUESTED N/S HIT FIRST												
VEHICLE 002 (001) PEDAL CYCLE (51 Yrs - M RW11) OVERTAKING NEARSIDE S TO N JCT MID BT - NOT APPLICABLE O/S HIT FIRST												
V001 B 405 (FAILED TO LOOK PROPERLY)						V002 B 405 (FAILED TO LOOK PROPERLY)						
V002 B 403 (POOR TURN OR MANOEUVRE)												


**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE		
<b>26</b>	0114TW60321	MON 21/07/14 09:10	LIGHT	BOLTON GARDENS J/W CROMWELL ROAD						24	NODE 119	516190 / 170640
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M						
SE-BD V1 COLLIDED WITH NW-BD V2 WHO WAS TURNING RIGHT												
CASUALTY	001 (001)	(44 Yrs - F TW11)	SLIGHT	DRIVER/RIDER								
CASUALTY	002 (002)	(38 Yrs - M CR4)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(44 Yrs - F TW11)	GOING AHEAD OTHER			NW TO SE			JCT MID		
				BT - NEGATIVE			FRONT HIT FIRST					
				LEFT CWY NEARSIDE								
VEHICLE	002 (001)	CAR	(38 Yrs - M CR4)	TURNING RIGHT			SE TO N COMM TO/FROM WORK			JCT MID		
				BT - NEGATIVE			FRONT HIT FIRST					
V002 A 405 (FAILED TO LOOK PROPERLY)						V002 B 602 (CARELESS/RECKLESS/IN A HURRY)						
V002 B 509 (DISTRACTION IN VEHICLE)												
<b>27</b>	0114TW60346	SAT 09/08/14 09:08	LIGHT	HIGH STREET J/W KINGSTON LANE						24	LINK 92-123	516390 / 171160
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M						
E/B V1 ON MAIN ROAD COLLIDED WITH N/B V2 JOINING MAIN ROAD												
CASUALTY	001 (001)	(92 Yrs - F TW11)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(92 Yrs - F TW11)	GOING AHEAD OTHER			W TO E			JCT MID		
				BT - NOT REQUESTED			FRONT HIT FIRST					
VEHICLE	002 (001)	GDS =< 3.5T	(35 Yrs - M LU5)	TURNING RIGHT			S TO E JNY PART OF WORK			JCT MID		
				BT - NEGATIVE			FRONT HIT FIRST					
V002 A 405 (FAILED TO LOOK PROPERLY)						V002 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))						



## Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE		
<b>28</b>	0114TW60412	WED 10/09/14 21:08	DARK	KINGSTON ROAD J/W FERRY ROAD						24	NODE 123	516590 / 171310
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS												
NE-BD V2 COLLIDED WITH V1 AND BV2 AT JUNCTION												
CASUALTY 001 (003) (17 Yrs - M TW14) SLIGHT DRIVER/RIDER												
VEHICLE	001 (003)	CAR	(36 Yrs - M KT1)	SLOWING OR STOPPING		SW TO NE	JNY PART OF WORK		JCT MID			
BT - NEGATIVE FRONT HIT FIRST												
VEHICLE	002 (003)	CAR	(? Yrs - M KT1)	SLOWING OR STOPPING		SW TO NE	JNY PART OF WORK		JCT MID			
BT - NEGATIVE BACK HIT FIRST												
VEHICLE	003 (002)	PEDAL CYCLE	(17 Yrs - M TW14)	GOING AHEAD OTHER		SW TO NE			JCT MID			
BT - NOT APPLICABLE FRONT HIT FIRST												
V003	A	902 (VEHICLE IN COURSE OF CRIME)						V001	A	903 (EMERGENCY VEHICLE ON CALL)		
V002	A	903 (EMERGENCY VEHICLE ON CALL)						V003	A	405 (FAILED TO LOOK PROPERLY)		
<b>29</b>	0114TW60539	MON 01/12/14 08:50	LIGHT	WALDEGRAVE ROAD J/W HIGH STREET						24	NODE 91	515920 / 171070
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M												
NE-BND V1 ENTERED RDABT; S/B V2 ALSO ENTERED RDABT BUT DID NOT GIVE WAY TO V1, COLLIDED												
CASUALTY 001 (001) (63 Yrs - F TW16) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	PEDAL CYCLE	(63 Yrs - F TW16)	GOING AHEAD OTHER		SW TO NE	COMM TO/FROM WORK		JCT MID			
BT - NOT APPLICABLE N/S HIT FIRST												
VEHICLE	002 (001)	CAR	(49 Yrs - M TW11)	TURNING RIGHT		NW TO SW	COMM TO/FROM WORK		JCT MID			
BT - NOT REQUESTED FRONT HIT FIRST												
V002	A	405 (FAILED TO LOOK PROPERLY)						V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		



**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE		
<b>30</b>	0114TW60538	SUN 07/12/14 00:30	DARK	MANOR ROAD J/W FERRY ROAD						24	NODE 123	516590 / 171330
POLICE - AT SCENE ROAD-FROST/ICE WEATHER-OTHER SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS												
SW-BD V1 TURNED RIGHT; PED CAS DRINK TAKEN FELL INTO V1 PATH FROM PAVEMENT												
CASUALTY 001 (001) (50 Yrs - M TW11) SERIOUS PEDESTRIAN CROSSING ROAD WITHIN 50M XING NW BOUND FROM DRIVERS O/SIDE												
VEHICLE 001 (000) TAXI (56 Yrs - M E2) TURNING RIGHT NE TO NW JNY PART OF WORK JCT MID												
BT - NEGATIVE FRONT HIT FIRST												
C001 A 806 (IMPAIRED BY ALCOHOL)												
<b>31</b>	0115TW60003	FRI 02/01/15 06:36	DARK	NFL: BLACKMORE'S GROVE 42M NW J/W STATION ROAD						24	CELL 516000/170500	516120 / 170760
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M												
PARKED V1 WAS STRUCK BY OUT OF CONTROL V2												
CASUALTY 001 (002) (36 Yrs - M TW11) SERIOUS DRIVER/RIDER												
VEHICLE 001 (002) CAR (67 Yrs - M TW11) PARKED P TO P												
BT - NOT REQUESTED O/S HIT FIRST												
VEHICLE 002 (001) CAR (36 Yrs - M TW11) GOING AHEAD OTHER S TO N												
BT - NOT REQUESTED FRONT HIT FIRST												
V002 A 410 (LOSS OF CONTROL)												
<b>32</b>	0115TW60017	WED 21/01/15 17:41	DARK	PARK ROAD J/W BROAD STREET/HIGH STREET						24	NODE 89	515870 / 171020
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V1 TURNED RIGHT & COLLIDED WITH PASSING V2 CAUSING RIDER TO FALL OFF												
CASUALTY 001 (002) (29 Yrs - M TW11) SLIGHT DRIVER/RIDER												
VEHICLE 001 (002) CAR (68 Yrs - M TW11) TURNING RIGHT S TO NE												
BT - NEGATIVE FRONT HIT FIRST JCT MID												
VEHICLE 002 (001) PEDAL CYCLE (29 Yrs - M TW11) GOING AHEAD OTHER NE TO SW												
BT - NOT APPLICABLE N/S HIT FIRST JCT MID												
V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)						V001 A 403 (POOR TURN OR MANOEUVRE)						
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						



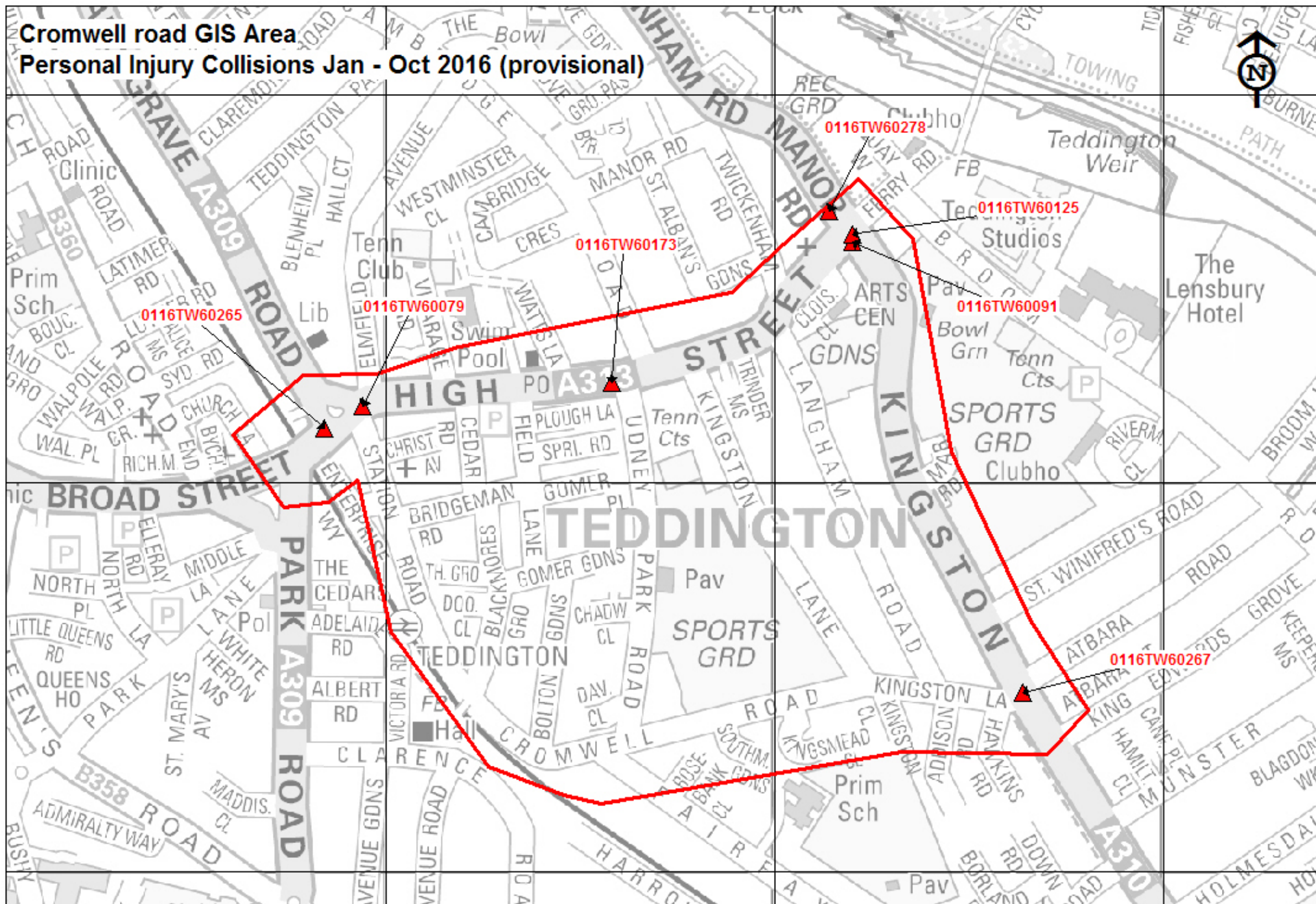
**Cromwell Road GIS Area Collisions - 5 years to 31-Dec -2015**

MD01 GIS AREA B24_Cromwell1 (P)										60 MTS TO DEC-2015 SORTED BY DATE	
<b>33</b>	0115TW60334	THU 08/10/15 21:15	DARK	KINGSTON ROAD J/W ATBARA ROAD				24	LINK 121-123	516810 / 170740	
POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS SINGLE CWY T/STAG JUN STOP SIGN PEDN PHASE AT ATS											
NW-BD V1 BRAKED AND CAME OFF WHEN V2 TURNED INTO HIS PATH											
CASUALTY 001 (001) (23 Yrs - M TW2) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	M/C > 500CC	(23 Yrs - M TW2)	SLOWING OR STOPPING		SE TO NW	COMM TO/FROM WORK		JCT MID		
BT - NEGATIVE DID NOT IMPACT											
VEHICLE	002 (000)	CAR	(47 Yrs - M TW13)	TURNING RIGHT		NE TO NW	JNY PART OF WORK		JCT MID		
BT - NOT REQUESTED DID NOT IMPACT											
V002 A 403 (POOR TURN OR MANOEUVRE)						V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					
<b>34</b>	0115TW60430	WED 30/12/15 20:52	DARK	MANOR ROAD J/W FERRY ROAD				24	NODE 123	516600 / 171320	
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS											
BOTH V1 & V2 HAD A GREEN LIGHT BUT V1 TURNED RIGHT CAUSING A COLLISION											
CASUALTY 001 (001) (44 Yrs - M W5) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(44 Yrs - M W5)	TURNING RIGHT		NW TO SW	FRONT HIT FIRST		JCT MID		
BT - NOT REQUESTED											
VEHICLE	002 (001)	CAR	(24 Yrs - F TW11)	GOING AHEAD OTHER		SE TO NW	FRONT HIT FIRST		JCT MID		
BT - DRV NOT CONTACTED											
V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)						V001 A 403 (POOR TURN OR MANOEUVRE)					
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						V002 A 405 (FAILED TO LOOK PROPERLY)					
<b>End of Accidents for MD01 GIS AREA B24_Cromwell1 (P)</b>											

**End of Report**



**Cromwell road GIS Area**  
**Personal Injury Collisions Jan - Oct 2016 (provisional)**



Date: 12 JUL 2017 13:51

Interpreted Listing

Page: 1 of 1 (summary)



**Cromwell road GIS Area collisions - 1 Jan to 31 Oct 2016 (provisional)**

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**Summary of Accidents Selected**

<b>Site Reference and Description (zero accident counts shown in bold)</b>	<b>Date Period</b>	<b>Accidents</b>
MD01 GIS AREA B24_Cromwell1 (P)	10 MTS TO OCT-2016	7

*The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation*

**Cromwell road GIS Area collisions - 1 Jan to 31 Oct 2016 (provisional)**

MD01 GIS AREA B24_Cromwell1 (P)										10 MTS TO OCT-2016 SORTED BY DATE	
1	0116TW60079	WED 16/03/16 08:00	LIGHT	ELMFIELD AVENUE J/W HIGH STREET TEDDINGTON				24	NODE 92	515970 / 171100	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V1 TURNED ONTO MAIN ROAD, HAD NOT SEEN V2 [CYCLE] HIDDEN FROM VIEW BEHIND U/K VEHICLE											
CASUALTY 001 (002) (15 Yrs - M TW2) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	CAR	(17 Yrs - M TW11)	TURNING RIGHT		N TO W		O/S HIT FIRST		JCT MID	
BT - NOT REQUESTED											
VEHICLE	002 (001)	PEDAL CYCLE	(15 Yrs - M TW2)	GOING AHEAD OTHER		SW TO NE		FRONT HIT FIRST		JCT MID	
BT - NOT APPLICABLE											
V001 B 403 (POOR TURN OR MANOEUVRE)											
2	0116TW60091	THU 24/03/16 14:20	LIGHT	KINGSTON ROAD J/W FERRY ROAD				24	NODE 123	516600 / 171310	
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS											
NW-BD ON GREEN ATS WAS STRUCK BY V2 TURNING LEFT											
CASUALTY 001 (001) (50 Yrs - M TW11) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	PEDAL CYCLE	(50 Yrs - M TW11)	GOING AHEAD OTHER		SE TO NW		FRONT HIT FIRST		JCT MID	
BT - NOT APPLICABLE											
VEHICLE	002 (001)	CAR	(? Yrs - M TW11)	TURNING LEFT		NE TO SE		FRONT HIT FIRST		JCT MID	
BT - DRV NOT CONTACTED											
V002 A 403 (POOR TURN OR MANOEUVRE)						V002 B 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)					



**Cromwell road GIS Area collisions - 1 Jan to 31 Oct 2016 (provisional)**

MD01 GIS AREA B24_Cromwell1 (P)										10 MTS TO OCT-2016 SORTED BY DATE		
3	0116TW60125	SUN 24/04/16 22:15	DARK	FERRY ROAD J/W BROOM ROAD						24	NODE 123	516600 / 171320
POLICE - OVER COU ROAD-DRY      WEATHER-FINE      SINGLE CWY      CROSSROADS      AUTO SIG      PEDN PHASE AT ATS												
V1 [CYCLIST] INTENDING RIGHT TURN WAS STRUCK O/S BY V2 WHO ALSO THEN TURNED RIGHT												
CASUALTY 001 (001) (49 Yrs - F EC2N)      SERIOUS DRIVER/RIDER												
VEHICLE	001 (002)	PEDAL CYCLE	(49 Yrs - F EC2N)		TURNING RIGHT		SE TO NE					JCT MID
						O/S HIT FIRST						
VEHICLE	002 (001)	CAR	(? Yrs - M UNKN)		TURNING RIGHT		SE TO NE					JCT MID
						N/S HIT FIRST						
V002 A 403 (POOR TURN OR MANOEUVRE)						V002 B 602 (CARELESS/RECKLESS/IN A HURRY)						
V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)												
4	0116TW60173	TUE 10/05/16 18:00	LIGHT	HIGH STREET J/W UDNEY PARK ROAD						24	LINK 92-123	516290 / 171130
POLICE - AT SCENE ROAD-WET      RAINING      SINGLE CWY      T/STAG JUN      GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V1 OPENED DOOR INTO PATH OF PASSING V2												
CASUALTY 001 (002) (53 Yrs - M TW11)      SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	CAR	(60 Yrs - M TW11)		PARKED		P TO P	JNY PART OF WORK				JCT APP
						O/S HIT FIRST						
VEHICLE	002 (001)	PEDAL CYCLE	(53 Yrs - M TW11)		GOING AHEAD OTHER		W TO E	COMM TO/FROM WORK				JCT APP
						FRONT HIT FIRST						
						HIT OPEN DOOR						
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)						
V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)						V002 B 602 (CARELESS/RECKLESS/IN A HURRY)						



**Cromwell road GIS Area collisions - 1 Jan to 31 Oct 2016 (provisional)**

MD01 GIS AREA B24_Cromwell1 (P)										10 MTS TO OCT-2016 SORTED BY DATE		
5	0116TW60265	THU 14/07/16 12:51	LIGHT	WALDEGRAVE ROAD J/W BROAD STREET						24	NODE 91	515920 / 171070
POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT MINI AUTH PERSON ZEBRA												
V1 GOING RIGHT ON ROUNDABOUT WAS CLIPPED BY V2 ENTERING ROUNDABOUT												
CASUALTY 001 (002) (56 Yrs - M TW11) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	CAR (47 Yrs - M KT3)		GOING AHEAD OTHER	NE TO SW	JNY PART OF WORK						JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST												
VEHICLE	002 (001)	PEDAL CYCLE (56 Yrs - M TW11)		GOING AHEAD RIGHT BEND	N TO SW							JCT MID
BT - NOT APPLICABLE N/S HIT FIRST												
V001 A 405 (FAILED TO LOOK PROPERLY)												
6	0116TW60267	TUE 19/07/16 16:57	LIGHT	KINGSTON ROAD J/W KINGSTON LANE						24	NODE 121	516820 / 170730
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR												
V1 BRAKED AND CLIPPED KERB AND LOST CONTROL												
CASUALTY 001 (001) (82 Yrs - F TW11) SERIOUS DRIVER/RIDER												
VEHICLE	001 (000)	CAR (82 Yrs - F TW11)		GOING AHEAD OTHER	SE TO NW							JCT CLEARED
BT - NOT PROVD (MEDCL REASONS) N/S HIT FIRST												
LEFT CWY NEARSIDE HIT KERB HIT LAMP POST												
V001 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)						V001 A 410 (LOSS OF CONTROL)						
7	0116TW60278	THU 04/08/16 19:36	LIGHT	NFL: MANOR ROAD 38M NW J/W FERRY ROAD						24	LINK 99-123	516570 / 171350
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M												
V1 NW-BD OVERTAKEN AND CLIPPED BY V2												
CASUALTY 001 (001) (60 Yrs - M TW1) SLIGHT DRIVER/RIDER												
VEHICLE	001 (002)	PEDAL CYCLE (60 Yrs - M TW1)		GOING AHEAD OTHER	SE TO NW							
BT - NOT APPLICABLE O/S HIT FIRST												
VEHICLE	002 (001)	CAR (? Yrs - U 1)		OVERTAKE MOVE VEH O/S	SE TO NW							
BT - DRV NOT CONTACTED N/S HIT FIRST												
V002 A 403 (POOR TURN OR MANOEUVRE)												

End of Accidents for MD01 GIS AREA B24\_Cromwell1 (P)

End of Report

## **APPENDIX 10**



Notes

- Tree to be removed
- Potential tree to be removed, requires discussion with LPA

REVISION	AMENDMENT	DRN	CHK
A	Site Layout Updated		
B	Visibility Updated		
C	Drawing amended following comments		
D	Accesses renumbered to suit report		




Clover House  
Western Lane  
Odiham  
Hampshire, RG29 1TU  
Tel: 01256 703355  
Fax: 01256 704934  
Email: info@bellamyroberts.co.uk

CLIENT		Quantum	
PROJECT		Cromwell Street, Teddington	
TITLE		Proposed Access Arrangements	
DRAWN BY	DESIGN BY	CHK BY	
JCB	JCB	TB	
DATE	DRAWING No.	REV No.	
29/09/16	4839 / 001	D	
SCALE			
1:500 @ A1			





**Key**  
 Potential tree to be removed, requires discussion with LPA

**2.4m x 40m visibility splay**

**Access 3**

**2.4m x 40m visibility splay**

REVISION	AMENDMENT	DRN	DATE	CHK	HL
B	Access renumbered in line with report	JCB	08/08/17	HL	HL
A	Drawing amended following comments	ARM	08/08/17	HL	HL

 **bellamy roberts**

Clover House  
 Western Lane  
 Odiham  
 Hampshire, RG29 1TU

Tel: 01256 703355  
 Fax: 01256 704934  
 Email: info@bellamyroberts.co.uk

**CLIENT**  
Quantum Group

**PROJECT**  
Cromwell Street, Teddington

**TITLE**  
Proposed Access 3


**DRAWN BY** JCB    **DESIGN BY** JCB    **CHK BY** HL

**DATE** 21/07/17    **DRAWING No.** 4839 / 201    **REV No.** B





Parapet:14.95  
Mansard:16.91

**Key**  
 Potential tree to be removed, requires discussion with LPA

2.4m x 40m  
visibility splay

Existing access  
to be closed off

Access 4

2.4m x 40m  
visibility splay

B	Access renumbered in line with report	JCB	HL
A	Drawing amended following comments	ARM	HL
REVISION	AMENDMENT	DRN	CHK
		DATE	

 Clover House  
Western Lane  
Odiham  
Hampshire, RG29 1TU  
Tel: 01256 703355  
Fax: 01256 704934  
Email: info@bellamyroberts.co.uk

CLIENT  
Quantum Group  
PROJECT  
Cromwell Street, Teddington  
TITLE  
Proposed Access 4

DRAWN BY JCB DESIGN BY JCB CHK BY HL  
DATE 21/07/17 DRAWING No. 4839 / 202 REV No. B



**Key**

- Tree to be removed
- Potential tree to be removed, requires discussion with LPA



REVISION	AMENDMENT	DRN	DATE	CHK	ARM	ITR	JOB	PK
D	Access renumbered in line with report						15/08/17	PK
C	Drawing amended following comments						08/08/17	PK
B	Access Layout Updated						02/08/17	ITR
A	Access Layout Updated						22/07/17	IT

Clover House  
Western Lane  
Odiham  
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CLIENT	Quantum Group		
PROJECT	Cromwell Street, Teddington		
TITLE	Proposed Access 5		

DRAWN BY	JCB	DESIGN BY	JCB	CHK BY	HL
DATE	21/07/17	DRAWING No.	4839 / 203	REV No.	D
SCALE	1:250 @ A3				



Key

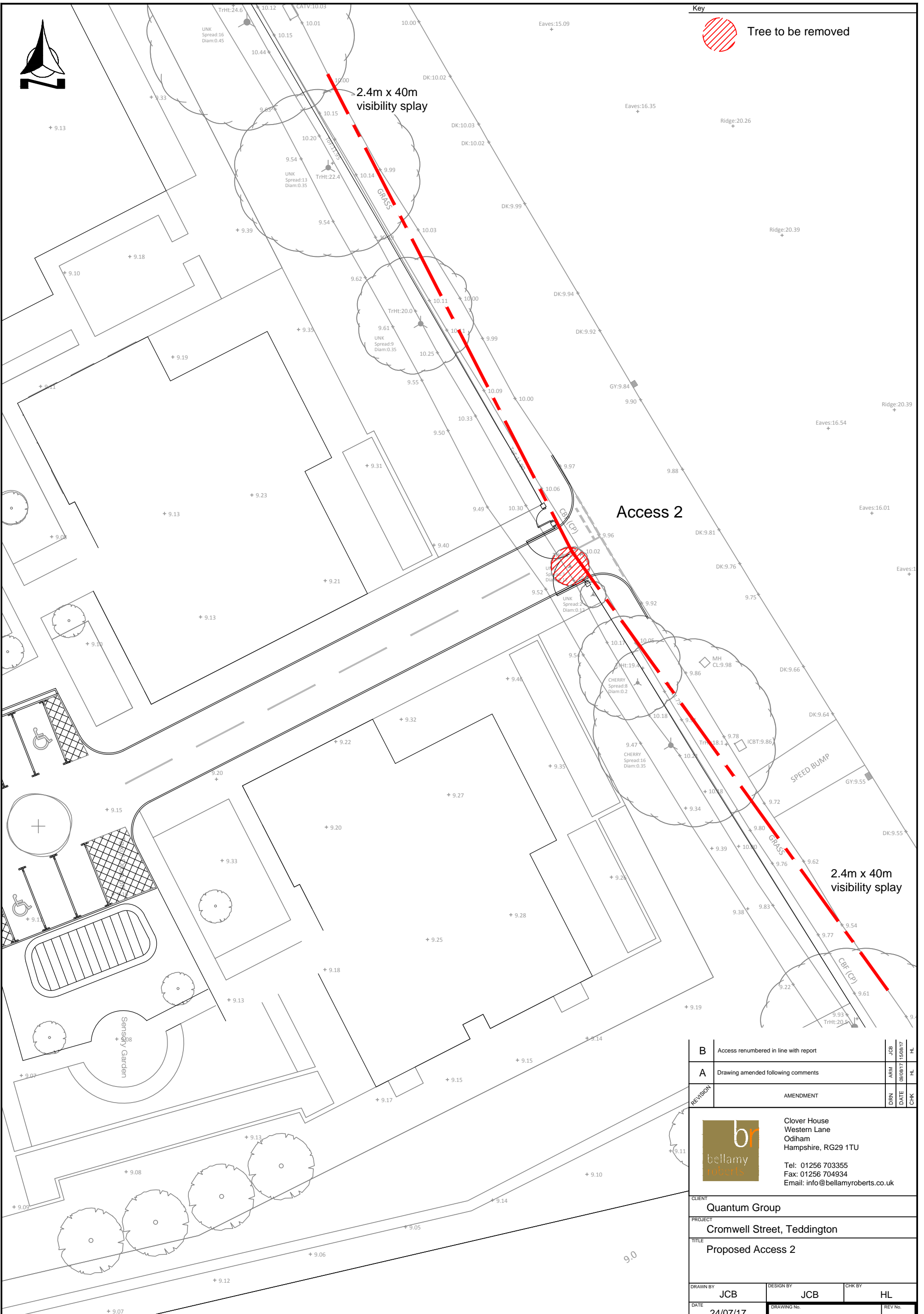


Tree to be removed

2.4m x 40m  
visibility splay

Access 2

2.4m x 40m  
visibility splay



B	Access renumbered in line with report	JCB	HL
A	Drawing amended following comments	ARM	HL
REVISION		DRN	CHK
AMENDMENT		DATE	

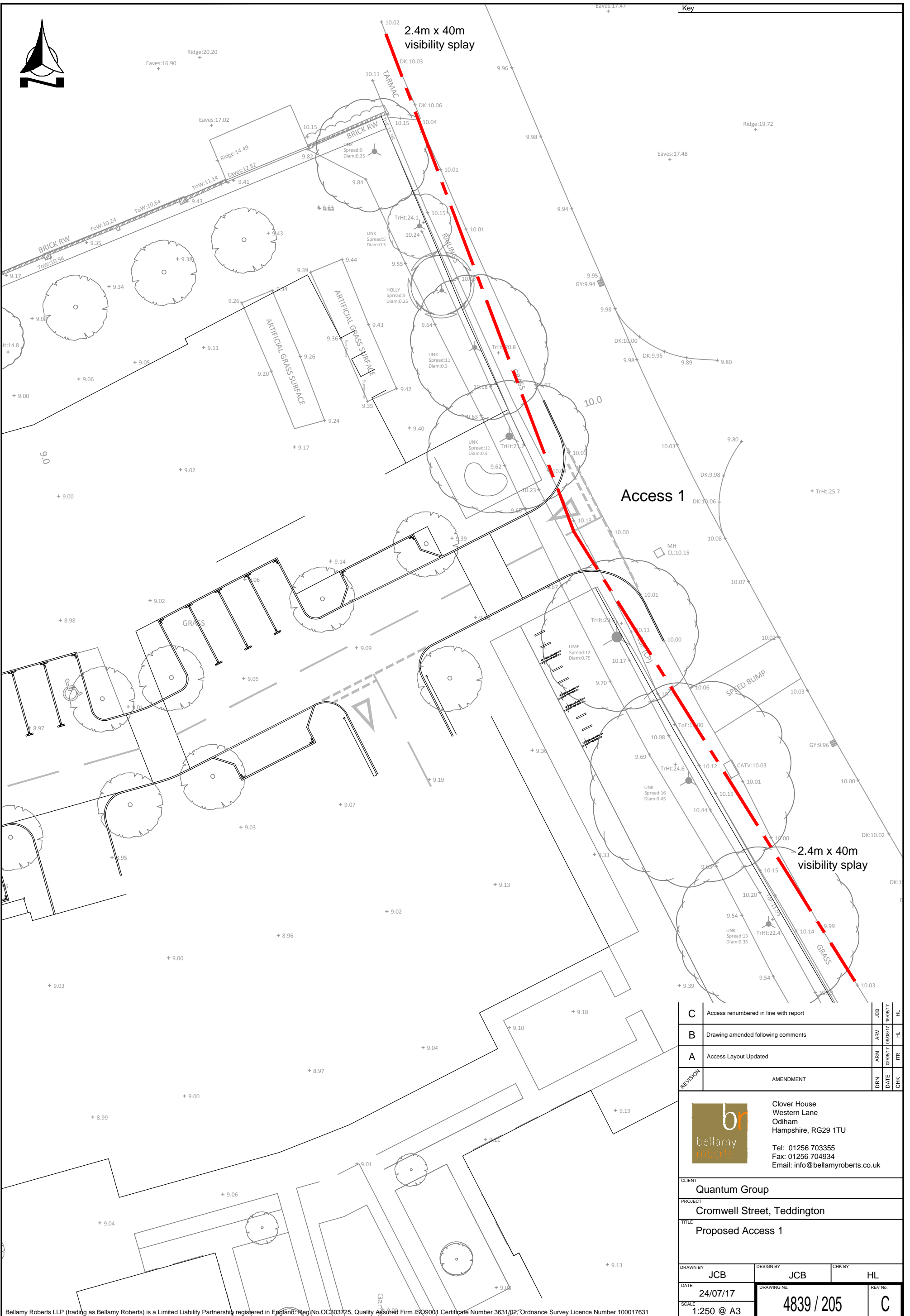
**bellamy roberts**  
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CLIENT: Quantum Group  
 PROJECT: Cromwell Street, Teddington  
 TITLE: Proposed Access 2

DRAWN BY: JCB      DESIGN BY: JCB      CHK BY: HL  
 DATE: 24/07/17      DRAWING No.:

SCALE: 1:250 @ A3      4839 / 204      B





Key

C	Access renumbered in line with report	JCB	HL
B	Drawing amended following comments	ARM	HL
A	Access Layout Updated	ARM	JTR
REVISION	AMENDMENT	DRN	CHK
		DATE	CHK


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CLIENT: Quantum Group  
 PROJECT: Cromwell Street, Teddington  
 TITLE: Proposed Access 1

DRAWN BY	DESIGN BY	CHK BY
JCB	JCB	HL
DATE	DRAWING No.	REV No.
24/07/17	4839 / 205	C
SCALE		
1:250 @ A3		

# **APPENDIX 11**

<b>Pre-Application Report</b>
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**Reference number:** 16/P0310/PREAPP

**Site:** Imperial College Sports Ground, Udney Park Road, Teddington

**Proposal:** Enhanced sporting facilities, new public open space, healthcare facilities and a continuing care retirement community, with associated landscaping, car parking and engineering works:

- 129 C2 flats
- 4 C2 houses
- 1 community hub / restaurant – 524m<sup>2</sup>
- Carehome – 80 beds
- Health and community centre – 1327m<sup>2</sup>
- New club house and community space – 800m<sup>2</sup>
- Underground car park – 148 spaces
  - Site entrance off Kingston Lane
  - Site exit onto Udney Park Road
  - Possible entrance / exit from Cromwell Road
  - Children's play area / wildlife area – corner of Cromwell Road and Kingston Lane

**Meeting:** Friday 20<sup>th</sup> January 2017

**Officer:** Lucy Thatcher

**Site designations:**

- Community Infrastructure Levy Band (Low)
- Teddington Village
- Other Open Land of Townscape Importance
- Asset of Community Value (since 31/03/2016)
- Local Green Space - taken forward as part of the emerging Local Plan policy LP 13.
- South western corner - Area poorly provided with Public Open Space.

**Local Plan – site designation review:**

- Representations have been received seeking a site allocation in the emerging Local Plan for:
  - 2ha Class C2 extra care accommodation and community and health facilities
  - At least 3.2 ha of publicly accessible open space for sport and recreation.
 The Council has duly considered all submitted responses and decided not to allocate this site for residential / extra care accommodation or any other built development.

- The list of all consultation responses submitted can be viewed on the Council's website, in addition to the response analysis:
  - [http://www.richmond.gov.uk/responses\\_received\\_prepublication\\_consultation\\_8\\_july\\_to\\_19\\_august\\_2016.pdf](http://www.richmond.gov.uk/responses_received_prepublication_consultation_8_july_to_19_august_2016.pdf) .
  - [http://www.richmond.gov.uk/council\\_response\\_to\\_comments\\_received\\_on\\_local\\_plan\\_pre\\_publication\\_and\\_summary\\_of\\_responses.pdf](http://www.richmond.gov.uk/council_response_to_comments_received_on_local_plan_pre_publication_and_summary_of_responses.pdf)

### **Planning history:**

83/1073	Refusal: <ul style="list-style-type: none"> <li>○ Erection of squash centre including 49 car parking spaces and relocation of existing hard tennis courts.</li> </ul>
83/0638	Approval: <ul style="list-style-type: none"> <li>○ Erection of storage building to replace existing</li> </ul>
81/0451	Refusal: <ul style="list-style-type: none"> <li>○ Erection of four 3storey and eleven 2 storey dwellings, parking spaces, garages and access road</li> </ul>

### **Policy context:**

<b>The National Planning Policy Framework</b>	
Para. 7 & 8	<p>There are three dimensions to sustainable development:</p> <ol style="list-style-type: none"> <li>1. Economic - contributing to building a strong, responsive and competitive economy,</li> <li>2. Social - providing the supply of housing required to meet the needs of present and future generations</li> <li>3. Environmental - contributing to protecting and enhancing our natural, built and historic environment</li> </ol> <p>These roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.</p>
Para. 70	<p>To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <ul style="list-style-type: none"> <li>• guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;</li> </ul>
Para. 73	<p>Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to</p>

	determine what open space, sports and recreational provision are required.
Para. 74	Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: <ul style="list-style-type: none"> <li>• an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</li> <li>• the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</li> <li>• The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</li> </ul>
Para. 76	Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period.

### **Local policy framework:**

At the Cabinet meeting of 13<sup>th</sup> December the Publication version of the Council's updated Local Plan was agreed for public consultation between 4<sup>th</sup> January and 15<sup>th</sup> February and it was also agreed that the policies would be adopted and used for development management purposes immediately. Therefore the existing Core Strategy, Development Management Policies and Publication Local Plan will all need to be considered.

This report seeks to highlight the key local planning policies, however, it is recommended you refer to the aforementioned documents for completeness.

### **Open Space**

#### **Other Open Land of Townscape Importance (OOLTI):**

The whole site (apart from a very small area on the west side) is designated OOLTI and as such Core Strategy policy CP 10, DMP policy DM OS 3 and emerging policy LP 14 apply. The purpose of the policies is to safeguard open land of local importance and ensure that it is not lost to other uses without good cause.

CP10	○ OOLTI will be safeguarded and improved for biodiversity, sport and recreation and heritage, and for visual reasons.
LP12	○ Green Infrastructure seeks to ensure that all development proposals protect, and where opportunities arise enhance the borough's, green infrastructure network, particularly the integrity of the green spaces.
DM OS3 & LP14	○ Other open areas that are of townscape importance will be protected and enhanced in open use.



	<ul style="list-style-type: none"> <li>○ It is recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria must be taken into account:             <ol style="list-style-type: none"> <li>1. It must be linked to the function use of the OOLTI</li> <li>2. It can only be replacement or minor extension of existing built facilities</li> <li>3. AND, it does not harm the character and openness of the open land.</li> </ol> </li> <li>○ When a comprehensive approach to redevelopment can be taken, such as on major schemes or regeneration proposal, or for community and social infrastructure including educational uses, it may be acceptable to re-distribute the designated open land within the site, provided that the new open area is equivalent or improved in terms of quantum, quality and openness.</li> <li>○ Protecting and opening up views into and out of designated OOLTI is encouraged because of the contribution to the distinctive character of an area and the benefits to all.</li> </ul>
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The land meets the criteria for OOLTI designation, whereby it contributes to the local character and/or street scene, by virtue of its size, position and quality; it is of significant value to local people for its presence and openness; there are immediate and long views into and out of the site, including from surrounding properties; it contributes to a network of green spaces and green infrastructure; and has biodiversity value.

Whilst the site has not got unlimited public access, by definition, OOLTI does not need to be publicly accessible or visually permeable from public view points. This is reflected across the Borough where there are many areas designated as OOLTI, which are not accessible to the public. Therefore, whilst the site may not be clearly seen from all public viewpoints, this is not a good reason to permit development contrary to policy or unsatisfactory design.

The scheme cannot be supported and is contrary to aforementioned policies, given the development would result in a significant loss of open space and urbanisation of this site, particularly the northern end, and wholly harms the openness and character of the site.

Whilst policy does allow, in exceptional circumstances, appropriate development, the scheme would not comply with the criteria tests whereby:

- The majority of the scheme is not linked to the functional use of the OOLTI
- The scheme is a substantial development, and thereby not represent a minor extension of existing buildings
- By reason of the siting and scale of the development, the scheme harms the character and openness of the land. Further, the scheme obstructs views into and out of the OOLTI, particularly the views into the northern section of the site, from the east, west, and north.

In addition, the scheme is not seen as a 'redevelopment' or 'regeneration' proposal, whereby the proposal only develops the land, and does not re-distribute the open land within the site of equivalent or improved value. Further, whilst there may be a degree of community / social infrastructure uses, this scheme is clearly a residential led scheme, and any benefits the scheme may deliver will not outweigh the harm to the OOLTI.

### **Local Green Space designation**

LP13	<ul style="list-style-type: none"> <li>○ Local Green Space, which has been demonstrated to be special to a local community and which holds a particular local significance.</li> <li>○ In line with the NPPF, managing development within Local Green Space should be consistent with Green Belt policy. Development, which would cause harm to the qualities of the Local Green Space, will be considered inappropriate and will only be acceptable in very special circumstances where benefits can be demonstrated to significantly outweigh harm.</li> </ul>
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The emerging Local Plan has designated the Udney Park Playing Fields as Local Green Space, given the playing fields meet the national and local policy requirements for designation as a Local Green Space, which are:

- The site is submitted by the local community;
- There is no current planning permission which once implemented would undermine the merit of a Local Green Space designation;
- The site is not land allocated for development within the Local Plan;
- The site is local in character and is not an extensive tract of land;
- Where the site is publicly accessible, it is within walking distance of the community; OR where the site is not publicly accessible, it is within reasonably close proximity to the community it serves;
- The Local Green Space is demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife;
- The Local Green Space designation would provide protection additional to any existing protective policies, and its special characteristics could not be protected through any other reasonable and more adequate means.

The Local Green Space designation gives the space protection consistent with that of Green Belt, and as such, inappropriate development will be refused unless “very special circumstances” can be demonstrated that clearly outweigh the harm to the Local Green Space.

The majority of the proposed development does not fall within the ‘appropriate uses’ parameters of the policy. Whilst policy acknowledges there may be exceptional cases where inappropriate development may be acceptable, the scheme does not meet the exceptional case test outlined in policy, whereby the development:

- harms the character and openness
- is not linked to the functional use or supports outdoor open space uses
- is not for essential utility infrastructure and facilities.

The following arguments have been put forward to justify the development on the land:

- Enhance facilities for sport / provision of open space
- Delivers a sustainable community and demonstrable need
- Increase visual openness and new public links

Officers do not agree with the above justification, and do not consider these are sufficient to justify an exception to policy and development on the OOLTI or Local Green Space, nor do officers consider there are sufficient benefits that would significantly outweigh the harm, and therefore the scheme would represent a departure to policy and will be wholly resisted. Also

of relevance is development that involves the loss of Green Belt (or Local Green Space in this instance) in return for the creation of new open space elsewhere will not be supported.

Notwithstanding the above advice that such a development will not be favourably considered, if the scheme is still pursued, the following information will be required:

- An assessment that compares the footprint and floorspace between the existing structures and buildings and the proposed.
- Robust justification for any increase in either footprint or floorspace.
- Identification of the very special circumstances and how any benefits outweigh the harm.

### **Asset of community value**

LP28	<p>Loss of Assets of Community value will be strongly resisted in line with the requirements and criteria set out in the policy:</p> <p>Any submission will need to demonstrate clearly:</p> <ul style="list-style-type: none"> <li>○ No longer an identified community need</li> <li>○ No longer meet the needs of users</li> <li>○ Is adequately being re-provided in a different way</li> <li>○ Potential of re-using or developing the existing site for the same or an alternative social infrastructure use.</li> </ul>
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The land is designated an Asset of Community Value (ACV) in the borough (since 31/03/2016). An ACV is land or property of importance to a local community which is subject to additional protection from development under the Localism Act 2011.

This designation together with the Local Green Space designation indicates the significance of this land to the local community and the strong desire locally to maintain the land in open use. The scheme fails to demonstrate how the scheme meets the above policy.

### **Summary of open space:**

There is a fundamental policy objection to the development on the grounds of inappropriate development on, and loss of and impact on OOLTI, Local Green Space and an Asset of Community Value.

### **Sport and recreation**

DM OS8	<ul style="list-style-type: none"> <li>○ Public and private sports grounds including playing fields and recreational areas, will be protected and enhanced.</li> <li>○ The fact that playing fields have become disused is not sufficient reason to allow the use to be lost permanently or be a justification for building on them.</li> <li>○ Advice of Sport England and the Local Sports Council will be sought when considering the future of open recreational facilities. Regard should also be had to the Council's Sport Strategy.</li> <li>○ Owners of private facilities will be encouraged to make them available for public access and use.</li> </ul>
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LP31	<p>It is recognised that private sports facilities, playing pitches, recreational areas, as well as private open space, make a significant contribution to the Borough's unique character, openness and the wider Green Infrastructure network, and assist in meeting the wider sports needs of this Borough as well as other neighbouring boroughs. Therefore:</p> <ul style="list-style-type: none"> <li>• Formal and informal sports grounds and playing fields (public and private) will be protected, and where possible enhanced.</li> <li>• Improvements of existing facilities and spaces, including their openness and character and their accessibility and linkages will be encouraged.</li> <li>• Major developments are expected to meet POS and play spaces needs arising from the development.</li> <li>• Where a proposal involves the loss, or impact on the size or quality, of a playing pitch, the applicant has to submit a full assessment demonstrating how the relevant guidance, policies and criteria have been addressed.</li> <li>• Existing open spaces, sport and recreational buildings and land, including playing fields should not be built on unless the proposal meets the exceptional circumstances test as set out in the Sport England policy and: <ul style="list-style-type: none"> <li>○ An assessment has been undertaken which clearly shows the openness, buildings or land is surplus to requirements; or</li> <li>○ The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity AND quality in a suitable location';</li> <li>○ The development is for alternative sport and recreation provision, the needs for which clearly outweigh the loss.</li> </ul> </li> <li>• Enhancements and improvements to existing facilities, including new, extended or enhanced community use, are encouraged.</li> <li>• Proposals that could affect the loss or the quality of a playing field will be assessed against the borough-wide Playing Pitch Strategy, the criteria as set out in the NPPF as well as the Sport England Policy on planning applications for development on playing fields.</li> <li>• Early engagement with Sport England will be required where a proposal affects a playing field or sports pitch.</li> </ul>
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The existing use of the site is 12.8 acres of open space and sports facilities. However, as advised in the pre-application submission, community access to the site has historically been limited.

The proposal involves development of the northern part of the site (approximately 4.8 acres) for a care home of 100+ units and associated facilities and landscaping. The remaining 8 acres to the south would be retained for sports, leisure and community use.

Whilst the scheme results in the loss of playing fields, the pre-application submission concludes the proposal will meet Sport England exception tests:

- E4 – replaced by playing fields of an equivalent / better quality / quantity
- E5 – sufficient benefit outweigh harm

Notwithstanding the submissions assertions, officers disagree, and consider the scheme would represent a departure to policies DM OS8 and LP31, and not meet Sport England exceptions.

The Council's Playing Pitch Assessment and Playing Pitch Strategy (2015) both recognise that the playing pitches at Imperial College / Udney Park are not widely used by the community currently (due to private ownership and use by Imperial College and Newland House School). However, the assessments confirm the need to protect and enhance the facility as without this space there would be a shortage of playing pitches in the borough to satisfy future needs and demand. Further, whilst the site may have limited public access and is underused, this does not warrant the loss of these facilities or justification for building on them.

It is acknowledged that the proposed scheme may enhance sport facilities on parts of the site, however, overall, the proposal results in a significant loss of playing fields, nor has it been robustly demonstrated that the scheme meets the aforementioned policies, criteria or the Sport England exceptions.

If the scheme was taken forward, any submission would need to address the following questions:

**1. Existing sport provision:**

- a. Who uses the playing fields?
- b. Is there public access to the fields?
- c. What sports / activities are currently played on the site?
- d. How often are the playing fields used – days and hours?
- e. How much are the playing fields rented out for?
- f. What ancillary facilities are there – i.e. changing, storage etc.?

**2. Proposed sport provision:**

- a. Who will be able to use the replacement playing fields? If any existing users cannot use replacement facilities, what alternative provision is there for them to mitigate such? How will this be secured?
- b. Will there be public access to the fields?
- c. What sports / activities will be able to played on the site?
- d. If existing sports cannot be played on the replacement facilities – what alternative facilities are there in the locality? What are their distances from the site? How much do these cost in comparison? Do the facilities match the existing facilities? How will this be secured?
- e. How often will the playing fields be used – days and hours?
- f. How much will the playing fields be rented out for?
- g. What ancillary facilities are there – i.e. changing, storage etc?

However, even if such was demonstrated, this still would not overcome the objection of inappropriate development within Local Green Space and loss of OOLTI.

**Feedback - Housing:**

Whilst care homes fall within the C2 Use Class, there was lack of clarity over the land use classification of the Extra Care units. These are proposed to be self-contained units, and from the information provided, appear to fit within the realms of C3 Use Class, rather than C2. Or depending on the services provided, they may start as C3 then become C2 as time

progresses. Given such ambiguity over the proposed use (as presented in the pre-application submission), further details are required. For example, but not limited to:

- What 24 hour services are available?
- It there true communal living? – what?
- Can residents purchase care on site?
- What is the average age on entry?
- How much care should be purchased – minimum?
- Are hot meals available?
- What are the links to the community?,

DM HO5 and LP37	Planning permission will be granted for new accommodation where housing is providing for an identified local need across a range of tenures, providing they are on a site and in a location suitable for that particular use, <u>AND</u> in accordance with environmental, transport, parking and other relevant policies.
CP15	Housing provision is expected to include a range of housing to meet the needs of all types of households.  The Council expects 50% of all new units will be affordable housing, with a tenure mix of 40% housing for social rent and 10% intermediate housing. The mix should reflect the Sub-Regional Investment Framework requirements.

As the above policies advice, new accommodation will only be granted where this responds to an identified local need; and if there is no evidential need, other priorities should be addressed, and affordable housing should not be compromised.

The proposal is for a care home (80 beds) and 100+ extra care units which will be offered on shared ownership tenure in line with Richmond's intermediate housing policy. It is understood there have been no discussions with Housing Services and commissioners in Adult Social Services Directorate to assess if any proposal would address local needs and / or reflects their requirements.

The Council's commissioning colleagues would need to review details of the nature of proposed uses, including the supported services available i.e. how care is bought and provided, and eligibility criteria for tenants or owners, and housing colleagues would need to assess the details of proposals for shared ownership. Further, an application would need to clarify the support of partners, to confirm that it addresses identified local needs. It is recommended you contact:

- Head of Commissioning – Adult Social Care, who oversees commissioning (Email address: D.Manning@richmond.gov.uk)

The submission incorporates a "Care Needs Assessment", which includes baseline demographics, existing elderly care provision, and identification of future need (using a CLG/CSIP toolkit). Again, it is recommended this is reviewed by housing/commissioning colleagues. Notwithstanding such, concern is expressed that this takes an approach of only considering existing provision, and then applies a toolkit approach to forecast population needs driven by census statistics. This does not consider the Council's local research and

evidence, and the need to take a balanced approach to meeting needs for different types of housing across the borough.

Care Homes: The Council carried out an Older Peoples Supported Accommodation Review in 2008, and this identified no additional requirements for 'residential care' in the borough; there are adequate premises with nursing care; and adequate affordable social sheltered accommodation. Notwithstanding this, and in addition, there is lack of information on the 80 bed proposed:

- Would the scheme provide Elderly Mentally Infirm (EMI) beds?
- Who and on what basis will rooms be allocated to?
- What are the weekly charges envisaged?
- What kind of specialist care will be offered?

In summary, there is concern the provision of an 80 bed space care home is not an identified priority need.

Extra Care: The Council's Extra Care Housing Evidence Base (2015) suggests there is an estimated need for an additional 81 extra care units in the borough provided across two to three areas in the period 2015 to 2020. This document was produced primarily to inform housing, health and social care commissioners and assist Registered Providers (RPs) reviewing their housing stock or considering developing new build extra care schemes, and no additional sites are currently being sought in this locality. However, there are schemes already at advanced stages to provide extra care for shared equity and affordable rented homes which will better meet local needs.

The proposed 130 extra care units, offered on a shared ownership tenure, would not be compliant with policies CP15 and LP36, which would seek rented alongside shared ownership. In addition:

- There is concern regarding the scale of the proposal in this locality.
- There are no details on the type and level of extra care that will be offered. Who and on what basis will units be allocated to? The type of care is crucial in determining whether this can be supported.
- What are the charges envisaged?
- What kind of specialist care is offered?

In summary, further clarification and support from Council commissioners would be necessary to set out in an application and justify the provision, as well as details secured in a legal agreement, to address Policies DMHO5 and LP37. Currently, without sufficient justification, the proposal would not be considered in accordance with policy requirements.

### **Feedback - Social Infrastructure**

DM SD1 LP28	<p>The Council will work with service providers and developers to ensure that adequate provision of community services and facilities, especially in areas where there is an identified need or shortage.</p> <p>New social and community infrastructure will be supported where:</p> <ul style="list-style-type: none"> <li>• It provides for an identified need</li> <li>• Is of a high quality and inclusive design providing access for all; and</li> </ul>
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	<ul style="list-style-type: none"> <li>• Where practicable is provided in multi-use, flexible and adaptable buildings or co-located with other social infrastructure which increased public access.</li> </ul>
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Planning policies would support schemes that would make the playing fields more open to the public, including improved and enhanced sports facilities, or other community facilities that are considered 'open' by their nature..

The provision of new public open space and improved social infrastructure facilities such as health care and community sports facilities may be welcomed, if it is demonstrated that it provides for an identified need. However, the benefits such social infrastructure may provide does not overcome the harm of developing on OOTLI, Local Green Space and Playing Fields, and such matters would need to be addressed and justified first.

### **Feedback - Design:**

CP7	<ul style="list-style-type: none"> <li>• All new development should: <ul style="list-style-type: none"> <li>• Recognise distinctive local character and contribute to creating places of high architectural urban design quality that are well used and valued.</li> <li>• Be based on an analysis and understanding of the Borough's development patterns.</li> <li>• 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 ostentation, and sustainable contribution.</li> </ul> </li> </ul>
DM DC1 and LP1	<ul style="list-style-type: none"> <li>• New development must be of a high architectural and urban design quality based on sustainable design principles.</li> <li>• Development must be inclusive, respect local character, and connect with and contribute possibly to its surroundings based on a thorough understanding of the site and its context.</li> <li>• In assessing design quality, the Council will have regard to: <ul style="list-style-type: none"> <li>• Compatibility with local character – frontage, scale, height, massing, proportions and form</li> <li>• Sustainable development and adaptability</li> <li>• Layout and access</li> <li>• Space between buildings and relationship to the public realm.</li> <li>• Detailing and materials.</li> </ul> </li> </ul>
DM DC2	<p>Mixed use developments will be permitted if they:</p> <ul style="list-style-type: none"> <li>○ Include a suitable and compatible mix of uses</li> <li>○ Add to the viability and convenience of the area</li> <li>○ Take account of any potential adverse impacts on the juxtaposition of uses through the layout design and operation of the area</li> <li>○ Make the best use of land by sharing facilities and areas such as for parking, serving, entrance ways and amenity space.</li> </ul>
DM HO2	<p>Infill development must reflect the character of the surrounding area and protect the amenity of neighbours. The following will be taken into account:</p> <ul style="list-style-type: none"> <li>○ Plot width</li> </ul>



	<ul style="list-style-type: none"> <li>○ Spacing between dwellings</li> <li>○ Height</li> <li>○ Material</li> <li>○ Architectural details</li> <li>○ Trees, shrubs and wildlife habitats</li> <li>○ Impact on neighbours</li> </ul>
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Limited information has been provided on siting, scale and design. However, based on the submission, the following comments are made:

On the northern half of the site, five buildings are proposed, predominantly 3-4 storeys in height. Buildings are also indicated fronting onto Udney Park Road, and within the car park area to the rear of Udney Park Road properties, however, the scale / height cannot be determined.

A character appraisal of the locality would identify that the prevailing pattern of development in the area consists of primarily semi-detached and detached properties, most of which are two stories with accommodation in the roof. The indicative massing does not respond to such prevailing pattern of development, and the lack of respect to the surroundings is clearly reflected in the height sections, demonstrating how the scale, massing, bulk, form of the proposed buildings is excessive, representing overdevelopment of the site, to the detriment of the character of the area.

The scheme proposes the demolition of the existing sporting pavilion. This has been recognised as having architectural merit and BTM status is being considered.

### **Parking and Transport:**

CP5 and DM TP2	<ul style="list-style-type: none"> <li>• The Council requires development which would generate significant amounts of travel to be located on sites well served by public transport.</li> <li>• Schemes are required to developer Green Travel Plans</li> <li>• Major developments must submit a Transport Assessment</li> </ul>
LP44	<ul style="list-style-type: none"> <li>• Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity.</li> <li>• Ensure new development is designated to maximise permeability</li> <li>• Ensure development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway network. Any impacts should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.</li> </ul>
DM TP8	<ul style="list-style-type: none"> <li>• Developers will have to demonstrate that the scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.</li> <li>• A set of maximum car parking standards and minimise cycle parking standards are set out, and there are expected to be met.</li> </ul>

<p>LP45 and London Plan 6.13</p>	<ul style="list-style-type: none"> <li>• The Council requires new developments to make provision for the accommodation of vehicles in order to provide for the needs of the development.</li> <li>• Require new development to provide for car, cycle, 2 wheel and where applicable lorry parking and electric vehicle charging points in accordance with standards.</li> <li>• Parking standards: <ul style="list-style-type: none"> <li>• Care home and C2 – as per London Plan Standards</li> <li>• Retirement housing – case by case, but meet London Standards</li> <li>• Sheltered Housing – Case by case, but meet London standards.</li> <li>• Restaurant: As per London Plan</li> <li>• Healthcare: For PTAL 0-3 – 1 space per consulting room</li> <li>• Club house / community space: <ul style="list-style-type: none"> <li>• 1 space per 25m</li> <li>• Parking facilities for coaches,</li> <li>• Space for servicing / dropping off</li> </ul> </li> </ul> </li> <li>• Electric parking standards: 1 in 5 spaces (both active and passive) provide an electric charging point</li> <li>• Provide parking for disabled people</li> <li>• Meet the cycle parking standards</li> <li>• Provide for the needs of businesses and for delivery and servicing.</li> </ul>
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The site has a PTAL rating of 1b and 2, and the surrounding roads are not within a community parking zone.

The community hub, healthcare facility and crèche, in addition the other uses are all traffic generators. Based on the information provided, it is the initial view of officers that the development of the care home, extra care facilities and the use of sporting facilities, with the lack of any CPZ in surrounding roads, would generate unacceptable traffic and parking implications on Udney Park Rd/Kingston Lane and Cromwell Road.

In addition, the pre-application submission raises the following questions / concerns, which will need to be addressed:

- Community hub / restaurant: Would this be open to the members of the public; what are the hours?
- Street trees: How do the proposed accesses impact upon these? There will be an objection to the loss of street trees
- Parking implications:
  - The submission lack details. It is recommended the submission refers to standards outlined in policy.
  - With respect to impacts on local parking conditions, the Council's parking survey methodology has changed from 5.5m as a parking space to 5.0m.
  - Prior to any survey, the scoping of this much is agreed with the highways officer.
  - There is concern over the loss of parking through new access points.

- The development would be required to contribute monies towards a consultation, review and implementation of a CPZ
- Trip generation:
  - With respect to surveys, rather than apply data from TRICS, the scheme should use existing London based care home facilities that they have and can survey. The sites / locations of these should be agreed with the LPA prior to any surveys occurring.
- Transport Assessment:
  - This does not take into account any of the other uses that will be occurring on this site like health facility, community facility, nursery etc and their requirements in terms of car parking, cycle parking etc.
  - Will require a road Safety Audit
- Cycle parking:
  - This should be increased to take account of visitors to the uses on site.

### **Sustainability credentials:**

There is a lack of information on sustainability credentials within the pre-application submission, and therefore it is recommend any scheme complies with the following policies:

DM SD5 and LP17	<ul style="list-style-type: none"> <li>● Green roofs should be incorporated into any major development with roof plate areas of 100m<sup>2</sup> or more. The aim should be to use at least 70% of any potential roof place area as a green roof.</li> </ul>
LP22	<ul style="list-style-type: none"> <li>● Developments will be required to achieve the highest standard of sustainable design and construction in order to militate against climate change.</li> <li>● Residential developments are required:           <ul style="list-style-type: none"> <li>○ To provide a Sustainable Construction Checklist</li> <li>○ To achieve maximum water consumption of 110litres per person per day</li> <li>○ To achieve zero carbon standards</li> </ul> </li> <li>● Non-residential development are required:           <ul style="list-style-type: none"> <li>○ To meet BREEAM Excellent</li> <li>○ Achieve 35% reduction. (Targets are expressed as a % improvement over the target emission rate (TER) based on Part L of the 2013 Building Regulations.</li> </ul> </li> <li>● Schemes should follow the Energy Hierarchy:           <ul style="list-style-type: none"> <li>○ Be lean – use less energy</li> <li>○ Be clear – supply energy efficiency</li> <li>○ Be green – use renewable energy</li> </ul> </li> </ul> <p>Decentralised Energy Networks:</p> <ul style="list-style-type: none"> <li>○ All development required to connect to existing DE networks where feasible. (planned or expected to be operational within 5 years)</li> <li>○ Will need to provide an assessment of the provision of on-site decentralised energy networks and combined heat and power.</li> <li>○ Where feasible, will need to provide on-site DE and CHP.</li> </ul>

	<p>Applicants are required to consider the installation of low, or preferable ultra-low, NOx boilers to reduce the amount of NOx emitted in the Borough</p> <p>Local opportunities to contribute towards decentralised energy supply from renewable and low-carbon technologies will be encouraged where appropriate.</p>
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### **Housing standards:**

DM HO4	<ul style="list-style-type: none"> <li>○ The housing mix should be appropriate to the location.</li> <li>○ All housing developments are required to comply with standards</li> <li>○ Development must take account of accessible design</li> </ul> <p>Amenity space should be:</p> <ul style="list-style-type: none"> <li>○ Private, usable, functional and safe</li> <li>○ Easily accessible form living areas</li> <li>○ Orientation to take account of need of sunlight and shading</li> <li>○ Of a sufficient size to meet the needs of the likely number of occupiers</li> </ul>
LP35	<p>All new housing development is required to comply with the Nationally Described Space Standard.</p> <p>All new developments are required to comply with the Council's external space standards.</p> <ul style="list-style-type: none"> <li>○ 3bed and more – 70m<sup>2</sup></li> <li>○ 2bed – 40m<sup>2</sup></li> <li>○ 1-2person dwelling – 5m<sup>2</sup> (and an additional 1m<sup>2</sup> for each additional occupant)</li> </ul> <p>90% of all new build housing is require to meet Building Regulation Requirement M4(2) 'accessible and adaptable dwellings' and 10% of all new build housing is required to meet Building Regulation Requirement M4(3) 'wheelchair user dwellings'.</p>

Any submission will need to demonstrate compliance with the above policies.

### **Residential amenity:**

DM DC5 & LP8	<ul style="list-style-type: none"> <li>• The Council seeks to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusive, noise and disturbance.</li> <li>• To protect privacy, there should normally be a minimum distance of 20m between the main facing widows.</li> <li>• 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.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Proposals must not be visually intrusive or have an overbearing impact</li> <li>• Schemes must demonstrate there is no harm to the reasonable enjoyment of the use of buildings, gardens and other spaces due to increase in traffic, servicing, parking, noise, light, distance, air pollution, odours or vibration or local micro—climatic effects.</li> </ul>
DM DC6	<ul style="list-style-type: none"> <li>• Balconies – should be: <ul style="list-style-type: none"> <li>○ Sufficiently deep to allow adequate space</li> <li>○ Located next to habitable space</li> <li>○ Provide shelter / privacy to neighbouring properties</li> <li>○ Balustrades deigned to screen stored items.</li> </ul> </li> </ul>
LP10	<ul style="list-style-type: none"> <li>• The Council will seek to ensure that local environmental impacts of all development do not lead to detrimental effects on amenity of existing and new occupiers. These potential impacts can include, but are not limited to, noise and vibration, light pollution, odours and fumes.</li> <li>• Schemes must follow guidance provided by the Council on local environmental impacts and pollution as well as on noise generating and noise sensitive development.</li> <li>• The Council encourages good acoustic design to ensure occupiers of new and existing noise sensitive buildings ae protected. The following will be required <ul style="list-style-type: none"> <li>○ A noise assessment on any new plant and equipment</li> <li>○ Mitigation measures</li> <li>○ Time limits and restrictions</li> <li>○ Promotion of good acoustic design</li> <li>○ Measures to protect occupiers of new development.</li> </ul> </li> <li>• The Council will seek to ensure that artificial lighting in new developments do not lead to unacceptable impacts. The following will be required: <ul style="list-style-type: none"> <li>○ As assessment of any new lighting on receptors</li> <li>○ Mitigation measures</li> <li>○ Promotion of good lighting design.</li> </ul> </li> <li>• The Council will seek to ensure that any potential impacts relating to odour and fumes are mitigated by: <ul style="list-style-type: none"> <li>○ An impact assessment</li> <li>○ Type and nature of filtration</li> <li>○ Height and position of any chimney</li> <li>○ Promotion and use of new abatement technologies.</li> </ul> </li> </ul>

Given the level of information provided in the submission, only limited comments can be provided, and these are based on the site plan, provided on page 62. In addition, no site visit has been undertaken and therefore comments may be subject to change once neighbouring properties are visited if this application is progressed:

- Given the separating distances between the new build within the site and those properties on Udney Park Road, Kingston Land and Cromwell Road, the scheme is not deemed to appear overbearing in most cases. However, there is a degree of

concern over the relationship with the gardens and properties adjacent to the north boundary. There are windows directly overlooking the playing fields. Whilst private views are not protected, any development should be kept off this boundary so not to harm their level of amenities.

- The C2 houses sited on Udney Park Road appear to broadly follow the building lines of the property adjacent; however, an assessment on side windows and amenity space would be required.
  
- There is concern over the siting of the car parking and road, in particular at the rear of Udney Park Road properties. This has the potential to cause unreasonable noise and disturbance from coming and goings, door slamming, general activity and light pollution. *(The amended plans tabled at the meeting showed a new road through the site. Whilst this may overcome the above concerns, these raise new fundamental objections regarding the introduction of a road and parking through OOLTI and on playing fields).*
  
- The scheme would need a full sunlight / daylight assessment.
  
- Noise and pollution: There are lacks of details, however, recommend you refer to the aforementioned policies for necessary reports. Potential concerns:
  - Floodlighting?
  - Level of activity?
  - Hours of sporting facilities – associated noise and light pollution?
  - Community use – days, hours, numbers
  - Plant from commercial kitchens (including care home)

### **Trees and landscape**

DM DC4	<ul style="list-style-type: none"> <li>• The Boroughs trees and landscape will be protected and enhanced.</li> <li>• Where trees are removed, appropriate replacement planting will be required.</li> <li>• There will be presumption against schemes that result in a significant loss of trees, unless replacements are proposed and there is good reason.</li> </ul>
LP16	<ul style="list-style-type: none"> <li>• The Council requires the protection of existing trees</li> <li>• The Council resists the loss of trees, or damage to trees.</li> <li>• The Council requires an appropriate replacement for any tree that is felled. A financial contribution to the provision of any off-site tree in line with the monetary value of the existing tree to be felled will be required in line with CAVAT.</li> </ul>
LP16	<ul style="list-style-type: none"> <li>• The Council requires the retention of important existing landscape features where practicable.</li> </ul>

	<ul style="list-style-type: none"> <li>The Council requires landscape design and materials to be of a high quality and compatible with the surrounding landscape and character.</li> </ul>
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- A TPO has been served on the site.
- Very little tree information has been submitted. If the scheme is progressed, it is recommended an Arboriculturalist is commissioned to assess constraints posed by on and off site trees, which will inform of the design process. Any application would need to be accompanied with an Arboricultural Impact Assessment and Arboricultural Method Statement.

### Ecology:

CP4	<ul style="list-style-type: none"> <li>The Boroughs biodiversity will be safeguarded and enhanced.</li> </ul>
DM OS5 & LP15	<ul style="list-style-type: none"> <li>All new development will be expected to preserve and where possible enhance existing habitats.</li> <li>All developments will be required to enhance existing and incorporate new biodiversity features and habitats into the design of building and landscaping.</li> <li>Consideration should be given to the use of native species.</li> <li>Ensure new biodiversity links to the wider ecological and green infrastructure.</li> </ul>

- Whilst the site does not have an ecological designation, it is a hugely valuable feeding site for both common and red listed birds (such as song thrush and starlings).
- The scheme would result in a significant loss of open areas of grassland and permeable surfaces.
- There is a lack of information with the pre-application submission to enable officers to thoroughly review the impact on the ecological value of the site. The following information is required:
  - Details of the percentage of permeable grassland – existing and proposed
  - Details of external lighting

If the scheme is pursued, the following is recommended:

- Incorporation of green roofs
- Mitigation for lost grassland
- Significant enhancements through creation of habitats for birds such as native hedges and copses wildflower meadows and wildlife enhancement such as stag beetle loggeries, insect refugia, bird and bat boxes and the commitment to maintain them.

- Confirmation that all recommendations of the Lindsay Carrington Ecological Services report (pages 41- 46) dates March 2016 being implemented and lighting must be carefully designed to avoid impacts to wildlife. The cotoneaster and bamboo must be removed from site. The bat survey must be current to inform any detailed proposals.

#### **Construction:**

LP10	<ul style="list-style-type: none"> <li>○ The Council seeks to manage and limit environmental disturbance during construction.</li> <li>○ A CMS will be required with any submission.</li> <li>○ The Council will seek a charge to cover the cost of monitoring the CMS.</li> </ul>
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- Any scheme would need to be accompanied with a Construction Method Statement (Framework)
- The full CMS would be secured through Heads of Terms in any successful application
- Monies would be sought for monitoring of such.

#### **Flooding / water infrastructure**

LP21	Submission requires: <ul style="list-style-type: none"> <li>○ A Drainage Statement</li> <li>○ Flood Risk Assessment</li> </ul>
LP23	<ul style="list-style-type: none"> <li>○ Will need to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve the development.</li> <li>○ Need to demonstrate there is sufficient capacity or extra capacity can be provided</li> </ul>

The site does not fall within a flood zone; however, any submission would need to:

- Incorporate a Flood Risk Assessment
- Provide evidence that capacity exists in the public sewerage and water supply network to serve the development
- Drainage Statement
- Demonstrate surface water discharge to greenfield run-off rates; or where not feasible, a minimum of at least 50% attenuation of the sites surface water runoff at peak times based on the levels existing prior to the development

#### **Health and wellbeing:**

LP30	The Council will support development that encourage: <ul style="list-style-type: none"> <li>○ Sustainable modes of travel</li> </ul>
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	<ul style="list-style-type: none"> <li>○ Access to green infrastructure</li> <li>○ Access to local community facilities</li> <li>○ An inclusive development layout and public realm that considers the needs of all, including the older population and disabled people.</li>   <li>○ Require a Health Impact Assessment</li> <li>○ Applications for new / improved facilities will be assessed in line with the criteria set out in the Social and Community Infrastructure policy.</li> </ul>
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Any submission will need to demonstrate compliance with the above policies.

### Local Validation Checklist

The Local Authority has adopted a Local Validation Checklist (LVC). This can be viewed on the following link [LVC](#). For your convenience, I have summarised the key documents that would be required to be submitted with any application if you decide to progress with the scheme:

1. Statutory requirements
2. Plans – Local Requirements
  - Block plan of the site (at a scale of 1:100 or 1:200) showing any site boundaries
  - Site survey plan (at a scale of 1:200 showing existing and proposed features e.g. roads, parking areas, footpaths, landscaping, walls, fences, trees, buildings and other structures)
  - Existing and proposed floor plans (at a scale of 1:50 or 1:100)
  - Existing and proposed elevations (at a scale of 1:50 or 1:100)
  - Existing and proposed site sections and finished floor and site levels (at a scale of 1:50 or 1:100)
  - Plans to a scale of not less than 1:20 to show all new doors, windows, shop fronts, panelling, fire places, plaster moulding and other decorative details for Listed Buildings, Buildings of Townscape Merit and external works in Conservation Areas
  - Roof plans (at a scale of 1:50 or 1:100)
  - Plans and photographs of any parts of the building to be part or fully demolished
  - All plans and drawings to indicate; key dimensions (in metric) e.g. width, height and length; and to a recognised metric scale.
  - A scale bar must be included on all drawings.
3. Supporting Planning Statement
4. Streetscape drawing
5. Transport Assessment
6. Parking Layouts & Turning Circles
7. Parking Survey
8. Full Travel Plans / statements
9. Construction Management Statement
10. Statement on Sustainable Drainage Systems (SuDS)
11. Foul sewage and utilities statement
12. Affordable Housing Statement including:

- Statement confirming input from Registered Providers on suitability of scheme design, and their offers for the proposed affordable housing compliant with the Council's approach to affordability of rent levels and shared ownership and taking account of the availability of all possible public grant funding (where policy requirement is for schemes include on site affordable housing provision)
  - Affordable housing design quality checklist
  - Commuted sum Calculation Pro-forma
  - Agreement to pay affordable housing financial contribution
13. Viability Report and written confirmation that the agent will fund for this to be independently assessed
  14. Community Engagement Report
  15. Sustainable Construction Checklist (SCC)
  16. BREEAM Pre-Assessment
  17. Energy Report: The report should demonstrate that the scheme achieves a 35 per cent carbon emissions reduction target beyond Part L 2013 of the Building Regulations – Where this is not feasible, a report should be submitted to demonstrate this has been fully investigated, and the acceptability of such justification will be assessed by officers
  18. Open Space Assessment: demonstrating impacts on Local Green Space and Other Open Land of Townscape Importance
  19. Playing field assessment.
  20. Landscaping Scheme, including details of trees and vegetation that has been or will be removed in order to facilitate development
  21. Tree Survey and Constraints Plan - in accordance with British Standard 5837
  22. Arboricultural Impact Assessment and Arboricultural Method Statement - in accordance with British Standard 5837
  23. Archaeological Statement – if site is of 0.4 hectares or larger
  24. Ecology reports:
    - A Preliminary Ecological Appraisal (including a desk based report, apply the Greenspace Information for Greater London data (GiGL - as our local recording organisation) for their data search, and take account of the Richmond Biodiversity Action Plans). Surveys should be carried out during appropriate times.
    - External lighting plans/specification details, including spectrum details
    - Mitigation and enhancement measures
  25. Acoustic Assessment and/or an Acoustic Design Statement
  26. Odour Assessment Report & Scheme, in line with DEFRA: Control of Odour and Noise form Commercial Kitchen Systems 2004.
  27. Air Quality Assessment
  28. Daylight Assessment & Lighting Pollution in line with the Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight', A guide to good practice; this should also consider overshadowing and solar glare
  29. Land Contamination Assessment – Desk Study
  30. Community Infrastructure Levy Liability Form
  31. Environmental Impact Assessment (EIA)
    - a. Requirements as set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011:
    - b. Required for all Schedule 1 projects
    - c. May be required for projects listed in Schedule 2

32. Health Impact Assessment (HIA)
33. Inclusive Access Statement to address Building Regulations Requirement M4 (2)  
'accessible and adaptable dwellings'
34. Wheelchair Housing Statement to address Building Regulations Requirement M4 (3)  
'wheelchair user dwellings'

**Summary:**

- The proposed scheme is a departure from the adopted development plan, and contrary to the policies contained in the adopted and emerging local plans and the NPPF.
- Open space and playing fields: There is a fundamental policy objection to the development on the grounds of inappropriate development on, and loss of and impact on OOLTI, Local Green Space and an Asset of Community Value. Further whilst it is acknowledged that the proposed scheme may enhance sport facilities on parts of the site, overall, the proposal results in a significant loss of playing fields, nor has it been robustly demonstrated that the scheme meets the aforementioned policies, criteria or the Sport England exceptions. These objections are not outweighed by the suggested benefits of an elderly care community / community facilities.
- Design: Limited information has been provided. However, the indicative massing does not respond to such prevailing pattern of development. The development, by reason of its scale, massing, bulk, form of the proposed buildings is excessive, representing overdevelopment of the site, to the detriment of the character of the area.
- Ecology: Additional information is required, as are significant enhancements and confirmation that all recommendations outlined in the Ecological Report would be implemented in full.
- Trees: Additional information required – refer to comments and development plan policies.
- Residential amenity: Concern over the impact on residents through noise and disturbance, and pollution.
- Transport and parking: Additional information required. However, there is significant concern that by reason of the absence of a CPZ in the locality and by nature of the development, the scheme would generate unacceptable traffic and parking implications on Udney Park Rd/Kingston Lane and Cromwell Road (in particular).
- Regarding the following matters, it is recommended reference is made to the relevant development plan policies:
  - Health and wellbeing
  - Construction
  - Flooding
  - Sustainability
  - Housing standards

- As advised in the meeting, the applicants are encouraged to carry out a public consultation exercise with local residents prior to any submission.
- Based on the current submission, the scheme will not be favourably considered. However, if the application is taken forward, it is strongly recommended the Local Validation Checklist is referred to, which clearly outlines what documents are required with any submission.

**Without prejudice**

Any advice given by Council officers for pre-application enquiries does not constitute a formal response or decision of the Council with regards to future planning consents. Any views or opinions expressed are given in good faith (without a benefit of a site visit) and to the best of ability without prejudice to formal consideration of any planning application, which was subject to public consultation and ultimately decided by the Council. You should therefore be aware that officers cannot give guarantees about the final form or decision that will be made on your planning or related applications.

Although the advice note will be brought to the attention of the Planning Committee or an officer acting under delegated powers, it cannot be guaranteed that it will be followed in the determination of future related planning applications and in any event circumstances may change or come to light that could alter the position. It should be noted that if there has been a material change in circumstances or new information has come to light after the date of the advice being issued then less weight may be given to the content of the Council's pre-application advice of schemes.

Nevertheless, I hope that the above comments are viewed as constructive and of assistance when submitting any future application.

Yours sincerely



Lucy Thatcher  
Richmond Strategic Development Lead

## **APPENDIX 12**

**From:** Lucy Thatcher [<mailto:L.Thatcher@richmond.gov.uk>]  
**Sent:** 25 July 2017 11:31  
**To:** Matt Twinberrow <[matttwinberrow@bellamyroberts.co.uk](mailto:matttwinberrow@bellamyroberts.co.uk)>  
**Cc:** [matttwinberrow@bellamyroberts.co.uk](mailto:matttwinberrow@bellamyroberts.co.uk)  
**Subject:** FW: Parking standards - Imperial

Dear Matt,

Following on from our conversation, it is suggested you go with the Local Plan Review standards for the GP. As I understand a GP has already been identified for this site. If this is the case, we would require, as part of the Transport Assessment, to see trip modes for existing patients. It is recommended this is carried out over two 1 week periods. The questions should include – how did you travel here today? and how would you travel to the GP if this was relocated to Imperial Sports Grounds? – This may influence parking and cycling provision.

In terms of extra care, there are no precise standards, as currently the Development Plans only cover sheltered and retirement housing, or standard residential and registered provider housing. There is a lack of information on the product being offered on this site, for example, level of care, age of residents, self-containment, etc.... Therefore, officers are unable to confirm the standards that you should be applying. However, informally and at this stage I recommend at least 1 space per unit (if they are all self-contained), however, this may be subject to change when details are provided / or with robust justification on the product.

If you would like any further discussions / advice regarding this site, this would need to be directed through the formal pre-application procedure, where a fee would be applicable.

The site has a PTAL rating of 1b and 2 and is not within a CPZ

	<b>Development Management Plan</b>	<b>London Plan</b>	<b>Local Plan Review</b>
<b>GP</b>	4 spaces per consulting room	<b>Long stay:</b> <ul style="list-style-type: none"> <li>1 space per 5 staff</li> </ul> <b>Short stay:</b> <ul style="list-style-type: none"> <li>1 space per 3 staff</li> </ul>	PTAL 0-3: <ul style="list-style-type: none"> <li>1 space for consulting room</li> </ul>
<b>Retirement housing</b>	1 space per 2 dwellings (without warden)		Case by case basis but expected to meet standards for standard residential
<b>Sheltered housing</b>	1 space per 4 dwellings plus 1 space for resident warden units.		Case by case basis, the future tenure and age of prospective occupants to be taken into account
<b>Standard residential</b>	1-2 bedrooms – 1 space 3+ bedrooms – 1.5 spaces		PTAL 0-3: <ul style="list-style-type: none"> <li>1-2 bedrooms – 1 space</li> <li>3+ bedrooms – 2 spaces</li> </ul>
<b>Registered provider</b>	1 space per unit		

Regards

**Lucy Thatcher**  
**Strategic Applications Manager (Richmond)**  
**Serving Richmond and Wandsworth Councils**

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## **APPENDIX 13**

## 16 Appendix 3 - Parking Standards

Publication Local Plan

### 16 Appendix 3 - Parking Standards

LAND USE	PARKING STANDARD	CYCLE PARKING STANDARD
USE CLASS A1- SHOPS	Servicing for shops outside town and district centres to be off street	
General Retail	As per <a href="#">London Plan</a>	As per <a href="#">London Plan</a>
Superstores	As per <a href="#">London Plan</a>	As per <a href="#">London Plan</a>
NON FOOD RETAIL WAREHOUSES	As per <a href="#">London Plan</a>	As per <a href="#">London Plan</a>
USE CLASS A2-A4	As per <a href="#">London Plan</a>	As per <a href="#">London Plan</a>
USE CLASS A5	As per <a href="#">London Plan</a> for parking; delivery vehicles/motorcycles/scooters if proposed must be provided for off street within the site.	As per <a href="#">London Plan</a>
USE CLASS B1-BUSINESS	As per <a href="#">London Plan</a> . Servicing to be provided off street unless in town or district centre	As per <a href="#">London Plan</a>
USE CLASS B2	As per <a href="#">London Plan</a>	As per <a href="#">London Plan</a>
GENERAL/SPECIAL INDUSTRIAL	Parking and servicing requirement to be demonstrated and provided off street but not below <a href="#">London Plan</a> maximum	As per <a href="#">London Plan</a>
USE CLASS B8	As per <a href="#">London Plan</a> . Servicing to be provided off street	As per <a href="#">London Plan</a>
USE CLASS C1		
Hotels	As per <a href="#">London Plan</a> although locality and on street parking conditions will need to be assessed including parking stress surveys if appropriate. Servicing and coach parking to be provided off street.	As per <a href="#">London Plan</a>
Residential Hostels	Depending on type of hostel, assessed on individual circumstances	As per <a href="#">London Plan</a>
USE CLASS C2	As per <a href="#">London Plan</a>	As per <a href="#">London Plan</a>
	In CPZs occupiers of new residential developments will not be eligible for on street parking permits where existing levels of on street parking are very high (Blue Badge holders exempt). Garages will be treated as parking spaces.	
STANDARD RESIDENTIAL (including conversion/extension of existing)		
	PTALs 0-3: 1- 2 bedrooms, 1 space	As per <a href="#">London Plan</a>
	PTALs 0-3: 3+ bedrooms, 2 spaces	As per <a href="#">London Plan</a>
	PTALs 4-6: as per <a href="#">London Plan</a> although local circumstances, CPZ times and on street parking conditions will need to be assessed.	As per <a href="#">London Plan</a>
RETIREMENT HOUSING	Case by case basis but expected to meet standards for standard residential	As per <a href="#">London Plan</a>
SHELTERED HOUSING	Case by case basis, the future tenure and age of prospective occupants to be taken into account.	As per <a href="#">London Plan</a>



LAND USE	PARKING STANDARD	CYCLE PARKING STANDARD
REGISTERED PROVIDER		
	PTALs 0-3: 1 space per dwelling, unassigned	As per <a href="#">London Plan</a>
	PTALs 4-6: as per C3	
USE CLASS D1		
Non Residential Institutions	Each application will be judged on its merits	As per <a href="#">London Plan</a>
Clinics, Health Centres, Dentists/Doctors Surgeries	PTALs 0-3: 1 space per consulting room PTALs 4-6: case by case basis	As per <a href="#">London Plan</a>
Parent and toddler groups Play groups and day nurseries	PTALs 0-3: 1 per 2 staff PTALs 4-6: case by case basis	As per <a href="#">London Plan</a>
Public Halls	1 space per 10 persons/seats. 1 coach space per 50 persons/seats. Off street servicing.	As per <a href="#">London Plan</a>
Places of Worship	1 space per 10 persons/seats	As per <a href="#">London Plan</a>
Schools	1 space per 2 staff. Arrangements must also be made for visitor and disabled parking spaces as per London Plan. Facilities for the setting down of coaches off street required.	As per <a href="#">London Plan</a>
USE CLASS D2		
ASSEMBLY AND LEISURE		
Places of entertainment, Theatres, Cinemas, Bingo Clubs, Dance Halls	1 space per 5 persons	As per <a href="#">London Plan</a>
Conference Centres, exhibition halls	1 space per 5 persons ,1 coach space per 150 seats	As per <a href="#">London Plan</a>
Sports and Leisure Complexes	1 space per 25 sq m, parking facilities for coaches, off street servicing and drop off area	As per <a href="#">London Plan</a>
OTHER USES	Case by case basis	As per <a href="#">London Plan</a> where available

## **APPENDIX 14**

building; maintenance and security arrangements; and the privacy, comfort and satisfaction of residents.

2.3.15 Important considerations for shared circulation include:

- The number of people sharing a circulation core and landing will affect whether residents have a sense of ownership over the space;
- Design considerations including width, enclosure, view, light and ventilation of circulation spaces;
- The number and size of lifts; the type of access control and other security measures; and
- Management arrangements for maintenance, cleaning and security.

### Car parking

**Standard 17** - The maximum standards set out below should be the basis for considering planning applications

#### *Parking for residential development*

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
	150-200 hr/ha	Parking provision	150-250 hr/ha	Parking provision	200-350 hr/ha	Parking provision
<b>Suburban</b>						
3.8-4.6 hr/unit	35-55 u/ha	Up to 2 spaces per unit	35-65 u/ha	Up to 1.5 spaces per unit	45-90 u/ha	Up to one space per unit
3.1-3.7 hr/unit	40-65 u/ha		40-80 u/ha		55-115 u/ha	
2.7-3.0 hr/unit	50-75 u/ha		50-95 u/ha		70-130 u/ha	
<b>Urban</b>	150-250 hr/ha		200-450 hr/ha		200-700 hr/ha	
3.8-4.6 hr/unit	35-65 u/ha	Up to 1.5 spaces per unit	45-120 u/ha	Up to 1.5 spaces per unit	45-185 u/ha	Up to one space per unit
3.1-3.7 hr/unit	40-80 u/ha		55-145 u/ha		55-225 u/ha	
2.7-3.0 hr/unit	50-95 u/ha		70-170 u/ha		70-260 u/ha	
<b>Central</b>	150-300 hr/ha		300-650 hr/ha		650-1100 hr/ha	
3.8-4.6 hr/unit	35-80 u/ha	Up to 1.5 spaces per unit	65-170 u/ha	Up to one space per unit	140-290 u/ha	Up to one space per unit
3.1-3.7 hr/unit	40-100 u/ha		80-210 u/ha		175-355 u/ha	
2.7-3.0 hr/unit	50-110 u/ha		100-240 u/ha		215-405 u/ha	

#### Maximum residential parking standards

number of beds	4 or more	3	1-2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

#### Notes:

All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit

Adequate parking spaces for disabled people must be provided preferably on-site<sup>3</sup>

20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.

**Standard 18** - Each designated wheelchair accessible dwelling should have a car parking space that complies with Part M4 (3).

**Standard 19** - Careful consideration should be given to the siting and organisation of car parking within an overall design for open space so that car parking does not negatively affect the use and appearance of open spaces.

## **APPENDIX 15**

## 4.4 Accessible housing

### London Plan Policy 3.8 Housing Choice

#### Strategic

A Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.

#### LDF preparation and planning decisions

- B Taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that:
- a new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors, including the private rented sector, in meeting these
  - b provision of affordable family housing is addressed as a strategic priority in LDF policies
  - c all new housing is built to 'The Lifetime Homes' standards
  - d ten per cent of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users
  - e account is taken of the changing age structure of London's population and, in particular, the varied needs of older Londoners, including for supported and affordable provision
  - f account is taken of the needs of particular communities with large families
  - g other supported housing needs are identified authoritatively and co-

ordinated action is taken to address them in LDF and other relevant plans and strategies

- h strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with stakeholders in higher and further education and without compromising capacity for conventional homes
- i the accommodation requirements of gypsies and travellers (including travelling show people) are identified and addressed in line with national policy, in coordination with neighbouring boroughs and districts as appropriate

4.4.1 Many disabled and older people still live in unsuitable housing without access to essential amenities, or must move or undertake expensive adaptations when their needs change. Much of London's housing stock is old and difficult to adapt. The fact that some homes are not physically capable of accommodating the differing requirements of disabled people as residents or visitors, can lead to discrimination and social exclusion.

4.4.2 Many Londoners require accessible housing to lead independent and dignified lives. Around 240,000 households, 8% of all households in London, say that the disability of a household member requires a home adaptation. Of these, around 25,000 or just over 10% say they are attempting to move to somewhere more suitable to cope with the disability.<sup>44</sup>

4.4.3 In addition more Londoners are living longer and more older people are choosing to remain in their own homes and need accessible housing to enable

<sup>44</sup> GLA analysis of English Housing Survey 2008/09 to 2011/12.

## **APPENDIX 16**

Notes:

Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central.

Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centre locations.

10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

*Parking for employment uses*

<b>Non-operational maximum standards for employment B1: spaces per sq m of gross floorspace (GIA)</b>	
<b>Location</b>	
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 – 600
Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)	50 - 100
Note 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.	

**Table 6.3 Cycle Parking minimum standards**

<b>Land use</b>		<b>Long-stay</b>	<b>Short-stay</b>
A1	food retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
	non-food retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A2-A5	financial / professional services	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
	cafes & restaurants		
	drinking establishments		
	take-aways		

B1	business offices	inner/ central London: 1 space per 90 sqm outer London: 1 space per 150 sqm	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
B1	light industry and research and development	1 space per 250 sqm	1 space per 1000 sqm
B2-B8	general industrial, storage or distribution	1 space per 500 sqm	1 space per 1000 sqm
C1	hotels (bars, restaurants, gyms etc open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	hospitals	1 space per 5 staff	1 space per 30 staff
C2	care homes / secure accommodation	1 space per 5 staff	1 space per 20 bedrooms
C2	student accommodation	1 space per 2 beds	1 space per 40 beds
C3-C4	dwellings (all)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units
D1	nurseries/schools (primary and secondary)	1 space per 8 staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 staff	1 space per 3 staff
	other (e.g. library, church, etc.)	1 space per 8 staff	1 space per 100 sqm
D2	other (e.g. cinema, bingo, etc.)	1 space per 8 staff	1 per 30 seats
	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 staff	1 space per 100 sqm
Sui generis		as per most relevant other standard e.g. casino and theatre = d2	
Stations		to be considered on a case-by-case basis through liaison with tfl	



Notes:

in outer London town centres that are designated as 'mini-Hollands' or which have high PTALs, cycle parking standards are expected to match those of inner/central London.

where the size threshold has been met, for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided.

Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles

### *Cycle Parking*

- 6A.11 Cycle parking provided for staff should be suitable for long stay parking, particularly in terms of location, security and protection from the elements (see The London Cycle Design Standards (TfL 2005).
- 6A.12 The Mayor has reviewed these cycle parking standards to ensure they support delivery of the significant increase in cycling in London referred to in Policy 6.9.
- 6A.13 Additional cycle parking specifications:
- Short-stay cycle parking should be available for shoppers, customers, messengers and other visitors to a site, and should be convenient and readily accessible. Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible.
  - For both long-stay and short-stay parking, consideration should be given to providing spaces accessible to less conventional bicycle types, such as tricycles, cargo bicycles and bicycles with trailers.
  - Where it is not possible to provide suitable visitor parking within the curtilage of a development or in a suitable location in the vicinity agreed by the planning authority, the planning authority may at their discretion instead accept, in the first instance, additional long-stay provision or, as a last resort, contributions to provide cycle parking in an appropriate location in the vicinity of the site.
  - Where it is not possible to provide adequate cycle parking within residential dwellings, boroughs are encouraged to engage with developers that propose innovative alternatives that meet the objectives of these standards. This may include options such as providing the required spaces in secure, conveniently located, on-street parking such as bicycle hangars. TfL will work with boroughs and developers to provide guidance for such a mechanism.
  - Staff should always be taken as the full time equivalent, unless otherwise stated.
  - The standards are based on gross external floorspace, unless otherwise stated.
  - All cycle parking should be consistent with the London Cycling Design Standards, or subsequent revisions.
-

- It is recommended that supporting facilities are provided at land uses where long stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, showers and changing rooms.
- Where cyclists share surfaces with pedestrians, the safety and accessibility of the environment for disabled and older Londoners should be assured.

# **APPENDIX 17**

## Appendix Four - Parking Standards

Adopted Development Management Plan

### Appendix Four - Parking Standards

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES  (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
<b>USE CLASS A1- SHOPS</b>			
GENERAL RETAIL (RICHMOND & TWICKENHAM TOWN CENTRES)	Operational parking standard only of 1 space per 500 sqm	N/A	1 per 100sqm
GENERAL RETAIL	1 space per 100sqm	as CPZ	1 per 200sqm
(A) OTHER DISTRICT CENTRES - TEDDINGTON, EAST SHEEN & WHITTON	Up to 1 space per 20m <sup>2</sup> will be acceptable where the parking can provide for the needs of the centre as a whole.		
(B) (ELSEWHERE)	1 space per 50sqm ,	as CPZ	
ALSO (A) & (B) (OPERATIONAL PARKING)	Operational parking standard only of 1 space per 500 sqm PLUS 1 lorry space per 500 sqm.	as CPZ	
SUPER STORES	For superstores (over 2500sqm) the number of car spaces will be judged on merit, but not exceeding 1 space per 20 sq m, having regard to the nature and location of the development, accessibility by public transport and its likely traffic generation. PLUS 1 lorry space per 500sqm.	as CPZ	1 per 200 sqm
<b>NON FOOD RETAIL WAREHOUSES</b>			
(a) DIY stores (b) Garden Centres	1 car space per 30 sqm is given as a guide, but each site will be considered on its merits. PLUS 1 lorry space per 500sqm	as CPZ	1 per 200sqm
<b>USE CLASS A2</b>			

## Appendix Four - Parking Standards

### Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
FINANCIAL AND PROFESSIONAL SERVICES	1 space per 600sqm	Within 400m of a rail station, 1 space per 450sqm Elsewhere 1 per 300sqm	1 per 125 sqm
USE CLASS A 3, A4 and A5			
FOOD AND DRINK			
(a) A3	1 space per 16sqm of net dining floor area	1 space per 8sqm of net dining floor area	1 per 20 staff + 1 per 20 customers
(b) A4	1 space per 16sqm of public area excluding WCs	1 space per 8 sqm of public area excluding WCs	1 per 100sqm
(c) A5	Off street provision for delivery vehicles/motor cycles/scooters	as CPZ	1 per 50sqm
USE CLASS B1			
BUSINESS			
Offices, Light Industrial High Tech Science Parks and Business Parks	1 space per 300sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	Within 400m of a rail station, 1 space per 200sqm Elsewhere 1 per 100sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200 sqm
USE CLASS B2			
GENERAL INDUSTRIAL	1 space per 600sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	Within 400m of a rail station, 1 space per 450sqm Elsewhere 1 per 200sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200sqm
USE CLASS B3 - B7			

# Appendix Four - Parking Standards

## Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
SPECIAL INDUSTRIAL	Parking requirement for use within these categories will be assessed on their merits	as CPZ	1 per 200sqm
USE CLASS B8			
STORAGE AND DISTRIBUTION	1 space per 600sqm PLUS 1 lorry parking space per 2500sqm (minimum 1per unit)	Within 400m of a rail station, 1 space per 450sqm Elsewhere 1 per 200sqm PLUS 1 lorry parking space per 2500sqm (minimum 1 per unit)	1 per 200sqm
USE CLASS C1			
HOTELS AND HOSTELS			
(a) Hotels	1 space per 5 bedrooms , plus allowance for other facilities available to the public based upon the relevant standards.	1 space per bedroom , plus allowance for other facilities available to the public based upon the relevant standards.	1 per 2 units of staff accommodation
	1 coach parking/setting down space of 1 space per 100 bedrooms, also allowance must be made for setting down by taxis	1 coach parking/setting down space of 1space per 100 bedrooms, also allowance must be made for setting down by taxis	
(b) Residential Hostels	1 space per 4-6 occupants depending on type of hostel	as CPZ	1 per 2 occupants
LAND USE	VEHICLE PARKING SPACE REQUIRED		CYCLE PARKING
	CONTROLLED PARKING ZONES	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED
USE CLASS C2			
RESIDENTIAL INSTITUTIONS			

## Appendix Four - Parking Standards

### Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
(a) Residential Care Homes or Nursing Homes	1 space per 5 residents plus 0.5 spaces per unit of staff accommodation	as CPZ	0.5 spaces per unit of staff accommodation
(b) Hospitals	0.5-1.0 spaces per bed	as CPZ	1 per 200sqm
(c) Residential Colleges or Educational Centres	0.5 spaces per bedroom	as CPZ	0.5 spaces per bedroom
<b>NOTE:</b> Each case will be considered on its merits having regard to the nature of services being provided.			
USE CLASS C3			
STANDARD RESIDENTIAL	In CPZs occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high. (Blue Badge holders exempt) There are exceptions to this rule which are detailed in Policy DM TP 8. Garages will be treated as parking spaces.		
	1- 2 bedrooms 1 space	1-2 bedrooms 1 space	1 space
	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	1 space
	4+ bedrooms 2 spaces	4+ bedrooms 2 spaces (negotiable)	2 spaces
Conversion and/or extension of existing residential units	Parking will be assessed in accordance with the standard for each size of unit	As CPZ	To be assessed in accordance with the standards as specified above
RETIREMENT HOUSING			
Self contained units with some communal facilities, but without a resident warden	1 space per 2 dwellings (unassigned) . Subject to the future tenure and age of prospective occupants.	as CPZ	Optional figure of 1 space per 4 dwellings

## Appendix Four - Parking Standards

### Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
	Retired persons are considered to be over		
<b>SHELTERED HOUSING</b>			
Self contained units with some communal facilities, but without a resident warden	1 space per 4 dwellings plus 1 space for resident wardens unit. All spaces except the wardens unit shall be unassigned	as CPZ	1 space for resident warden
REGISTERED PROVIDER DEVELOPMENT	1 space per dwelling (unassigned)		1 space per dwelling
<b>USE CLASS D1</b>			
NON RESIDENTIAL INSTITUTIONS	The variety of categories of use within this use are such that it is inappropriate to define standards. Each application will therefore be judged on its merits	as CPZ	To be judged on its merits
Clinics, Health Centres, Dentists/Doctors Surgeries	1 space per consulting room	4 spaces per consulting room	1 per consulting room
Parent and toddler groups	1 per 4 staff plus adequate space for delivery and collection of children maximum	1 space per 4 staff	1 per 3 staff
Public Halls	1 space per 10 persons/seats PLUS 1 coach space per 50 persons/seats	1 space per 5 persons/seats	1 per 20 persons/seats
Places of Worship	1 per 10 seats	as CPZ	1 per 20 seats
Play groups and day nurseries	1 space per 4 staff. Adequate setting down areas for cars shall be provided at establishments which cater for more than 20 children	1 space per 2 staff (full time equivalent)	1 per 3 staff



## Appendix Four - Parking Standards

### Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
Schools	1 space per 2 staff. Arrangements must also be made for adequate setting down areas and visitor parking spaces Adequate facilities for the setting down of coaches shall also be considered	1 space per 2 staff	5 spaces per classroom depending on the nature of the school
USE CLASS D2			
ASSEMBLY AND LEISURE	<b>NOTE:</b> The variety of facilities which may be offered are such that alternatives may be justified. The following standards are reproduced for the guidance of developers:		
(a) Places of entertainment, Theatres, Cinemas, Bingo Clubs, Dance Halls	1 space per 10 persons	1 space per 5 persons	1 per 50 persons
(b) Conference Centres	1 space per 10 persons PLUS 1 coach space per 150 seats	1 space per 5 persons	1 per 50 seats
(c) Exhibition Halls	1 space per 50 sqm PLUS 1 coach space per 300sqm	1 space per 25 sq m	1 per 200sqm
(d) Sports and Leisure Complexes			
Leisure Centres & Swimming Pools	1 space per 50 sqm Adequate setting down and parking facilities for coaches	1 space per 25 sq m	1 per 10 staff + 1 per 20 peak period visitors
Tennis & Badminton Courts	1 space per court	3 spaces per court	2 per court
Squash Courts	1 space per court	2 spaces per court	1 per court
OTHER USES			
(a) Repair Garages			
Petrol Filling Stations	1 per 4 staff	as CPZ	1 per 2 staff
Repair Workshops	6 spaces per repair bay	as CPZ	1 per 2 staff
MOT Testing Centres	6 spaces	as CPZ	1 per 2 staff

## Appendix Four - Parking Standards

### Adopted Development Management Plan

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
Car Wash	4 Off-street queueing spaces	as CPZ	1 per 2 staff
Tyre Exhaust Fitting Centres	3 spaces per bay	as CPZ	1 per 2 staff
<b>NOTE:</b> If any of the above are combined under one management then the parking provision may be reduced by one third.			
(b) Car Sales			
Showrooms	1 space per 75sqm of car display area to be set aside for the parking of visitors cars	as CPZ	1 per 2 staff

# **APPENDIX 18**

Calculation Reference: AUDIT-200601-170721-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : G - TENNIS CLUBS  
VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	SU SUTTON	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

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

Secondary Filtering 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 courts
Actual Range:	7 to 12 (units: )
Range Selected by User:	4 to 13 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 25/10/12

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:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of 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	2
------------------	---

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.

Secondary Filtering selection:

Use Class:

D2 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  
25,001 to 50,000 1 days

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

Population within 5 miles:

75,001 to 100,000 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 2 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 2 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.

PTAL Rating:

No PTAL Present 1 days  
2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	SU-07-G-01 BEECHES AVENUE	TENNIS CLUB	SUTTON
	CARSHALTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of courts: 7 Survey date: WEDNESDAY 16/09/09		
2	WK-07-G-01 GUY'S CLIFFE AVENUE	TENNIS & SQUASH CLUB	WARWICKSHIRE
	MILVERTON LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of courts: 12 Survey date: THURSDAY 25/10/12		
			Survey Type: MANUAL
			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 07 - LEISURE/G - TENNIS CLUBS  
VEHICLES

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	1	12	0.167	1	12	0.000	1	12	0.167
08:00 - 09:00	2	10	0.158	2	10	0.105	2	10	0.263
09:00 - 10:00	2	10	0.789	2	10	0.053	2	10	0.842
10:00 - 11:00	2	10	0.579	2	10	0.421	2	10	1.000
11:00 - 12:00	2	10	0.632	2	10	0.737	2	10	1.369
12:00 - 13:00	2	10	0.105	2	10	0.211	2	10	0.316
13:00 - 14:00	2	10	0.474	2	10	0.474	2	10	0.948
14:00 - 15:00	2	10	0.368	2	10	0.263	2	10	0.631
15:00 - 16:00	2	10	1.053	2	10	0.421	2	10	1.474
16:00 - 17:00	2	10	1.368	2	10	1.263	2	10	2.631
17:00 - 18:00	2	10	0.474	2	10	0.474	2	10	0.948
18:00 - 19:00	2	10	1.474	2	10	1.211	2	10	2.685
19:00 - 20:00	2	10	1.263	2	10	0.579	2	10	1.842
20:00 - 21:00	2	10	0.316	2	10	0.842	2	10	1.158
21:00 - 22:00	2	10	0.000	2	10	1.000	2	10	1.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>9.220</b>			<b>8.054</b>			<b>17.274</b>

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: 7 - 12 (units: )  
 Survey date range: 01/01/09 - 25/10/12  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

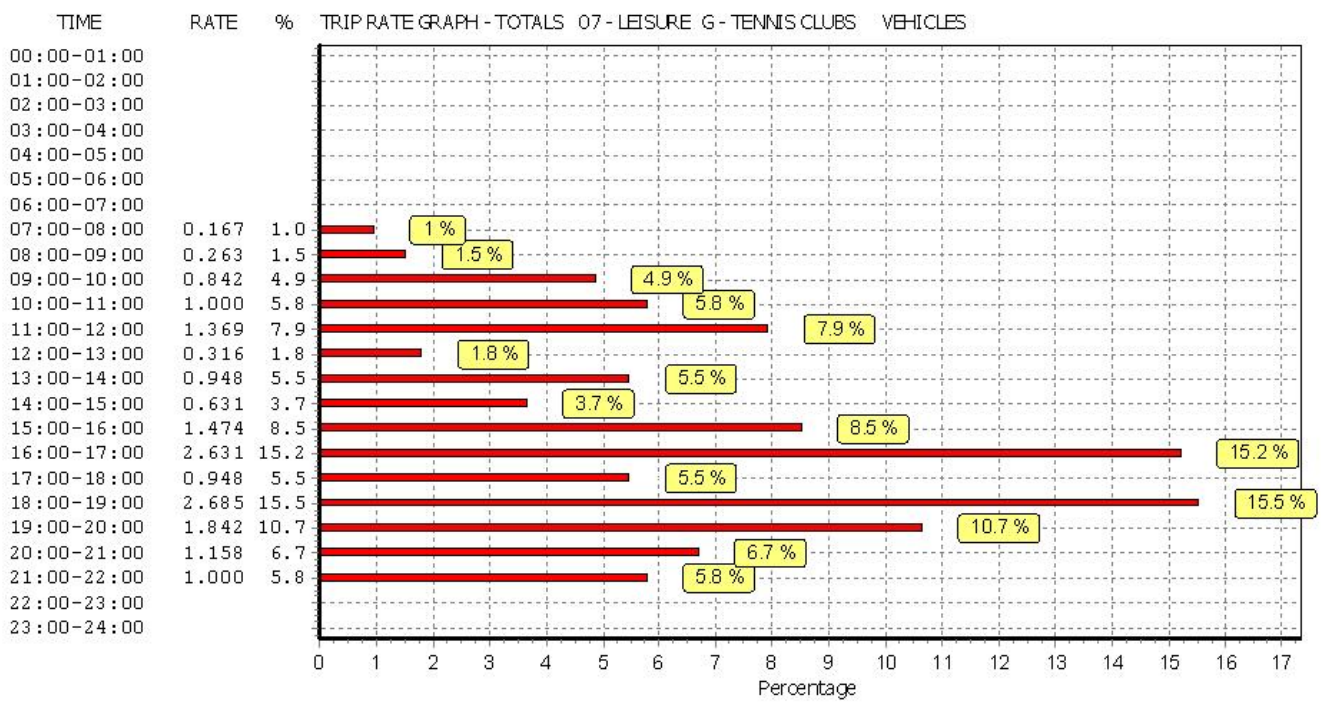


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.





This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-200601-170721-0743

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : L - FOOTBALL (5-a-side)

VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Secondary Filtering 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 pitches
Actual Range:	10 to 18 (units: )
Range Selected by User:	2 to 18 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 18/07/12

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:

Wednesday 2 days

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

Selected survey types:

Manual count	2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of 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	1
No Sub Category	1

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.

Secondary Filtering selection:

Use Class:

D2 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:

20,001 to 25,000 1 days  
25,001 to 50,000 1 days

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

Population within 5 miles:

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:

0.6 to 1.0 1 days  
1.1 to 1.5 1 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 2 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.

PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-07-L-01 GOALS OUTLAND ROAD CENTRAL PARK PLYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pitches: 10 Survey date: WEDNESDAY 18/07/12	DEVON          Survey Type: MANUAL
2	WY-07-L-02 GOALS REDCOTE LANE BURLEY LEEDS Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of pitches: 18 Survey date: WEDNESDAY 09/06/10	WEST YORKSHIRE          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 07 - LEISURE/L - FOOTBALL (5-a-side)

VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	14	0.643	2	14	0.250	2	14	0.893
09:00 - 10:00	2	14	0.536	2	14	0.214	2	14	0.750
10:00 - 11:00	2	14	0.321	2	14	0.143	2	14	0.464
11:00 - 12:00	2	14	0.786	2	14	0.536	2	14	1.322
12:00 - 13:00	2	14	0.321	2	14	0.714	2	14	1.035
13:00 - 14:00	2	14	0.464	2	14	0.464	2	14	0.928
14:00 - 15:00	2	14	1.071	2	14	0.357	2	14	1.428
15:00 - 16:00	2	14	1.393	2	14	0.679	2	14	2.072
16:00 - 17:00	2	14	1.500	2	14	0.714	2	14	2.214
17:00 - 18:00	2	14	2.786	2	14	0.714	2	14	3.500
18:00 - 19:00	2	14	5.179	2	14	2.107	2	14	7.286
19:00 - 20:00	2	14	6.214	2	14	6.143	2	14	12.357
20:00 - 21:00	2	14	5.036	2	14	6.429	2	14	11.465
21:00 - 22:00	2	14	1.607	2	14	5.464	2	14	7.071
22:00 - 23:00	2	14	0.107	2	14	2.679	2	14	2.786
23:00 - 24:00	2	14	0.000	2	14	0.500	2	14	0.500
<b>Total Rates:</b>			<b>27.964</b>			<b>28.107</b>			<b>56.071</b>

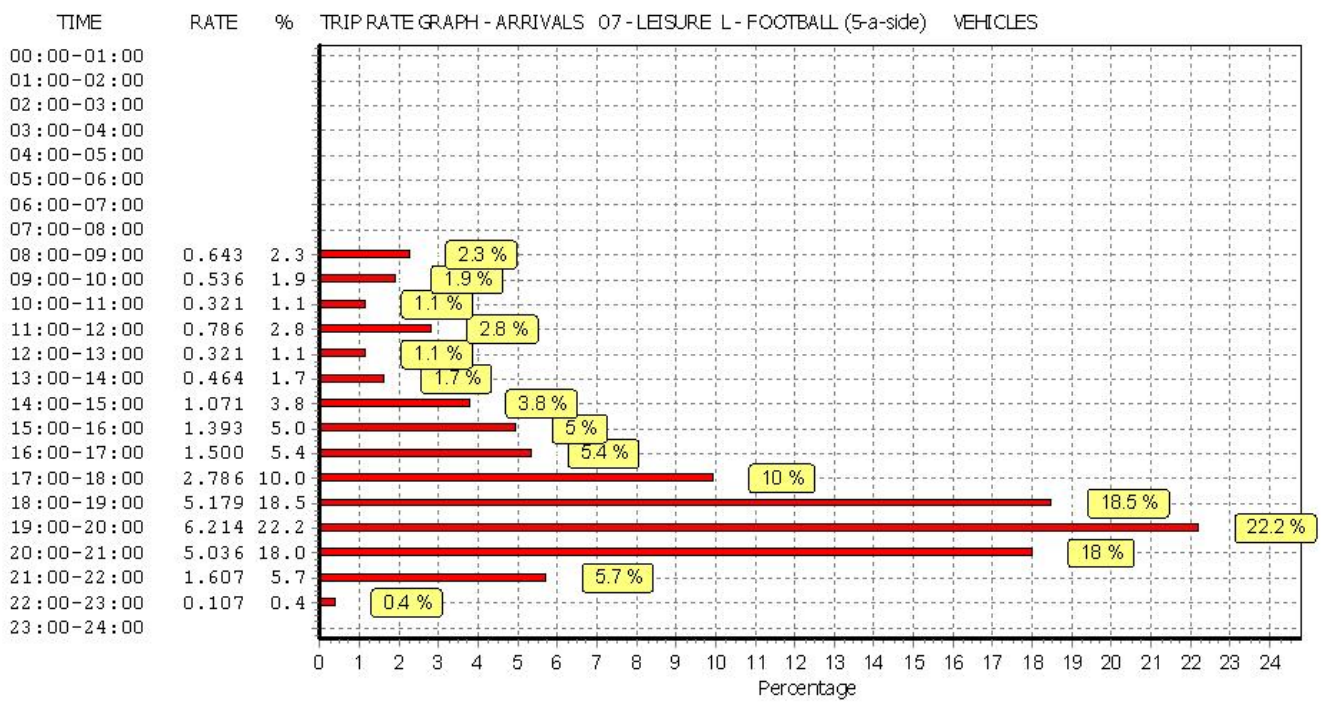
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

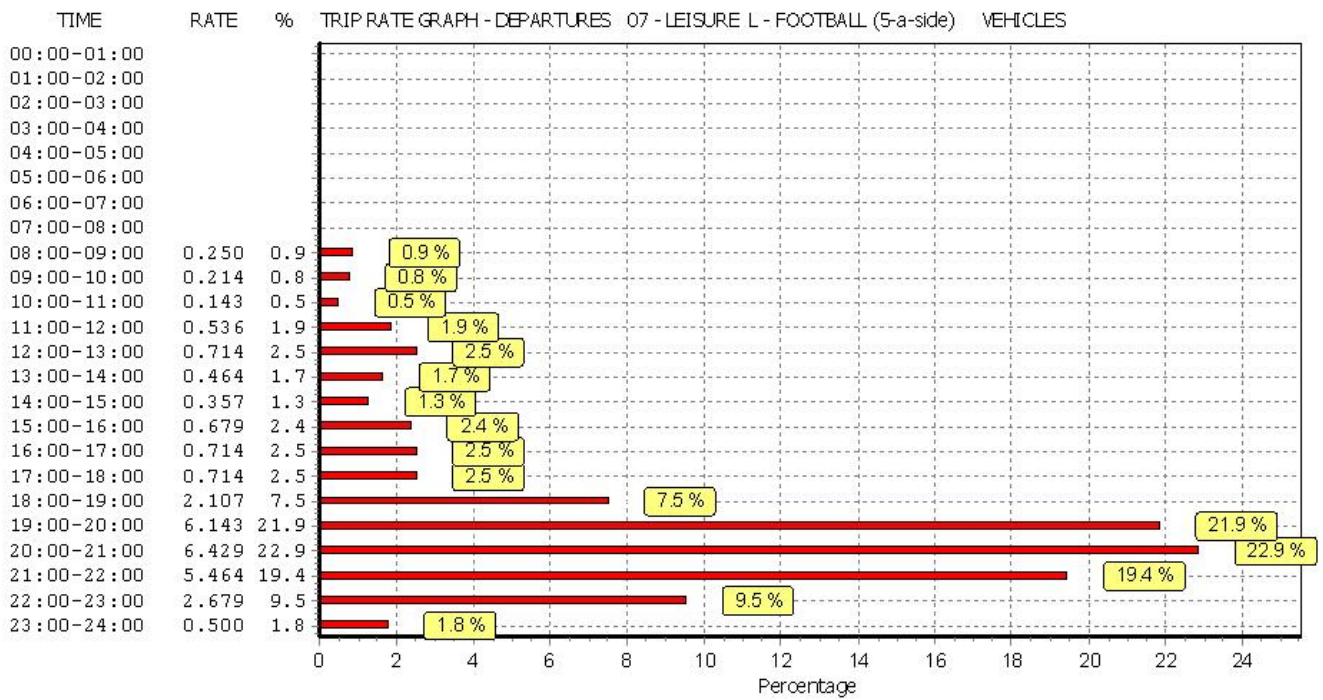
#### Parameter summary

Trip rate parameter range selected: 10 - 18 (units: )  
 Survey date range: 01/01/09 - 18/07/12  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

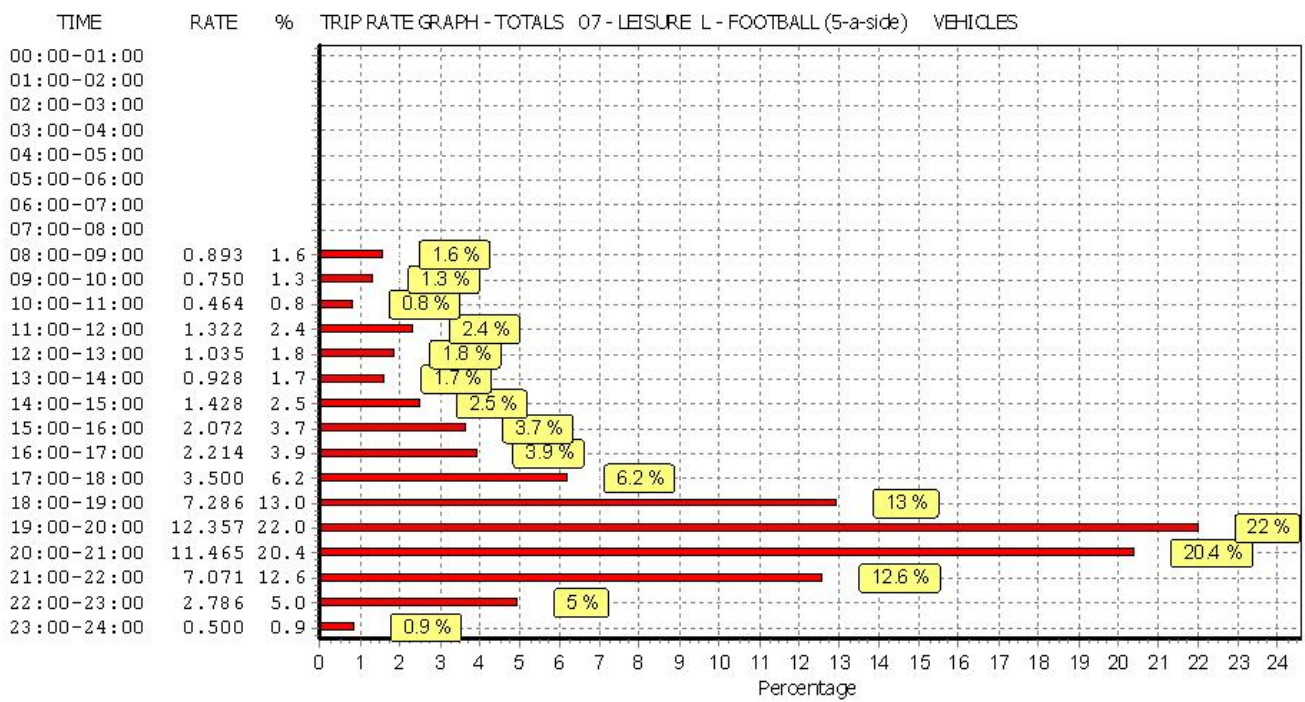


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.





This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-200601-170721-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : Q - COMMUNITY CENTRE  
 VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
10	WALES	
	PS POWYS	1 days
	SW SWANSEA	1 days

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

Secondary Filtering 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: Gross floor area  
 Actual Range: 350 to 2329 (units: sqm)  
 Range Selected by User: 210 to 2329 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 13/11/15

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
Thursday	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 undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Edge of Town	1

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	2
Built-Up Zone	1
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

D2 5 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 2 days  
25,001 to 50,000 2 days  
50,001 to 100,000 1 days

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

Population within 5 miles:

5,001 to 25,000 2 days  
125,001 to 250,000 1 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:

0.6 to 1.0 2 days  
1.1 to 1.5 3 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.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NT-07-Q-01	COMMUNITY CENTRE		NOTTINGHAMSHIRE
	61B MANSFIELD ROAD			
	NOTTINGHAM			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	800 sqm		
	Survey date: THURSDAY	13/06/13		Survey Type: MANUAL
2	PS-07-Q-01	COMMUNITY CENTRE		POWYS
	HOWELL ROAD			
	WELSHPOOL			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	350 sqm		
	Survey date: TUESDAY	12/05/15		Survey Type: MANUAL
3	SH-07-Q-01	COMMUNITY CENTRE		SHROPSHIRE
	SOUTHGATE			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	1486 sqm		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
4	ST-07-Q-01	COMMUNITY CENTRE		STAFFORDSHIRE
	DUDLEY ROAD			
	WOLVERHAMPTON			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2329 sqm		
	Survey date: FRIDAY	09/05/14		Survey Type: MANUAL
5	SW-07-Q-01	COMMUNITY CENTRE		SWANSEA
	HIGH STREET			
	SWANSEA			
	Edge of Town Centre			
	High Street			
	Total Gross floor area:	500 sqm		
	Survey date: TUESDAY	22/10/13		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 07 - LEISURE/Q - COMMUNITY CENTRE  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	425	0.000	2	425	0.000	2	425	0.000
08:00 - 09:00	5	1093	0.439	5	1093	0.073	5	1093	0.512
09:00 - 10:00	5	1093	0.421	5	1093	0.238	5	1093	0.659
10:00 - 11:00	5	1093	0.329	5	1093	0.476	5	1093	0.805
11:00 - 12:00	5	1093	0.366	5	1093	0.384	5	1093	0.750
12:00 - 13:00	5	1093	0.421	5	1093	0.512	5	1093	0.933
13:00 - 14:00	5	1093	0.366	5	1093	0.457	5	1093	0.823
14:00 - 15:00	5	1093	0.384	5	1093	0.494	5	1093	0.878
15:00 - 16:00	5	1093	0.421	5	1093	0.238	5	1093	0.659
16:00 - 17:00	5	1093	0.256	5	1093	0.384	5	1093	0.640
17:00 - 18:00	5	1093	0.238	5	1093	0.311	5	1093	0.549
18:00 - 19:00	5	1093	0.348	5	1093	0.091	5	1093	0.439
19:00 - 20:00	5	1093	0.128	5	1093	0.091	5	1093	0.219
20:00 - 21:00	5	1093	0.000	5	1093	0.128	5	1093	0.128
21:00 - 22:00	4	1241	0.000	4	1241	0.161	4	1241	0.161
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>4.117</b>			<b>4.038</b>			<b>8.155</b>

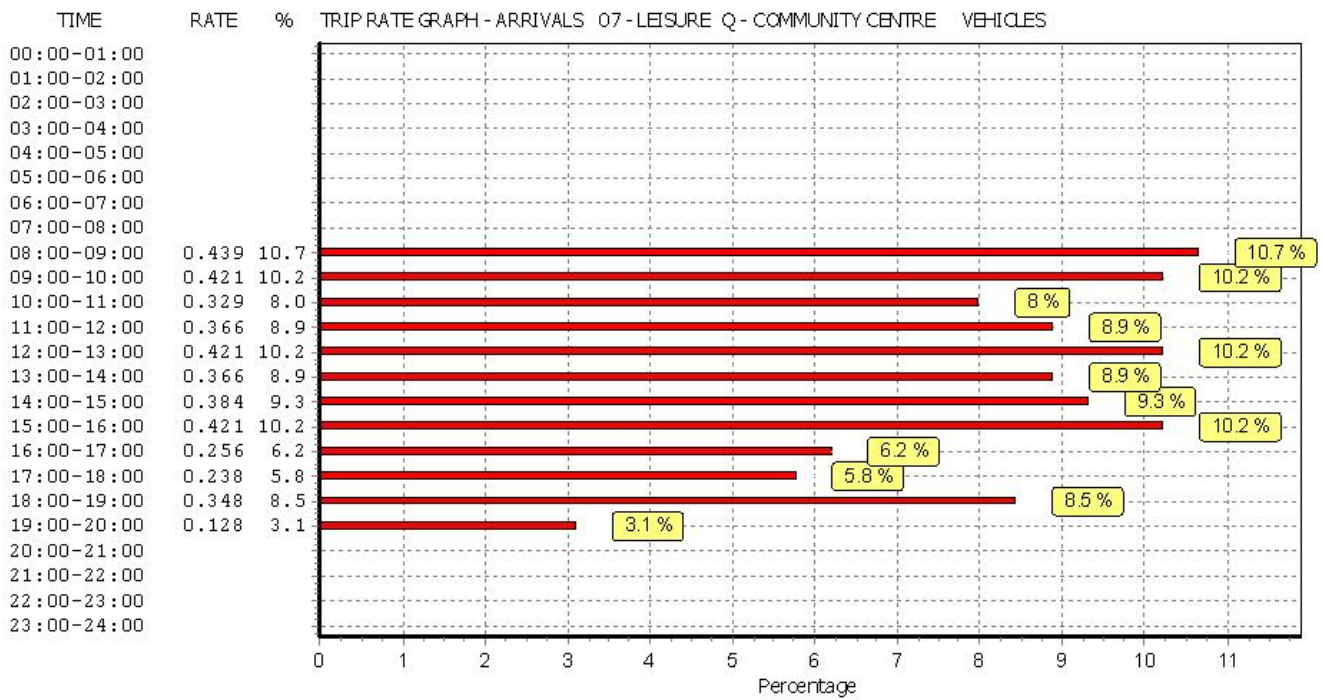
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

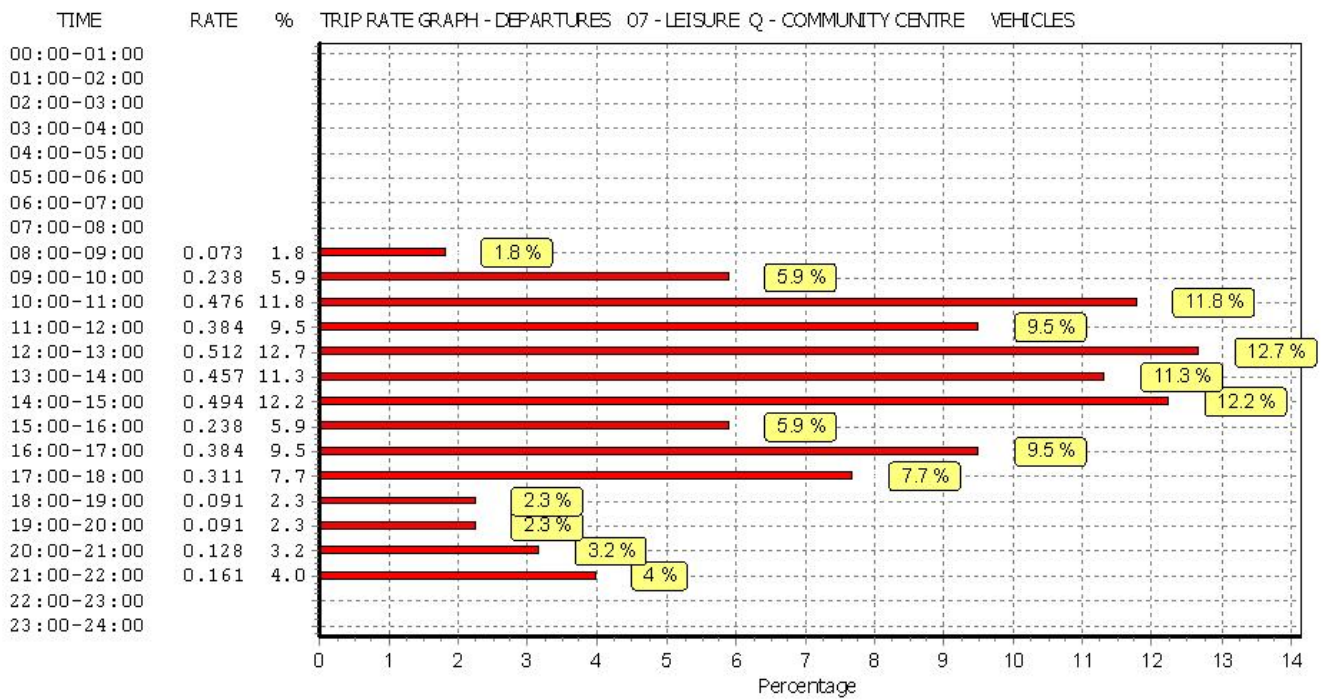
Parameter summary

Trip rate parameter range selected: 350 - 2329 (units: sqm)  
 Survey date range: 01/01/09 - 13/11/15  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

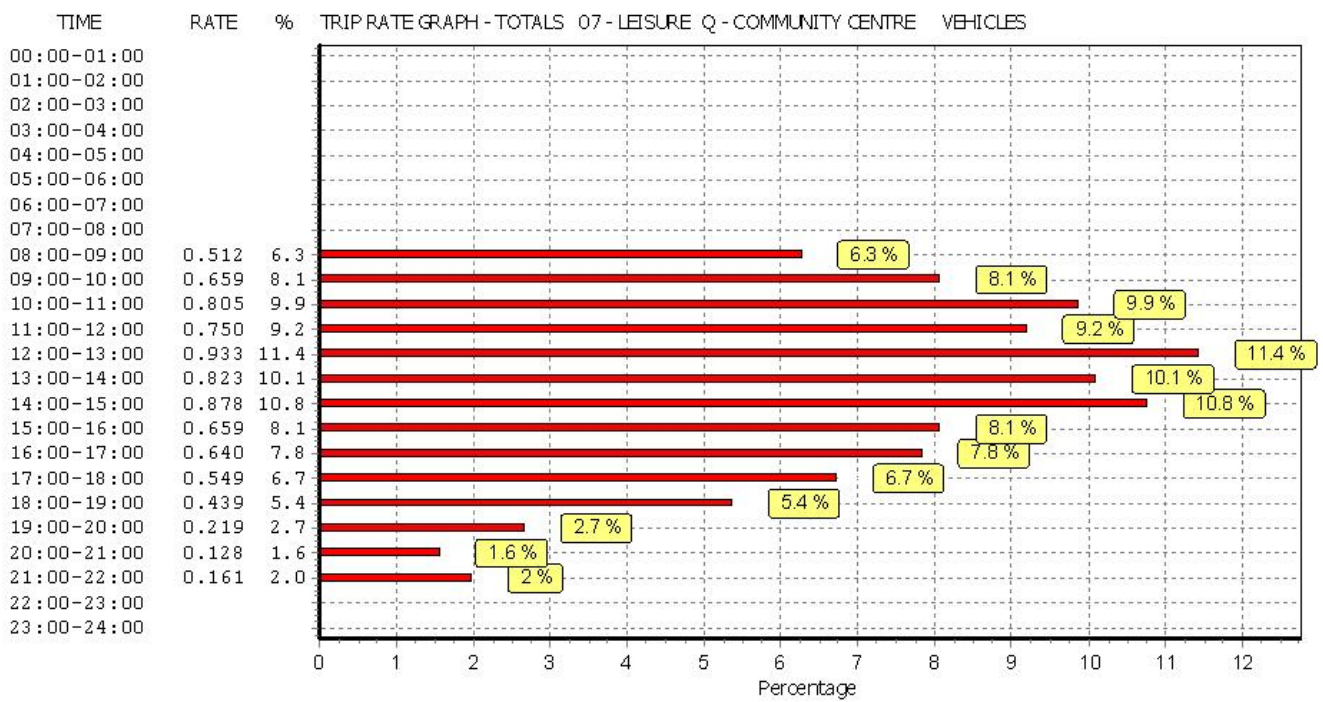
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



Calculation Reference: AUDIT-200601-170721-0755

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : F - SHELTERED ACCOMMODATION  
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	2 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KH KINGSTON UPON HULL	2 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days

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

Secondary Filtering 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: 14 to 87 (units: )  
 Range Selected by User: 14 to 124 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 11/11/14

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	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	11 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	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.

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.

Secondary Filtering selection:

Use Class:

C3 11 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:

1,001 to 5,000 1 days  
10,001 to 15,000 2 days  
20,001 to 25,000 1 days  
25,001 to 50,000 7 days

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

Population within 5 miles:

5,001 to 25,000 1 days  
50,001 to 75,000 2 days  
75,001 to 100,000 1 days  
125,001 to 250,000 1 days  
250,001 to 500,000 5 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:

0.5 or Less 1 days  
0.6 to 1.0 4 days  
1.1 to 1.5 6 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 11 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.

PTAL Rating:

No PTAL Present 11 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DB-03-F-02 HIGHFIELD PARK	SHELTERED HOUSING		DENBIGHSHIRE
	RHYL Edge of Town Centre Residential Zone Total Number of dwellings: 59 Survey date: TUESDAY 11/11/14			Survey Type: MANUAL
2	DS-03-F-01 ST MICHAELS LANE	SHELTERED HOUSING		DERBYSHIRE
	DERBY Edge of Town Centre Built-Up Zone Total Number of dwellings: 40 Survey date: THURSDAY 25/06/09			Survey Type: MANUAL
3	KH-03-F-01 ELLIS STREET	SHELTERED HOUSING		KINGSTON UPON HULL
	KINGSTON-UPON-HULL Edge of Town Centre No Sub Category Total Number of dwellings: 43 Survey date: TUESDAY 15/09/09			Survey Type: MANUAL
4	KH-03-F-02 NORTHUMBERLAND AVE.	SHELTERED HOUSING		KINGSTON UPON HULL
	KINGSTON-UPON-HULL Edge of Town Centre Industrial Zone Total Number of dwellings: 58 Survey date: TUESDAY 15/09/09			Survey Type: MANUAL
5	LE-03-F-01 BELLAMY CLOSE GLEN PARVA LEICESTER Edge of Town Residential Zone Total Number of dwellings: 33 Survey date: WEDNESDAY 24/06/09	SHELTERED HOUSING		LEICESTERSHIRE
6	LE-03-F-02 AYLESTONE LANE WIGSTON LEICESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 49 Survey date: THURSDAY 27/09/12	SHELTERED HOUSING		LEICESTERSHIRE
7	LN-03-F-01 WILLOW CLOSE	SHELTERED HOUSING		LINCOLNSHIRE
	HECKINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 Survey date: TUESDAY 11/12/12			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NT-03-F-01	SHELTERED HOUSING		NOTTINGHAMSHIRE
	BEAUMONT STREET			
	SNEINTON			
	NOTTINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	87		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
9	SM-03-F-01	SHELTERED HOUSING		SOMERSET
	THE AVENUE			
	STAPLEGROVE ROAD			
	TAUNTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	36		
	Survey date: FRIDAY	28/09/12		Survey Type: MANUAL
10	WK-03-F-01	SHELTERED HOUSING		WARWICKSHIRE
	NORTHUMBERLAND ROAD			
	MILVERTON			
	LEAMINGTON SPA			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL
11	WY-03-F-01	SHELTERED HOUSING		WEST YORKSHIRE
	NORTH GRANGE ROAD			
	HEADINGLEY			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: TUESDAY	15/06/10		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/F - SHELTERED ACCOMMODATION  
 VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	11	44	0.041	11	44	0.047	11	44	0.088
08:00 - 09:00	11	44	0.088	11	44	0.076	11	44	0.164
09:00 - 10:00	11	44	0.115	11	44	0.129	11	44	0.244
10:00 - 11:00	11	44	0.131	11	44	0.156	11	44	0.287
11:00 - 12:00	11	44	0.146	11	44	0.129	11	44	0.275
12:00 - 13:00	11	44	0.109	11	44	0.109	11	44	0.218
13:00 - 14:00	11	44	0.094	11	44	0.119	11	44	0.213
14:00 - 15:00	11	44	0.103	11	44	0.088	11	44	0.191
15:00 - 16:00	11	44	0.111	11	44	0.094	11	44	0.205
16:00 - 17:00	11	44	0.111	11	44	0.111	11	44	0.222
17:00 - 18:00	11	44	0.078	11	44	0.084	11	44	0.162
18:00 - 19:00	11	44	0.080	11	44	0.068	11	44	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.207			1.210			2.417

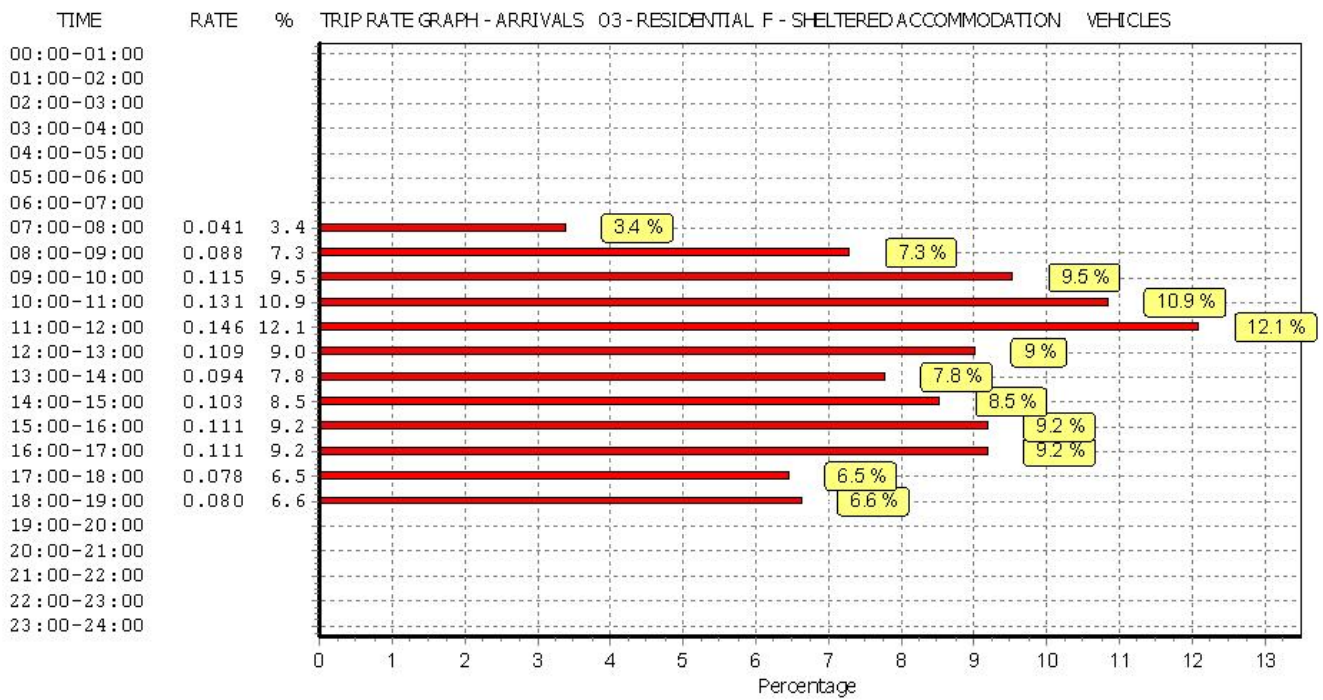
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

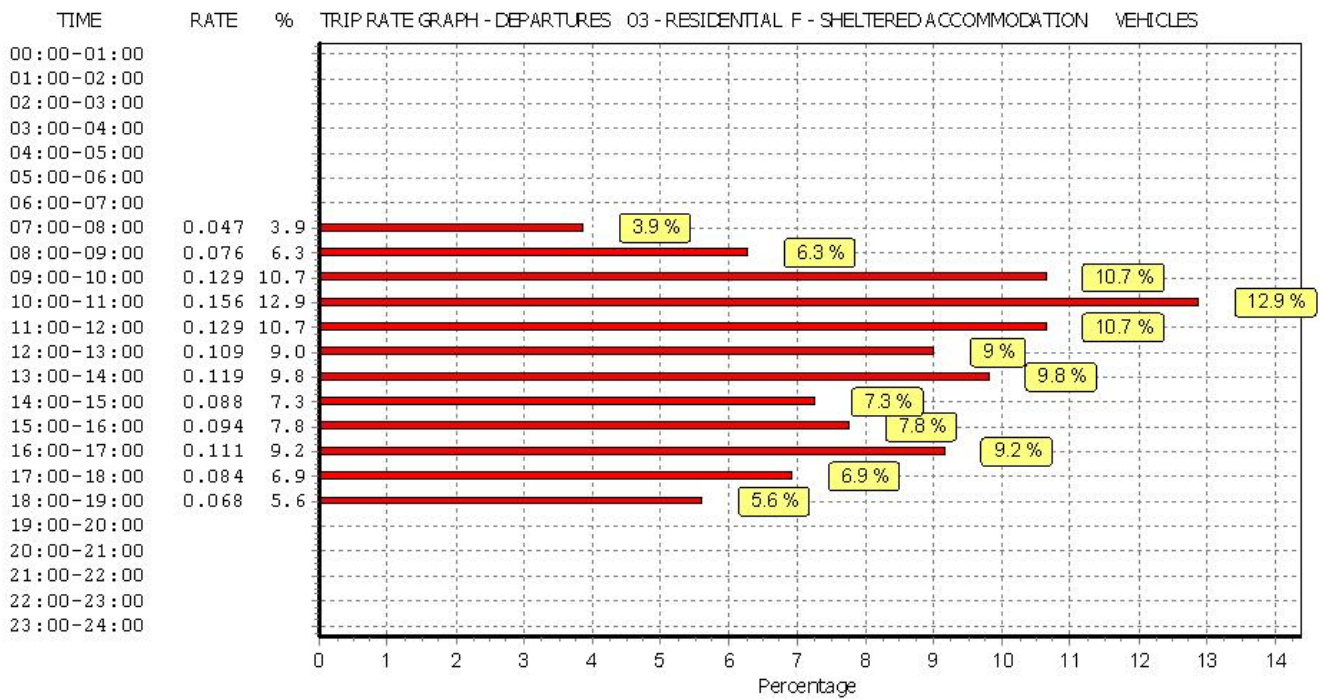
Parameter summary

Trip rate parameter range selected: 14 - 87 (units: )  
 Survey date range: 01/01/09 - 11/11/14  
 Number of weekdays (Monday-Friday): 11  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

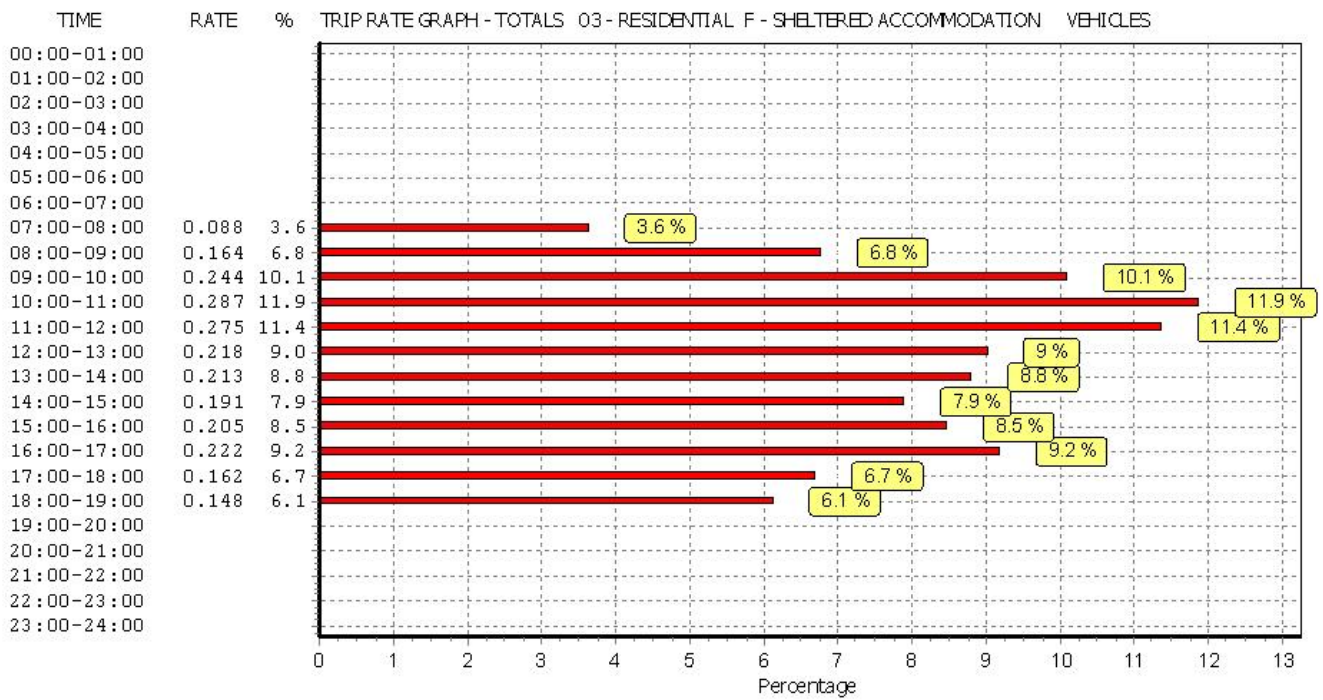
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



# **APPENDIX 19**

### Travel Survey - Park Road Surgery

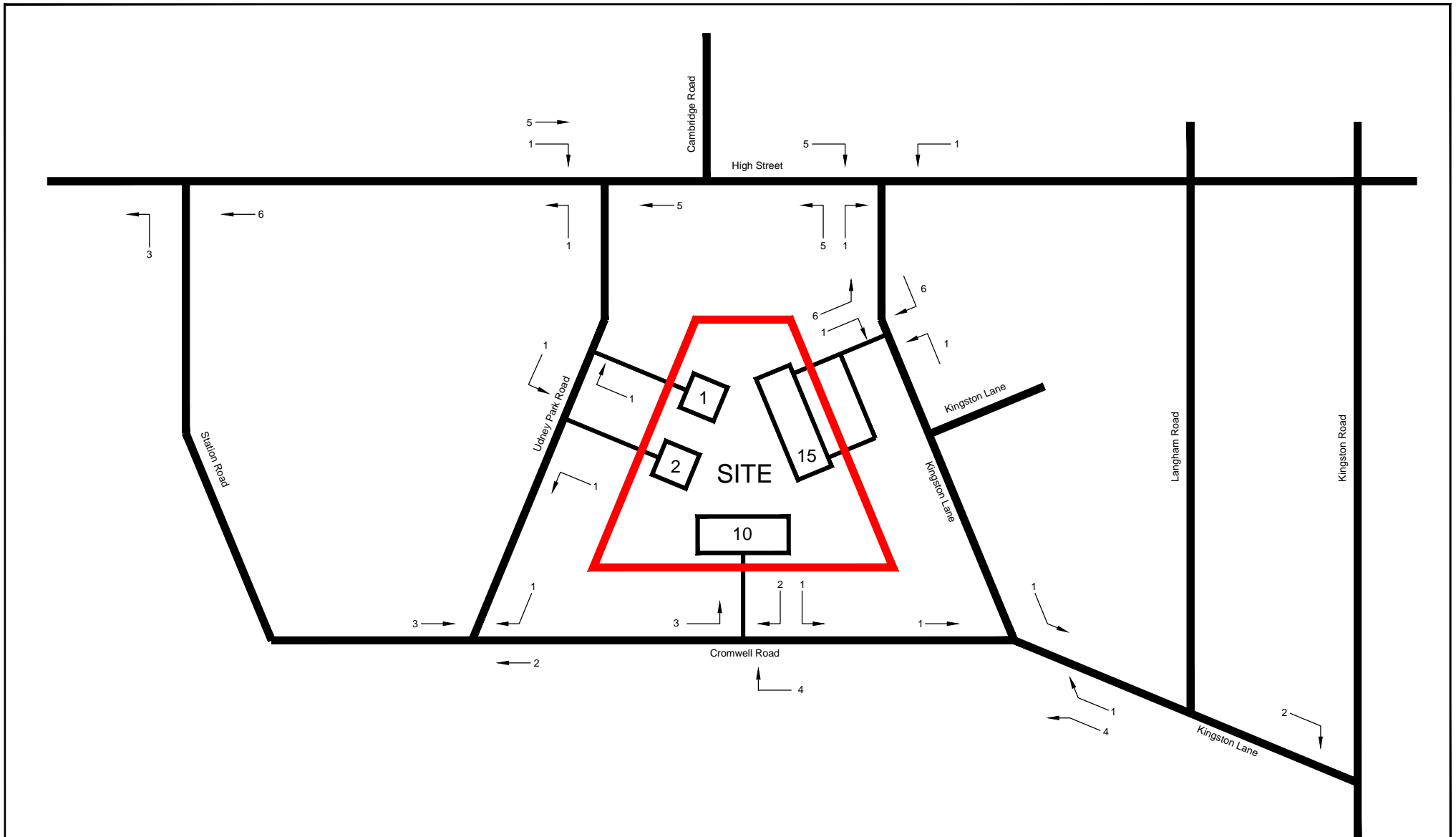
PRS = method of travel to Park Road Surgery

KL = How patient would travel if surgery was at Kingston Lane (some did not tick this column)

		Car Driver	Car Passenger	Bus/ minibus/co ach	Train	Motorbike/ moped/ scooter	Bicycle	Taxi	On foot
<b>Thursday 27</b>									
July	PRS	11	5	3	2	1	2	1	34
	KL	17	5	10	1	1	3	0	24
<b>Friday 28 July</b>									
PRS	PRS	18	6	3	1	0	3	1	15
	KL	16	5	7	0	0	1	0	16
<b>Monday 31</b>									
July	PRS	9	4	5	2	1	1	0	26
	KL	12	3	9	0	0	1	1	24
<b>Tuesday 1</b>									
August	PRS	7	3	1	1	0	0	0	25
	KL	11	2	5	0	0	1	1	15
<b>Wednesday 2</b>									
August	PRS	11	4	1	0	0	0	0	26
	KL	14	1	5	0	0	3	0	16
<b>Thursday 3</b>									
August	PRS	13	3	2	0	0	1	0	10
	KL	11	3	7	1	1	2	0	11
<b>Friday 4</b>									
August	PRS	7	3	1	0	0	3	0	9
	KL	7	1	4	0	0	4	0	10
<b>Monday 7</b>									
August	PRS	3	3	1	0	0	1	1	8
	KL	4	1	3	0	0	1	0	7
<b>Tuesday 8</b>									
August	PRS	0	1	2	0	0	0	0	3
	KL	2	1	1	0	0	0	0	3
<b>Wednesday 9</b>									
August	PRS	5	5	2	1	0	1	3	16
	KL	7	1	7	0	0	2	0	9

		Car Driver	Car Passenger	Bus	Bicycle	On foot
Thursday 27 July	PRS	6	1	4	5	2
	KL	6	1	3	5	3
Friday 28 July	PRS	9	1	4	3	1
	KL	9	1	3	3	2
Monday 31 July	PRS	5	1	3	4	1
	KL	5	1	2	4	2
Tuesday 1 August	PRS	9	1	2	3	1
	KL	9	1	1	3	2
Wednesday 2 August	PRS	9	1	4	3	1
	KL	9	1	3	3	2
Thursday 3 August	PRS	8	1	4	4	1
	KL	8	1	3	4	2
Friday 4 August	PRS	8	1	4	2	1
	KL	8	1	3	2	2
Monday 7 August	PRS	7	1	3	1	1
	KL	7	1	2	1	2
Tuesday 8 August	PRS	10	1	2	2	1
	KL	10	1	1	2	2
Wednesday 9 August	PRS	8	1	4	2	1
	KL	8	1	3	2	2

# APPENDIX 20



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 Traffic Distribution  
**AM Peak**