

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	25	1	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21	
0015	15	1	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	24.4	
0030	13	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	19.2	
0045	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21.9	
0100	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
0115	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	
0130	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
0145	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	
0215	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	
0230	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	
0245	4	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-	
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-	
0315	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
0330	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-	
0345	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	
0415	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
0430	6	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	
0445	15	0	10	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21	
0500	12	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	22.1	
0515	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	22.1	
0530	26	1	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	21.9	
0545	31	2	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	21.7	
0600	49	3	39	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.8	
0615	86	7	69	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	18.8	21	
0630	98	11	75	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.8	
0645	109	6	82	2	15	2	1	0	1	0	0	0	0	0	0	0	0	0	18.1	20.6	
0700	158	20	117	0	17	1	1	0	1	0	1	0	0	0	0	0	0	0	18.6	20.8	
0715	156	24	108	5	16	0	2	1	0	0	0	0	0	0	0	0	0	0	18.1	20.6	
0730	205	29	149	4	20	3	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.6	
0745	220	20	172	0	21	1	3	1	1	0	1	0	0	0	0	0	0	0	17.5	19.7	
0800	216	30	154	5	23	0	1	0	2	0	1	0	0	0	0	0	0	0	17.8	20.1	
0815	165	21	124	3	14	0	0	0	3	0	0	0	0	0	0	0	0	0	18	20.1	
0830	190	26	144	0	18	0	1	0	1	0	0	0	0	0	0	0	0	0	17.4	19.7	
0845	204	19	161	5	15	2	2	0	0	0	0	0	0	0	0	0	0	0	17.7	19.7	
0900	224	17	178	4	21	1	3	0	0	0	0	0	0	0	0	0	0	0	17.8	20.1	
0915	186	13	146	2	24	1	0	0	0	0	0	0	0	0	0	0	0	0	17.6	19.5	
0930	192	12	153	3	23	1	0	0	0	0	0	0	0	0	0	0	0	0	18	19.9	
0945	156	3	138	1	12	1	0	1	0	0	0	0	0	0	0	0	0	0	18	19.9	
1000	154	3	125	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	19.9	
1015	158	6	131	1	19	1	0	0	0	0	0	0	0	0	0	0	0	0	17.6	19.9	
1030	146	2	124	2	16	1	1	0	0	0	0	0	0	0	0	0	0	0	18.1	19.9	
1045	139	2	118	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	19.9	
1100	157	3	138	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	19.9	
1115	148	3	122	1	18	2	0	0	2	0	0	0	0	0	0	0	0	0	18	20.1	
1130	122	4	99	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.8	
1145	114	0	103	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	19.9	
1200	147	4	124	2	16	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1	
1215	150	5	129	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.4	
1230	129	4	116	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	18.4	20.4	
1245	147	3	132	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	20.6	
1300	154	2	140	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	20.8	
1315	135	5	120	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.6	
1330	131	7	108	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	19.9	
1345	133	3	117	2	10	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	20.4	
1400	122	4	105	1	11	0	0	1	0	0	0	0	0	0	0	0	0	0	18.7	20.6	
1415	147	3	128	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.6	
1430	157	2	136	1	17	0	0	1	0	0	0	0	0	0	0	0	0	0	18.3	20.4	
1445	146	5	124	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17.6	19.5	
1500	179	3	160	2	12	0	1	0	1	0	0	0	0	0	0	0	0	0	18.3	20.1	
1515	169	6	147	2	13	0	0	1	0	0	0	0	0	0	0	0	0	0	18.4	20.1	
1530	169	9	144	0	14	0	1	1	0	0	0	0	0	0	0	0	0	0	18.7	20.8	
1545	184	5	168	1	9	0	0	1	0	0	0	0	0	0	0	0	0	0	18.3	20.4	
1600	198	4	182	1	9	0	1	0	1	0	0	0	0	0	0	0	0	0	18.7	20.4	
1615	186	4	172	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.8	
1630	181	4	156	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19.7	
1645	203	6	182	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.4	
1700	170	6	158	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	20.1	
1715	203	6	186	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	19.9	
1730	181	10	161	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.6	
1745	203	18	177	1	5	0	0	0	1	0	1	0	0	0	0	0	0	0	18.9	20.8	
1800	193	16	170	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	20.6	
1815	203	16	179	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	21	
1830	176	9	163	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21	
1845	158	9	139	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	19	20.8	
1900	178	8	162	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	21.3	
1915	151	10	135	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.3	
1930	117	4	109	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	21	
1945	112	2	105	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	21.3	
2000	111	4	101	1	5	0	0	0	0	0	0	0	1	0.9	0	0	0	0	19	20.4	
2015	73	6	64	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	21.3	
2030	86	4	78	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	21.5	
2045	63	2	58	0	3	0</															

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	
0015	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
0030	11	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	23	
0045	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-	
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	
0115	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	
0130	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	
0145	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	
0200	6	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
0215	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	
0230	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
0245	8	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	
0315	5	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-	
0330	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	
0345	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-	
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-	
0415	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	
0430	7	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19	-	
0445	11	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21.5	
0500	11	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	20.6	
0515	19	1	13	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21	
0530	16	2	9	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	21.9	
0545	48	5	38	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.8	
0600	46	6	32	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.5	
0615	69	2	50	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21	
0630	87	6	68	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21	
0645	147	16	102	3	22	2	0	0	2	0	0	0	0	0	0	0	0	0	18.3	20.6	
0700	181	21	141	0	18	0	0	0	0	0	1	0	0	0	0	0	0	0	18.4	20.4	
0715	212	18	169	4	19	1	1	0	0	0	0	0	0	0	0	0	0	0	18.4	20.6	
0730	228	25	181	3	16	0	2	0	0	0	1	0	0	0	0	0	0	0	18	19.9	
0745	221	29	167	3	20	0	1	0	1	0	0	0	0	0	0	0	0	0	17.9	20.1	
0800	220	31	165	5	16	0	1	0	1	0	0	0	1	0	0	0	0	0	18.2	20.8	
0815	194	17	151	5	19	0	1	0	0	0	1	0	0	0	0	0	0	0	18.3	20.6	
0830	210	17	169	4	19	0	1	0	0	0	0	0	0	0	0	0	0	0	18	19.9	
0845	201	18	161	3	17	0	0	0	2	0	0	0	0	0	0	0	0	0	18	20.1	
0900	201	14	156	0	23	1	4	0	3	0	0	0	0	0	0	0	0	0	17.8	20.4	
0915	156	12	125	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.6	
0930	149	4	122	2	19	1	0	0	1	0	0	0	0	0	0	0	0	0	18.3	20.4	
0945	155	10	125	2	15	1	2	0	0	0	0	0	0	0	0	0	0	0	18.1	20.4	
1000	160	4	134	0	20	1	0	0	1	0	0	0	0	0	0	0	0	0	18.4	20.1	
1015	148	7	123	0	14	0	4	0	0	0	0	0	0	0	0	0	0	0	18.1	20.1	
1030	141	7	110	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	19.9	
1045	120	3	103	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	20.1	
1100	148	4	122	1	20	1	0	0	0	0	0	0	0	0	0	0	0	0	18.1	20.4	
1115	146	6	120	0	18	1	0	1	0	0	0	0	0	0	0	0	0	0	18	20.4	
1130	141	5	121	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	20.1	
1145	162	0	149	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	17.9	19.7	
1200	166	1	152	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1	
1215	151	5	122	2	21	0	0	0	1	0	0	0	0	0	0	0	0	0	17.7	19.9	
1230	148	2	131	1	11	1	1	1	0	0	0	0	0	0	0	0	0	0	18.4	20.4	
1245	149	2	134	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1	
1300	155	6	134	1	12	1	0	0	1	0	0	0	0	0	0	0	0	0	18.3	20.4	
1315	130	8	109	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	17.4	20.1	
1330	140	1	118	0	19	1	1	0	0	0	0	0	0	0	0	0	0	0	18.4	20.4	
1345	163	5	139	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.8	
1400	121	5	105	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4	
1415	120	5	101	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	18.3	20.6	
1430	152	0	133	1	16	0	2	0	0	0	0	0	0	0	0	0	0	0	18	19.9	
1445	174	4	156	0	11	1	2	0	0	0	0	0	0	0	0	0	0	0	18.2	20.4	
1500	151	2	134	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	20.4	
1515	163	1	149	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1530	171	3	150	2	15	0	1	0	0	0	0	0	0	0	0	0	0	0	17.9	20.4	
1545	163	3	146	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	18.5	20.6	
1600	190	4	176	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	19.9	
1615	172	1	162	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.8	
1630	184	11	161	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	18.8	21	
1645	178	5	162	2	8	0	0	1	0	0	0	0	0	0	0	0	0	0	19.1	21	
1700	185	8	168	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	20.8	
1715	210	6	194	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	20.4	
1730	184	6	171	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19	20.8	
1745	205	19	176	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.8	
1800	213	8	194	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	20.4	
1815	202	17	175	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.6	
1830	211	11	190	3	6	0	0	0	1	0	0	0	0	0	0	0	0	0	18.9	21.3	
1845	169	3	156	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21	
1900	154	9	134	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.8	
1915	184	9	168	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	21	
1930	161	6	149	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21.5	
1945	165	7	152	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21.7	
2000	124	5	113	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21	
2015	100	6	91	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.8	
2030	92	4	85	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.3	
2045	72	7	60	1	3	0	0	0	1	0											

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19.9	
0015	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.7	
0030	14	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.9	
0045	9	1	7	0	1	0	0	0	0	0	0	0	0	1	11.1	1	11.1	0	21	-	
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	
0115	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
0130	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	
0145	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	
0200	6	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
0215	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-	
0230	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
0245	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
0315	7	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	
0330	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	
0345	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	
0415	10	2	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	
0430	6	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	
0445	13	0	9	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21	
0500	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
0515	17	1	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	21	
0530	27	1	20	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22.6	
0545	24	3	18	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20	22.8	
0600	47	6	37	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.5	
0615	71	9	49	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.5	
0630	100	11	73	0	14	0	0	0	2	0	0	0	0	0	0	0	0	0	18.5	21	
0645	118	12	92	0	11	2	0	0	0	1	0	0	0	0	0	0	0	0	18.1	21	
0700	163	18	122	4	19	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.6	
0715	177	24	132	0	19	1	1	0	0	0	0	0	0	0	0	0	0	0	18.5	20.8	
0730	191	25	136	3	22	0	5	0	0	0	0	0	0	0	0	0	0	0	17.6	19.9	
0745	227	31	161	7	23	1	2	0	0	1	0	1	0	1	0	0	0	0	18	20.8	
0800	213	29	158	4	18	1	1	0	2	0	0	0	0	1	0.5	0	0	0	17.4	20.1	
0815	187	19	146	3	11	1	3	0	3	0	1	0	0	0	0	0	0	0	18	20.1	
0830	198	25	146	4	21	1	1	0	0	0	0	0	0	0	0	0	0	0	17.8	19.9	
0845	230	23	179	4	21	0	2	0	1	0	0	0	0	0	0	0	0	0	18.2	20.6	
0900	176	20	129	2	22	0	1	0	1	0	1	0	0	0	0	0	0	0	17.8	20.1	
0915	173	17	135	3	15	1	2	0	0	0	0	0	0	0	0	0	0	0	18.1	20.4	
0930	157	10	127	0	17	1	1	0	1	0	0	0	0	0	0	0	0	0	18.3	20.4	
0945	178	9	151	1	17	0	0	0	0	0	0	0	0	1	0.6	0	0	0	18.3	20.6	
1000	175	8	140	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4	
1015	140	2	115	2	21	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1030	150	8	126	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	20.4	
1045	135	5	104	2	24	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.1	
1100	145	4	122	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.6	
1115	145	8	118	3	13	0	1	2	0	0	0	0	0	0	0	0	0	0	17.9	19.9	
1130	141	6	117	1	15	0	0	1	0	1	0	0	0	0	0	0	0	0	18.2	20.4	
1145	134	6	110	3	14	0	1	0	0	0	0	0	0	0	0	0	0	0	19	21.3	
1200	145	3	132	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4	
1215	130	6	106	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21	
1230	132	3	113	2	13	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	20.4	
1245	146	3	126	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	17.7	19.7	
1300	142	4	123	1	12	1	0	1	0	0	0	0	0	0	0	0	0	0	18.2	20.8	
1315	136	4	116	1	11	2	1	0	1	0	0	0	0	0	0	0	0	0	18.2	20.6	
1330	150	7	123	1	17	1	1	0	0	0	0	0	0	0	0	0	0	0	17.5	19.9	
1345	170	6	139	1	22	1	0	0	1	0	0	0	0	1	0.6	0	0	0	18.3	20.4	
1400	150	4	130	1	12	0	2	0	1	0	0	0	0	1	0.7	0	0	0	18.4	19.9	
1415	130	1	113	3	12	0	1	0	0	0	0	0	0	0	0	0	0	0	18.9	20.8	
1430	173	5	151	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	19.9	
1445	141	1	130	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1500	188	6	168	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1515	162	5	138	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.8	
1530	166	7	147	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1545	163	7	144	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	20.8	
1600	169	5	150	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1	
1615	184	4	167	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4	
1630	189	5	165	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.4	
1645	200	9	176	2	11	1	0	0	1	0	0	0	0	0	0	0	0	0	18.2	20.4	
1700	186	4	173	2	6	0	0	1	0	0	0	0	0	0	0	0	0	0	18.3	20.4	
1715	191	10	175	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	18.4	20.1	
1730	186	18	160	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20.1	
1745	209	14	184	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	20.6	
1800	195	15	172	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21	
1815	234	9	213	4	7	0	0	1	0	0	0	0	0	0	0	0	0	0	18.1	20.1	
1830	160	13	139	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	18.6	20.8	
1845	214	10	195	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	20.6	
1900	157	14	137	3	3	0	0	0	0	0	0	0	0	1	0.6	0	0	0	18.6	20.6	
1915	198	7	185	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	19.1	21	
1930	156	8	139	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21	
1945	150	4	140	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	18.5	20.6	
2000	123	4	115	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	21	
2015	111	6	103	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	21.3	
2030	79	5	69	0	5	0	0	0	0	0	0	0	0	1	1.3	0	0	0	19.6	21.7	
2045	89	6	77																		

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	33	1	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	21	
0015	24	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	21.5	
0030	25	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	21.7	
0045	22	1	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	22.6	
0100	23	1	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	21.7	
0115	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	19	
0130	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	20.1	
0145	6	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	
0215	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-	
0230	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	
0245	11	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.8	
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
0315	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-	
0330	6	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
0345	8	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
0400	9	0	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	
0415	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	
0430	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	
0445	8	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	
0500	15	2	9	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	22.6	
0515	16	1	8	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21	
0530	21	1	15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	22.8	
0545	34	3	23	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21.3	
0600	50	4	37	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	19.8	23	
0615	70	3	48	1	16	2	0	0	0	0	0	0	0	0	0	0	0	0	19.4	21.7	
0630	86	5	64	0	15	1	1	0	0	0	0	0	0	0	0	0	0	0	19.2	21.9	
0645	116	11	81	2	21	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	21	
0700	140	11	104	4	19	1	1	0	0	0	0	0	0	0	0	0	0	0	18.5	20.6	
0715	176	15	130	4	25	0	1	0	1	0	1	0	1	0	0	0	0	0	18.7	21.3	
0730	192	19	146	2	21	0	1	2	1	0	0	0	0	0	0	0	0	0	18.2	20.4	
0745	220	28	163	1	23	2	3	0	0	0	0	0	0	1	0.5	0	0	0	17.5	19.7	
0800	214	19	162	2	28	0	2	0	1	0	0	0	0	0	0	0	0	0	16.8	19	
0815	203	20	161	0	18	0	3	1	0	0	0	0	0	0	0	0	0	0	18	20.1	
0830	211	16	169	4	18	2	0	2	0	0	0	0	0	0	0	0	0	0	17.6	19.7	
0845	182	14	142	2	22	0	2	0	0	0	0	0	0	0	0	0	0	0	17.9	20.4	
0900	168	16	137	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.1	
0915	150	7	121	4	15	2	1	0	0	0	0	0	0	0	0	0	0	0	17.8	19.5	
0930	155	6	125	0	23	0	1	0	0	0	0	0	0	1	0.6	0	0	0	18.2	19.5	
0945	136	7	114	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	20.1	
1000	136	3	108	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.6	
1015	124	5	104	2	12	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	20.8	
1030	130	9	105	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	17.9	20.6	
1045	148	5	125	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18.2	19.9	
1100	127	3	115	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.6	
1115	136	4	115	0	15	1	1	0	0	0	0	0	0	0	0	0	0	0	18	20.4	
1130	149	5	135	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1	
1145	148	7	127	0	12	0	1	1	0	0	0	0	0	0	0	0	0	0	17.8	19.9	
1200	145	2	131	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.1	
1215	118	3	100	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	19.9	
1230	195	6	164	1	23	0	1	0	0	0	0	0	0	0	0	0	0	0	17.3	19.2	
1245	159	4	142	2	10	0	1	0	0	0	0	0	0	1	0.6	0	0	0	18.3	20.1	
1300	141	7	128	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.1	
1315	155	5	133	0	14	0	2	1	0	0	0	0	0	0	0	0	0	0	18.3	20.8	
1330	155	3	129	2	20	1	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19.9	
1345	168	7	140	2	18	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1400	164	3	136	2	19	0	2	0	2	0	0	0	0	0	0	0	0	0	18.1	20.4	
1415	152	3	136	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.3	
1430	168	2	145	3	17	0	0	0	0	1	0	0	0	0	0	0	0	0	18.5	20.4	
1445	168	5	147	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.4	
1500	197	9	172	0	14	1	1	0	0	0	0	0	0	0	0	0	0	0	17.2	19.9	
1515	189	6	175	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	20.4	
1530	141	5	125	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	20.6	
1545	178	6	164	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1600	212	5	192	4	9	1	0	0	0	0	0	0	0	1	0	0	0	0	18.7	20.8	
1615	174	5	159	1	7	1	0	0	1	0	0	0	0	1	0.6	0	0	0	18.9	21	
1630	190	5	169	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.8	
1645	169	8	152	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21	
1700	200	8	176	2	12	0	0	2	0	0	0	0	0	1	0.5	0	0	0	19.3	21.3	
1715	178	10	161	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.4	
1730	172	2	159	3	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6	
1745	201	9	182	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21	
1800	213	7	196	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	20.8	
1815	203	7	190	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21.3	
1830	200	7	185	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	20.8	
1845	167	6	154	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	19	20.8	
1900	160	6	142	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	19.2	21.7	
1915	169	5	161	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.6	
1930	179	7	163	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.8	
1945	136	3	127	1	5	0	0	0	0	0	0	0	0	1	0.7	0	0	0	19.6	21.9	
2000	159	5	147	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.6	
2015	115	8	102	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21	
2030	94	5	85	1	3	0	0	0	0	0	0	0	0	2	2.1	0	0	0	19.2	21	
2045	83	4	7																		

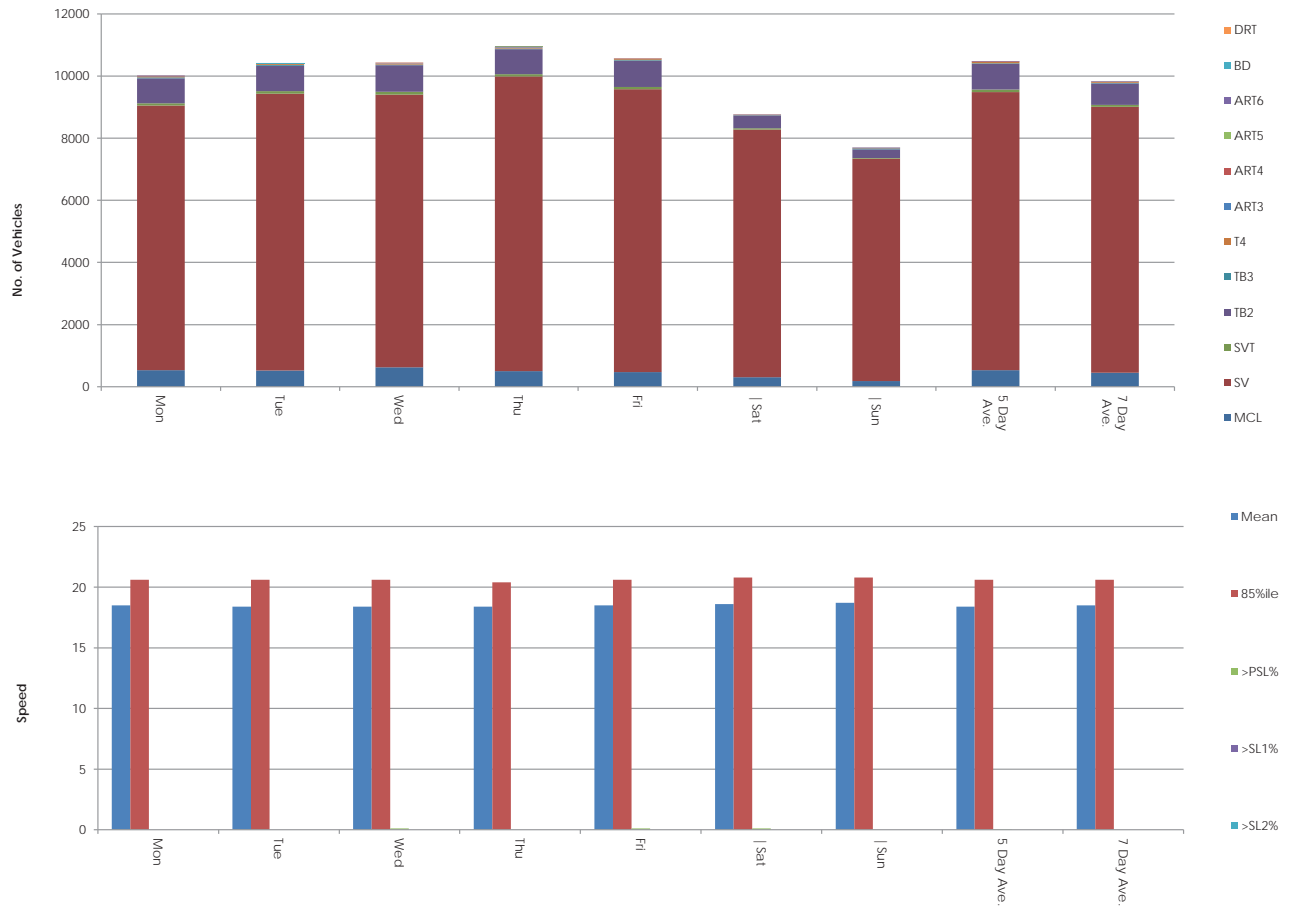
Virtual Day (7)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	93	1	85	0	7	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	0	19	21.5
0100	44	1	39	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	21.3
0200	27	0	21	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.5
0300	19	0	12	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	21.5
0400	30	0	22	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	21.5
0500	73	5	53	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.9
0600	264	22	195	2	41	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.3
0700	594	68	446	8	63	2	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	18.2	20.4
0800	669	67	523	9	60	1	4	1	3	0	1	0	0	0	0	0	0	0	0	0	0	17.9	20.4
0900	621	35	515	5	58	2	3	0	1	0	0	0	0	0	0	0	0.1	0	0	0	0	18.1	20.1
1000	557	19	473	3	59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.4
1100	589	17	516	3	49	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.4
1200	609	15	543	4	45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	20.4
1300	616	18	546	3	46	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4
1400	583	14	519	4	42	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.6
1500	645	19	581	3	39	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	20.6
1600	700	20	636	5	36	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6
1700	726	32	662	5	24	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	20.6
1800	720	33	657	6	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	20.8
1900	607	22	561	4	18	1	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	18.9	21
2000	417	17	381	2	16	1	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0	19	21
2100	275	12	250	1	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	21.3
2200	205	6	188	0	9	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0	19.1	21.3
2300	149	6	135	0	8	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	19	21.3
1200	7630	356	6619	57	543	15	23	5	8	0	2	0	0	2	0	0	0	0	0	0	0	18.4	20.4
1215	430	430	8005	65	628	20	25	6	10	0	3	0	0	3	0	0	0	0	0	0	0	18.5	20.6
1230	9546	442	8328	66	645	20	25	6	10	0	3	0	0	4	0	0	0	0	0	0	0	18.5	20.6
1245	9831	450	8559	66	689	22	25	6	10	0	3	0	0	4	0	0	0	0	0	0	0	18.5	20.6

Virtual Week (1)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
Mon	10010	537	8512	77	800	29	28	8	15	0	4	0	0	2	0	0	0	0	0	0	0	18.5	20.6
Tue	10417	526	8907	84	817	22	38	4	15	0	3	1	0	0	0	0	0	0	0	0	0	18.4	20.6
Wed	10435	625	8777	94	854	22	32	5	18	0	7	0	1	7	0.1	1	0	0	0	0	0	18.4	20.6
Thu	10939	500	9488	71	808	16	28	11	12	1	4	0	0	2	0	0	0	0	0	0	0	18.4	20.4
Fri	10570	474	9101	74	844	26	31	11	7	0	1	0	1	10	0.1	0	0	0	0	0	0	18.5	20.6
Sat	8760	306	7969	43	419	6	14	2	1	0	0	0	0	7	0.1	1	0	0	0	0	0	18.6	20.8
Sun	7686	184	7158	22	281	32	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	18.7	20.8
5 Day Ave.	10474	532	8957	80	825	23	31	8	13	0	4	0	0	4	0.0	0	0.0	0	0.0	0	0.0	18.4	20.6
7 Day Ave.	9831	450	8559	66	689	22	25	6	10	0	3	0	0	4	0.0	0	0.0	0	0.0	0	0.0	18.5	20.6
--	68817	3152	59912	465	4823	153	177	42	69	1	20	1	2	28	0.0	2	0.0	0	0.0	0	0.0	18.5	20.6

Summary Graphs



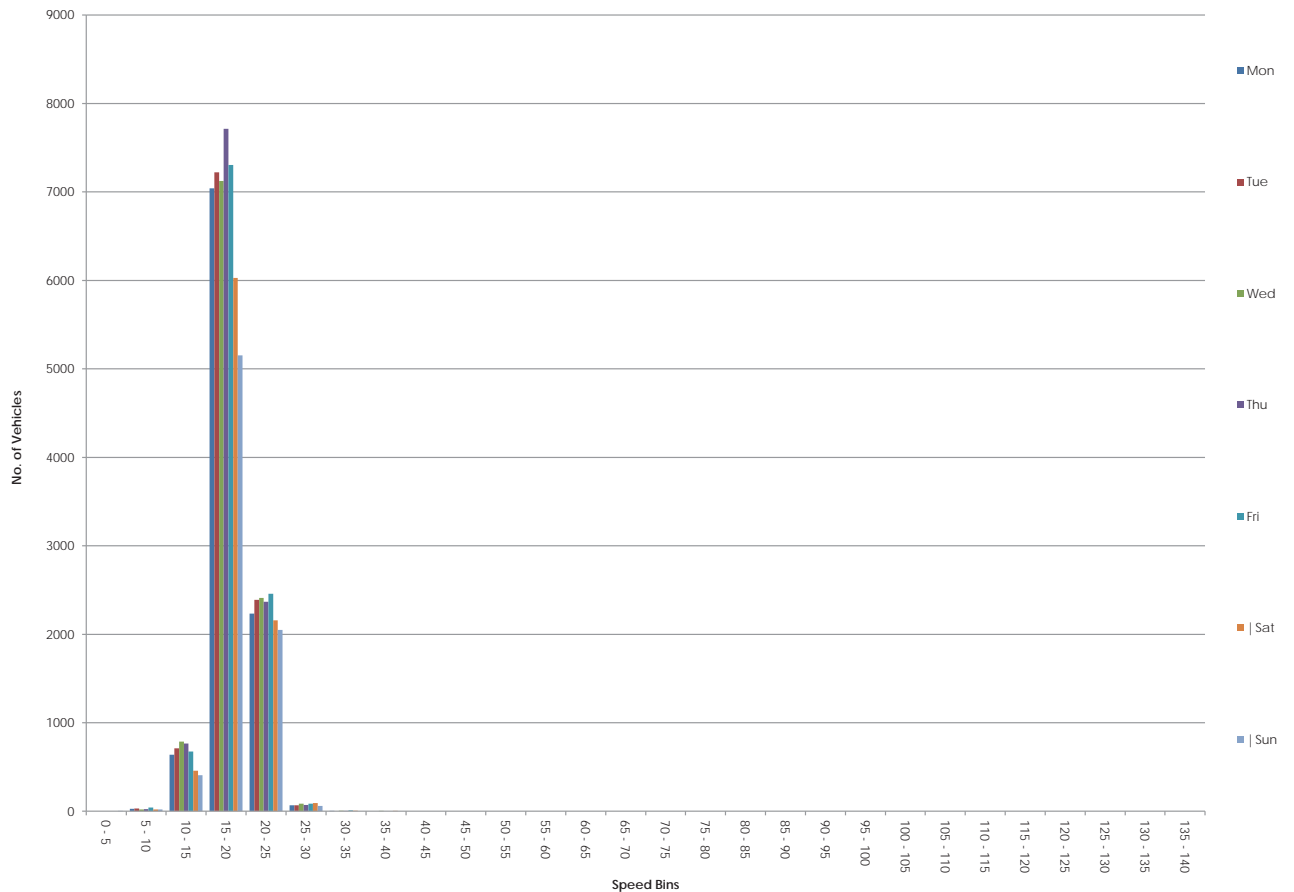
Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	93	0	0	4	60	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	44	0	0	3	27	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	27	0	0	1	16	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	2	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	30	0	0	2	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	73	0	0	4	40	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	264	0	0	24	152	86	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	594	0	2	59	405	123	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	669	0	2	77	462	124	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	621	0	1	52	451	112	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	557	0	2	39	408	105	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	589	0	1	45	425	114	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	609	0	2	37	452	115	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	616	0	2	41	443	126	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	583	0	2	33	416	126	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	645	0	2	39	449	151	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	700	0	1	33	499	163	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	726	0	1	37	509	173	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	720	0	1	36	484	194	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	607	0	1	25	402	172	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	417	0	1	15	272	124	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	275	0	2	11	173	86	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	205	0	0	9	129	64	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	149	0	0	6	97	43	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	7630	0	20	527	5402	1629	49	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	9192	0	24	603	6400	2098	63	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	9546	0	25	618	6626	2205	69	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	9831	0	25	634	6798	2295	75	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0












Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	10010	0	28	638	7040	2235	67	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Tue	10417	0	30	712	7222	2388	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	10435	0	20	788	7124	2410	86	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	10939	0	23	765	7712	2366	71	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	10570	0	40	675	7305	2457	83	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	8760	0	19	456	6028	2158	92	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	7686	2	18	405	5153	2048	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	10474	0	28	716	7281	2371	74	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	9831	0	25	634	6798	2295	75	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	68817	2	178	4439	47584	16062	524	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



6386 / Mortlake
June 2016
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DFT Limit.	% > DFT Limit.	Mean Speed	85%ile Speed
ATC	Mortlake; lamp post - Att. OSGR; TQ 20598 7595	West	30	12 June 2016	18 June 2016	61191	9472	8742	13782	22.5	3707	6.1	333	0.5	25.6	31.3

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	52	3	47	0	2	0	0	0	0	0	0	0	0	6	11.5	0	0	0	25.6	28.4	
0015	25	4	19	0	2	0	0	0	0	0	0	0	0	7	28	2	8	0	26.5	32.7	
0030	30	0	30	0	0	0	0	0	0	0	0	0	0	11	36.7	2	6.7	0	28.8	32.4	
0045	32	2	29	0	1	0	0	0	0	0	0	0	0	17	53.1	4	12.5	1	30.2	33.6	
0100	24	0	22	0	2	0	0	0	0	0	0	0	0	9	37.5	3	12.5	0	29.1	33.8	
0115	24	2	20	0	2	0	0	0	0	0	0	0	0	6	25	2	8.3	0	27.8	31.8	
0130	18	0	18	0	0	0	0	0	0	0	0	0	0	6	33.3	2	11.1	1	27.4	30.6	
0145	15	1	13	0	1	0	0	0	0	0	0	0	0	6	40	4	26.7	0	28.3	36	
0200	17	0	16	0	1	0	0	0	0	0	0	0	0	3	17.6	1	5.9	0	27	29.8	
0215	15	0	14	0	1	0	0	0	0	0	0	0	0	3	20	1	6.7	0	27.5	31.1	
0230	10	0	9	0	1	0	0	0	0	0	0	0	0	4	40	1	10	0	26.9	-	
0245	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	2	33.3	0	34.2	-	
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	32.9	-	
0315	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	
0330	15	0	14	0	1	0	0	0	0	0	0	0	0	3	20	0	0	0	27.1	31.8	
0345	8	0	7	0	1	0	0	0	0	0	0	0	0	2	25	0	0	0	28	-	
0400	11	0	9	0	2	0	0	0	0	0	0	0	0	7	63.6	3	27.3	1	9.1	34	36
0415	10	1	6	0	3	0	0	0	0	0	0	0	0	3	30	0	0	0	27.6	-	
0430	8	0	6	0	2	0	0	0	0	0	0	0	0	4	50	2	25	0	30	-	
0445	7	0	6	0	1	0	0	0	0	0	0	0	0	4	57.1	1	14.3	0	32.1	-	
0500	7	1	5	0	1	0	0	0	0	0	0	0	0	3	42.9	2	28.6	0	28.2	-	
0515	8	0	7	0	1	0	0	0	0	0	0	0	0	3	37.5	2	25	1	12.5	32.8	-
0530	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80	1	20	0	31.5	-	
0545	9	0	7	0	2	0	0	0	0	0	0	0	0	5	55.6	5	55.6	1	11.1	34.5	-
0600	14	1	11	0	2	0	0	0	0	0	0	0	0	9	64.3	1	7.1	0	29.4	34.2	
0615	9	2	7	0	0	0	0	0	0	0	0	0	0	3	33.3	0	0	0	26.9	-	
0630	15	0	14	0	1	0	0	0	0	0	0	0	0	8	53.3	1	6.7	0	29.1	32	
0645	27	3	21	0	3	0	0	0	0	0	0	0	0	9	33.3	1	3.7	0	28	31.8	
0700	39	4	31	0	4	0	0	0	0	0	0	0	0	18	46.2	8	20.5	0	28.5	35.1	
0715	22	2	18	0	2	0	0	0	0	0	0	0	0	10	45.5	6	27.3	0	28.5	37.8	
0730	38	0	34	0	4	0	0	0	0	0	0	0	0	23	60.5	5	13.2	0	30.8	34.7	
0745	42	2	37	0	3	0	0	0	0	0	0	0	0	15	35.7	2	4.8	0	27.1	32	
0800	34	4	26	0	4	0	0	0	0	0	0	0	0	9	26.5	1	2.9	0	25.4	32.2	
0815	52	9	40	0	3	0	0	0	0	0	0	0	0	13	25	1	1.9	0	25.7	31.5	
0830	42	1	36	0	5	0	0	0	0	0	0	0	0	13	31	3	7.1	0	26.2	32	
0845	69	4	60	1	4	0	0	0	0	0	0	0	0	24	34.8	6	8.7	1	1.4	27.7	32.4
0900	64	4	56	0	3	0	1	0	0	0	0	0	0	20	31.3	2	3.1	1	1.6	27.7	31.5
0915	104	4	97	0	3	0	0	0	0	0	0	0	0	12	11.5	1	1	0	24.4	29.3	
0930	103	3	98	0	1	1	0	0	0	0	0	0	0	16	15.5	1	1	0	25.5	30	
0945	99	0	97	1	0	0	1	0	0	0	0	0	0	17	17.2	1	1	0	26.7	30.2	
1000	114	4	107	0	1	2	0	0	0	0	0	0	0	18	15.8	1	0.9	0	25.7	30.2	
1015	126	7	116	1	2	0	0	0	0	0	0	0	0	12	9.5	1	0.8	0	24.7	29.1	
1030	135	3	127	0	2	1	2	0	0	0	0	0	0	13	9.6	3	2.2	0	24.7	29.3	
1045	143	3	130	1	7	0	1	0	0	0	0	0	0	8	5.6	0	0	0	24.5	28.2	
1100	150	2	146	1	1	0	0	0	0	0	0	0	0	19	12.7	4	2.7	0	26.3	29.8	
1115	144	2	137	0	4	1	0	0	0	0	0	0	0	12	8.3	0	0	0	24.6	28.4	
1130	142	1	138	0	3	0	0	0	0	0	0	0	0	16	11.3	1	0.7	0	25.6	29.3	
1145	129	4	117	1	7	0	0	0	0	0	0	0	0	20	15.5	2	1.6	0	25.4	30.4	
1200	144	1	142	0	1	0	0	0	0	0	0	0	0	28	19.4	3	2.1	0	27.5	30.4	
1215	145	5	133	0	5	2	0	0	0	0	0	0	0	22	15.2	2	1.4	0	26.5	29.8	
1230	152	2	149	0	0	1	0	0	0	0	0	0	0	18	11.8	0	0	0	23.6	28.9	
1245	138	3	134	0	1	0	0	0	0	0	0	0	0	20	14.5	3	2.2	0	26.1	29.5	
1300	165	5	156	0	3	1	0	0	0	0	0	0	0	15	9.1	2	1.2	0	24.8	29.1	
1315	127	1	123	0	3	0	0	0	0	0	0	0	0	25	19.7	2	1.6	0	26.7	30.4	
1330	140	3	130	0	5	0	1	0	0	0	0	0	0	15	10.7	0	0	0	25.6	29.3	
1345	122	2	117	0	2	1	0	0	0	0	0	0	0	20	16.4	1	0.8	0	26.4	30.2	
1400	139	4	128	0	6	0	1	0	0	0	0	0	0	15	10.8	2	1.4	0	25.9	29.3	
1415	122	3	116	0	3	0	0	0	0	0	0	0	0	23	18.9	2	1.6	0	26.1	30.2	
1430	137	3	123	2	6	1	1	0	0	0	0	0	0	25	18.2	3	2.2	0	25.8	30.4	
1445	97	2	92	0	2	1	0	0	0	0	0	0	0	25	25.8	0	0	0	27.5	31.3	
1500	133	7	124	0	2	0	0	0	0	0	0	0	0	25	18.8	5	3.8	0	26.1	30.6	
1515	119	5	107	2	2	1	2	0	0	0	0	0	0	27	22.7	2	1.7	0	26.8	30.4	
1530	89	3	83	1	1	0	1	0	0	0	0	0	0	22	24.7	6	6.7	1	1.1	27.9	31.1
1545	104	4	97	0	2	1	0	0	0	0	0	0	0	22	21.2	4	3.8	0	27	30.9	
1600	102	3	96	1	0	1	1	0	0	0	0	0	0	20	19.6	2	2	1	1	26.2	30.4
1615	111	4	102	1	4	0	0	0	0	0	0	0	0	17	15.3	3	2.7	0	26.1	29.8	
1630	104	4	94	0	6	0	0	0	0	0	0	0	0	14	13.5	6	5.8	0	25.7	29.3	
1645	95	2	88	1	3	0	0	0	0	1	0	0	0	21	22.1	2	2.1	0	27.3	31.3	
1700	102	2	97	0	3	0	0	0	0	0	0	0	0	17	16.7	0	0	0	26.7	30.4	
1715	106	3	100	0	3	0	0	0	0	0	0	0	0	14	13.2	1	0.9	0	25.5	29.5	
1730	96	3	91	0	1	1	0	0	0	0	0	0	0	24	25	3	3.1	1	1	27.5	31.8
1745	85	1	78	0	6	0	0	0	0	0	0	0	0	30	35.3	5	5.9	0	28	31.8	
1800	103	4	98	0	1	0	0	0	0	0	0	0	0	36	35	8	7.8	0	28.4	32.2	
1815	98	1	91	1	4	0	0	0	0	1	0	0	0	17	17.3	3	3.1	0	26.2	30.4	
1830	95	3	90	0	1	0	0	0	0	1	0	0	0	34	35.8	5	5.3	0	27.8	31.3	
1845	101	1	97	0	3	0	0	0	0	0	0	0	0	22	21.8	4	4	0	27.1	31.3	
1900	81	1	77	1	2	0	0	0	0	0	0	0	0	24	29.6	4	4.9	0	27.9	32	
1915	86	3	74	1	7	0	0	0	0	1	0	0	0	15	17.4	0	0	0	25.2	30.2	
1930	77	4	71	0	0	1	1	0	0	0	0	0	0	19	24.7	5	6.5	0	27.6	30.6	
1945	54	3	49	0	1	1	0	0	0	0	0	0	0	16	29.6	4	7.4	0	27.6	32.4	
2000	65	2	58	0	3	0	2	0	0	0	0	0	0	18	27.7	4	6.				

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	2	15	0	4	0	0	0	0	0	0	0	0	4	19	2	9.5	0	0	25.2	31.1
0015	14	1	12	0	1	0	0	0	0	0	0	0	0	6	42.9	0	0	0	0	27.2	31.1
0030	12	3	9	0	0	0	0	0	0	0	0	0	0	3	25	1	8.3	0	0	27	30.6
0045	6	0	5	0	1	0	0	0	0	0	0	0	0	3	50	1	16.7	0	0	29.3	-
0100	6	0	3	0	3	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	27.5	-
0115	5	1	2	0	1	1	0	0	0	0	0	0	0	1	20	0	0	0	0	23.6	-
0130	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	27.8	-
0145	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	3	100	0	0	36.5	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0215	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0230	3	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	31.2	-
0245	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	2	40	0	0	32.6	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0315	5	0	3	0	2	0	0	0	0	0	0	0	0	1	20	0	0	0	0	24.8	-
0330	11	1	9	0	1	0	0	0	0	0	0	0	0	2	18.2	0	0	0	0	24.6	28.9
0345	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	0	0	0	0	30	-
0400	4	0	2	0	2	0	0	0	0	0	0	0	0	3	75	1	25	0	0	31.9	-
0415	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	0	0	0	0	31.3	-
0430	8	0	4	0	4	0	0	0	0	0	0	0	0	3	37.5	0	0	0	0	26.6	-
0445	14	0	12	0	2	0	0	0	0	0	0	0	0	10	71.4	4	28.6	0	0	32.2	36
0500	8	1	5	0	2	0	0	0	0	0	0	0	0	6	75	2	25	0	0	32.5	-
0515	14	1	12	0	1	0	0	0	0	0	0	0	0	7	50	4	28.6	0	0	29.7	37.8
0530	29	1	23	0	5	0	0	0	0	0	0	0	0	19	65.5	8	27.6	1	3.4	32.8	39.4
0545	31	3	25	0	3	0	0	0	0	0	0	0	0	11	35.5	3	9.7	0	0	28.4	32.4
0600	39	0	31	0	7	1	0	0	0	0	0	0	0	17	43.6	9	23.1	1	2.6	28.9	36.9
0615	72	5	56	0	8	0	0	3	0	0	0	0	0	47	65.3	11	15.3	0	0	30.5	34.7
0630	83	3	72	1	7	0	0	0	0	0	0	0	0	47	56.6	12	14.5	0	0	30.3	34.9
0645	140	7	124	0	9	0	0	0	0	0	0	0	0	41	29.3	4	2.9	0	0	28.2	31.5
0700	148	4	130	0	14	0	0	0	0	0	0	0	0	30	20.3	1	0.7	0	0	26.4	30.6
0715	150	7	133	0	7	1	0	0	2	0	0	0	0	42	28	3	2	0	0	27.1	31.5
0730	157	11	133	0	11	1	0	0	1	0	0	0	0	28	17.8	2	1.3	0	0	26.1	30.2
0745	170	15	149	2	4	0	0	0	0	0	0	0	0	20	11.8	2	1.2	0	0	23.5	29.3
0800	167	8	148	0	11	0	0	0	0	0	0	0	0	37	22.2	2	1.2	0	0	27.1	30.4
0815	158	6	141	1	8	1	0	0	1	0	0	0	0	16	10.1	4	2.5	0	0	23.7	28.4
0830	175	9	162	0	3	1	0	0	0	0	0	0	0	26	14.9	6	3.4	1	0.6	24.9	29.8
0845	159	10	137	0	10	0	0	0	2	0	0	0	0	8	5	1	0.6	0	0	25	28.9
0900	167	4	152	0	11	0	0	0	0	0	0	0	0	22	13.2	4	2.4	0	0	25.5	29.3
0915	182	6	161	1	14	0	0	0	0	0	0	0	0	20	11	1	0.5	0	0	25.4	28.9
0930	171	5	144	2	18	1	1	0	0	0	0	0	0	21	12.3	3	1.8	0	0	25.6	29.8
0945	132	9	111	0	9	2	1	0	0	0	0	0	0	26	19.7	3	2.3	0	0	25.9	30.9
1000	152	8	129	1	14	0	0	0	0	0	0	0	0	29	19.1	0	0	0	0	26	30.6
1015	181	2	153	0	24	1	0	0	1	0	0	0	0	16	8.8	4	2.2	0	0	25.6	28.4
1030	153	3	130	1	19	0	0	0	0	0	0	0	0	19	12.4	1	0.7	0	0	25.1	29.3
1045	145	1	101	0	36	6	0	0	1	0	0	0	0	37	25.5	12	8.3	0	0	26.6	32.2
1100	159	0	88	0	56	14	0	0	0	0	1	0	0	112	70.4	53	33.3	4	2.5	32.5	38
1115	116	2	57	0	39	16	1	0	1	0	0	0	0	74	63.8	38	32.8	7	6	32.5	39.1
1130	125	0	70	0	44	11	0	0	0	0	0	0	0	90	72	39	31.2	5	4	33.1	38.3
1145	146	1	75	0	55	15	0	0	0	0	0	0	0	125	85.6	58	39.7	5	3.4	34.2	38.7
1200	127	3	74	1	31	15	1	0	0	1	1	0	0	78	61.4	37	29.1	3	2.4	32.2	37.4
1215	185	4	114	1	43	20	1	0	1	0	1	0	0	133	71.9	37	20	1	0.5	31.2	35.3
1230	166	2	94	0	50	19	0	0	1	0	0	0	0	90	54.2	32	19.3	0	0	30.2	35.6
1245	183	6	104	0	58	14	1	0	0	0	0	0	0	121	66.1	60	32.8	9	4.9	32.4	38.7
1300	148	0	83	0	49	15	0	0	1	0	0	0	0	123	83.1	54	36.5	5	3.4	34.2	39.8
1315	184	2	117	0	53	10	0	0	1	1	0	0	0	113	61.4	45	24.5	0	0	30.5	36.5
1330	125	4	65	0	43	13	0	0	0	0	0	0	0	95	76	47	37.6	4	3.2	33.5	38.3
1345	135	2	70	0	46	14	2	0	0	0	1	0	0	100	74.1	48	35.6	2	1.5	33.2	37.4
1400	136	4	72	0	49	11	0	0	0	0	0	0	0	92	67.6	49	36	10	7.4	33.2	39.8
1415	141	3	67	2	47	19	0	0	1	1	1	0	0	86	61	30	21.3	4	2.8	31.8	36.5
1430	128	2	66	0	49	11	0	0	0	0	0	0	0	96	75	37	28.9	7	5.5	33.5	39.1
1445	167	1	91	1	60	14	0	0	0	0	0	0	0	107	64.1	62	37.1	11	6.6	33	41.6
1500	146	0	69	2	59	15	0	0	0	0	1	0	0	105	71.9	59	40.4	7	4.8	34.1	40.5
1515	201	2	110	1	69	15	0	1	2	0	0	1	0	162	80.6	78	38.8	11	5.5	34.5	39.1
1530	171	4	94	0	56	15	1	0	0	0	1	0	0	86	50.3	37	21.6	2	1.2	28.7	36.2
1545	163	2	79	0	69	12	0	0	0	0	1	0	0	124	76.1	54	33.1	7	4.3	33.5	38.9
1600	185	3	104	1	60	16	0	0	0	1	0	0	0	124	67	53	28.6	3	1.6	32.3	37.4
1615	187	3	111	0	58	14	0	0	1	0	0	0	0	121	64.7	47	25.1	9	4.8	32.4	37.6
1630	229	4	125	0	77	20	0	1	0	1	0	0	0	154	67.2	58	25.3	4	1.7	32	36.9
1645	177	4	97	1	60	13	0	0	1	1	0	0	0	103	58.2	50	28.2	6	3.4	29.9	38.5
1700	176	4	121	0	35	12	0	0	0	2	0	1	1	74	42	41	23.3	6	3.4	27.7	36.7
1715	185	5	125	0	37	15	0	0	2	1	0	0	0	76	41.1	31	16.8	8	4.3	25.8	35.1
1730	168	7	100	0	44	14	2	0	0	1	0	0	0	110	65.5	45	26.8	8	4.8	32.3	37.8
1745	183	14	105	0	45	17	1	0	0	1	0	0	0	100	54.6	47	25.7	5	2.7	31	38
1800	195	16	109	1	44	21	2	0	0	1	1	0	0	129	66.2	67	34.4	13	6.7	32.8	38.7
1815	184	12	112	1	37	17	1	0	3	0	0	0	1	125	67.9	71	38.6	7	3.8	33.1	38.5
1830	176	21	98	0	44	11	0	0	2	0	0	0	0	131	74.4	65	36.9	10	5.7	34	40.9
1845	142	10	77	1	35	18	1														

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Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	18	5	13	0	0	0	0	0	0	0	0	0	0	0	5	27.8	0	0	0	0	26	30.4
0015	16	0	13	0	3	0	0	0	0	0	0	0	0	0	7	43.8	0	0	0	0	28.6	33.1
0030	7	0	7	0	0	0	0	0	0	0	0	0	0	0	3	42.9	2	28.6	0	0	30.9	-
0045	13	1	10	0	2	0	0	0	0	0	0	0	0	0	5	38.5	3	23.1	1	7.7	30.4	35.1
0100	7	1	4	0	2	0	0	0	0	0	0	0	0	0	2	28.6	0	0	0	0	28.1	-
0115	10	0	8	0	2	0	0	0	0	0	0	0	0	0	1	10	1	10	0	0	26.4	-
0130	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
0145	5	0	4	1	0	0	0	0	0	0	0	0	0	0	2	40	0	0	0	0	30.2	-
0200	10	1	7	0	2	0	0	0	0	0	0	0	0	0	2	20	0	0	0	0	25.2	-
0215	5	0	4	0	1	0	0	0	0	0	0	0	0	0	3	60	0	0	0	0	29.4	-
0230	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0245	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	50	1	25	0	0	31.2	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	0	0	0	0	28.1	-
0315	5	0	2	0	3	0	0	0	0	0	0	0	0	0	3	60	2	40	1	20	31	-
0330	6	0	5	0	1	0	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	25.5	-
0345	4	0	4	0	0	0	0	0	0	0	0	0	0	0	3	75	3	75	0	0	33.7	-
0400	5	0	2	0	2	1	0	0	0	0	0	0	0	0	3	60	0	0	0	0	28.9	-
0415	5	0	3	0	2	0	0	0	0	0	0	0	0	0	4	80	2	40	0	0	35.1	-
0430	7	0	3	0	3	1	0	0	0	0	0	0	0	0	5	71.4	2	28.6	0	0	30.2	-
0445	5	1	4	0	0	0	0	0	0	0	0	0	0	0	4	80	0	0	0	0	27.5	-
0500	7	2	4	0	1	0	0	0	0	0	0	0	0	0	3	42.9	3	42.9	1	14.3	30.7	-
0515	15	2	12	0	1	0	0	0	0	0	0	0	0	0	9	60	3	20	1	6.7	30.1	36.9
0530	26	0	25	0	1	0	0	0	0	0	0	0	0	0	14	53.8	8	30.8	0	0	30.2	36.5
0545	33	3	28	0	2	0	0	0	0	0	0	0	0	0	13	39.4	2	6.1	0	0	26.3	32.9
0600	42	4	29	0	8	0	0	1	0	0	0	0	0	0	27	64.3	12	28.6	2	4.8	32.2	39.8
0615	71	4	56	0	9	0	0	2	0	0	0	0	0	0	40	56.3	13	18.3	3	4.2	30	35.1
0630	90	5	76	0	9	0	0	0	0	0	0	0	0	0	42	46.7	7	7.8	0	0	29.1	33.8
0645	104	2	97	0	2	2	1	0	0	0	0	0	0	0	51	49	10	9.6	0	0	29.8	32.7
0700	145	5	127	1	12	0	0	0	0	0	0	0	0	0	44	30.3	6	4.1	0	0	27.8	31.5
0715	139	17	106	0	13	0	2	0	1	0	0	0	0	0	41	29.5	5	3.6	0	0	26.5	31.5
0730	162	16	132	2	11	0	0	0	0	0	1	0	0	0	47	29	9	5.6	0	0	27.6	31.5
0745	165	13	147	0	5	0	0	0	0	0	0	0	0	0	44	26.7	3	1.8	0	0	26.5	31.1
0800	192	15	160	2	12	1	0	0	1	1	0	0	0	0	25	13	2	1	0	0	25.2	29.5
0815	178	12	154	0	9	1	1	0	1	0	0	0	0	0	38	21.3	3	1.7	0	0	25.3	30.9
0830	169	12	144	0	12	0	1	0	0	0	0	0	0	0	13	7.7	3	1.8	0	0	24.6	28.4
0845	153	11	133	0	8	1	0	0	0	0	0	0	0	0	17	11.1	4	2.6	0	0	24.7	28.9
0900	149	7	125	0	15	0	1	0	1	0	0	0	0	0	20	13.4	2	1.3	1	0.7	25.3	29.5
0915	151	3	133	1	14	0	0	0	0	0	0	0	0	0	18	11.9	1	0.7	0	0	25.4	29.3
0930	142	4	123	0	12	1	1	0	1	0	0	0	0	0	19	13.4	1	0.7	0	0	25.2	29.5
0945	141	11	117	1	11	1	0	0	0	0	0	0	0	0	19	13.5	3	2.1	0	0	25.7	29.3
1000	137	2	117	0	18	0	0	0	0	0	0	0	0	0	21	15.3	1	0.7	0	0	26.5	29.8
1015	149	4	128	1	14	2	0	0	0	0	0	0	0	0	28	18.8	3	2	0	0	26.4	30.2
1030	145	7	122	1	13	0	1	0	0	0	1	0	0	0	14	9.7	0	0	0	0	25.5	29.1
1045	137	6	117	1	12	0	1	0	0	0	0	0	0	0	31	22.6	4	2.9	0	0	26.2	30.6
1100	133	7	109	0	17	0	0	0	0	0	0	0	0	0	37	27.8	2	1.5	0	0	27.1	31.3
1115	147	6	118	0	21	0	2	0	0	0	0	0	0	0	14	9.5	5	3.4	1	0.7	25.6	28.6
1130	141	4	123	0	14	0	0	0	0	0	0	0	0	0	21	14.9	2	1.4	0	0	25.5	29.8
1145	131	4	103	0	22	1	1	0	0	0	0	0	0	0	19	14.5	2	1.5	0	0	26.4	29.8
1200	168	7	149	0	12	0	0	0	0	0	0	0	0	0	17	10.1	4	2.4	0	0	24.8	28.2
1215	152	5	132	0	13	1	0	0	1	0	0	0	0	0	19	12.5	2	1.3	0	0	25.1	29.3
1230	158	7	132	0	18	0	0	0	1	0	0	0	0	0	15	9.5	2	1.3	0	0	23.8	28.9
1245	140	5	118	1	14	2	0	0	0	0	0	0	0	0	8	5.7	0	0	0	0	23.6	27.1
1300	139	7	115	1	15	0	0	0	1	0	0	0	0	0	14	10.1	0	0	0	0	24.5	29.3
1315	133	6	108	1	17	0	1	0	0	0	0	0	0	0	19	14.3	3	2.3	0	0	25.6	29.8
1330	126	2	104	1	18	1	0	0	0	0	0	0	0	0	7	5.6	2	1.6	0	0	24.8	28.2
1345	130	6	108	1	13	0	1	0	1	0	0	0	0	0	22	16.9	2	1.5	0	0	27.1	30.9
1400	138	4	119	0	14	0	1	0	0	0	0	0	0	0	28	20.3	0	0	0	0	26.7	30.2
1415	158	3	131	1	21	0	1	0	1	0	0	0	0	0	24	15.2	3	1.9	0	0	26.4	29.8
1430	153	9	125	0	19	0	0	0	0	0	0	0	0	0	17	11.1	2	1.3	0	0	25.6	29.3
1445	154	4	133	1	12	1	2	0	1	0	0	0	0	0	27	17.5	8	5.2	0	0	26.6	30.2
1500	169	4	150	0	13	0	0	0	2	0	0	0	0	0	12	7.1	0	0	0	0	24.5	28.4
1515	157	9	128	4	15	1	0	0	0	0	0	0	0	0	23	14.6	2	1.3	0	0	25.3	29.8
1530	156	3	140	0	13	0	0	0	0	0	0	0	0	0	14	9	1	0.6	1	0.6	24.6	28.4
1545	213	7	190	2	14	0	0	0	0	0	0	0	0	0	26	12.2	8	3.8	2	0.9	24.1	29.1
1600	171	4	147	1	16	0	1	1	1	0	0	0	0	0	9	5.3	1	0.6	0	0	23	27.7
1615	172	9	142	0	16	1	0	2	2	0	0	0	0	0	6	3.5	0	0	0	0	19.6	25.9
1630	179	3	154	2	10	5	0	2	0	1	2	0	0	0	3	1.7	0	0	0	0	12.2	16.6
1645	155	9	131	0	9	4	0	1	0	0	1	0	0	0	1	0.6	0	0	0	0	12.8	18.8
1700	121	11	100	1	3	2	1	2	0	0	1	0	0	0	1	0.8	0	0	0	0	14.8	21.5
1715	214	13	187	0	10	1	1	2	0	0	0	0	0	0	2	0.9	1	0.5	0	0	15.8	21.7
1730	161	15	136	1	7	1	0	1	0	0	0	0	0	0	10	6.2	6	3.7	0	0	19.5	26.4
1745	166	18	134	0	10	1	0	2	1	0	0	0	0	0	3	1.8	0	0	0	0	13.5	20.4
1800	171	27	129	5	8	2	0	0	0	0	0	0	0	0	17	9.9	2	1.2	1	0.6	22.1	28.9
1815	144	23	111	0	4</																	

Site: ATC
 Location: Mortlake, lamp post - Att. OSGR: TQ 20598 7595
 Direction: West

6386 / Mortlake
 June 2016
 Automatic Traffic Count

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	1	27	0	1	0	0	0	0	0	0	0	0	6	20.7	0	0	0	0	26.5	30.9
0015	19	1	15	0	3	0	0	0	0	0	0	0	0	5	26.3	1	5.3	0	0	27.8	30.9
0030	17	0	17	0	0	0	0	0	0	0	0	0	0	7	41.2	1	5.9	0	0	28.8	32.4
0045	7	0	5	0	2	0	0	0	0	0	0	0	0	2	28.6	0	0	0	0	28.4	-
0100	15	0	11	0	4	0	0	0	0	0	0	0	0	7	46.7	1	6.7	0	0	29.5	33.6
0115	11	1	8	0	2	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	26.2	28.9
0130	9	1	8	0	0	0	0	0	0	0	0	0	0	4	44.4	1	11.1	0	0	28.2	-
0145	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0200	11	0	10	0	1	0	0	0	0	0	0	0	0	3	27.3	1	9.1	0	0	27.1	30.9
0215	5	1	4	0	0	0	0	0	0	0	0	0	0	1	20	1	20	0	0	24.3	-
0230	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	25	0	0	27.9	-
0245	4	0	2	0	2	0	0	0	0	0	0	0	0	1	25	0	0	0	0	25.4	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	29.9	-
0315	3	0	2	0	1	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	28.6	-
0330	7	1	3	0	2	1	0	0	0	0	0	0	0	5	71.4	2	28.6	0	0	30.1	-
0345	7	0	6	0	1	0	0	0	0	0	0	0	0	2	28.6	1	14.3	0	0	28.5	-
0400	10	0	6	0	4	0	0	0	0	0	0	0	0	7	70	2	20	0	0	32.8	-
0415	9	0	6	0	3	0	0	0	0	0	0	0	0	3	33.3	0	0	0	0	28.1	-
0430	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	1	12.5	0	0	26.3	-
0445	11	0	9	0	2	0	0	0	0	0	0	0	0	9	81.8	6	54.5	1	9.1	36.6	40.3
0500	14	0	9	0	4	1	0	0	0	0	0	0	0	7	50	4	28.6	0	0	31.2	37.6
0515	10	0	9	0	1	0	0	0	0	0	0	0	0	9	90	5	50	0	0	33	-
0530	24	3	19	0	2	0	0	0	0	0	0	0	0	13	54.2	2	8.3	0	0	28	33.6
0545	35	2	31	0	2	0	0	0	0	0	0	0	0	21	60	8	22.9	0	0	31.2	38.5
0600	42	2	33	0	5	1	0	1	0	0	0	0	0	21	50	10	23.8	4	9.5	32.3	38.5
0615	52	4	42	0	5	0	0	1	0	0	0	0	0	26	50	11	21.2	2	3.8	30.7	35.1
0630	87	3	76	0	7	1	0	0	0	0	0	0	0	55	63.2	20	23	0	0	31.1	35.8
0645	133	3	121	1	8	0	0	0	0	0	0	0	0	57	42.9	12	9	0	0	28.7	33.3
0700	117	2	107	1	4	0	1	1	1	0	0	0	0	59	50.4	6	5.1	0	0	29.2	32.9
0715	136	12	114	1	9	0	0	0	0	0	0	0	0	40	29.4	6	4.4	0	0	27.6	31.8
0730	169	12	142	0	14	0	0	0	0	0	1	0	0	29	17.2	6	3.6	0	0	25.7	30.2
0745	145	14	124	1	5	0	0	0	1	0	0	0	0	35	24.1	8	5.5	2	1.4	27.2	31.3
0800	175	6	160	0	8	1	0	0	0	0	0	0	0	35	20	7	4	0	0	26.4	30.9
0815	196	6	173	1	16	0	0	0	0	0	0	0	0	20	10.2	2	1	0	0	24.7	29.1
0830	158	7	129	1	14	2	3	0	1	1	0	0	0	0	0	0	0	0	0	18.1	25.5
0845	137	2	120	1	13	1	0	0	0	0	0	0	0	17	12.4	2	1.5	0	0	23.2	29.1
0900	184	10	161	0	12	0	0	0	1	0	0	0	0	24	13	0	0	0	0	23.9	29.5
0915	171	8	153	0	9	1	0	0	0	0	0	0	0	20	11.7	4	2.3	0	0	24.2	29.1
0930	152	3	125	2	20	1	0	0	1	0	0	0	0	17	11.2	0	0	0	0	24.5	29.1
0945	197	5	176	3	11	0	2	0	0	0	0	0	0	17	8.6	2	1	0	0	24.5	29.1
1000	137	2	113	2	18	2	0	0	0	0	0	0	0	10	7.3	0	0	0	0	24.5	28.6
1015	159	6	139	1	13	0	0	0	0	0	0	0	0	16	10.1	2	1.3	0	0	25.3	29.1
1030	152	0	125	0	25	1	1	0	0	0	0	0	0	17	11.2	3	2	0	0	26	29.1
1045	143	2	126	2	12	1	0	0	0	0	0	0	0	24	16.8	2	1.4	0	0	26.6	30.2
1100	143	7	118	0	18	0	0	0	0	0	0	0	0	10	7	2	1.4	0	0	25.2	29.1
1115	155	4	134	1	14	1	0	1	0	0	0	0	0	15	9.7	1	0.6	0	0	25.8	29.5
1130	140	5	121	1	12	1	0	0	0	0	0	0	0	12	8.6	2	1.4	0	0	25.5	28.6
1145	142	6	120	1	13	1	1	0	0	0	0	0	0	18	12.7	2	1.4	0	0	25.1	29.5
1200	148	6	116	2	21	1	0	0	1	0	1	0	0	12	8.1	1	0.7	0	0	21.1	27.7
1215	153	4	125	1	22	0	1	0	0	0	0	0	0	34	22.2	5	3.3	0	0	26.1	31.3
1230	171	5	141	0	23	0	0	1	1	0	0	0	0	40	23.4	8	4.7	0	0	27	30.9
1245	158	2	143	0	13	0	0	0	0	0	0	0	0	29	18.4	3	1.9	0	0	27	30.4
1300	166	4	141	0	17	2	0	1	1	0	0	0	0	36	21.7	3	1.8	1	0.6	26.8	30.4
1315	121	6	102	1	9	0	1	0	0	1	1	0	0	16	13.2	1	0.8	0	0	25.8	29.8
1330	155	7	130	0	15	1	1	1	0	0	0	0	0	14	9	1	0.6	0	0	23.6	29.1
1345	142	4	126	1	10	0	0	0	1	0	0	0	0	22	15.5	6	4.2	0	0	26.2	30
1400	127	4	109	0	12	1	0	1	0	0	0	0	0	34	26.8	2	1.6	0	0	27.2	30.9
1415	126	1	104	2	19	0	0	0	0	0	0	0	0	12	9.5	1	0.8	0	0	25.7	29.1
1430	129	4	106	2	13	3	1	0	0	0	0	0	0	16	12.4	2	1.6	0	0	25.8	28.9
1445	157	5	137	0	14	1	0	0	0	0	0	0	0	20	12.7	0	0	0	0	26	29.8
1500	154	3	138	1	11	0	0	0	1	0	0	0	0	10	6.5	1	0.6	0	0	23.5	27.7
1515	148	6	139	0	12	0	0	0	1	0	0	0	0	27	18.2	2	1.4	0	0	26.2	30.4
1530	136	2	125	0	9	0	0	0	0	0	0	0	0	14	10.3	1	0.7	1	0.7	25.2	29.3
1545	160	0	132	1	24	1	0	1	1	0	0	0	0	25	15.6	2	1.3	0	0	24.8	30
1600	168	8	146	1	11	1	0	0	1	0	0	0	0	23	13.7	1	0.6	0	0	25.1	29.3
1615	201	9	175	2	14	1	0	0	0	0	0	0	0	21	10.4	5	2.5	1	0.5	25.1	29.1
1630	205	7	177	1	20	0	0	0	0	0	0	0	0	39	19	9	4.4	0	0	26.5	30.9
1645	199	16	167	0	16	0	0	0	0	0	0	0	0	23	11.6	5	2.5	1	0.5	25	29.3
1700	172	10	143	1	16	1	1	0	0	0	0	0	0	21	12.2	0	0	0	0	25.2	29.3
1715	179	19	145	0	14	0	1	0	0	0	0	0	0	47	26.3	13	7.3	0	0	27.6	31.5
1730	192	26	161	1	4	0	0	0	0	0	0	0	0	33	17.2	7	3.6	0	0	25.8	30.2
1745	180	17	150	5	8	0	0	0	0	0	0	0	0	22	12.2	3	1.7	0	0	25.5	29.5
1800	180	21	144	3	8	0	0	0	1	0	3	0	0	18	10	2	1.1	1	0.6	24.2	28.6
1815	172	17	144	1	8	0	1	0	0	1	0	0	0	10	5.8	1	0.6	1	0.6	24.7	28.9
1830	129	22	102	1	4	0	0	0	0	0	0	0	0	17	13.2	2	1.6	0	0	25.3	29.3
1845	138	13	113	0	10	0	0	1	0	0	1	0	0	24	17.4	1	0.7	0	0	25.1	30.4
1900	112	14	95	0	2	1	0	0	0	0	0	0	0	4	3.6	1	0.9	0	0	23	27.7
1915	127	15	106	1	5	0	0														

Fri 17 June 2016

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	35	1	30	0	3	1	0	0	0	0	0	0	0	12	34.3	1	2.9	0	0	28.7	31.8
0015	21	2	17	0	2	0	0	0	0	0	0	0	0	11	52.4	4	19	0	0	30.9	36
0030	22	2	19	0	1	0	0	0	0	0	0	0	0	7	31.8	1	4.5	0	0	27.2	32.7
0045	13	1	11	0	1	0	0	0	0	0	0	0	0	5	38.5	2	15.4	0	0	29.7	33.6
0100	14	0	11	0	3	0	0	0	0	0	0	0	0	4	28.6	1	7.1	0	0	27.5	32
0115	8	0	7	0	1	0	0	0	0	0	0	0	0	3	37.5	0	0	0	0	28.2	-
0130	11	0	10	0	1	0	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0	27.9	29.5
0145	8	0	7	0	1	0	0	0	0	0	0	0	0	4	50	2	25	0	0	28.9	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	3	42.9	0	0	0	0	27.6	-
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
0245	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25	1	25	0	0	26.3	-
0300	6	0	3	0	3	0	0	0	0	0	0	0	0	3	50	1	16.7	0	0	31.8	-
0315	8	0	5	0	3	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	26.1	-
0330	5	1	2	0	2	0	0	0	0	0	0	0	0	1	20	0	0	0	0	19.5	-
0345	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	32.2	-
0400	8	0	6	0	2	0	0	0	0	0	0	0	0	4	50	0	0	0	0	27.9	-
0415	7	0	5	0	2	0	0	0	0	0	0	0	0	4	57.1	0	0	0	0	30.2	-
0430	9	0	5	0	3	1	0	0	0	0	0	0	0	3	33.3	2	22.2	0	0	30.6	-
0445	11	1	7	0	1	1	0	0	0	1	0	0	0	6	54.5	4	36.4	1	9.1	33.4	34.9
0500	8	1	7	0	0	0	0	0	0	0	0	0	0	7	87.5	1	12.5	0	0	30.7	-
0515	19	0	13	0	5	1	0	0	0	0	0	0	0	12	63.2	5	26.3	0	0	30.7	36.2
0530	22	0	21	0	1	0	0	0	0	0	0	0	0	14	63.6	4	18.2	0	0	31.3	35.3
0545	38	2	33	0	2	1	0	0	0	0	0	0	0	15	39.5	5	13.2	0	0	29	34.4
0600	47	3	38	0	6	0	0	0	0	0	0	0	0	29	61.7	9	19.1	1	2.1	30.7	35.3
0615	46	1	37	0	5	1	0	2	0	0	0	0	0	30	65.2	15	32.6	0	0	31.8	37.4
0630	72	1	63	2	5	0	0	0	1	0	0	0	0	30	41.7	4	5.6	0	0	29.4	33.3
0645	100	1	93	0	5	1	0	0	0	0	0	0	0	37	37	12	12	1	1	28.6	34.2
0700	123	5	108	0	10	0	0	0	0	0	0	0	0	48	39	4	3.3	0	0	28.6	32.2
0715	127	10	104	1	9	0	1	0	1	0	0	0	0	14	11	0	0	0	0	25.4	29.3
0730	157	12	125	3	13	2	0	2	0	0	0	0	0	33	21	3	1.9	0	0	26.6	30.6
0745	185	9	139	1	6	0	0	0	0	0	0	0	0	32	20.6	2	1.3	0	0	26.3	30.6
0800	174	6	156	2	6	0	0	0	1	2	0	0	0	5	2.9	0	0	0	0	19.9	26.6
0815	140	5	126	0	4	3	2	0	0	0	0	0	0	4	2.9	0	0	0	0	14.2	22.6
0830	147	6	128	2	6	3	1	0	0	0	1	0	0	6	4.1	1	0.7	0	0	20.5	27.7
0845	159	4	144	0	9	0	2	0	0	0	0	0	0	22	13.8	1	0.6	0	0	25.8	29.8
0900	171	7	155	0	8	0	0	0	1	0	0	0	0	9	5.3	0	0	0	0	25.2	28.4
0915	138	7	117	1	10	1	1	0	0	0	0	0	0	23	16.7	4	2.9	0	0	26.2	30
0930	171	2	153	0	15	0	1	0	0	0	0	0	0	19	11.1	2	1.2	0	0	25.7	29.1
0945	152	11	122	0	18	0	1	0	0	0	0	0	0	23	15.1	3	2	0	0	25.5	30
1000	148	2	129	0	16	0	1	0	0	0	0	0	0	24	16.2	1	0.7	0	0	25.6	30.2
1015	176	4	144	3	24	1	0	0	0	0	0	0	0	19	10.8	1	0.6	0	0	25.9	29.3
1030	128	2	117	0	8	0	0	1	0	0	0	0	0	5	3.9	0	0	0	0	20.8	27.7
1045	162	5	143	2	11	1	0	0	0	0	0	0	0	19	11.7	2	1.2	0	0	25.8	29.3
1100	148	3	124	2	17	0	1	0	0	1	0	0	0	24	16.2	5	3.4	0	0	26.2	30
1115	150	5	121	0	20	2	0	0	2	0	0	0	0	15	10	1	0.7	0	0	24.6	28.6
1130	150	3	134	0	12	0	1	0	0	0	0	0	0	17	11.3	3	2	0	0	24.7	29.1
1145	147	2	129	0	14	1	1	0	0	0	0	0	0	1	0.7	1	0.7	0	0	19.5	25.1
1200	164	3	137	0	21	0	0	0	3	0	0	0	0	12	7.3	1	0.6	0	0	23.4	27.7
1215	139	3	122	0	13	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	21.1	25.9
1230	116	0	107	0	7	1	1	0	0	0	0	0	0	3	2.6	0	0	0	0	13.4	18.6
1245	141	6	118	1	16	0	0	0	0	0	0	0	0	13	9.2	2	1.4	0	0	24.5	28.6
1300	143	6	122	1	13	0	0	0	1	0	0	0	0	21	14.7	3	2.1	0	0	26.7	29.8
1315	206	6	175	1	22	0	1	1	0	0	0	0	0	21	10.2	4	1.9	0	0	24.7	28.9
1330	126	5	105	1	11	1	2	0	0	1	0	0	0	4	3.2	1	0.8	0	0	15.3	23.3
1345	160	5	133	0	19	2	0	0	1	0	0	0	0	3	1.9	0	0	0	0	14.4	20.8
1400	150	5	128	0	15	2	0	0	0	0	0	0	0	21	14	3	2	0	0	25.8	29.8
1415	146	6	121	0	15	2	2	0	0	0	0	0	0	30	20.5	4	2.7	0	0	26	30.6
1430	184	7	158	0	18	0	0	0	1	0	0	0	0	43	23.4	6	3.3	0	0	26.3	30.9
1445	201	7	174	1	16	1	0	1	1	0	0	0	0	19	9.5	1	0.5	0	0	22.2	28.2
1500	157	4	138	1	14	0	0	0	0	0	0	0	0	18	11.5	3	1.9	0	0	22.5	28
1515	153	2	137	2	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	13.4	18.8
1530	109	4	97	1	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13	18.1
1545	137	3	111	2	13	4	1	1	0	0	1	1	0	2	1.5	0	0	0	0	12	16.8
1600	133	5	114	1	9	2	0	2	0	0	0	0	0	3	2.3	0	0	0	0	12.8	20.4
1615	161	6	133	2	13	2	2	1	0	0	0	0	0	0	0	0	0	0	0	12.1	17.2
1630	199	6	180	1	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	13.4	18.1
1645	151	5	135	0	7	3	0	1	0	0	0	0	0	5	3.3	1	0.7	0	0	13.6	18.3
1700	118	10	98	0	9	1	0	0	0	0	0	0	0	3	2.5	1	0.8	0	0	14.3	22.1
1715	154	6	133	0	11	2	1	0	0	1	0	0	0	2	1.3	0	0	0	0	12.8	18.8
1730	181	14	152	1	9	5	0	0	0	0	0	0	0	5	2.8	2	1.1	0	0	14.8	22.4
1745	179	20	147	4	5	2	0	0	1	0	0	0	0	23	12.8	6	3.4	0	0	25.8	29.3
1800	176	14	150	3	6	3	0	0	0	0	0	0	0	28	15.9	7	4	0	0	26.3	30.4
1815	175	20	148	2	4	0	1	0	0	0	0	0	0	43	24.6	6	3.4	1	0.6	26.8	31.3
1830	210	20	179	1	6	1	2	0	0	0	1	0	0	43	20.5	4	1.9	0	0	26.4	30.2
1845	183	21	148	2	11	0	1	0	0	0	0	0	0	24	13.1	7	3.8	1	0.5	26.2	29.8
1900	146	17	124	1	2	2	0	0	0	0	0	0	0	36	24.7	10	6.8	0	0	27.1	31.5
1915	169	11	145	1	10	1	1	0	0	0											

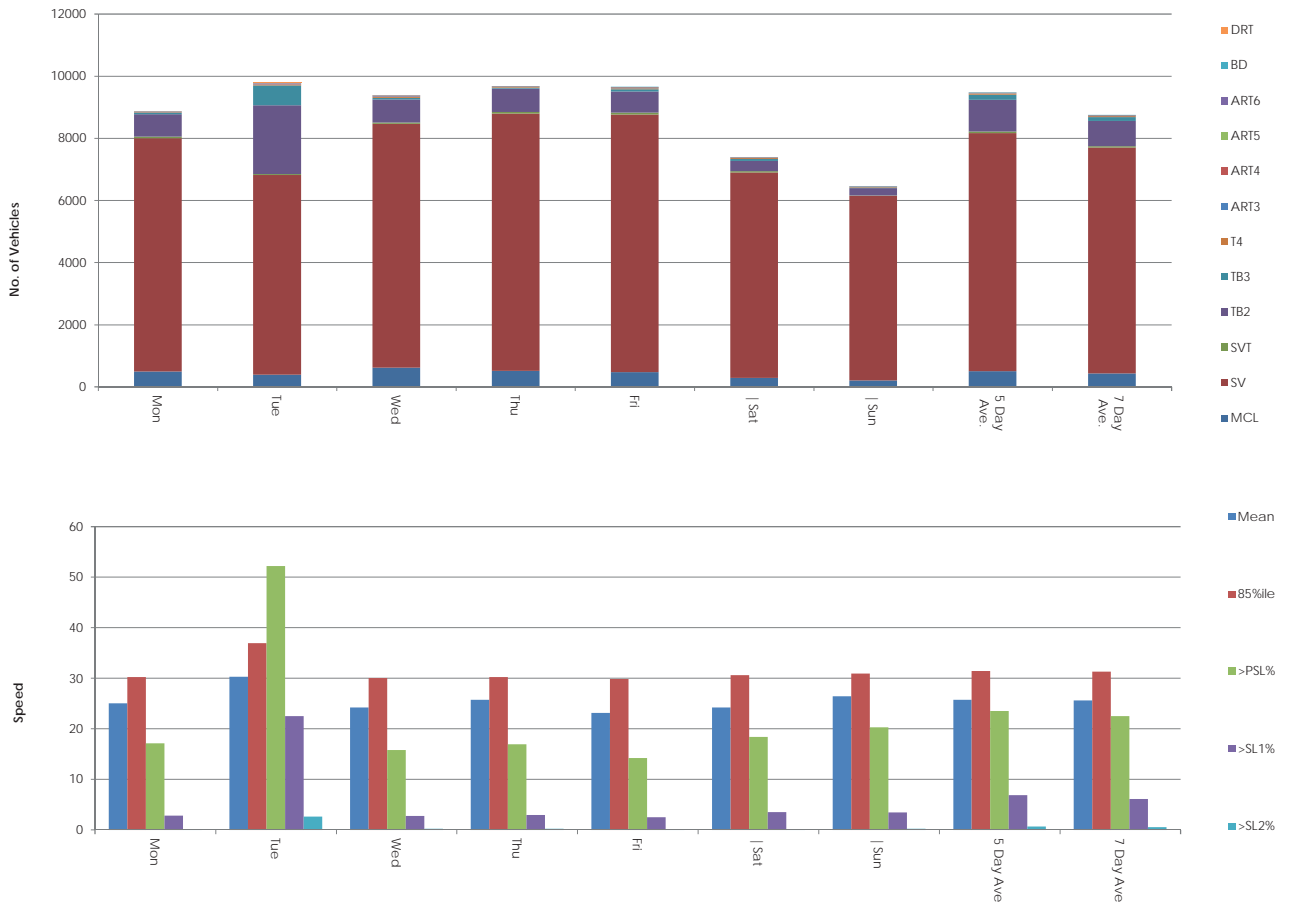
Virtual Day (7)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	84	5	72	0	6	0	0	0	0	0	0	0	0	24	29.1	5	6.1	0	0.3	27.5	32
0100	41	2	34	0	5	0	0	0	0	0	0	0	0	13	32.6	4	10.1	0	0.3	28	33.6
0200	26	0	22	0	3	0	0	0	0	0	0	0	0	9	33	3	11	0	0	27.7	33.1
0300	25	1	19	0	5	0	0	0	0	0	0	0	0	9	37.9	2	9.2	0	0.6	27.8	32.9
0400	32	1	23	0	8	1	0	0	0	0	0	0	0	18	56.8	6	19.8	1	1.8	30.7	36.7
0500	72	4	60	0	7	1	0	0	0	0	0	0	0	39	55.1	17	23.4	1	1.4	30.5	36.9
0600	247	10	212	1	20	1	0	2	0	0	0	0	0	118	47.6	32	13	2	0.9	29.6	34.4
0700	481	31	412	3	32	1	1	0	1	0	0	0	0	125	26	18	3.7	1	0.1	26.6	31.3
0800	550	27	483	2	31	3	2	1	1	0	0	0	0	65	11.9	10	1.8	0	0.1	22.6	29.3
0900	601	20	531	2	43	2	2	0	1	0	0	0	0	79	13.1	8	1.3	0	0	25.5	29.5
1000	596	15	516	3	56	3	1	0	1	0	0	0	0	76	12.8	9	1.5	0	0	25.5	29.5
1100	561	14	460	2	71	11	2	1	1	0	1	0	0	106	19	33	5.8	3	0.6	25	30.9
1200	566	15	471	2	61	12	2	0	1	0	0	0	0	114	20.2	31	5.4	2	0.3	24.5	31.1
1300	550	16	450	2	65	12	2	1	2	1	1	0	0	115	21	33	6.1	2	0.3	24.3	31.1
1400	557	17	453	3	71	11	2	0	1	0	0	0	0	124	22.3	33	5.9	5	0.8	26.1	31.3
1500	599	14	497	4	69	11	1	1	1	0	1	0	0	136	22.6	41	6.9	5	0.8	25.4	31.3
1600	639	23	523	3	72	12	1	2	1	1	1	0	0	123	19.2	38	6	4	0.6	23.5	31.1
1700	615	44	503	3	48	12	2	1	1	1	0	0	0	117	19	33	5.4	4	0.7	23.7	30.6
1800	574	59	449	5	41	12	3	0	2	0	2	0	0	151	26.2	48	8.4	7	1.2	26.4	32.2
1900	465	45	372	2	32	10	2	0	1	0	1	0	0	133	28.7	38	8.2	3	0.6	27.3	32.4
2000	311	28	249	0	26	7	1	0	0	0	0	0	0	105	33.8	33	10.6	3	1	27.9	33.6
2100	215	16	175	1	18	5	1	0	0	0	0	0	0	75	34.7	27	12.7	4	1.7	28.6	34
2200	185	10	156	1	15	3	1	0	0	0	0	0	0	60	32.2	20	10.7	1	0.6	28.3	33.3
2300	150	9	134	1	6	0	0	0	0	0	0	0	0	33	22.2	6	4.2	1	0.4	27.1	30.9
1200	6888	295	5747	34	660	102	21	7	13	3	6	1	0	1331	19.3	335	4.9	32	0.5	24.9	30.9
1215	8126	394	6754	39	755	124	24	9	14	3	7	1	0	1762	21.7	466	5.7	44	0.5	25.4	31.3
1230	8462	413	7044	40	776	127	25	9	14	3	7	1	0	1855	21.9	492	5.8	45	0.5	25.5	31.3
1245	8742	426	7274	41	812	130	25	9	15	4	7	1	0	1969	22.5	530	6.1	48	0.5	25.6	31.3

Virtual Week (1)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	8858	493	7513	49	721	35	25	7	9	2	4	0	0	1512	17.1	246	2.8	10	0.1	25	30.2
Tue	9786	385	6433	27	2216	640	22	5	26	14	14	2	2	5105	52.2	2205	22.5	253	2.6	30.3	36.9
Wed	9382	620	7844	45	738	51	37	18	20	1	8	0	0	1487	15.8	255	2.7	23	0.2	24.2	30
Thu	9682	516	8276	52	755	32	16	10	14	2	9	0	0	1640	16.9	281	2.9	16	0.2	25.7	30.2
Fri	9651	474	8293	54	687	66	33	16	20	1	6	1	0	1369	14.2	242	2.5	11	0.1	23.1	29.8
Sat	7388	283	6619	40	333	60	26	6	8	5	8	0	0	1360	18.4	262	3.5	9	0.1	24.2	30.6
Sun	6444	208	5937	17	232	24	19	1	5	0	0	1	0	1309	20.3	216	3.4	11	0.2	26.4	30.9
5 Day Ave.	9472	498	7672	45	1023	165	27	11	18	4	8	1	0	2223	23.5	646	6.8	63	0.7	25.7	31.4
7 Day Ave.	8742	426	7274	41	812	130	25	9	15	4	7	1	0	1969	22.5	530	6.1	48	0.5	25.6	31.3
--	61191	2979	50915	284	5682	908	178	63	102	25	49	4	2	13782	22.5	3707	6.1	333	0.5	25.6	31.3

Summary Graphs



Sun 12 June 2016

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	52	0	0	1	3	14	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	25	0	0	3	1	3	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	30	0	1	0	1	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	32	0	0	1	0	2	12	13	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	24	0	0	1	0	2	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	24	0	0	0	1	3	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	18	0	1	1	1	2	7	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	15	0	0	0	4	0	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	1	4	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	15	0	0	1	0	3	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	10	0	0	0	2	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	6	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	6	0	0	0	2	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	15	0	0	0	2	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	8	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	4	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	10	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	8	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	8	0	0	0	0	0	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	9	0	0	0	0	0	4	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	1	1	1	2	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	9	0	0	1	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	15	0	0	0	0	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	27	0	0	2	1	1	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	39	0	1	1	3	5	11	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	22	0	0	2	2	1	7	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	38	0	0	0	0	1	14	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	42	0	0	3	1	9	14	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	34	0	0	3	6	2	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	52	0	0	5	4	7	23	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	42	0	0	2	7	4	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	69	0	1	5	0	11	28	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	64	0	0	2	3	10	29	18	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	104	0	1	9	8	29	45	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	103	0	0	5	7	29	46	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	99	0	1	3	3	20	55	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	114	0	4	7	3	22	60	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	126	0	3	10	7	25	69	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	135	0	3	17	7	18	77	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	143	0	0	13	4	46	72	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	150	0	1	9	0	31	90	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	144	0	1	6	14	42	69	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	142	0	1	2	12	42	69	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	129	0	3	10	9	24	63	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	144	0	0	2	2	20	92	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	145	0	0	5	3	32	83	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	152	0	4	17	16	32	65	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	138	0	0	3	7	43	65	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	165	0	1	12	17	33	87	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	127	0	0	6	5	19	72	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	140	0	0	6	2	52	65	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	122	0	1	4	4	26	67	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	139	0	0	11	3	23	87	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	122	0	0	7	10	25	57	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	137	0	0	8	10	31	63	22	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	97	0	2	1	4	7	58	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	133	0	0	9	5	29	65	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	119	0	1	5	4	15	67	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	89	0	0	2	3	9	53	16	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	104	0	0	5	5	17	55	18	3	1	0	0	0	0	0													

Site: ATC
 Location: Mortlake, lamp post - Att. OSGR: TQ 20598 7595
 Direction: West

6386 / Mortlake
 June 2016
 Automatic Traffic Count

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	21	0	0	2	1	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	14	0	0	1	0	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	12	0	0	1	0	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	6	0	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	5	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	5	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	5	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	11	0	0	2	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	6	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	8	0	0	1	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	14	0	0	0	0	1	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	0	0	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	14	0	1	1	0	1	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	29	0	0	0	1	0	9	11	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	31	0	0	3	0	2	15	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	39	0	1	3	1	3	14	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	72	0	0	2	2	2	19	36	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	83	0	0	2	2	4	28	35	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	140	0	0	7	2	9	81	37	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	148	0	0	9	6	22	81	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	150	0	0	6	8	26	68	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	157	0	0	7	11	30	81	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	170	0	0	24	27	34	65	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	167	0	0	8	3	22	97	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	158	0	4	16	15	49	58	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	175	0	0	12	26	37	74	20	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	159	0	1	12	6	42	90	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	167	0	1	9	4	53	78	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	182	0	0	10	4	57	91	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	171	0	1	7	8	51	83	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	132	0	3	10	5	20	68	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	152	0	5	3	8	31	76	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	181	0	0	5	9	59	92	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	153	0	1	8	11	40	74	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	145	0	0	5	4	54	45	25	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	159	0	0	1	4	12	30	59	34	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	116	0	0	0	5	9	28	36	21	10	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	125	0	0	0	2	1	32	51	25	9	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	146	0	0	0	3	3	15	67	40	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	127	0	1	1	3	6	38	41	27	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	185	0	0	2	6	12	32	96	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	166	0	0	0	7	30	39	58	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	183	0	1	0	6	25	30	61	39	12	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	148	0	0	0	0	3	22	69	30	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	184	0	2	6	5	12	46	68	36	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	125	0	0	0	2	8	20	48	32	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	135	0	0	1	1	3	30	52	35	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	136	0	0	2	4	7	31	43	29	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	141	0	0	1	3	4	47	56	21	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	128	0	0	0	1	1	30	59	20	10	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	167	0	1	1	3	18	37	45	30	21	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	146	0	0	0	4	1	36	46	33	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	201	0	0	0	1	1	37	84	54	13	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	171	1	2	10	12	23	37	49	29	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	163	0	0	0	2	4	33	70	33	14	5	2	0	0	0	0												

Time	Total	Speed Bins (mph)																										
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135
0000	18	0	0	2	1	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	16	0	0	0	0	3	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	7	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	13	0	0	0	0	1	7	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	10	0	0	1	0	2	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	5	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	1	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	5	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	5	0	0	0	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	4	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	7	0	0	1	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	5	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	1	0	0	0	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	15	0	0	0	2	2	2	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	26	0	0	1	1	3	7	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	33	0	1	3	4	3	9	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	42	0	1	1	1	3	9	15	5	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	71	0	0	4	5	1	21	27	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	90	0	0	3	3	6	36	35	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	104	0	0	2	1	6	44	41	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	145	0	0	7	3	10	81	38	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	139	0	1	7	18	5	67	36	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	162	0	0	2	13	22	78	38	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	165	0	3	9	9	22	78	41	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	192	0	0	10	21	52	84	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	178	1	2	11	19	38	69	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	169	0	0	13	14	44	85	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	153	0	1	11	8	54	62	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	149	0	2	7	15	30	75	18	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	151	0	1	6	9	40	77	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	142	0	0	10	8	45	60	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	141	0	0	8	5	37	72	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	137	0	1	5	2	30	78	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	149	0	2	7	7	20	85	25	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	145	0	0	7	9	30	85	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	137	0	1	9	9	22	65	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	133	0	0	6	6	18	66	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	147	0	1	3	17	32	80	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	141	0	1	10	3	35	71	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	131	0	0	4	7	28	73	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	168	0	1	8	10	59	73	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	152	0	1	11	6	40	75	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	158	2	0	13	16	46	66	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	140	0	2	8	8	75	39	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	139	0	4	8	11	31	71	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	133	0	0	9	11	32	62	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	126	0	0	6	12	32	69	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	130	0	0	4	2	21	81	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	138	0	0	5	6	17	82	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	158	0	1	5	3	35	90	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	153	0	1	9	8	29	89	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	154	0	0	4	9	33	81	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	169	0	1	15	3	65	73	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	157	0	0	10	11	46	67	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	156	0	0	11	12	45	74	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	213	0	5																									

Fri 17 June 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	35	0	0	0	0	2	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	21	0	0	0	0	2	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	22	0	0	2	0	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	13	0	0	0	0	2	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	1	0	2	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	8	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	11	0	0	0	0	1	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	8	0	0	1	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	4	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	8	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	5	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	7	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	9	0	0	0	0	0	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	11	0	0	0	0	0	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	1	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	19	0	0	1	0	1	5	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	22	0	0	0	0	2	6	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	38	0	1	1	0	3	18	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	47	0	0	2	3	1	12	20	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	46	0	0	1	2	0	13	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	72	0	0	1	1	8	32	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	100	0	2	2	3	6	50	25	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	123	0	2	2	4	6	61	44	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	127	0	0	6	12	26	69	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	157	0	1	5	8	24	86	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	185	0	1	6	5	47	64	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	174	0	12	39	21	58	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	140	2	53	28	25	21	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	147	0	12	30	22	23	54	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	159	0	0	10	7	34	86	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	171	0	0	5	7	64	86	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	138	0	1	4	8	29	73	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	171	0	0	5	7	55	85	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	152	0	2	7	10	38	72	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	148	0	3	7	10	31	73	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	176	0	0	7	1	57	92	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	128	2	13	23	11	30	44	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	162	0	0	4	5	59	75	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	148	0	0	5	4	43	72	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	150	0	4	6	5	55	65	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	150	0	1	9	10	50	63	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	147	1	12	24	29	51	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	164	0	3	9	19	66	55	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	139	0	3	18	30	54	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	116	0	33	54	14	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	141	0	0	8	19	39	62	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	143	0	1	5	3	23	90	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	206	0	1	13	20	57	94	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	126	4	34	34	14	32	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	160	10	40	36	42	22	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	150	0	0	7	8	43	71	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	146	0	3	5	9	39	60	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	184	0	0	10	11	37	83	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	201	3	10	26	20	58	65	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	157	0	5	18	27	49	40	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	153	2	45	57	30	16	3	0	0																				

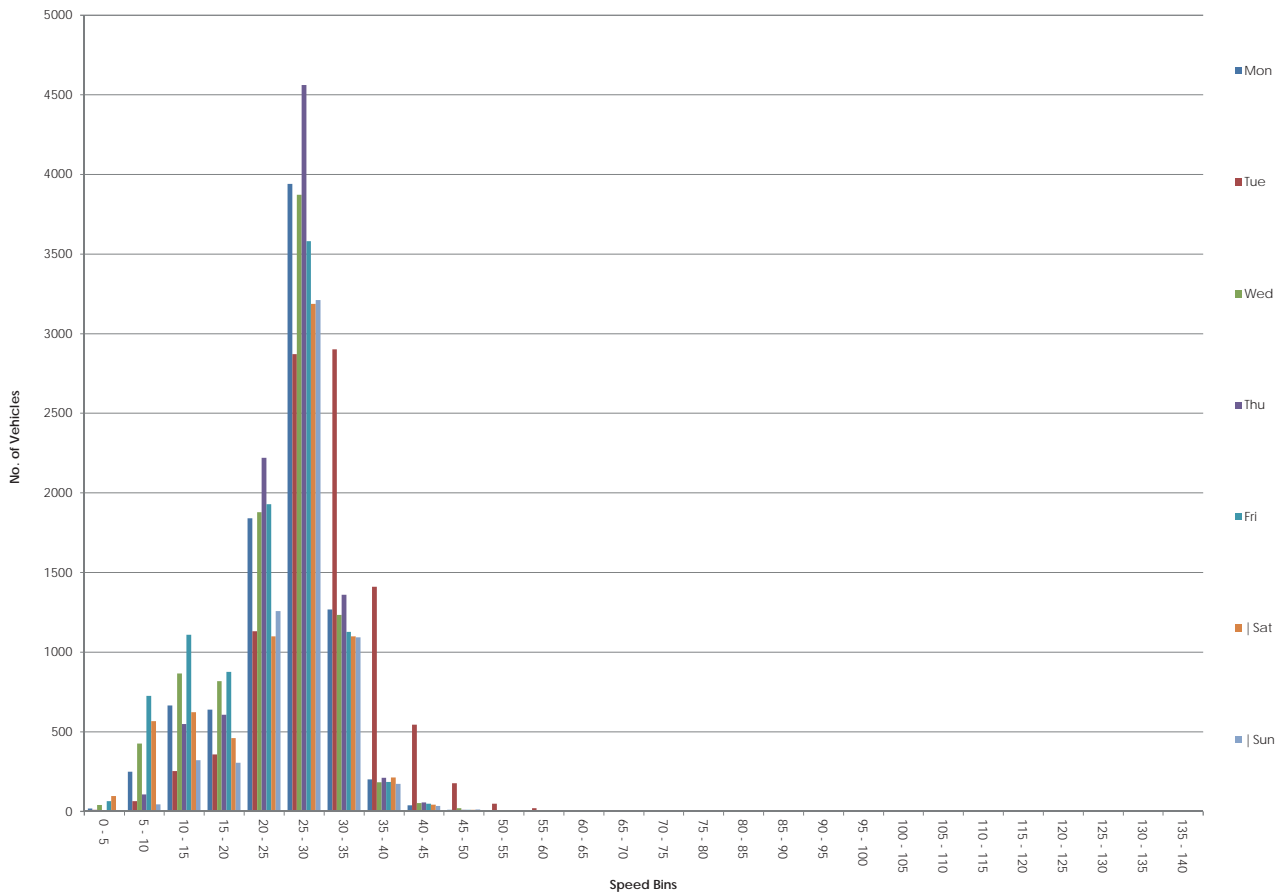
Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	84	0	1	3	3	13	40	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	41	0	0	2	2	5	19	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	26	0	0	1	1	4	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	25	0	0	1	1	3	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	32	0	0	1	1	3	10	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	72	0	1	2	2	5	22	23	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	247	0	1	8	6	15	99	86	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	481	1	5	28	31	67	225	108	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	550	3	42	69	54	115	203	56	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	601	0	3	28	37	159	295	71	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	596	0	7	30	27	149	306	67	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	561	3	21	40	45	123	223	74	22	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	566	4	33	46	42	125	202	83	23	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	550	7	40	44	41	98	204	82	24	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	557	2	15	28	29	113	245	91	20	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	599	2	20	52	41	114	233	94	28	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	639	4	55	78	51	121	208	85	26	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	615	5	43	68	64	103	215	84	21	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	574	1	16	37	43	91	234	102	30	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	465	0	2	27	26	70	206	95	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	311	0	3	13	17	40	133	72	22	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	215	0	1	9	6	30	95	47	18	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	185	0	0	5	6	28	86	40	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	150	0	1	5	4	27	80	27	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	6888	32	300	548	504	1379	2793	996	229	75	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215	8126	32	307	605	559	1534	3326	1296	320	102	31	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230	8462	32	309	615	569	1589	3492	1363	339	108	32	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245	8742	32	311	626	579	1622	3603	1439	367	115	34	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	












Virtual Week (1)

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
Mon	8858	16	248	665	638	1840	3939	1266	199	37	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	9786	8	63	252	356	1131	2871	2900	1409	543	176	47	18	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0
Wed	9382	40	424	865	816	1878	3872	1232	181	51	18	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	9682	4	106	547	605	2220	4560	1359	210	55	8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	9651	63	725	1108	876	1929	3581	1127	184	47	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	7388	95	566	622	459	1099	3187	1098	211	42	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	6444	0	44	320	304	1256	3211	1093	172	33	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	9472	26	313	687	658	1800	3765	1577	437	147	44	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	8742	32	311	626	579	1622	3603	1439	367	115	34	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	61191	226	2176	4379	4054	11353	25221	10075	2566	808	237	61	23	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



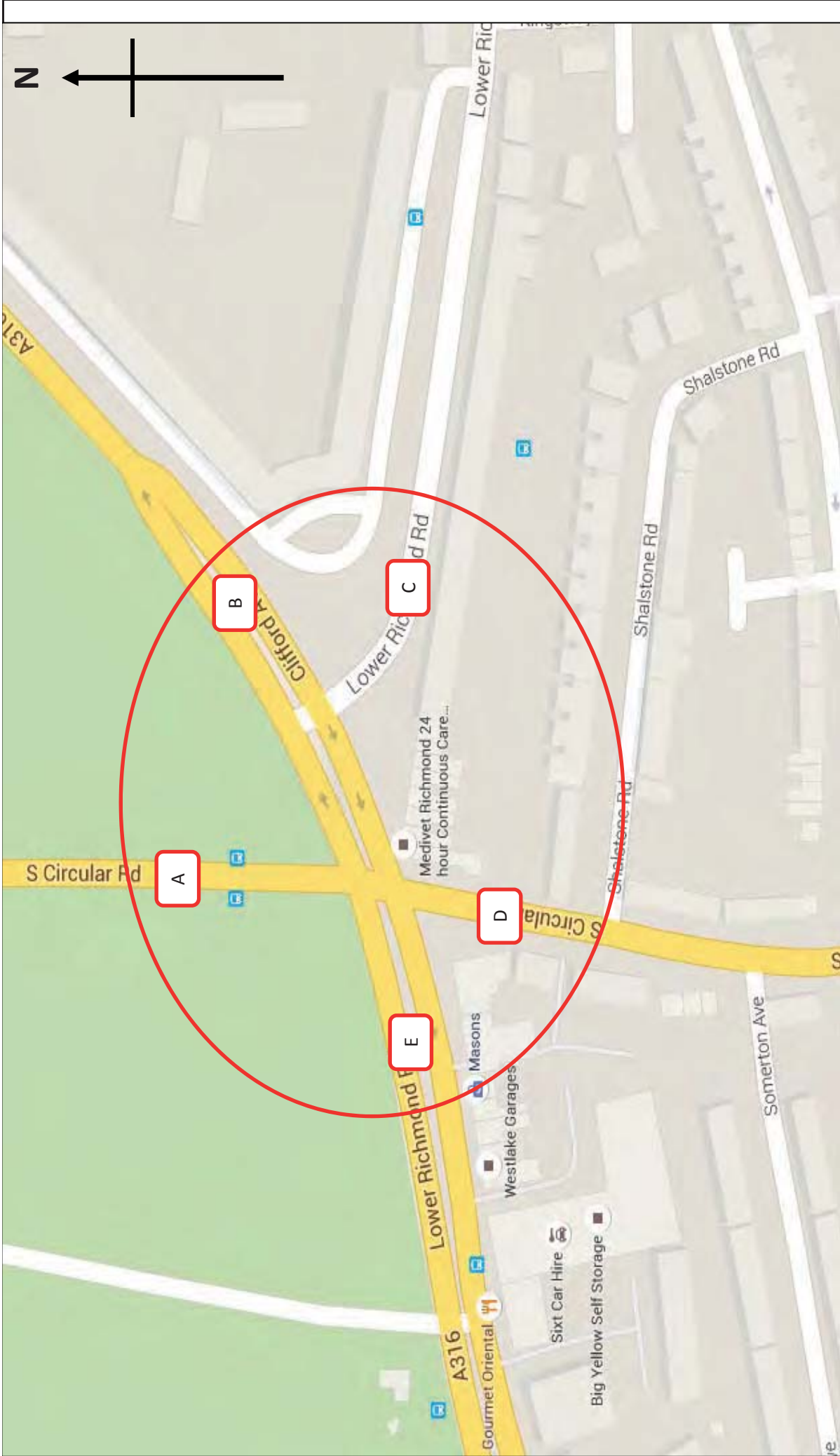
ATC VEHICLE CATEGORIES


Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



	Site / Location:	Site 1, A316 Lower Richmond Road / Clifford Road / S Circular Road / S Circular Road / A3003 Lower Richmond Road	Project No:	6386	Drawing No:	6386-01	Drawn By:	SR
	Survey Date:	Wednesday 15th June 2016	Project Name:	Mortlake				
	Survey Times:	07:00 to 10:00 & 14:30 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	A to E							TOT	PCU's	A to D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	1	0	1	2	2.2	37	19	5	2	2	3	2	70	73.7
07:15	0	0	0	0	1	0	0	1	2	54	38	13	6	0	9	5	125	129.9
07:30	0	0	0	1	1	0	0	2	4.3	66	13	5	5	2	3	4	98	104
07:45	0	0	0	0	1	0	0	1	2	52	20	11	3	1	4	2	93	99.4
H/TOT	0	0	0	1	4	0	1	6	10.5	209	90	34	16	5	19	13	386	407
08:00	2	0	0	0	1	0	0	3	4	45	16	4	2	0	1	2	70	72.4
08:15	1	0	0	0	1	0	2	4	3.4	44	18	7	3	0	4	1	77	81.2
08:30	1	0	0	0	1	0	0	2	3	66	17	11	1	0	3	0	98	103
08:45	1	0	0	0	1	1	1	4	3.6	54	14	11	2	0	2	4	87	90.7
H/TOT	5	0	0	0	4	1	3	13	14	209	65	33	8	0	10	7	332	347.3
09:00	2	0	0	0	1	0	0	3	4	57	12	4	3	0	1	1	78	82.5
09:15	1	0	0	0	1	0	1	3	3.2	55	9	10	2	0	3	1	80	85
09:30	1	0	1	0	1	0	1	4	4.7	72	13	5	1	0	2	3	96	96.2
09:45	0	0	0	0	1	0	0	1	2	72	11	6	2	0	2	1	94	97.6
H/TOT	4	0	1	0	4	0	2	11	13.9	256	45	25	8	0	8	6	348	361.3
P/TOT	9	0	1	1	12	1	6	30	38.4	674	200	92	32	5	37	26	1066	1115.6

TIME	A to E							TOT	PCU's	A to D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	0	0	1	1	0	2	2.4	69	15	8	1	2	2	0	97	103.1
14:45	3	0	0	0	1	0	0	4	5	77	10	7	4	0	1	0	99	107.1
H/TOT	3	0	0	0	2	1	0	6	7.4	146	25	15	5	2	3	0	196	210.2
15:00	0	0	1	0	1	0	0	2	3.5	79	15	4	4	0	1	2	105	110
15:15	1	1	0	0	1	0	1	4	4.2	78	12	4	2	2	0	2	100	105
15:30	0	0	1	0	1	0	2	4	3.9	74	10	1	1	1	3	0	90	91
15:45	0	1	0	0	1	0	0	2	3	84	9	6	3	2	4	5	113	115.5
H/TOT	1	2	2	0	4	0	3	12	14.6	315	46	15	10	5	8	9	408	421.5
16:00	0	0	0	0	2	0	4	6	4.8	84	15	3	0	0	10	3	115	108.1
16:15	2	1	0	0	1	0	1	5	5.2	85	11	3	0	0	9	1	109	104.3
16:30	0	0	0	0	1	0	2	3	2.4	74	7	4	1	0	2	1	89	90.3
16:45	1	0	0	0	1	1	0	3	3.4	93	11	1	1	0	4	2	112	109.8
H/TOT	3	1	0	0	5	1	7	17	15.8	336	44	11	2	0	25	7	425	412.5
17:00	3	0	0	0	1	0	0	4	5	59	10	3	0	0	11	5	88	78.9
17:15	1	0	0	0	1	0	0	2	3	86	15	2	0	0	8	7	118	108.6
17:30	2	0	0	0	1	0	0	3	4	85	9	2	0	0	3	9	108	100
17:45	0	0	0	0	1	1	1	3	2.6	68	6	1	1	1	14	7	98	86.8
H/TOT	6	0	0	0	4	1	1	12	14.6	298	40	8	1	1	36	28	412	374.3
18:00	1	0	0	0	1	0	0	2	3	86	9	2	1	0	4	10	112	103.9
18:15	1	1	0	0	1	0	1	4	4.2	105	8	3	2	1	6	12	137	128.9
18:30	1	0	0	0	1	0	1	3	3.2	66	3	2	0	0	3	6	80	74.4
18:45	1	0	0	0	1	0	1	3	3.2	80	7	1	1	1	4	9	103	96.2
H/TOT	4	1	0	0	4	0	3	12	13.6	337	27	8	4	2	17	37	432	403.4
P/TOT	17	4	2	0	19	3	14	59	66	1432	182	57	22	10	89	81	1873	1821.9



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	A to C							TOT	PCU's	A to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	20	7	2	0	3	1	1	34	36.6	7	0	0	0	0	1	3	11	8
07:15	24	12	2	0	3	1	3	45	46	10	1	1	0	0	0	4	16	13.3
07:30	17	6	0	0	2	0	8	33	28.6	7	3	0	0	2	2	2	16	15.2
07:45	34	10	1	0	2	2	2	51	50.7	15	0	1	0	0	1	7	24	18.3
H/TOT	95	35	5	0	10	4	14	163	161.9	39	4	2	0	2	4	16	67	54.8
08:00	25	3	3	0	0	3	5	39	34.7	12	1	0	0	0	3	4	20	15
08:15	30	4	2	0	0	2	4	42	38.6	20	1	0	0	0	1	5	27	22.4
08:30	33	4	3	0	1	1	1	43	44.1	25	0	1	0	0	3	5	34	28.7
08:45	34	7	4	0	0	3	2	50	48.6	24	0	0	1	0	4	3	32	28.5
H/TOT	122	18	12	0	1	9	12	174	166	81	2	1	1	0	11	17	113	94.6
09:00	35	7	4	0	0	2	1	49	49	16	0	0	0	1	0	2	19	18.4
09:15	29	4	0	0	0	3	0	36	34.2	19	2	0	1	0	0	2	24	23.7
09:30	28	7	2	0	0	1	0	38	38.4	21	0	2	0	0	0	0	23	24
09:45	24	6	1	0	0	0	2	33	31.9	14	0	1	0	1	0	1	17	17.7
H/TOT	116	24	7	0	0	6	3	156	153.5	70	2	3	1	2	0	5	83	83.8
P/TOT	333	77	24	0	11	19	29	493	481.4	190	8	6	2	4	15	38	263	233.2

TIME	A to C							TOT	PCU's	A to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	38	4	1	0	0	1	0	44	43.9	20	0	1	0	0	0	0	21	21.5
14:45	36	7	1	0	1	1	1	47	47.1	31	2	0	1	0	0	0	34	35.3
H/TOT	74	11	2	0	1	2	1	91	91	51	2	1	1	0	0	0	55	56.8
15:00	37	7	1	0	1	1	0	47	47.9	17	0	1	0	0	1	0	19	18.9
15:15	35	5	3	0	1	1	0	45	46.9	20	2	1	0	0	0	1	24	23.7
15:30	38	4	3	0	2	1	0	48	50.9	28	1	0	0	0	0	0	29	29
15:45	35	4	0	0	2	0	1	42	43.2	27	2	0	0	0	0	2	31	29.4
H/TOT	145	20	7	0	6	3	1	182	188.9	92	5	2	0	0	1	3	103	101
16:00	30	10	2	0	1	1	2	46	45.8	20	1	0	0	0	1	2	24	21.8
16:15	49	5	0	0	0	0	1	55	54.2	24	0	0	0	0	0	1	25	24.2
16:30	31	5	1	0	0	2	0	39	38.3	25	1	0	0	0	1	0	27	26.4
16:45	40	4	2	0	0	2	3	51	48.4	20	2	0	0	2	0	2	26	26.4
H/TOT	150	24	5	0	1	5	6	191	186.7	89	4	0	0	2	2	5	102	98.8
17:00	32	1	0	0	0	0	1	34	33.2	15	4	0	0	0	0	0	19	19
17:15	38	7	0	0	0	2	1	48	46	23	1	0	0	0	0	4	28	24.8
17:30	52	6	0	0	0	1	3	62	59	18	1	0	0	0	0	1	20	19.2
17:45	45	4	1	0	0	2	4	56	52.1	23	1	0	0	0	0	2	26	24.4
H/TOT	167	18	1	0	0	5	9	200	190.3	79	7	0	0	0	0	7	93	87.4
18:00	53	8	0	0	0	2	4	67	62.6	18	0	0	0	0	0	2	20	18.4
18:15	52	7	1	0	0	0	1	61	60.7	16	0	0	0	0	0	4	20	16.8
18:30	31	2	2	0	0	0	3	38	36.6	14	0	0	0	0	0	0	14	14
18:45	51	4	0	0	0	1	2	58	55.8	20	0	0	0	0	0	0	20	20
H/TOT	187	21	3	0	0	3	10	224	215.7	68	0	0	0	0	0	6	74	69.2
P/TOT	723	94	18	0	8	18	27	888	872.6	379	18	3	1	2	3	21	427	413.2



SITE: 1 DATE: 15/06/2016
 LOCATION: A316 Lower Richmond Road / Clifford F DAY: Wednesday

TIME	A to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	A to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	B to A							TOT	PCU's	B to E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	17	3	1	0	0	0	3	24	22.1	130	16	3	0	4	2	2	157	159.7
07:15	1	1	0	0	0	0	0	2	2	118	19	9	0	3	4	1	154	158.3
07:30	3	0	0	0	0	0	0	3	3	102	23	2	0	3	1	1	132	134.6
07:45	2	0	0	0	0	0	0	2	2	156	28	4	1	3	5	0	197	200.3
H/TOT	23	4	1	0	0	0	3	31	29.1	506	86	18	1	13	12	4	640	652.9
08:00	10	2	0	0	0	1	0	13	12.4	138	16	4	0	1	6	3	168	165
08:15	3	2	0	1	0	0	0	6	7.3	126	22	5	1	5	4	3	166	170
08:30	7	3	1	0	0	0	0	11	11.5	85	13	1	1	2	8	0	110	109
08:45	10	1	0	0	0	0	0	11	11	88	10	7	0	3	7	2	117	117.7
H/TOT	30	8	1	1	0	1	0	41	42.2	437	61	17	2	11	25	8	561	561.7
09:00	14	1	1	0	0	0	0	16	16.5	101	23	9	1	5	3	2	144	151.4
09:15	20	0	0	0	1	0	0	21	22	98	15	12	1	6	5	1	138	147.5
09:30	10	0	2	0	0	0	0	12	13	72	14	10	1	4	1	1	103	111.9
09:45	8	0	0	0	0	0	0	8	8	98	9	5	0	2	8	1	123	121.9
H/TOT	52	1	3	0	1	0	0	57	59.5	369	61	36	3	17	17	5	508	532.7
P/TOT	105	13	5	1	1	1	3	129	130.8	1312	208	71	6	41	54	17	1709	1747.3

TIME	B to A							TOT	PCU's	B to E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	16	1	0	0	0	0	0	17	17	99	28	9	1	4	3	2	146	152.4
14:45	11	0	0	0	0	0	0	11	11	109	28	3	1	1	1	0	143	146.2
H/TOT	27	1	0	0	0	0	0	28	28	208	56	12	2	5	4	2	289	298.6
15:00	19	0	1	0	0	0	0	20	20.5	134	32	4	0	5	3	0	178	183.2
15:15	24	1	0	0	0	0	0	25	25	124	31	2	0	2	8	0	167	165.2
15:30	9	2	0	0	0	0	0	11	11	116	41	7	2	2	5	0	173	178.1
15:45	11	2	0	0	0	0	0	13	13	77	28	7	1	2	5	1	121	124
H/TOT	63	5	1	0	0	0	0	69	69.5	451	132	20	3	11	21	1	639	650.5
16:00	11	1	0	0	0	0	0	12	12	130	30	2	2	3	5	0	172	175.6
16:15	10	1	0	0	0	0	0	11	11	115	40	7	0	4	15	3	184	180.1
16:30	16	0	0	0	0	0	0	16	16	151	54	3	1	2	10	2	223	220.2
16:45	17	1	0	0	0	0	0	18	18	126	38	6	1	4	9	1	185	187.1
H/TOT	54	3	0	0	0	0	0	57	57	522	162	18	4	13	39	6	764	763
17:00	15	2	0	0	0	0	0	17	17	133	36	4	1	3	11	2	190	188.1
17:15	10	1	0	0	0	0	0	11	11	140	36	3	0	4	34	5	222	203.1
17:30	12	0	0	0	0	2	0	14	12.8	140	48	5	0	0	0	4	197	196.3
17:45	20	0	0	0	0	0	0	20	20	158	25	2	1	3	16	5	210	201.7
H/TOT	57	3	0	0	0	2	0	62	60.8	571	145	14	2	10	61	16	819	789.2
18:00	12	0	0	0	0	0	0	12	12	160	24	5	0	4	34	5	232	214.1
18:15	4	0	0	0	0	0	0	4	4	175	20	1	0	4	36	6	242	220.1
18:30	9	0	0	0	0	1	0	10	9.4	154	20	0	0	3	28	1	206	191.4
18:45	6	0	0	0	0	0	0	6	6	170	15	3	0	7	23	6	224	213.9
H/TOT	31	0	0	0	0	1	0	32	31.4	659	79	9	0	18	121	18	904	839.5
P/TOT	232	12	1	0	0	3	0	248	246.7	2411	574	73	11	57	246	43	3415	3340.8



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	B to D							TOT	PCU's	B to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	16	8	2	0	0	0	0	26	27	28	11	0	0	0	0	0	39	39
07:15	27	5	1	0	0	2	0	35	34.3	36	13	4	0	0	0	0	53	55
07:30	32	4	1	0	0	1	1	39	38.1	31	11	2	1	1	0	0	46	49.3
07:45	40	6	1	0	0	1	0	48	47.9	47	8	3	1	1	2	1	63	64.8
H/TOT	115	23	5	0	0	4	1	148	147.3	142	43	9	2	2	2	1	201	208.1
08:00	47	4	1	0	1	2	0	55	55.3	37	13	3	0	1	1	2	57	57.3
08:15	40	4	0	0	0	1	0	45	44.4	52	10	0	0	2	2	0	66	66.8
08:30	20	2	0	0	0	1	1	24	22.6	33	8	5	0	1	0	1	48	50.7
08:45	32	7	0	0	0	3	0	42	40.2	44	7	7	0	0	2	1	61	62.5
H/TOT	139	17	1	0	1	7	1	166	162.5	166	38	15	0	4	5	4	232	237.3
09:00	23	6	2	0	0	2	1	34	33	39	12	1	0	1	0	0	53	54.5
09:15	28	8	1	0	0	2	0	39	38.3	29	8	1	0	0	2	0	40	39.3
09:30	32	4	2	0	0	0	0	38	39	42	9	3	0	0	0	0	54	55.5
09:45	31	1	0	0	0	1	2	35	32.8	40	3	4	0	0	1	2	50	49.8
H/TOT	114	19	5	0	0	5	3	146	143.1	150	32	9	0	1	3	2	197	199.1
P/TOT	368	59	11	0	1	16	5	460	452.9	458	113	33	2	7	10	7	630	644.5

TIME	B to D							TOT	PCU's	B to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	29	7	2	0	1	3	0	42	42.2	41	8	0	0	0	3	0	52	50.2
14:45	30	4	3	1	0	0	1	39	41	29	5	1	0	0	0	0	35	35.5
H/TOT	59	11	5	1	1	3	1	81	83.2	70	13	1	0	0	3	0	87	85.7
15:00	35	3	0	0	1	2	0	41	40.8	39	5	4	0	0	0	0	48	50
15:15	44	3	1	0	0	0	0	48	48.5	30	10	3	0	0	1	0	44	44.9
15:30	46	3	1	0	1	0	3	54	53.1	52	6	0	0	0	1	2	61	58.8
15:45	20	3	0	1	1	2	0	27	28.1	61	10	1	0	1	2	3	78	75.9
H/TOT	145	12	2	1	3	4	3	170	170.5	182	31	8	0	1	4	5	231	229.6
16:00	32	5	0	0	0	2	2	41	38.2	37	7	2	0	0	0	0	46	47
16:15	41	2	1	2	1	2	0	49	51.9	48	7	1	0	1	1	2	60	59.3
16:30	51	4	0	0	0	2	2	59	56.2	52	6	0	0	1	2	1	62	61
16:45	52	0	0	0	0	7	1	60	55	62	9	1	0	1	2	3	78	75.9
H/TOT	176	11	1	2	1	13	5	209	201.3	199	29	4	0	3	5	6	246	243.2
17:00	33	6	1	0	0	3	4	47	42.5	55	5	1	0	1	0	3	65	64.1
17:15	46	4	0	0	0	3	4	57	52	54	3	0	0	1	2	0	60	59.8
17:30	39	3	0	0	0	7	1	50	45	54	10	0	0	0	1	1	66	64.6
17:45	61	4	0	0	0	3	5	73	67.2	72	10	1	0	0	1	0	84	83.9
H/TOT	179	17	1	0	0	16	14	227	206.7	235	28	2	0	2	4	4	275	272.4
18:00	37	0	0	0	0	1	1	39	37.6	67	3	0	0	0	0	2	72	70.4
18:15	41	2	0	0	0	3	6	52	45.4	69	7	0	0	0	2	4	82	77.6
18:30	59	3	2	0	1	9	5	79	71.6	42	2	1	0	1	4	4	54	49.9
18:45	51	3	0	0	1	2	5	62	57.8	68	2	0	0	0	4	4	78	72.4
H/TOT	188	8	2	0	2	15	17	232	212.4	246	14	1	0	1	10	14	286	270.3
P/TOT	747	59	11	4	7	51	40	919	874.1	932	115	16	0	7	26	29	1125	1101.2



SITE: 1 DATE: 15/06/2016
 LOCATION: A316 Lower Richmond Road / Clifford F DAY: Wednesday

TIME	B to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	B to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	73	11	1	0	0	2	0	87	86.3	31	6	2	1	0	1	4	45	43.5
07:15	37	9	0	0	0	0	0	46	46	25	4	0	0	0	0	1	30	29.2
07:30	77	10	3	0	0	1	3	94	92.5	28	7	0	0	0	1	6	42	36.6
07:45	53	6	0	0	0	0	3	62	59.6	16	2	0	0	0	1	2	21	18.8
H/TOT	240	36	4	0	0	3	6	289	284.4	100	19	2	1	0	3	13	138	128.1
08:00	73	6	1	0	0	1	1	82	81.1	35	10	0	0	1	1	5	52	48.4
08:15	80	5	4	0	0	2	1	92	92	37	4	3	0	0	0	6	50	46.7
08:30	90	5	1	1	0	2	2	101	100	26	4	3	0	2	0	2	37	38.9
08:45	61	5	3	0	0	0	0	69	70.5	19	4	2	0	0	0	1	26	26.2
H/TOT	304	21	9	1	0	5	4	344	343.6	117	22	8	0	3	1	14	165	160.2
09:00	59	3	3	1	0	1	0	67	69.2	25	6	0	0	3	1	3	38	38
09:15	41	10	1	0	1	1	0	54	54.9	27	6	3	0	4	0	1	41	45.7
09:30	41	10	2	0	0	0	0	53	54	27	2	2	0	0	0	0	31	32
09:45	49	4	2	0	0	2	1	58	57	23	2	1	0	0	0	0	26	26.5
H/TOT	190	27	8	1	1	4	1	232	235.1	102	16	6	0	7	1	4	136	142.2
P/TOT	734	84	21	2	1	12	11	865	863.1	319	57	16	1	10	5	31	439	430.5

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	29	9	2	0	0	0	0	40	41	25	6	3	0	0	1	1	36	36.1
14:45	40	8	1	1	0	1	0	51	52.2	18	3	3	1	2	2	0	29	32.6
H/TOT	69	17	3	1	0	1	0	91	93.2	43	9	6	1	2	3	1	65	68.7
15:00	33	11	0	0	0	0	0	44	44	30	4	2	0	0	0	0	36	37
15:15	47	12	5	0	0	1	0	65	66.9	24	6	2	0	2	0	1	35	37.2
15:30	38	5	2	0	0	0	0	45	46	21	6	1	0	0	1	1	30	29.1
15:45	59	15	2	0	1	1	0	78	79.4	15	1	0	0	1	2	0	19	18.8
H/TOT	177	43	9	0	1	2	0	232	236.3	90	17	5	0	3	3	2	120	122.1
16:00	59	18	1	0	1	1	1	81	81.1	25	0	2	0	3	0	0	30	34
16:15	65	12	3	0	2	2	0	84	86.3	17	5	1	1	0	1	0	25	26.2
16:30	49	16	3	0	0	0	0	68	69.5	31	3	0	0	3	1	1	39	40.6
16:45	49	16	2	0	3	0	0	70	74	21	5	0	0	0	2	1	29	27
H/TOT	222	62	9	0	6	3	1	303	310.9	94	13	3	1	6	4	2	123	127.8
17:00	67	15	4	0	2	0	0	88	92	18	5	3	0	2	2	0	30	32.3
17:15	62	13	1	0	1	0	0	77	78.5	22	5	2	0	0	1	0	30	30.4
17:30	75	17	0	0	0	0	1	93	92.2	24	3	0	0	0	1	0	28	27.4
17:45	54	8	1	0	1	0	0	64	65.5	16	9	0	0	0	0	3	28	25.6
H/TOT	258	53	6	0	4	0	1	322	328.2	80	22	5	0	2	4	3	116	115.7
18:00	64	5	3	0	0	3	1	76	74.9	22	5	1	1	0	1	3	33	31.8
18:15	61	4	0	0	0	1	0	66	65.4	21	3	0	0	1	1	3	29	27
18:30	86	9	1	0	2	0	1	99	100.7	31	3	1	0	0	2	1	38	36.5
18:45	54	3	4	0	0	0	1	62	63.2	27	1	0	0	0	1	3	32	29
H/TOT	265	21	8	0	2	4	3	303	304.2	101	12	2	1	1	5	10	132	124.3
P/TOT	991	196	35	1	13	10	5	1251	1272.8	408	73	21	3	14	19	18	556	558.6



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	C to E							TOT	PCU's	C to D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	37	3	3	0	1	0	2	46	46.9	3	1	0	0	0	0	0	4	4
07:15	41	8	3	0	1	0	3	56	56.1	4	0	0	0	0	0	0	4	4
07:30	56	5	2	0	2	6	2	73	70.8	8	1	2	0	0	0	3	14	12.6
07:45	40	7	0	0	1	4	4	56	51.4	9	0	1	0	0	0	0	10	10.5
H/TOT	174	23	8	0	5	10	11	231	225.2	24	2	3	0	0	0	3	32	31.1
08:00	57	7	3	0	0	3	1	71	69.9	9	0	2	0	0	0	0	11	12
08:15	41	4	2	0	1	2	2	52	51.2	7	0	0	0	0	0	0	7	7
08:30	69	3	3	0	1	3	2	81	80.1	13	2	1	0	0	0	0	16	16.5
08:45	59	6	0	0	5	2	1	73	76	7	0	0	0	0	0	1	8	7.2
H/TOT	226	20	8	0	7	10	6	277	277.2	36	2	3	0	0	0	1	42	42.7
09:00	47	6	1	0	0	1	0	55	54.9	2	0	1	0	0	0	2	5	3.9
09:15	43	7	2	0	2	0	0	54	57	3	1	0	0	0	1	0	5	4.4
09:30	38	4	6	1	3	2	1	55	60.3	7	2	1	0	0	1	0	11	10.9
09:45	45	7	5	0	1	3	1	62	62.9	4	0	0	0	0	0	0	4	4
H/TOT	173	24	14	1	6	6	2	226	235.1	16	3	2	0	0	2	2	25	23.2
P/TOT	573	67	30	1	18	26	19	734	737.5	76	7	8	0	0	2	6	99	97

TIME	C to E							TOT	PCU's	C to D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	62	14	5	0	1	1	2	85	86.3	8	2	1	0	0	0	0	11	11.5
14:45	65	13	1	0	1	3	0	83	82.7	9	1	0	0	0	0	1	11	10.2
H/TOT	127	27	6	0	2	4	2	168	169	17	3	1	0	0	0	1	22	21.7
15:00	45	8	7	0	0	2	1	63	64.5	8	0	0	0	0	0	0	8	8
15:15	51	15	3	1	6	1	0	77	85.2	14	0	0	0	0	0	0	14	14
15:30	55	10	3	0	4	2	2	76	78.7	4	0	0	0	0	0	0	4	4
15:45	42	15	2	0	0	2	0	61	60.8	4	1	0	0	0	0	0	5	5
H/TOT	193	48	15	1	10	7	3	277	289.2	30	1	0	0	0	0	0	31	31
16:00	40	11	5	0	1	2	2	61	61.7	8	1	1	0	0	0	2	12	10.9
16:15	48	10	4	0	2	2	0	66	68.8	5	1	0	0	0	1	2	9	6.8
16:30	40	14	1	0	3	1	0	59	61.9	4	0	0	0	0	0	1	5	4.2
16:45	53	12	1	0	2	4	3	75	72.7	2	0	0	0	0	0	0	2	2
H/TOT	181	47	11	0	8	9	5	261	265.1	19	2	1	0	0	1	5	28	23.9
17:00	58	6	1	0	2	8	3	78	73.3	4	0	0	0	0	0	0	4	4
17:15	50	9	2	0	1	6	3	71	67	4	1	0	0	0	3	0	8	6.2
17:30	41	5	2	0	1	8	3	60	54.8	4	1	0	0	0	1	0	6	5.4
17:45	65	9	2	0	2	6	9	93	85.2	3	0	0	0	0	0	1	4	3.2
H/TOT	214	29	7	0	6	28	18	302	280.3	15	2	0	0	0	4	1	22	18.8
18:00	51	7	0	0	1	3	7	69	62.6	3	1	0	0	0	0	0	4	4
18:15	48	12	0	0	1	6	14	81	67.2	4	0	0	0	0	0	1	5	4.2
18:30	60	13	3	0	1	6	7	90	83.3	4	1	0	0	0	0	1	6	5.2
18:45	51	5	1	0	2	4	2	65	63.5	4	0	1	0	0	0	1	6	5.7
H/TOT	210	37	4	0	5	19	30	305	276.6	15	2	1	0	0	0	3	21	19.1
P/TOT	925	188	43	1	31	67	58	1313	1280.2	96	10	3	0	0	5	10	124	114.5



SITE: 1 DATE: 15/06/2016
LOCATION: A316 Lower Richmond Road / Clifford F DAY: Wednesday

TIME	C to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	C to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	D to C							TOT	PCU's	D to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	55	8	0	0	0	1	0	64	63.4
07:15	0	0	0	0	0	0	0	0	0	55	7	3	0	0	1	1	67	67.1
07:30	4	2	0	0	0	0	0	6	6	68	7	0	0	1	8	1	85	80.4
07:45	0	0	0	0	1	0	0	1	2	67	9	1	0	1	5	4	87	82.3
H/TOT	4	2	0	0	1	0	0	7	8	245	31	4	0	2	15	6	303	293.2
08:00	3	0	0	0	0	0	0	3	3	62	5	3	0	0	10	2	82	75.9
08:15	1	0	0	0	0	0	0	1	1	78	4	4	0	0	10	2	98	92.4
08:30	2	0	0	0	0	0	0	2	2	75	3	3	0	0	7	0	88	85.3
08:45	2	1	0	0	0	0	0	3	3	64	9	1	0	0	5	2	81	76.9
H/TOT	8	1	0	0	0	0	0	9	9	279	21	11	0	0	32	6	349	330.5
09:00	1	0	0	0	0	0	0	1	1	62	7	1	0	1	8	2	81	76.1
09:15	7	0	0	0	0	0	0	7	7	45	10	3	0	0	1	4	63	60.7
09:30	4	0	1	0	0	0	1	6	5.7	45	4	6	0	0	4	3	62	60.2
09:45	2	1	0	0	0	0	0	3	3	37	3	3	0	0	1	2	46	45.3
H/TOT	14	1	1	0	0	0	1	17	16.7	189	24	13	0	1	14	11	252	242.3
P/TOT	26	4	1	0	1	0	1	33	33.7	713	76	28	0	3	61	23	904	866

TIME	D to C							TOT	PCU's	D to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	1	0	0	0	0	1	1.5	25	8	3	1	0	1	1	39	40.4
14:45	1	1	0	0	0	0	0	2	2	28	6	0	1	0	0	0	35	36.3
H/TOT	1	1	1	0	0	0	0	3	3.5	53	14	3	2	0	1	1	74	76.7
15:00	2	1	1	0	0	0	0	4	4.5	40	7	2	0	0	3	0	52	51.2
15:15	4	0	0	0	0	0	0	4	4	57	4	1	0	0	3	0	65	63.7
15:30	1	0	0	0	0	0	0	1	1	46	7	3	1	0	1	0	58	60.2
15:45	6	0	0	0	0	1	0	7	6.4	63	9	1	0	0	2	0	75	74.3
H/TOT	13	1	1	0	0	1	0	16	15.9	206	27	7	1	0	9	0	250	249.4
16:00	1	0	0	0	0	1	0	2	1.4	44	6	0	0	0	0	0	50	50
16:15	1	0	0	0	0	0	0	1	1	51	6	1	0	0	1	1	60	59.1
16:30	2	0	1	0	0	0	0	3	3.5	57	7	0	0	1	2	0	67	66.8
16:45	2	0	0	0	0	0	0	2	2	57	6	0	0	0	1	0	64	63.4
H/TOT	6	0	1	0	0	1	0	8	7.9	209	25	1	0	1	4	1	241	239.3
17:00	0	0	0	0	0	3	0	3	1.2	60	7	2	1	1	2	0	73	75.1
17:15	2	0	0	0	0	0	0	2	2	53	7	0	0	0	0	1	61	60.2
17:30	0	1	0	0	0	0	0	1	1	43	6	0	1	0	3	0	53	52.5
17:45	4	0	0	0	0	0	0	4	4	59	3	1	0	0	2	0	65	64.3
H/TOT	6	1	0	0	0	3	0	10	8.2	215	23	3	2	1	7	1	252	252.1
18:00	1	0	0	0	0	1	0	2	1.4	69	3	0	0	0	2	0	74	72.8
18:15	1	0	0	0	0	0	0	1	1	66	5	0	0	0	3	0	74	72.2
18:30	1	0	0	0	0	0	0	1	1	42	2	0	0	0	0	1	45	44.2
18:45	3	0	0	0	0	0	0	3	3	55	4	0	0	0	2	1	62	60
H/TOT	6	0	0	0	0	1	0	7	6.4	232	14	0	0	0	7	2	255	249.2
P/TOT	32	3	3	0	0	6	0	44	41.9	915	103	14	5	2	28	5	1072	1066.7



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	D to A							TOT	PCU's	D to E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	79	19	1	5	0	8	9	121	116	29	7	3	2	0	2	0	43	45.9
07:15	90	16	1	1	0	3	6	117	112.2	31	5	0	1	1	3	2	43	41.9
07:30	59	9	4	0	1	9	4	86	80.4	32	6	2	0	0	1	0	41	41.4
07:45	50	11	3	3	0	7	9	83	77	27	5	1	0	0	3	0	36	34.7
H/TOT	278	55	9	9	1	27	28	407	385.6	119	23	6	3	1	9	2	163	163.9
08:00	81	12	7	6	0	6	14	126	122.5	21	5	0	0	1	7	0	34	30.8
08:15	64	9	8	1	0	4	12	98	91.3	26	3	0	1	0	3	3	36	33.1
08:30	65	7	6	5	1	12	8	104	100.9	43	6	2	0	0	1	0	52	52.4
08:45	68	10	4	7	0	5	10	104	104.1	26	4	6	1	0	2	0	39	42.1
H/TOT	278	38	25	19	1	27	44	432	418.8	116	18	8	2	1	13	3	161	158.4
09:00	74	11	8	4	0	6	2	105	109	40	4	3	1	0	0	1	49	51
09:15	62	12	7	3	0	2	4	90	93	33	2	1	1	0	1	1	39	39.4
09:30	79	19	6	3	1	3	0	111	117.1	26	2	3	2	0	1	1	35	37.7
09:45	73	14	15	3	1	2	1	109	119.4	31	10	0	1	0	3	0	45	44.5
H/TOT	288	56	36	13	2	13	7	415	438.5	130	18	7	5	0	5	3	168	172.6
P/TOT	844	149	70	41	4	67	79	1254	1242.9	365	59	21	10	2	27	8	492	494.9

TIME	D to A							TOT	PCU's	D to E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	58	17	10	3	0	0	1	89	97.1	39	12	5	0	0	0	0	56	58.5
14:45	65	16	7	4	0	0	1	93	100.9	37	12	2	0	0	1	1	53	52.6
H/TOT	123	33	17	7	0	0	2	182	198	76	24	7	0	0	1	1	109	111.1
15:00	52	17	7	3	0	2	1	82	87.4	36	7	7	0	0	0	0	50	53.5
15:15	61	13	7	1	0	3	2	87	88.4	35	10	4	1	1	1	0	52	55.7
15:30	48	10	5	1	0	2	0	66	68.6	33	7	6	1	0	0	0	47	51.3
15:45	78	10	11	1	0	4	3	107	109	31	13	3	0	0	1	0	48	48.9
H/TOT	239	50	30	6	0	11	6	342	353.4	135	37	20	2	1	2	0	197	209.4
16:00	65	10	4	2	2	3	2	88	91.2	38	15	5	0	0	1	1	60	61.1
16:15	65	15	8	3	0	2	0	93	99.7	31	4	3	1	0	1	0	40	42.2
16:30	48	11	5	2	1	1	1	69	73.7	20	6	1	1	0	0	1	29	30
16:45	61	10	5	0	2	3	4	85	84.5	30	9	2	1	0	1	1	44	44.9
H/TOT	239	46	22	7	5	9	7	335	349.1	119	34	11	3	0	3	3	173	178.2
17:00	54	15	4	4	0	5	1	83	86.4	31	9	0	0	0	0	2	42	40.4
17:15	66	15	4	1	1	2	5	94	93.1	28	9	2	0	0	4	1	44	41.8
17:30	58	13	4	2	1	2	3	83	85	34	7	2	0	0	4	1	48	45.8
17:45	60	18	2	1	0	1	2	84	84.1	24	4	3	1	0	1	0	33	35.2
H/TOT	238	61	14	8	2	10	11	344	348.6	117	29	7	1	0	9	4	167	163.2
18:00	53	11	2	3	0	8	8	85	78.7	26	4	0	0	0	3	0	33	31.2
18:15	67	8	2	0	0	5	4	86	80.8	37	2	0	2	0	4	2	47	45.6
18:30	69	8	6	2	0	1	3	89	91.6	39	5	1	1	0	2	1	49	48.8
18:45	85	4	1	1	0	5	5	101	95.8	27	3	1	0	0	4	1	36	33.3
H/TOT	274	31	11	6	0	19	20	361	346.9	129	14	2	3	0	13	4	165	158.9
P/TOT	1113	221	94	34	7	49	46	1564	1596	576	138	47	9	1	28	12	811	820.8



SITE: 1 DATE: 15/06/2016
 LOCATION: A316 Lower Richmond Road / Clifford F DAY: Wednesday

TIME	D to D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0

TIME	D to D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	E to D							TOT	PCU's	E to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	17	16	2	1	0	1	1	38	38.9	43	22	1	0	2	3	2	73	72.1
07:15	20	7	2	1	0	1	2	33	33.1	45	21	1	0	1	6	3	77	72.5
07:30	21	11	6	1	0	2	0	41	44.1	36	22	2	0	2	7	5	74	68.8
07:45	20	7	0	1	0	1	1	30	29.9	50	18	5	1	2	4	7	87	84.8
H/TOT	78	41	10	4	0	5	4	142	146	174	83	9	1	7	20	17	311	298.2
08:00	17	6	5	1	0	1	0	30	33.2	47	15	2	0	1	5	5	75	70
08:15	31	8	6	2	0	1	0	48	53	43	17	3	0	3	8	5	79	74.7
08:30	14	5	1	0	0	2	0	22	21.3	45	15	3	0	1	6	4	74	69.7
08:45	35	6	2	0	0	0	0	43	44	62	12	1	0	1	5	1	82	79.7
H/TOT	97	25	14	3	0	4	0	143	151.5	197	59	9	0	6	24	15	310	294.1
09:00	22	8	1	1	0	0	0	32	33.8	45	13	3	1	1	4	7	74	69.8
09:15	26	6	3	1	0	2	0	38	39.6	45	14	5	0	3	4	6	77	75.3
09:30	21	5	6	0	0	1	0	33	35.4	38	7	3	0	0	0	3	51	50.1
09:45	26	10	4	0	1	3	0	44	45.2	52	17	3	0	2	4	1	79	79.3
H/TOT	95	29	14	2	1	6	0	147	154	180	51	14	1	6	12	17	281	274.5
P/TOT	270	95	38	9	1	15	4	432	451.5	551	193	32	2	19	56	49	902	866.8

TIME	E to D							TOT	PCU's	E to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	18	6	4	0	0	3	0	31	31.2	35	9	7	0	3	1	0	55	60.9
14:45	23	9	0	0	1	2	0	35	34.8	48	11	1	0	0	0	0	60	60.5
H/TOT	41	15	4	0	1	5	0	66	66	83	20	8	0	3	1	0	115	121.4
15:00	29	4	0	0	0	0	0	33	33	51	9	0	0	2	4	1	67	65.8
15:15	26	2	2	1	0	2	0	33	34.1	49	6	3	0	1	2	2	63	62.7
15:30	30	5	0	0	1	4	0	40	38.6	45	9	0	0	3	2	0	59	60.8
15:45	17	3	0	0	0	1	1	22	20.6	41	5	2	0	1	2	0	51	51.8
H/TOT	102	14	2	1	1	7	1	128	126.3	186	29	5	0	7	10	3	240	241.1
16:00	25	2	0	0	0	2	1	30	28	62	11	1	0	1	1	1	77	77.1
16:15	26	2	2	1	0	2	0	33	34.1	70	6	3	0	0	2	0	81	81.3
16:30	28	3	1	1	0	1	1	35	35.4	53	11	2	0	4	2	0	72	75.8
16:45	29	6	0	0	0	4	0	39	36.6	63	6	2	0	1	3	0	75	75.2
H/TOT	108	13	3	2	0	9	2	137	134.1	248	34	8	0	6	8	1	305	309.4
17:00	30	8	2	0	0	2	0	42	41.8	59	5	2	0	1	3	0	70	70.2
17:15	26	8	1	0	0	2	0	37	36.3	69	5	0	0	2	5	1	82	80.2
17:30	35	0	1	0	0	4	0	40	38.1	45	5	1	0	0	3	2	56	53.1
17:45	29	3	2	1	0	1	0	36	37.7	53	4	1	0	2	2	1	63	63.5
H/TOT	120	19	6	1	0	9	0	155	153.9	226	19	4	0	5	13	4	271	267
18:00	32	2	1	0	0	1	1	37	36.1	51	5	0	0	0	2	0	58	56.8
18:15	35	2	2	0	0	3	0	42	41.2	71	6	3	0	1	2	0	83	84.3
18:30	24	1	2	1	0	8	0	36	33.5	61	2	1	0	1	4	2	71	68.5
18:45	24	4	0	0	0	3	0	31	29.2	67	5	1	0	3	1	2	79	80.3
H/TOT	115	9	5	1	0	15	1	146	140	250	18	5	0	5	9	4	291	289.9
P/TOT	486	70	20	5	2	45	4	632	620.3	993	120	30	0	26	41	12	1222	1228.8



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	E to B							TOT	PCU's	E to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	173	97	10	2	4	29	0	315	309.2	3	2	1	0	1	0	0	7	8.5
07:15	179	55	12	0	3	35	3	287	272.6	2	3	2	0	0	0	0	7	8
07:30	154	49	10	0	1	37	4	255	235.6	4	2	2	1	2	0	2	13	15.7
07:45	199	49	9	0	1	38	6	302	279.9	6	1	0	1	2	0	2	12	13.7
H/TOT	705	250	41	2	9	139	13	1159	1097.3	15	8	5	2	5	0	4	39	45.9
08:00	169	53	6	1	4	39	1	273	257.1	6	1	2	0	1	0	2	12	12.4
08:15	187	36	8	0	2	48	4	285	259	9	2	2	0	2	1	1	17	18.6
08:30	133	29	5	2	3	24	4	200	190.5	10	1	0	0	0	0	4	15	11.8
08:45	173	29	14	3	2	28	2	251	245.5	11	0	1	0	1	0	0	13	14.5
H/TOT	662	147	33	6	11	139	11	1009	952.1	36	4	5	0	4	1	7	57	57.3
09:00	147	28	3	1	3	22	1	205	196.8	9	0	4	0	1	0	3	17	17.6
09:15	154	28	4	1	2	17	2	208	201.5	12	5	2	1	1	0	1	22	24.5
09:30	94	19	6	0	4	13	0	136	135.2	16	1	3	0	2	0	1	23	25.7
09:45	121	21	10	2	2	5	1	162	167.8	24	4	1	0	1	0	2	32	31.9
H/TOT	516	96	23	4	11	57	4	711	701.3	61	10	10	1	5	0	7	94	99.7
P/TOT	1883	493	97	12	31	335	28	2879	2750.7	112	22	20	3	14	1	18	190	202.9

TIME	E to B							TOT	PCU's	E to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	108	10	5	2	3	0	0	128	136.1	28	3	2	0	1	0	0	34	36
14:45	94	21	1	0	2	3	0	121	121.7	17	2	0	0	1	0	0	20	21
H/TOT	202	31	6	2	5	3	0	249	257.8	45	5	2	0	2	0	0	54	57
15:00	114	19	2	2	5	3	0	145	151.8	19	1	1	0	0	1	0	22	21.9
15:15	109	20	2	0	5	3	0	139	143.2	20	2	2	0	1	2	0	27	27.8
15:30	149	20	6	0	3	5	2	185	186.4	22	1	1	0	1	1	0	26	26.9
15:45	97	12	5	0	1	7	0	122	121.3	15	1	1	0	2	0	1	20	21.7
H/TOT	469	71	15	2	14	18	2	591	602.7	76	5	5	0	4	4	1	95	98.3
16:00	166	29	1	0	5	4	0	205	208.1	16	2	1	0	1	0	0	20	21.5
16:15	144	19	2	0	3	4	0	172	173.6	13	2	0	0	0	1	1	17	15.6
16:30	160	24	4	0	8	14	0	210	211.6	9	0	1	0	2	0	0	12	14.5
16:45	150	19	3	1	8	10	1	192	196	10	0	0	0	1	0	0	11	12
H/TOT	620	91	10	1	24	32	1	779	789.3	48	4	2	0	4	1	1	60	63.6
17:00	165	21	5	0	5	6	0	202	205.9	11	0	0	0	1	0	0	12	13
17:15	229	26	0	1	4	6	0	266	267.7	15	0	0	0	1	1	1	18	17.6
17:30	198	20	4	1	2	7	1	233	233.3	10	3	0	0	1	0	0	14	15
17:45	188	26	2	0	3	8	2	229	226.6	13	3	0	0	1	1	0	18	18.4
H/TOT	780	93	11	2	14	27	3	930	933.5	49	6	0	0	4	2	1	62	64
18:00	179	14	2	1	3	3	0	202	205.5	9	1	0	0	1	0	1	12	12.2
18:15	181	10	2	0	4	10	1	208	206.2	9	0	1	0	1	1	0	12	12.9
18:30	199	17	2	0	2	3	1	224	224.4	13	0	1	0	1	0	1	16	16.7
18:45	200	16	3	0	2	8	2	231	228.1	23	0	0	0	1	0	0	24	25
H/TOT	759	57	9	1	11	24	4	865	864.2	54	1	2	0	4	1	2	64	66.8
P/TOT	2830	343	51	8	68	104	10	3414	3447.5	272	21	11	0	18	8	5	335	349.7



SITE: 1 DATE: 15/06/2016
LOCATION: A316 Lower Richmond Road / Clifford F DAY: Wednesday

TIME	E to E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1	1
08:15	1	0	0	0	0	0	0	1	1
08:30	2	0	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	4
09:00	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	0	1	1
P/TOT	4	1	0	0	0	0	0	5	5

TIME	E to E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1
H/TOT	1	1	0	0	0	0	0	2	2
P/TOT	2	1	0	0	0	0	0	3	3



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	130	30	5	6	1	9	16	197	190.1	64	26	7	2	6	5	7	117	120.5
07:15	118	24	3	1	0	3	7	156	151.4	88	51	16	6	4	10	12	187	191.2
07:30	94	18	6	1	3	10	12	144	135.7	90	22	5	6	7	5	14	149	152.1
07:45	74	14	3	4	2	8	13	118	111.5	101	30	13	3	4	7	11	169	170.4
H/TOT	416	86	17	12	6	30	48	615	588.7	343	129	41	17	21	27	44	622	634.2
08:00	132	25	9	6	2	8	21	203	195.7	84	20	7	2	1	7	11	132	126.1
08:15	113	17	13	2	2	5	19	171	163.9	95	23	9	3	1	7	12	150	145.6
08:30	108	15	10	5	3	12	14	167	163.1	125	21	15	1	2	7	6	177	178.8
08:45	108	15	7	7	1	5	11	154	155.8	113	21	15	3	1	10	10	173	171.4
H/TOT	461	72	39	20	8	30	65	695	678.5	417	85	46	9	5	31	39	632	621.9
09:00	122	18	13	4	4	7	8	176	181.1	110	19	8	3	2	3	4	149	153.9
09:15	121	23	12	4	6	2	6	174	185.2	104	15	10	3	1	6	4	143	146.1
09:30	132	22	13	3	3	3	1	177	187.8	122	20	10	1	1	3	4	161	163.3
09:45	128	20	17	3	2	2	3	175	185.8	110	17	8	2	2	2	4	145	149.2
H/TOT	503	83	55	14	15	14	18	702	739.9	446	71	36	9	6	14	16	598	612.5
P/TOT	1380	241	111	46	29	74	131	2012	2007.1	1206	285	123	35	32	72	99	1852	1868.6

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	127	27	15	3	1	1	2	176	186.2	127	19	10	1	3	4	0	164	170.9
14:45	111	21	10	5	3	2	1	153	165.5	147	19	8	5	2	2	1	184	194.5
H/TOT	238	48	25	8	4	3	3	329	351.7	274	38	18	6	5	6	1	348	365.4
15:00	120	22	11	3	0	3	1	160	166.8	133	22	7	4	2	3	2	173	180.3
15:15	129	22	11	1	3	5	3	174	178.4	134	20	8	2	4	1	4	173	179.8
15:30	100	19	7	1	1	4	1	133	135.6	140	15	5	1	4	4	2	171	174.8
15:45	119	14	12	1	3	6	4	159	162.5	146	16	6	3	5	4	8	188	191.1
H/TOT	468	77	41	6	7	18	9	626	643.3	553	73	26	10	15	12	16	705	726
16:00	117	13	7	2	6	3	2	150	158.7	134	26	5	0	3	12	11	191	180.5
16:15	105	23	9	4	0	4	1	146	152.5	160	17	3	0	1	9	4	194	187.9
16:30	104	14	6	2	6	2	2	136	144.8	130	13	5	1	1	5	3	158	157.4
16:45	109	16	5	0	3	5	5	143	141.5	154	17	3	1	3	7	7	192	188
H/TOT	435	66	27	8	15	14	10	575	597.5	578	73	16	2	8	33	25	735	713.8
17:00	98	22	7	4	3	7	1	142	148.7	109	15	3	0	1	11	6	145	136.1
17:15	113	21	6	1	2	4	6	153	152.1	148	23	2	0	1	10	12	196	182.4
17:30	104	19	4	2	2	5	3	139	140.2	157	16	2	0	1	4	13	193	182.2
17:45	109	30	2	1	1	2	5	150	148.1	136	11	2	1	2	17	14	183	165.9
H/TOT	424	92	19	8	8	18	15	584	589.1	550	65	9	1	5	42	45	717	666.6
18:00	96	17	3	4	1	9	12	142	134.7	158	17	2	1	1	6	16	201	187.9
18:15	101	11	3	0	2	7	7	131	124.7	174	16	4	2	2	6	18	222	210.6
18:30	122	11	8	2	1	4	5	153	154.2	112	5	4	0	1	3	10	135	128.2
18:45	141	5	1	1	1	6	8	163	155.8	152	11	1	1	2	5	12	184	175.2
H/TOT	460	44	15	7	5	26	32	589	569.4	596	49	11	4	6	20	56	742	701.9
P/TOT	2025	327	127	37	39	79	69	2703	2751	2551	298	80	23	39	113	143	3247	3173.7



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	308	116	11	2	4	33	3	477	466.9	191	38	6	0	4	2	5	246	247.8
07:15	281	72	16	0	3	36	8	416	399	182	38	14	0	3	6	1	244	249.6
07:30	306	69	13	0	4	48	10	450	423.7	168	38	5	1	4	2	2	220	225
07:45	334	64	11	0	2	44	20	475	440.1	245	42	8	2	4	8	1	310	315
H/TOT	1229	321	51	2	13	161	41	1818	1729.7	786	156	33	3	15	18	9	1020	1037.4
08:00	316	65	10	1	4	53	8	457	429.1	232	35	8	0	3	10	5	293	290
08:15	365	46	16	0	2	61	12	502	465.8	221	38	5	2	7	7	3	283	288.5
08:30	323	37	10	3	3	36	11	423	404.5	145	26	7	1	3	9	2	193	193.8
08:45	322	43	18	4	2	37	7	433	421.4	174	25	14	0	3	12	3	231	231.4
H/TOT	1326	191	54	8	11	187	38	1815	1720.8	772	124	34	3	16	38	13	1000	1003.7
09:00	284	38	7	2	5	31	5	372	360.5	177	42	13	1	6	5	3	247	255.4
09:15	259	50	8	2	3	19	8	349	340.8	175	31	14	1	7	9	1	238	247.1
09:30	201	33	16	0	4	17	3	274	273.4	156	27	17	1	4	1	1	207	219.4
09:45	221	28	16	2	3	8	5	283	287.8	177	13	9	0	2	10	5	216	212.5
H/TOT	965	149	47	6	15	75	21	1278	1262.5	685	113	53	3	19	25	10	908	934.4
P/TOT	3520	661	152	16	39	423	100	4911	4713	2243	393	120	9	50	81	32	2928	2975.5

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	182	27	11	3	3	1	1	228	239	185	44	11	1	5	9	2	257	261.8
14:45	193	37	2	3	2	4	0	241	245.5	179	37	7	2	1	1	1	228	233.7
H/TOT	375	64	13	6	5	5	1	469	484.5	364	81	18	3	6	10	3	485	495.5
15:00	204	37	5	2	5	7	0	260	265.9	227	40	9	0	6	5	0	287	294.5
15:15	233	38	9	0	5	7	1	293	297.5	222	45	6	0	2	9	0	284	283.6
15:30	261	33	11	1	3	6	2	317	321.6	223	52	8	2	3	6	5	299	301
15:45	246	38	8	0	2	10	2	306	304.4	169	43	8	2	4	9	4	239	241
H/TOT	944	146	33	3	15	30	5	1176	1189.4	841	180	31	4	15	29	9	1109	1120.1
16:00	289	54	2	0	6	6	3	360	361	210	43	4	2	3	7	2	271	272.8
16:15	284	37	6	0	5	7	2	341	343.2	214	50	9	2	6	18	5	304	302.3
16:30	291	48	7	0	9	17	0	372	374.3	270	64	3	1	3	14	5	360	353.4
16:45	276	43	5	1	13	11	3	352	359.8	257	48	7	1	5	18	5	341	336
H/TOT	1140	182	20	1	33	41	8	1425	1438.3	951	205	23	6	17	57	17	1276	1264.5
17:00	307	47	11	1	8	8	0	382	392	236	49	6	1	4	14	9	319	311.7
17:15	367	47	1	1	5	6	5	432	431.2	250	44	3	0	5	39	9	350	325.9
17:30	334	44	4	2	2	10	3	399	397.2	245	61	5	0	0	10	6	327	318.7
17:45	324	38	4	0	4	10	4	384	380.8	311	39	3	1	3	20	10	387	372.8
H/TOT	1332	176	20	4	19	34	12	1597	1601.2	1042	193	17	2	12	83	34	1383	1329.1
18:00	330	22	5	1	3	8	3	372	371.6	276	27	5	0	4	35	8	355	334.1
18:15	324	19	2	0	4	14	5	368	360.6	289	29	1	0	4	41	16	380	347.1
18:30	341	28	3	0	4	3	3	382	383.3	264	25	3	0	5	42	10	349	322.3
18:45	329	23	7	0	2	10	4	375	371.3	295	20	3	0	8	29	15	370	350.1
H/TOT	1324	92	17	1	13	35	15	1497	1486.8	1124	101	12	0	21	147	49	1454	1353.6
P/TOT	5115	660	103	15	85	145	41	6164	6200.2	4322	760	101	15	71	326	112	5707	5562.8



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	91	40	3	0	5	4	3	146	147.7	144	21	6	1	1	3	6	182	180.7
07:15	105	46	7	0	4	7	6	175	173.5	107	21	3	0	1	0	4	136	135.3
07:30	88	41	4	1	5	7	13	159	152.7	169	23	7	0	2	8	14	223	212.5
07:45	131	36	9	2	6	8	10	202	202.3	118	15	1	0	1	5	9	149	140.3
H/TOT	415	163	23	3	20	26	32	682	676.2	538	80	17	1	5	16	33	690	668.8
08:00	112	31	8	0	2	9	12	174	165	174	23	6	0	1	5	7	216	211.4
08:15	126	31	5	0	5	12	9	188	181.1	165	13	9	0	1	4	9	201	196.9
08:30	113	27	11	0	3	7	6	167	166.5	198	14	8	1	3	5	6	235	235.5
08:45	142	27	12	0	1	10	4	196	193.8	146	15	5	0	5	2	3	176	179.9
H/TOT	493	116	36	0	11	38	31	725	706.4	683	65	28	1	10	16	25	828	823.7
09:00	120	32	8	1	2	6	8	177	174.3	133	15	5	1	3	3	5	165	166
09:15	110	26	6	0	3	9	6	160	155.8	114	24	6	0	7	2	1	154	162
09:30	112	23	9	0	0	1	4	149	149.7	113	18	11	1	3	3	1	150	157.2
09:45	118	27	8	0	2	5	5	165	164	121	13	8	0	1	5	2	150	150.4
H/TOT	460	108	31	1	7	21	23	651	643.8	481	70	30	2	14	13	9	619	635.6
P/TOT	1368	387	90	4	38	85	86	2058	2026.4	1702	215	75	4	29	45	67	2137	2128.1

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	114	21	9	0	3	5	0	152	156.5	124	31	11	0	1	2	3	172	174.9
14:45	114	24	3	0	1	1	1	144	145.1	132	25	5	2	3	6	1	174	177.7
H/TOT	228	45	12	0	4	6	1	296	301.6	256	56	16	2	4	8	4	346	352.6
15:00	129	22	6	0	3	5	1	166	168.2	116	23	9	0	0	2	1	151	153.5
15:15	118	21	9	0	2	4	2	156	158.5	136	33	10	1	8	2	1	191	203.3
15:30	136	19	3	0	5	4	2	169	171.5	118	21	6	0	4	3	3	155	157.8
15:45	143	19	3	0	4	5	4	178	177.3	120	32	4	0	2	5	0	163	164
H/TOT	526	81	21	0	14	18	9	669	675.5	490	109	29	1	14	12	5	660	678.6
16:00	130	28	5	0	2	3	3	171	171.3	132	30	9	0	5	3	5	184	187.7
16:15	168	18	4	0	1	3	3	197	195.8	135	28	8	1	4	6	2	184	188.1
16:30	138	22	4	0	5	6	1	176	178.6	124	33	4	0	6	2	2	171	176.2
16:45	167	19	5	0	2	7	6	206	201.5	125	33	3	0	5	6	4	176	175.7
H/TOT	603	87	18	0	10	19	13	750	747.2	516	124	24	1	20	17	13	715	727.7
17:00	146	11	3	0	2	6	4	172	168.7	147	26	8	0	6	10	3	200	201.6
17:15	163	15	0	0	3	9	2	192	188	138	28	5	0	2	10	3	186	182.1
17:30	151	22	1	0	0	5	6	185	177.7	144	26	2	0	1	10	4	187	179.8
17:45	174	18	3	0	2	5	5	207	203.5	138	26	3	0	3	6	13	189	179.5
H/TOT	634	66	7	0	7	25	17	756	737.9	567	106	18	0	12	36	23	762	743
18:00	172	16	0	0	0	5	6	199	191.2	140	18	4	1	1	7	11	182	173.3
18:15	193	20	4	0	1	4	5	227	223.6	134	19	0	0	2	8	18	181	163.8
18:30	135	6	4	0	2	8	9	164	156	181	26	5	0	3	8	10	233	225.7
18:45	189	11	1	0	3	6	8	218	211.5	136	9	6	0	2	5	7	165	161.4
H/TOT	689	53	9	0	6	23	28	808	782.3	591	72	15	1	8	28	46	761	724.2
P/TOT	2680	332	67	0	41	91	68	3279	3244.5	2420	467	102	5	58	101	91	3244	3226.1



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	TO ARM D							TOT	PCU's	FROM ARM D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	73	44	9	3	2	4	3	138	143.6	163	34	4	7	0	11	9	228	225.3
07:15	105	50	16	7	0	12	7	197	201.3	176	28	4	2	1	7	9	227	221.2
07:30	127	29	14	6	2	6	8	192	198.8	163	24	6	0	2	18	5	218	208.2
07:45	121	33	13	4	1	6	3	181	187.7	144	25	5	3	2	15	13	207	196
H/TOT	426	156	52	20	5	28	21	708	731.4	646	111	19	12	5	51	36	880	850.7
08:00	118	26	12	3	1	4	2	166	172.9	167	22	10	6	1	23	16	245	232.2
08:15	122	30	13	5	0	6	1	177	185.6	169	16	12	2	0	17	17	233	217.8
08:30	113	26	13	1	0	6	1	160	163.4	185	16	11	5	1	20	8	246	240.6
08:45	128	27	13	2	0	5	5	180	182.1	160	24	11	8	0	12	12	227	226.1
H/TOT	481	109	51	11	1	21	9	683	704	681	78	44	21	2	72	53	951	916.7
09:00	104	26	8	4	0	3	4	149	153.2	177	22	12	5	1	14	5	236	237.1
09:15	112	24	14	3	0	8	1	162	167.3	147	24	11	4	0	4	9	199	200.1
09:30	132	24	14	1	0	4	3	178	181.5	154	25	16	5	1	8	5	214	220.7
09:45	133	22	10	2	1	6	3	177	179.6	143	28	18	4	1	6	3	203	212.2
H/TOT	481	96	46	10	1	21	11	666	681.6	621	99	57	18	3	32	22	852	870.1
P/TOT	1388	361	149	41	7	70	41	2057	2117	1948	288	120	51	10	155	111	2683	2637.5

TIME	TO ARM D							TOT	PCU's	FROM ARM D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	124	30	15	1	3	8	0	181	188	122	37	19	4	0	1	2	185	197.5
14:45	139	24	10	5	1	3	2	184	193.1	131	35	9	5	0	1	2	183	191.8
H/TOT	263	54	25	6	4	11	2	365	381.1	253	72	28	9	0	2	4	368	389.3
15:00	151	22	4	4	1	3	2	187	191.8	130	32	17	3	0	5	1	188	196.6
15:15	162	17	7	3	2	2	2	195	201.6	157	27	12	2	1	7	2	208	211.8
15:30	154	18	2	1	3	7	3	188	186.7	128	24	14	3	0	3	0	172	181.1
15:45	125	16	6	4	3	7	6	167	169.2	178	32	15	1	0	8	3	237	238.6
H/TOT	592	73	19	12	9	19	13	737	749.3	593	115	58	9	1	23	6	805	828.1
16:00	149	23	4	0	0	14	8	198	185.2	148	31	9	2	2	5	3	200	203.7
16:15	157	16	6	3	1	14	3	200	197.1	148	25	12	4	0	4	1	194	202
16:30	157	14	5	2	0	5	5	188	186.1	127	24	7	3	2	3	2	168	174
16:45	176	17	1	1	0	15	3	213	203.4	150	25	7	1	2	5	5	195	194.8
H/TOT	639	70	16	6	1	48	19	799	771.8	573	105	35	10	6	17	11	757	774.5
17:00	126	24	6	0	0	16	9	181	167.2	145	31	6	5	1	10	3	201	203.1
17:15	162	28	3	0	0	16	11	220	203.1	149	31	6	1	1	6	7	201	197.1
17:30	163	13	3	0	0	15	10	204	188.5	135	27	6	3	1	9	4	185	184.3
17:45	161	13	3	2	1	18	13	211	194.9	147	25	6	2	0	4	2	186	187.6
H/TOT	612	78	15	2	1	65	43	816	753.7	576	114	24	11	3	29	16	773	772.1
18:00	158	12	3	1	0	6	12	192	181.6	149	18	2	3	0	14	8	194	184.1
18:15	185	12	5	2	1	12	19	236	219.7	171	15	2	2	0	12	6	208	199.6
18:30	153	8	6	1	1	20	12	201	184.7	151	15	7	3	0	3	5	184	185.6
18:45	159	14	2	1	2	9	15	202	188.9	170	11	2	1	0	11	7	202	192.1
H/TOT	655	46	16	5	4	47	58	831	774.9	641	59	13	9	0	40	26	788	761.4
P/TOT	2761	321	91	31	19	190	135	3548	3430.8	2636	465	158	48	10	111	63	3491	3525.4



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: Wednesday

TIME	TO ARM E							TOT	PCU's	FROM ARM E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	196	26	9	2	6	4	5	248	254.7	236	137	14	3	7	33	3	433	428.7
07:15	190	32	12	1	6	7	6	254	258.3	246	86	17	1	4	42	8	404	386.2
07:30	190	34	6	1	6	8	3	248	251.1	215	84	20	2	5	46	11	383	364.2
07:45	223	40	5	1	5	12	4	290	288.4	275	75	14	3	5	43	16	431	408.3
H/TOT	799	132	32	5	23	31	18	1040	1052.5	972	382	65	9	21	164	38	1651	1587.4
08:00	219	28	7	0	3	16	4	277	270.7	240	75	15	2	6	45	8	391	373.7
08:15	195	29	7	2	7	9	10	259	258.7	271	63	19	2	7	58	10	430	406.3
08:30	200	22	6	1	4	12	2	247	246.5	204	50	9	2	4	32	12	313	295.3
08:45	174	20	13	1	9	12	4	233	239.4	281	47	18	3	4	33	3	389	383.7
H/TOT	788	99	33	4	23	49	20	1016	1015.3	996	235	61	9	21	168	33	1523	1459
09:00	190	33	13	2	6	4	3	251	261.3	223	49	11	3	5	26	11	328	318
09:15	175	24	15	2	9	6	3	234	247.1	237	53	14	3	6	23	9	345	340.9
09:30	137	20	20	4	8	4	4	197	214.6	169	32	18	0	6	14	4	243	246.4
09:45	174	27	10	1	4	14	2	232	232.3	223	53	18	2	6	12	4	318	325.2
H/TOT	676	104	58	9	27	28	12	914	955.3	852	187	61	8	23	75	28	1234	1230.5
P/TOT	2263	335	123	18	73	108	50	2970	3023.1	2820	804	187	26	65	407	99	4408	4276.9

TIME	TO ARM E							TOT	PCU's	FROM ARM E							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	200	54	19	1	6	5	4	289	299.6	189	28	18	2	7	4	0	248	264.2
14:45	214	53	6	1	3	5	1	283	286.5	182	43	2	0	4	5	0	236	238
H/TOT	414	107	25	2	9	10	5	572	586.1	371	71	20	2	11	9	0	484	502.2
15:00	215	47	19	0	6	5	1	293	304.7	213	33	3	2	7	8	1	267	272.5
15:15	211	57	9	2	10	10	1	300	310.3	204	30	9	1	7	9	2	262	267.8
15:30	205	58	17	3	7	7	4	301	313	247	35	7	0	8	12	2	311	313.7
15:45	150	57	12	1	3	8	1	232	236.7	170	21	8	0	4	10	2	215	215.4
H/TOT	781	219	57	6	26	30	7	1126	1164.7	834	119	27	3	26	39	7	1055	1069.4
16:00	208	56	12	2	6	8	7	299	303.2	269	44	3	0	7	7	2	332	334.7
16:15	196	55	14	1	7	18	4	295	296.3	253	29	7	1	3	9	1	303	304.6
16:30	211	74	5	2	6	11	5	314	314.5	250	38	8	1	14	17	1	329	337.3
16:45	210	59	9	2	7	15	5	307	308.1	252	31	5	1	10	17	1	317	319.8
H/TOT	825	244	40	7	26	52	21	1215	1222.1	1024	142	23	3	34	50	5	1281	1296.4
17:00	225	51	5	1	6	19	7	314	306.8	265	34	9	0	7	11	0	326	330.9
17:15	219	54	7	0	6	44	9	339	314.9	339	39	1	1	7	14	2	403	401.8
17:30	217	60	9	0	2	12	8	308	300.9	288	28	6	1	3	14	3	343	339.5
17:45	247	38	7	2	6	24	15	339	324.7	283	36	5	1	6	12	3	346	346.2
H/TOT	908	203	28	3	20	99	39	1300	1247.3	1175	137	21	3	23	51	8	1418	1418.4
18:00	238	35	5	0	6	40	12	336	310.9	271	22	3	1	4	6	2	309	310.6
18:15	261	36	1	2	6	46	23	375	338.1	296	19	8	0	6	16	1	346	345.6
18:30	254	38	4	1	5	36	10	348	326.7	297	20	6	1	4	15	4	347	343.1
18:45	250	23	5	0	10	31	10	329	314.9	315	25	4	0	6	12	4	366	363.6
H/TOT	1003	132	15	3	27	153	55	1388	1290.6	1179	86	21	2	20	49	11	1368	1362.9
P/TOT	3931	905	165	21	108	344	127	5601	5510.8	4583	555	112	13	114	198	31	5606	5649.3



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

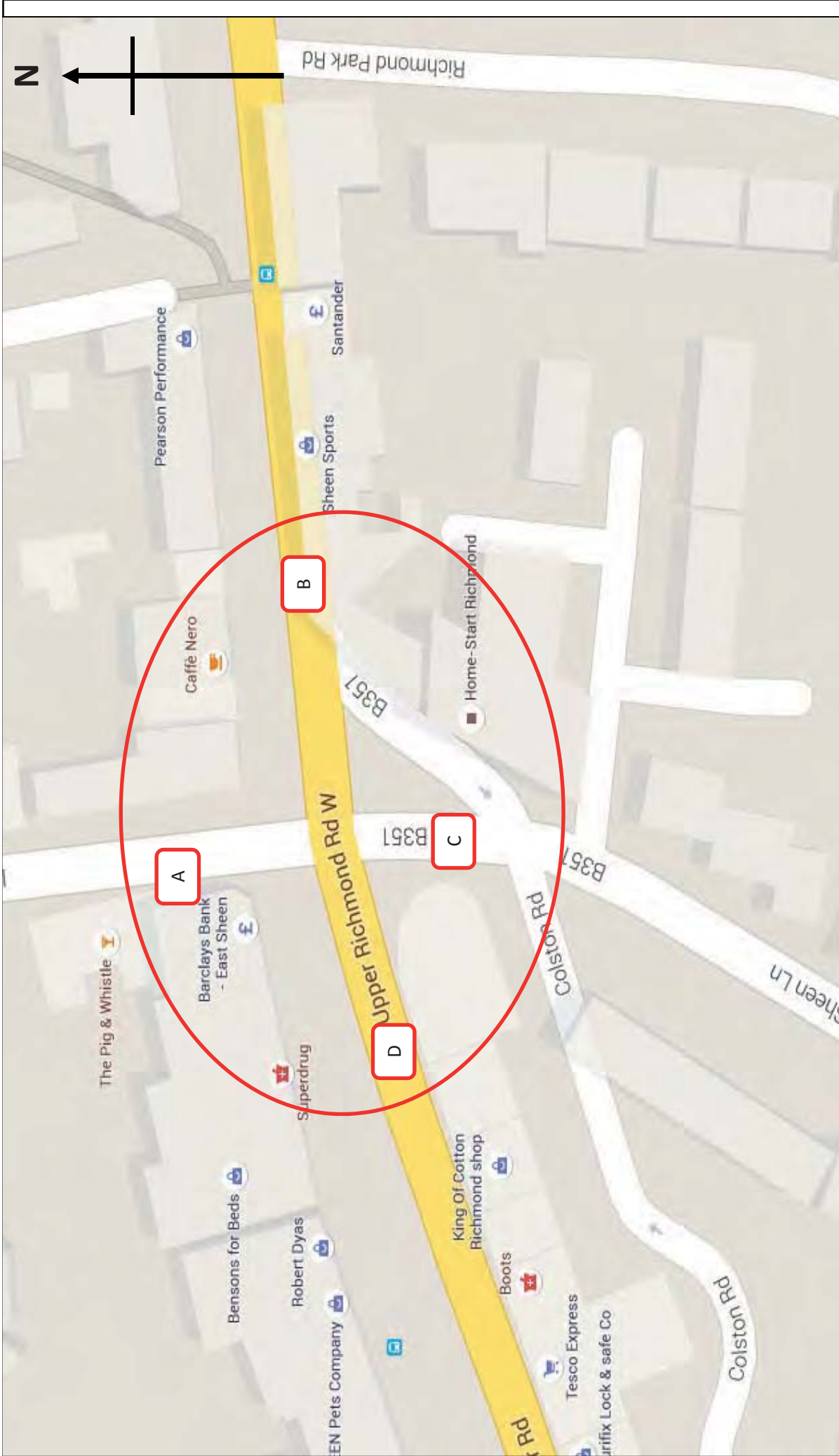
DAY: Wednesday


TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	798	256	37	13	18	54	30	1206	1203
07:15	799	224	54	9	13	65	34	1198	1183.5
07:30	805	191	43	9	20	79	46	1193	1162
07:45	883	187	41	11	16	78	50	1266	1230
H/TOT	3285	858	175	42	67	276	160	4863	4778.5
08:00	897	175	46	10	12	90	47	1277	1233.4
08:15	921	153	54	9	16	93	51	1297	1255.1
08:30	857	127	50	10	13	73	34	1164	1144
08:45	874	132	63	14	13	69	31	1196	1192.5
H/TOT	3549	587	213	43	54	325	163	4934	4825
09:00	820	147	49	13	17	51	28	1125	1130.4
09:15	777	147	55	11	21	44	24	1079	1096.2
09:30	714	122	72	8	15	29	15	975	1007
09:45	774	124	61	8	12	35	18	1032	1049.5
H/TOT	3085	540	237	40	65	159	85	4211	4283.1
P/TOT	9919	1985	625	125	186	760	408	14008	13887

PEAK HOUR CALCULATION	TOT	
	TOT	PCU's
07:00 to 08:00	4863	4779
07:15 to 08:15	4934	4809
07:30 to 08:30	5033	4881
07:45 to 08:45	5004	4863
08:00 to 09:00	4934	4825
08:15 to 09:15	4782	4722
08:30 to 09:30	4564	4563
08:45 to 09:45	4375	4426
09:00 to 10:00	4211	4283
PEAK VALUE	5033	4881

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	747	159	69	8	16	20	7	1026	1069.3
14:45	771	159	31	14	10	15	5	1005	1035.7
H/TOT	1518	318	100	22	26	35	12	2031	2105
15:00	819	150	45	9	15	23	5	1066	1097.4
15:15	853	155	45	6	22	28	9	1118	1146.3
15:30	856	147	40	6	19	28	12	1108	1128.4
15:45	783	144	41	6	15	36	17	1042	1050.1
H/TOT	3311	596	171	27	71	115	43	4334	4422.2
16:00	893	174	30	4	20	34	23	1178	1179.4
16:15	910	149	39	8	14	46	13	1179	1184.9
16:30	901	172	27	6	26	41	13	1186	1198.3
16:45	938	154	25	4	25	53	22	1221	1214.3
H/TOT	3642	649	121	22	85	174	71	4764	4776.9
17:00	902	155	32	6	19	56	21	1191	1183.4
17:15	1024	165	17	2	16	79	33	1336	1289.3
17:30	969	158	21	4	6	47	30	1235	1204.5
17:45	1015	137	19	5	14	59	42	1291	1252
H/TOT	3910	615	89	17	55	241	126	5053	4929.2
18:00	994	102	16	6	10	68	45	1241	1190
18:15	1064	98	15	4	14	83	59	1337	1266.7
18:30	1005	91	25	4	13	71	39	1248	1204.9
18:45	1068	76	16	2	18	62	45	1287	1242.4
H/TOT	4131	367	72	16	55	284	188	5113	4904
P/TOT	16512	2545	553	104	292	849	440	21295	21137

PEAK HOUR CALCULATION	TOT	
	TOT	PCU's
14:30 to 15:30	4215	4348.7
14:45 to 15:45	4297	4407.8
15:00 to 16:00	4334	4422.2
15:15 to 16:15	4446	4504.2
15:30 to 16:30	4507	4542.8
15:45 to 16:45	4585	4612.7
16:00 to 17:00	4764	4776.9
16:15 to 17:15	4777	4780.9
16:30 to 17:30	4934	4885.3
16:45 to 17:45	4983	4891.5
17:00 to 18:00	5053	4929.2
17:15 to 18:15	5103	4935.8
17:30 to 18:30	5104	4913.2
17:45 to 18:45	5117	4913.6
18:00 to 19:00	5113	4904
PEAK VALUE	5117	4935.8



	Site / Location: Site 2, Upper Richmond Road W (S Circular) / Sheen Lane	Project No.: 6386	Drawing No.: 6386-02	Drawn By: SR
	Survey Date: Wednesday 15th June 2016	Project Name: Mortlake		
	Survey Times: 07:00 to 10:00 & 14:30 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	A to D								TOT	PCU's	A to C								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	1	1	0	0	0	0	0	2	2	5	2	0	0	0	0	2	9	7.4		
07:15	3	0	1	0	0	0	0	4	4.5	8	0	0	0	0	0	2	10	8.4		
07:30	1	3	0	0	0	1	1	6	4.6	18	1	0	0	0	0	9	28	20.8		
07:45	3	0	0	0	0	0	0	3	3	21	2	1	0	0	0	4	28	25.3		
H/TOT	8	4	1	0	0	1	1	15	14.1	52	5	1	0	0	0	17	75	61.9		
08:00	11	2	0	0	0	0	1	14	13.2	24	2	1	0	0	1	1	29	28.1		
08:15	8	3	0	0	0	0	3	14	11.6	24	4	0	0	0	2	7	37	30.2		
08:30	3	1	1	0	0	1	2	8	6.3	14	5	0	0	0	0	4	23	19.8		
08:45	14	0	0	0	0	0	2	16	14.4	11	3	0	0	0	0	6	20	15.2		
H/TOT	36	6	1	0	0	1	8	52	45.5	73	14	1	0	0	3	18	109	93.3		
09:00	14	1	0	0	0	0	1	16	15.2	5	0	0	0	0	0	2	7	5.4		
09:15	14	2	0	0	1	0	1	18	18.2	19	0	0	0	0	2	3	24	20.4		
09:30	11	4	1	0	0	0	2	18	16.9	17	2	1	0	0	0	1	21	20.7		
09:45	14	4	0	0	0	0	0	18	18	8	1	0	0	0	0	2	11	9.4		
H/TOT	53	11	1	0	1	0	4	70	68.3	49	3	1	0	0	2	8	63	55.9		
P/TOT	97	21	3	0	1	2	13	137	127.9	174	22	3	0	0	5	43	247	211.1		

TIME	A to D								TOT	PCU's	A to C								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	9	3	1	0	0	0	2	15	13.9	17	2	0	0	0	0	0	19	19		
14:45	10	1	0	0	0	0	0	11	11	10	1	0	0	0	0	3	14	11.6		
H/TOT	19	4	1	0	0	0	2	26	24.9	27	3	0	0	0	0	3	33	30.6		
15:00	9	2	2	0	0	1	0	14	14.4	15	0	0	0	0	0	0	15	15		
15:15	14	3	3	0	0	0	0	20	21.5	20	2	0	0	0	0	3	25	22.6		
15:30	15	4	0	0	0	0	0	19	19	16	1	0	0	0	1	1	19	17.6		
15:45	19	2	1	0	1	1	0	24	24.9	25	0	0	0	0	0	1	26	25.2		
H/TOT	57	11	6	0	1	2	0	77	79.8	76	3	0	0	0	1	5	85	80.4		
16:00	27	2	0	0	0	0	1	30	29.2	22	3	0	0	0	1	9	35	27.2		
16:15	15	2	1	0	0	0	0	18	18.5	19	1	0	0	0	3	0	23	21.2		
16:30	11	3	0	0	0	1	3	18	15	17	1	0	0	0	0	3	21	18.6		
16:45	24	1	0	0	0	3	2	30	26.6	22	3	0	0	0	1	4	30	26.2		
H/TOT	77	8	1	0	0	4	6	96	89.3	80	8	0	0	0	5	16	109	93.2		
17:00	17	2	0	0	0	1	0	20	19.4	39	4	0	0	0	1	7	51	44.8		
17:15	11	1	1	0	0	0	3	16	14.1	24	1	0	0	0	0	7	32	26.4		
17:30	9	2	1	0	0	0	1	13	12.7	27	1	0	0	0	4	8	40	31.2		
17:45	12	3	0	0	0	1	5	21	16.4	21	1	0	0	0	1	7	30	23.8		
H/TOT	49	8	2	0	0	2	9	70	62.6	111	7	0	0	0	6	29	153	126.2		
18:00	13	2	0	0	0	2	3	20	16.4	23	1	0	0	0	0	13	37	26.6		
18:15	14	0	0	0	0	2	5	21	15.8	32	2	0	0	0	1	12	47	36.8		
18:30	9	2	0	0	0	1	7	19	12.8	21	0	1	0	0	1	13	36	25.5		
18:45	12	0	1	0	0	2	6	21	15.5	8	1	0	0	0	2	11	22	12		
H/TOT	48	4	1	0	0	7	21	81	60.5	84	4	1	0	0	4	49	142	100.9		
P/TOT	250	35	11	0	1	15	38	350	317.1	378	25	1	0	0	16	102	522	431.3		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	A to B								TOT	PCU's	A to A								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	5	4	1	0	0	0	2	12	10.9	0	0	0	0	0	0	0	0	0	0	
07:15	8	3	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	
07:30	6	3	2	0	0	1	1	13	12.6	0	0	0	0	0	0	0	0	0	0	
07:45	8	2	1	0	0	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	27	12	4	0	0	1	3	47	46	0	0	0	0	0	0	0	0	0	0	
08:00	5	1	1	0	0	0	1	8	7.7	0	0	0	0	0	0	0	0	0	0	
08:15	5	3	1	0	0	1	1	11	10.1	0	0	0	0	0	0	0	0	0	0	
08:30	9	2	2	0	0	1	1	15	14.6	0	0	0	0	0	0	0	0	0	0	
08:45	4	5	1	0	0	1	1	12	11.1	0	0	0	0	0	0	0	0	0	0	
H/TOT	23	11	5	0	0	3	4	46	43.5	0	0	0	0	0	0	0	0	0	0	
09:00	8	3	1	0	0	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	
09:15	14	2	0	0	0	1	1	18	16.6	0	0	0	0	0	0	0	0	0	0	
09:30	7	5	1	0	1	1	2	17	16.3	0	0	0	0	0	0	0	0	0	0	
09:45	11	5	2	0	0	0	2	20	19.4	0	0	0	0	0	0	0	0	0	0	
H/TOT	40	15	4	0	1	2	5	67	64.8	0	0	0	0	0	0	0	0	0	0	
P/TOT	90	38	13	0	1	6	12	160	154.3	0	0	0	0	0	0	0	0	0	0	

TIME	A to B								TOT	PCU's	A to A								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	13	4	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	
14:45	15	2	0	0	0	1	1	19	17.6	0	0	0	0	0	0	0	0	0	0	
H/TOT	28	6	0	0	0	1	1	36	34.6	0	0	0	0	0	0	0	0	0	0	
15:00	9	2	2	0	0	0	0	13	14	0	0	0	0	0	0	0	0	0	0	
15:15	13	3	0	0	0	2	1	19	17	0	0	0	0	0	0	0	0	0	0	
15:30	7	2	1	0	0	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	
15:45	9	3	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	
H/TOT	38	10	3	0	0	2	1	54	53.5	0	0	0	0	0	0	0	0	0	0	
16:00	10	3	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	
16:15	10	2	1	0	0	1	0	14	13.9	0	0	0	0	0	0	0	0	0	0	
16:30	12	1	1	0	0	1	1	16	15.1	0	0	0	0	0	0	0	0	0	0	
16:45	13	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	
H/TOT	45	6	2	0	0	2	1	56	55	0	0	0	0	0	0	0	0	0	0	
17:00	12	1	0	0	0	0	4	17	13.8	0	0	0	0	0	0	0	0	0	0	
17:15	7	2	0	0	0	0	1	10	9.2	0	0	0	0	0	0	0	0	0	0	
17:30	10	1	0	0	1	0	0	12	13	0	0	0	0	0	0	0	0	0	0	
17:45	10	0	0	0	0	0	2	12	10.4	0	0	0	0	0	0	0	0	0	0	
H/TOT	39	4	0	0	1	0	7	51	46.4	0	0	0	0	0	0	0	0	0	0	
18:00	6	3	0	0	0	0	2	11	9.4	0	0	0	0	0	0	0	0	0	0	
18:15	19	0	0	0	0	0	1	20	19.2	0	0	0	0	0	0	0	0	0	0	
18:30	13	1	1	0	0	1	0	16	15.9	0	0	0	0	0	0	0	0	0	0	
18:45	10	1	0	0	1	0	1	13	13.2	0	0	0	0	0	0	0	0	0	0	
H/TOT	48	5	1	0	1	1	4	60	57.7	0	0	0	0	0	0	0	0	0	0	
P/TOT	198	31	6	0	2	6	14	257	247.2	0	0	0	0	0	0	0	0	0	0	



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	B to A								TOT	PCU's	B to D								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	8	5	2	0	0	0	1	16	16.2	138	29	9	3	5	7	9	200	202		
07:15	6	1	3	0	0	0	2	12	11.9	103	35	7	2	4	9	14	174	167.5		
07:30	9	2	0	0	0	0	1	12	11.2	102	23	5	2	7	12	11	162	158.1		
07:45	10	3	1	0	0	0	2	16	14.9	72	15	7	6	7	15	18	140	134.9		
H/TOT	33	11	6	0	0	0	6	56	54.2	415	102	28	13	23	43	52	676	662.5		
08:00	5	2	4	0	0	0	2	13	13.4	68	16	17	2	3	9	17	132	127.1		
08:15	17	1	1	0	0	2	2	23	20.7	62	15	10	2	5	4	20	118	112.2		
08:30	10	4	1	0	0	0	1	16	15.7	68	18	5	7	3	13	19	133	124.6		
08:45	8	1	3	0	0	0	1	13	13.7	56	22	11	6	6	6	13	120	125.3		
H/TOT	40	8	9	0	0	2	6	65	63.5	254	71	43	17	17	32	69	503	489.2		
09:00	12	2	1	0	0	0	1	16	15.7	93	20	12	3	5	12	15	160	155.7		
09:15	12	5	0	0	0	1	3	21	18	102	27	16	2	4	6	4	161	168.8		
09:30	7	2	1	0	0	0	3	13	11.1	111	28	9	5	5	7	5	170	177.8		
09:45	7	2	2	0	0	0	0	11	12	92	41	22	3	6	2	7	173	187.1		
H/TOT	38	11	4	0	0	1	7	61	56.8	398	116	59	13	20	27	31	664	689.4		
P/TOT	111	30	19	0	0	3	19	182	174.5	1067	289	130	43	60	102	152	1843	1841.1		

TIME	B to A								TOT	PCU's	B to D								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	9	3	0	0	0	0	1	13	12.2	111	28	14	3	6	2	1	165	179.9		
14:45	9	4	1	0	0	0	1	15	14.7	93	31	8	2	3	1	4	142	147.8		
H/TOT	18	7	1	0	0	0	2	28	26.9	204	59	22	5	9	3	5	307	327.7		
15:00	6	2	0	0	1	0	0	9	10	81	20	11	3	6	6	3	130	139.4		
15:15	5	2	0	0	0	0	0	7	7	108	32	10	1	2	7	5	165	165.1		
15:30	11	3	1	0	0	0	0	15	15.5	90	29	14	4	5	4	3	149	161.4		
15:45	8	2	2	0	1	0	0	13	15	83	20	8	0	5	4	6	126	127.8		
H/TOT	30	9	3	0	2	0	0	44	47.5	362	101	43	8	18	21	17	570	593.7		
16:00	13	1	0	0	1	0	0	15	16	97	31	10	2	6	9	5	160	164.2		
16:15	6	3	1	0	0	1	2	13	11.3	116	25	12	6	6	5	8	178	188.4		
16:30	7	3	0	0	0	0	0	10	10	80	24	9	2	4	5	9	133	133.9		
16:45	9	3	1	0	0	0	0	13	13.5	48	23	3	1	3	9	4	91	88.2		
H/TOT	35	10	2	0	1	1	2	51	50.8	341	103	34	11	19	28	26	562	574.7		
17:00	5	2	0	0	1	0	0	8	9	68	28	6	3	6	7	8	126	128.3		
17:15	7	2	0	0	0	0	0	9	9	56	29	9	3	5	10	17	129	122.8		
17:30	7	1	0	0	0	2	1	11	9	61	24	3	2	6	8	21	125	113.5		
17:45	7	2	1	0	0	0	1	11	10.7	84	16	3	4	7	10	24	148	136.5		
H/TOT	26	7	1	0	1	2	2	39	37.7	269	97	21	12	24	35	70	528	501.1		
18:00	7	2	0	0	0	0	0	9	9	37	12	0	1	3	9	15	77	63.9		
18:15	10	3	1	0	1	0	4	19	17.3	72	11	3	0	4	13	26	129	105.9		
18:30	9	4	0	0	0	0	0	13	13	128	12	4	3	9	10	47	213	184.3		
18:45	8	0	0	0	0	0	3	11	8.6	108	15	3	1	5	23	28	183	154.6		
H/TOT	34	9	1	0	1	0	7	52	47.9	345	50	10	5	21	55	116	602	508.7		
P/TOT	143	42	8	0	5	3	13	214	210.8	1521	410	130	41	91	142	234	2569	2505.9		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	B to C								TOT	PCU's	B to B								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	2	1	0	0	0	0	2	5	3.4	0	0	0	0	0	0	0	0	0	0	
07:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
07:30	5	2	0	0	0	0	2	9	7.4	0	0	0	0	0	0	0	0	0	0	
07:45	10	3	1	0	0	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	21	7	1	0	0	0	4	33	30.3	0	0	0	0	0	0	0	0	0	0	
08:00	10	1	0	0	0	0	2	13	11.4	0	0	0	0	0	0	0	0	0	0	
08:15	17	3	0	0	1	0	1	22	22.2	0	0	0	0	0	0	0	0	0	0	
08:30	6	2	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	
08:45	4	1	1	0	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	37	7	1	0	1	0	3	49	48.1	0	0	0	0	0	0	0	0	0	0	
09:00	2	1	0	0	0	1	0	4	3.4	0	0	0	0	0	0	0	0	0	0	
09:15	2	3	1	0	0	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	
09:30	6	0	0	0	1	0	0	7	8	0	0	0	0	0	0	0	0	0	0	
09:45	6	2	1	0	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	16	6	2	0	1	1	0	26	27.4	0	0	0	0	0	0	0	0	0	0	
P/TOT	74	20	4	0	2	1	7	108	105.8	0	0	0	0	0	0	0	0	0	0	

TIME	B to C								TOT	PCU's	B to B								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
14:45	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	
H/TOT	8	2	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	
15:00	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	
15:15	7	0	0	0	0	1	0	8	7.4	0	0	0	0	0	0	0	0	0	0	
15:30	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	
15:45	9	2	1	0	0	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	27	4	1	0	0	1	0	33	32.9	0	0	0	0	0	0	0	0	0	0	
16:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
16:15	3	3	1	0	0	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	
16:30	2	1	0	0	1	1	0	5	5.4	0	0	0	0	0	0	0	0	0	0	
16:45	7	1	1	0	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	14	5	2	0	1	1	0	23	24.4	0	0	0	0	0	0	0	0	0	0	
17:00	2	1	1	0	0	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	
17:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
17:30	4	3	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	
17:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
H/TOT	14	4	1	0	0	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	
18:00	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
18:15	5	1	0	0	0	0	2	8	6.4	0	0	0	0	0	0	0	0	0	0	
18:30	2	1	1	0	0	0	2	6	4.9	0	0	0	0	0	0	0	0	0	0	
18:45	5	2	0	0	0	0	2	9	7.4	0	0	0	0	0	0	0	0	0	0	
H/TOT	15	6	1	0	0	0	6	28	23.7	0	0	0	0	0	0	0	0	0	0	
P/TOT	78	21	5	0	1	2	6	113	110.5	0	0	0	0	0	0	0	0	0	0	



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	C to B								TOT	PCU's	C to A								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	6	1	0	0	0	0	1	8	7.2	21	1	0	0	0	0	8	30	23.6		
07:15	5	1	0	0	1	0	1	8	8.2	24	2	0	0	0	1	9	36	28.2		
07:30	3	0	0	0	1	0	0	4	5	33	3	0	0	0	0	12	48	38.4		
07:45	3	2	0	0	0	0	1	6	5.2	30	0	0	0	0	2	11	43	33		
H/TOT	17	4	0	0	2	0	3	26	25.6	108	6	0	0	0	3	40	157	123.2		
08:00	7	0	0	0	0	1	3	11	8	30	2	0	0	0	2	9	43	34.6		
08:15	7	1	0	0	0	0	0	8	8	28	1	0	0	0	2	8	39	31.4		
08:30	7	2	0	0	0	0	4	13	9.8	30	1	0	0	0	0	9	40	32.8		
08:45	7	2	0	0	0	0	2	11	9.4	31	4	0	0	0	0	13	48	37.6		
H/TOT	28	5	0	0	0	1	9	43	35.2	119	8	0	0	0	4	39	170	136.4		
09:00	14	0	0	0	1	0	0	15	16	26	1	0	0	0	0	8	35	28.6		
09:15	5	0	0	0	0	0	0	5	5	29	0	0	0	0	0	6	35	30.2		
09:30	6	1	0	0	0	0	0	7	7	19	0	0	0	0	0	5	24	20		
09:45	4	3	0	0	0	1	0	8	7.4	16	3	0	0	0	0	2	21	19.4		
H/TOT	29	4	0	0	1	1	0	35	35.4	90	4	0	0	0	0	21	115	98.2		
P/TOT	74	13	0	0	3	2	12	104	96.2	317	18	0	0	0	7	100	442	357.8		

TIME	C to B								TOT	PCU's	C to A								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	4	4	0	0	0	0	1	9	8.2	17	1	0	0	0	0	2	20	18.4		
14:45	4	2	0	0	0	0	1	7	6.2	11	3	1	0	0	0	2	17	15.9		
H/TOT	8	6	0	0	0	0	2	16	14.4	28	4	1	0	0	0	4	37	34.3		
15:00	4	2	1	0	0	0	0	7	7.5	16	1	0	0	0	0	1	18	17.2		
15:15	5	1	1	0	0	0	0	7	7.5	16	0	0	0	0	0	0	16	16		
15:30	5	2	0	0	0	0	0	7	7	16	0	1	0	0	0	0	17	17.5		
15:45	10	1	0	0	0	0	0	11	11	24	2	1	0	0	1	0	28	27.9		
H/TOT	24	6	2	0	0	0	0	32	33	72	3	2	0	0	1	1	79	78.6		
16:00	7	2	1	0	0	0	0	10	10.5	22	1	0	0	0	0	0	23	23		
16:15	4	0	1	0	0	0	0	5	5.5	17	1	0	0	0	0	1	19	18.2		
16:30	11	0	1	0	0	0	0	12	12.5	27	2	0	0	0	0	1	30	29.2		
16:45	3	2	1	0	0	0	0	6	6.5	11	1	0	0	1	0	2	15	14.4		
H/TOT	25	4	4	0	0	0	0	33	35	77	5	0	0	1	0	4	87	84.8		
17:00	7	1	0	0	0	0	1	9	8.2	15	0	0	0	0	0	3	18	15.6		
17:15	4	1	0	0	0	0	0	5	5	27	1	0	0	0	0	4	32	28.8		
17:30	6	0	0	0	0	0	1	7	6.2	20	3	0	0	0	0	4	27	23.8		
17:45	6	1	0	0	0	0	0	7	7	16	1	0	0	1	1	2	21	19.8		
H/TOT	23	3	0	0	0	0	2	28	26.4	78	5	0	0	1	1	13	98	88		
18:00	9	1	0	0	0	0	0	10	10	34	0	1	0	0	1	5	41	36.9		
18:15	8	0	0	0	0	0	0	8	8	28	0	0	0	0	1	1	30	28.6		
18:30	6	1	1	0	0	0	0	8	8.5	17	0	0	0	0	1	2	20	17.8		
18:45	3	0	0	0	0	0	0	3	3	19	0	0	0	0	0	4	23	19.8		
H/TOT	26	2	1	0	0	0	0	29	29.5	98	0	1	0	0	3	12	114	103.1		
P/TOT	106	21	7	0	0	0	4	138	138.3	353	17	4	0	2	5	34	415	388.8		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	C to D								TOT	PCU's	C to C								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	14	1	0	0	0	0	1	16	15.2	0	0	0	0	0	0	0	0	0	0	
07:15	9	3	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	
07:30	9	1	0	0	0	1	2	13	10.8	0	0	0	0	0	0	0	0	0	0	
07:45	7	1	1	0	0	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	39	6	1	0	0	1	3	50	47.5	0	0	0	0	0	0	0	0	0	0	
08:00	16	0	1	0	0	1	4	22	18.7	0	0	0	0	0	0	0	0	0	0	
08:15	9	1	0	0	0	1	3	14	11	0	0	0	0	0	0	0	0	0	0	
08:30	19	1	1	0	0	0	1	22	21.7	0	0	0	0	0	0	0	0	0	0	
08:45	10	0	1	0	0	0	1	12	11.7	0	0	0	0	0	0	0	0	0	0	
H/TOT	54	2	3	0	0	2	9	70	63.1	0	0	0	0	0	0	0	0	0	0	
09:00	15	1	1	0	0	1	2	20	18.3	0	0	0	0	0	0	0	0	0	0	
09:15	18	7	0	0	0	0	2	27	25.4	0	0	0	0	0	0	0	0	0	0	
09:30	17	1	0	0	0	0	1	19	18.2	0	0	0	0	0	0	0	0	0	0	
09:45	12	2	0	0	0	0	1	15	14.2	0	0	0	0	0	0	0	0	0	0	
H/TOT	62	11	1	0	0	1	6	81	76.1	0	0	0	0	0	0	0	0	0	0	
P/TOT	155	19	5	0	0	4	18	201	186.7	0	0	0	0	0	0	0	0	0	0	

TIME	C to D								TOT	PCU's	C to C								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	16	0	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	
14:45	17	3	0	0	1	0	0	21	22	0	0	0	0	0	0	0	0	0	0	
H/TOT	33	3	0	0	1	0	0	37	38	0	0	0	0	0	0	0	0	0	0	
15:00	14	1	1	0	0	0	1	17	16.7	0	0	0	0	0	0	0	0	0	0	
15:15	14	3	0	0	0	0	1	18	17.2	0	0	0	0	0	0	0	0	0	0	
15:30	22	1	0	0	0	0	1	24	23.2	0	0	0	0	0	0	0	0	0	0	
15:45	14	3	0	0	0	0	1	18	17.2	0	0	0	0	0	0	0	0	0	0	
H/TOT	64	8	1	0	0	0	4	77	74.3	0	0	0	0	0	0	0	0	0	0	
16:00	17	3	0	0	1	0	0	21	22	0	0	0	0	0	0	0	0	0	0	
16:15	20	2	1	0	0	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0	
16:30	13	2	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	
16:45	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	
H/TOT	61	8	1	0	1	0	0	71	72.5	0	0	0	0	0	0	0	0	0	0	
17:00	21	2	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	
17:15	13	1	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	
17:30	18	0	0	0	0	1	0	19	18.4	0	0	0	0	0	0	0	0	0	0	
17:45	16	2	0	0	0	0	3	21	18.6	0	0	0	0	0	0	0	0	0	0	
H/TOT	68	5	0	0	0	1	3	77	74	0	0	0	0	0	0	0	0	0	0	
18:00	18	0	0	0	0	0	7	25	19.4	0	0	0	0	0	0	0	0	0	0	
18:15	19	1	0	0	0	0	3	23	20.6	0	0	0	0	0	0	0	0	0	0	
18:30	11	1	0	0	0	0	2	14	12.4	0	0	0	0	0	0	0	0	0	0	
18:45	17	0	1	0	0	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	
H/TOT	65	2	1	0	0	0	12	80	70.9	0	0	0	0	0	0	0	0	0	0	
P/TOT	291	26	3	0	2	1	19	342	329.7	0	0	0	0	0	0	0	0	0	0	



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	D to C								TOT	PCU's	D to B								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	2	2	1	0	0	0	0	5	5.5	76	37	12	3	5	5	25	163	154.9		
07:15	4	1	0	0	0	0	2	7	5.4	91	47	14	4	3	12	32	203	185.4		
07:30	3	1	0	0	0	0	1	5	4.2	76	34	9	5	6	5	31	166	155.2		
07:45	9	0	1	0	1	0	0	11	12.5	72	33	13	3	5	10	24	160	150.2		
H/TOT	18	4	2	0	1	0	3	28	27.6	315	151	48	15	19	32	112	692	645.7		
08:00	7	1	0	0	0	0	0	8	8	70	21	10	2	5	6	34	148	129.8		
08:15	12	2	0	0	0	1	1	16	14.6	77	29	11	5	5	7	28	162	152.4		
08:30	6	1	0	0	0	0	0	7	7	92	29	14	2	3	9	15	164	159.2		
08:45	6	0	0	0	0	0	1	7	6.2	30	21	13	1	5	2	9	81	85.4		
H/TOT	31	4	0	0	0	1	2	38	35.8	269	100	48	10	18	24	86	555	526.8		
09:00	8	0	1	0	0	0	0	9	9.5	97	35	8	3	6	4	5	158	165.5		
09:15	7	2	0	0	0	1	0	10	9.4	91	27	14	5	5	6	4	152	163.7		
09:30	10	0	0	0	0	0	0	10	10	92	24	8	1	6	3	4	138	144.3		
09:45	7	0	0	0	0	0	0	7	7	94	28	14	3	3	10	4	156	160.7		
H/TOT	32	2	1	0	0	1	0	36	35.9	374	114	44	12	20	23	17	604	634.2		
P/TOT	81	10	3	0	1	2	5	102	99.3	958	365	140	37	57	79	215	1851	1806.7		

TIME	D to C								TOT	PCU's	D to B								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	9	1	1	0	0	0	1	12	11.7	96	14	8	2	5	8	4	137	140.6		
14:45	7	0	0	0	0	0	0	7	7	94	27	11	3	5	8	2	150	158		
H/TOT	16	1	1	0	0	0	1	19	18.7	190	41	19	5	10	16	6	287	298.6		
15:00	8	0	0	0	0	0	0	8	8	114	23	10	3	5	3	1	159	170.3		
15:15	13	0	1	0	0	0	0	14	14.5	111	31	7	4	5	2	4	164	173.3		
15:30	12	2	0	0	0	0	0	14	14	98	33	4	0	5	7	2	149	150.2		
15:45	11	0	0	0	0	0	0	11	11	110	17	6	2	8	4	4	151	159		
H/TOT	44	2	1	0	0	0	0	47	47.5	433	104	27	9	23	16	11	623	652.8		
16:00	8	1	0	0	0	0	0	9	9	101	23	3	1	5	10	4	147	145.6		
16:15	9	0	0	0	0	0	0	9	9	105	19	4	3	6	11	5	153	154.3		
16:30	9	0	0	0	0	0	0	9	9	101	18	5	1	3	8	6	142	139.2		
16:45	11	1	0	0	0	1	0	13	12.4	138	27	4	2	5	14	3	193	191.8		
H/TOT	37	2	0	0	0	1	0	40	39.4	445	87	16	7	19	43	18	635	630.9		
17:00	10	1	0	0	0	0	1	12	11.2	97	31	5	0	3	14	7	157	148.5		
17:15	11	0	0	0	0	0	1	12	11.2	120	25	3	0	6	10	15	179	168.5		
17:30	11	0	0	0	0	1	0	12	11.4	135	21	5	1	5	13	17	197	184.4		
17:45	13	0	0	0	0	0	1	14	13.2	113	15	2	1	4	9	23	167	149.5		
H/TOT	45	1	0	0	0	1	3	50	47	465	92	15	2	18	46	62	700	650.9		
18:00	9	0	0	0	0	0	1	10	9.2	124	13	4	1	6	12	12	172	164.5		
18:15	12	0	0	0	0	0	1	13	12.2	111	12	4	2	4	10	27	170	151		
18:30	5	0	0	0	0	0	3	8	5.6	125	9	3	1	7	19	13	177	165		
18:45	12	0	0	0	0	0	3	15	12.6	127	12	4	2	6	18	19	188	172.6		
H/TOT	38	0	0	0	0	0	8	46	39.6	487	46	15	6	23	59	71	707	653.1		
P/TOT	180	6	2	0	0	2	12	202	192.2	2020	370	92	29	93	180	168	2952	2886.3		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	D to A								TOT	PCU's	D to D								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	11	2	1	0	0	0	1	15	14.7	0	0	0	0	0	0	0	0	0	0	
07:15	8	3	2	1	0	0	4	18	17.1	0	0	0	0	0	0	0	0	0	0	
07:30	12	2	1	0	0	0	3	18	16.1	0	0	0	0	0	0	0	0	0	0	
07:45	13	4	2	0	0	0	7	26	21.4	0	0	0	0	0	0	0	0	0	0	
H/TOT	44	11	6	1	0	0	15	77	69.3	0	0	0	0	0	0	0	0	0	0	
08:00	21	5	1	0	0	0	10	37	29.5	0	0	0	0	0	0	0	0	0	0	
08:15	15	5	0	1	0	0	8	29	23.9	0	0	0	0	0	0	0	0	0	0	
08:30	10	2	0	0	0	0	4	16	12.8	0	0	0	0	0	0	0	0	0	0	
08:45	17	0	0	0	0	0	4	21	17.8	0	0	0	0	0	0	0	0	0	0	
H/TOT	63	12	1	1	0	0	26	103	84	0	0	0	0	0	0	0	0	0	0	
09:00	13	2	1	0	0	1	2	19	17.3	0	0	0	0	0	0	0	0	0	0	
09:15	21	4	0	0	0	0	3	28	25.6	0	0	0	0	0	0	0	0	0	0	
09:30	13	3	1	0	2	0	1	20	21.7	0	0	0	0	0	0	0	0	0	0	
09:45	17	4	0	0	2	0	1	24	25.2	0	0	0	0	0	0	0	0	0	0	
H/TOT	64	13	2	0	4	1	7	91	89.8	0	0	0	0	0	0	0	0	0	0	
P/TOT	171	36	9	2	4	1	48	271	243.1	0	0	0	0	0	0	0	0	0	0	

TIME	D to A								TOT	PCU's	D to D								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	20	3	1	1	0	0	0	25	26.8	0	0	0	0	0	0	0	0	0	0	
14:45	12	2	0	0	2	1	0	17	18.4	0	0	0	0	0	0	0	0	0	0	
H/TOT	32	5	1	1	2	1	0	42	45.2	0	0	0	0	0	0	0	0	0	0	
15:00	17	1	1	0	0	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	
15:15	17	4	3	0	0	0	1	25	25.7	0	0	0	0	0	0	0	0	0	0	
15:30	22	1	0	0	0	1	1	25	23.6	0	0	0	0	0	0	0	0	0	0	
15:45	29	2	1	0	0	1	0	33	32.9	0	0	0	0	0	0	0	0	0	0	
H/TOT	85	8	5	0	0	2	2	102	101.7	0	0	0	0	0	0	0	0	0	0	
16:00	16	2	0	0	0	0	1	19	18.2	0	0	0	0	0	0	0	0	0	0	
16:15	23	1	2	0	0	0	2	28	27.4	0	0	0	0	0	0	0	0	0	0	
16:30	21	2	0	0	0	1	0	24	23.4	0	0	0	0	0	0	0	0	0	0	
16:45	18	1	0	0	0	0	2	21	19.4	0	0	0	0	0	0	0	0	0	0	
H/TOT	78	6	2	0	0	1	5	92	88.4	0	0	0	0	0	0	0	0	0	0	
17:00	26	0	0	0	0	2	1	29	27	0	0	0	0	0	0	0	0	0	0	
17:15	15	1	2	0	0	0	1	19	19.2	0	0	0	0	0	0	0	0	0	0	
17:30	24	1	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	
17:45	22	2	0	0	0	0	4	28	24.8	0	0	0	0	0	0	0	0	0	0	
H/TOT	87	4	2	0	0	2	6	101	96	0	0	0	0	0	0	0	0	0	0	
18:00	25	0	1	0	0	0	2	28	26.9	0	0	0	0	0	0	0	0	0	0	
18:15	22	1	0	0	0	0	4	27	23.8	0	0	0	0	0	0	0	0	0	0	
18:30	11	1	0	0	0	0	2	14	12.4	0	0	0	0	0	0	0	0	0	0	
18:45	20	0	0	0	0	0	5	25	21	0	0	0	0	0	0	0	0	0	0	
H/TOT	78	2	1	0	0	0	13	94	84.1	0	0	0	0	0	0	0	0	0	0	
P/TOT	360	25	11	1	2	6	26	431	415.4	0	0	0	0	0	0	0	0	0	0	



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	TO ARM A								TOT	PCU's	FROM ARM A								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	40	8	3	0	0	0	10	61	54.5	11	7	1	0	0	0	4	23	20.3		
07:15	38	6	5	1	0	1	15	66	57.2	19	3	1	0	0	0	2	25	23.9		
07:30	54	7	1	0	0	0	16	78	65.7	25	7	2	0	0	2	11	47	38		
07:45	53	7	3	0	0	2	20	85	69.3	32	4	2	0	0	0	4	42	39.8		
H/TOT	185	28	12	1	0	3	61	290	246.7	87	21	6	0	0	2	21	137	122		
08:00	56	9	5	0	0	2	21	93	77.5	40	5	2	0	0	1	3	51	49		
08:15	60	7	1	1	0	4	18	91	76	37	10	1	0	0	3	11	62	51.9		
08:30	50	7	1	0	0	0	14	72	61.3	26	8	3	0	0	2	7	46	40.7		
08:45	56	5	3	0	0	0	18	82	69.1	29	8	1	0	0	1	9	48	40.7		
H/TOT	222	28	10	1	0	6	71	338	283.9	132	31	7	0	0	7	30	207	182.3		
09:00	51	5	2	0	0	1	11	70	61.6	27	4	1	0	0	0	3	35	33.1		
09:15	62	9	0	0	0	1	12	84	73.8	47	4	0	0	1	3	5	60	55.2		
09:30	39	5	2	0	2	0	9	57	52.8	35	11	3	0	1	1	5	56	53.9		
09:45	40	9	2	0	2	0	3	56	56.6	33	10	2	0	0	0	4	49	46.8		
H/TOT	192	28	6	0	4	2	35	267	244.8	142	29	6	0	2	4	17	200	189		
P/TOT	599	84	28	2	4	11	167	895	775.4	361	81	19	0	2	13	68	544	493.3		

TIME	TO ARM A								TOT	PCU's	FROM ARM A								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	46	7	1	1	0	0	3	58	57.4	39	9	1	0	0	0	2	51	49.9		
14:45	32	9	2	0	2	1	3	49	49	35	4	0	0	0	1	4	44	40.2		
H/TOT	78	16	3	1	2	1	6	107	106.4	74	13	1	0	0	1	6	95	90.1		
15:00	39	4	1	0	1	0	1	46	46.7	33	4	4	0	0	1	0	42	43.4		
15:15	38	6	3	0	0	0	1	48	48.7	47	8	3	0	0	2	4	64	61.1		
15:30	49	4	2	0	0	1	1	57	56.6	38	7	1	0	0	1	1	48	47.1		
15:45	61	6	4	0	1	2	0	74	75.8	53	5	1	0	1	1	1	62	62.1		
H/TOT	187	20	10	0	2	3	3	225	227.8	171	24	9	0	1	5	6	216	213.7		
16:00	51	4	0	0	1	0	1	57	57.2	59	8	0	0	0	1	10	78	69.4		
16:15	46	5	3	0	0	1	5	60	56.9	44	5	2	0	0	4	0	55	53.6		
16:30	55	7	0	0	0	1	1	64	62.6	40	5	1	0	0	2	7	55	48.7		
16:45	38	5	1	0	1	0	4	49	47.3	59	4	0	0	0	4	6	73	65.8		
H/TOT	190	21	4	0	2	2	11	230	224	202	22	3	0	0	11	23	261	237.5		
17:00	46	2	0	0	1	2	4	55	51.6	68	7	0	0	0	2	11	88	78		
17:15	49	4	2	0	0	0	5	60	57	42	4	1	0	0	0	11	58	49.7		
17:30	51	5	0	0	0	2	5	63	57.8	46	4	1	0	1	4	9	65	56.9		
17:45	45	5	1	0	1	1	7	60	55.3	43	4	0	0	0	2	14	63	50.6		
H/TOT	191	16	3	0	2	5	21	238	221.7	199	19	2	0	1	8	45	274	235.2		
18:00	66	2	2	0	0	1	7	78	72.8	42	6	0	0	0	2	18	68	52.4		
18:15	60	4	1	0	1	1	9	76	69.7	65	2	0	0	0	3	18	88	71.8		
18:30	37	5	0	0	0	1	4	47	43.2	43	3	2	0	0	3	20	71	54.2		
18:45	47	0	0	0	0	0	12	59	49.4	30	2	1	0	1	4	18	56	40.7		
H/TOT	210	11	3	0	1	3	32	260	235.1	180	13	3	0	1	12	74	283	219.1		
P/TOT	856	84	23	1	9	14	73	1060	1015	826	91	18	0	3	37	154	1129	995.6		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	TO ARM B								TOT	PCU's	FROM ARM B								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	87	42	13	3	5	5	28	183	173	148	35	11	3	5	7	12	221	221.6		
07:15	104	51	14	4	4	12	33	222	204.6	113	37	10	2	4	9	16	191	184.4		
07:30	85	37	11	5	7	6	32	183	172.8	116	27	5	2	7	12	14	183	176.7		
07:45	83	37	14	3	5	10	25	177	166.9	92	21	9	6	7	15	20	170	164.3		
H/TOT	359	167	52	15	21	33	118	765	717.3	469	120	35	13	23	43	62	765	747		
08:00	82	22	11	2	5	7	38	167	145.5	83	19	21	2	3	9	21	158	151.9		
08:15	89	33	12	5	5	8	29	181	170.5	96	19	11	2	6	6	23	163	155.1		
08:30	108	33	16	2	3	10	20	192	183.6	84	24	6	7	3	13	20	157	148.3		
08:45	41	28	14	1	5	3	12	104	105.9	68	24	15	6	6	6	14	139	145.5		
H/TOT	320	116	53	10	18	28	99	644	605.5	331	86	53	17	18	34	78	617	600.8		
09:00	119	38	9	3	7	4	5	185	194	107	23	13	3	5	13	16	180	174.8		
09:15	110	29	14	5	5	7	5	175	185.3	116	35	17	2	4	7	7	188	193.3		
09:30	105	30	9	1	7	4	6	162	167.6	124	30	10	5	6	7	8	190	196.9		
09:45	109	36	16	3	3	11	6	184	187.5	105	45	25	3	6	2	7	193	208.6		
H/TOT	443	133	48	12	22	26	22	706	734.4	452	133	65	13	21	29	38	751	773.6		
P/TOT	1122	416	153	37	61	87	239	2115	2057.2	1252	339	153	43	62	106	178	2133	2121.4		

TIME	TO ARM B								TOT	PCU's	FROM ARM B								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	113	22	8	2	5	8	5	163	165.8	124	31	14	3	6	2	2	182	196.1		
14:45	113	31	11	3	5	9	4	176	181.8	106	37	9	2	3	1	5	163	168.5		
H/TOT	226	53	19	5	10	17	9	339	347.6	230	68	23	5	9	3	7	345	364.6		
15:00	127	27	13	3	5	3	1	179	191.8	93	23	11	3	7	6	3	146	156.4		
15:15	129	35	8	4	5	4	5	190	197.8	120	34	10	1	2	8	5	180	179.5		
15:30	110	37	5	0	5	7	2	166	167.7	106	33	15	4	5	4	3	170	182.9		
15:45	129	21	6	2	8	4	4	174	182	100	24	11	0	6	4	6	151	155.3		
H/TOT	495	120	32	9	23	18	12	709	739.3	419	114	47	8	20	22	17	647	674.1		
16:00	118	28	4	1	5	10	4	170	169.1	112	32	10	2	7	9	5	177	182.2		
16:15	119	21	6	3	6	12	5	172	173.7	125	31	14	6	6	6	10	198	207.2		
16:30	124	19	7	1	3	9	7	170	166.8	89	28	9	2	5	6	9	148	149.3		
16:45	154	29	5	2	5	14	3	212	211.3	64	27	5	1	3	9	4	113	111.2		
H/TOT	515	97	22	7	19	45	19	724	720.9	390	118	38	11	21	30	28	636	649.9		
17:00	116	33	5	0	3	14	12	183	170.5	75	31	7	3	7	7	8	138	141.8		
17:15	131	28	3	0	6	10	16	194	182.7	67	31	9	3	5	10	17	142	135.8		
17:30	151	22	5	1	6	13	18	216	203.6	72	28	3	2	6	10	22	143	129.5		
17:45	129	16	2	1	4	9	25	186	166.9	95	18	4	4	7	10	25	163	151.2		
H/TOT	527	99	15	2	19	46	71	779	723.7	309	108	23	12	25	37	72	586	558.3		
18:00	139	17	4	1	6	12	14	193	183.9	47	16	0	1	3	9	15	91	77.9		
18:15	138	12	4	2	4	10	28	198	178.2	87	15	4	0	5	13	32	156	129.6		
18:30	144	11	5	1	7	20	13	201	189.4	139	17	5	3	9	10	49	232	202.2		
18:45	140	13	4	2	7	18	20	204	188.8	121	17	3	1	5	23	33	203	170.6		
H/TOT	561	53	17	6	24	60	75	796	740.3	394	65	12	5	22	55	129	682	580.3		
P/TOT	2324	422	105	29	95	186	186	3347	3271.8	1742	473	143	41	97	147	253	2896	2827.2		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	TO ARM C								TOT	PCU's	FROM ARM C								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
07:00	9	5	1	0	0	0	4	19	16.3	41	3	0	0	0	0	10	54	46		
07:15	16	2	0	0	0	0	4	22	18.8	38	6	0	0	1	1	10	56	48.4		
07:30	26	4	0	0	0	0	12	42	32.4	45	4	0	0	1	1	14	65	54.2		
07:45	40	5	3	0	1	0	4	53	52.3	40	3	1	0	0	2	12	58	47.7		
H/TOT	91	16	4	0	1	0	24	136	119.8	164	16	1	0	2	4	46	233	196.3		
08:00	41	4	1	0	0	1	3	50	47.5	53	2	1	0	0	4	16	76	61.3		
08:15	53	9	0	0	1	3	9	75	67	44	3	0	0	0	3	11	61	50.4		
08:30	26	8	0	0	0	0	4	38	34.8	56	4	1	0	0	0	14	75	64.3		
08:45	21	4	1	0	0	0	7	33	27.9	48	6	1	0	0	0	16	71	58.7		
H/TOT	141	25	2	0	1	4	23	196	177.2	201	15	3	0	0	7	57	283	234.7		
09:00	15	1	1	0	0	1	2	20	18.3	55	2	1	0	1	1	10	70	62.9		
09:15	28	5	1	0	0	3	3	40	36.3	52	7	0	0	0	0	8	67	60.6		
09:30	33	2	1	0	1	0	1	38	38.7	42	2	0	0	0	0	6	50	45.2		
09:45	21	3	1	0	0	0	2	27	25.9	32	8	0	0	0	1	3	44	41		
H/TOT	97	11	4	0	1	4	8	125	119.2	181	19	1	0	1	2	27	231	209.7		
P/TOT	329	52	10	0	3	8	55	457	416.2	546	50	5	0	3	13	130	747	640.7		

TIME	TO ARM C								TOT	PCU's	FROM ARM C								TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR			LGV	OGV1	OGV2	PSV	MCL	PCL				
14:30	30	3	1	0	0	0	1	35	34.7	37	5	0	0	0	0	3	45	42.6		
14:45	21	3	0	0	0	0	3	27	24.6	32	8	1	0	1	0	3	45	44.1		
H/TOT	51	6	1	0	0	0	4	62	59.3	69	13	1	0	1	0	6	90	86.7		
15:00	29	1	0	0	0	0	0	30	30	34	4	2	0	0	0	2	42	41.4		
15:15	40	2	1	0	0	1	3	47	44.5	35	4	1	0	0	0	1	41	40.7		
15:30	33	4	0	0	0	1	1	39	37.6	43	3	1	0	0	0	1	48	47.7		
15:45	45	2	1	0	0	0	1	49	48.7	48	6	1	0	0	1	1	57	56.1		
H/TOT	147	9	2	0	0	2	5	165	160.8	160	17	5	0	0	1	5	188	185.9		
16:00	32	4	0	0	0	1	9	46	38.2	46	6	1	0	1	0	0	54	55.5		
16:15	31	4	1	0	0	3	0	39	37.7	41	3	2	0	0	0	1	47	47.2		
16:30	28	2	0	0	1	1	3	35	33	51	4	1	0	0	0	1	57	56.7		
16:45	40	5	1	0	0	2	4	52	48.1	25	4	1	0	1	0	2	33	32.9		
H/TOT	131	15	2	0	1	7	16	172	157	163	17	5	0	2	0	4	191	192.3		
17:00	51	6	1	0	0	1	8	67	60.5	43	3	0	0	0	0	4	50	46.8		
17:15	39	1	0	0	0	0	8	48	41.6	44	3	0	0	0	0	4	51	47.8		
17:30	42	4	0	0	0	5	8	59	49.6	44	3	0	0	0	1	5	53	48.4		
17:45	38	1	0	0	0	1	8	48	41	38	4	0	0	1	1	5	49	45.4		
H/TOT	170	12	1	0	0	7	32	222	192.7	169	13	0	0	1	2	18	203	188.4		
18:00	35	3	0	0	0	0	14	52	40.8	61	1	1	0	0	1	12	76	66.3		
18:15	49	3	0	0	0	1	15	68	55.4	55	1	0	0	0	1	4	61	57.2		
18:30	28	1	2	0	0	1	18	50	36	34	2	1	0	0	1	4	42	38.7		
18:45	25	3	0	0	0	2	16	46	32	39	0	1	0	0	0	4	44	41.3		
H/TOT	137	10	2	0	0	4	63	216	164.2	189	4	3	0	0	3	24	223	203.5		
P/TOT	636	52	8	0	1	20	120	837	734	750	64	14	0	4	6	57	895	856.8		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	TO ARM D							TOT	PCU's	FROM ARM D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	153	31	9	3	5	7	10	218	219.2	89	41	14	3	5	5	26	183	175.1
07:15	115	38	8	2	4	9	14	190	184	103	51	16	5	3	12	38	228	207.9
07:30	112	27	5	2	7	14	14	181	173.5	91	37	10	5	6	5	35	189	175.5
07:45	82	16	8	6	7	15	18	152	147.4	94	37	16	3	6	10	31	197	184.1
H/TOT	462	112	30	13	23	45	56	741	724.1	377	166	56	16	20	32	130	797	742.6
08:00	95	18	18	2	3	10	22	168	159	98	27	11	2	5	6	44	193	167.3
08:15	79	19	10	2	5	5	26	146	134.8	104	36	11	6	5	8	37	207	190.9
08:30	90	20	7	7	3	14	22	163	152.6	108	32	14	2	3	9	19	187	179
08:45	80	22	12	6	6	6	16	148	151.4	53	21	13	1	5	2	14	109	109.4
H/TOT	344	79	47	17	17	35	86	625	597.8	363	116	49	11	18	25	114	696	646.6
09:00	122	22	13	3	5	13	18	196	189.2	118	37	10	3	6	5	7	186	192.3
09:15	134	36	16	2	5	6	7	206	212.4	119	33	14	5	5	7	7	190	198.7
09:30	139	33	10	5	5	7	8	207	212.9	115	27	9	1	8	3	5	168	176
09:45	118	47	22	3	6	2	8	206	219.3	118	32	14	3	5	10	5	187	192.9
H/TOT	513	138	61	13	21	28	41	815	833.8	470	129	47	12	24	25	24	731	759.9
P/TOT	1319	329	138	43	61	108	183	2181	2155.7	1210	411	152	39	62	82	268	2224	2149.1

TIME	TO ARM D							TOT	PCU's	FROM ARM D							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	136	31	15	3	6	2	3	196	209.8	125	18	10	3	5	8	5	174	179.1
14:45	120	35	8	2	4	1	4	174	180.8	113	29	11	3	7	9	2	174	183.4
H/TOT	256	66	23	5	10	3	7	370	390.6	238	47	21	6	12	17	7	348	362.5
15:00	104	23	14	3	6	7	4	161	170.5	139	24	11	3	5	3	1	186	197.8
15:15	136	38	13	1	2	7	6	203	203.8	141	35	11	4	5	2	5	203	213.5
15:30	127	34	14	4	5	4	4	192	203.6	132	36	4	0	5	8	3	188	187.8
15:45	116	25	9	0	6	5	7	168	169.9	150	19	7	2	8	5	4	195	202.9
H/TOT	483	120	50	8	19	23	21	724	747.8	562	114	33	9	23	18	13	772	802
16:00	141	36	10	2	7	9	6	211	215.4	125	26	3	1	5	10	5	175	172.8
16:15	151	29	14	6	6	5	8	219	230.4	137	20	6	3	6	11	7	190	190.7
16:30	104	29	9	2	4	6	12	166	163.9	131	20	5	1	3	9	6	175	171.6
16:45	83	25	3	1	3	12	6	133	126.8	167	29	4	2	5	15	5	227	223.6
H/TOT	479	119	36	11	20	32	32	729	736.5	560	95	18	7	19	45	23	767	758.7
17:00	106	32	6	3	6	8	8	169	170.7	133	32	5	0	3	16	9	198	186.7
17:15	80	31	10	3	5	10	20	159	150.9	146	26	5	0	6	10	17	210	198.9
17:30	88	26	4	2	6	9	22	157	144.6	170	22	5	1	5	14	17	234	220.8
17:45	112	21	3	4	7	11	32	190	171.5	148	17	2	1	4	9	28	209	187.5
H/TOT	386	110	23	12	24	38	82	675	637.7	597	97	17	2	18	49	71	851	793.9
18:00	68	14	0	1	3	11	25	122	99.7	158	13	5	1	6	12	15	210	200.6
18:15	105	12	3	0	4	15	34	173	142.3	145	13	4	2	4	10	32	210	187
18:30	148	15	4	3	9	11	56	246	209.5	141	10	3	1	7	19	18	199	183
18:45	137	15	5	1	5	25	34	222	188.6	159	12	4	2	6	18	27	228	206.2
H/TOT	458	56	12	5	21	62	149	763	640.1	603	48	16	6	23	59	92	847	776.8
P/TOT	2062	471	144	41	94	158	291	3261	3152.7	2560	401	105	30	95	188	206	3585	3493.9



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	289	86	26	6	10	12	52	481	463
07:15	273	97	27	7	8	22	66	500	464.6
07:30	277	75	17	7	14	20	74	484	444.4
07:45	258	65	28	9	13	27	67	467	435.9
H/TOT	1097	323	98	29	45	81	259	1932	1807.9
08:00	274	53	35	4	8	20	84	478	429.5
08:15	281	68	23	8	11	20	82	493	448.3
08:30	274	68	24	9	6	24	60	465	432.3
08:45	198	59	30	7	11	9	53	367	354.3
H/TOT	1027	248	112	28	36	73	279	1803	1664.4
09:00	307	66	25	6	12	19	36	471	463.1
09:15	334	79	31	7	10	17	27	505	507.8
09:30	316	70	22	6	15	11	24	464	472
09:45	288	95	41	6	11	13	19	473	489.3
H/TOT	1245	310	119	25	48	60	106	1913	1932.2
P/TOT	3369	881	329	82	129	214	644	5648	5404.5

PEAK HOUR CALCULATION	PEAK HOUR	
	TOT	PCU's
07:00 to 08:00	1932	1808
07:15 to 08:15	1929	1774
07:30 to 08:30	1922	1758
07:45 to 08:45	1903	1746
08:00 to 09:00	1803	1664
08:15 to 09:15	1796	1698
08:30 to 09:30	1808	1758
08:45 to 09:45	1807	1797
09:00 to 10:00	1913	1932
PEAK VALUE	1932	1932

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	325	63	25	6	11	10	12	452	467.7
14:45	286	78	21	5	11	11	14	426	436.2
H/TOT	611	141	46	11	22	21	26	878	903.9
15:00	299	55	28	6	12	10	6	416	439
15:15	343	81	25	5	7	12	15	488	494.8
15:30	319	79	21	4	10	13	8	454	465.5
15:45	351	54	20	2	15	11	12	465	476.4
H/TOT	1312	269	94	17	44	46	41	1823	1875.7
16:00	342	72	14	3	13	20	20	484	479.9
16:15	347	59	24	9	12	21	18	490	498.7
16:30	311	57	16	3	8	17	23	435	426.3
16:45	315	64	10	3	9	28	17	446	433.5
H/TOT	1315	252	64	18	42	86	78	1855	1838.4
17:00	319	73	12	3	10	25	32	474	453.3
17:15	299	64	15	3	11	20	49	461	432.2
17:30	332	57	9	3	12	29	53	495	455.6
17:45	324	43	6	5	12	22	72	484	434.7
H/TOT	1274	237	42	14	45	96	206	1914	1775.8
18:00	308	36	6	2	9	24	60	445	397.2
18:15	352	31	8	2	9	27	86	515	445.6
18:30	357	32	11	4	16	33	91	544	478.1
18:45	349	31	9	3	12	45	82	531	458.8
H/TOT	1366	130	34	11	46	129	319	2035	1779.7
P/TOT	5878	1029	280	71	199	378	670	8505	8173.5

PEAK HOUR CALCULATION	PEAK HOUR	
	TOT	PCU's
14:30 to 15:30	1782	1837.7
14:45 to 15:45	1784	1835.5
15:00 to 16:00	1823	1875.7
15:15 to 16:15	1891	1916.6
15:30 to 16:30	1893	1920.5
15:45 to 16:45	1874	1881.3
16:00 to 17:00	1855	1838.4
16:15 to 17:15	1845	1811.8
16:30 to 17:30	1816	1745.3
16:45 to 17:45	1876	1774.6
17:00 to 18:00	1914	1775.8
17:15 to 18:15	1885	1719.7
17:30 to 18:30	1939	1733.1
17:45 to 18:45	1988	1755.6
18:00 to 19:00	2035	1779.7
PEAK VALUE	2035	1920.5



SITE: 2

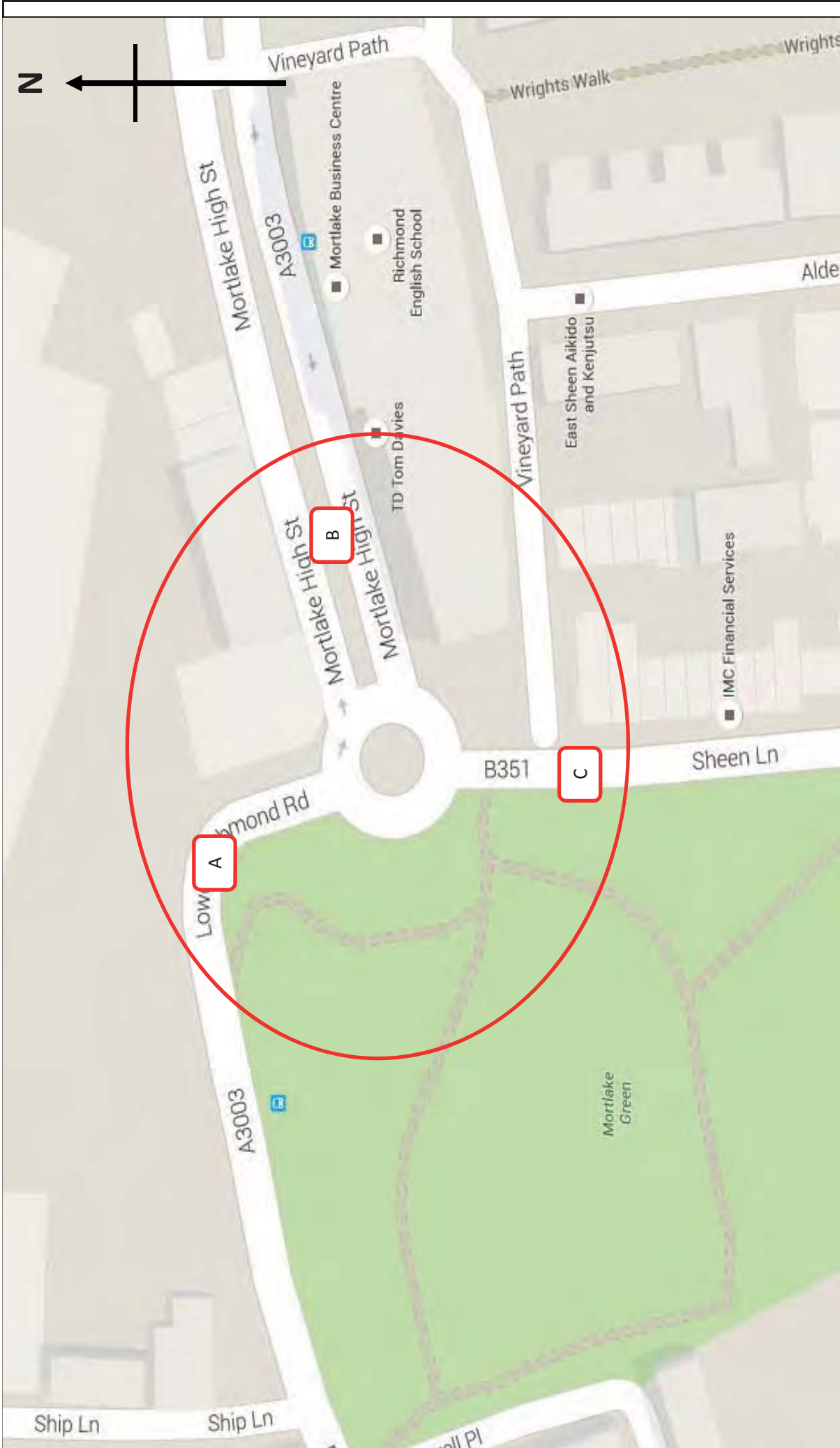
DATE: 15/06/2016


LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: Wednesday

TIME	B to C (Service Road)							TOT	PCU's	B to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	2	0	0	0	0	0	2	4	2.4	0	1	0	0	0	0	0	1	1
07:15	4	0	0	0	0	0	0	4	4	0	1	0	0	0	0	0	1	1
07:30	3	2	0	0	0	0	2	7	5.4	2	0	0	0	0	0	0	2	2
07:45	9	0	1	0	0	0	0	10	10.5	1	3	0	0	0	0	0	4	4
H/TOT	18	2	1	0	0	0	4	25	22.3	3	5	0	0	0	0	0	8	8
08:00	5	0	0	0	0	0	1	6	5.2	5	1	0	0	0	0	1	7	6.2
08:15	10	2	0	0	1	0	1	14	14.2	7	1	0	0	0	0	0	8	8
08:30	4	0	0	0	0	0	0	4	4	2	2	0	0	0	0	0	4	4
08:45	3	1	1	0	0	0	0	5	5.5	1	0	0	0	0	0	0	1	1
H/TOT	22	3	1	0	1	0	2	29	28.9	15	4	0	0	0	0	1	20	19.2
09:00	0	1	0	0	0	1	0	2	1.4	2	0	0	0	0	0	0	2	2
09:15	0	2	1	0	0	0	0	3	3.5	2	1	0	0	0	0	0	3	3
09:30	2	0	0	0	1	0	0	3	4	4	0	0	0	0	0	0	4	4
09:45	3	1	1	0	0	0	0	5	5.5	3	1	0	0	0	0	0	4	4
H/TOT	5	4	2	0	1	1	0	13	14.4	11	2	0	0	0	0	0	13	13
P/TOT	45	9	4	0	2	1	6	67	65.6	29	11	0	0	0	0	1	41	40.2

TIME	B to C (Service Road)							TOT	PCU's	B to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3
14:45	3	2	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1
H/TOT	4	2	0	0	0	0	0	6	6	4	0	0	0	0	0	0	4	4
15:00	2	1	0	0	0	0	0	3	3	4	0	0	0	0	0	0	4	4
15:15	0	0	0	0	0	1	0	1	0.4	7	0	0	0	0	0	0	7	7
15:30	2	1	0	0	0	0	0	3	3	3	0	0	0	0	0	0	3	3
15:45	5	2	1	0	0	0	0	8	8.5	4	0	0	0	0	0	0	4	4
H/TOT	9	4	1	0	0	1	0	15	14.9	18	0	0	0	0	0	0	18	18
16:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
16:15	0	2	1	0	0	0	0	3	3.5	3	1	0	0	0	0	0	4	4
16:30	2	1	0	0	0	1	0	4	3.4	0	0	0	1	0	0	1	2	2
16:45	4	1	1	0	0	0	0	6	6.5	3	0	0	0	0	0	0	3	3
H/TOT	7	4	2	0	0	1	0	14	14.4	7	1	0	1	0	0	0	9	10
17:00	1	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	3	3.5
17:15	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
17:30	2	2	0	0	0	0	0	4	4	2	1	0	0	0	0	0	3	3
17:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	9	2	0	0	0	0	0	11	11	5	2	1	0	0	0	0	8	8.5
18:00	2	1	0	0	0	0	0	3	3	1	1	0	0	0	0	0	2	2
18:15	3	1	0	0	0	0	2	6	4.4	2	0	0	0	0	0	0	2	2
18:30	0	0	0	0	0	0	2	2	0.4	2	1	1	0	0	0	0	4	4.5
18:45	3	2	0	0	0	0	2	7	5.4	2	0	0	0	0	0	0	2	2
H/TOT	8	4	0	0	0	0	6	18	13.2	7	2	1	0	0	0	0	10	10.5
P/TOT	37	16	3	0	0	2	6	64	59.5	41	5	2	0	1	0	0	49	51



	Site / Location:	Site 3, A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane	Project No:	6386	Drawing No:	6386-03	Drawn By:	SR
	Survey Date:	Wednesday 15th June 2016	Project Name:		Mortlake			
	Survey Times:	07:00 to 10:00 & 14:30 to 19:00	Drawing Title:		Site Layout and Observed Movements			



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	A to C							TOT	PCU's	A to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	11	4	0	0	0	0	1	16	15.2	85	37	2	0	6	7	9	146	141.6
07:15	15	5	1	0	0	0	5	26	22.5	84	47	6	0	2	9	11	159	149.8
07:30	9	2	1	0	0	0	5	17	13.5	81	43	5	1	7	6	19	162	154
07:45	15	1	1	0	0	0	4	21	18.3	112	32	8	2	6	9	20	189	180.2
H/TOT	50	12	3	0	0	0	15	80	69.5	362	159	21	3	21	31	59	656	625.6
08:00	12	6	0	0	0	2	2	22	19.2	116	29	10	0	3	6	18	182	172
08:15	19	4	0	0	0	1	7	31	24.8	109	25	3	0	5	11	14	167	155.7
08:30	14	5	1	0	0	1	6	27	22.1	105	27	9	0	2	9	11	163	155.3
08:45	12	3	1	0	0	0	4	20	17.3	131	17	12	0	1	8	12	181	173.6
H/TOT	57	18	2	0	0	4	19	100	83.4	461	98	34	0	11	34	55	693	656.6
09:00	18	6	1	0	0	1	0	26	25.9	100	28	5	1	2	7	15	158	147.6
09:15	15	3	2	0	0	2	5	27	22.8	84	26	6	0	3	8	8	135	129.8
09:30	26	6	1	0	0	0	0	33	33.5	90	17	9	0	0	2	8	126	122.9
09:45	18	4	0	0	0	0	4	26	22.8	109	24	7	0	1	6	3	150	148.5
H/TOT	77	19	4	0	0	3	9	112	105	383	95	27	1	6	23	34	569	548.8
P/TOT	184	49	9	0	0	7	43	292	257.9	1206	352	82	4	38	88	148	1918	1831

TIME	A to C							TOT	PCU's	A to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	15	2	1	0	0	1	0	19	18.9	106	18	7	0	3	3	3	140	142.3
14:45	18	3	0	0	0	0	1	22	21.2	92	19	3	0	1	0	0	115	117.5
H/TOT	33	5	1	0	0	1	1	41	40.1	198	37	10	0	4	3	3	255	259.8
15:00	22	2	1	0	0	0	2	27	25.9	114	20	6	0	4	5	2	151	153.4
15:15	13	3	1	0	0	1	1	19	18.1	101	17	9	0	2	3	2	134	137.1
15:30	12	2	0	0	0	2	0	16	14.8	111	12	4	0	5	4	1	137	140.8
15:45	23	3	0	0	0	1	4	31	27.2	93	15	3	0	3	3	3	120	120.3
H/TOT	70	10	2	0	0	4	7	93	86	419	64	22	0	14	15	8	542	551.6
16:00	11	3	1	0	0	0	4	19	16.3	116	25	3	0	1	1	4	150	148.7
16:15	25	4	0	0	0	0	1	30	29.2	132	14	4	0	2	3	3	158	157.8
16:30	13	2	0	0	0	1	1	17	15.6	126	21	4	0	5	3	1	160	164.4
16:45	23	0	1	0	0	2	3	29	25.9	134	21	4	0	1	5	4	169	165.8
H/TOT	72	9	2	0	0	3	9	95	87	508	81	15	0	9	12	12	637	636.7
17:00	22	1	0	0	0	3	6	32	25.4	135	14	4	0	2	1	4	160	160.2
17:15	18	0	0	0	0	2	3	23	19.4	132	13	1	0	2	7	3	158	153.9
17:30	17	1	0	0	0	0	8	26	19.6	128	22	1	0	1	4	10	166	157.1
17:45	23	1	0	0	0	0	1	25	24.2	147	19	3	0	2	2	8	181	176.9
H/TOT	80	3	0	0	0	5	18	106	88.6	542	68	9	0	7	14	25	665	648.1
18:00	23	1	0	0	0	1	8	33	26	148	14	0	0	1	5	8	176	167.6
18:15	22	0	2	0	0	1	3	28	26	175	17	3	0	1	4	6	206	201.3
18:30	17	2	0	0	0	1	12	32	21.8	109	4	4	0	2	8	10	137	128.2
18:45	19	0	0	0	1	1	7	28	22.8	166	9	1	0	2	5	6	189	183.7
H/TOT	81	3	2	0	1	4	30	121	96.6	598	44	8	0	6	22	30	708	680.8
P/TOT	336	30	7	0	1	17	65	456	398.3	2265	294	64	0	40	66	78	2807	2777



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	A to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	1
09:30	1	0	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2
P/TOT	3	0	0	0	0	0	0	3	3

TIME	A to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
16:00	1	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	2



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	B to A							TOT	PCU's	B to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	111	10	6	0	1	1	4	133	133.2	7	1	1	0	0	0	1	10	9.7
07:15	88	15	4	0	1	1	1	110	111.6	9	3	0	0	0	0	2	14	12.4
07:30	106	11	4	0	3	9	8	141	134.2	15	4	0	0	0	1	1	21	19.6
07:45	102	13	1	0	1	3	12	132	122.1	32	2	0	0	0	0	2	36	34.4
H/TOT	407	49	15	0	6	14	25	516	501.1	63	10	1	0	0	1	6	81	76.1
08:00	124	13	5	1	2	3	12	160	154.4	27	3	1	0	0	0	3	34	32.1
08:15	119	8	4	0	1	1	8	141	137	27	3	2	0	0	2	6	40	35
08:30	117	11	3	1	4	4	1	141	144.6	14	6	0	0	0	0	9	29	21.8
08:45	97	8	3	0	4	1	6	119	119.1	24	6	0	0	0	0	2	32	30.4
H/TOT	457	40	15	2	11	9	27	561	555.1	92	18	3	0	0	2	20	135	119.3
09:00	99	10	4	1	5	1	4	124	128.5	16	4	1	0	1	0	2	24	23.9
09:15	89	23	6	0	5	1	1	125	131.6	23	3	1	0	0	0	1	28	27.7
09:30	89	11	9	1	3	2	3	118	123.2	17	3	1	0	0	0	1	22	21.7
09:45	87	11	6	0	0	5	1	110	109.2	24	2	1	0	0	2	3	32	28.9
H/TOT	364	55	25	2	13	9	9	477	492.5	80	12	4	0	1	2	7	106	102.2
P/TOT	1228	144	55	4	30	32	61	1554	1548.7	235	40	8	0	1	5	33	322	297.6

TIME	B to A							TOT	PCU's	B to C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	83	25	9	0	2	3	6	128	127.9	16	3	3	0	0	1	0	23	23.9
14:45	87	24	4	2	2	3	0	122	126.8	23	4	1	0	0	1	2	31	29.3
H/TOT	170	49	13	2	4	6	6	250	254.7	39	7	4	0	0	2	2	54	53.2
15:00	96	20	8	1	1	4	2	132	134.3	30	3	3	0	0	0	0	36	37.5
15:15	81	23	8	0	2	5	3	122	122.6	31	3	1	0	0	0	4	39	36.3
15:30	96	18	3	0	3	2	2	124	125.7	31	2	1	0	0	0	0	34	34.5
15:45	110	36	3	0	4	4	2	159	160.5	39	3	0	0	1	2	2	47	45.2
H/TOT	383	97	22	1	10	15	9	537	543.1	131	11	5	0	1	2	6	156	153.5
16:00	102	29	8	1	3	2	1	146	152.3	33	5	0	0	0	1	3	42	39
16:15	104	29	5	0	6	6	3	153	155.5	26	3	0	0	0	0	6	35	30.2
16:30	121	36	5	0	7	2	6	177	180.5	31	4	0	0	0	2	2	39	36.2
16:45	99	25	4	0	4	6	7	145	141.8	58	6	2	0	0	0	4	70	67.8
H/TOT	426	119	22	1	20	16	17	621	630.1	148	18	2	0	0	3	15	186	173.2
17:00	95	15	6	0	1	10	3	130	125.6	41	9	2	0	0	0	4	56	53.8
17:15	134	32	4	0	1	6	4	181	177.2	33	1	0	0	0	4	9	47	37.4
17:30	98	25	1	0	3	9	8	144	135.7	24	3	0	0	0	4	7	38	30
17:45	100	24	6	0	1	7	15	153	140.8	40	4	0	0	0	4	12	60	48
H/TOT	427	96	17	0	6	32	30	608	579.3	138	17	2	0	0	12	32	201	169.2
18:00	108	12	2	0	1	6	13	142	130	22	2	0	0	0	4	9	37	27.4
18:15	107	16	1	0	2	4	21	151	134.3	30	3	0	0	0	5	12	50	37.4
18:30	126	14	7	0	1	5	19	172	158.3	26	2	0	0	0	1	12	41	30.8
18:45	88	7	4	0	2	8	17	126	111.6	25	2	1	0	0	4	7	39	31.5
H/TOT	429	49	14	0	6	23	70	591	534.2	103	9	1	0	0	14	40	167	127.1
P/TOT	1835	410	88	4	46	92	132	2607	2541.4	559	62	14	0	1	33	95	764	676.2



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	B to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	1	0	0	0	0	0	0	1	1
07:15	1	0	1	0	0	0	0	2	2.5
07:30	2	0	0	0	0	0	0	2	2
07:45	1	0	0	0	0	0	0	1	1
H/TOT	5	0	1	0	0	0	0	6	6.5
08:00	1	0	0	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	1
08:45	2	1	0	0	0	0	0	3	3
H/TOT	4	1	0	0	0	0	0	5	5
09:00	1	1	0	0	0	0	0	2	2
09:15	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	2
09:45	3	0	0	0	0	0	0	3	3
H/TOT	6	1	0	0	0	0	0	7	7
P/TOT	15	2	1	0	0	0	0	18	18.5

TIME	B to B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	1	1	0	0	0	0	0	2	2
14:45	1	1	0	0	0	0	0	2	2
H/TOT	2	2	0	0	0	0	0	4	4
15:00	3	0	0	0	0	0	0	3	3
15:15	1	0	0	0	0	0	0	1	1
15:30	1	1	0	0	0	0	0	2	2
15:45	1	0	0	0	0	1	0	2	1.4
H/TOT	6	1	0	0	0	1	0	8	7.4
16:00	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	1
16:30	1	0	0	0	0	0	0	1	1
16:45	1	0	0	0	0	0	0	1	1
H/TOT	2	1	0	0	0	0	0	3	3
17:00	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
18:00	1	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1
P/TOT	12	4	0	0	0	1	0	17	16.4



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	15	1	0	0	0	1	6	23	17.6	30	3	0	1	0	0	2	36	35.7
07:15	10	0	1	1	0	2	4	18	15.4	23	5	1	0	0	0	3	32	30.1
07:30	22	4	1	0	0	0	14	41	30.3	27	5	1	0	0	0	4	37	34.3
07:45	24	4	4	0	0	2	17	51	38.2	28	1	0	0	0	0	5	34	30
H/TOT	71	9	6	1	0	5	41	133	101.5	108	14	2	1	0	0	14	139	130.1
08:00	17	4	0	0	0	4	16	41	25.8	37	7	3	0	0	1	4	52	49.7
08:15	20	4	3	0	0	2	11	40	31.5	38	6	2	0	0	3	5	54	49.2
08:30	27	3	1	0	0	1	9	41	33.7	30	2	2	0	0	0	2	36	35.4
08:45	28	3	1	0	0	2	15	49	36.3	26	2	3	0	0	0	4	35	33.3
H/TOT	92	14	5	0	0	9	51	171	127.3	131	17	10	0	0	4	15	177	167.6
09:00	20	2	0	0	0	1	4	27	23.2	17	7	1	0	0	0	2	27	25.9
09:15	30	5	1	0	0	1	6	43	38.1	15	3	1	0	0	0	4	23	20.3
09:30	22	6	1	0	0	0	4	33	30.3	21	4	1	0	0	1	7	34	28.3
09:45	17	4	0	0	0	0	2	23	21.4	19	4	0	0	0	0	1	24	23.2
H/TOT	89	17	2	0	0	2	16	126	113	72	18	3	0	0	1	14	108	97.7
P/TOT	252	40	13	1	0	16	108	430	341.8	311	49	15	1	0	5	43	424	395.4

TIME	C to B							TOT	PCU's	C to A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	35	3	1	0	0	0	0	39	39.5	29	7	3	0	0	0	3	42	41.1
14:45	13	3	0	0	0	1	0	17	16.4	24	0	1	0	0	1	1	27	26.1
H/TOT	48	6	1	0	0	1	0	56	55.9	53	7	4	0	0	1	4	69	67.2
15:00	25	4	1	0	0	0	0	30	30.5	17	2	3	0	0	0	1	23	23.7
15:15	24	5	0	0	1	0	1	31	31.2	13	4	0	0	0	0	0	17	17
15:30	21	3	0	0	0	0	1	25	24.2	22	2	1	0	1	1	1	28	28.1
15:45	37	3	0	0	0	2	2	44	41.2	16	1	2	0	0	1	0	20	20.4
H/TOT	107	15	1	0	1	2	4	130	127.1	68	9	6	0	1	2	2	88	89.2
16:00	19	1	0	0	2	1	0	23	24.4	31	4	1	0	0	0	3	39	37.1
16:15	23	4	0	0	0	0	1	28	27.2	16	1	2	0	0	1	1	21	20.6
16:30	19	1	4	0	0	0	2	26	26.4	17	2	0	0	0	0	0	19	19
16:45	24	5	1	0	0	1	3	34	31.5	38	8	0	0	1	0	2	49	48.4
H/TOT	85	11	5	0	2	2	6	111	109.5	102	15	3	0	1	1	6	128	125.1
17:00	30	3	0	0	0	1	1	35	33.6	31	6	1	0	1	1	2	42	41.3
17:15	26	0	0	0	0	0	2	28	26.4	21	3	0	0	0	3	1	28	25.4
17:30	22	0	1	0	0	2	2	27	24.7	29	3	1	0	0	1	2	36	34.3
17:45	21	1	1	0	0	0	2	25	23.9	31	2	0	0	1	0	0	34	35
H/TOT	99	4	2	0	0	3	7	115	108.6	112	14	2	0	2	5	5	140	136
18:00	14	0	1	0	0	1	6	22	17.1	23	1	0	0	0	1	3	28	25
18:15	25	0	1	0	0	1	2	29	27.3	38	5	1	0	0	2	2	48	45.7
18:30	25	1	0	0	0	1	0	27	26.4	23	5	0	0	1	4	5	38	32.6
18:45	22	0	1	0	0	1	3	27	24.5	19	1	0	0	0	0	5	25	21
H/TOT	86	1	3	0	0	4	11	105	95.3	103	12	1	0	1	7	15	139	124.3
P/TOT	425	37	12	0	3	12	28	517	496.4	438	57	16	0	5	16	32	564	541.8



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	C to C						TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL		
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C to C						TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL		
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	1	1
P/TOT	1	0	0	0	0	0	1	1



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	141	13	6	1	1	1	6	169	168.9	96	41	2	0	6	7	10	162	156.8
07:15	111	20	5	0	1	1	4	142	141.7	99	52	7	0	2	9	16	185	172.3
07:30	133	16	5	0	3	9	12	178	168.5	90	45	6	1	7	6	24	179	167.5
07:45	131	14	1	0	1	3	17	167	153.1	128	33	9	2	6	9	24	211	199.5
H/TOT	516	63	17	1	6	14	39	656	632.2	413	171	24	3	21	31	74	737	696.1
08:00	161	20	8	1	2	4	16	212	204.1	128	35	10	0	3	8	20	204	191.2
08:15	157	14	6	0	1	4	13	195	186.2	128	29	3	0	5	12	21	198	180.5
08:30	147	13	5	1	4	4	3	177	180	119	32	10	0	2	10	17	190	177.4
08:45	123	10	6	0	4	1	10	154	152.4	143	20	13	0	1	8	16	201	190.9
H/TOT	588	57	25	2	11	13	42	738	722.7	518	116	36	0	11	38	74	793	740
09:00	116	17	5	1	5	1	6	151	154.4	118	34	6	1	2	8	15	184	173.5
09:15	105	26	7	0	5	1	5	149	152.9	100	29	8	0	3	10	13	163	153.6
09:30	111	15	10	1	3	3	10	153	152.5	117	23	10	0	0	2	8	160	157.4
09:45	106	15	6	0	0	5	2	134	132.4	127	28	7	0	1	6	7	176	171.3
H/TOT	438	73	28	2	13	10	23	587	592.2	462	114	31	1	6	26	43	683	655.8
P/TOT	1542	193	70	5	30	37	104	1981	1947.1	1393	401	91	4	38	95	191	2213	2091.9

TIME	TO ARM A							TOT	PCU's	FROM ARM A							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	112	32	12	0	2	3	9	170	169	121	20	8	0	3	4	3	159	161.2
14:45	111	24	5	2	2	4	1	149	152.9	110	22	3	0	1	0	1	137	138.7
H/TOT	223	56	17	2	4	7	10	319	321.9	231	42	11	0	4	4	4	296	299.9
15:00	113	22	11	1	1	4	3	155	158	136	22	7	0	4	5	4	178	179.3
15:15	94	27	8	0	2	5	3	139	139.6	114	20	10	0	2	4	3	153	155.2
15:30	119	20	4	0	4	3	3	153	154.8	124	14	4	0	5	6	1	154	156.6
15:45	126	37	5	0	4	5	2	179	180.9	116	18	3	0	3	4	7	151	147.5
H/TOT	452	106	28	1	11	17	11	626	633.3	490	74	24	0	14	19	15	636	638.6
16:00	134	33	9	1	3	2	4	186	190.4	128	28	4	0	1	1	8	170	166
16:15	120	30	7	0	6	7	4	174	176.1	157	18	4	0	2	3	4	188	187
16:30	138	38	5	0	7	2	6	196	199.5	139	23	4	0	5	4	2	177	180
16:45	137	33	4	0	5	6	9	194	190.2	157	21	5	0	1	7	7	198	191.7
H/TOT	529	134	25	1	21	17	23	750	756.2	581	90	17	0	9	15	21	733	724.7
17:00	126	21	7	0	2	11	5	172	166.9	157	15	4	0	2	4	10	192	185.6
17:15	155	35	4	0	1	9	5	209	202.6	150	13	1	0	2	9	6	181	173.3
17:30	127	28	2	0	3	10	10	180	170	145	23	1	0	1	4	18	192	176.7
17:45	131	26	6	0	2	7	15	187	175.8	170	20	3	0	2	2	9	206	201.1
H/TOT	539	110	19	0	8	37	35	748	715.3	622	71	9	0	7	19	43	771	736.7
18:00	131	13	2	0	1	7	16	170	155	171	15	0	0	1	6	16	209	193.6
18:15	145	21	2	0	2	6	23	199	180	197	17	5	0	1	5	9	234	227.3
18:30	149	19	7	0	2	9	24	210	190.9	126	6	4	0	2	9	22	169	150
18:45	107	8	4	0	2	8	22	151	132.6	185	9	1	0	3	6	13	217	206.5
H/TOT	532	61	15	0	7	30	85	730	658.5	679	47	10	0	7	26	60	829	777.4
P/TOT	2275	467	104	4	51	108	164	3173	3085.2	2603	324	71	0	41	83	143	3265	3177.3



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	101	38	2	0	6	8	15	170	160.2	119	11	7	0	1	1	5	144	143.9
07:15	95	47	8	1	2	11	15	179	167.7	98	18	5	0	1	1	3	126	126.5
07:30	105	47	6	1	7	6	33	205	186.3	123	15	4	0	3	10	9	164	155.8
07:45	137	36	12	2	6	11	37	241	219.4	135	15	1	0	1	3	14	169	157.5
H/TOT	438	168	28	4	21	36	100	795	733.6	475	59	17	0	6	15	31	603	583.7
08:00	134	33	10	0	3	10	34	224	198.8	152	16	6	1	2	3	15	195	187.5
08:15	129	29	6	0	5	13	25	207	187.2	146	11	6	0	1	3	14	181	172
08:30	133	30	10	0	2	10	20	205	190	132	17	3	1	4	4	10	171	167.4
08:45	161	21	13	0	1	10	27	233	212.9	123	15	3	0	4	1	8	154	152.5
H/TOT	557	113	39	0	11	43	106	869	788.9	553	59	18	2	11	11	47	701	679.4
09:00	121	31	5	1	2	8	19	187	172.8	116	15	5	1	6	1	6	150	154.4
09:15	114	31	7	0	3	9	14	178	167.9	112	26	7	0	5	1	2	153	159.3
09:30	114	23	10	0	0	2	12	161	155.2	108	14	10	1	3	2	4	142	146.9
09:45	129	28	7	0	1	6	5	176	172.9	114	13	7	0	0	7	4	145	141.1
H/TOT	478	113	29	1	6	25	50	702	668.8	450	68	29	2	14	11	16	590	601.7
P/TOT	1473	394	96	5	38	104	256	2366	2191.3	1478	186	64	4	31	37	94	1894	1864.8

TIME	TO ARM B							TOT	PCU's	FROM ARM B							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	142	22	8	0	3	3	3	181	183.8	100	29	12	0	2	4	6	153	153.8
14:45	106	23	3	0	1	1	0	134	135.9	111	29	5	2	2	4	2	155	158.1
H/TOT	248	45	11	0	4	4	3	315	319.7	211	58	17	2	4	8	8	308	311.9
15:00	142	24	7	0	4	5	2	184	186.9	129	23	11	1	1	4	2	171	174.8
15:15	126	22	9	0	3	3	3	166	169.3	113	26	9	0	2	5	7	162	159.9
15:30	133	16	4	0	5	4	2	164	167	128	21	4	0	3	2	2	160	162.2
15:45	131	18	3	0	3	6	5	166	162.9	150	39	3	0	5	7	4	208	207.1
H/TOT	532	80	23	0	15	18	12	680	686.1	520	109	27	1	11	18	15	701	704
16:00	135	26	3	0	3	2	4	173	173.1	135	34	8	1	3	3	4	188	191.3
16:15	155	19	4	0	2	3	4	187	186	130	33	5	0	6	6	9	189	186.7
16:30	146	22	8	0	5	3	3	187	191.8	153	40	5	0	7	4	8	217	217.7
16:45	159	26	5	0	1	6	7	204	198.3	158	31	6	0	4	6	11	216	210.6
H/TOT	595	93	20	0	11	14	18	751	749.2	576	138	24	1	20	19	32	810	806.3
17:00	165	17	4	0	2	2	5	195	193.8	136	24	8	0	1	10	7	186	179.4
17:15	159	13	1	0	2	7	5	187	181.3	168	33	4	0	1	10	13	229	215.6
17:30	150	22	2	0	1	6	12	193	181.8	122	28	1	0	3	13	15	182	165.7
17:45	168	20	4	0	2	2	10	206	200.8	140	28	6	0	1	11	27	213	188.8
H/TOT	642	72	11	0	7	17	32	781	757.7	566	113	19	0	6	44	62	810	749.5
18:00	163	14	1	0	1	6	14	199	185.7	131	14	2	0	1	10	22	180	158.4
18:15	200	17	4	0	1	5	8	235	228.6	137	19	1	0	2	9	33	201	171.7
18:30	134	5	4	0	2	9	10	164	154.6	152	16	7	0	1	6	31	213	189.1
18:45	188	9	2	0	2	6	9	216	208.2	113	9	5	0	2	12	24	165	143.1
H/TOT	685	45	11	0	6	26	41	814	777.1	533	58	15	0	6	37	110	759	662.3
P/TOT	2702	335	76	0	43	79	106	3341	3289.8	2406	476	102	4	47	126	227	3388	3234



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

DAY: Wednesday

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	18	5	1	0	0	0	2	26	24.9	45	4	0	1	0	1	8	59	53.3
07:15	24	8	1	0	0	0	7	40	34.9	33	5	2	1	0	2	7	50	45.5
07:30	24	6	1	0	0	1	6	38	33.1	49	9	2	0	0	0	18	78	64.6
07:45	47	3	1	0	0	0	6	57	52.7	52	5	4	0	0	2	22	85	68.2
H/TOT	113	22	4	0	0	1	21	161	145.6	179	23	8	2	0	5	55	272	231.6
08:00	39	9	1	0	0	2	5	56	51.3	54	11	3	0	0	5	20	93	75.5
08:15	46	7	2	0	0	3	13	71	59.8	58	10	5	0	0	5	16	94	80.7
08:30	28	11	1	0	0	1	15	56	43.9	57	5	3	0	0	1	11	77	69.1
08:45	36	9	1	0	0	0	6	52	47.7	54	5	4	0	0	2	19	84	69.6
H/TOT	149	36	5	0	0	6	39	235	202.7	223	31	15	0	0	13	66	348	294.9
09:00	34	10	2	0	1	1	2	50	49.8	37	9	1	0	0	1	6	54	49.1
09:15	38	6	3	0	0	2	6	55	50.5	45	8	2	0	0	1	10	66	58.4
09:30	43	9	2	0	0	0	1	55	55.2	43	10	2	0	0	1	11	67	58.6
09:45	42	6	1	0	0	2	7	58	51.7	36	8	0	0	0	0	3	47	44.6
H/TOT	157	31	8	0	1	5	16	218	207.2	161	35	5	0	0	3	30	234	210.7
P/TOT	419	89	17	0	1	12	76	614	555.5	563	89	28	2	0	21	151	854	737.2

TIME	TO ARM C							TOT	PCU's	FROM ARM C							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	31	5	4	0	0	2	0	42	42.8	64	10	4	0	0	0	3	81	80.6
14:45	41	7	1	0	0	1	3	53	50.5	37	3	1	0	0	2	1	44	42.5
H/TOT	72	12	5	0	0	3	3	95	93.3	101	13	5	0	0	2	4	125	123.1
15:00	52	5	4	0	0	0	2	63	63.4	42	6	4	0	0	0	1	53	54.2
15:15	44	6	2	0	0	1	5	58	54.4	37	9	0	0	1	0	1	48	48.2
15:30	43	4	1	0	0	2	0	50	49.3	43	5	1	0	1	1	2	53	52.3
15:45	62	6	0	0	1	3	6	78	72.4	53	4	2	0	0	3	2	64	61.6
H/TOT	201	21	7	0	1	6	13	249	239.5	175	24	7	0	2	4	6	218	216.3
16:00	44	8	1	0	0	1	7	61	55.3	50	5	1	0	2	1	3	62	61.5
16:15	51	7	0	0	0	0	7	65	59.4	39	5	2	0	0	1	2	49	47.8
16:30	44	6	0	0	0	3	3	56	51.8	36	3	4	0	0	0	2	45	45.4
16:45	81	6	3	0	0	2	7	99	93.7	62	13	1	0	1	1	5	83	79.9
H/TOT	220	27	4	0	0	6	24	281	260.2	187	26	8	0	3	3	12	239	234.6
17:00	63	10	2	0	0	3	10	88	79.2	61	9	1	0	1	2	3	77	74.9
17:15	51	1	0	0	0	6	12	70	56.8	47	3	0	0	0	3	3	56	51.8
17:30	41	4	0	0	0	4	15	64	49.6	51	3	2	0	0	3	4	63	59
17:45	63	5	0	0	0	4	13	85	72.2	52	3	1	0	1	0	2	59	58.9
H/TOT	218	20	2	0	0	17	50	307	257.8	211	18	4	0	2	8	12	255	244.6
18:00	45	3	0	0	0	5	17	70	53.4	37	1	1	0	0	2	9	50	42.1
18:15	52	3	2	0	0	6	15	78	63.4	63	5	2	0	0	3	4	77	73
18:30	43	4	0	0	0	2	24	73	52.6	48	6	0	0	1	5	5	65	59
18:45	45	2	1	0	1	5	14	68	55.3	42	1	1	0	0	1	8	53	46.5
H/TOT	185	12	3	0	1	18	70	289	224.7	190	13	4	0	1	11	26	245	220.6
P/TOT	896	92	21	0	2	50	160	1221	1075.5	864	94	28	0	8	28	60	1082	1039.2



SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane

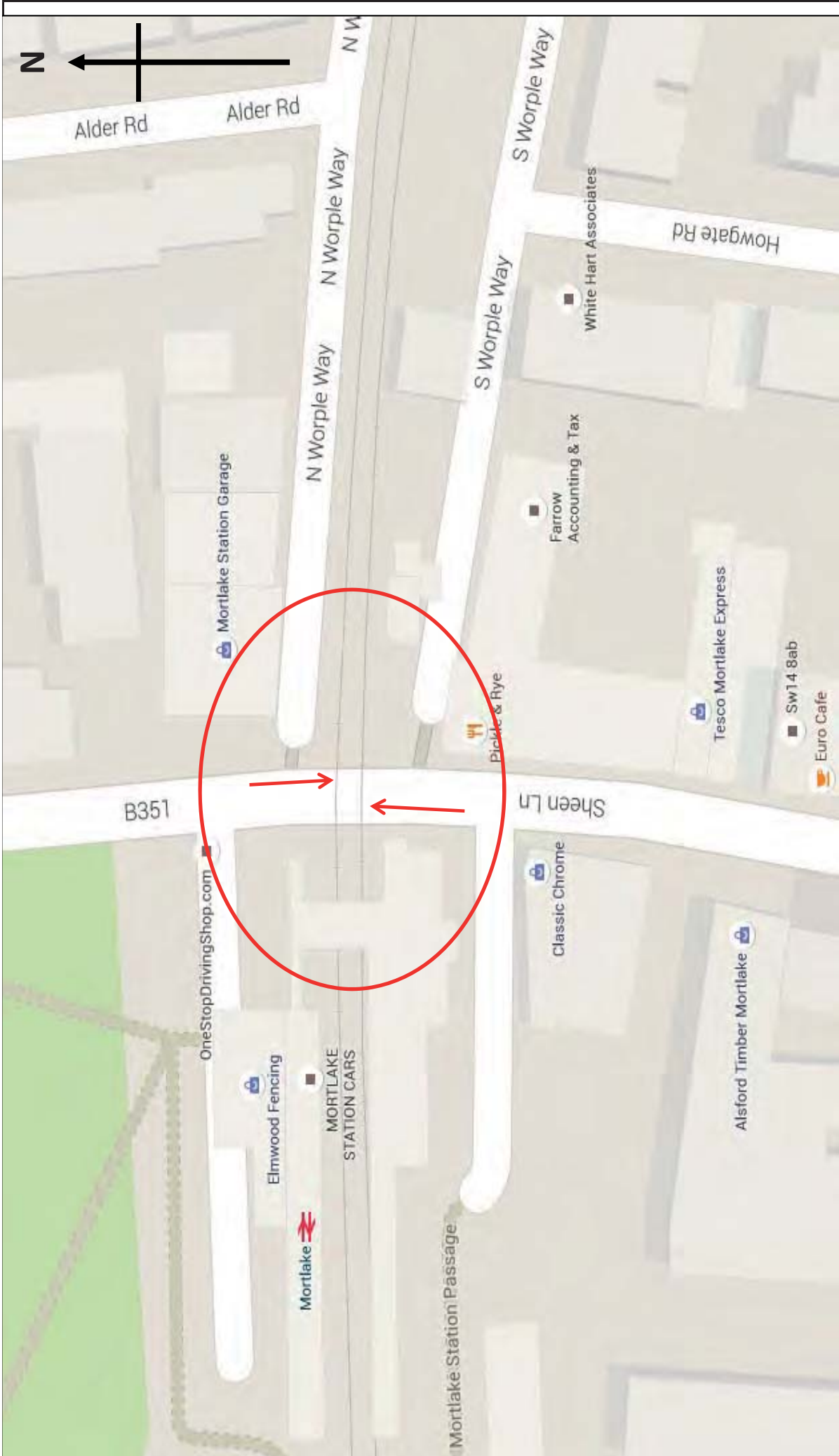
DAY: Wednesday


TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	260	56	9	1	7	9	23	365	354
07:15	230	75	14	1	3	12	26	361	344.3
07:30	262	69	12	1	10	16	51	421	387.9
07:45	315	53	14	2	7	14	60	465	425.2
H/TOT	1067	253	49	5	27	51	160	1612	1511.4
08:00	334	62	19	1	5	16	55	492	454.2
08:15	332	50	14	0	6	20	51	473	433.2
08:30	308	54	16	1	6	15	38	438	413.9
08:45	320	40	20	0	5	11	43	439	413
H/TOT	1294	206	69	2	22	62	187	1842	1714.3
09:00	271	58	12	2	8	10	27	388	377
09:15	257	63	17	0	8	12	25	382	371.3
09:30	268	47	22	1	3	5	23	369	362.9
09:45	277	49	14	0	1	13	14	368	357
H/TOT	1073	217	65	3	20	40	89	1507	1468.2
P/TOT	3434	676	183	10	69	153	436	4961	4693.9

PEAK HOUR CALCULATION	PEAK VALUE	
	TOT	PCU's
07:00 to 08:00	1612	1511
07:15 to 08:15	1739	1612
07:30 to 08:30	1851	1701
07:45 to 08:45	1868	1727
08:00 to 09:00	1842	1714
08:15 to 09:15	1738	1637
08:30 to 09:30	1647	1575
08:45 to 09:45	1578	1524
09:00 to 10:00	1507	1468
PEAK VALUE	1868	1727

TIME	JUNCTION TOTAL							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	285	59	24	0	5	8	12	393	395.6
14:45	258	54	9	2	3	6	4	336	339.3
H/TOT	543	113	33	2	8	14	16	729	734.9
15:00	307	51	22	1	5	9	7	402	408.3
15:15	264	55	19	0	5	9	11	363	363.3
15:30	295	40	9	0	9	9	5	367	371.1
15:45	319	61	8	0	8	14	13	423	416.2
H/TOT	1185	207	58	1	27	41	36	1555	1558.9
16:00	313	67	13	1	6	5	15	420	418.8
16:15	326	56	11	0	8	10	15	426	421.5
16:30	328	66	13	0	12	8	12	439	443.1
16:45	377	65	12	0	6	14	23	497	482.2
H/TOT	1344	254	49	1	32	37	65	1782	1765.6
17:00	354	48	13	0	4	16	20	455	439.9
17:15	365	49	5	0	3	22	22	466	440.7
17:30	318	54	4	0	4	20	37	437	401.4
17:45	362	51	10	0	4	13	38	478	448.8
H/TOT	1399	202	32	0	15	71	117	1836	1730.8
18:00	339	30	3	0	2	18	47	439	394.1
18:15	397	41	8	0	3	17	46	512	472
18:30	326	28	11	0	4	20	58	447	398.1
18:45	340	19	7	0	5	19	45	435	396.1
H/TOT	1402	118	29	0	14	74	196	1833	1660.3
P/TOT	5873	894	201	4	96	237	430	7735	7450.5

PEAK HOUR CALCULATION	PEAK VALUE	
	TOT	PCU's
14:30 to 15:30	1494	1506.5
14:45 to 15:45	1468	1482
15:00 to 16:00	1555	1558.9
15:15 to 16:15	1573	1569.4
15:30 to 16:30	1636	1627.6
15:45 to 16:45	1708	1699.6
16:00 to 17:00	1782	1765.6
16:15 to 17:15	1817	1786.7
16:30 to 17:30	1857	1805.9
16:45 to 17:45	1855	1764.2
17:00 to 18:00	1836	1730.8
17:15 to 18:15	1820	1685
17:30 to 18:30	1866	1716.3
17:45 to 18:45	1876	1713
18:00 to 19:00	1833	1660.3
PEAK VALUE	1876	1805.9



	Site / Location: Site 4, Sheen Lane level crossing	Project No: 6386	Drawing No: 6386-04	Drawn By: SR
	Survey Date: Wednesday 15th June 2016	Project Name: Mortlake		
	Survey Times: 07:00 to 10:00 & 14:30 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 4

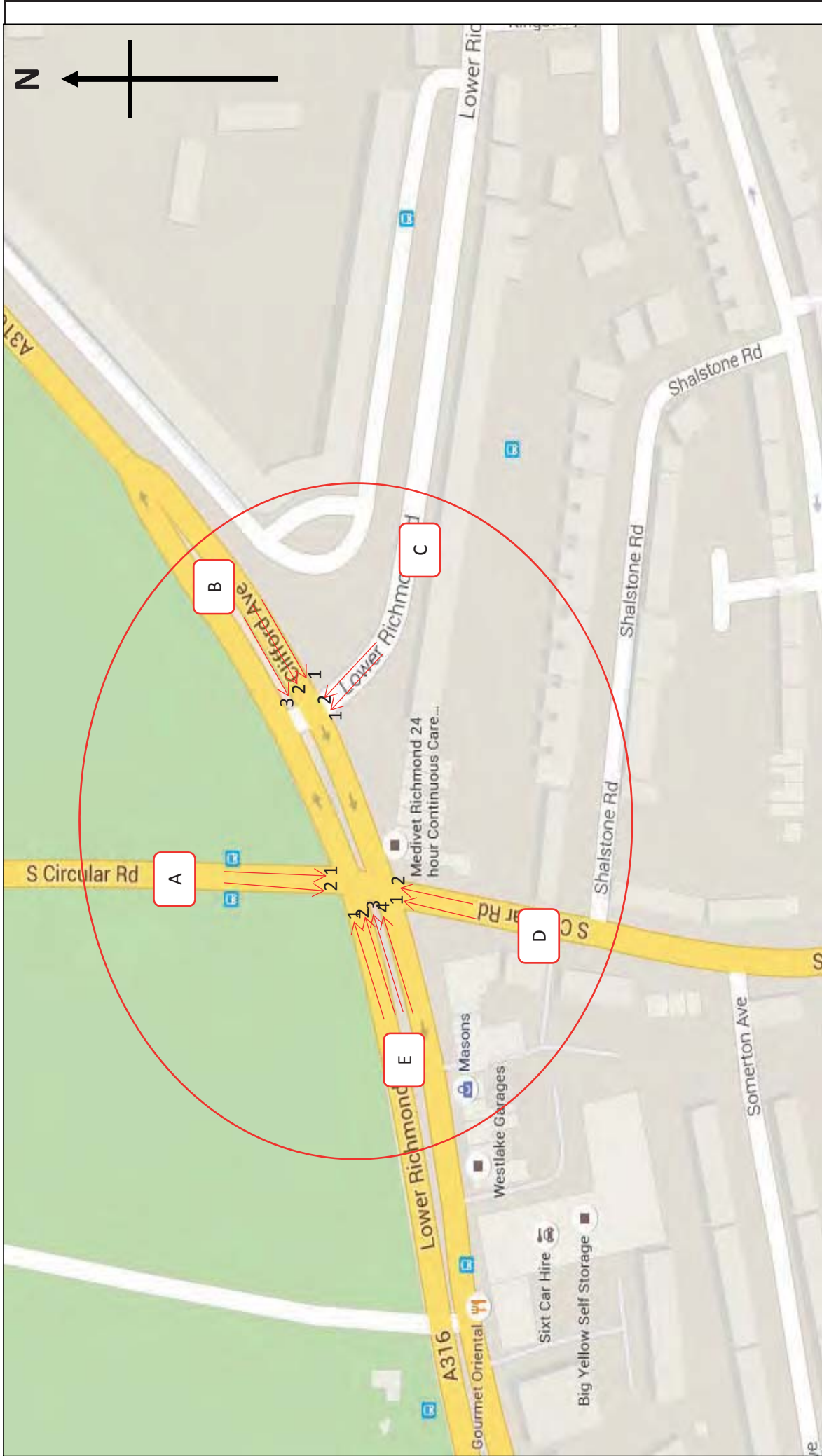
DATE: 15/06/2016


LOCATION: Sheen Lane level crossing

DAY: Wednesday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	45	4	1	0	0	1	9	60	52.7	18	6	0	0	0	0	4	28	24.8
07:15	32	6	2	1	0	2	3	46	44.7	21	5	2	0	0	0	3	31	29.6
07:30	47	9	2	0	0	0	10	68	61	24	6	1	0	0	1	10	42	33.9
07:45	52	5	3	0	0	2	14	76	65.1	40	5	1	0	0	0	7	53	47.9
H/TOT	176	24	8	1	0	5	36	250	223.5	103	22	4	0	0	1	24	154	136.2
08:00	52	10	3	0	0	4	22	91	72.5	43	9	2	0	0	2	7	63	57.2
08:15	63	10	5	0	0	6	12	96	85.3	45	9	0	0	0	3	11	68	57.4
08:30	50	5	2	0	0	1	8	66	60	28	11	2	0	0	1	11	53	44.6
08:45	53	5	4	0	0	2	19	83	68.6	34	8	1	0	0	1	7	51	45.3
H/TOT	218	30	14	0	0	13	61	336	286.4	150	37	5	0	0	7	36	235	204.5
09:00	41	8	0	0	0	1	6	56	50.6	32	10	3	0	1	1	2	49	49.3
09:15	43	7	2	0	0	1	10	63	55.4	36	5	1	0	0	1	6	49	44.1
09:30	42	9	2	0	0	1	12	66	56.8	44	11	2	0	0	2	4	63	59.6
09:45	36	8	0	0	0	0	3	47	44.6	44	5	2	0	0	1	6	58	53.6
H/TOT	162	32	4	0	0	3	31	232	207.4	156	31	8	0	1	5	18	219	206.6
P/TOT	556	86	26	1	0	21	128	818	717.3	409	90	17	0	1	13	78	608	547.3

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
14:30	64	9	2	0	0	0	4	79	76.8	44	6	1	0	0	2	0	53	52.3
14:45	35	6	1	0	0	2	3	47	43.9	38	6	1	0	0	1	4	50	46.7
H/TOT	99	15	3	0	0	2	7	126	120.7	82	12	2	0	0	3	4	103	99
15:00	41	5	4	0	0	0	2	52	52.4	44	4	5	0	0	1	4	58	56.7
15:15	37	6	0	0	1	0	4	48	45.8	51	7	2	0	0	0	4	64	61.8
15:30	46	4	2	0	1	1	3	57	56	43	4	1	0	0	2	1	51	49.5
15:45	48	5	3	0	0	1	3	60	58.5	52	5	1	0	1	1	1	61	61.1
H/TOT	172	20	9	0	2	2	12	217	212.7	190	20	9	0	1	4	10	234	229.1
16:00	49	5	2	0	2	1	1	60	61.6	51	8	2	0	0	2	10	73	64.8
16:15	38	4	1	0	0	1	2	46	44.3	40	5	1	0	0	0	9	55	48.3
16:30	49	3	4	0	0	0	3	59	58.6	43	6	0	0	0	2	5	56	50.8
16:45	49	13	1	0	1	1	4	69	66.7	78	6	1	0	0	2	7	94	87.7
H/TOT	185	25	8	0	3	3	10	234	231.2	212	25	4	0	0	6	31	278	251.6
17:00	56	7	1	0	1	2	4	71	68.1	75	10	3	0	0	2	9	99	92.1
17:15	44	3	0	0	0	2	4	53	48.6	37	1	0	0	0	3	7	48	40.6
17:30	47	3	2	0	0	2	6	60	55	51	4	0	0	0	3	17	75	59.6
17:45	49	3	1	0	1	1	4	59	56.7	52	5	0	0	0	6	10	73	61.4
H/TOT	196	16	4	0	2	7	18	243	228.4	215	20	3	0	0	14	43	295	253.7
18:00	53	3	1	0	0	2	8	67	59.9	52	2	0	0	0	5	19	78	59.8
18:15	42	3	2	0	0	2	3	52	49.4	42	4	1	0	0	6	11	64	52.1
18:30	48	6	0	0	1	3	6	64	58.4	59	5	1	0	0	4	20	89	71.1
18:45	38	1	1	0	0	1	8	49	42.5	28	1	1	0	1	7	13	51	37.9
H/TOT	181	13	4	0	1	8	25	232	210.2	181	12	3	0	1	22	63	282	220.9
P/TOT	833	89	28	0	8	22	72	1052	1003.2	880	89	21	0	2	49	151	1192	1054.3



	Site / Location: Site 1, A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road	Project No.: 6386	Drawing No.: 6386-01	Drawn By: SR
	Survey Date: Wednesday 15th June 2016	Project Name: Mortlake		
	Survey Times: 07:00 to 10:00 & 14:30 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	6	4	0	0	1	35	07:00	6.5	5	1	0	0	37
07:00	0	0	0	0	0	0	07:00	5.5	4	1	0	0	32
07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0
07:00	6	4	0	0	1	35	07:00	6.5	5	1	0	0	37
07:05	2	2	0	0	0	12	07:05	7.3	5	0	1	0	42
07:05	3	3	0	0	0	17	07:05	8	6	0	0	1	46
07:05	6	6	0	0	0	35	07:05	9.5	8	1	0	0	55
07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0
07:05	6	6	0	0	0	35	07:05	9.5	8	1	0	0	55
07:10	17	17	0	0	0	98	07:10	20.8	15	1	1	1	120
07:10	12	10	0	0	1	69	07:10	22.3	20	0	1	0	128
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	17	17	0	0	0	98	07:10	22.3	20	0	1	0	128
07:15	0	0	0	0	0	0	07:15	25	22	2	0	0	144
07:15	10	10	0	0	0	58	07:15	21	15	4	0	0	121
07:15	11	9	0	0	1	63	07:15	20.5	13	5	0	0	118
07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0
07:15	11	9	0	0	1	63	07:15	25	22	2	0	0	144
07:20	2.5	1	1	0	0	14	07:20	15	12	2	0	0	86
07:20	8	8	0	0	0	46	07:20	23.2	12	0	4	1	133
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	8	8	0	0	0	46	07:20	23.2	12	0	4	1	133
07:25	6	6	0	0	0	35	07:25	19.8	16	1	1	0	114
07:25	8.5	7	1	0	0	49	07:25	19.8	16	1	1	0	114
07:25	13.5	8	1	0	2	78	07:25	13.5	12	1	0	0	78
07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0
07:25	13.5	8	1	0	2	78	07:25	19.8	16	1	1	0	114
07:30	13	13	0	0	0	75	07:30	13	13	0	0	0	75
07:30	4.3	2	0	1	0	25	07:30	6	6	0	0	0	35
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	13	13	0	0	0	75	07:30	13	13	0	0	0	75
07:35	2	2	0	0	0	12	07:35	18.8	13	1	1	1	108
07:35	2	2	0	0	0	12	07:35	9.3	7	0	1	0	53
07:35	2	0	0	0	1	12	07:35	20.3	13	2	1	1	117
07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0
07:35	2	2	0	0	0	12	07:35	20.3	13	2	1	1	117
07:40	13	11	0	0	1	75	07:40	23.6	14	2	2	1	136
07:40	3	1	0	0	1	17	07:40	22.8	14	3	1	1	131
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	13	11	0	0	1	75	07:40	23.6	14	2	2	1	136
07:45	6.5	5	1	0	0	37	07:45	15.5	9	3	0	1	89
07:45	0	0	0	0	0	0	07:45	14.8	8	3	1	0	85
07:45	8	8	0	0	0	46	07:45	16	11	2	0	1	92
07:45	0					0	07:45	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:45	0					0	07:45	0					0
07:45	8	8	0	0	0	46	07:45	16	11	2	0	1	92
07:50	6	6	0	0	0	35	07:50	13.5	10	1	0	1	78
07:50	20.5	17	1	0	1	118	07:50	18	12	4	0	0	104
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	20.5	17	1	0	1	118	07:50	18	12	4	0	0	104
07:55	16.5	15	1	0	0	95	07:55	16.3	14	0	1	0	94
07:55	12	10	0	0	1	69	07:55	10.5	9	1	0	0	60
07:55	8	8	0	0	0	46	07:55	2	2	0	0	0	12
07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0
07:55	16.5	15	1	0	0	95	07:55	16.3	14	0	1	0	94
08:00	1.5	0	1	0	0	9	08:00	8	8	0	0	0	46
08:00	2	2	0	0	0	12	08:00	12.8	7	1	1	1	74
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	2	2	0	0	0	12	08:00	12.8	7	1	1	1	74
08:05	10	10	0	0	0	58	08:05	18.5	17	1	0	0	106
08:05	7.5	6	1	0	0	43	08:05	13.5	12	1	0	0	78
08:05	6	6	0	0	0	35	08:05	5.3	3	0	1	0	30
08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0
08:05	10	10	0	0	0	58	08:05	18.5	17	1	0	0	106
08:10	2	2	0	0	0	12	08:10	4	4	0	0	0	23
08:10	7	7	0	0	0	40	08:10	6.5	5	1	0	0	37
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	7	7	0	0	0	40	08:10	6.5	5	1	0	0	37
08:15	17.5	16	1	0	0	101	08:15	17.5	13	3	0	0	101
08:15	9	9	0	0	0	52	08:15	10.5	9	1	0	0	60
08:15	4	4	0	0	0	23	08:15	11.8	6	1	1	1	68
08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0
08:15	17.5	16	1	0	0	101	08:15	17.5	13	3	0	0	101
08:20	16.3	11	2	1	0	94	08:20	15.5	14	1	0	0	89
08:20	25.8	22	1	1	0	148	08:20	16.8	13	1	1	0	97
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	25.8	22	1	1	0	148	08:20	16.8	13	1	1	0	97
08:25	21	21	0	0	0	121	08:25	13.5	12	1	0	0	78
08:25	20	20	0	0	0	115	08:25	15.8	12	1	1	0	91
08:25	21.5	20	1	0	0	124	08:25	19	10	6	0	0	109
08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0
08:25	21.5	20	1	0	0	124	08:25	19	10	6	0	0	109
08:30	19.5	18	1	0	0	112	08:30	23.5	22	1	0	0	135
08:30	11.3	9	0	1	0	65	08:30	19	19	0	0	0	109
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	19.5	18	1	0	0	112	08:30	23.5	22	1	0	0	135
08:35	17	12	2	0	1	98	08:35	19	17	0	0	1	109
08:35	13.3	11	0	1	0	76	08:35	16	13	2	0	0	92

25.8 23.5

15

29

14

35

43

41

43



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:35	5	5	0	0	0	29	08:35	9.5	8	1	0	0	55
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	17	12	2	0	1	98	08:35	19	17	0	0	1	109
08:40	4	4	0	0	0	23	08:40	7.5	6	1	0	0	43
08:40	14.5	13	1	0	0	83	08:40	11	11	0	0	0	63
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	14.5	13	1	0	0	83	08:40	11	11	0	0	0	63
08:45	6	6	0	0	0	35	08:45	10.5	6	3	0	0	60
08:45	12.5	11	1	0	0	72	08:45	14	6	4	0	1	81
08:45	9	6	2	0	0	52	08:45	20	15	2	0	1	115
08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0
08:45	12.5	11	1	0	0	72	08:45	20	15	2	0	1	115
08:50	8.5	7	1	0	0	49	08:50	19	16	2	0	0	109
08:50	9	9	0	0	0	52	08:50	13	10	2	0	0	75
08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0
08:50	9	9	0	0	0	52	08:50	19	16	2	0	0	109
08:55	16.3	11	2	1	0	94	08:55	18.3	16	0	1	0	105
08:55	16	16	0	0	0	92	08:55	15	15	0	0	0	86
08:55	6	6	0	0	0	35	08:55	11.5	10	1	0	0	66
08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0
08:55	16.3	11	2	1	0	94	08:55	18.3	16	0	1	0	105

36

26

33

28

35



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	5	5	0	0	0	29	09:00	7	7	0	0	0	40
09:00	5.5	4	1	0	0	32	09:00	3	3	0	0	0	17
09:00	0					0	09:00	0					0
09:00	0					0	09:00	0					0
09:00	0					0	09:00	0					0
09:00	5.5	4	1	0	0	32	09:00	7	7	0	0	0	40
09:05	5	5	0	0	0	29	09:05	11.5	10	1	0	0	66
09:05	5	5	0	0	0	29	09:05	12.8	7	1	1	1	74
09:05	10	10	0	0	0	58	09:05	14.3	12	0	1	0	82
09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0
09:05	10	10	0	0	0	58	09:05	14.3	12	0	1	0	82
09:10	16.5	15	1	0	0	95	09:10	12.6	8	0	2	0	72
09:10	13.5	12	1	0	0	78	09:10	9.5	8	1	0	0	55
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	16.5	15	1	0	0	95	09:10	12.6	8	0	2	0	72
09:15	8	8	0	0	0	46	09:15	9	6	2	0	0	52
09:15	6	6	0	0	0	35	09:15	13	10	2	0	0	75
09:15	2	2	0	0	0	12	09:15	8.5	5	1	0	1	49
09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0
09:15	8	8	0	0	0	46	09:15	13	10	2	0	0	75
09:20	7	7	0	0	0	40	09:20	10.3	8	0	1	0	59
09:20	10	10	0	0	0	58	09:20	5	5	0	0	0	29
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	10	10	0	0	0	58	09:20	10.3	8	0	1	0	59
09:25	7	7	0	0	0	40	09:25	9.3	4	2	1	0	53
09:25	11	11	0	0	0	63	09:25	15.8	12	1	1	0	91
09:25	11.5	10	1	0	0	66	09:25	14.3	12	0	1	0	82
09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0
09:25	11.5	10	1	0	0	66	09:25	15.8	12	1	1	0	91
09:30	4	4	0	0	0	23	09:30	17	17	0	0	0	98
09:30	4	4	0	0	0	23	09:30	9	9	0	0	0	52
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	4	4	0	0	0	23	09:30	17	17	0	0	0	98
09:35	6	6	0	0	0	35	09:35	10	10	0	0	0	58
09:35	13.5	12	1	0	0	78	09:35	8	6	0	0	1	46
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	13.5	12	1	0	0	78	09:35	10	10	0	0	0	58
09:40	3	3	0	0	0	17	09:40	3	3	0	0	0	17
09:40	15	12	2	0	0	86	09:40	17	14	2	0	0	98
09:40	6.5	5	1	0	0	37	09:40	12.5	11	1	0	0	72
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	15	12	2	0	0	86	09:40	17	14	2	0	0	98
09:45	4	4	0	0	0	23	09:45	15.8	12	1	1	0	91
09:45	11.3	6	2	1	0	65	09:45	12.3	10	0	1	0	71
09:45	0					0	09:45	0					0
09:45	0					0	09:45	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:45	0					0	09:45	0					0
09:45	11.3	6	2	1	0	65	09:45	15.8	12	1	1	0	91
09:50	8.5	7	1	0	0	49	09:50	16	13	2	0	0	92
09:50	14	14	0	0	0	81	09:50	17.5	14	1	0	1	101
09:50	15.5	14	1	0	0	89	09:50	20	20	0	0	0	115
09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0
09:50	15.5	14	1	0	0	89	09:50	20	20	0	0	0	115
09:55	12.5	9	1	0	1	72	09:55	17	17	0	0	0	98
09:55	4	4	0	0	0	23	09:55	7.5	6	1	0	0	43
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	12.5	9	1	0	1	72	09:55	17	17	0	0	0	98
14:30	8	8	0	0	0	46	14:30	22.5	17	1	0	2	129
14:30	11.5	10	1	0	0	66	14:30	18.5	15	1	0	1	106
14:30	5	5	0	0	0	29	14:30	10	10	0	0	0	58
14:30	0					0	14:30	0					0
14:30	0					0	14:30	0					0
14:30	11.5	10	1	0	0	66	14:30	22.5	17	1	0	2	129
14:35	7	7	0	0	0	40	14:35	10.3	6	0	1	1	59
14:35	12.5	11	1	0	0	72	14:35	17	14	2	0	0	98
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	12.5	11	1	0	0	72	14:35	17	14	2	0	0	98
14:40	2	2	0	0	0	12	14:40	20	17	2	0	0	115
14:40	17	17	0	0	0	98	14:40	17.5	16	1	0	0	101
14:40	4	4	0	0	0	23	14:40	7	4	2	0	0	40
14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0
14:40	17	17	0	0	0	98	14:40	20	17	2	0	0	115
14:45	8	8	0	0	0	46	14:45	16	13	2	0	0	92
14:45	11	9	0	0	1	63	14:45	11.5	10	1	0	0	66
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	11	9	0	0	1	63	14:45	16	13	2	0	0	92
14:50	8	8	0	0	0	46	14:50	20.9	14	0	3	0	120
14:50	13	13	0	0	0	75	14:50	22	20	0	0	1	127
14:50	19	19	0	0	0	109	14:50	26.5	22	3	0	0	152
14:50	0					0	14:50	0					0
14:50	0					0	14:50	0					0
14:50	19	19	0	0	0	109	14:50	26.5	22	3	0	0	152
14:55	17	17	0	0	0	98	14:55	24.8	18	3	1	0	143
14:55	16	14	0	0	1	92	14:55	10.3	8	0	1	0	59
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	17	17	0	0	0	98	14:55	24.8	18	3	1	0	143
15:00	19.5	18	1	0	0	112	15:00	6	6	0	0	0	35
15:00	13.5	12	1	0	0	78	15:00	19.5	18	1	0	0	112
15:00	6	6	0	0	0	35	15:00	24.3	22	0	1	0	140
15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0
15:00	19.5	18	1	0	0	112	15:00	24.3	22	0	1	0	140
15:05	12	10	0	0	1	69	15:05	21.9	15	0	3	0	126
15:05	16	16	0	0	0	92	15:05	27.4	14	3	3	1	158



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	16	16	0	0	0	92	15:05	27.4	14	3	3	1	158
15:10	2	2	0	0	0	12	15:10	22.5	16	3	0	1	129
15:10	12.5	11	1	0	0	72	15:10	22.3	20	0	1	0	128
15:10	8	8	0	0	0	46	15:10	18.6	12	0	2	1	107
15:10	0					0	15:10	0					0
15:10	0					0	15:10	0					0
15:10	12.5	11	1	0	0	72	15:10	22.5	16	3	0	1	129
15:15	7.5	6	1	0	0	43	15:15	14.3	10	0	1	1	82
15:15	7.5	4	1	0	1	43	15:15	13.5	12	1	0	0	78
15:15	0					0	15:15	0					0
15:15	0					0	15:15	0					0
15:15	0					0	15:15	0					0
15:15	7.5	6	1	0	0	43	15:15	14.3	10	0	1	1	82
15:20	18.5	15	1	0	1	106	15:20	25.8	22	1	1	0	148
15:20	16	16	0	0	0	92	15:20	21	19	0	0	1	121
15:20	17	17	0	0	0	98	15:20	26	23	2	0	0	150
15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0
15:20	18.5	15	1	0	1	106	15:20	26	23	2	0	0	150
15:25	18.5	17	1	0	0	106	15:25	22	17	2	0	1	127
15:25	12.5	11	1	0	0	72	15:25	15.5	12	1	0	1	89
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	18.5	17	1	0	0	106	15:25	22	17	2	0	1	127
15:30	7.5	4	1	0	1	43	15:30	18.5	15	1	0	1	106
15:30	19	19	0	0	0	109	15:30	10	10	0	0	0	58
15:30	18	16	0	0	1	104	15:30	6	6	0	0	0	35
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	19	19	0	0	0	109	15:30	18.5	15	1	0	1	106
15:35	24	22	0	0	1	138	15:35	25	25	0	0	0	144
15:35	16	14	0	0	1	92	15:35	24.5	23	1	0	0	141
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	24	22	0	0	1	138	15:35	25	25	0	0	0	144
15:40	29.5	25	3	0	0	170	15:40	27.3	25	0	1	0	157
15:40	19	16	2	0	0	109	15:40	20.3	18	0	1	0	117
15:40	20	20	0	0	0	115	15:40	13.8	10	1	1	0	79
15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0
15:40	29.5	25	3	0	0	170	15:40	27.3	25	0	1	0	157
15:45	20	16	0	0	2	115	15:45	14	14	0	0	0	81
15:45	11	9	0	0	1	63	15:45	11	8	2	0	0	63
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	20	16	0	0	2	115	15:45	14	14	0	0	0	81
15:50	0	0	0	0	0	0	15:50	14	10	0	0	2	81
15:50	9	9	0	0	0	52	15:50	9	9	0	0	0	52
15:50	5.5	4	1	0	0	32	15:50	12	10	0	0	1	69
15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0
15:50	9	9	0	0	0	52	15:50	14	10	0	0	2	81



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:55	2	2	0	0	0	12	15:55	8	8	0	0	0	46
15:55	11	11	0	0	0	63	15:55	11	11	0	0	0	63
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	11	11	0	0	0	63	15:55	11	11	0	0	0	63
16:00	25	20	2	0	1	144	16:00	13.5	12	1	0	0	78
16:00	10.5	9	1	0	0	60	16:00	18.5	17	1	0	0	106
16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0
16:00	25	20	2	0	1	144	16:00	18.5	17	1	0	0	106
16:05	14	14	0	0	0	81	16:05	18	18	0	0	0	104
16:05	8	8	0	0	0	46	16:05	25	25	0	0	0	144
16:05	9	9	0	0	0	52	16:05	29	27	0	0	1	167
16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0
16:05	14	14	0	0	0	81	16:05	29	27	0	0	1	167
16:10	8.5	7	1	0	0	49	16:10	15	13	0	0	1	86
16:10	10	8	0	0	1	58	16:10	14	14	0	0	0	81
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	10	8	0	0	1	58	16:10	15	13	0	0	1	86
16:15	21	21	0	0	0	121	16:15	17.5	16	1	0	0	101
16:15	27	27	0	0	0	155	16:15	10	10	0	0	0	58
16:15	17	17	0	0	0	98	16:15	14	12	0	0	1	81
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	27	27	0	0	0	155	16:15	17.5	16	1	0	0	101
16:20	15	15	0	0	0	86	16:20	23.5	22	1	0	0	135
16:20	14	14	0	0	0	81	16:20	30	30	0	0	0	173
16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0
16:20	15	15	0	0	0	86	16:20	30	30	0	0	0	173
16:25	7	7	0	0	0	40	16:25	26.5	25	1	0	0	152
16:25	22	22	0	0	0	127	16:25	20.5	19	1	0	0	118
16:25	10	10	0	0	0	58	16:25	16	16	0	0	0	92
16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0
16:25	22	22	0	0	0	127	16:25	26.5	25	1	0	0	152



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	11	11	0	0	0	63	16:30	21.5	20	1	0	0	124
16:30	12	12	0	0	0	69	16:30	29	25	0	0	2	167
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	12	12	0	0	0	69	16:30	29	25	0	0	2	167
16:35	9.5	8	1	0	0	55	16:35	20	20	0	0	0	115
16:35	8	8	0	0	0	46	16:35	19.5	18	1	0	0	112
16:35	8	8	0	0	0	46	16:35	25	22	2	0	0	144
16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0
16:35	9.5	8	1	0	0	55	16:35	25	22	2	0	0	144
16:40	6	6	0	0	0	35	16:40	30	30	0	0	0	173
16:40	21.5	20	1	0	0	124	16:40	32.3	30	0	1	0	186
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	21.5	20	1	0	0	124	16:40	32.3	30	0	1	0	186
16:45	11	11	0	0	0	63	16:45	30	30	0	0	0	173
16:45	0	0	0	0	0	0	16:45	30	30	0	0	0	173
16:45	13	11	0	0	1	75	16:45	26.5	25	1	0	0	152
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	13	11	0	0	1	75	16:45	30	30	0	0	0	173
16:50	10	10	0	0	0	58	16:50	28.5	27	1	0	0	164
16:50	10	10	0	0	0	58	16:50	18	18	0	0	0	104
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	10	10	0	0	0	58	16:50	28.5	27	1	0	0	164
16:55	7.3	5	0	1	0	42	16:55	13	13	0	0	0	75
16:55	14	14	0	0	0	81	16:55	10	10	0	0	0	58
16:55	8.5	5	1	0	1	49	16:55	3	3	0	0	0	17
16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0
16:55	14	14	0	0	0	81	16:55	13	13	0	0	0	75
17:00	6	6	0	0	0	35	17:00	17	15	0	0	1	98
17:00	5	5	0	0	0	29	17:00	14	14	0	0	0	81
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	6	6	0	0	0	35	17:00	17	15	0	0	1	98
17:05	6	6	0	0	0	35	17:05	20	20	0	0	0	115
17:05	19	19	0	0	0	109	17:05	17.5	16	1	0	0	101
17:05	25	25	0	0	0	144	17:05	12.5	11	1	0	0	72
17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0
17:05	25	25	0	0	0	144	17:05	20	20	0	0	0	115
17:10	20	20	0	0	0	115	17:10	15	15	0	0	0	86
17:10	25	25	0	0	0	144	17:10	26	23	2	0	0	150
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	25	25	0	0	0	144	17:10	26	23	2	0	0	150
17:15	21	21	0	0	0	121	17:15	24	24	0	0	0	138
17:15	18	18	0	0	0	104	17:15	22	20	0	0	1	127
17:15	25	25	0	0	0	144	17:15	27	25	0	0	1	155
17:15	0					0	17:15	0					0

26 27

23

45

51



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:15	0					0	17:15	0					0
17:15	25	25	0	0	0	144	17:15	27	25	0	0	1	155
17:20	22	22	0	0	0	127	17:20	25	25	0	0	0	144
17:20	25	25	0	0	0	144	17:20	19	19	0	0	0	109
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	25	25	0	0	0	144	17:20	25	25	0	0	0	144
17:25	25	25	0	0	0	144	17:25	19.5	18	1	0	0	112
17:25	23	23	0	0	0	132	17:25	18.5	17	1	0	0	106
17:25	25	25	0	0	0	144	17:25	22.5	21	1	0	0	129
17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0
17:25	25	25	0	0	0	144	17:25	22.5	21	1	0	0	129

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50

48



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	26	23	2	0	0	150	17:30	23	23	0	0	0	132
17:30	20	20	0	0	0	115	17:30	22	17	2	0	1	127
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	26	23	2	0	0	150	17:30	23	23	0	0	0	132
17:35	20	20	0	0	0	115	17:35	22	20	0	0	1	127
17:35	19	19	0	0	0	109	17:35	25	25	0	0	0	144
17:35	12	12	0	0	0	69	17:35	16	16	0	0	0	92
17:35	0					0	17:35	0					0
17:35	0					0	17:35	0					0
17:35	20	20	0	0	0	115	17:35	25	25	0	0	0	144
17:40	16	16	0	0	0	92	17:40	15	15	0	0	0	86
17:40	17	17	0	0	0	98	17:40	15	15	0	0	0	86
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	17	17	0	0	0	98	17:40	15	15	0	0	0	86
17:45	14.5	13	1	0	0	83	17:45	17	17	0	0	0	98
17:45	14.5	13	1	0	0	83	17:45	15	15	0	0	0	86
17:45	12	12	0	0	0	69	17:45	15	13	0	0	1	86
17:45	0					0	17:45	0					0
17:45	0					0	17:45	0					0
17:45	14.5	13	1	0	0	83	17:45	17	17	0	0	0	98
17:50	10	10	0	0	0	58	17:50	15	11	0	0	2	86
17:50	16	16	0	0	0	92	17:50	21.5	20	1	0	0	124
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	16	16	0	0	0	92	17:50	21.5	20	1	0	0	124
17:55	11	11	0	0	0	63	17:55	15	15	0	0	0	86
17:55	20	20	0	0	0	115	17:55	23.5	22	1	0	0	135
17:55	12	12	0	0	0	69	17:55	19.5	18	1	0	0	112
17:55	0					0	17:55	0					0
17:55	0					0	17:55	0					0
17:55	20	20	0	0	0	115	17:55	23.5	22	1	0	0	135
18:00	20	20	0	0	0	115	18:00	31	28	2	0	0	178
18:00	28	28	0	0	0	161	18:00	32	30	0	0	1	184
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	28	28	0	0	0	161	18:00	32	30	0	0	1	184
18:05	29.5	28	1	0	0	170	18:05	28	26	0	0	1	161
18:05	25	25	0	0	0	144	18:05	32	30	0	0	1	184
18:05	27	27	0	0	0	155	18:05	25	25	0	0	0	144
18:05	0					0	18:05	0					0
18:05	0					0	18:05	0					0
18:05	29.5	28	1	0	0	170	18:05	32	30	0	0	1	184
18:10	25	25	0	0	0	144	18:10	29.5	28	1	0	0	170
18:10	20	20	0	0	0	115	18:10	28.3	26	0	1	0	163
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	25	25	0	0	0	144	18:10	29.5	28	1	0	0	170
18:15	20	20	0	0	0	115	18:15	27	27	0	0	0	155
18:15	23	20	2	0	0	132	18:15	32.3	30	0	1	0	186
18:15	21.5	18	1	0	1	124	18:15	28.8	25	1	1	0	166
18:15	0					0	18:15	0					0

49

45

32

32

38

44



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm A - Lane 1						Arm A - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:15	0					0	18:15	0					0
18:15	23	20	2	0	0	132	18:15	32.3	30	0	1	0	186
18:20	14.5	13	1	0	0	83	18:20	23.3	19	0	1	1	134
18:20	17	17	0	0	0	98	18:20	26.3	24	0	1	0	151
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	17	17	0	0	0	98	18:20	26.3	24	0	1	0	151
18:25	11	11	0	0	0	63	18:25	27.3	25	0	1	0	157
18:25	7	7	0	0	0	40	18:25	22.3	20	0	1	0	128
18:25	4	4	0	0	0	23	18:25	19	17	0	0	1	109
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	11	11	0	0	0	63	18:25	27.3	25	0	1	0	157
18:30	10.5	9	1	0	0	60	18:30	15	15	0	0	0	86
18:30	8.5	7	1	0	0	49	18:30	13.5	12	1	0	0	78
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	10.5	9	1	0	0	60	18:30	15	15	0	0	0	86
18:35	16	14	0	0	1	92	18:35	19	19	0	0	0	109
18:35	20	20	0	0	0	115	18:35	14	12	0	0	1	81
18:35	26.5	25	1	0	0	152	18:35	22	22	0	0	0	127
18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0
18:35	26.5	25	1	0	0	152	18:35	22	22	0	0	0	127
18:40	23.5	20	1	0	1	135	18:40	20	20	0	0	0	115
18:40	18	16	0	0	1	104	18:40	23	23	0	0	0	132
18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0
18:40	23.5	20	1	0	1	135	18:40	23	23	0	0	0	132
18:45	17	17	0	0	0	98	18:45	19.5	16	1	0	1	112
18:45	30	30	0	0	0	173	18:45	16.5	15	1	0	0	95
18:45	20	20	0	0	0	115	18:45	22	20	0	0	1	127
18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0
18:45	30	30	0	0	0	173	18:45	22	20	0	0	1	127
18:50	25	25	0	0	0	144	18:50	21.3	17	0	1	1	122
18:50	25.3	23	0	1	0	145	18:50	25	25	0	0	0	144
18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0
18:50	25.3	23	0	1	0	145	18:50	25	25	0	0	0	144
18:55	25	25	0	0	0	144	18:55	25	25	0	0	0	144
18:55	18	18	0	0	0	104	18:55	20	20	0	0	0	115
18:55	17	17	0	0	0	98	18:55	18	18	0	0	0	104
18:55	0					0	18:55	0					0
18:55	0					0	18:55	0					0
18:55	25	25	0	0	0	144	18:55	25	25	0	0	0	144



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	5	5	0	0	0	29	07:00	5.5	4	1	0	0	32	07:00	5	5	0	0	0	29
07:00	2	2	0	0	0	12	07:00	5	3	0	0	1	29	07:00	6	6	0	0	0	35
07:00	4	4	0	0	0	23	07:00	9	9	0	0	0	52	07:00	7	7	0	0	0	40
07:00	0					0	07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0	07:00	0					0
07:00	5	5	0	0	0	29	07:00	9	9	0	0	0	52	07:00	7	7	0	0	0	40
07:05	3	3	0	0	0	17	07:05	5	5	0	0	0	29	07:05	6	6	0	0	0	35
07:05	1	1	0	0	0	6	07:05	11	11	0	0	0	63	07:05	8	8	0	0	0	46
07:05	0					0	07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0	07:05	0					0
07:05	3	3	0	0	0	17	07:05	11	11	0	0	0	63	07:05	8	8	0	0	0	46
07:10	1	1	0	0	0	6	07:10	6	6	0	0	0	35	07:10	3	3	0	0	0	17
07:10	3	3	0	0	0	17	07:10	8	6	0	0	1	46	07:10	7	7	0	0	0	40
07:10	3	3	0	0	0	17	07:10	7	5	0	0	1	40	07:10	13	13	0	0	0	75
07:10	0					0	07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0	07:10	0					0
07:10	3	3	0	0	0	17	07:10	8	6	0	0	1	46	07:10	13	13	0	0	0	75
07:15	2	2	0	0	0	12	07:15	15	12	2	0	0	86	07:15	14.5	13	1	0	0	83
07:15	6	6	0	0	0	35	07:15	8.5	7	1	0	0	49	07:15	6	6	0	0	0	35
07:15	0					0	07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0	07:15	0					0
07:15	6	6	0	0	0	35	07:15	15	12	2	0	0	86	07:15	14.5	13	1	0	0	83
07:20	3	3	0	0	0	17	07:20	11	6	2	0	1	63	07:20	12	12	0	0	0	69
07:20	8.8	5	1	1	0	51	07:20	12	12	0	0	0	69	07:20	20	20	0	0	0	115
07:20	4.5	3	1	0	0	26	07:20	21.5	16	1	0	2	124	07:20	22	22	0	0	0	127
07:20	0					0	07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0	07:20	0					0
07:20	8.8	5	1	1	0	51	07:20	21.5	16	1	0	2	124	07:20	22	22	0	0	0	127
07:25	4	4	0	0	0	23	07:25	11	11	0	0	0	63	07:25	16	16	0	0	0	92
07:25	5	5	0	0	0	29	07:25	6	6	0	0	0	35	07:25	4.5	3	1	0	0	26
07:25	0					0	07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0	07:25	0					0
07:25	5	5	0	0	0	29	07:25	11	11	0	0	0	63	07:25	16	16	0	0	0	92
07:30	5.5	4	1	0	0	32	07:30	12	12	0	0	0	69	07:30	8.5	7	1	0	0	49
07:30	1	1	0	0	0	6	07:30	8	8	0	0	0	46	07:30	5	5	0	0	0	29
07:30	6.5	5	1	0	0	37	07:30	8	8	0	0	0	46	07:30	12	12	0	0	0	69
07:30	0					0	07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0	07:30	0					0
07:30	6.5	5	1	0	0	37	07:30	12	12	0	0	0	69	07:30	12	12	0	0	0	69
07:35	6	6	0	0	0	35	07:35	9	9	0	0	0	52	07:35	9	9	0	0	0	52
07:35	4	4	0	0	0	23	07:35	18.5	17	1	0	0	106	07:35	14	14	0	0	0	81
07:35	0					0	07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0	07:35	0					0
07:35	6	6	0	0	0	35	07:35	18.5	17	1	0	0	106	07:35	14	14	0	0	0	81
07:40	2	2	0	0	0	12	07:40	9	9	0	0	0	52	07:40	7.5	6	1	0	0	43
07:40	1	1	0	0	0	6	07:40	12	10	0	0	1	69	07:40	13	13	0	0	0	75
07:40	6	4	0	0	1	35	07:40	12.5	11	1	0	0	72	07:40	16	16	0	0	0	92
07:40	0					0	07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0	07:40	0					0
07:40	6	4	0	0	1	35	07:40	12.5	11	1	0	0	72	07:40	16	16	0	0	0	92
07:45	2	2	0	0	0	12	07:45	16	16	0	0	0	92	07:45	24	24	0	0	0	138
07:45	3	3	0	0	0	17	07:45	23	23	0	0	0	132	07:45	28	28	0	0	0	161
07:45	0					0	07:45	0					0	07:45	0					0
07:45	0					0	07:45	0					0	07:45	0					0
07:45	0					0	07:45	0					0	07:45	0					0
07:45	3	3	0	0	0	17	07:45	23	23	0	0	0	132	07:45	28	28	0	0	0	161
07:50	12.3	8	0	1	1	71	07:50	17.5	16	1	0	0	101	07:50	20	20	0	0	0	115
07:50	11	8	2	0	0	63	07:50	17	15	0	0	1	98	07:50	19	19	0	0	0	109
07:50	5	5	0	0	0	29	07:50	17	17	0	0	0	98	07:50	17.5	16	1	0	0	101
07:50	0					0	07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0	07:50	0					0
07:50	12.3	8	0	1	1	71	07:50	17.5	16	1	0	0	101	07:50	20	20	0	0	0	115
07:55	2	2	0	0	0	12	07:55	12.5	11	1	0	0	72	07:55	12	12	0	0	0	69
07:55	7	7	0	0	0	40	07:55	14.3	10	0	1	1	82	07:55	18.5	17	1	0	0	106
07:55	0					0	07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0	07:55	0					0
07:55	7	7	0	0	0	40	07:55	14.3	10	0	1	1	82	07:55	18.5	17	1	0	0	106
08:00	2	2	0	0	0	12	08:00	18	16	0	0	1	104	08:00	20	20	0	0	0	115
08:00	2	2	0	0	0	12	08:00	20	20	0	0	0	115	08:00	21.5	20	1	0	0	124
08:00	5.5	4	1	0	0	32	08:00	19	16	2	0	0	109	08:00	23	23	0	0	0	132



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:00	0					0	08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0	08:00	0					0
08:00	5.5	4	1	0	0	32	08:00	20	20	0	0	0	115	08:00	23	23	0	0	0	132
08:05	7	7	0	0	0	40	08:05	20	20	0	0	0	115	08:05	20	20	0	0	0	115
08:05	11.5	10	1	0	0	66	08:05	19	16	2	0	0	109	08:05	30	30	0	0	0	173
08:05	0					0	08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0	08:05	0					0
08:05	11.5	10	1	0	0	66	08:05	20	20	0	0	0	115	08:05	30	30	0	0	0	173
08:10	9.5	8	1	0	0	55	08:10	18	18	0	0	0	104	08:10	23	23	0	0	0	132
08:10	8	6	0	0	1	46	08:10	16	14	0	0	1	92	08:10	17	17	0	0	0	98
08:10	2	2	0	0	0	12	08:10	21.3	17	0	1	1	122	08:10	7	7	0	0	0	40
08:10	0					0	08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0	08:10	0					0
08:10	9.5	8	1	0	0	55	08:10	21.3	17	0	1	1	122	08:10	23	23	0	0	0	132
08:15	3	3	0	0	0	17	08:15	20.5	17	1	0	1	118	08:15	21.5	20	1	0	0	124
08:15	6	6	0	0	0	35	08:15	18	14	0	0	2	104	08:15	21	21	0	0	0	121
08:15	0					0	08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0	08:15	0					0
08:15	6	6	0	0	0	35	08:15	20.5	17	1	0	1	118	08:15	21.5	20	1	0	0	124
08:20	3	3	0	0	0	17	08:20	11	11	0	0	0	63	08:20	12	10	0	0	1	69
08:20	5	5	0	0	0	29	08:20	11	11	0	0	0	63	08:20	11.8	8	1	1	0	68
08:20	6	6	0	0	0	35	08:20	13.5	12	1	0	0	78	08:20	13	13	0	0	0	75
08:20	0					0	08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0	08:20	0					0
08:20	6	6	0	0	0	35	08:20	13.5	12	1	0	0	78	08:20	13	13	0	0	0	75
08:25	7	7	0	0	0	40	08:25	16	13	2	0	0	92	08:25	17	17	0	0	0	98
08:25	5	5	0	0	0	29	08:25	12	12	0	0	0	69	08:25	13	13	0	0	0	75
08:25	0					0	08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0	08:25	0					0
08:25	7	7	0	0	0	40	08:25	16	13	2	0	0	92	08:25	17	17	0	0	0	98
08:30	0	0	0	0	0	0	08:30	6.5	3	1	0	1	37	08:30	7	7	0	0	0	40
08:30	1	1	0	0	0	6	08:30	8	8	0	0	0	46	08:30	8	8	0	0	0	46
08:30	5.5	4	1	0	0	32	08:30	11	11	0	0	0	63	08:30	14	14	0	0	0	81
08:30	0					0	08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0	08:30	0					0
08:30	5.5	4	1	0	0	32	08:30	11	11	0	0	0	63	08:30	14	14	0	0	0	81
08:35	10	10	0	0	0	58	08:35	12	12	0	0	0	69	08:35	11	11	0	0	0	63
08:35	7.5	6	1	0	0	43	08:35	13	13	0	0	0	75	08:35	14	14	0	0	0	81
08:35	0					0	08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0	08:35	0					0
08:35	10	10	0	0	0	58	08:35	13	13	0	0	0	75	08:35	14	14	0	0	0	81
08:40	2	2	0	0	0	12	08:40	11.3	9	0	1	0	65	08:40	8.5	7	1	0	0	49
08:40	4	4	0	0	0	23	08:40	10	10	0	0	0	58	08:40	9	9	0	0	0	52
08:40	5.5	4	1	0	0	32	08:40	12	12	0	0	0	69	08:40	9	9	0	0	0	52
08:40	0					0	08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0	08:40	0					0
08:40	5.5	4	1	0	0	32	08:40	12	12	0	0	0	69	08:40	9	9	0	0	0	52
08:45	5.5	1	3	0	0	32	08:45	9.5	6	1	0	1	55	08:45	11	11	0	0	0	63
08:45	9	9	0	0	0	52	08:45	4	2	0	0	1	23	08:45	5	5	0	0	0	29
08:45	0					0	08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0	08:45	0					0
08:45	9	9	0	0	0	52	08:45	9.5	6	1	0	1	55	08:45	11	11	0	0	0	63
08:50	9	9	0	0	0	52	08:50	11.5	10	1	0	0	66	08:50	8	8	0	0	0	46
08:50	7	7	0	0	0	40	08:50	16.5	15	1	0	0	95	08:50	17.5	16	1	0	0	101
08:50	5	5	0	0	0	29	08:50	17	17	0	0	0	98	08:50	14	11	2	0	0	81
08:50	0					0	08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0	08:50	0					0
08:50	9	9	0	0	0	52	08:50	17	17	0	0	0	98	08:50	17.5	16	1	0	0	101
08:55	5	5	0	0	0	29	08:55	10.5	7	1	0	1	60	08:55	12	12	0	0	0	69
08:55	3	3	0	0	0	17	08:55	19.5	14	1	0	2	112	08:55	22	22	0	0	0	127
08:55	0					0	08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0	08:55	0					0
08:55	5	5	0	0	0	29	08:55	19.5	14	1	0	2	112	08:55	22	22	0	0	0	127



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	4	4	0	0	0	23	09:00	17	15	0	0	1	98	09:00	26	26	0	0	0	150
09:00	9	9	0	0	0	52	09:00	21.5	20	1	0	0	124	09:00	31.5	30	1	0	0	181
09:00	2	2	0	0	0	12	09:00	21.3	12	2	1	2	122	09:00	36.5	35	1	0	0	210
09:00	0					0	09:00	0					0	09:00	0					0
09:00	0					0	09:00	0					0	09:00	0					0
09:00	9	9	0	0	0	52	09:00	21.5	20	1	0	0	124	09:00	36.5	35	1	0	0	210
09:05	4	4	0	0	0	23	09:05	25.8	20	1	1	1	148	09:05	31.5	30	1	0	0	181
09:05	3	3	0	0	0	17	09:05	20.5	14	3	0	1	118	09:05	23.5	22	1	0	0	135
09:05	0					0	09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0	09:05	0					0
09:05	4	4	0	0	0	23	09:05	25.8	20	1	1	1	148	09:05	31.5	30	1	0	0	181
09:10	10	8	0	0	1	58	09:10	12.5	8	3	0	0	72	09:10	21	21	0	0	0	121
09:10	10.5	9	1	0	0	60	09:10	12	10	0	0	1	69	09:10	13	13	0	0	0	75
09:10	2	2	0	0	0	12	09:10	12	10	0	0	1	69	09:10	14.5	13	1	0	0	83
09:10	0					0	09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0	09:10	0					0
09:10	10.5	9	1	0	0	60	09:10	12.5	8	3	0	0	72	09:10	21	21	0	0	0	121
09:15	4	4	0	0	0	23	09:15	11.5	10	1	0	0	66	09:15	12	12	0	0	0	69
09:15	2	2	0	0	0	12	09:15	16.5	11	1	0	2	95	09:15	8	8	0	0	0	46
09:15	0					0	09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0	09:15	0					0
09:15	4	4	0	0	0	23	09:15	16.5	11	1	0	2	95	09:15	12	12	0	0	0	69
09:20	4	4	0	0	0	23	09:20	14.5	10	3	0	0	83	09:20	7	7	0	0	0	40
09:20	1	1	0	0	0	6	09:20	12	9	2	0	0	69	09:20	13	13	0	0	0	75
09:20	0	0	0	0	0	0	09:20	10	7	2	0	0	58	09:20	10	10	0	0	0	58
09:20	0					0	09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0	09:20	0					0
09:20	4	4	0	0	0	23	09:20	14.5	10	3	0	0	83	09:20	13	13	0	0	0	75
09:25	7	7	0	0	0	40	09:25	12.5	11	1	0	0	72	09:25	5.5	4	1	0	0	32
09:25	3	3	0	0	0	17	09:25	24	15	2	0	3	138	09:25	15	15	0	0	0	86
09:25	0					0	09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0	09:25	0					0
09:25	7	7	0	0	0	40	09:25	24	15	2	0	3	138	09:25	15	15	0	0	0	86
09:30	11.5	10	1	0	0	66	09:30	18	18	0	0	0	104	09:30	10	10	0	0	0	58
09:30	7	7	0	0	0	40	09:30	10	7	2	0	0	58	09:30	11	11	0	0	0	63
09:30	2	2	0	0	0	12	09:30	14.5	8	3	0	1	83	09:30	9.5	8	1	0	0	55
09:30	0					0	09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0	09:30	0					0
09:30	11.5	10	1	0	0	66	09:30	18	18	0	0	0	104	09:30	11	11	0	0	0	63
09:35	5	5	0	0	0	29	09:35	10.3	5	2	1	0	59	09:35	7	7	0	0	0	40
09:35	0	0	0	0	0	0	09:35	11.5	6	1	0	2	66	09:35	13.5	12	1	0	0	78
09:35	0					0	09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0	09:35	0					0
09:35	5	5	0	0	0	29	09:35	11.5	6	1	0	2	66	09:35	13.5	12	1	0	0	78
09:40	10.5	9	1	0	0	60	09:40	14	11	2	0	0	81	09:40	9.5	8	1	0	0	55
09:40	10	7	2	0	0	58	09:40	20	15	2	0	1	115	09:40	1	1	0	0	0	6
09:40	2	2	0	0	0	12	09:40	11	11	0	0	0	63	09:40	7	7	0	0	0	40
09:40	0					0	09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0	09:40	0					0
09:40	10.5	9	1	0	0	60	09:40	20	15	2	0	1	115	09:40	9.5	8	1	0	0	55
09:45	7.5	6	1	0	0	43	09:45	10	10	0	0	0	58	09:45	10	10	0	0	0	58
09:45	7.5	6	1	0	0	43	09:45	17	14	2	0	0	98	09:45	15	15	0	0	0	86
09:45	0					0	09:45	0					0	09:45	0					0
09:45	0					0	09:45	0					0	09:45	0					0
09:45	0					0	09:45	0					0	09:45	0					0
09:45	7.5	6	1	0	0	43	09:45	17	14	2	0	0	98	09:45	15	15	0	0	0	86
09:50	11	11	0	0	0	63	09:50	7	7	0	0	0	40	09:50	8	8	0	0	0	46
09:50	7	7	0	0	0	40	09:50	9	9	0	0	0	52	09:50	8	8	0	0	0	46
09:50	4.5	3	1	0	0	26	09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0	09:50	0					0
09:50	11	11	0	0	0	63	09:50	9	9	0	0	0	52	09:50	8	8	0	0	0	46
09:55	0	0	0	0	0	0	09:55	7	7	0	0	0	40	09:55	4	4	0	0	0	23
09:55	4.5	3	1	0	0	26	09:55	9.5	8	1	0	0	55	09:55	8.5	7	1	0	0	49
09:55	0					0	09:55	12	10	0	0	1	69	09:55	5	5	0	0	0	29
09:55	0					0	09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0	09:55	0					0
09:55	4.5	3	1	0	0	26	09:55	12	10	0	0	1	69	09:55	8.5	7	1	0	0	49
14:30	4	4	0	0	0	23	14:30	22	20	0	0	1	127	14:30	30	30	0	0	0	173
14:30	1	1	0	0	0	6	14:30	23.5	20	1	0	1	135	14:30	36.5	35	1	0	0	210
14:30	3	3	0	0	0	17	14:30	21.3	16	2	1	0	122	14:30	33	30	2	0	0	190



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
14:30	0					0	14:30	0					0	14:30	0					0
14:30	0					0	14:30	0					0	14:30	0					0
14:30	4	4	0	0	0	23	14:30	23.5	20	1	0	1	135	14:30	36.5	35	1	0	0	210
14:35	7	7	0	0	0	40	14:35	28.8	25	1	1	0	166	14:35	31.5	30	1	0	0	181
14:35	6	6	0	0	0	35	14:35	17.8	14	1	1	0	102	14:35	25	25	0	0	0	144
14:35	10	10	0	0	0	58	14:35	19.5	18	1	0	0	112	14:35	21.5	20	1	0	0	124
14:35	0					0	14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0	14:35	0					0
14:35	10	10	0	0	0	58	14:35	28.8	25	1	1	0	166	14:35	31.5	30	1	0	0	181
14:40	3	3	0	0	0	17	14:40	23.5	18	1	0	2	135	14:40	11.5	10	1	0	0	66
14:40	6	6	0	0	0	35	14:40	8.5	7	1	0	0	49	14:40	14	14	0	0	0	81
14:40	0					0	14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0	14:40	0					0
14:40	6	6	0	0	0	35	14:40	23.5	18	1	0	2	135	14:40	14	14	0	0	0	81
14:45	1	1	0	0	0	6	14:45	13.5	12	1	0	0	78	14:45	16.5	15	1	0	0	95
14:45	3	3	0	0	0	17	14:45	20.5	17	1	0	1	118	14:45	31.5	30	1	0	0	181
14:45	9.5	8	1	0	0	55	14:45	26.5	25	1	0	0	152	14:45	28	28	0	0	0	161
14:45	0					0	14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0	14:45	0					0
14:45	9.5	8	1	0	0	55	14:45	26.5	25	1	0	0	152	14:45	31.5	30	1	0	0	181
14:50	4	4	0	0	0	23	14:50	24.5	23	1	0	0	141	14:50	25	25	0	0	0	144
14:50	3	3	0	0	0	17	14:50	11	11	0	0	0	63	14:50	16	16	0	0	0	92
14:50	0					0	14:50	0					0	14:50	0					0
14:50	0					0	14:50	0					0	14:50	0					0
14:50	0					0	14:50	0					0	14:50	0					0
14:50	4	4	0	0	0	23	14:50	24.5	23	1	0	0	141	14:50	25	25	0	0	0	144
14:55	0	0	0	0	0	0	14:55	15.6	8	2	2	0	90	14:55	12	12	0	0	0	69
14:55	8.5	7	1	0	0	49	14:55	10	10	0	0	0	58	14:55	7	7	0	0	0	40
14:55	3	3	0	0	0	17	14:55	27	25	0	0	1	155	14:55	13	13	0	0	0	75
14:55	0					0	14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0	14:55	0					0
14:55	8.5	7	1	0	0	49	14:55	27	25	0	0	1	155	14:55	13	13	0	0	0	75
15:00	2	2	0	0	0	12	15:00	22	20	0	0	1	127	15:00	30	30	0	0	0	173
15:00	4	4	0	0	0	23	15:00	24	22	0	0	1	138	15:00	27	27	0	0	0	155
15:00	0					0	15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0	15:00	0					0
15:00	4	4	0	0	0	23	15:00	24	22	0	0	1	138	15:00	30	30	0	0	0	173
15:05	5	5	0	0	0	29	15:05	21	15	0	0	3	121	15:05	27.5	26	1	0	0	158
15:05	9.5	8	1	0	0	55	15:05	17	14	2	0	0	98	15:05	21	21	0	0	0	121
15:05	8	8	0	0	0	46	15:05	11	11	0	0	0	63	15:05	12	12	0	0	0	69
15:05	0					0	15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0	15:05	0					0
15:05	9.5	8	1	0	0	55	15:05	21	15	0	0	3	121	15:05	27.5	26	1	0	0	158
15:10	3	3	0	0	0	17	15:10	12	12	0	0	0	69	15:10	17	17	0	0	0	98
15:10	5	2	2	0	0	29	15:10	14.5	13	1	0	0	83	15:10	23	23	0	0	0	132
15:10	0					0	15:10	0					0	15:10	0					0
15:10	0					0	15:10	0					0	15:10	0					0
15:10	0					0	15:10	0					0	15:10	0					0
15:10	5	2	2	0	0	29	15:10	14.5	13	1	0	0	83	15:10	23	23	0	0	0	132
15:15	2	2	0	0	0	12	15:15	24.5	23	1	0	0	141	15:15	17.5	14	1	0	1	101
15:15	3	3	0	0	0	17	15:15	17.5	14	1	0	1	101	15:15	11	11	0	0	0	63
15:15	2.5	1	1	0	0	14	15:15	23.5	22	1	0	0	135	15:15	20	20	0	0	0	115
15:15	0					0	15:15	0					0	15:15	0					0
15:15	0					0	15:15	0					0	15:15	0					0
15:15	3	3	0	0	0	17	15:15	24.5	23	1	0	0	141	15:15	20	20	0	0	0	115
15:20	8	8	0	0	0	46	15:20	21.5	20	1	0	0	124	15:20	20	20	0	0	0	115
15:20	7	7	0	0	0	40	15:20	19.5	18	1	0	0	112	15:20	10	10	0	0	0	58
15:20	0					0	15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0	15:20	0					0
15:20	8	8	0	0	0	46	15:20	21.5	20	1	0	0	124	15:20	20	20	0	0	0	115
15:25	2.5	1	1	0	0	14	15:25	18	18	0	0	0	104	15:25	22	22	0	0	0	127
15:25	3	3	0	0	0	17	15:25	17	17	0	0	0	98	15:25	25	25	0	0	0	144
15:25	9	9	0	0	0	52	15:25	18.5	17	1	0	0	106	15:25	18	18	0	0	0	104
15:25	0					0	15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0	15:25	0					0
15:25	9	9	0	0	0	52	15:25	18.5	17	1	0	0	106	15:25	25	25	0	0	0	144
15:30	6	6	0	0	0	35	15:30	21.8	18	1	1	0	125	15:30	26.5	25	1	0	0	152
15:30	5	5	0	0	0	29	15:30	19	16	2	0	0	109	15:30	17	17	0	0	0	98
15:30	0					0	15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0	15:30	0					0
15:30	6	6	0	0	0	35	15:30	21.8	18	1	1	0	125	15:30	26.5	25	1	0	0	152



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:35	2.5	1	1	0	0	14	15:35	15	10	2	0	1	86	15:35	25	25	0	0	0	144
15:35	8	8	0	0	0	46	15:35	21.5	20	1	0	0	124	15:35	30	30	0	0	0	173
15:35	0					0	15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0	15:35	0					0
15:35	8	8	0	0	0	46	15:35	21.5	20	1	0	0	124	15:35	30	30	0	0	0	173
15:40	5	5	0	0	0	29	15:40	18	18	0	0	0	104	15:40	25	25	0	0	0	144
15:40	6	6	0	0	0	35	15:40	19.5	18	1	0	0	112	15:40	33	30	2	0	0	190
15:40	7	7	0	0	0	40	15:40	19	16	2	0	0	109	15:40	29.5	25	3	0	0	170
15:40	0					0	15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0	15:40	0					0
15:40	7	7	0	0	0	40	15:40	19.5	18	1	0	0	112	15:40	33	30	2	0	0	190
15:45	8	8	0	0	0	46	15:45	20	18	0	0	1	115	15:45	24.5	23	1	0	0	141
15:45	9	9	0	0	0	52	15:45	6	6	0	0	0	35	15:45	15	15	0	0	0	86
15:45	1	1	0	0	0	6	15:45	11.5	10	1	0	0	66	15:45	11.5	10	1	0	0	66
15:45	0					0	15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0	15:45	0					0
15:45	9	9	0	0	0	52	15:45	20	18	0	0	1	115	15:45	24.5	23	1	0	0	141
15:50	2	2	0	0	0	12	15:50	16.3	12	0	1	1	94	15:50	6.5	5	1	0	0	37
15:50	4	4	0	0	0	23	15:50	11.3	9	0	1	0	65	15:50	7.5	6	1	0	0	43
15:50	0					0	15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0	15:50	0					0
15:50	4	4	0	0	0	23	15:50	16.3	12	0	1	1	94	15:50	7.5	6	1	0	0	43
15:55	5.5	4	1	0	0	32	15:55	15.5	12	1	0	1	89	15:55	25	25	0	0	0	144
15:55	3	3	0	0	0	17	15:55	19.8	16	1	1	0	114	15:55	25	25	0	0	0	144
15:55	2	2	0	0	0	12	15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0	15:55	0					0
15:55	5.5	4	1	0	0	32	15:55	19.8	16	1	1	0	114	15:55	25	25	0	0	0	144
16:00	2	2	0	0	0	12	16:00	15	15	0	0	0	86	16:00	20	20	0	0	0	115
16:00	5	5	0	0	0	29	16:00	16	16	0	0	0	92	16:00	20	20	0	0	0	115
16:00	0					0	16:00	17	17	0	0	0	98	16:00	20	20	0	0	0	115
16:00	0					0	16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0	16:00	0					0
16:00	5	5	0	0	0	29	16:00	17	17	0	0	0	98	16:00	20	20	0	0	0	115
16:05	7	7	0	0	0	40	16:05	18.3	16	0	1	0	105	16:05	24.5	23	1	0	0	141
16:05	7	7	0	0	0	40	16:05	18.5	15	1	0	1	106	16:05	19	19	0	0	0	109
16:05	2	2	0	0	0	12	16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0	16:05	0					0
16:05	7	7	0	0	0	40	16:05	18.5	15	1	0	1	106	16:05	24.5	23	1	0	0	141
16:10	8.5	7	1	0	0	49	16:10	18	18	0	0	0	104	16:10	25	25	0	0	0	144
16:10	6.5	5	1	0	0	37	16:10	18	18	0	0	0	104	16:10	25	25	0	0	0	144
16:10	0					0	16:10	19	15	0	0	2	109	16:10	27	25	0	0	1	155
16:10	0					0	16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0	16:10	0					0
16:10	8.5	7	1	0	0	49	16:10	19	15	0	0	2	109	16:10	27	25	0	0	1	155
16:15	1	1	0	0	0	6	16:15	17	12	2	0	1	98	16:15	32	30	0	0	1	184
16:15	4	4	0	0	0	23	16:15	30.8	25	1	1	1	177	16:15	35	35	0	0	0	201
16:15	4	4	0	0	0	23	16:15	26.5	25	1	0	0	152	16:15	26.5	25	1	0	0	152
16:15	0					0	16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0	16:15	0					0
16:15	4	4	0	0	0	23	16:15	30.8	25	1	1	1	177	16:15	35	35	0	0	0	201
16:20	7	7	0	0	0	40	16:20	16.5	12	3	0	0	95	16:20	19	19	0	0	0	109
16:20	4	4	0	0	0	23	16:20	30.3	28	0	1	0	174	16:20	31.5	30	1	0	0	181
16:20	0					0	16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0	16:20	0					0
16:20	7	7	0	0	0	40	16:20	30.3	28	0	1	0	174	16:20	31.5	30	1	0	0	181
16:25	6	6	0	0	0	35	16:25	26.5	25	1	0	0	152	16:25	30	30	0	0	0	173
16:25	7	7	0	0	0	40	16:25	29	25	0	0	2	167	16:25	23	23	0	0	0	132
16:25	7.5	6	1	0	0	43	16:25	27.5	26	1	0	0	158	16:25	25	25	0	0	0	144
16:25	0					0	16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0	16:25	0					0
16:25	7.5	6	1	0	0	43	16:25	29	25	0	0	2	167	16:25	30	30	0	0	0	173



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	10	10	0	0	0	58	16:30	22	20	0	0	1	127	16:30	22	22	0	0	0	127
16:30	4	4	0	0	0	23	16:30	27	25	0	0	1	155	16:30	25	25	0	0	0	144
16:30	0					0	16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0	16:30	0					0
16:30	10	10	0	0	0	58	16:30	27	25	0	0	1	155	16:30	25	25	0	0	0	144
16:35	3	3	0	0	0	17	16:35	27.3	25	0	1	0	157	16:35	35	35	0	0	0	201
16:35	3	3	0	0	0	17	16:35	25	23	0	0	1	144	16:35	28	28	0	0	0	161
16:35	0					0	16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0	16:35	0					0
16:35	3	3	0	0	0	17	16:35	27.3	25	0	1	0	157	16:35	35	35	0	0	0	201
16:40	6	6	0	0	0	35	16:40	20	20	0	0	0	115	16:40	30	30	0	0	0	173
16:40	10	10	0	0	0	58	16:40	29.5	28	1	0	0	170	16:40	35	35	0	0	0	201
16:40	7	7	0	0	0	40	16:40	30	30	0	0	0	173	16:40	30	30	0	0	0	173
16:40	0					0	16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0	16:40	0					0
16:40	10	10	0	0	0	58	16:40	30	30	0	0	0	173	16:40	35	35	0	0	0	201
16:45	8.5	7	1	0	0	49	16:45	25	25	0	0	0	144	16:45	23	23	0	0	0	132
16:45	4	4	0	0	0	23	16:45	18	18	0	0	0	104	16:45	22	22	0	0	0	127
16:45	7	7	0	0	0	40	16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0	16:45	0					0
16:45	8.5	7	1	0	0	49	16:45	25	25	0	0	0	144	16:45	23	23	0	0	0	132
16:50	6	6	0	0	0	35	16:50	22	16	0	0	3	127	16:50	26	24	0	0	1	150
16:50	5	5	0	0	0	29	16:50	27.3	25	0	1	0	157	16:50	30	27	2	0	0	173
16:50	0					0	16:50	22	22	0	0	0	127	16:50	29.5	28	1	0	0	170
16:50	0					0	16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0	16:50	0					0
16:50	6	6	0	0	0	35	16:50	27.3	25	0	1	0	157	16:50	30	27	2	0	0	173
16:55	10	10	0	0	0	58	16:55	26.5	25	1	0	0	152	16:55	31.5	30	1	0	0	181
16:55	5	5	0	0	0	29	16:55	16	16	0	0	0	92	16:55	18.5	17	1	0	0	106
16:55	0					0	16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0	16:55	0					0
16:55	10	10	0	0	0	58	16:55	26.5	25	1	0	0	152	16:55	31.5	30	1	0	0	181
17:00	9	9	0	0	0	52	17:00	18	18	0	0	0	104	17:00	18	18	0	0	0	104
17:00	1	1	0	0	0	6	17:00	19.3	17	0	1	0	111	17:00	25	25	0	0	0	144
17:00	12	12	0	0	0	69	17:00	19.5	16	1	0	1	112	17:00	24	24	0	0	0	138
17:00	0					0	17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0	17:00	0					0
17:00	12	12	0	0	0	69	17:00	19.5	16	1	0	1	112	17:00	25	25	0	0	0	144
17:05	4	4	0	0	0	23	17:05	20	20	0	0	0	115	17:05	21	21	0	0	0	121
17:05	3.5	2	1	0	0	20	17:05	17	17	0	0	0	98	17:05	13.5	12	1	0	0	78
17:05	0					0	17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0	17:05	0					0
17:05	4	4	0	0	0	23	17:05	20	20	0	0	0	115	17:05	21	21	0	0	0	121
17:10	7	7	0	0	0	40	17:10	24	20	0	0	2	138	17:10	15.5	14	1	0	0	89
17:10	7	7	0	0	0	40	17:10	17.5	14	1	0	1	101	17:10	18	18	0	0	0	104
17:10	5	5	0	0	0	29	17:10	20	20	0	0	0	115	17:10	25	25	0	0	0	144
17:10	0					0	17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0	17:10	0					0
17:10	7	7	0	0	0	40	17:10	24	20	0	0	2	138	17:10	25	25	0	0	0	144
17:15	3	3	0	0	0	17	17:15	21.5	20	1	0	0	124	17:15	28	28	0	0	0	161
17:15	6	6	0	0	0	35	17:15	22	20	0	0	1	127	17:15	25	25	0	0	0	144
17:15	0					0	17:15	0					0	17:15	0					0
17:15	0					0	17:15	0					0	17:15	0					0
17:15	0					0	17:15	0					0	17:15	0					0
17:15	6	6	0	0	0	35	17:15	22	20	0	0	1	127	17:15	28	28	0	0	0	161
17:20	8	8	0	0	0	46	17:20	22	20	0	0	1	127	17:20	21.5	20	1	0	0	124
17:20	6	6	0	0	0	35	17:20	20	20	0	0	0	115	17:20	23	20	2	0	0	132
17:20	8	8	0	0	0	46	17:20	23	23	0	0	0	132	17:20	25	25	0	0	0	144
17:20	0					0	17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0	17:20	0					0
17:20	8	8	0	0	0	46	17:20	23	23	0	0	0	132	17:20	25	25	0	0	0	144
17:25	10	10	0	0	0	58	17:25	24	22	0	0	1	138	17:25	27	27	0	0	0	155
17:25	4	4	0	0	0	23	17:25	19	15	0	0	2	109	17:25	27	27	0	0	0	155
17:25	0					0	17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0	17:25	0					0
17:25	10	10	0	0	0	58	17:25	24	22	0	0	1	138	17:25	27	27	0	0	0	155



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	9	9	0	0	0	52	17:30	20.5	19	1	0	0	118	17:30	25	25	0	0	0	144
17:30	6	6	0	0	0	35	17:30	26.5	25	1	0	0	152	17:30	20	20	0	0	0	115
17:30	4	4	0	0	0	23	17:30	19.5	18	1	0	0	112	17:30	20	20	0	0	0	115
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
17:30	9	9	0	0	0	52	17:30	26.5	25	1	0	0	152	17:30	25	25	0	0	0	144
17:35	10	10	0	0	0	58	17:35	22	20	0	0	1	127	17:35	20	20	0	0	0	115
17:35	8	8	0	0	0	46	17:35	16.5	15	1	0	0	95	17:35	26.5	25	1	0	0	152
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
17:35	10	10	0	0	0	58	17:35	22	20	0	0	1	127	17:35	26.5	25	1	0	0	152
17:40	8	8	0	0	0	46	17:40	22.5	17	1	0	2	129	17:40	25	25	0	0	0	144
17:40	9	9	0	0	0	52	17:40	21.5	20	1	0	0	124	17:40	25	25	0	0	0	144
17:40	3	3	0	0	0	17	17:40	26.5	25	1	0	0	152	17:40	25	25	0	0	0	144
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
17:40	9	9	0	0	0	52	17:40	26.5	25	1	0	0	152	17:40	25	25	0	0	0	144
17:45	7.5	6	1	0	0	43	17:45	19	16	2	0	0	109	17:45	26	26	0	0	0	150
17:45	8	8	0	0	0	46	17:45	24	24	0	0	0	138	17:45	24	24	0	0	0	138
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
17:45	8	8	0	0	0	46	17:45	24	24	0	0	0	138	17:45	26	26	0	0	0	150
17:50	4	4	0	0	0	23	17:50	23	23	0	0	0	132	17:50	24	24	0	0	0	138
17:50	10	10	0	0	0	58	17:50	19	19	0	0	0	109	17:50	28	28	0	0	0	161
17:50	9	9	0	0	0	52	17:50	20	20	0	0	0	115	17:50	20	20	0	0	0	115
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
17:50	10	10	0	0	0	58	17:50	23	23	0	0	0	132	17:50	28	28	0	0	0	161
17:55	9	9	0	0	0	52	17:55	22	20	0	0	1	127	17:55	30	30	0	0	0	173
17:55	10	10	0	0	0	58	17:55	27	25	0	0	1	155	17:55	23	23	0	0	0	132
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
17:55	10	10	0	0	0	58	17:55	27	25	0	0	1	155	17:55	30	30	0	0	0	173
18:00	7	7	0	0	0	40	18:00	25	25	0	0	0	144	18:00	28	28	0	0	0	161
18:00	2	2	0	0	0	12	18:00	25	25	0	0	0	144	18:00	25	25	0	0	0	144
18:00	9	9	0	0	0	52	18:00	25.5	20	1	0	2	147	18:00	20	20	0	0	0	115
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
18:00	9	9	0	0	0	52	18:00	25.5	20	1	0	2	147	18:00	28	28	0	0	0	161
18:05	1	1	0	0	0	6	18:05	19.5	12	1	0	3	112	18:05	28	28	0	0	0	161
18:05	8	8	0	0	0	46	18:05	22	18	0	0	2	127	18:05	23	23	0	0	0	132
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
18:05	8	8	0	0	0	46	18:05	22	18	0	0	2	127	18:05	28	28	0	0	0	161
18:10	9	9	0	0	0	52	18:10	20	20	0	0	0	115	18:10	21.5	20	1	0	0	124
18:10	5	5	0	0	0	29	18:10	20	17	2	0	0	115	18:10	23	23	0	0	0	132
18:10	7	7	0	0	0	40	18:10	20	20	0	0	0	115	18:10	27	27	0	0	0	155
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
18:10	9	9	0	0	0	52	18:10	20	20	0	0	0	115	18:10	27	27	0	0	0	155
18:15	10	10	0	0	0	58	18:15	18	16	0	0	1	104	18:15	25	25	0	0	0	144
18:15	6	6	0	0	0	35	18:15	19	17	0	0	1	109	18:15	22	22	0	0	0	127
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
18:15	10	10	0	0	0	58	18:15	19	17	0	0	1	109	18:15	25	25	0	0	0	144
18:20	5	5	0	0	0	29	18:20	18	14	0	0	2	104	18:20	19	19	0	0	0	109
18:20	9	9	0	0	0	52	18:20	16.5	15	1	0	0	95	18:20	18	18	0	0	0	104
18:20	12	12	0	0	0	69	18:20	13	13	0	0	0	75	18:20	19	19	0	0	0	109
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
18:20	12	12	0	0	0	69	18:20	18	14	0	0	2	104	18:20	19	19	0	0	0	109
18:25	4	4	0	0	0	23	18:25	16	16	0	0	0	92	18:25	17	17	0	0	0	98
18:25	5	5	0	0	0	29	18:25	11	11	0	0	0	63	18:25	17	15	0	0	1	98
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0	18:25	0	0	0	0	0	0
18:25	5	5	0	0	0	29	18:25	16	16	0	0	0	92	18:25	17	17	0	0	0	98
18:30	4	4	0	0	0	23	18:30	15	15	0	0	0	86	18:30	14	14	0	0	0	81
18:30	4	4	0	0	0	23	18:30	18	18	0	0	0	104	18:30	20	20	0	0	0	115
18:30	2	2	0	0	0	12	18:30	24	24	0	0	0	138	18:30	27	27	0	0	0	155



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2						Arm B - Lane 3								
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:30	0					0	18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0	18:30	0					0
18:30	4	4	0	0	0	23	18:30	24	24	0	0	0	138	18:30	27	27	0	0	0	155
18:35	5.5	4	1	0	0	32	18:35	20	20	0	0	0	115	18:35	22	22	0	0	0	127
18:35	5.5	4	1	0	0	32	18:35	14.5	13	1	0	0	83	18:35	23	23	0	0	0	132
18:35	0					0	18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0	18:35	0					0
18:35	5.5	4	1	0	0	32	18:35	20	20	0	0	0	115	18:35	23	23	0	0	0	132
18:40	4	4	0	0	0	23	18:40	21	17	0	0	2	121	18:40	22	22	0	0	0	127
18:40	4	4	0	0	0	23	18:40	25	25	0	0	0	144	18:40	20	20	0	0	0	115
18:40	2	2	0	0	0	12	18:40	22	18	0	0	2	127	18:40	30	30	0	0	0	173
18:40	0					0	18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0	18:40	0					0
18:40	4	4	0	0	0	23	18:40	25	25	0	0	0	144	18:40	30	30	0	0	0	173
18:45	1	1	0	0	0	6	18:45	22	20	0	0	1	127	18:45	25	25	0	0	0	144
18:45	8	8	0	0	0	46	18:45	23	23	0	0	0	132	18:45	23	23	0	0	0	132
18:45	0					0	18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0	18:45	0					0
18:45	8	8	0	0	0	46	18:45	23	23	0	0	0	132	18:45	25	25	0	0	0	144
18:50	0	0	0	0	0	0	18:50	20	18	0	0	1	115	18:50	18	18	0	0	0	104
18:50	8	8	0	0	0	46	18:50	18	18	0	0	0	104	18:50	19.5	18	1	0	0	112
18:50	5	5	0	0	0	29	18:50	23.5	20	1	0	1	135	18:50	25	25	0	0	0	144
18:50	0					0	18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0	18:50	0					0
18:50	8	8	0	0	0	46	18:50	23.5	20	1	0	1	135	18:50	25	25	0	0	0	144
18:55	14	14	0	0	0	81	18:55	15.5	12	1	0	1	89	18:55	18	18	0	0	0	104
18:55	9	9	0	0	0	52	18:55	17	13	0	0	2	98	18:55	22	20	0	0	1	127
18:55	0					0	18:55	0					0	18:55	0					0
18:55	0					0	18:55	0					0	18:55	0					0
18:55	0					0	18:55	0					0	18:55	0					0
18:55	14	14	0	0	0	81	18:55	17	13	0	0	2	98	18:55	22	20	0	0	1	127



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	9	9	0	0	0	52	07:00	10.5	9	1	0	0	60
07:00	6	6	0	0	0	35	07:00	3	3	0	0	0	17
07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0
07:00	9	9	0	0	0	52	07:00	10.5	9	1	0	0	60
07:05	8	8	0	0	0	46	07:05	15	15	0	0	0	86
07:05	8	8	0	0	0	46	07:05	17.5	16	1	0	0	101
07:05	13.8	7	3	1	0	79	07:05	5	5	0	0	0	29
07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0
07:05	13.8	7	3	1	0	79	07:05	17.5	16	1	0	0	101
07:10	10	10	0	0	0	58	07:10	16	16	0	0	0	92
07:10	7.5	4	1	0	1	43	07:10	18	18	0	0	0	104
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	10	10	0	0	0	58	07:10	18	18	0	0	0	104
07:15	15	15	0	0	0	86	07:15	6	6	0	0	0	35
07:15	2	2	0	0	0	12	07:15	4	4	0	0	0	23
07:15	4	4	0	0	0	23	07:15	0					0
07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0
07:15	15	15	0	0	0	86	07:15	6	6	0	0	0	35
07:20	5	5	0	0	0	29	07:20	4	4	0	0	0	23
07:20	7	7	0	0	0	40	07:20	2	2	0	0	0	12
07:20	0					0	07:20	7	7	0	0	0	40
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	7	7	0	0	0	40	07:20	7	7	0	0	0	40
07:25	16	11	2	0	1	92	07:25	9	9	0	0	0	52
07:25	11	11	0	0	0	63	07:25	4	4	0	0	0	23
07:25	7	7	0	0	0	40	07:25	0					0
07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0
07:25	16	11	2	0	1	92	07:25	9	9	0	0	0	52
07:30	6	6	0	0	0	35	07:30	19	19	0	0	0	109
07:30	15	12	2	0	0	86	07:30	26	23	2	0	0	150
07:30	0					0	07:30	18	15	2	0	0	104
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	15	12	2	0	0	86	07:30	26	23	2	0	0	150
07:35	10	10	0	0	0	58	07:35	24	24	0	0	0	138
07:35	14.5	13	1	0	0	83	07:35	12	12	0	0	0	69
07:35	16.5	15	1	0	0	95	07:35	0					0
07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0
07:35	16.5	15	1	0	0	95	07:35	24	24	0	0	0	138
07:40	13	11	0	0	1	75	07:40	7	7	0	0	0	40
07:40	13	11	0	0	1	75	07:40	10.5	9	1	0	0	60
07:40	0					0	07:40	11	11	0	0	0	63
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	13	11	0	0	1	75	07:40	11	11	0	0	0	63
07:45	8	8	0	0	0	46	07:45	6	6	0	0	0	35
07:45	4	4	0	0	0	23	07:45	3	3	0	0	0	17
07:45	5	5	0	0	0	29	07:45	0					0
07:45	0					0	07:45	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:45	0					0	07:45	0					0
07:45	8	8	0	0	0	46	07:45	6	6	0	0	0	35
07:50	13	11	0	0	1	75	07:50	9	9	0	0	0	52
07:50	7	7	0	0	0	40	07:50	8	8	0	0	0	46
07:50	0					0	07:50	9	9	0	0	0	52
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	13	11	0	0	1	75	07:50	9	9	0	0	0	52
07:55	5.5	4	1	0	0	32	07:55	8	8	0	0	0	46
07:55	7	7	0	0	0	40	07:55	24	24	0	0	0	138
07:55	11.5	10	1	0	0	66	07:55	0					0
07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0
07:55	11.5	10	1	0	0	66	07:55	24	24	0	0	0	138
08:00	8	8	0	0	0	46	08:00	30	30	0	0	0	173
08:00	22.5	18	3	0	0	129	08:00	17	17	0	0	0	98
08:00	0					0	08:00	4	4	0	0	0	23
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	22.5	18	3	0	0	129	08:00	30	30	0	0	0	173
08:05	24.5	21	1	0	1	141	08:05	5	5	0	0	0	29
08:05	19.3	15	0	1	1	111	08:05	4	4	0	0	0	23
08:05	20	20	0	0	0	115	08:05	0					0
08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0
08:05	24.5	21	1	0	1	141	08:05	5	5	0	0	0	29
08:10	14	14	0	0	0	81	08:10	6	6	0	0	0	35
08:10	19	19	0	0	0	109	08:10	28.5	27	1	0	0	164
08:10	0					0	08:10	19.5	18	1	0	0	112
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	19	19	0	0	0	109	08:10	28.5	27	1	0	0	164
08:15	18	15	2	0	0	104	08:15	9	9	0	0	0	52
08:15	16	16	0	0	0	92	08:15	11.5	10	1	0	0	66
08:15	7	5	0	0	1	40	08:15	0					0
08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0
08:15	18	15	2	0	0	104	08:15	11.5	10	1	0	0	66
08:20	12.5	9	1	0	1	72	08:20	18	18	0	0	0	104
08:20	8	8	0	0	0	46	08:20	21	21	0	0	0	121
08:20	0					0	08:20	18	15	2	0	0	104
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	12.5	9	1	0	1	72	08:20	21	21	0	0	0	121
08:25	14	14	0	0	0	81	08:25	17	14	2	0	0	98
08:25	11	11	0	0	0	63	08:25	21	21	0	0	0	121
08:25	20.5	19	1	0	0	118	08:25	0					0
08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0
08:25	20.5	19	1	0	0	118	08:25	21	21	0	0	0	121
08:30	12.5	11	1	0	0	72	08:30	14	14	0	0	0	81
08:30	12.5	11	1	0	0	72	08:30	22	22	0	0	0	127
08:30	0					0	08:30	12	12	0	0	0	69
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	12.5	11	1	0	0	72	08:30	22	22	0	0	0	127
08:35	19	17	0	0	1	109	08:35	7.5	6	1	0	0	43
08:35	16	14	0	0	1	92	08:35	2	2	0	0	0	12

28 30 58

52.5

29.5

47.5

29.5

33.5

41.5

34.5



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:35	17.5	16	1	0	0	101	08:35	0					0
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	19	17	0	0	1	109	08:35	7.5	6	1	0	0	43
08:40	21	19	0	0	1	121	08:40	13.3	11	0	1	0	76
08:40	27.5	26	1	0	0	158	08:40	8	8	0	0	0	46
08:40	0					0	08:40	6	6	0	0	0	35
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	27.5	26	1	0	0	158	08:40	13.3	11	0	1	0	76
08:45	20	18	0	0	1	115	08:45	8	8	0	0	0	46
08:45	20	18	0	0	1	115	08:45	9	9	0	0	0	52
08:45	28	21	2	0	2	161	08:45	0					0
08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0
08:45	28	21	2	0	2	161	08:45	9	9	0	0	0	52
08:50	17	17	0	0	0	98	08:50	2	2	0	0	0	12
08:50	6	6	0	0	0	35	08:50	13	13	0	0	0	75
08:50	0					0	08:50	3.5	2	1	0	0	20
08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0
08:50	17	17	0	0	0	98	08:50	13	13	0	0	0	75
08:55	11.5	10	1	0	0	66	08:55	11	11	0	0	0	63
08:55	4	4	0	0	0	23	08:55	2	2	0	0	0	12
08:55	4.5	3	1	0	0	26	08:55	0					0
08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0
08:55	11.5	10	1	0	0	66	08:55	11	11	0	0	0	63



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	12	12	0	0	0	69	09:00	17	17	0	0	0	98
09:00	11	11	0	0	0	63	09:00	8.5	7	1	0	0	49
09:00	0					0	09:00	3	3	0	0	0	17
09:00	0					0	09:00	0					0
09:00	0					0	09:00	0					0
09:00	12	12	0	0	0	69	09:00	17	17	0	0	0	98
09:05	3	3	0	0	0	17	09:05	5.5	4	1	0	0	32
09:05	13.5	8	1	0	2	78	09:05	7	7	0	0	0	40
09:05	13.5	12	1	0	0	78	09:05	0					0
09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0
09:05	13.5	8	1	0	2	78	09:05	7	7	0	0	0	40
09:10	9	9	0	0	0	52	09:10	9	6	2	0	0	52
09:10	11	9	0	0	1	63	09:10	6	6	0	0	0	35
09:10	0					0	09:10	8	8	0	0	0	46
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	11	9	0	0	1	63	09:10	9	6	2	0	0	52
09:15	19	15	0	0	2	109	09:15	13	11	0	0	1	75
09:15	9.5	6	1	0	1	55	09:15	14	14	0	0	0	81
09:15	28.5	25	1	0	1	164	09:15	0					0
09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0
09:15	28.5	25	1	0	1	164	09:15	14	14	0	0	0	81
09:20	22.5	21	1	0	0	129	09:20	2.5	1	1	0	0	14
09:20	14	12	0	0	1	81	09:20	3	3	0	0	0	17
09:20	0					0	09:20	2	2	0	0	0	12
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	22.5	21	1	0	0	129	09:20	3	3	0	0	0	17
09:25	17	14	2	0	0	98	09:25	8	8	0	0	0	46
09:25	4	4	0	0	0	23	09:25	4	4	0	0	0	23
09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0
09:25	17	14	2	0	0	98	09:25	8	8	0	0	0	46
09:30	8.5	7	1	0	0	49	09:30	8	8	0	0	0	46
09:30	11.5	8	1	0	1	66	09:30	6	6	0	0	0	35
09:30	11	9	0	0	1	63	09:30	14	11	2	0	0	81
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	11.5	8	1	0	1	66	09:30	14	11	2	0	0	81
09:35	14	14	0	0	0	81	09:35	0	0	0	0	0	0
09:35	10.8	7	1	1	0	62	09:35	2	2	0	0	0	12
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	14	14	0	0	0	81	09:35	2	2	0	0	0	12
09:40	8	6	0	0	1	46	09:40	1	1	0	0	0	6
09:40	6	4	0	0	1	35	09:40	6	6	0	0	0	35
09:40	3	3	0	0	0	17	09:40	4	4	0	0	0	23
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	8	6	0	0	1	46	09:40	6	6	0	0	0	35
09:45	6.5	5	1	0	0	37	09:45	11	11	0	0	0	63
09:45	1	1	0	0	0	6	09:45	1	1	0	0	0	6
09:45	0					0	09:45	0					0
09:45	0					0	09:45	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:45	0					0	09:45	0					0
09:45	6.5	5	1	0	0	37	09:45	11	11	0	0	0	63
09:50	11.5	10	1	0	0	66	09:50	7.5	6	1	0	0	43
09:50	5	5	0	0	0	29	09:50	2	2	0	0	0	12
09:50	10.5	9	1	0	0	60	09:50	8	8	0	0	0	46
09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0
09:50	11.5	10	1	0	0	66	09:50	8	8	0	0	0	46
09:55	4	4	0	0	0	23	09:55	5.5	4	1	0	0	32
09:55	6	6	0	0	0	35	09:55	10	10	0	0	0	58
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	6	6	0	0	0	35	09:55	10	10	0	0	0	58
14:30	23.5	22	1	0	0	135	14:30	2.5	1	1	0	0	14
14:30	20	17	2	0	0	115	14:30	4	4	0	0	0	23
14:30	12	12	0	0	0	69	14:30	4.5	3	1	0	0	26
14:30	0					0	14:30	0					0
14:30	0					0	14:30	0					0
14:30	23.5	22	1	0	0	135	14:30	4.5	3	1	0	0	26
14:35	11.5	8	1	0	1	66	14:35	8	8	0	0	0	46
14:35	14	14	0	0	0	81	14:35	4	4	0	0	0	23
14:35	0					0	14:35	3	3	0	0	0	17
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	14	14	0	0	0	81	14:35	8	8	0	0	0	46
14:40	20.5	16	3	0	0	118	14:40	4	4	0	0	0	23
14:40	16	13	2	0	0	92	14:40	3	3	0	0	0	17
14:40	20	18	0	0	1	115	14:40	0					0
14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0
14:40	20.5	16	3	0	0	118	14:40	4	4	0	0	0	23
14:45	18	18	0	0	0	104	14:45	9	9	0	0	0	52
14:45	24.3	20	0	1	1	140	14:45	2	2	0	0	0	12
14:45	0					0	14:45	4	2	0	0	1	23
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	24.3	20	0	1	1	140	14:45	9	9	0	0	0	52
14:50	36.5	35	1	0	0	210	14:50	4.5	3	1	0	0	26
14:50	23	20	2	0	0	132	14:50	10	10	0	0	0	58
14:50	20	17	2	0	0	115	14:50	0					0
14:50	0					0	14:50	0					0
14:50	0					0	14:50	0					0
14:50	36.5	35	1	0	0	210	14:50	10	10	0	0	0	58
14:55	26.5	23	1	0	1	152	14:55	6	6	0	0	0	35
14:55	20	18	0	0	1	115	14:55	4	4	0	0	0	23
14:55	0					0	14:55	4	4	0	0	0	23
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	26.5	23	1	0	1	152	14:55	6	6	0	0	0	35
15:00	22	22	0	0	0	127	15:00	11	11	0	0	0	63
15:00	25	19	4	0	0	144	15:00	2	2	0	0	0	12
15:00	21.5	17	3	0	0	124	15:00	0					0
15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0
15:00	25	19	4	0	0	144	15:00	11	11	0	0	0	63
15:05	30.3	25	2	1	0	174	15:05	6	6	0	0	0	35
15:05	24.8	21	1	1	0	143	15:05	7	7	0	0	0	40



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:05	0					0	15:05	4	4	0	0	0	23
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	30.3	25	2	1	0	174	15:05	7	7	0	0	0	40
15:10	23	23	0	0	0	132	15:10	5	5	0	0	0	29
15:10	29.3	27	0	1	0	168	15:10	0	0	0	0	0	0
15:10	23.3	19	0	1	1	134	15:10	0					0
15:10	0					0	15:10	0					0
15:10	0					0	15:10	0					0
15:10	29.3	27	0	1	0	168	15:10	5	5	0	0	0	29
15:15	23	23	0	0	0	132	15:15	7.5	6	1	0	0	43
15:15	22.5	21	1	0	0	129	15:15	4.5	3	1	0	0	26
15:15	0					0	15:15	10.5	9	1	0	0	60
15:15	0					0	15:15	0					0
15:15	0					0	15:15	0					0
15:15	23	23	0	0	0	132	15:15	10.5	9	1	0	0	60
15:20	21	18	2	0	0	121	15:20	7	7	0	0	0	40
15:20	23	23	0	0	0	132	15:20	7	7	0	0	0	40
15:20	21	19	0	0	1	121	15:20	0					0
15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0
15:20	23	23	0	0	0	132	15:20	7	7	0	0	0	40
15:25	17	17	0	0	0	98	15:25	7	4	2	0	0	40
15:25	31.5	25	3	0	1	181	15:25	3	3	0	0	0	17
15:25	0					0	15:25	4	4	0	0	0	23
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	31.5	25	3	0	1	181	15:25	7	4	2	0	0	40
15:30	21.5	20	1	0	0	124	15:30	2	2	0	0	0	12
15:30	21.5	18	1	0	1	124	15:30	4.5	3	1	0	0	26
15:30	24	24	0	0	0	138	15:30	0					0
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	24	24	0	0	0	138	15:30	4.5	3	1	0	0	26
15:35	18	18	0	0	0	104	15:35	6	6	0	0	0	35
15:35	10	6	0	0	2	58	15:35	6	6	0	0	0	35
15:35	0					0	15:35	7.5	6	1	0	0	43
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	18	18	0	0	0	104	15:35	7.5	6	1	0	0	43
15:40	1	1	0	0	0	6	15:40	4	4	0	0	0	23
15:40	6	4	0	0	1	35	15:40	4	4	0	0	0	23
15:40	5	5	0	0	0	29	15:40	0					0
15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0
15:40	6	4	0	0	1	35	15:40	4	4	0	0	0	23
15:45	5	5	0	0	0	29	15:45	15.5	14	1	0	0	89
15:45	22	20	0	0	1	127	15:45	33.5	30	1	0	1	193
15:45	0					0	15:45	13.5	12	1	0	0	78
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	22	20	0	0	1	127	15:45	33.5	30	1	0	1	193
15:50	27.5	26	1	0	0	158	15:50	9.5	8	1	0	0	55
15:50	23.5	22	1	0	0	135	15:50	9.5	8	1	0	0	55
15:50	11	11	0	0	0	63	15:50	0					0
15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0
15:50	27.5	26	1	0	0	158	15:50	9.5	8	1	0	0	55



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:55	6	6	0	0	0	35	15:55	21	21	0	0	0	121
15:55	4.5	3	1	0	0	26	15:55	22	20	0	0	1	127
15:55	0					0	15:55	20	18	0	0	1	115
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	6	6	0	0	0	35	15:55	22	20	0	0	1	127
16:00	14	14	0	0	0	81	16:00	11	9	0	0	1	63
16:00	9	7	0	0	1	52	16:00	23.5	22	1	0	0	135
16:00	7.5	6	1	0	0	43	16:00	0					0
16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0
16:00	14	14	0	0	0	81	16:00	23.5	22	1	0	0	135
16:05	6.5	5	1	0	0	37	16:05	17	17	0	0	0	98
16:05	11.5	8	1	0	1	66	16:05	18.5	17	1	0	0	106
16:05	0					0	16:05	16.5	15	1	0	0	95
16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0
16:05	11.5	8	1	0	1	66	16:05	18.5	17	1	0	0	106
16:10	11.5	8	1	0	1	66	16:10	9	9	0	0	0	52
16:10	19.5	16	1	0	1	112	16:10	21	21	0	0	0	121
16:10	13.5	12	1	0	0	78	16:10	0					0
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	19.5	16	1	0	1	112	16:10	21	21	0	0	0	121
16:15	9	9	0	0	0	52	16:15	27	27	0	0	0	155
16:15	8	8	0	0	0	46	16:15	30	30	0	0	0	173
16:15	0					0	16:15	23.3	18	2	1	0	134
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	9	9	0	0	0	52	16:15	30	30	0	0	0	173
16:20	9	7	0	0	1	52	16:20	27	25	0	0	1	155
16:20	14.5	9	1	0	2	83	16:20	14	14	0	0	0	81
16:20	26.5	25	1	0	0	152	16:20	0					0
16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0
16:20	26.5	25	1	0	0	152	16:20	27	25	0	0	1	155
16:25	17.5	16	1	0	0	101	16:25	14	12	0	0	1	81
16:25	27	27	0	0	0	155	16:25	13	11	0	0	1	75
16:25	28	28	0	0	0	161	16:25	20.5	17	1	0	1	118
16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0
16:25	28	28	0	0	0	161	16:25	20.5	17	1	0	1	118



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	20	20	0	0	0	115	16:30	32	30	0	0	1	184
16:30	20	18	0	0	1	115	16:30	10	10	0	0	0	58
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	20	20	0	0	0	115	16:30	32	30	0	0	1	184
16:35	25	23	0	0	1	144	16:35	7	7	0	0	0	40
16:35	13.5	10	1	0	1	78	16:35	4	4	0	0	0	23
16:35	21.5	18	1	0	1	124	16:35	9.5	8	1	0	0	55
16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0
16:35	25	23	0	0	1	144	16:35	9.5	8	1	0	0	55
16:40	25	23	0	0	1	144	16:40	8	8	0	0	0	46
16:40	13.5	10	1	0	1	78	16:40	6.5	5	1	0	0	37
16:40	21.5	18	1	0	1	124	16:40	0					0
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	25	23	0	0	1	144	16:40	8	8	0	0	0	46
16:45	16	14	0	0	1	92	16:45	7	7	0	0	0	40
16:45	16	16	0	0	0	92	16:45	19	19	0	0	0	109
16:45	0					0	16:45	34	30	0	0	2	196
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	16	14	0	0	1	92	16:45	34	30	0	0	2	196
16:50	6	6	0	0	0	35	16:50	23	21	0	0	1	132
16:50	10	10	0	0	0	58	16:50	12	12	0	0	0	69
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	10	10	0	0	0	58	16:50	23	21	0	0	1	132
16:55	12	12	0	0	0	69	16:55	20	17	2	0	0	115
16:55	17	17	0	0	0	98	16:55	11	9	0	0	1	63
16:55	18	18	0	0	0	104	16:55	0					0
16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0
16:55	18	18	0	0	0	104	16:55	20	17	2	0	0	115
17:00	18	14	0	0	2	104	17:00	19	19	0	0	0	109
17:00	9	7	0	0	1	52	17:00	21.5	20	1	0	0	124
17:00	0					0	17:00	23.5	20	1	0	1	135
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	18	14	0	0	2	104	17:00	23.5	20	1	0	1	135
17:05	7.5	6	1	0	0	43	17:05	17.5	16	1	0	0	101
17:05	8	8	0	0	0	46	17:05	15.5	14	1	0	0	89
17:05	10.5	9	1	0	0	60	17:05	22.5	21	1	0	0	129
17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0
17:05	10.5	9	1	0	0	60	17:05	22.5	21	1	0	0	129
17:10	15	15	0	0	0	86	17:10	8.5	7	1	0	0	49
17:10	12.5	11	1	0	0	72	17:10	12	12	0	0	0	69
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	15	15	0	0	0	86	17:10	12	12	0	0	0	69
17:15	21	19	0	0	1	121	17:15	9	7	0	0	1	52
17:15	17.5	16	1	0	0	101	17:15	16.5	15	1	0	0	95
17:15	6	6	0	0	0	35	17:15	16.5	15	1	0	0	95
17:15	0					0	17:15	0					0

27.5 30.5 58

41.5

33

27



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:15	0					0	17:15	0					0
17:15	21	19	0	0	1	121	17:15	16.5	15	1	0	0	95
17:20	5.5	4	1	0	0	32	17:20	18	18	0	0	0	104
17:20	8	8	0	0	0	46	17:20	20	20	0	0	0	115
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	8	8	0	0	0	46	17:20	20	20	0	0	0	115
17:25	12	10	0	0	1	69	17:25	20.5	19	1	0	0	118
17:25	12.5	11	1	0	0	72	17:25	25	25	0	0	0	144
17:25	6	6	0	0	0	35	17:25	0					0
17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0
17:25	12.5	11	1	0	0	72	17:25	25	25	0	0	0	144

37.5

28

37.5



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	10	10	0	0	0	58	17:30	26	26	0	0	0	150
17:30	12	12	0	0	0	69	17:30	25	25	0	0	0	144
17:30	0					0	17:30	30.5	29	1	0	0	175
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	12	12	0	0	0	69	17:30	30.5	29	1	0	0	175
17:35	8.5	7	1	0	0	49	17:35	23	23	0	0	0	132
17:35	13	13	0	0	0	75	17:35	28	28	0	0	0	161
17:35	5	5	0	0	0	29	17:35	0					0
17:35	0					0	17:35	0					0
17:35	0					0	17:35	0					0
17:35	13	13	0	0	0	75	17:35	28	28	0	0	0	161
17:40	9	7	0	0	1	52	17:40	18	18	0	0	0	104
17:40	6.5	5	1	0	0	37	17:40	26.5	25	1	0	0	152
17:40	0					0	17:40	16	16	0	0	0	92
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	9	7	0	0	1	52	17:40	26.5	25	1	0	0	152
17:45	19	19	0	0	0	109	17:45	5	5	0	0	0	29
17:45	27	25	0	0	1	155	17:45	9	7	0	0	1	52
17:45	21.5	18	1	0	1	124	17:45	0					0
17:45	0					0	17:45	0					0
17:45	0					0	17:45	0					0
17:45	27	25	0	0	1	155	17:45	9	7	0	0	1	52
17:50	16.5	15	1	0	0	95	17:50	8	8	0	0	0	46
17:50	15	13	0	0	1	86	17:50	8	8	0	0	0	46
17:50	0					0	17:50	25.5	24	1	0	0	147
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	16.5	15	1	0	0	95	17:50	25.5	24	1	0	0	147
17:55	19.5	18	1	0	0	112	17:55	12	12	0	0	0	69
17:55	26.5	25	1	0	0	152	17:55	9	9	0	0	0	52
17:55	27.5	26	1	0	0	158	17:55	0					0
17:55	0					0	17:55	0					0
17:55	0					0	17:55	0					0
17:55	27.5	26	1	0	0	158	17:55	12	12	0	0	0	69
18:00	20	20	0	0	0	115	18:00	8.5	7	1	0	0	49
18:00	12	12	0	0	0	69	18:00	10	7	2	0	0	58
18:00	0					0	18:00	17	17	0	0	0	98
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	20	20	0	0	0	115	18:00	17	17	0	0	0	98
18:05	4	4	0	0	0	23	18:05	25	25	0	0	0	144
18:05	10	10	0	0	0	58	18:05	17	17	0	0	0	98
18:05	13	11	0	0	1	75	18:05	0					0
18:05	0					0	18:05	0					0
18:05	0					0	18:05	0					0
18:05	13	11	0	0	1	75	18:05	25	25	0	0	0	144
18:10	4	4	0	0	0	23	18:10	23	23	0	0	0	132
18:10	14.5	13	1	0	0	83	18:10	19	19	0	0	0	109
18:10	0					0	18:10	10.5	9	1	0	0	60
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	14.5	13	1	0	0	83	18:10	23	23	0	0	0	132
18:15	10	8	0	0	1	58	18:15	13	13	0	0	0	75
18:15	23	23	0	0	0	132	18:15	9	9	0	0	0	52
18:15	10	10	0	0	0	58	18:15	0					0
18:15	0					0	18:15	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:15	0					0	18:15	0					0
18:15	23	23	0	0	0	132	18:15	13	13	0	0	0	75
18:20	4	4	0	0	0	23	18:20	17	17	0	0	0	98
18:20	10	10	0	0	0	58	18:20	25	25	0	0	0	144
18:20	0					0	18:20	27	25	0	0	1	155
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	10	10	0	0	0	58	18:20	27	25	0	0	1	155
18:25	12	10	0	0	1	69	18:25	30	30	0	0	0	173
18:25	10	10	0	0	0	58	18:25	24	24	0	0	0	138
18:25	14	12	0	0	1	81	18:25	0					0
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	14	12	0	0	1	81	18:25	30	30	0	0	0	173
18:30	10	10	0	0	0	58	18:30	19	19	0	0	0	109
18:30	11.5	10	1	0	0	66	18:30	23	20	2	0	0	132
18:30	0					0	18:30	22	22	0	0	0	127
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	11.5	10	1	0	0	66	18:30	23	20	2	0	0	132
18:35	7	7	0	0	0	40	18:35	23	21	0	0	1	132
18:35	15	15	0	0	0	86	18:35	14	14	0	0	0	81
18:35	18.5	17	1	0	0	106	18:35	0					0
18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0
18:35	18.5	17	1	0	0	106	18:35	23	21	0	0	1	132
18:40	23	20	2	0	0	132	18:40	15	15	0	0	0	86
18:40	17	17	0	0	0	98	18:40	14	12	0	0	1	81
18:40	0					0	18:40	4	2	0	0	1	23
18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0
18:40	23	20	2	0	0	132	18:40	15	15	0	0	0	86
18:45	19	19	0	0	0	109	18:45	16	13	2	0	0	92
18:45	20	20	0	0	0	115	18:45	8.5	7	1	0	0	49
18:45	20	18	0	0	1	115	18:45	0					0
18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0
18:45	20	20	0	0	0	115	18:45	16	13	2	0	0	92
18:50	13.5	12	1	0	0	78	18:50	6	6	0	0	0	35
18:50	12.5	11	1	0	0	72	18:50	15	12	2	0	0	86
18:50	0					0	18:50	16	16	0	0	0	92
18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0
18:50	13.5	12	1	0	0	78	18:50	16	16	0	0	0	92
18:55	12	12	0	0	0	69	18:55	11	11	0	0	0	63
18:55	16	14	0	0	1	92	18:55	6	6	0	0	0	35
18:55	5.5	4	1	0	0	32	18:55	0					0
18:55	0					0	18:55	0					0
18:55	0					0	18:55	0					0
18:55	16	14	0	0	1	92	18:55	11	11	0	0	0	63



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	29.6	25	0	2	0	170	07:00	3	3	0	0	0	17
07:00	30.3	28	0	1	0	174	07:00	5	5	0	0	0	29
07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0
07:00	30.3	28	0	1	0	174	07:00	5	5	0	0	0	29
07:05	27.5	26	1	0	0	158	07:05	4	4	0	0	0	23
07:05	27.8	24	1	1	0	160	07:05	8	8	0	0	0	46
07:05	11	11	0	0	0	63	07:05	5	5	0	0	0	29
07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0
07:05	27.8	24	1	1	0	160	07:05	8	8	0	0	0	46
07:10	24.3	22	0	1	0	140	07:10	0	0	0	0	0	0
07:10	24.8	21	1	1	0	143	07:10	4	4	0	0	0	23
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	24.8	21	1	1	0	143	07:10	4	4	0	0	0	23
07:15	20	20	0	0	0	115	07:15	7	7	0	0	0	40
07:15	17	17	0	0	0	98	07:15	11.5	10	1	0	0	66
07:15	19.5	18	1	0	0	112	07:15	5	5	0	0	0	29
07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0
07:15	20	20	0	0	0	115	07:15	11.5	10	1	0	0	66
07:20	14	12	0	0	1	81	07:20	3	3	0	0	0	17
07:20	22.3	20	0	1	0	128	07:20	9	9	0	0	0	52
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	22.3	20	0	1	0	128	07:20	9	9	0	0	0	52
07:25	22.5	21	1	0	0	129	07:25	6	6	0	0	0	35
07:25	5	5	0	0	0	29	07:25	33.8	30	1	1	0	194
07:25	1	1	0	0	0	6	07:25	29.8	26	1	1	0	171
07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0
07:25	22.5	21	1	0	0	129	07:25	33.8	30	1	1	0	194
07:30	34.5	30	3	0	0	198	07:30	6	6	0	0	0	35
07:30	16	16	0	0	0	92	07:30	17	15	0	0	1	98
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	34.5	30	3	0	0	198	07:30	17	15	0	0	1	98
07:35	22	22	0	0	0	127	07:35	12	12	0	0	0	69
07:35	21.5	20	1	0	0	124	07:35	10	10	0	0	0	58
07:35	27.5	26	1	0	0	158	07:35	12.5	11	1	0	0	72
07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0
07:35	27.5	26	1	0	0	158	07:35	12.5	11	1	0	0	72
07:40	12	12	0	0	0	69	07:40	19	19	0	0	0	109
07:40	0	0	0	0	0	0	07:40	12	12	0	0	0	69
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	12	12	0	0	0	69	07:40	19	19	0	0	0	109
07:45	20	20	0	0	0	115	07:45	14	14	0	0	0	81
07:45	18.5	17	1	0	0	106	07:45	10	10	0	0	0	58
07:45	1	1	0	0	0	6	07:45	35.8	32	1	1	0	206
07:45	0					0	07:45	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:45	0					0	07:45	0					0
07:45	20	20	0	0	0	115	07:45	35.8	32	1	1	0	206
07:50	31.8	28	1	1	0	183	07:50	8	8	0	0	0	46
07:50	13.3	11	0	1	0	76	07:50	21	21	0	0	0	121
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	31.8	28	1	1	0	183	07:50	21	21	0	0	0	121
07:55	38	33	2	0	1	219	07:55	3	3	0	0	0	17
07:55	19.5	18	1	0	0	112	07:55	14	14	0	0	0	81
07:55	1	1	0	0	0	6	07:55	34.1	28	1	2	0	196
07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0
07:55	38	33	2	0	1	219	07:55	34.1	28	1	2	0	196
08:00	29.5	28	1	0	0	170	08:00	0	0	0	0	0	0
08:00	28.8	20	3	1	1	166	08:00	3	3	0	0	0	17
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	29.5	28	1	0	0	170	08:00	3	3	0	0	0	17
08:05	17.5	16	1	0	0	101	08:05	10	10	0	0	0	58
08:05	34.6	27	2	2	0	199	08:05	2	2	0	0	0	12
08:05	31.6	24	2	2	0	182	08:05	6	6	0	0	0	35
08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0
08:05	34.6	27	2	2	0	199	08:05	10	10	0	0	0	58
08:10	31.8	28	1	1	0	183	08:10	5	5	0	0	0	29
08:10	20.5	19	1	0	0	118	08:10	8	8	0	0	0	46
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	31.8	28	1	1	0	183	08:10	8	8	0	0	0	46
08:15	1	1	0	0	0	6	08:15	20	20	0	0	0	115
08:15	37.6	30	2	2	0	216	08:15	35.3	30	2	1	0	203
08:15	0					0	08:15	6.5	5	1	0	0	37
08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0
08:15	37.6	30	2	2	0	216	08:15	35.3	30	2	1	0	203
08:20	29.5	25	3	0	0	170	08:20	8	8	0	0	0	46
08:20	21.5	20	1	0	0	124	08:20	4	4	0	0	0	23
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	29.5	25	3	0	0	170	08:20	8	8	0	0	0	46
08:25	20	17	2	0	0	115	08:25	6	6	0	0	0	35
08:25	16.5	15	1	0	0	95	08:25	12	12	0	0	0	69
08:25	19.5	18	1	0	0	112	08:25	13	13	0	0	0	75
08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0
08:25	20	17	2	0	0	115	08:25	13	13	0	0	0	75
08:30	29.5	25	3	0	0	170	08:30	7	7	0	0	0	40
08:30	32.5	28	3	0	0	187	08:30	4	4	0	0	0	23
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	32.5	28	3	0	0	187	08:30	7	7	0	0	0	40
08:35	29.6	25	0	2	0	170	08:35	8	8	0	0	0	46
08:35	34.2	25	0	4	0	197	08:35	0	0	0	0	0	0

37.6 35.3 72.9

32.5

44.6

39.8

72.9

37.5

33

39.5



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:35	26.1	20	1	2	0	150	08:35	5	5	0	0	0	29
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	34.2	25	0	4	0	197	08:35	8	8	0	0	0	46
08:40	20	17	2	0	0	115	08:40	8	8	0	0	0	46
08:40	27.8	19	3	1	1	160	08:40	2	2	0	0	0	12
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	27.8	19	3	1	1	160	08:40	8	8	0	0	0	46
08:45	23.6	16	2	2	0	136	08:45	3	3	0	0	0	17
08:45	15.1	9	1	2	0	87	08:45	3	3	0	0	0	17
08:45	15.3	13	0	1	0	88	08:45	1	1	0	0	0	6
08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0
08:45	23.6	16	2	2	0	136	08:45	3	3	0	0	0	17
08:50	11.5	10	1	0	0	66	08:50	9	9	0	0	0	52
08:50	7	7	0	0	0	40	08:50	22	19	2	0	0	127
08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0
08:50	11.5	10	1	0	0	66	08:50	22	19	2	0	0	127
08:55	26.5	22	3	0	0	152	08:55	2	2	0	0	0	12
08:55	29.8	26	1	1	0	171	08:55	2	2	0	0	0	12
08:55	34.1	28	1	2	0	196	08:55	2	2	0	0	0	12
08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0
08:55	34.1	28	1	2	0	196	08:55	2	2	0	0	0	12



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	2	2	0	0	0	12	09:00	29.5	28	1	0	0	170
09:00	29.6	25	0	2	0	170	09:00	3.5	2	1	0	0	20
09:00	0					0	09:00	0					0
09:00	0					0	09:00	0					0
09:00	0					0	09:00	0					0
09:00	29.6	25	0	2	0	170	09:00	29.5	28	1	0	0	170
09:05	18.8	12	3	1	0	108	09:05	4	4	0	0	0	23
09:05	17	14	2	0	0	98	09:05	7	7	0	0	0	40
09:05	15.5	14	1	0	0	89	09:05	7	7	0	0	0	40
09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0
09:05	18.8	12	3	1	0	108	09:05	7	7	0	0	0	40
09:10	27.3	22	2	1	0	157	09:10	3	3	0	0	0	17
09:10	29	26	2	0	0	167	09:10	3	3	0	0	0	17
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	29	26	2	0	0	167	09:10	3	3	0	0	0	17
09:15	26.1	20	1	2	0	150	09:15	0	0	0	0	0	0
09:15	15	15	0	0	0	86	09:15	5	5	0	0	0	29
09:15	14	14	0	0	0	81	09:15	1	1	0	0	0	6
09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0
09:15	26.1	20	1	2	0	150	09:15	5	5	0	0	0	29
09:20	2	2	0	0	0	12	09:20	1	1	0	0	0	6
09:20	6	6	0	0	0	35	09:20	4	4	0	0	0	23
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	6	6	0	0	0	35	09:20	4	4	0	0	0	23
09:25	12.5	11	1	0	0	72	09:25	3	3	0	0	0	17
09:25	20.8	17	1	1	0	120	09:25	4	4	0	0	0	23
09:25	20	17	2	0	0	115	09:25	3	3	0	0	0	17
09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0
09:25	20.8	17	1	1	0	120	09:25	4	4	0	0	0	23
09:30	1	1	0	0	0	6	09:30	18.4	10	1	3	0	106
09:30	20.3	15	2	1	0	117	09:30	9	9	0	0	0	52
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	20.3	15	2	1	0	117	09:30	18.4	10	1	3	0	106
09:35	18.5	17	1	0	0	106	09:35	1	1	0	0	0	6
09:35	8.5	7	1	0	0	49	09:35	0	0	0	0	0	0
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	18.5	17	1	0	0	106	09:35	1	1	0	0	0	6
09:40	16.5	15	1	0	0	95	09:40	2	2	0	0	0	12
09:40	28.5	25	1	0	1	164	09:40	0	0	0	0	0	0
09:40	19.3	17	0	1	0	111	09:40	1	1	0	0	0	6
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	28.5	25	1	0	1	164	09:40	2	2	0	0	0	12
09:45	23.5	22	1	0	0	135	09:45	1.5	0	1	0	0	9
09:45	17.5	16	1	0	0	101	09:45	7	7	0	0	0	40
09:45	0					0	09:45	0					0
09:45	0					0	09:45	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:45	0					0	09:45	0					0
09:45	23.5	22	1	0	0	135	09:45	7	7	0	0	0	40
09:50	22	16	4	0	0	127	09:50	8	8	0	0	0	46
09:50	21.3	16	2	1	0	122	09:50	4	4	0	0	0	23
09:50	18.3	11	2	1	1	105	09:50	8	8	0	0	0	46
09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0
09:50	22	16	4	0	0	127	09:50	8	8	0	0	0	46
09:55	25.5	21	3	0	0	147	09:55	3	3	0	0	0	17
09:55	17.6	13	0	2	0	101	09:55	1.5	0	1	0	0	9
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	25.5	21	3	0	0	147	09:55	3	3	0	0	0	17
14:30	30.3	25	2	1	0	174	14:30	2	2	0	0	0	12
14:30	35.3	30	2	1	0	203	14:30	1	1	0	0	0	6
14:30	29.5	25	3	0	0	170	14:30	1	1	0	0	0	6
14:30	0					0	14:30	0					0
14:30	0					0	14:30	0					0
14:30	35.3	30	2	1	0	203	14:30	2	2	0	0	0	12
14:35	26.8	23	1	1	0	154	14:35	3	3	0	0	0	17
14:35	28	22	4	0	0	161	14:35	1	1	0	0	0	6
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	28	22	4	0	0	161	14:35	3	3	0	0	0	17
14:40	28	25	2	0	0	161	14:40	3	3	0	0	0	17
14:40	29.5	22	5	0	0	170	14:40	2	2	0	0	0	12
14:40	28.1	19	3	2	0	162	14:40	1.5	0	1	0	0	9
14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0
14:40	29.5	22	5	0	0	170	14:40	3	3	0	0	0	17
14:45	31.5	30	1	0	0	181	14:45	1	1	0	0	0	6
14:45	15.5	14	1	0	0	89	14:45	5	5	0	0	0	29
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	31.5	30	1	0	0	181	14:45	5	5	0	0	0	29
14:50	7.5	3	3	0	0	43	14:50	0	0	0	0	0	0
14:50	24.6	20	0	2	0	141	14:50	0	0	0	0	0	0
14:50	24.5	23	1	0	0	141	14:50	1	1	0	0	0	6
14:50	0					0	14:50	0					0
14:50	0					0	14:50	0					0
14:50	24.6	20	0	2	0	141	14:50	1	1	0	0	0	6
14:55	24.3	19	2	1	0	140	14:55	3	3	0	0	0	17
14:55	15	15	0	0	0	86	14:55	8.3	6	0	1	0	48
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	24.3	19	2	1	0	140	14:55	8.3	6	0	1	0	48
15:00	16.5	12	3	0	0	95	15:00	1	1	0	0	0	6
15:00	16.5	15	1	0	0	95	15:00	0	0	0	0	0	0
15:00	23.8	20	1	1	0	137	15:00	3	3	0	0	0	17
15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0
15:00	23.8	20	1	1	0	137	15:00	3	3	0	0	0	17
15:05	29.5	28	1	0	0	170	15:05	6	6	0	0	0	35
15:05	29.5	25	3	0	0	170	15:05	8	8	0	0	0	46



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	29.5	28	1	0	0	170	15:05	8	8	0	0	0	46
15:10	27.5	23	3	0	0	158	15:10	6	6	0	0	0	35
15:10	19.8	16	1	1	0	114	15:10	4	4	0	0	0	23
15:10	13.8	10	1	1	0	79	15:10	2	2	0	0	0	12
15:10	0					0	15:10	0					0
15:10	0					0	15:10	0					0
15:10	27.5	23	3	0	0	158	15:10	6	6	0	0	0	35
15:15	24.8	16	3	1	1	143	15:15	3	3	0	0	0	17
15:15	26.5	25	1	0	0	152	15:15	0	0	0	0	0	0
15:15	0					0	15:15	0					0
15:15	0					0	15:15	0					0
15:15	0					0	15:15	0					0
15:15	26.5	25	1	0	0	152	15:15	3	3	0	0	0	17
15:20	19.8	16	1	1	0	114	15:20	10	10	0	0	0	58
15:20	21.5	20	1	0	0	124	15:20	10	10	0	0	0	58
15:20	18.5	17	1	0	0	106	15:20	7	7	0	0	0	40
15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0
15:20	21.5	20	1	0	0	124	15:20	10	10	0	0	0	58
15:25	20.5	16	3	0	0	118	15:25	2	2	0	0	0	12
15:25	26	26	0	0	0	150	15:25	2	2	0	0	0	12
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	26	26	0	0	0	150	15:25	2	2	0	0	0	12
15:30	12	12	0	0	0	69	15:30	9.5	8	1	0	0	55
15:30	33.5	32	1	0	0	193	15:30	1	1	0	0	0	6
15:30	28.8	22	3	1	0	166	15:30	6	6	0	0	0	35
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	33.5	32	1	0	0	193	15:30	9.5	8	1	0	0	55
15:35	24	15	6	0	0	138	15:35	4	4	0	0	0	23
15:35	24.8	18	3	1	0	143	15:35	5	5	0	0	0	29
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	24.8	18	3	1	0	143	15:35	5	5	0	0	0	29
15:40	25	22	2	0	0	144	15:40	6.5	5	1	0	0	37
15:40	21.5	20	1	0	0	124	15:40	8	8	0	0	0	46
15:40	21.3	16	2	1	0	122	15:40	6	6	0	0	0	35
15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0
15:40	25	22	2	0	0	144	15:40	8	8	0	0	0	46
15:45	20	20	0	0	0	115	15:45	11	11	0	0	0	63
15:45	30.3	25	2	1	0	174	15:45	14	14	0	0	0	81
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	30.3	25	2	1	0	174	15:45	14	14	0	0	0	81
15:50	23.8	17	3	1	0	137	15:50	9	9	0	0	0	52
15:50	23.5	22	1	0	0	135	15:50	10.5	9	1	0	0	60
15:50	27	24	2	0	0	155	15:50	3	3	0	0	0	17
15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0
15:50	27	24	2	0	0	155	15:50	10.5	9	1	0	0	60



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:55	24	21	2	0	0	138	15:55	6	6	0	0	0	35
15:55	25	22	2	0	0	144	15:55	4	4	0	0	0	23
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	25	22	2	0	0	144	15:55	6	6	0	0	0	35
16:00	1	1	0	0	0	6	16:00	1	1	0	0	0	6
16:00	17	14	2	0	0	98	16:00	5	5	0	0	0	29
16:00	28	25	2	0	0	161	16:00	4	4	0	0	0	23
16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0
16:00	28	25	2	0	0	161	16:00	5	5	0	0	0	29
16:05	32.3	30	0	1	0	186	16:05	5	5	0	0	0	29
16:05	26.8	23	1	1	0	154	16:05	0	0	0	0	0	0
16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0
16:05	32.3	30	0	1	0	186	16:05	5	5	0	0	0	29
16:10	21.3	19	0	1	0	122	16:10	7	7	0	0	0	40
16:10	25	20	2	0	1	144	16:10	5	5	0	0	0	29
16:10	20.5	19	1	0	0	118	16:10	8	8	0	0	0	46
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	25	20	2	0	1	144	16:10	8	8	0	0	0	46
16:15	28	25	2	0	0	161	16:15	5	5	0	0	0	29
16:15	25	22	2	0	0	144	16:15	5	5	0	0	0	29
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	28	25	2	0	0	161	16:15	5	5	0	0	0	29
16:20	29.8	26	1	1	0	171	16:20	4	4	0	0	0	23
16:20	32.6	25	2	2	0	187	16:20	8	8	0	0	0	46
16:20	29.5	25	3	0	0	170	16:20	4	4	0	0	0	23
16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0
16:20	32.6	25	2	2	0	187	16:20	8	8	0	0	0	46
16:25	33	27	4	0	0	190	16:25	10	10	0	0	0	58
16:25	35	29	4	0	0	201	16:25	5	5	0	0	0	29
16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0
16:25	35	29	4	0	0	201	16:25	10	10	0	0	0	58



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	24	21	2	0	0	138	16:30	8	8	0	0	0	46
16:30	29	26	2	0	0	167	16:30	8	8	0	0	0	46
16:30	29.6	23	0	2	1	170	16:30	1	1	0	0	0	6
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	29.6	23	0	2	1	170	16:30	8	8	0	0	0	46
16:35	36.1	28	1	2	1	208	16:35	5.5	4	1	0	0	32
16:35	31.8	28	1	1	0	183	16:35	10	8	0	0	1	58
16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0
16:35	36.1	28	1	2	1	208	16:35	10	8	0	0	1	58
16:40	33	30	2	0	0	190	16:40	11	11	0	0	0	63
16:40	28	25	2	0	0	161	16:40	9	9	0	0	0	52
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	33	30	2	0	0	190	16:40	11	11	0	0	0	63
16:45	31	28	2	0	0	178	16:45	7	7	0	0	0	40
16:45	32.5	27	1	0	2	187	16:45	1	1	0	0	0	6
16:45	33.3	28	2	1	0	191	16:45	12	12	0	0	0	69
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	33.3	28	2	1	0	191	16:45	12	12	0	0	0	69
16:50	2.5	1	1	0	0	14	16:50	32.8	29	1	1	0	189
16:50	16	16	0	0	0	92	16:50	15	15	0	0	0	86
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	16	16	0	0	0	92	16:50	32.8	29	1	1	0	189
16:55	23	20	2	0	0	132	16:55	9	9	0	0	0	52
16:55	27	27	0	0	0	155	16:55	2	2	0	0	0	12
16:55	28	28	0	0	0	161	16:55	7	7	0	0	0	40
16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0
16:55	28	28	0	0	0	161	16:55	9	9	0	0	0	52
17:00	25.5	24	1	0	0	147	17:00	8.3	6	0	1	0	48
17:00	8	8	0	0	0	46	17:00	36	34	0	0	1	207
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	25.5	24	1	0	0	147	17:00	36	34	0	0	1	207
17:05	31.8	25	3	1	0	183	17:05	8	8	0	0	0	46
17:05	34.3	29	2	1	0	197	17:05	1	1	0	0	0	6
17:05	24	24	0	0	0	138	17:05	3	3	0	0	0	17
17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0
17:05	34.3	29	2	1	0	197	17:05	8	8	0	0	0	46
17:10	34.1	28	1	2	0	196	17:10	6	6	0	0	0	35
17:10	26	26	0	0	0	150	17:10	3	3	0	0	0	17
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	34.1	28	1	2	0	196	17:10	6	6	0	0	0	35
17:15	18.5	17	1	0	0	106	17:15	4	4	0	0	0	23
17:15	31	28	2	0	0	178	17:15	3	3	0	0	0	17
17:15	29.5	28	1	0	0	170	17:15	6	6	0	0	0	35
17:15	0					0	17:15	0					0

37.3 36 73.3

61.5

42.3

40.1



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:15	0					0	17:15	0					0
17:15	31	28	2	0	0	178	17:15	6	6	0	0	0	35
17:20	5	5	0	0	0	29	17:20	26	26	0	0	0	150
17:20	28	26	0	0	1	161	17:20	7	7	0	0	0	40
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	28	26	0	0	1	161	17:20	26	26	0	0	0	150
17:25	30.8	27	1	1	0	177	17:25	3	3	0	0	0	17
17:25	29.5	28	1	0	0	170	17:25	3	3	0	0	0	17
17:25	24.5	20	3	0	0	141	17:25	6	6	0	0	0	35
17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0
17:25	30.8	27	1	1	0	177	17:25	6	6	0	0	0	35

37

54

36.8



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	26.8	23	1	1	0	154	17:30	4	4	0	0	0	23
17:30	5	5	0	0	0	29	17:30	32.6	25	2	2	0	187
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	26.8	23	1	1	0	154	17:30	32.6	25	2	2	0	187
17:35	35.3	30	2	1	0	203	17:35	3	3	0	0	0	17
17:35	29.3	24	2	1	0	168	17:35	2	2	0	0	0	12
17:35	25.5	24	1	0	0	147	17:35	9	9	0	0	0	52
17:35	0					0	17:35	0					0
17:35	0					0	17:35	0					0
17:35	35.3	30	2	1	0	203	17:35	9	9	0	0	0	52
17:40	32	30	0	0	1	184	17:40	5	5	0	0	0	29
17:40	29.5	28	1	0	0	170	17:40	2	2	0	0	0	12
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	32	30	0	0	1	184	17:40	5	5	0	0	0	29
17:45	28.8	22	3	1	0	166	17:45	6	6	0	0	0	35
17:45	29	26	2	0	0	167	17:45	3	3	0	0	0	17
17:45	7	7	0	0	0	40	17:45	31.5	30	1	0	0	181
17:45	0					0	17:45	0					0
17:45	0					0	17:45	0					0
17:45	29	26	2	0	0	167	17:45	31.5	30	1	0	0	181
17:50	14	14	0	0	0	81	17:50	29	29	0	0	0	167
17:50	13	13	0	0	0	75	17:50	26.5	25	1	0	0	152
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	14	14	0	0	0	81	17:50	29	29	0	0	0	167
17:55	30.3	28	0	1	0	174	17:55	16	16	0	0	0	92
17:55	37.3	35	0	1	0	214	17:55	5	5	0	0	0	29
17:55	26.5	25	1	0	0	152	17:55	5	5	0	0	0	29
17:55	0					0	17:55	0					0
17:55	0					0	17:55	0					0
17:55	37.3	35	0	1	0	214	17:55	16	16	0	0	0	92
18:00	21.8	18	1	1	0	125	18:00	5	5	0	0	0	29
18:00	30	30	0	0	0	173	18:00	11	11	0	0	0	63
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	30	30	0	0	0	173	18:00	11	11	0	0	0	63
18:05	28.3	26	0	1	0	163	18:05	7	7	0	0	0	40
18:05	0	0	0	0	0	0	18:05	10	10	0	0	0	58
18:05	26.3	24	0	1	0	151	18:05	10	10	0	0	0	58
18:05	0					0	18:05	0					0
18:05	0					0	18:05	0					0
18:05	28.3	26	0	1	0	163	18:05	10	10	0	0	0	58
18:10	28	28	0	0	0	161	18:10	9	9	0	0	0	52
18:10	20	20	0	0	0	115	18:10	12	12	0	0	0	69
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	28	28	0	0	0	161	18:10	12	12	0	0	0	69
18:15	25.3	23	0	1	0	145	18:15	3	3	0	0	0	17
18:15	12	12	0	0	0	69	18:15	9	9	0	0	0	52
18:15	5	5	0	0	0	29	18:15	30	30	0	0	0	173
18:15	0					0	18:15	0					0



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:15	0					0	18:15	0					0
18:15	25.3	23	0	1	0	145	18:15	30	30	0	0	0	173
18:20	12	12	0	0	0	69	18:20	25.5	24	1	0	0	147
18:20	25.5	24	1	0	0	147	18:20	8.5	7	1	0	0	49
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	25.5	24	1	0	0	147	18:20	25.5	24	1	0	0	147
18:25	32.3	30	0	1	0	186	18:25	10	10	0	0	0	58
18:25	1	1	0	0	0	6	18:25	27.3	25	0	1	0	157
18:25	29	29	0	0	0	167	18:25	6	6	0	0	0	35
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	32.3	30	0	1	0	186	18:25	27.3	25	0	1	0	157
18:30	27.5	26	1	0	0	158	18:30	7	7	0	0	0	40
18:30	23.5	22	1	0	0	135	18:30	2	2	0	0	0	12
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	27.5	26	1	0	0	158	18:30	7	7	0	0	0	40
18:35	29	26	2	0	0	167	18:35	5	5	0	0	0	29
18:35	30.3	28	0	1	0	174	18:35	5	5	0	0	0	29
18:35	36.3	34	0	1	0	209	18:35	1	1	0	0	0	6
18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0
18:35	36.3	34	0	1	0	209	18:35	5	5	0	0	0	29
18:40	29.3	24	2	1	0	168	18:40	1	1	0	0	0	6
18:40	26.1	20	1	2	0	150	18:40	0	0	0	0	0	0
18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0
18:40	29.3	24	2	1	0	168	18:40	1	1	0	0	0	6
18:45	26	26	0	0	0	150	18:45	3	3	0	0	0	17
18:45	30	30	0	0	0	173	18:45	7	7	0	0	0	40
18:45	26	26	0	0	0	150	18:45	2	2	0	0	0	12
18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0
18:45	30	30	0	0	0	173	18:45	7	7	0	0	0	40
18:50	25	25	0	0	0	144	18:50	10	10	0	0	0	58
18:50	30	30	0	0	0	173	18:50	12	12	0	0	0	69
18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0
18:50	30	30	0	0	0	173	18:50	12	12	0	0	0	69
18:55	24	24	0	0	0	138	18:55	8	8	0	0	0	46
18:55	28.8	25	1	1	0	166	18:55	2	2	0	0	0	12
18:55	22.8	19	1	1	0	131	18:55	8	8	0	0	0	46
18:55	0					0	18:55	0					0
18:55	0					0	18:55	0					0
18:55	28.8	25	1	1	0	166	18:55	8	8	0	0	0	46



SITE: 1

DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm E - Lane 1						Arm E - Lane 2						Arm E - Lane 3						Arm E - Lane 4									
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:30	15	10	2	0	1	86	08:30	20	20	0	0	0	115	08:30	17	17	0	0	0	98	08:30	0	0	0	0	0	
08:30	12	10	0	0	1	69	08:30	14.5	13	1	0	0	83	08:30	6	6	0	0	0	35	08:30	18.5	14	3	0	0	106
08:30	0					0	08:30	0					0	08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0	08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0	08:30	0					0	08:30	0					0
08:30	15	10	2	0	1	86	08:30	20	20	0	0	0	115	08:30	17	17	0	0	0	98	08:30	18.5	14	3	0	0	106
08:35	15.5	14	1	0	0	89	08:35	18	15	2	0	0	104	08:35	8.5	7	1	0	0	49	08:35	6	6	0	0	0	35
08:35	13	10	2	0	0	75	08:35	14.5	13	1	0	0	83	08:35	5	5	0	0	0	29	08:35	6	3	2	0	0	35
08:35	14.5	13	1	0	0	83	08:35	18	16	0	0	1	104	08:35	13	11	0	0	1	75	08:35	0	0	0	0	0	0
08:35	0					0	08:35	0					0	08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0	08:35	0					0	08:35	0					0
08:35	15.5	14	1	0	0	89	08:35	18	15	2	0	0	104	08:35	13	11	0	0	1	75	08:35	6	6	0	0	0	35
08:40	10.5	7	1	0	1	60	08:40	12	12	0	0	0	69	08:40	24.8	19	1	1	1	143	08:40	2.5	1	1	0	0	14
08:40	15.6	11	0	2	0	90	08:40	16	16	0	0	0	92	08:40	4	4	0	0	0	23	08:40	27.3	22	2	1	0	157
08:40	0					0	08:40	0					0	08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0	08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0	08:40	0					0	08:40	0					0
08:40	15.6	11	0	2	0	90	08:40	16	16	0	0	0	92	08:40	24.8	19	1	1	1	143	08:40	27.3	22	2	1	0	157
08:45	19	16	2	0	0	109	08:45	20	20	0	0	0	115	08:45	9.5	8	1	0	0	55	08:45	21.5	20	1	0	0	124
08:45	16.5	13	1	0	1	95	08:45	16.5	15	1	0	0	95	08:45	4	4	0	0	0	23	08:45	25	22	2	0	0	144
08:45	14.5	11	1	0	1	83	08:45	18	18	0	0	0	104	08:45	4.5	3	1	0	0	26	08:45	31.8	25	3	1	0	183
08:45	0					0	08:45	0					0	08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0	08:45	0					0	08:45	0					0
08:45	19	16	2	0	0	109	08:45	20	20	0	0	0	115	08:45	9.5	8	1	0	0	55	08:45	31.8	25	3	1	0	183
08:50	13	13	0	0	0	75	08:50	4	4	0	0	0	23	08:50	19	16	2	0	0	109	08:50	28	25	2	0	0	161
08:50	10	10	0	0	0	58	08:50	15.3	13	0	1	0	88	08:50	7	7	0	0	0	40	08:50	26.5	25	1	0	0	152
08:50	0					0	08:50	0					0	08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0	08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0	08:50	0					0	08:50	0					0
08:50	13	13	0	0	0	75	08:50	15.3	13	0	1	0	88	08:50	19	16	2	0	0	109	08:50	28	25	2	0	0	161
08:55	7	7	0	0	0	40	08:55	6	6	0	0	0	35	08:55	8	8	0	0	0	46	08:55	15	15	0	0	0	86
08:55	11.5	10	1	0	0	66	08:55	11	11	0	0	0	63	08:55	15	15	0	0	0	86	08:55	9	9	0	0	0	52
08:55	17.5	16	1	0	0	101	08:55	15	15	0	0	0	86	08:55	21.8	16	1	1	1	125	08:55	7	7	0	0	0	40
08:55	0					0	08:55	0					0	08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0	08:55	0					0	08:55	0					0
08:55	17.5	16	1	0	0	101	08:55	15	15	0	0	0	86	08:55	21.8	16	1	1	1	125	08:55	15	15	0	0	0	86



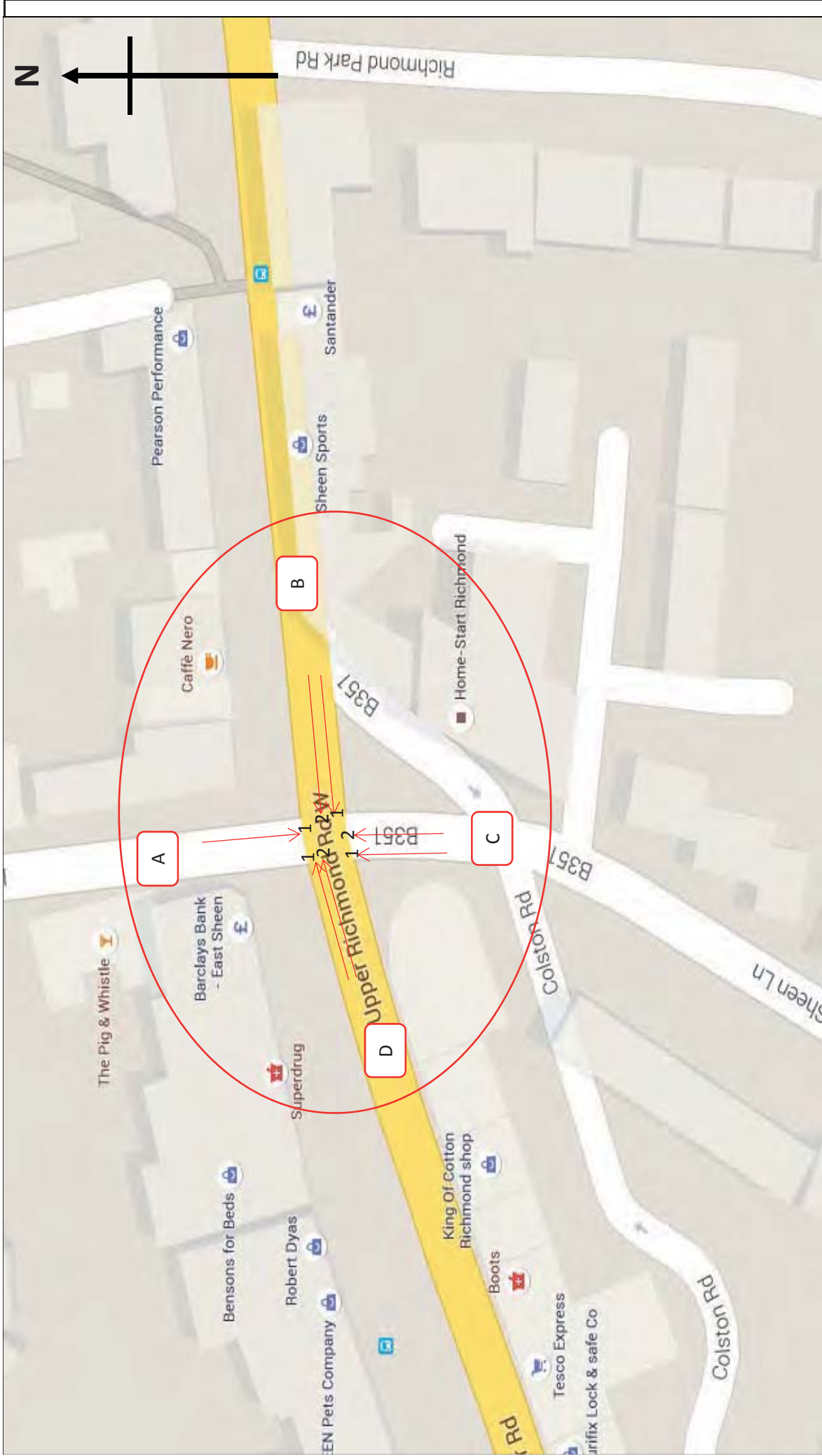
SITE: 1


DATE: 15/06/2016

LOCATION: A316 Lower Richmond Road / Clifford Road / S Circular Road / A3003 Lower Richmond Road

DAY: WEDNESDAY

Arm E - Lane 1					Arm E - Lane 2					Arm E - Lane 3					Arm E - Lane 4												
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	10	10	0	0	0	58	09:00	8	8	0	0	0	46	09:00	9	9	0	0	0	52	09:00	19.3	15	0	1	1	111
09:00	1	1	0	0	0	6	09:00	20.3	14	0	1	2	117	09:00	20.5	17	1	0	1	118	09:00	13.5	12	1	0	0	78
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
09:05	10	10	0	0	0	58	09:05	20.3	14	0	1	2	117	09:05	20.5	17	1	0	1	118	09:05	19.3	15	0	1	1	111
09:05	21.5	18	1	0	1	124	09:05	26	26	0	0	0	150	09:05	17	17	0	0	0	98	09:05	3.5	2	1	0	0	20
09:05	18	18	0	0	0	104	09:05	19.5	18	1	0	0	112	09:05	20	17	2	0	0	115	09:05	3	3	0	0	0	17
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
09:05	21.5	18	1	0	1	124	09:05	26	26	0	0	0	150	09:05	20	17	2	0	0	115	09:05	3.5	2	1	0	0	20
09:10	17.5	13	3	0	0	101	09:10	17.5	16	1	0	0	101	09:10	15	15	0	0	0	86	09:10	5	2	2	0	0	29
09:10	12.5	15	4	0	2	144	09:10	29.5	28	1	0	0	170	09:10	7	7	0	0	0	40	09:10	0	0	0	0	0	0
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
09:10	25	15	4	0	2	144	09:10	29.5	28	1	0	0	170	09:10	16	16	0	0	0	92	09:10	5	2	2	0	0	29
09:15	15	12	2	0	0	86	09:15	15	15	0	0	0	86	09:15	7	5	0	0	1	40	09:15	11	11	0	0	0	63
09:15	12.5	9	1	0	1	72	09:15	16	16	0	0	0	92	09:15	14.5	13	1	0	0	83	09:15	9	9	0	0	0	52
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
09:15	15	12	2	0	0	86	09:15	16	16	0	0	0	92	09:15	14.5	13	1	0	0	83	09:15	11	11	0	0	0	63
09:20	15.5	14	1	0	0	89	09:20	16	16	0	0	0	92	09:20	21.5	18	1	0	1	124	09:20	10.5	9	1	0	0	60
09:20	17.5	16	1	0	0	101	09:20	4	4	0	0	0	23	09:20	22	20	0	0	1	127	09:20	21	18	2	0	0	121
09:20	19	19	0	0	0	109	09:20	24	24	0	0	0	138	09:20	5.5	4	1	0	0	32	09:20	25	25	0	0	0	144
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
09:20	19	19	0	0	0	109	09:20	24	24	0	0	0	138	09:20	22	20	0	0	1	127	09:20	25	25	0	0	0	144
09:25	21	21	0	0	0	121	09:25	20	20	0	0	0	115	09:25	6	6	0	0	0	35	09:25	25.5	24	1	0	0	147
09:25	20.5	19	1	0	0	118	09:25	5	5	0	0	0	29	09:25	24	24	0	0	0	138	09:25	26	23	2	0	0	150
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0	09:25	0	0	0	0	0	0
09:25	21	21	0	0	0	121	09:25	20	20	0	0	0	115	09:25	24	24	0	0	0	138	09:25	26	23	2	0	0	150
09:30	18.5	15	1	0	1	106	09:30	23	23	0	0	0	132	09:30	1	1	0	0	0	6	09:30	27	24	2	0	0	155
09:30	21.5	18	1	0	1	124	09:30	23	21	0	0	1	132	09:30	3	3	0	0	0	17	09:30	21.8	18	1	1	1	125
09:30	17.3	11	0	1	2	99	09:30	18	18	0	0	0	104	09:30	4	4	0	0	0	23	09:30	14	14	0	0	0	81
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
09:30	21.5	18	1	0	1	124	09:30	23	23	0	0	0	132	09:30	4	4	0	0	0	23	09:30	27	24	2	0	0	155
09:35	8.3	6	0	1	0	48	09:35	9	9	0	0	0	52	09:35	25	25	0	0	0	144	09:35	7.5	6	1	0	0	43
09:35	10	10	0	0	0	58	09:35	15	13	0	0	1	86	09:35	4	4	0	0	0	23	09:35	9	9	0	0	0	52
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
09:35	10	10	0	0	0	58	09:35	15	13	0	0	1	86	09:35	25	25	0	0	0	144	09:35	9	9	0	0	0	52
09:40	6	6	0	0	0	35	09:40	7	7	0	0	0	40	09:40	8	8	0	0	0	46	09:40	13.8	8	1	1	1	79
09:40	8.5	7	1	0	0	49	09:40	9	9	0	0	0	52	09:40	3	3	0	0	0	17	09:40	15.8	10	1	1	1	91
09:40	10	5	2	0	1	58	09:40	14	14	0	0	0	81	09:40	5	5	0	0	0	29	09:40	17.5	16	1	0	0	101
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0	09:40	0	0	0	0	0	0
09:40	10	5	2	0	1	58	09:40	14	14	0	0	0	81	09:40	8	8	0	0	0	46	09:40	17.5	16	1	0	0	101
09:45	11.5	6	1	0	2	66	09:45	13	13	0	0	0	75	09:45	18	13	2	0	1	104	09:45	6	6	0	0	0	35
09:45	14.5	13	1	0	0	83	09:45	19	19	0	0	0	109	09:45	11	9	0	0	1	63	09:45	3	3	0	0	0	17
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
09:45	14.5	13	1	0	0	83	09:45	19	19	0	0	0	109	09:45	18	13	2	0	1	104	09:45	6	6				



	Site / Location: Site 2, Upper Richmond Road W (S Circular) / Sheen Lane	Project No.: 6386	Drawing No.: 6386-02	Drawn By: SR
	Survey Date: Wednesday 15th June 2016	Project Name: Mortlake		
	Survey Times: 07:00 to 10:00 & 14:30 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
07:00	1	1	0	0	0	6
07:00	0					0
07:00	0					0
07:00	1	1	0	0	0	6
07:05	5	5	0	0	0	29
07:05	1	1	0	0	0	6
07:05	0	0	0	0	0	0
07:05	0					0
07:05	0					0
07:05	5	5	0	0	0	29
07:10	4.5	3	1	0	0	26
07:10	2	2	0	0	0	12
07:10	3	3	0	0	0	17
07:10	0					0
07:10	0					0
07:10	4.5	3	1	0	0	26
07:15	5.5	4	1	0	0	32
07:15	0	0	0	0	0	0
07:15	1	1	0	0	0	6
07:15	0					0
07:15	0					0
07:15	5.5	4	1	0	0	32
07:20	1	1	0	0	0	6
07:20	0	0	0	0	0	0
07:20	6	6	0	0	0	35
07:20	0					0
07:20	0					0
07:20	6	6	0	0	0	35
07:25	0	0	0	0	0	0
07:25	0	0	0	0	0	0
07:25	13.5	12	1	0	0	78
07:25	0					0
07:25	0					0
07:25	13.5	12	1	0	0	78
07:30	4	4	0	0	0	23
07:30	3	3	0	0	0	17
07:30	6	6	0	0	0	35
07:30	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:30	0					0
07:30	6	6	0	0	0	35
07:35	2	2	0	0	0	12
07:35	1	1	0	0	0	6
07:35	2	2	0	0	0	12
07:35	0					0
07:35	0					0
07:35	2	2	0	0	0	12
07:40	3	3	0	0	0	17
07:40	6.5	5	1	0	0	37
07:40	3	3	0	0	0	17
07:40	0					0
07:40	0					0
07:40	6.5	5	1	0	0	37
07:45	1	1	0	0	0	6
07:45	0	0	0	0	0	0
07:45	9	9	0	0	0	52
07:45	0					0
07:45	0					0
07:45	9	9	0	0	0	52
07:50	1	1	0	0	0	6
07:50	3	3	0	0	0	17
07:50	7	7	0	0	0	40
07:50	0					0
07:50	0					0
07:50	7	7	0	0	0	40
07:55	4.5	3	1	0	0	26
07:55	10.5	9	1	0	0	60
07:55	2	2	0	0	0	12
07:55	0					0
07:55	0					0
07:55	10.5	9	1	0	0	60
08:00	6	6	0	0	0	35
08:00	10	10	0	0	0	58
08:00	2	2	0	0	0	12
08:00	0					0
08:00	0					0
08:00	10	10	0	0	0	58
08:05	1	1	0	0	0	6
08:05	2	2	0	0	0	12



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:05	4	4	0	0	0	23
08:05	0					0
08:05	0					0
08:05	4	4	0	0	0	23
08:10	1	1	0	0	0	6
08:10	10	7	2	0	0	58
08:10	8.5	7	1	0	0	49
08:10	0					0
08:10	0					0
08:10	10	7	2	0	0	58
08:15	9	9	0	0	0	52
08:15	6	6	0	0	0	35
08:15	2	2	0	0	0	12
08:15	0					0
08:15	0					0
08:15	9	9	0	0	0	52
08:20	5	5	0	0	0	29
08:20	1	1	0	0	0	6
08:20	9	9	0	0	0	52
08:20	0					0
08:20	0					0
08:20	9	9	0	0	0	52
08:25	3	3	0	0	0	17
08:25	5	5	0	0	0	29
08:25	4	4	0	0	0	23
08:25	0					0
08:25	0					0
08:25	5	5	0	0	0	29
08:30	9	9	0	0	0	52
08:30	1.5	0	1	0	0	9
08:30	8	8	0	0	0	46
08:30	0					0
08:30	0					0
08:30	9	9	0	0	0	52
08:35	2	2	0	0	0	12
08:35	0	0	0	0	0	0
08:35	3	3	0	0	0	17
08:35	0					0
08:35	0					0
08:35	3	3	0	0	0	17



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:40	1	1	0	0	0	6
08:40	8	8	0	0	0	46
08:40	0					0
08:40	0					0
08:40	0					0
08:40	8	8	0	0	0	46
08:45	2	2	0	0	0	12
08:45	4	4	0	0	0	23
08:45	8	8	0	0	0	46
08:45	0					0
08:45	0					0
08:45	8	8	0	0	0	46
08:50	4.5	3	1	0	0	26
08:50	2	2	0	0	0	12
08:50	1	1	0	0	0	6
08:50	3	3	0	0	0	17
08:50	0					0
08:50	4.5	3	1	0	0	26
08:55	1	1	0	0	0	6
08:55	0	0	0	0	0	0
08:55	7	7	0	0	0	40
08:55	0					0
08:55	0					0
08:55	7	7	0	0	0	40



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	2	2	0	0	0	12
09:00	3	3	0	0	0	17
09:00	0	0	0	0	0	0
09:00	0					0
09:00	0					0
09:00	3	3	0	0	0	17
09:05	6.5	5	1	0	0	37
09:05	6.5	5	1	0	0	37
09:05	2	2	0	0	0	12
09:05	0					0
09:05	0					0
09:05	6.5	5	1	0	0	37
09:10	3	3	0	0	0	17
09:10	9	9	0	0	0	52
09:10	10	8	0	0	1	58
09:10	0					0
09:10	0					0
09:10	10	8	0	0	1	58
09:15	9	9	0	0	0	52
09:15	8	8	0	0	0	46
09:15	0					0
09:15	0					0
09:15	0					0
09:15	9	9	0	0	0	52
09:20	7	7	0	0	0	40
09:20	4	4	0	0	0	23
09:20	1	1	0	0	0	6
09:20	0					0
09:20	0					0
09:20	7	7	0	0	0	40
09:25	2	2	0	0	0	12
09:25	5	5	0	0	0	29
09:25	10	10	0	0	0	58
09:25	0					0
09:25	0					0
09:25	10	10	0	0	0	58
09:30	4	4	0	0	0	23
09:30	7	7	0	0	0	40
09:30	3	3	0	0	0	17
09:30	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:30	0					0
09:30	7	7	0	0	0	40
09:35	4	4	0	0	0	23
09:35	3	3	0	0	0	17
09:35	3	3	0	0	0	17
09:35	0					0
09:35	0					0
09:35	4	4	0	0	0	23
09:40	8.5	7	1	0	0	49
09:40	7.5	6	1	0	0	43
09:40	8.5	7	1	0	0	49
09:40	0					0
09:40	0					0
09:40	8.5	7	1	0	0	49
09:45	4.5	3	1	0	0	26
09:45	4	4	0	0	0	23
09:45	0					0
09:45	0					0
09:45	0					0
09:45	4.5	3	1	0	0	26
09:50	9	9	0	0	0	52
09:50	4	4	0	0	0	23
09:50	3.5	2	1	0	0	20
09:50	0					0
09:50	0					0
09:50	9	9	0	0	0	52
09:55	3	3	0	0	0	17
09:55	2	2	0	0	0	12
09:55	3	3	0	0	0	17
09:55	0					0
09:55	0					0
09:55	3	3	0	0	0	17
14:30	3	3	0	0	0	17
14:30	8	8	0	0	0	46
14:30	4	4	0	0	0	23
14:30	0					0
14:30	0					0
14:30	8	8	0	0	0	46
14:35	5	5	0	0	0	29
14:35	2.5	1	1	0	0	14



6386 / MORTLAKE
 JUNE 2016
 QUEUE LENGTH SURVEY

SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
14:35	4	4	0	0	0	23
14:35	0					0
14:35	0					0
14:35	5	5	0	0	0	29
14:40	1	1	0	0	0	6
14:40	10.5	9	1	0	0	60
14:40	9	9	0	0	0	52
14:40	0					0
14:40	0					0
14:40	10.5	9	1	0	0	60
14:45	2	2	0	0	0	12
14:45	1	1	0	0	0	6
14:45	4	4	0	0	0	23
14:45	0					0
14:45	0					0
14:45	4	4	0	0	0	23
14:50	5	5	0	0	0	29
14:50	3	3	0	0	0	17
14:50	2	2	0	0	0	12
14:50	0	0	0	0	0	0
14:50	0					0
14:50	5	5	0	0	0	29
14:55	3	3	0	0	0	17
14:55	3	3	0	0	0	17
14:55	6	6	0	0	0	35
14:55	0					0
14:55	0					0
14:55	6	6	0	0	0	35
15:00	1	1	0	0	0	6
15:00	8	8	0	0	0	46
15:00	3	3	0	0	0	17
15:00	0					0
15:00	0					0
15:00	8	8	0	0	0	46
15:05	2	2	0	0	0	12
15:05	3.5	2	1	0	0	20
15:05	3	3	0	0	0	17
15:05	0					0
15:05	0					0
15:05	3.5	2	1	0	0	20



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:10	9	6	2	0	0	52
15:10	22	19	2	0	0	127
15:10	18.5	17	1	0	0	106
15:10	6	6	0	0	0	35
15:10	0					0
15:10	22	19	2	0	0	127
15:15	8	8	0	0	0	46
15:15	10.5	9	1	0	0	60
15:15	6	6	0	0	0	35
15:15	0					0
15:15	0					0
15:15	10.5	9	1	0	0	60
15:20	5	5	0	0	0	29
15:20	3.5	2	1	0	0	20
15:20	2	2	0	0	0	12
15:20	0					0
15:20	0					0
15:20	5	5	0	0	0	29
15:25	3	3	0	0	0	17
15:25	8.5	7	1	0	0	49
15:25	6	6	0	0	0	35
15:25	0					0
15:25	0					0
15:25	8.5	7	1	0	0	49
15:30	4	4	0	0	0	23
15:30	11	11	0	0	0	63
15:30	6	6	0	0	0	35
15:30	0					0
15:30	0					0
15:30	11	11	0	0	0	63
15:35	8	8	0	0	0	46
15:35	3	3	0	0	0	17
15:35	0					0
15:35	0					0
15:35	0					0
15:35	8	8	0	0	0	46
15:40	4.5	3	1	0	0	26
15:40	9	9	0	0	0	52
15:40	14.5	13	1	0	0	83
15:40	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:40	0					0
15:40	14.5	13	1	0	0	83
15:45	10.5	9	1	0	0	60
15:45	13	13	0	0	0	75
15:45	6	6	0	0	0	35
15:45	0					0
15:45	0					0
15:45	13	13	0	0	0	75
15:50	12	12	0	0	0	69
15:50	12	12	0	0	0	69
15:50	9.5	8	1	0	0	55
15:50	0					0
15:50	0					0
15:50	12	12	0	0	0	69
15:55	5	3	0	0	1	29
15:55	17	17	0	0	0	98
15:55	14	14	0	0	0	81
15:55	0					0
15:55	0					0
15:55	17	17	0	0	0	98
16:00	5	5	0	0	0	29
16:00	15	15	0	0	0	86
16:00	10	10	0	0	0	58
16:00	0					0
16:00	0					0
16:00	15	15	0	0	0	86
16:05	7	7	0	0	0	40
16:05	4	4	0	0	0	23
16:05	2	2	0	0	0	12
16:05	0					0
16:05	0					0
16:05	7	7	0	0	0	40
16:10	16	16	0	0	0	92
16:10	20	20	0	0	0	115
16:10	14.5	13	1	0	0	83
16:10	0					0
16:10	0					0
16:10	20	20	0	0	0	115
16:15	10.5	9	1	0	0	60
16:15	13.5	12	1	0	0	78



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:15	0					0
16:15	0					0
16:15	0					0
16:15	13.5	12	1	0	0	78
16:20	9	9	0	0	0	52
16:20	8	8	0	0	0	46
16:20	6	6	0	0	0	35
16:20	0					0
16:20	0					0
16:20	9	9	0	0	0	52
16:25	2	2	0	0	0	12
16:25	12	12	0	0	0	69
16:25	11	11	0	0	0	63
16:25	0					0
16:25	0					0
16:25	12	12	0	0	0	69



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	5	5	0	0	0	29
16:30	9.5	8	1	0	0	55
16:30	2	2	0	0	0	12
16:30	0					0
16:30	0					0
16:30	9.5	8	1	0	0	55
16:35	9	9	0	0	0	52
16:35	0	0	0	0	0	0
16:35	2	2	0	0	0	12
16:35	0					0
16:35	0					0
16:35	9	9	0	0	0	52
16:40	3	3	0	0	0	17
16:40	3	3	0	0	0	17
16:40	14	14	0	0	0	81
16:40	0					0
16:40	0					0
16:40	14	14	0	0	0	81
16:45	21	21	0	0	0	121
16:45	20	20	0	0	0	115
16:45	17	17	0	0	0	98
16:45	0					0
16:45	0					0
16:45	21	21	0	0	0	121
16:50	9	9	0	0	0	52
16:50	10	10	0	0	0	58
16:50	0					0
16:50	0					0
16:50	0					0
16:50	10	10	0	0	0	58
16:55	9	9	0	0	0	52
16:55	8	8	0	0	0	46
16:55	11	11	0	0	0	63
16:55	0					0
16:55	0					0
16:55	11	11	0	0	0	63
17:00	15	15	0	0	0	86
17:00	19	19	0	0	0	109
17:00	21	21	0	0	0	121
17:00	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:00	0					0
17:00	21	21	0	0	0	121
17:05	11	11	0	0	0	63
17:05	6	6	0	0	0	35
17:05	5	5	0	0	0	29
17:05	0					0
17:05	0					0
17:05	11	11	0	0	0	63
17:10	2	2	0	0	0	12
17:10	14	14	0	0	0	81
17:10	14.5	13	1	0	0	83
17:10	0					0
17:10	0					0
17:10	14.5	13	1	0	0	83
17:15	13.5	12	1	0	0	78
17:15	7	7	0	0	0	40
17:15	10	10	0	0	0	58
17:15	0					0
17:15	0					0
17:15	13.5	12	1	0	0	78
17:20	4	4	0	0	0	23
17:20	0	0	0	0	0	0
17:20	2	2	0	0	0	12
17:20	0					0
17:20	0					0
17:20	4	4	0	0	0	23
17:25	3	3	0	0	0	17
17:25	17	17	0	0	0	98
17:25	10	10	0	0	0	58
17:25	0					0
17:25	0					0
17:25	17	17	0	0	0	98



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	8.5	7	1	0	0	49
17:30	16.5	15	1	0	0	95
17:30	16	16	0	0	0	92
17:30	0					0
17:30	0					0
17:30	16.5	15	1	0	0	95
17:35	15	15	0	0	0	86
17:35	5	5	0	0	0	29
17:35	0					0
17:35	0					0
17:35	0					0
17:35	15	15	0	0	0	86
17:40	2	2	0	0	0	12
17:40	5	5	0	0	0	29
17:40	10	10	0	0	0	58
17:40	0					0
17:40	0					0
17:40	10	10	0	0	0	58
17:45	5	5	0	0	0	29
17:45	10	10	0	0	0	58
17:45	7	7	0	0	0	40
17:45	0					0
17:45	0					0
17:45	10	10	0	0	0	58
17:50	13	13	0	0	0	75
17:50	16	16	0	0	0	92
17:50	8	8	0	0	0	46
17:50	0					0
17:50	0					0
17:50	16	16	0	0	0	92
17:55	3	3	0	0	0	17
17:55	5	5	0	0	0	29
17:55	12	12	0	0	0	69
17:55	0					0
17:55	0					0
17:55	12	12	0	0	0	69
18:00	16	16	0	0	0	92
18:00	14	14	0	0	0	81
18:00	14	14	0	0	0	81
18:00	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:00	0					0
18:00	16	16	0	0	0	92
18:05	4	4	0	0	0	23
18:05	4	4	0	0	0	23
18:05	1	1	0	0	0	6
18:05	0					0
18:05	0					0
18:05	4	4	0	0	0	23
18:10	13	13	0	0	0	75
18:10	5	5	0	0	0	29
18:10	7	7	0	0	0	40
18:10	0					0
18:10	0					0
18:10	13	13	0	0	0	75
18:15	13	13	0	0	0	75
18:15	12	12	0	0	0	69
18:15	6	6	0	0	0	35
18:15	0					0
18:15	0					0
18:15	13	13	0	0	0	75
18:20	11	11	0	0	0	63
18:20	13	13	0	0	0	75
18:20	6	6	0	0	0	35
18:20	0					0
18:20	0					0
18:20	13	13	0	0	0	75
18:25	4	4	0	0	0	23
18:25	5	5	0	0	0	29
18:25	5	5	0	0	0	29
18:25	0					0
18:25	0					0
18:25	5	5	0	0	0	29
18:30	4	4	0	0	0	23
18:30	8	8	0	0	0	46
18:30	2	2	0	0	0	12
18:30	0					0
18:30	0					0
18:30	8	8	0	0	0	46
18:35	3.5	2	1	0	0	20
18:35	1	1	0	0	0	6



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:35	0					0
18:35	0					0
18:35	0					0
18:35	3.5	2	1	0	0	20
18:40	2	2	0	0	0	12
18:40	4	4	0	0	0	23
18:40	15.5	14	1	0	0	89
18:40	10	10	0	0	0	58
18:40	0					0
18:40	15.5	14	1	0	0	89
18:45	2	2	0	0	0	12
18:45	2	2	0	0	0	12
18:45	0					0
18:45	0					0
18:45	0					0
18:45	2	2	0	0	0	12
18:50	7	7	0	0	0	40
18:50	1	1	0	0	0	6
18:50	2	2	0	0	0	12
18:50	0					0
18:50	0					0
18:50	7	7	0	0	0	40
18:55	1	1	0	0	0	6
18:55	2	2	0	0	0	12
18:55	0	0	0	0	0	0
18:55	3	1	0	0	1	17
18:55	0					0
18:55	3	1	0	0	1	17



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	3.5	2	1	0	0	20	07:00	1	1	0	0	0	6
07:00	4	4	0	0	0	23	07:00	2.5	1	1	0	0	14
07:00	6	6	0	0	0	35	07:00	5	5	0	0	0	29
07:00	8.3	6	0	1	0	48	07:00	1	1	0	0	0	6
07:00	0					0	07:00	0					0
07:00	8.3	6	0	1	0	48	07:00	5	5	0	0	0	29
07:05	11	11	0	0	0	63	07:05	3	3	0	0	0	17
07:05	17.5	14	1	0	1	101	07:05	1	1	0	0	0	6
07:05	8.5	7	1	0	0	49	07:05	0	0	0	0	0	0
07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0
07:05	17.5	14	1	0	1	101	07:05	3	3	0	0	0	17
07:10	4	4	0	0	0	23	07:10	3	3	0	0	0	17
07:10	3	3	0	0	0	17	07:10	2	2	0	0	0	12
07:10	15	12	2	0	0	86	07:10	4	4	0	0	0	23
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	15	12	2	0	0	86	07:10	4	4	0	0	0	23
07:15	8	8	0	0	0	46	07:15	3.5	2	1	0	0	20
07:15	5	5	0	0	0	29	07:15	3	3	0	0	0	17
07:15	8	8	0	0	0	46	07:15	2	2	0	0	0	12
07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0
07:15	8	8	0	0	0	46	07:15	3.5	2	1	0	0	20
07:20	3	3	0	0	0	17	07:20	3.5	2	1	0	0	20
07:20	4	2	0	0	1	23	07:20	0	0	0	0	0	0
07:20	22.5	15	5	0	0	129	07:20	1	1	0	0	0	6
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	22.5	15	5	0	0	129	07:20	3.5	2	1	0	0	20
07:25	6	6	0	0	0	35	07:25	3	3	0	0	0	17
07:25	4	4	0	0	0	23	07:25	1	1	0	0	0	6
07:25	6	6	0	0	0	35	07:25	1	1	0	0	0	6
07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0
07:25	6	6	0	0	0	35	07:25	3	3	0	0	0	17
07:30	4	4	0	0	0	23	07:30	1	1	0	0	0	6
07:30	4.5	3	1	0	0	26	07:30	0	0	0	0	0	0
07:30	7	7	0	0	0	40	07:30	1	1	0	0	0	6
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	7	7	0	0	0	40	07:30	1	1	0	0	0	6
07:35	10	8	0	0	1	58	07:35	2	2	0	0	0	12
07:35	3	1	0	0	1	17	07:35	0	0	0	0	0	0
07:35	18.3	13	2	1	0	105	07:35	3	3	0	0	0	17
07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0
07:35	18.3	13	2	1	0	105	07:35	3	3	0	0	0	17
07:40	3	3	0	0	0	17	07:40	2	2	0	0	0	12
07:40	10	10	0	0	0	58	07:40	3	3	0	0	0	17
07:40	5	5	0	0	0	29	07:40	1	1	0	0	0	6
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	10	10	0	0	0	58	07:40	3	3	0	0	0	17
07:45	11	11	0	0	0	63	07:45	1	1	0	0	0	6
07:45	5	5	0	0	0	29	07:45	1	1	0	0	0	6
07:45	10.5	9	1	0	0	60	07:45	2	2	0	0	0	12
07:45	0					0	07:45	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:45	0					0	07:45	0					0
07:45	11	11	0	0	0	63	07:45	2	2	0	0	0	12
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
07:50	7	7	0	0	0	40	07:50	3	3	0	0	0	17
07:50	8	6	0	0	1	46	07:50	4.5	3	1	0	0	26
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	8	6	0	0	1	46	07:50	4.5	3	1	0	0	26
07:55	8.5	7	1	0	0	49	07:55	4	2	0	0	1	23
07:55	18.8	11	1	1	2	108	07:55	2	2	0	0	0	12
07:55	16.4	6	1	3	1	94	07:55	3	3	0	0	0	17
07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0
07:55	18.8	11	1	1	2	108	07:55	4	2	0	0	1	23
08:00	12.5	9	1	0	1	72	08:00	4	4	0	0	0	23
08:00	12.5	9	1	0	1	72	08:00	1	1	0	0	0	6
08:00	7.5	6	1	0	0	43	08:00	5.5	4	1	0	0	32
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	12.5	9	1	0	1	72	08:00	5.5	4	1	0	0	32
08:05	8.5	7	1	0	0	49	08:05	2	2	0	0	0	12
08:05	6	3	2	0	0	35	08:05	1.5	0	1	0	0	9
08:05	7	4	2	0	0	40	08:05	4	1	2	0	0	23
08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0
08:05	8.5	7	1	0	0	49	08:05	4	1	2	0	0	23
08:10	3.5	2	1	0	0	20	08:10	3	0	2	0	0	17
08:10	5.5	4	1	0	0	32	08:10	3	3	0	0	0	17
08:10	4.5	1	1	0	1	26	08:10	3	3	0	0	0	17
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	5.5	4	1	0	0	32	08:10	3	0	2	0	0	17
08:15	6.5	5	1	0	0	37	08:15	1	1	0	0	0	6
08:15	7	7	0	0	0	40	08:15	3	3	0	0	0	17
08:15	14.8	9	1	1	1	85	08:15	5	5	0	0	0	29
08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0
08:15	14.8	9	1	1	1	85	08:15	5	5	0	0	0	29
08:20	19.8	16	1	1	0	114	08:20	6	4	0	0	1	35
08:20	13	11	0	0	1	75	08:20	5.5	4	1	0	0	32
08:20	15	8	2	0	2	86	08:20	7.5	6	1	0	0	43
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	19.8	16	1	1	0	114	08:20	7.5	6	1	0	0	43
08:25	23.5	18	1	0	2	135	08:25	4	4	0	0	0	23
08:25	18	11	2	0	2	104	08:25	2	2	0	0	0	12
08:25	13.9	7	0	3	0	80	08:25	2	2	0	0	0	12
08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0
08:25	23.5	18	1	0	2	135	08:25	4	4	0	0	0	23
08:30	4	4	0	0	0	23	08:30	3	3	0	0	0	17
08:30	5	5	0	0	0	29	08:30	2	2	0	0	0	12
08:30	6.5	5	1	0	0	37	08:30	3	3	0	0	0	17
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	6.5	5	1	0	0	37	08:30	3	3	0	0	0	17
08:35	13	9	0	0	2	75	08:35	2	2	0	0	0	12
08:35	2	2	0	0	0	12	08:35	1	1	0	0	0	6



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	13	9	0	0	2	75	08:35	2	2	0	0	0	12
08:40	7.3	5	0	1	0	42	08:40	3	3	0	0	0	17
08:40	7	7	0	0	0	40	08:40	1	1	0	0	0	6
08:40	12.6	8	0	2	0	72	08:40	1	1	0	0	0	6
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	12.6	8	0	2	0	72	08:40	3	3	0	0	0	17
08:45	3	0	2	0	0	17	08:45	1	1	0	0	0	6
08:45	6.5	5	1	0	0	37	08:45	1	1	0	0	0	6
08:45	11.5	7	3	0	0	66	08:45	1.5	0	1	0	0	9
08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0
08:45	11.5	7	3	0	0	66	08:45	1.5	0	1	0	0	9
08:50	2	2	0	0	0	12	08:50	0	0	0	0	0	0
08:50	12	10	0	0	1	69	08:50	2.5	1	1	0	0	14
08:50	6.5	5	1	0	0	37	08:50	2	2	0	0	0	12
08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0
08:50	12	10	0	0	1	69	08:50	2.5	1	1	0	0	14
08:55	5.6	1	0	2	0	32	08:55	0	0	0	0	0	0
08:55	8.5	3	1	0	2	49	08:55	2	2	0	0	0	12
08:55	3	3	0	0	0	17	08:55	8.1	2	1	2	0	47
08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0
08:55	8.5	3	1	0	2	49	08:55	8.1	2	1	2	0	47



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	4	4	0	0	0	23	09:00	2	2	0	0	0	12
09:00	9	9	0	0	0	52	09:00	5	5	0	0	0	29
09:00	8	6	0	0	1	46	09:00	1	1	0	0	0	6
09:00	2.5	1	1	0	0	14	09:00	2	2	0	0	0	12
09:00	0					0	09:00	0					0
09:00	9	9	0	0	0	52	09:00	5	5	0	0	0	29
09:05	9.8	6	1	1	0	56	09:05	1	1	0	0	0	6
09:05	21.5	12	5	0	1	124	09:05	2	2	0	0	0	12
09:05	12	12	0	0	0	69	09:05	3	3	0	0	0	17
09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0
09:05	21.5	12	5	0	1	124	09:05	3	3	0	0	0	17
09:10	22.8	15	1	1	2	131	09:10	3	3	0	0	0	17
09:10	8	8	0	0	0	46	09:10	0	0	0	0	0	0
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	22.8	15	1	1	2	131	09:10	3	3	0	0	0	17
09:15	13.5	12	1	0	0	78	09:15	1	1	0	0	0	6
09:15	7	7	0	0	0	40	09:15	1	1	0	0	0	6
09:15	7.5	6	1	0	0	43	09:15	1	1	0	0	0	6
09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0
09:15	13.5	12	1	0	0	78	09:15	1	1	0	0	0	6
09:20	7.5	2	1	0	2	43	09:20	1	1	0	0	0	6
09:20	11.8	5	3	1	0	68	09:20	6	6	0	0	0	35
09:20	12	12	0	0	0	69	09:20	7	7	0	0	0	40
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	12	12	0	0	0	69	09:20	7	7	0	0	0	40
09:25	6	6	0	0	0	35	09:25	2	2	0	0	0	12
09:25	5.5	4	1	0	0	32	09:25	4	4	0	0	0	23
09:25	14	11	2	0	0	81	09:25	3	3	0	0	0	17
09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0
09:25	14	11	2	0	0	81	09:25	4	4	0	0	0	23
09:30	5	5	0	0	0	29	09:30	1.5	0	1	0	0	9
09:30	13	11	0	0	1	75	09:30	4	4	0	0	0	23
09:30	11	8	2	0	0	63	09:30	1	1	0	0	0	6
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	13	11	0	0	1	75	09:30	4	4	0	0	0	23
09:35	13.5	10	1	0	1	78	09:35	2	2	0	0	0	12
09:35	8.5	7	1	0	0	49	09:35	0	0	0	0	0	0
09:35	13.3	11	0	1	0	76	09:35	2	2	0	0	0	12
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	13.5	10	1	0	1	78	09:35	2	2	0	0	0	12
09:40	7.5	6	1	0	0	43	09:40	1	1	0	0	0	6
09:40	12	12	0	0	0	69	09:40	4	4	0	0	0	23
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	12	12	0	0	0	69	09:40	4	4	0	0	0	23
09:45	6	6	0	0	0	35	09:45	2	2	0	0	0	12
09:45	27	17	4	0	2	155	09:45	2	2	0	0	0	12
09:45	30.8	18	3	1	3	177	09:45	0	0	0	0	0	0
09:45	0					0	09:45	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:45	0					0	09:45	0					0
09:45	30.8	18	3	1	3	177	09:45	2	2	0	0	0	12
09:50	22.8	15	1	1	2	131	09:50	2.5	1	1	0	0	14
09:50	18.5	10	3	0	2	106	09:50	2	2	0	0	0	12
09:50	12.5	11	1	0	0	72	09:50	3	0	2	0	0	17
09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0
09:50	22.8	15	1	1	2	131	09:50	3	0	2	0	0	17
09:55	7	7	0	0	0	40	09:55	2	2	0	0	0	12
09:55	9.5	8	1	0	0	55	09:55	1	1	0	0	0	6
09:55	12	9	2	0	0	69	09:55	2.5	1	1	0	0	14
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	12	9	2	0	0	69	09:55	2.5	1	1	0	0	14
14:30	19	16	2	0	0	109	14:30	0	0	0	0	0	0
14:30	14.5	11	1	0	1	83	14:30	2	2	0	0	0	12
14:30	13	10	2	0	0	75	14:30	1	1	0	0	0	6
14:30	0					0	14:30	0					0
14:30	0					0	14:30	0					0
14:30	19	16	2	0	0	109	14:30	2	2	0	0	0	12
14:35	4.5	3	1	0	0	26	14:35	1	1	0	0	0	6
14:35	14	7	2	0	2	81	14:35	2	2	0	0	0	12
14:35	6.5	5	1	0	0	37	14:35	10.5	9	1	0	0	60
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	14	7	2	0	2	81	14:35	10.5	9	1	0	0	60
14:40	4	4	0	0	0	23	14:40	3	3	0	0	0	17
14:40	11	11	0	0	0	63	14:40	3	3	0	0	0	17
14:40	11	9	0	0	1	63	14:40	5	5	0	0	0	29
14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0
14:40	11	11	0	0	0	63	14:40	5	5	0	0	0	29
14:45	6	4	0	0	1	35	14:45	2	2	0	0	0	12
14:45	7.8	4	1	1	0	45	14:45	2	2	0	0	0	12
14:45	10.3	6	0	1	1	59	14:45	2	2	0	0	0	12
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	10.3	6	0	1	1	59	14:45	2	2	0	0	0	12
14:50	5	5	0	0	0	29	14:50	1	1	0	0	0	6
14:50	7	7	0	0	0	40	14:50	3	3	0	0	0	17
14:50	13	13	0	0	0	75	14:50	2	2	0	0	0	12
14:50	6	6	0	0	0	35	14:50	0	0	0	0	0	0
14:50	0					0	14:50	0					0
14:50	13	13	0	0	0	75	14:50	3	3	0	0	0	17
14:55	3	3	0	0	0	17	14:55	2	2	0	0	0	12
14:55	17	14	2	0	0	98	14:55	1	1	0	0	0	6
14:55	11	9	0	0	1	63	14:55	1	1	0	0	0	6
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	17	14	2	0	0	98	14:55	2	2	0	0	0	12
15:00	5	5	0	0	0	29	15:00	1	1	0	0	0	6
15:00	0	0	0	0	0	0	15:00	2	2	0	0	0	12
15:00	3	3	0	0	0	17	15:00	2.5	1	1	0	0	14
15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0
15:00	5	5	0	0	0	29	15:00	2.5	1	1	0	0	14
15:05	0	0	0	0	0	0	15:05	1	1	0	0	0	6
15:05	4	4	0	0	0	23	15:05	0	0	0	0	0	0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:05	3	3	0	0	0	17	15:05	2	2	0	0	0	12
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	4	4	0	0	0	23	15:05	2	2	0	0	0	12
15:10	8	6	0	0	1	46	15:10	0	0	0	0	0	0
15:10	6.8	3	1	1	0	39	15:10	4	2	0	0	1	23
15:10	4.5	1	1	0	1	26	15:10	2	2	0	0	0	12
15:10	0					0	15:10	0					0
15:10	0					0	15:10	0					0
15:10	8	6	0	0	1	46	15:10	4	2	0	0	1	23
15:15	4	4	0	0	0	23	15:15	2	2	0	0	0	12
15:15	13	13	0	0	0	75	15:15	1	1	0	0	0	6
15:15	11	11	0	0	0	63	15:15	4	4	0	0	0	23
15:15	7	4	2	0	0	40	15:15	3	3	0	0	0	17
15:15	0					0	15:15	0					0
15:15	13	13	0	0	0	75	15:15	4	4	0	0	0	23
15:20	11.5	10	1	0	0	66	15:20	0	0	0	0	0	0
15:20	8.5	7	1	0	0	49	15:20	2	2	0	0	0	12
15:20	9	7	0	0	1	52	15:20	2	2	0	0	0	12
15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0
15:20	11.5	10	1	0	0	66	15:20	2	2	0	0	0	12
15:25	9	4	2	0	1	52	15:25	2	2	0	0	0	12
15:25	9	9	0	0	0	52	15:25	2	2	0	0	0	12
15:25	3	3	0	0	0	17	15:25	3	3	0	0	0	17
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	9	4	2	0	1	52	15:25	3	3	0	0	0	17
15:30	4	4	0	0	0	23	15:30	1	1	0	0	0	6
15:30	13.8	8	1	1	1	79	15:30	0	0	0	0	0	0
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	13.8	8	1	1	1	79	15:30	1	1	0	0	0	6
15:35	18	15	2	0	0	104	15:35	1	1	0	0	0	6
15:35	11.3	9	0	1	0	65	15:35	1	1	0	0	0	6
15:35	9	7	0	0	1	52	15:35	3	3	0	0	0	17
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	18	15	2	0	0	104	15:35	3	3	0	0	0	17
15:40	4	4	0	0	0	23	15:40	7.5	6	1	0	0	43
15:40	22	14	4	0	1	127	15:40	6	6	0	0	0	35
15:40	11	8	2	0	0	63	15:40	3	3	0	0	0	17
15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0
15:40	22	14	4	0	1	127	15:40	7.5	6	1	0	0	43
15:45	15	10	2	0	1	86	15:45	7	7	0	0	0	40
15:45	9	9	0	0	0	52	15:45	7.5	6	1	0	0	43
15:45	12	10	0	0	1	69	15:45	22	19	2	0	0	127
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	15	10	2	0	1	86	15:45	22	19	2	0	0	127
15:50	26	23	2	0	0	150	15:50	9.5	8	1	0	0	55
15:50	9.5	8	1	0	0	55	15:50	5	5	0	0	0	29
15:50	19.5	14	1	0	2	112	15:50	6	6	0	0	0	35
15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0
15:50	26	23	2	0	0	150	15:50	9.5	8	1	0	0	55



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:55	26	19	2	0	2	150	15:55	2	2	0	0	0	12
15:55	18	18	0	0	0	104	15:55	8	4	0	0	2	46
15:55	28	21	2	0	2	161	15:55	3	1	0	0	1	17
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	28	21	2	0	2	161	15:55	8	4	0	0	2	46
16:00	11.5	8	1	0	1	66	16:00	11	11	0	0	0	63
16:00	10	8	0	0	1	58	16:00	8	8	0	0	0	46
16:00	37.1	26	3	2	1	213	16:00	0	0	0	0	0	0
16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0
16:00	37.1	26	3	2	1	213	16:00	11	11	0	0	0	63
16:05	5.3	3	0	1	0	30	16:05	0	0	0	0	0	0
16:05	5	5	0	0	0	29	16:05	1	1	0	0	0	6
16:05	23.5	18	1	0	2	135	16:05	2	2	0	0	0	12
16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0
16:05	23.5	18	1	0	2	135	16:05	2	2	0	0	0	12
16:10	26.5	23	1	0	1	152	16:10	5.5	4	1	0	0	32
16:10	30.5	24	3	0	1	175	16:10	2	2	0	0	0	12
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	30.5	24	3	0	1	175	16:10	5.5	4	1	0	0	32
16:15	19.8	14	1	1	1	114	16:15	2.5	1	1	0	0	14
16:15	5.5	4	1	0	0	32	16:15	1	1	0	0	0	6
16:15	21.1	15	1	2	0	121	16:15	3.5	2	1	0	0	20
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	21.1	15	1	2	0	121	16:15	3.5	2	1	0	0	20
16:20	19	14	2	0	1	109	16:20	2	2	0	0	0	12
16:20	7	5	0	0	1	40	16:20	3	3	0	0	0	17
16:20	20.5	17	1	0	1	118	16:20	2	2	0	0	0	12
16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0
16:20	20.5	17	1	0	1	118	16:20	3	3	0	0	0	17
16:25	8	8	0	0	0	46	16:25	1	1	0	0	0	6
16:25	14.3	12	0	1	0	82	16:25	1	1	0	0	0	6
16:25	12.8	9	1	1	0	74	16:25	4	4	0	0	0	23
16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0
16:25	14.3	12	0	1	0	82	16:25	4	4	0	0	0	23



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	13	8	2	0	1	75	16:30	2	2	0	0	0	12
16:30	18.5	17	1	0	0	106	16:30	4	4	0	0	0	23
16:30	12	12	0	0	0	69	16:30	3.5	2	1	0	0	20
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	18.5	17	1	0	0	106	16:30	4	4	0	0	0	23
16:35	10.5	7	1	0	1	60	16:35	5	5	0	0	0	29
16:35	19.3	14	2	1	0	111	16:35	6	6	0	0	0	35
16:35	8.5	7	1	0	0	49	16:35	4	4	0	0	0	23
16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0
16:35	19.3	14	2	1	0	111	16:35	6	6	0	0	0	35
16:40	17	10	2	0	2	98	16:40	5	5	0	0	0	29
16:40	27	22	2	0	1	155	16:40	5	5	0	0	0	29
16:40	13	11	0	0	1	75	16:40	5	5	0	0	0	29
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	27	22	2	0	1	155	16:40	5	5	0	0	0	29
16:45	26	22	0	0	2	150	16:45	5	5	0	0	0	29
16:45	29.5	24	1	0	2	170	16:45	9	9	0	0	0	52
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	29.5	24	1	0	2	170	16:45	9	9	0	0	0	52
16:50	31.5	26	1	0	2	181	16:50	1	1	0	0	0	6
16:50	35.5	29	3	0	1	204	16:50	3	3	0	0	0	17
16:50	15	15	0	0	0	86	16:50	1	1	0	0	0	6
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	35.5	29	3	0	1	204	16:50	3	3	0	0	0	17
16:55	14.8	11	1	1	0	85	16:55	3.5	2	1	0	0	20
16:55	34.8	26	3	1	1	200	16:55	5.5	4	1	0	0	32
16:55	33.8	25	3	1	1	194	16:55	1	1	0	0	0	6
16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0
16:55	34.8	26	3	1	1	200	16:55	5.5	4	1	0	0	32
17:00	34.6	25	2	2	1	199	17:00	4	4	0	0	0	23
17:00	27.9	16	2	3	1	160	17:00	1	1	0	0	0	6
17:00	15.1	9	1	2	0	87	17:00	6	6	0	0	0	35
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	34.6	25	2	2	1	199	17:00	6	6	0	0	0	35
17:05	9.5	6	1	0	1	55	17:05	10	8	0	0	1	58
17:05	35	24	2	0	4	201	17:05	1	1	0	0	0	6
17:05	6	4	0	0	1	35	17:05	3.5	2	1	0	0	20
17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0
17:05	35	24	2	0	4	201	17:05	10	8	0	0	1	58
17:10	25.8	18	1	1	2	148	17:10	1	1	0	0	0	6
17:10	22.8	17	1	1	1	131	17:10	3	3	0	0	0	17
17:10	33.5	28	1	0	2	193	17:10	5	5	0	0	0	29
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	33.5	28	1	0	2	193	17:10	5	5	0	0	0	29
17:15	36	28	4	0	1	207	17:15	5	5	0	0	0	29
17:15	33	25	4	0	1	190	17:15	2	2	0	0	0	12
17:15	27.8	19	3	1	1	160	17:15	4.5	3	1	0	0	26
17:15	0					0	17:15	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:15	0					0	17:15	0					0
17:15	36	28	4	0	1	207	17:15	5	5	0	0	0	29
17:20	14.5	13	1	0	0	83	17:20	4.8	1	1	1	0	28
17:20	24.8	19	1	1	1	143	17:20	3	3	0	0	0	17
17:20	38.8	28	3	1	2	223	17:20	2	2	0	0	0	12
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	38.8	28	3	1	2	223	17:20	4.8	1	1	1	0	28
17:25	19.5	14	1	0	2	112	17:25	3	3	0	0	0	17
17:25	31.5	28	1	0	1	181	17:25	3	3	0	0	0	17
17:25	26	24	0	0	1	150	17:25	4	4	0	0	0	23
17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0
17:25	31.5	28	1	0	1	181	17:25	4	4	0	0	0	23



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	40.8	33	1	1	2	235	17:30	2	2	0	0	0	12
17:30	10	8	0	0	1	58	17:30	3	3	0	0	0	17
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	40.8	33	1	1	2	235	17:30	3	3	0	0	0	17
17:35	21	16	2	0	1	121	17:35	1	1	0	0	0	6
17:35	21	17	0	0	2	121	17:35	4	4	0	0	0	23
17:35	26	20	0	0	3	150	17:35	11	11	0	0	0	63
17:35	0					0	17:35	0					0
17:35	0					0	17:35	0					0
17:35	26	20	0	0	3	150	17:35	11	11	0	0	0	63
17:40	36.6	25	2	2	2	210	17:40	14	14	0	0	0	81
17:40	47.6	29	4	2	4	274	17:40	12	12	0	0	0	69
17:40	48.6	28	4	2	5	279	17:40	6	6	0	0	0	35
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	48.6	28	4	2	5	279	17:40	14	14	0	0	0	81
17:45	34.3	18	4	1	4	197	17:45	6	6	0	0	0	35
17:45	34.3	20	4	1	3	197	17:45	1	1	0	0	0	6
17:45	17	15	0	0	1	98	17:45	2	2	0	0	0	12
17:45	0					0	17:45	0					0
17:45	0					0	17:45	0					0
17:45	34.3	18	4	1	4	197	17:45	6	6	0	0	0	35
17:50	12.3	10	0	1	0	71	17:50	1	1	0	0	0	6
17:50	38.6	30	0	2	2	222	17:50	0	0	0	0	0	0
17:50	48.6	40	0	2	2	279	17:50	0	0	0	0	0	0
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	48.6	40	0	2	2	279	17:50	1	1	0	0	0	6
17:55	15	13	0	0	1	86	17:55	6.3	4	0	1	0	36
17:55	15	15	0	0	0	86	17:55	2	2	0	0	0	12
17:55	38	36	0	0	1	219	17:55	1	1	0	0	0	6
17:55	0					0	17:55	0					0
17:55	0					0	17:55	0					0
17:55	38	36	0	0	1	219	17:55	6.3	4	0	1	0	36
18:00	34	30	0	0	2	196	18:00	4	4	0	0	0	23
18:00	33.5	28	1	0	2	193	18:00	6	6	0	0	0	35
18:00	25.5	20	1	0	2	147	18:00	6	6	0	0	0	35
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	34	30	0	0	2	196	18:00	6	6	0	0	0	35
18:05	30.3	24	0	1	2	174	18:05	2	2	0	0	0	12
18:05	29.3	23	0	1	2	168	18:05	4	4	0	0	0	23
18:05	32.3	28	0	1	1	186	18:05	2	2	0	0	0	12
18:05	0					0	18:05	0					0
18:05	0					0	18:05	0					0
18:05	32.3	28	0	1	1	186	18:05	4	4	0	0	0	23
18:10	27.3	23	0	1	1	157	18:10	0	0	0	0	0	0
18:10	26	26	0	0	0	150	18:10	4	4	0	0	0	23
18:10	41.5	38	1	0	1	239	18:10	5	5	0	0	0	29
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	41.5	38	1	0	1	239	18:10	5	5	0	0	0	29
18:15	27	25	0	0	1	155	18:15	1	1	0	0	0	6
18:15	29.5	24	1	0	2	170	18:15	5	5	0	0	0	29
18:15	14	10	0	0	2	81	18:15	36.5	33	1	0	1	210
18:15	0					0	18:15	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm B - Lane 1						Arm B - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:15	0					0	18:15	0					0
18:15	29.5	24	1	0	2	170	18:15	36.5	33	1	0	1	210
18:20	12	8	0	0	2	69	18:20	39	34	2	0	1	224
18:20	13.5	6	1	0	3	78	18:20	35.5	32	1	0	1	204
18:20	10	8	0	0	1	58	18:20	4	4	0	0	0	23
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	13.5	6	1	0	3	78	18:20	39	34	2	0	1	224
18:25	23.5	20	1	0	1	135	18:25	3	1	0	0	1	17
18:25	13.5	8	1	0	2	78	18:25	22.5	19	1	0	1	129
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	23.5	20	1	0	1	135	18:25	22.5	19	1	0	1	129
18:30	12.5	5	1	0	3	72	18:30	13	13	0	0	0	75
18:30	9.5	4	1	0	2	55	18:30	33.8	30	1	1	0	194
18:30	12.5	11	1	0	0	72	18:30	5	5	0	0	0	29
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	12.5	5	1	0	3	72	18:30	33.8	30	1	1	0	194
18:35	13.3	6	2	1	1	76	18:35	2	2	0	0	0	12
18:35	7	5	0	0	1	40	18:35	6	6	0	0	0	35
18:35	9	9	0	0	0	52	18:35	3	3	0	0	0	17
18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0
18:35	13.3	6	2	1	1	76	18:35	6	6	0	0	0	35
18:40	11	9	0	0	1	63	18:40	3	3	0	0	0	17
18:40	5	5	0	0	0	29	18:40	0	0	0	0	0	0
18:40	9	9	0	0	0	52	18:40	3	3	0	0	0	17
18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0
18:40	11	9	0	0	1	63	18:40	3	3	0	0	0	17
18:45	9	9	0	0	0	52	18:45	3	3	0	0	0	17
18:45	5	3	0	0	1	29	18:45	3	3	0	0	0	17
18:45	5	5	0	0	0	29	18:45	3	3	0	0	0	17
18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0
18:45	9	9	0	0	0	52	18:45	3	3	0	0	0	17
18:50	3.5	2	1	0	0	20	18:50	1	1	0	0	0	6
18:50	14.3	10	0	1	1	82	18:50	1	1	0	0	0	6
18:50	15	13	0	0	1	86	18:50	1	1	0	0	0	6
18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0
18:50	15	13	0	0	1	86	18:50	1	1	0	0	0	6
18:55	5	5	0	0	0	29	18:55	1	1	0	0	0	6
18:55	8	8	0	0	0	46	18:55	1	1	0	0	0	6
18:55	4	4	0	0	0	23	18:55	0	0	0	0	0	0
18:55	4	2	0	0	1	23	18:55	1	1	0	0	0	6
18:55	0					0	18:55	0					0
18:55	8	8	0	0	0	46	18:55	1	1	0	0	0	6



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	1	1	0	0	0	6	07:00	3	3	0	0	0	17
07:00	0	0	0	0	0	0	07:00	2	2	0	0	0	12
07:00	1	1	0	0	0	6	07:00	2	2	0	0	0	12
07:00	0					0	07:00	0					0
07:00	0					0	07:00	0					0
07:00	1	1	0	0	0	6	07:00	3	3	0	0	0	17
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
07:05	7	7	0	0	0	40	07:05	2	2	0	0	0	12
07:05	1	1	0	0	0	6	07:05	3	3	0	0	0	17
07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0
07:05	7	7	0	0	0	40	07:05	3	3	0	0	0	17
07:10	2	2	0	0	0	12	07:10	4	4	0	0	0	23
07:10	1	1	0	0	0	6	07:10	3	3	0	0	0	17
07:10	3	3	0	0	0	17	07:10	2	2	0	0	0	12
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	3	3	0	0	0	17	07:10	4	4	0	0	0	23
07:15	1	1	0	0	0	6	07:15	0	0	0	0	0	0
07:15	1	1	0	0	0	6	07:15	4	4	0	0	0	23
07:15	1	1	0	0	0	6	07:15	2	2	0	0	0	12
07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0
07:15	1	1	0	0	0	6	07:15	4	4	0	0	0	23
07:20	1	1	0	0	0	6	07:20	7	5	0	0	1	40
07:20	8	8	0	0	0	46	07:20	1	1	0	0	0	6
07:20	1	1	0	0	0	6	07:20	8	8	0	0	0	46
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	8	8	0	0	0	46	07:20	8	8	0	0	0	46
07:25	1	1	0	0	0	6	07:25	3	3	0	0	0	17
07:25	1	1	0	0	0	6	07:25	3	3	0	0	0	17
07:25	3	3	0	0	0	17	07:25	1	1	0	0	0	6
07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0
07:25	3	3	0	0	0	17	07:25	3	3	0	0	0	17
07:30	2	2	0	0	0	12	07:30	3	3	0	0	0	17
07:30	2	2	0	0	0	12	07:30	0	0	0	0	0	0
07:30	2	2	0	0	0	12	07:30	1	1	0	0	0	6
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	2	2	0	0	0	12	07:30	3	3	0	0	0	17
07:35	3	3	0	0	0	17	07:35	5	5	0	0	0	29
07:35	1	1	0	0	0	6	07:35	2	2	0	0	0	12
07:35	2	2	0	0	0	12	07:35	6	6	0	0	0	35
07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0
07:35	3	3	0	0	0	17	07:35	6	6	0	0	0	35
07:40	5	5	0	0	0	29	07:40	2	2	0	0	0	12
07:40	0	0	0	0	0	0	07:40	2	2	0	0	0	12
07:40	1	1	0	0	0	6	07:40	1	1	0	0	0	6
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	5	5	0	0	0	29	07:40	2	2	0	0	0	12



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:45	0	0	0	0	0	0	07:45	1	1	0	0	0	6
07:45	2	2	0	0	0	12	07:45	6	6	0	0	0	35
07:45	5	5	0	0	0	29	07:45	1	1	0	0	0	6
07:45	0					0	07:45	0					0
07:45	0					0	07:45	0					0
07:45	5	5	0	0	0	29	07:45	6	6	0	0	0	35
07:50	0	0	0	0	0	0	07:50	2	2	0	0	0	12
07:50	4	4	0	0	0	23	07:50	1	1	0	0	0	6
07:50	0	0	0	0	0	0	07:50	5	5	0	0	0	29
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	4	4	0	0	0	23	07:50	5	5	0	0	0	29
07:55	0	0	0	0	0	0	07:55	4	4	0	0	0	23
07:55	2	2	0	0	0	12	07:55	3	3	0	0	0	17
07:55	1	1	0	0	0	6	07:55	4.5	3	1	0	0	26
07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0
07:55	2	2	0	0	0	12	07:55	4.5	3	1	0	0	26
08:00	0	0	0	0	0	0	08:00	3	3	0	0	0	17
08:00	1	1	0	0	0	6	08:00	1	1	0	0	0	6
08:00	4	4	0	0	0	23	08:00	1	1	0	0	0	6
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	4	4	0	0	0	23	08:00	3	3	0	0	0	17
08:05	1	1	0	0	0	6	08:05	2	2	0	0	0	12
08:05	3	3	0	0	0	17	08:05	1	1	0	0	0	6
08:05	6	6	0	0	0	35	08:05	0	0	0	0	0	0
08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0
08:05	6	6	0	0	0	35	08:05	2	2	0	0	0	12
08:10	1	1	0	0	0	6	08:10	3	3	0	0	0	17
08:10	3	3	0	0	0	17	08:10	3	3	0	0	0	17
08:10	4	4	0	0	0	23	08:10	1	1	0	0	0	6
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	4	4	0	0	0	23	08:10	3	3	0	0	0	17
08:15	1	1	0	0	0	6	08:15	4	4	0	0	0	23
08:15	2	2	0	0	0	12	08:15	1	1	0	0	0	6
08:15	9	9	0	0	0	52	08:15	0	0	0	0	0	0
08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0
08:15	9	9	0	0	0	52	08:15	4	4	0	0	0	23
08:20	4	4	0	0	0	23	08:20	8	8	0	0	0	46
08:20	4	4	0	0	0	23	08:20	2	2	0	0	0	12
08:20	1	1	0	0	0	6	08:20	2	2	0	0	0	12
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	4	4	0	0	0	23	08:20	8	8	0	0	0	46
08:25	2	2	0	0	0	12	08:25	2	2	0	0	0	12
08:25	2	2	0	0	0	12	08:25	1	1	0	0	0	6
08:25	1	1	0	0	0	6	08:25	1	1	0	0	0	6
08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0
08:25	2	2	0	0	0	12	08:25	2	2	0	0	0	12



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:30	6.5	5	1	0	0	37	08:30	2	2	0	0	0	12
08:30	1	1	0	0	0	6	08:30	5	5	0	0	0	29
08:30	8	8	0	0	0	46	08:30	0	0	0	0	0	0
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	8	8	0	0	0	46	08:30	5	5	0	0	0	29
08:35	9	9	0	0	0	52	08:35	0	0	0	0	0	0
08:35	1	1	0	0	0	6	08:35	2	2	0	0	0	12
08:35	2	2	0	0	0	12	08:35	4	4	0	0	0	23
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	9	9	0	0	0	52	08:35	4	4	0	0	0	23
08:40	10	10	0	0	0	58	08:40	1	1	0	0	0	6
08:40	5	5	0	0	0	29	08:40	2	2	0	0	0	12
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	10	10	0	0	0	58	08:40	2	2	0	0	0	12
08:45	1.5	0	1	0	0	9	08:45	1	1	0	0	0	6
08:45	1	1	0	0	0	6	08:45	6	6	0	0	0	35
08:45	2	2	0	0	0	12	08:45	1	1	0	0	0	6
08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0
08:45	2	2	0	0	0	12	08:45	6	6	0	0	0	35
08:50	1	1	0	0	0	6	08:50	2	2	0	0	0	12
08:50	1	1	0	0	0	6	08:50	3	3	0	0	0	17
08:50	1	1	0	0	0	6	08:50	2	2	0	0	0	12
08:50	1	1	0	0	0	6	08:50	2	2	0	0	0	12
08:50	0					0	08:50	0					0
08:50	1	1	0	0	0	6	08:50	3	3	0	0	0	17
08:55	8	8	0	0	0	46	08:55	0	0	0	0	0	0
08:55	2	2	0	0	0	12	08:55	3	3	0	0	0	17
08:55	5	5	0	0	0	29	08:55	1	1	0	0	0	6
08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0
08:55	8	8	0	0	0	46	08:55	3	3	0	0	0	17



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	7	7	0	0	0	40	09:00	2	2	0	0	0	12
09:00	5	5	0	0	0	29	09:00	1	1	0	0	0	6
09:00	0	0	0	0	0	0	09:00	4	2	0	0	1	23
09:00	0					0	09:00	0					0
09:00	0					0	09:00	0					0
09:00	7	7	0	0	0	40	09:00	4	2	0	0	1	23
09:05	2	2	0	0	0	12	09:05	7	7	0	0	0	40
09:05	6	6	0	0	0	35	09:05	2	2	0	0	0	12
09:05	2	2	0	0	0	12	09:05	1	1	0	0	0	6
09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0
09:05	6	6	0	0	0	35	09:05	7	7	0	0	0	40
09:10	2	2	0	0	0	12	09:10	4.5	3	1	0	0	26
09:10	6	6	0	0	0	35	09:10	1	1	0	0	0	6
09:10	5	5	0	0	0	29	09:10	0	0	0	0	0	0
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	6	6	0	0	0	35	09:10	4.5	3	1	0	0	26
09:15	4	4	0	0	0	23	09:15	1	1	0	0	0	6
09:15	5	5	0	0	0	29	09:15	2	2	0	0	0	12
09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0
09:15	5	5	0	0	0	29	09:15	2	2	0	0	0	12
09:20	2	2	0	0	0	12	09:20	2	2	0	0	0	12
09:20	3	3	0	0	0	17	09:20	5	5	0	0	0	29
09:20	2	2	0	0	0	12	09:20	4	4	0	0	0	23
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	3	3	0	0	0	17	09:20	5	5	0	0	0	29
09:25	4	4	0	0	0	23	09:25	0	0	0	0	0	0
09:25	2	2	0	0	0	12	09:25	2	2	0	0	0	12
09:25	1	1	0	0	0	6	09:25	8	8	0	0	0	46
09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0
09:25	4	4	0	0	0	23	09:25	8	8	0	0	0	46
09:30	1	1	0	0	0	6	09:30	0	0	0	0	0	0
09:30	1	1	0	0	0	6	09:30	3	3	0	0	0	17
09:30	1	1	0	0	0	6	09:30	3	3	0	0	0	17
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	1	1	0	0	0	6	09:30	3	3	0	0	0	17
09:35	7	7	0	0	0	40	09:35	1	1	0	0	0	6
09:35	2	2	0	0	0	12	09:35	0	0	0	0	0	0
09:35	3	3	0	0	0	17	09:35	2	2	0	0	0	12
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	7	7	0	0	0	40	09:35	2	2	0	0	0	12
09:40	4	4	0	0	0	23	09:40	1	1	0	0	0	6
09:40	3	3	0	0	0	17	09:40	1	1	0	0	0	6
09:40	6	6	0	0	0	35	09:40	1	1	0	0	0	6
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	6	6	0	0	0	35	09:40	1	1	0	0	0	6



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:45	3	3	0	0	0	17	09:45	2	2	0	0	0	12
09:45	3	3	0	0	0	17	09:45	1	1	0	0	0	6
09:45	0					0	09:45	0					0
09:45	0					0	09:45	0					0
09:45	0					0	09:45	0					0
09:45	3	3	0	0	0	17	09:45	2	2	0	0	0	12
09:50	1	1	0	0	0	6	09:50	0	0	0	0	0	0
09:50	2	2	0	0	0	12	09:50	0	0	0	0	0	0
09:50	3	3	0	0	0	17	09:50	2	2	0	0	0	12
09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0
09:50	3	3	0	0	0	17	09:50	2	2	0	0	0	12
09:55	2	2	0	0	0	12	09:55	1	1	0	0	0	6
09:55	1	1	0	0	0	6	09:55	1	1	0	0	0	6
09:55	5	5	0	0	0	29	09:55	1	1	0	0	0	6
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	5	5	0	0	0	29	09:55	1	1	0	0	0	6
14:30	0	0	0	0	0	0	14:30	2	2	0	0	0	12
14:30	2	2	0	0	0	12	14:30	3	3	0	0	0	17
14:30	9	9	0	0	0	52	14:30	2	2	0	0	0	12
14:30	0					0	14:30	0					0
14:30	0					0	14:30	0					0
14:30	9	9	0	0	0	52	14:30	3	3	0	0	0	17
14:35	1	1	0	0	0	6	14:35	2	2	0	0	0	12
14:35	3	3	0	0	0	17	14:35	1	1	0	0	0	6
14:35	0	0	0	0	0	0	14:35	4	4	0	0	0	23
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	3	3	0	0	0	17	14:35	4	4	0	0	0	23
14:40	0	0	0	0	0	0	14:40	2	2	0	0	0	12
14:40	1	1	0	0	0	6	14:40	2	2	0	0	0	12
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0
14:40	1	1	0	0	0	6	14:40	2	2	0	0	0	12
14:45	2	0	0	0	1	12	14:45	2	2	0	0	0	12
14:45	6	6	0	0	0	35	14:45	2	2	0	0	0	12
14:45	3	3	0	0	0	17	14:45	0	0	0	0	0	0
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	6	6	0	0	0	35	14:45	2	2	0	0	0	12
14:50	0	0	0	0	0	0	14:50	5	5	0	0	0	29
14:50	1	1	0	0	0	6	14:50	1	1	0	0	0	6
14:50	6	6	0	0	0	35	14:50	0	0	0	0	0	0
14:50	1	1	0	0	0	6	14:50	0	0	0	0	0	0
14:50	0					0	14:50	0					0
14:50	6	6	0	0	0	35	14:50	5	5	0	0	0	29
14:55	2	2	0	0	0	12	14:55	0	0	0	0	0	0
14:55	1	1	0	0	0	6	14:55	1	1	0	0	0	6
14:55	4	4	0	0	0	23	14:55	2	2	0	0	0	12
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	4	4	0	0	0	23	14:55	2	2	0	0	0	12



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:00	1	1	0	0	0	6	15:00	0	0	0	0	0	0
15:00	6.5	5	1	0	0	37	15:00	1	1	0	0	0	6
15:00	1	1	0	0	0	6	15:00	2	2	0	0	0	12
15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0
15:00	6.5	5	1	0	0	37	15:00	2	2	0	0	0	12
15:05	6	6	0	0	0	35	15:05	0	0	0	0	0	0
15:05	2	2	0	0	0	12	15:05	2	2	0	0	0	12
15:05	2	2	0	0	0	12	15:05	2	2	0	0	0	12
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	6	6	0	0	0	35	15:05	2	2	0	0	0	12
15:10	1	1	0	0	0	6	15:10	3.5	2	1	0	0	20
15:10	3	3	0	0	0	17	15:10	1	1	0	0	0	6
15:10	0	0	0	0	0	0	15:10	3	3	0	0	0	17
15:10	2	2	0	0	0	12	15:10	1	1	0	0	0	6
15:10	0					0	15:10	0					0
15:10	3	3	0	0	0	17	15:10	3.5	2	1	0	0	20
15:15	1	1	0	0	0	6	15:15	1	1	0	0	0	6
15:15	1	1	0	0	0	6	15:15	3.5	2	1	0	0	20
15:15	3	3	0	0	0	17	15:15	1	1	0	0	0	6
15:15	0					0	15:15	0					0
15:15	0					0	15:15	0					0
15:15	3	3	0	0	0	17	15:15	3.5	2	1	0	0	20
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
15:20	1	1	0	0	0	6	15:20	0	0	0	0	0	0
15:20	1	1	0	0	0	6	15:20	2	2	0	0	0	12
15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0
15:20	1	1	0	0	0	6	15:20	2	2	0	0	0	12
15:25	0	0	0	0	0	0	15:25	2	2	0	0	0	12
15:25	1	1	0	0	0	6	15:25	4	4	0	0	0	23
15:25	1	1	0	0	0	6	15:25	0	0	0	0	0	0
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	1	1	0	0	0	6	15:25	4	4	0	0	0	23
15:30	5	5	0	0	0	29	15:30	0	0	0	0	0	0
15:30	4	4	0	0	0	23	15:30	1	1	0	0	0	6
15:30	4	4	0	0	0	23	15:30	1	1	0	0	0	6
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	5	5	0	0	0	29	15:30	1	1	0	0	0	6
15:35	0	0	0	0	0	0	15:35	2	2	0	0	0	12
15:35	2	2	0	0	0	12	15:35	4	4	0	0	0	23
15:35	3	3	0	0	0	17	15:35	6	6	0	0	0	35
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	3	3	0	0	0	17	15:35	6	6	0	0	0	35
15:40	5	5	0	0	0	29	15:40	2	2	0	0	0	12
15:40	10	10	0	0	0	58	15:40	1	1	0	0	0	6
15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0
15:40	10	10	0	0	0	58	15:40	2	2	0	0	0	12



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:45	3	3	0	0	0	17	15:45	4	4	0	0	0	23
15:45	2	2	0	0	0	12	15:45	3	3	0	0	0	17
15:45	6	6	0	0	0	35	15:45	1	1	0	0	0	6
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	6	6	0	0	0	35	15:45	4	4	0	0	0	23
15:50	1	1	0	0	0	6	15:50	3	3	0	0	0	17
15:50	3	3	0	0	0	17	15:50	2	2	0	0	0	12
15:50	3	3	0	0	0	17	15:50	1	1	0	0	0	6
15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0
15:50	3	3	0	0	0	17	15:50	3	3	0	0	0	17
15:55	2	2	0	0	0	12	15:55	2	2	0	0	0	12
15:55	1	1	0	0	0	6	15:55	11.5	10	1	0	0	66
15:55	5	5	0	0	0	29	15:55	3	3	0	0	0	17
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	5	5	0	0	0	29	15:55	11.5	10	1	0	0	66
16:00	2	2	0	0	0	12	16:00	1	1	0	0	0	6
16:00	3	3	0	0	0	17	16:00	1	1	0	0	0	6
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0
16:00	3	3	0	0	0	17	16:00	1	1	0	0	0	6
16:05	2	2	0	0	0	12	16:05	3	3	0	0	0	17
16:05	2	2	0	0	0	12	16:05	9.5	6	1	0	1	55
16:05	2	2	0	0	0	12	16:05	8	8	0	0	0	46
16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0
16:05	2	2	0	0	0	12	16:05	9.5	6	1	0	1	55
16:10	2	2	0	0	0	12	16:10	4	4	0	0	0	23
16:10	1	1	0	0	0	6	16:10	4	4	0	0	0	23
16:10	4	4	0	0	0	23	16:10	1	1	0	0	0	6
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	4	4	0	0	0	23	16:10	4	4	0	0	0	23
16:15	3	3	0	0	0	17	16:15	1	1	0	0	0	6
16:15	2.5	1	1	0	0	14	16:15	1	1	0	0	0	6
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	3	3	0	0	0	17	16:15	1	1	0	0	0	6
16:20	3	3	0	0	0	17	16:20	9.5	8	1	0	0	55
16:20	7	7	0	0	0	40	16:20	0	0	0	0	0	0
16:20	7	7	0	0	0	40	16:20	1	1	0	0	0	6
16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0
16:20	7	7	0	0	0	40	16:20	9.5	8	1	0	0	55
16:25	7	7	0	0	0	40	16:25	1	1	0	0	0	6
16:25	9	9	0	0	0	52	16:25	1	1	0	0	0	6
16:25	2	2	0	0	0	12	16:25	7	7	0	0	0	40
16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0
16:25	9	9	0	0	0	52	16:25	7	7	0	0	0	40



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	4	4	0	0	0	23	16:30	1	1	0	0	0	6
16:30	3	3	0	0	0	17	16:30	2	2	0	0	0	12
16:30	2	2	0	0	0	12	16:30	2	2	0	0	0	12
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	4	4	0	0	0	23	16:30	2	2	0	0	0	12
16:35	2	2	0	0	0	12	16:35	2	2	0	0	0	12
16:35	8	8	0	0	0	46	16:35	1	1	0	0	0	6
16:35	14	14	0	0	0	81	16:35	2	2	0	0	0	12
16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0
16:35	14	14	0	0	0	81	16:35	2	2	0	0	0	12
16:40	9	9	0	0	0	52	16:40	2	2	0	0	0	12
16:40	1	1	0	0	0	6	16:40	3.5	2	1	0	0	20
16:40	3	3	0	0	0	17	16:40	1	1	0	0	0	6
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	9	9	0	0	0	52	16:40	3.5	2	1	0	0	20
16:45	2	2	0	0	0	12	16:45	1	1	0	0	0	6
16:45	1	1	0	0	0	6	16:45	1.5	0	1	0	0	9
16:45	1	1	0	0	0	6	16:45	4	2	0	0	1	23
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	2	2	0	0	0	12	16:45	4	2	0	0	1	23
16:50	1	1	0	0	0	6	16:50	2	2	0	0	0	12
16:50	3	3	0	0	0	17	16:50	1	1	0	0	0	6
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	3	3	0	0	0	17	16:50	2	2	0	0	0	12
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
16:55	6	6	0	0	0	35	16:55	2	2	0	0	0	12
16:55	1	1	0	0	0	6	16:55	2	2	0	0	0	12
16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0
16:55	6	6	0	0	0	35	16:55	2	2	0	0	0	12
17:00	2	2	0	0	0	12	17:00	2	2	0	0	0	12
17:00	4	4	0	0	0	23	17:00	3	3	0	0	0	17
17:00	1	1	0	0	0	6	17:00	0	0	0	0	0	0
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	4	4	0	0	0	23	17:00	3	3	0	0	0	17
17:05	5	5	0	0	0	29	17:05	0	0	0	0	0	0
17:05	3	3	0	0	0	17	17:05	0	0	0	0	0	0
17:05	2	2	0	0	0	12	17:05	3	3	0	0	0	17
17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0
17:05	5	5	0	0	0	29	17:05	3	3	0	0	0	17
17:10	2	2	0	0	0	12	17:10	1	1	0	0	0	6
17:10	3	3	0	0	0	17	17:10	3	3	0	0	0	17
17:10	1	1	0	0	0	6	17:10	0	0	0	0	0	0
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	3	3	0	0	0	17	17:10	3	3	0	0	0	17



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:15	1	1	0	0	0	6	17:15	2	2	0	0	0	12
17:15	2	2	0	0	0	12	17:15	1	1	0	0	0	6
17:15	1	1	0	0	0	6	17:15	2	2	0	0	0	12
17:15	0					0	17:15	0					0
17:15	0					0	17:15	0					0
17:15	2	2	0	0	0	12	17:15	2	2	0	0	0	12
17:20	4	4	0	0	0	23	17:20	2	2	0	0	0	12
17:20	1	1	0	0	0	6	17:20	1	1	0	0	0	6
17:20	2	2	0	0	0	12	17:20	4	4	0	0	0	23
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	4	4	0	0	0	23	17:20	4	4	0	0	0	23
17:25	3	3	0	0	0	17	17:25	3	3	0	0	0	17
17:25	8	8	0	0	0	46	17:25	1	1	0	0	0	6
17:25	6	6	0	0	0	35	17:25	1	1	0	0	0	6
17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0
17:25	8	8	0	0	0	46	17:25	3	3	0	0	0	17



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	3	3	0	0	0	17	17:30	4	4	0	0	0	23
17:30	4	4	0	0	0	23	17:30	2	2	0	0	0	12
17:30	5	5	0	0	0	29	17:30	3	3	0	0	0	17
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	5	5	0	0	0	29	17:30	4	4	0	0	0	23
17:35	3	3	0	0	0	17	17:35	1	1	0	0	0	6
17:35	2	2	0	0	0	12	17:35	1	1	0	0	0	6
17:35	0					0	17:35	0					0
17:35	0					0	17:35	0					0
17:35	0					0	17:35	0					0
17:35	3	3	0	0	0	17	17:35	1	1	0	0	0	6
17:40	5	5	0	0	0	29	17:40	2	2	0	0	0	12
17:40	6	6	0	0	0	35	17:40	2	2	0	0	0	12
17:40	2	2	0	0	0	12	17:40	4	4	0	0	0	23
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	6	6	0	0	0	35	17:40	4	4	0	0	0	23
17:45	1	1	0	0	0	6	17:45	4	4	0	0	0	23
17:45	4	4	0	0	0	23	17:45	3	3	0	0	0	17
17:45	2	2	0	0	0	12	17:45	1	1	0	0	0	6
17:45	0					0	17:45	0					0
17:45	0					0	17:45	0					0
17:45	4	4	0	0	0	23	17:45	4	4	0	0	0	23
17:50	4	4	0	0	0	23	17:50	0	0	0	0	0	0
17:50	5	5	0	0	0	29	17:50	0	0	0	0	0	0
17:50	2	2	0	0	0	12	17:50	0	0	0	0	0	0
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	5	5	0	0	0	29	17:50	0	0	0	0	0	0
17:55	3	3	0	0	0	17	17:55	1	1	0	0	0	6
17:55	5	5	0	0	0	29	17:55	1	1	0	0	0	6
17:55	3	3	0	0	0	17	17:55	2	2	0	0	0	12
17:55	0					0	17:55	0					0
17:55	0					0	17:55	0					0
17:55	5	5	0	0	0	29	17:55	2	2	0	0	0	12
18:00	11	11	0	0	0	63	18:00	4	4	0	0	0	23
18:00	10	10	0	0	0	58	18:00	2	2	0	0	0	12
18:00	14	14	0	0	0	81	18:00	2	2	0	0	0	12
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	14	14	0	0	0	81	18:00	4	4	0	0	0	23
18:05	11	11	0	0	0	63	18:05	2	2	0	0	0	12
18:05	3	3	0	0	0	17	18:05	4	4	0	0	0	23
18:05	3	3	0	0	0	17	18:05	1	1	0	0	0	6
18:05	0					0	18:05	0					0
18:05	0					0	18:05	0					0
18:05	11	11	0	0	0	63	18:05	4	4	0	0	0	23
18:10	1	1	0	0	0	6	18:10	5	5	0	0	0	29
18:10	2	2	0	0	0	12	18:10	10.5	9	1	0	0	60
18:10	2	2	0	0	0	12	18:10	2	2	0	0	0	12
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	2	2	0	0	0	12	18:10	10.5	9	1	0	0	60



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm C - Lane 1						Arm C - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:15	1	1	0	0	0	6	18:15	3	3	0	0	0	17
18:15	4	4	0	0	0	23	18:15	2	2	0	0	0	12
18:15	7	7	0	0	0	40	18:15	1	1	0	0	0	6
18:15	0					0	18:15	0					0
18:15	0					0	18:15	0					0
18:15	7	7	0	0	0	40	18:15	3	3	0	0	0	17
18:20	2	2	0	0	0	12	18:20	3	3	0	0	0	17
18:20	2	2	0	0	0	12	18:20	2	2	0	0	0	12
18:20	2	2	0	0	0	12	18:20	0	0	0	0	0	0
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	2	2	0	0	0	12	18:20	3	3	0	0	0	17
18:25	7	7	0	0	0	40	18:25	1	1	0	0	0	6
18:25	8	8	0	0	0	46	18:25	2	2	0	0	0	12
18:25	6	6	0	0	0	35	18:25	2	2	0	0	0	12
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	8	8	0	0	0	46	18:25	2	2	0	0	0	12
18:30	3	3	0	0	0	17	18:30	1	1	0	0	0	6
18:30	0	0	0	0	0	0	18:30	2	2	0	0	0	12
18:30	3	3	0	0	0	17	18:30	6	6	0	0	0	35
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	3	3	0	0	0	17	18:30	6	6	0	0	0	35
18:35	1	1	0	0	0	6	18:35	2.5	1	1	0	0	14
18:35	3	3	0	0	0	17	18:35	2	2	0	0	0	12
18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0
18:35	3	3	0	0	0	17	18:35	2.5	1	1	0	0	14
18:40	3	3	0	0	0	17	18:40	1	1	0	0	0	6
18:40	1	1	0	0	0	6	18:40	0	0	0	0	0	0
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
18:40	2	2	0	0	0	12	18:40	5	5	0	0	0	29
18:40	0					0	18:40	0					0
18:40	3	3	0	0	0	17	18:40	5	5	0	0	0	29
18:45	3	3	0	0	0	17	18:45	2	2	0	0	0	12
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0
18:45	3	3	0	0	0	17	18:45	2	2	0	0	0	12
18:50	7	7	0	0	0	40	18:50	1	1	0	0	0	6
18:50	1	1	0	0	0	6	18:50	2	2	0	0	0	12
18:50	4	4	0	0	0	23	18:50	0	0	0	0	0	0
18:50	1	1	0	0	0	6	18:50	2	2	0	0	0	12
18:50	0					0	18:50	0					0
18:50	7	7	0	0	0	40	18:50	2	2	0	0	0	12
18:55	1	1	0	0	0	6	18:55	2	2	0	0	0	12
18:55	3.5	2	1	0	0	20	18:55	1	1	0	0	0	6
18:55	1	1	0	0	0	6	18:55	0	0	0	0	0	0
18:55	0					0	18:55	0					0
18:55	0					0	18:55	0					0
18:55	3.5	2	1	0	0	20	18:55	2	2	0	0	0	12



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	1	1	0	0	0	6	07:00	6.5	5	1	0	0	37
07:00	6.3	4	0	1	0	36	07:00	1.5	0	1	0	0	9
07:00	2	2	0	0	0	12	07:00	4	4	0	0	0	23
07:00	0	0	0	0	0	0	07:00	3	3	0	0	0	17
07:00	0					0	07:00	0					0
07:00	6.3	4	0	1	0	36	07:00	6.5	5	1	0	0	37
07:05	2	2	0	0	0	12	07:05	4	4	0	0	0	23
07:05	0	0	0	0	0	0	07:05	2	2	0	0	0	12
07:05	3.5	2	1	0	0	20	07:05	3	3	0	0	0	17
07:05	0					0	07:05	0					0
07:05	0					0	07:05	0					0
07:05	3.5	2	1	0	0	20	07:05	4	4	0	0	0	23
07:10	3.5	2	1	0	0	20	07:10	3.5	2	1	0	0	20
07:10	3	3	0	0	0	17	07:10	5	3	0	0	1	29
07:10	0	0	0	0	0	0	07:10	3	3	0	0	0	17
07:10	0					0	07:10	0					0
07:10	0					0	07:10	0					0
07:10	3.5	2	1	0	0	20	07:10	5	3	0	0	1	29
07:15	1.5	0	1	0	0	9	07:15	10	10	0	0	0	58
07:15	1	1	0	0	0	6	07:15	4	4	0	0	0	23
07:15	0	0	0	0	0	0	07:15	20.5	14	3	0	1	118
07:15	0					0	07:15	0					0
07:15	0					0	07:15	0					0
07:15	1.5	0	1	0	0	9	07:15	20.5	14	3	0	1	118
07:20	9.5	6	1	0	1	55	07:20	14	14	0	0	0	81
07:20	5.5	1	3	0	0	32	07:20	4.5	3	1	0	0	26
07:20	2	2	0	0	0	12	07:20	8	8	0	0	0	46
07:20	0					0	07:20	0					0
07:20	0					0	07:20	0					0
07:20	9.5	6	1	0	1	55	07:20	14	14	0	0	0	81
07:25	2	2	0	0	0	12	07:25	1	1	0	0	0	6
07:25	2	2	0	0	0	12	07:25	10.3	8	0	1	0	59
07:25	2	2	0	0	0	12	07:25	5	5	0	0	0	29
07:25	0					0	07:25	0					0
07:25	0					0	07:25	0					0
07:25	2	2	0	0	0	12	07:25	10.3	8	0	1	0	59
07:30	5	3	0	0	1	29	07:30	6.5	5	1	0	0	37
07:30	4	4	0	0	0	23	07:30	4	1	2	0	0	23
07:30	5	3	0	0	1	29	07:30	8	8	0	0	0	46
07:30	0					0	07:30	0					0
07:30	0					0	07:30	0					0
07:30	5	3	0	0	1	29	07:30	8	8	0	0	0	46
07:35	2	2	0	0	0	12	07:35	4	4	0	0	0	23
07:35	3.5	0	1	0	1	20	07:35	2	2	0	0	0	12
07:35	3	3	0	0	0	17	07:35	4	4	0	0	0	23
07:35	0					0	07:35	0					0
07:35	0					0	07:35	0					0
07:35	3.5	0	1	0	1	20	07:35	4	4	0	0	0	23
07:40	1	1	0	0	0	6	07:40	4.5	3	1	0	0	26
07:40	1	1	0	0	0	6	07:40	3.5	2	1	0	0	20
07:40	2	2	0	0	0	12	07:40	6	6	0	0	0	35
07:40	0					0	07:40	0					0
07:40	0					0	07:40	0					0
07:40	2	2	0	0	0	12	07:40	6	6	0	0	0	35
07:45	1	1	0	0	0	6	07:45	11.5	7	3	0	0	66
07:45	7	5	0	0	1	40	07:45	5.5	4	1	0	0	32
07:45	1	1	0	0	0	6	07:45	10	7	2	0	0	58
07:45	0					0	07:45	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:45	0					0	07:45	0					0
07:45	7	5	0	0	1	40	07:45	11.5	7	3	0	0	66
07:50	5	5	0	0	0	29	07:50	3	3	0	0	0	17
07:50	8	5	2	0	0	46	07:50	4	4	0	0	0	23
07:50	7	7	0	0	0	40	07:50	3	3	0	0	0	17
07:50	0					0	07:50	0					0
07:50	0					0	07:50	0					0
07:50	8	5	2	0	0	46	07:50	4	4	0	0	0	23
07:55	0	0	0	0	0	0	07:55	3	3	0	0	0	17
07:55	6	4	0	0	1	35	07:55	7	7	0	0	0	40
07:55	5.5	4	1	0	0	32	07:55	6.5	5	1	0	0	37
07:55	0					0	07:55	0					0
07:55	0					0	07:55	0					0
07:55	6	4	0	0	1	35	07:55	7	7	0	0	0	40
08:00	6	6	0	0	0	35	08:00	5.5	4	1	0	0	32
08:00	5	3	0	0	1	29	08:00	5.5	4	1	0	0	32
08:00	7	7	0	0	0	40	08:00	7	7	0	0	0	40
08:00	0					0	08:00	0					0
08:00	0					0	08:00	0					0
08:00	7	7	0	0	0	40	08:00	7	7	0	0	0	40
08:05	7	7	0	0	0	40	08:05	7.5	6	1	0	0	43
08:05	2	2	0	0	0	12	08:05	2	2	0	0	0	12
08:05	3	3	0	0	0	17	08:05	1	1	0	0	0	6
08:05	0					0	08:05	0					0
08:05	0					0	08:05	0					0
08:05	7	7	0	0	0	40	08:05	7.5	6	1	0	0	43
08:10	6.5	5	1	0	0	37	08:10	2	2	0	0	0	12
08:10	5	5	0	0	0	29	08:10	6.5	5	1	0	0	37
08:10	14	7	2	0	2	81	08:10	1	1	0	0	0	6
08:10	0					0	08:10	0					0
08:10	0					0	08:10	0					0
08:10	14	7	2	0	2	81	08:10	6.5	5	1	0	0	37
08:15	13.5	12	1	0	0	78	08:15	5	5	0	0	0	29
08:15	8.8	3	1	1	1	51	08:15	6.5	5	1	0	0	37
08:15	9	7	0	0	1	52	08:15	22.5	15	5	0	0	129
08:15	0					0	08:15	0					0
08:15	0					0	08:15	0					0
08:15	13.5	12	1	0	0	78	08:15	22.5	15	5	0	0	129
08:20	10.5	9	1	0	0	60	08:20	10	10	0	0	0	58
08:20	6	6	0	0	0	35	08:20	3	3	0	0	0	17
08:20	7	5	0	0	1	40	08:20	9.8	4	1	1	1	56
08:20	0					0	08:20	0					0
08:20	0					0	08:20	0					0
08:20	10.5	9	1	0	0	60	08:20	10	10	0	0	0	58
08:25	4.5	3	1	0	0	26	08:25	5.3	3	0	1	0	30
08:25	0	0	0	0	0	0	08:25	2	2	0	0	0	12
08:25	1	1	0	0	0	6	08:25	3	3	0	0	0	17
08:25	0					0	08:25	0					0
08:25	0					0	08:25	0					0
08:25	4.5	3	1	0	0	26	08:25	5.3	3	0	1	0	30
08:30	9	7	0	0	1	52	08:30	6.5	5	1	0	0	37
08:30	2	2	0	0	0	12	08:30	6	6	0	0	0	35
08:30	6.5	5	1	0	0	37	08:30	2	2	0	0	0	12
08:30	0					0	08:30	0					0
08:30	0					0	08:30	0					0
08:30	9	7	0	0	1	52	08:30	6.5	5	1	0	0	37
08:35	6	6	0	0	0	35	08:35	8.5	7	1	0	0	49
08:35	4	4	0	0	0	23	08:35	1	1	0	0	0	6



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	0					0	08:35	0					0
08:35	6	6	0	0	0	35	08:35	8.5	7	1	0	0	49
08:40	7	7	0	0	0	40	08:40	7.5	6	1	0	0	43
08:40	3	3	0	0	0	17	08:40	6	6	0	0	0	35
08:40	6.5	5	1	0	0	37	08:40	8	8	0	0	0	46
08:40	0					0	08:40	0					0
08:40	0					0	08:40	0					0
08:40	7	7	0	0	0	40	08:40	8	8	0	0	0	46
08:45	2.5	1	1	0	0	14	08:45	2	2	0	0	0	12
08:45	3	3	0	0	0	17	08:45	9.5	8	1	0	0	55
08:45	8.5	5	1	0	1	49	08:45	4	4	0	0	0	23
08:45	0					0	08:45	0					0
08:45	0					0	08:45	0					0
08:45	8.5	5	1	0	1	49	08:45	9.5	8	1	0	0	55
08:50	5	3	0	0	1	29	08:50	5	5	0	0	0	29
08:50	7.5	6	1	0	0	43	08:50	9.3	7	0	1	0	53
08:50	5.5	4	1	0	0	32	08:50	4.5	3	1	0	0	26
08:50	0					0	08:50	0					0
08:50	0					0	08:50	0					0
08:50	7.5	6	1	0	0	43	08:50	9.3	7	0	1	0	53
08:55	3	3	0	0	0	17	08:55	3.5	2	1	0	0	20
08:55	2.5	1	1	0	0	14	08:55	4	4	0	0	0	23
08:55	1	1	0	0	0	6	08:55	2	2	0	0	0	12
08:55	0					0	08:55	0					0
08:55	0					0	08:55	0					0
08:55	3	3	0	0	0	17	08:55	4	4	0	0	0	23



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:00	9	9	0	0	0	52	09:00	9.6	5	0	2	0	55
09:00	12	12	0	0	0	69	09:00	8	8	0	0	0	46
09:00	8	8	0	0	0	46	09:00	12.5	11	1	0	0	72
09:00	8	8	0	0	0	46	09:00	7	7	0	0	0	40
09:00	0					0	09:00	0					0
09:00	12	12	0	0	0	69	09:00	12.5	11	1	0	0	72
09:05	6	6	0	0	0	35	09:05	3	3	0	0	0	17
09:05	1.5	0	1	0	0	9	09:05	6	6	0	0	0	35
09:05	3	3	0	0	0	17	09:05	4	1	2	0	0	23
09:05	0					0	09:05	0					0
09:05	0					0	09:05	0					0
09:05	6	6	0	0	0	35	09:05	6	6	0	0	0	35
09:10	13	6	2	0	2	75	09:10	4	4	0	0	0	23
09:10	16.5	13	1	0	1	95	09:10	9	9	0	0	0	52
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	0					0	09:10	0					0
09:10	16.5	13	1	0	1	95	09:10	9	9	0	0	0	52
09:15	5.3	3	0	1	0	30	09:15	8	8	0	0	0	46
09:15	11.3	9	0	1	0	65	09:15	2	2	0	0	0	12
09:15	3	3	0	0	0	17	09:15	7	4	2	0	0	40
09:15	0					0	09:15	0					0
09:15	0					0	09:15	0					0
09:15	11.3	9	0	1	0	65	09:15	8	8	0	0	0	46
09:20	6	4	0	0	1	35	09:20	9	9	0	0	0	52
09:20	13.5	12	1	0	0	78	09:20	7	7	0	0	0	40
09:20	8	8	0	0	0	46	09:20	6	6	0	0	0	35
09:20	0					0	09:20	0					0
09:20	0					0	09:20	0					0
09:20	13.5	12	1	0	0	78	09:20	9	9	0	0	0	52
09:25	8.3	2	0	1	2	48	09:25	5	5	0	0	0	29
09:25	1	1	0	0	0	6	09:25	2	2	0	0	0	12
09:25	2.5	1	1	0	0	14	09:25	4.5	3	1	0	0	26
09:25	0					0	09:25	0					0
09:25	0					0	09:25	0					0
09:25	8.3	2	0	1	2	48	09:25	5	5	0	0	0	29
09:30	3.5	2	1	0	0	20	09:30	3	3	0	0	0	17
09:30	6	2	0	0	2	35	09:30	7.5	6	1	0	0	43
09:30	2	2	0	0	0	12	09:30	2	2	0	0	0	12
09:30	0					0	09:30	0					0
09:30	0					0	09:30	0					0
09:30	6	2	0	0	2	35	09:30	7.5	6	1	0	0	43
09:35	10	6	0	0	2	58	09:35	8	8	0	0	0	46
09:35	6	6	0	0	0	35	09:35	4	4	0	0	0	23
09:35	3	3	0	0	0	17	09:35	6	6	0	0	0	35
09:35	0					0	09:35	0					0
09:35	0					0	09:35	0					0
09:35	10	6	0	0	2	58	09:35	8	8	0	0	0	46
09:40	3.5	0	1	0	1	20	09:40	3	3	0	0	0	17
09:40	2.5	1	1	0	0	14	09:40	3	3	0	0	0	17
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	0					0	09:40	0					0
09:40	3.5	0	1	0	1	20	09:40	3	3	0	0	0	17
09:45	6	4	0	0	1	35	09:45	6.5	5	1	0	0	37
09:45	6.5	3	1	0	1	37	09:45	5	5	0	0	0	29
09:45	8.5	5	1	0	1	49	09:45	5.5	4	1	0	0	32
09:45	0					0	09:45	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
09:45	0					0	09:45	0					0
09:45	8.5	5	1	0	1	49	09:45	6.5	5	1	0	0	37
09:50	8	8	0	0	0	46	09:50	4	4	0	0	0	23
09:50	4	4	0	0	0	23	09:50	6.3	4	0	1	0	36
09:50	3	3	0	0	0	17	09:50	6.3	1	2	1	0	36
09:50	0					0	09:50	0					0
09:50	0					0	09:50	0					0
09:50	8	8	0	0	0	46	09:50	6.3	4	0	1	0	36
09:55	9	9	0	0	0	52	09:55	4	4	0	0	0	23
09:55	7	7	0	0	0	40	09:55	2	2	0	0	0	12
09:55	7	7	0	0	0	40	09:55	3.5	2	1	0	0	20
09:55	0					0	09:55	0					0
09:55	0					0	09:55	0					0
09:55	9	9	0	0	0	52	09:55	4	4	0	0	0	23
14:30	2.5	1	1	0	0	14	14:30	2	2	0	0	0	12
14:30	5	5	0	0	0	29	14:30	3	3	0	0	0	17
14:30	6.5	5	1	0	0	37	14:30	7.5	6	1	0	0	43
14:30	0					0	14:30	0					0
14:30	0					0	14:30	0					0
14:30	6.5	5	1	0	0	37	14:30	7.5	6	1	0	0	43
14:35	6	6	0	0	0	35	14:35	6.5	5	1	0	0	37
14:35	3	3	0	0	0	17	14:35	7.5	6	1	0	0	43
14:35	8	8	0	0	0	46	14:35	6.3	4	0	1	0	36
14:35	0					0	14:35	0					0
14:35	0					0	14:35	0					0
14:35	8	8	0	0	0	46	14:35	7.5	6	1	0	0	43
14:40	8.3	6	0	1	0	48	14:40	2.5	1	1	0	0	14
14:40	7	7	0	0	0	40	14:40	3	3	0	0	0	17
14:40	2	2	0	0	0	12	14:40	7	4	2	0	0	40
14:40	0					0	14:40	0					0
14:40	0					0	14:40	0					0
14:40	8.3	6	0	1	0	48	14:40	7	4	2	0	0	40
14:45	2	2	0	0	0	12	14:45	8	8	0	0	0	46
14:45	7	1	0	0	3	40	14:45	6	6	0	0	0	35
14:45	6.5	5	1	0	0	37	14:45	4.5	3	1	0	0	26
14:45	0					0	14:45	0					0
14:45	0					0	14:45	0					0
14:45	7	1	0	0	3	40	14:45	8	8	0	0	0	46
14:50	4	4	0	0	0	23	14:50	4.5	3	1	0	0	26
14:50	8	8	0	0	0	46	14:50	4	4	0	0	0	23
14:50	5	3	0	0	1	29	14:50	9	9	0	0	0	52
14:50	4.3	2	0	1	0	25	14:50	11	11	0	0	0	63
14:50	0					0	14:50	0					0
14:50	8	8	0	0	0	46	14:50	11	11	0	0	0	63
14:55	1	1	0	0	0	6	14:55	4	4	0	0	0	23
14:55	3	3	0	0	0	17	14:55	2	2	0	0	0	12
14:55	4	2	0	0	1	23	14:55	10	7	2	0	0	58
14:55	0					0	14:55	0					0
14:55	0					0	14:55	0					0
14:55	4	2	0	0	1	23	14:55	10	7	2	0	0	58
15:00	4	4	0	0	0	23	15:00	11.3	9	0	1	0	65
15:00	6	6	0	0	0	35	15:00	4.5	3	1	0	0	26
15:00	1	1	0	0	0	6	15:00	4	4	0	0	0	23
15:00	0					0	15:00	0					0
15:00	0					0	15:00	0					0
15:00	6	6	0	0	0	35	15:00	11.3	9	0	1	0	65
15:05	6	6	0	0	0	35	15:05	5	5	0	0	0	29
15:05	3	3	0	0	0	17	15:05	6	6	0	0	0	35



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:05	9	9	0	0	0	52	15:05	6	6	0	0	0	35
15:05	0					0	15:05	0					0
15:05	0					0	15:05	0					0
15:05	9	9	0	0	0	52	15:05	6	6	0	0	0	35
15:10	2	2	0	0	0	12	15:10	2	2	0	0	0	12
15:10	1	1	0	0	0	6	15:10	4	2	0	0	1	23
15:10	8	6	0	0	1	46	15:10	11	8	2	0	0	63
15:10	0					0	15:10	0					0
15:10	0					0	15:10	0					0
15:10	8	6	0	0	1	46	15:10	11	8	2	0	0	63
15:15	11	9	0	0	1	63	15:15	8	8	0	0	0	46
15:15	8	8	0	0	0	46	15:15	6	6	0	0	0	35
15:15	10.6	6	0	2	0	61	15:15	15	15	0	0	0	86
15:15	7.5	6	1	0	0	43	15:15	10	10	0	0	0	58
15:15	0					0	15:15	0					0
15:15	11	9	0	0	1	63	15:15	15	15	0	0	0	86
15:20	8.5	7	1	0	0	49	15:20	9	9	0	0	0	52
15:20	8.3	6	0	1	0	48	15:20	11.5	10	1	0	0	66
15:20	18	16	0	0	1	104	15:20	12.5	11	1	0	0	72
15:20	0					0	15:20	0					0
15:20	0					0	15:20	0					0
15:20	18	16	0	0	1	104	15:20	12.5	11	1	0	0	72
15:25	11	11	0	0	0	63	15:25	10	10	0	0	0	58
15:25	11	9	0	0	1	63	15:25	12	9	2	0	0	69
15:25	8.5	7	1	0	0	49	15:25	9	9	0	0	0	52
15:25	0					0	15:25	0					0
15:25	0					0	15:25	0					0
15:25	11	11	0	0	0	63	15:25	12	9	2	0	0	69
15:30	6	6	0	0	0	35	15:30	8	8	0	0	0	46
15:30	17.5	14	1	0	1	101	15:30	16	14	0	0	1	92
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	0					0	15:30	0					0
15:30	17.5	14	1	0	1	101	15:30	16	14	0	0	1	92
15:35	14	14	0	0	0	81	15:35	8	8	0	0	0	46
15:35	10	10	0	0	0	58	15:35	7.5	6	1	0	0	43
15:35	4	4	0	0	0	23	15:35	2	2	0	0	0	12
15:35	0					0	15:35	0					0
15:35	0					0	15:35	0					0
15:35	14	14	0	0	0	81	15:35	8	8	0	0	0	46
15:40	11	7	0	0	2	63	15:40	5	5	0	0	0	29
15:40	6	6	0	0	0	35	15:40	3	3	0	0	0	17
15:40	5	5	0	0	0	29	15:40	3	3	0	0	0	17
15:40	0					0	15:40	0					0
15:40	0					0	15:40	0					0
15:40	11	7	0	0	2	63	15:40	5	5	0	0	0	29
15:45	6.3	4	0	1	0	36	15:45	3	3	0	0	0	17
15:45	3	3	0	0	0	17	15:45	5	5	0	0	0	29
15:45	8	4	0	0	2	46	15:45	7	5	0	0	1	40
15:45	0					0	15:45	0					0
15:45	0					0	15:45	0					0
15:45	8	4	0	0	2	46	15:45	7	5	0	0	1	40
15:50	9	9	0	0	0	52	15:50	7	7	0	0	0	40
15:50	1	1	0	0	0	6	15:50	4	4	0	0	0	23
15:50	4	4	0	0	0	23	15:50	9.5	6	1	0	1	55
15:50	0					0	15:50	0					0
15:50	0					0	15:50	0					0
15:50	9	9	0	0	0	52	15:50	9.5	6	1	0	1	55



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
15:55	6	6	0	0	0	35	15:55	7	5	0	0	1	40
15:55	6	6	0	0	0	35	15:55	3	3	0	0	0	17
15:55	7	7	0	0	0	40	15:55	7.5	6	1	0	0	43
15:55	0					0	15:55	0					0
15:55	0					0	15:55	0					0
15:55	7	7	0	0	0	40	15:55	7.5	6	1	0	0	43
16:00	1	1	0	0	0	6	16:00	5	5	0	0	0	29
16:00	5	3	0	0	1	29	16:00	5.5	4	1	0	0	32
16:00	10	8	0	0	1	58	16:00	9	9	0	0	0	52
16:00	0					0	16:00	0					0
16:00	0					0	16:00	0					0
16:00	10	8	0	0	1	58	16:00	9	9	0	0	0	52
16:05	3	3	0	0	0	17	16:05	2	2	0	0	0	12
16:05	3	3	0	0	0	17	16:05	3.5	2	1	0	0	20
16:05	5	3	0	0	1	29	16:05	8	8	0	0	0	46
16:05	0					0	16:05	0					0
16:05	0					0	16:05	0					0
16:05	5	3	0	0	1	29	16:05	8	8	0	0	0	46
16:10	3	3	0	0	0	17	16:10	5	5	0	0	0	29
16:10	11	9	0	0	1	63	16:10	6	6	0	0	0	35
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	0					0	16:10	0					0
16:10	11	9	0	0	1	63	16:10	6	6	0	0	0	35
16:15	4	4	0	0	0	23	16:15	2	2	0	0	0	12
16:15	2	2	0	0	0	12	16:15	1	1	0	0	0	6
16:15	2	2	0	0	0	12	16:15	2	2	0	0	0	12
16:15	0					0	16:15	0					0
16:15	0					0	16:15	0					0
16:15	4	4	0	0	0	23	16:15	2	2	0	0	0	12
16:20	4	4	0	0	0	23	16:20	12.5	11	1	0	0	72
16:20	7.5	6	1	0	0	43	16:20	12.8	9	1	1	0	74
16:20	6.3	4	0	1	0	36	16:20	4	4	0	0	0	23
16:20	0					0	16:20	0					0
16:20	0					0	16:20	0					0
16:20	7.5	6	1	0	0	43	16:20	12.8	9	1	1	0	74
16:25	2	2	0	0	0	12	16:25	6	6	0	0	0	35
16:25	3	0	2	0	0	17	16:25	5	3	0	0	1	29
16:25	10.5	7	1	0	1	60	16:25	8	8	0	0	0	46
16:25	0					0	16:25	0					0
16:25	0					0	16:25	0					0
16:25	10.5	7	1	0	1	60	16:25	8	8	0	0	0	46



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
16:30	5	5	0	0	0	29	16:30	2	2	0	0	0	12
16:30	7	7	0	0	0	40	16:30	8	8	0	0	0	46
16:30	3	3	0	0	0	17	16:30	5	5	0	0	0	29
16:30	0					0	16:30	0					0
16:30	0					0	16:30	0					0
16:30	7	7	0	0	0	40	16:30	8	8	0	0	0	46
16:35	11	9	0	0	1	63	16:35	8	8	0	0	0	46
16:35	3	3	0	0	0	17	16:35	1	1	0	0	0	6
16:35	5	5	0	0	0	29	16:35	5	5	0	0	0	29
16:35	0					0	16:35	0					0
16:35	0					0	16:35	0					0
16:35	11	9	0	0	1	63	16:35	8	8	0	0	0	46
16:40	4	4	0	0	0	23	16:40	2	2	0	0	0	12
16:40	9	7	0	0	1	52	16:40	5	5	0	0	0	29
16:40	7.3	5	0	1	0	42	16:40	7.5	6	1	0	0	43
16:40	0					0	16:40	0					0
16:40	0					0	16:40	0					0
16:40	9	7	0	0	1	52	16:40	7.5	6	1	0	0	43
16:45	5	5	0	0	0	29	16:45	8	8	0	0	0	46
16:45	8	8	0	0	0	46	16:45	10.5	9	1	0	0	60
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	0					0	16:45	0					0
16:45	8	8	0	0	0	46	16:45	10.5	9	1	0	0	60
16:50	11	11	0	0	0	63	16:50	10	10	0	0	0	58
16:50	14	14	0	0	0	81	16:50	9	9	0	0	0	52
16:50	14	14	0	0	0	81	16:50	4	4	0	0	0	23
16:50	0					0	16:50	0					0
16:50	0					0	16:50	0					0
16:50	14	14	0	0	0	81	16:50	10	10	0	0	0	58
16:55	4.5	1	1	0	1	26	16:55	4	4	0	0	0	23
16:55	6	4	0	0	1	35	16:55	3	3	0	0	0	17
16:55	5	5	0	0	0	29	16:55	6.3	4	0	1	0	36
16:55	0					0	16:55	0					0
16:55	0					0	16:55	0					0
16:55	6	4	0	0	1	35	16:55	6.3	4	0	1	0	36
17:00	9	9	0	0	0	52	17:00	5	5	0	0	0	29
17:00	8	8	0	0	0	46	17:00	5	5	0	0	0	29
17:00	2	2	0	0	0	12	17:00	6	6	0	0	0	35
17:00	0					0	17:00	0					0
17:00	0					0	17:00	0					0
17:00	9	9	0	0	0	52	17:00	6	6	0	0	0	35
17:05	3	3	0	0	0	17	17:05	2	2	0	0	0	12
17:05	7	7	0	0	0	40	17:05	10	8	0	0	1	58
17:05	4	4	0	0	0	23	17:05	11.5	10	1	0	0	66
17:05	0					0	17:05	0					0
17:05	0					0	17:05	0					0
17:05	7	7	0	0	0	40	17:05	11.5	10	1	0	0	66
17:10	7	7	0	0	0	40	17:10	6.5	5	1	0	0	37
17:10	6	6	0	0	0	35	17:10	6	4	0	0	1	35
17:10	8	8	0	0	0	46	17:10	6.5	5	1	0	0	37
17:10	0					0	17:10	0					0
17:10	0					0	17:10	0					0
17:10	8	8	0	0	0	46	17:10	6.5	5	1	0	0	37
17:15	16	13	2	0	0	92	17:15	10	10	0	0	0	58
17:15	8	6	0	0	1	46	17:15	9.5	8	1	0	0	55
17:15	10	8	0	0	1	58	17:15	5	5	0	0	0	29
17:15	0					0	17:15	0					0



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:15	0					0	17:15	0					0
17:15	16	13	2	0	0	92	17:15	10	10	0	0	0	58
17:20	6	4	0	0	1	35	17:20	8	6	0	0	1	46
17:20	6	6	0	0	0	35	17:20	6	6	0	0	0	35
17:20	3	3	0	0	0	17	17:20	4	4	0	0	0	23
17:20	0					0	17:20	0					0
17:20	0					0	17:20	0					0
17:20	6	4	0	0	1	35	17:20	8	6	0	0	1	46
17:25	7	7	0	0	0	40	17:25	3	3	0	0	0	17
17:25	8.5	7	1	0	0	49	17:25	4	4	0	0	0	23
17:25	4	4	0	0	0	23	17:25	7.3	5	0	1	0	42
17:25	0					0	17:25	0					0
17:25	0					0	17:25	0					0
17:25	8.5	7	1	0	0	49	17:25	7.3	5	0	1	0	42



SITE: 2

DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:30	6	6	0	0	0	35	17:30	3	3	0	0	0	17
17:30	6	4	0	0	1	35	17:30	5	5	0	0	0	29
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	0					0	17:30	0					0
17:30	6	6	0	0	0	35	17:30	5	5	0	0	0	29
17:35	8	6	0	0	1	46	17:35	10	10	0	0	0	58
17:35	6	6	0	0	0	35	17:35	6.5	5	1	0	0	37
17:35	6	6	0	0	0	35	17:35	4	4	0	0	0	23
17:35	0					0	17:35	0					0
17:35	0					0	17:35	0					0
17:35	8	6	0	0	1	46	17:35	10	10	0	0	0	58
17:40	9	7	0	0	1	52	17:40	11	11	0	0	0	63
17:40	4	4	0	0	0	23	17:40	4	4	0	0	0	23
17:40	4	4	0	0	0	23	17:40	9	9	0	0	0	52
17:40	0					0	17:40	0					0
17:40	0					0	17:40	0					0
17:40	9	7	0	0	1	52	17:40	11	11	0	0	0	63
17:45	3	3	0	0	0	17	17:45	4	4	0	0	0	23
17:45	3	3	0	0	0	17	17:45	6	6	0	0	0	35
17:45	5	5	0	0	0	29	17:45	6	6	0	0	0	35
17:45	0					0	17:45	0					0
17:45	0					0	17:45	0					0
17:45	5	5	0	0	0	29	17:45	6	6	0	0	0	35
17:50	4	4	0	0	0	23	17:50	5	5	0	0	0	29
17:50	7	7	0	0	0	40	17:50	6	6	0	0	0	35
17:50	5	5	0	0	0	29	17:50	2	2	0	0	0	12
17:50	0					0	17:50	0					0
17:50	0					0	17:50	0					0
17:50	7	7	0	0	0	40	17:50	6	6	0	0	0	35
17:55	8	8	0	0	0	46	17:55	2	2	0	0	0	12
17:55	7	7	0	0	0	40	17:55	9.5	8	1	0	0	55
17:55	2	2	0	0	0	12	17:55	1	1	0	0	0	6
17:55	0					0	17:55	0					0
17:55	0					0	17:55	0					0
17:55	8	8	0	0	0	46	17:55	9.5	8	1	0	0	55
18:00	7.3	5	0	1	0	42	18:00	8.5	7	1	0	0	49
18:00	4	2	0	0	1	23	18:00	5	3	0	0	1	29
18:00	7.5	6	1	0	0	43	18:00	2	2	0	0	0	12
18:00	0					0	18:00	0					0
18:00	0					0	18:00	0					0
18:00	7.5	6	1	0	0	43	18:00	8.5	7	1	0	0	49
18:05	4	4	0	0	0	23	18:05	7	7	0	0	0	40
18:05	9.5	6	1	0	1	55	18:05	5	5	0	0	0	29
18:05	8	6	0	0	1	46	18:05	6	6	0	0	0	35
18:05	0					0	18:05	0					0
18:05	0					0	18:05	0					0
18:05	9.5	6	1	0	1	55	18:05	7	7	0	0	0	40
18:10	6	6	0	0	0	35	18:10	5	5	0	0	0	29
18:10	13	13	0	0	0	75	18:10	11	11	0	0	0	63
18:10	2	2	0	0	0	12	18:10	5	5	0	0	0	29
18:10	0					0	18:10	0					0
18:10	0					0	18:10	0					0
18:10	13	13	0	0	0	75	18:10	11	11	0	0	0	63
18:15	11	9	0	0	1	63	18:15	7	7	0	0	0	40
18:15	6	6	0	0	0	35	18:15	6	6	0	0	0	35
18:15	7	7	0	0	0	40	18:15	2	2	0	0	0	12
18:15	0					0	18:15	0					0



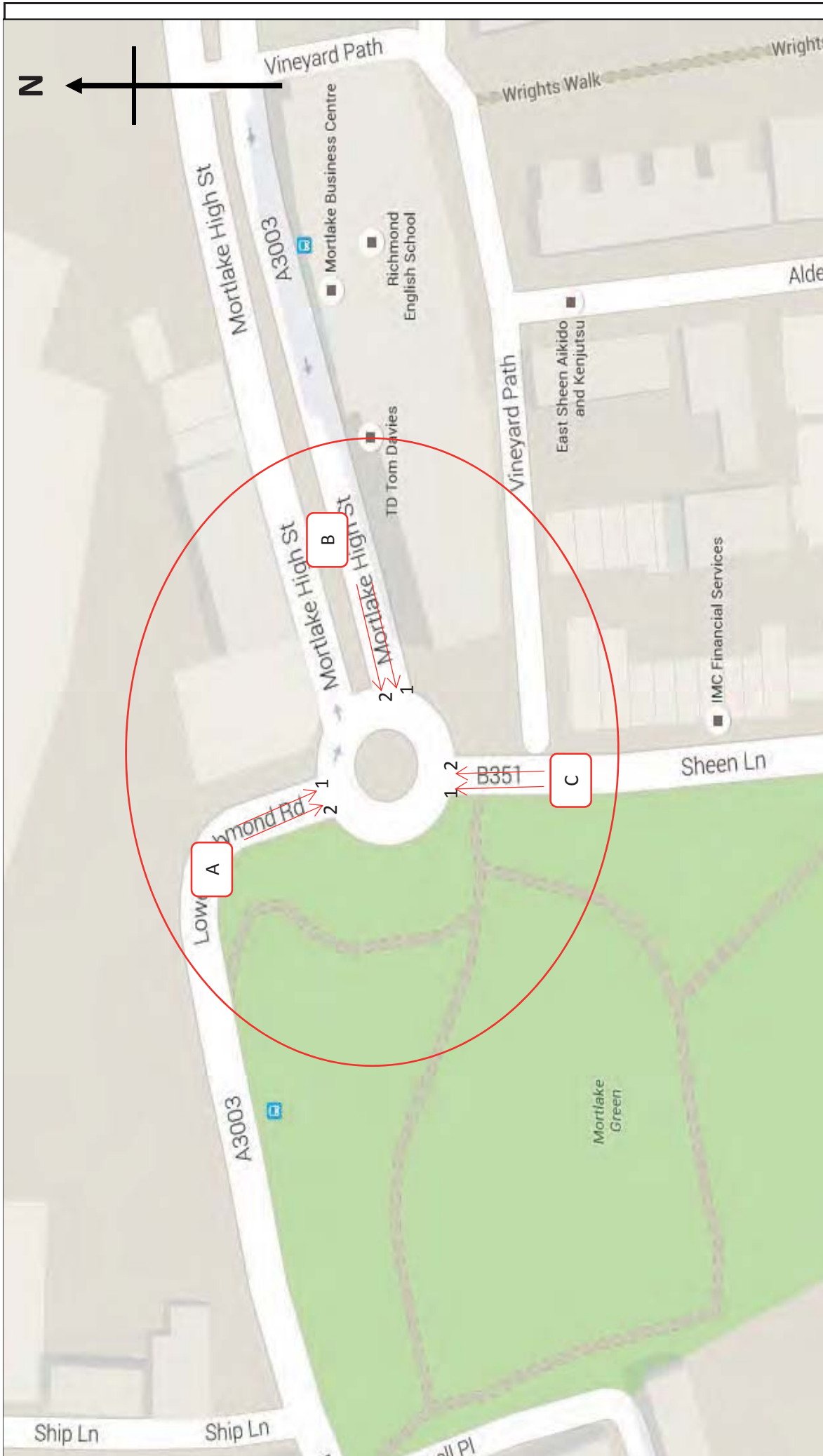
SITE: 2


DATE: 15/06/2016

LOCATION: Upper Richmond Road W (S Circular) / Sheen Lane

DAY: WEDNESDAY

Arm D - Lane 1						Arm D - Lane 2							
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
18:15	0					0	18:15	0					0
18:15	11	9	0	0	1	63	18:15	7	7	0	0	0	40
18:20	6	2	0	0	2	35	18:20	9	9	0	0	0	52
18:20	6.5	5	1	0	0	37	18:20	13	13	0	0	0	75
18:20	3	3	0	0	0	17	18:20	10.3	8	0	1	0	59
18:20	0					0	18:20	0					0
18:20	0					0	18:20	0					0
18:20	6.5	5	1	0	0	37	18:20	13	13	0	0	0	75
18:25	6	6	0	0	0	35	18:25	7	7	0	0	0	40
18:25	7	7	0	0	0	40	18:25	13	10	2	0	0	75
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	0					0	18:25	0					0
18:25	7	7	0	0	0	40	18:25	13	10	2	0	0	75
18:30	4	4	0	0	0	23	18:30	14.5	11	1	0	1	83
18:30	5	5	0	0	0	29	18:30	12.3	10	0	1	0	71
18:30	3	1	0	0	1	17	18:30	5.5	4	1	0	0	32
18:30	0					0	18:30	0					0
18:30	0					0	18:30	0					0
18:30	5	5	0	0	0	29	18:30	14.5	11	1	0	1	83
18:35	3	1	0	0	1	17	18:35	16	16	0	0	0	92
18:35	2	2	0	0	0	12	18:35	10	10	0	0	0	58
18:35	0	0	0	0	0	0	18:35	3	3	0	0	0	17
18:35	0					0	18:35	0					0
18:35	0					0	18:35	0					0
18:35	3	1	0	0	1	17	18:35	16	16	0	0	0	92
18:40	2	2	0	0	0	12	18:40	10	10	0	0	0	58
18:40	3	3	0	0	0	17	18:40	5	5	0	0	0	29
18:40	7	5	0	0	1	40	18:40	6	6	0	0	0	35
18:40	0					0	18:40	0					0
18:40	0					0	18:40	0					0
18:40	7	5	0	0	1	40	18:40	10	10	0	0	0	58
18:45	3	3	0	0	0	17	18:45	5	5	0	0	0	29
18:45	6	6	0	0	0	35	18:45	8	8	0	0	0	46
18:45	1	1	0	0	0	6	18:45	2	2	0	0	0	12
18:45	0					0	18:45	0					0
18:45	0					0	18:45	0					0
18:45	6	6	0	0	0	35	18:45	8	8	0	0	0	46
18:50	6	4	0	0	1	35	18:50	1	1	0	0	0	6
18:50	6.5	3	1	0	1	37	18:50	11	11	0	0	0	63
18:50	13	9	0	0	2	75	18:50	9	9	0	0	0	52
18:50	0					0	18:50	0					0
18:50	0					0	18:50	0					0
18:50	13	9	0	0	2	75	18:50	11	11	0	0	0	63
18:55	1	1	0	0	0	6	18:55	5	5	0	0	0	29
18:55	5	5	0	0	0	29	18:55	7	7	0	0	0	40
18:55	7	7	0	0	0	40	18:55	7.5	6	1	0	0	43
18:55	4	4	0	0	0	23	18:55	5	5	0	0	0	29
18:55	0					0	18:55	0					0
18:55	7	7	0	0	0	40	18:55	7.5	6	1	0	0	43



	Site / Location:	Site 3, A3003 Lower Richmond Road / Mortlake High Street / Sheen Lane	Project No.:	6386	Drawing No.:	6386-03	Drawn By:	SR
	Survey Date:	Wednesday 15th June 2016	Project Name:	Mortlake				
	Survey Times:	07:00 to 10:00 & 14:30 to 19:00	Drawing Title:	Site Layout and Observed Movements				



SITE: 3 DATE: 15/06/2016 SITE: 3 DATE: 15/06/2016
LOCATION: A3003 Lower Richmond Road / Mort DAY: WEDNESDAY LOCATION: A3003 Lower Richmond Road / Mort DAY: WEDNESDAY

ARM A Lane 1							ARM A Lane 2						
TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV	TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV
07:00	11	63	9	0	0	1	07:00	0	0	0	0	0	0
07:05	4	23	4	0	0	0	07:05	0	0	0	0	0	0
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
07:20	2.5	14	1	1	0	0	07:20	0	0	0	0	0	0
07:25	7	40	7	0	0	0	07:25	0	0	0	0	0	0
07:30	8	46	8	0	0	0	07:30	0	0	0	0	0	0
07:35	4	23	4	0	0	0	07:35	0	0	0	0	0	0
07:40	4	23	4	0	0	0	07:40	1	6	1	0	0	0
07:45	0	0	0	0	0	0	07:45	1	6	1	0	0	0
07:50	6.3	36	4	0	1	0	07:50	3	17	3	0	0	0
07:55	7	40	3	0	0	2	07:55	0	0	0	0	0	0
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
08:05	4	23	4	0	0	0	08:05	0	0	0	0	0	0
08:10	5	29	5	0	0	0	08:10	1	6	1	0	0	0
08:15	3	17	3	0	0	0	08:15	1	6	1	0	0	0
08:20	5	29	5	0	0	0	08:20	0	0	0	0	0	0
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
08:30	3	17	3	0	0	0	08:30	0	0	0	0	0	0
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
08:40	5.5	32	4	1	0	0	08:40	1	6	1	0	0	0
08:45	1	6	1	0	0	0	08:45	1	6	1	0	0	0
08:50	5	29	5	0	0	0	08:50	0	0	0	0	0	0
08:55	8	46	8	0	0	0	08:55	0	0	0	0	0	0
09:00	3	17	3	0	0	0	09:00	2	12	2	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
09:10	6	35	6	0	0	0	09:10	1	6	1	0	0	0
09:15	5	29	5	0	0	0	09:15	1	6	1	0	0	0
09:20	2	12	2	0	0	0	09:20	0	0	0	0	0	0
09:25	3	17	3	0	0	0	09:25	1	6	1	0	0	0
09:30	2	12	2	0	0	0	09:30	1	6	1	0	0	0
09:35	2	12	2	0	0	0	09:35	2	12	2	0	0	0
09:40	4	23	4	0	0	0	09:40	0	0	0	0	0	0
09:45	2	12	2	0	0	0	09:45	1	6	1	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
09:55	0	0	0	0	0	0	09:55	0	0	0	0	0	0
MAX Queue	11	63	9	0	0	1	MAX Queue	3	17	3	0	0	0



SITE: 3

DATE: 15/06/2016

SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

ARM A Lane 1 -							ARM A Lane 2 -						
TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV	TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV
14:30	4	23	4	0	0	0	14:30	0	0	0	0	0	0
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
14:40	6	35	6	0	0	0	14:40	0	0	0	0	0	0
14:45	7	40	7	0	0	0	14:45	0	0	0	0	0	0
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
14:55	0	0	0	0	0	0	14:55	0	0	0	0	0	0
15:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
15:05	4	23	4	0	0	0	15:05	4	23	4	0	0	0
15:10	8	46	8	0	0	0	15:10	0	0	0	0	0	0
15:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
15:20	0	0	0	0	0	0	15:20	0	0	0	0	0	0
15:25	2	12	2	0	0	0	15:25	0	0	0	0	0	0
15:30	3	17	3	0	0	0	15:30	1	6	1	0	0	0
15:35	1	6	1	0	0	0	15:35	1	6	1	0	0	0
15:40	5	29	3	0	0	1	15:40	0	0	0	0	0	0
15:45	2	12	2	0	0	0	15:45	0	0	0	0	0	0
15:50	0	0	0	0	0	0	15:50	0	0	0	0	0	0
15:55	4	23	4	0	0	0	15:55	0	0	0	0	0	0
16:00	3	17	3	0	0	0	16:00	0	0	0	0	0	0
16:05	1.5	9	0	1	0	0	16:05	6	35	6	0	0	0
16:10	3	17	3	0	0	0	16:10	0	0	0	0	0	0
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
16:20	6	35	6	0	0	0	16:20	8	46	8	0	0	0
16:25	2	12	2	0	0	0	16:25	0	0	0	0	0	0
16:30	11	63	7	0	0	2	16:30	1	6	1	0	0	0
16:35	0	0	0	0	0	0	16:35	2	12	2	0	0	0
16:40	2	12	2	0	0	0	16:40	2	12	2	0	0	0
16:45	0	0	0	0	0	0	16:45	1	6	1	0	0	0
16:50	0	0	0	0	0	0	16:50	2	12	2	0	0	0
16:55	4	23	4	0	0	0	16:55	3	17	3	0	0	0
17:00	3	17	3	0	0	0	17:00	3	17	3	0	0	0
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
17:10	2	12	2	0	0	0	17:10	2	12	2	0	0	0
17:15	9	52	7	0	0	1	17:15	0	0	0	0	0	0
17:20	0	0	0	0	0	0	17:20	3	17	3	0	0	0
17:25	5	29	5	0	0	0	17:25	1	6	1	0	0	0
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
17:40	5	29	5	0	0	0	17:40	0	0	0	0	0	0
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
18:05	5	29	5	0	0	0	18:05	6	35	6	0	0	0
18:10	0	0	0	0	0	0	18:10	6	35	6	0	0	0
18:15	1	6	1	0	0	0	18:15	3	17	3	0	0	0
18:20	4	23	4	0	0	0	18:20	0	0	0	0	0	0
18:25	8	46	8	0	0	0	18:25	0	0	0	0	0	0
18:30	4	23	4	0	0	0	18:30	0	0	0	0	0	0
18:35	0	0	0	0	0	0	18:35	0	0	0	0	0	0
18:40	9	52	9	0	0	0	18:40	0	0	0	0	0	0
18:45	7	40	7	0	0	0	18:45	2	12	2	0	0	0
18:50	7	40	7	0	0	0	18:50	0	0	0	0	0	0
18:55	4	23	4	0	0	0	18:55	1	6	1	0	0	0
MAX Queue	11	63	7	0	0	2	MAX Queue	8	46	8	0	0	0



SITE: 3

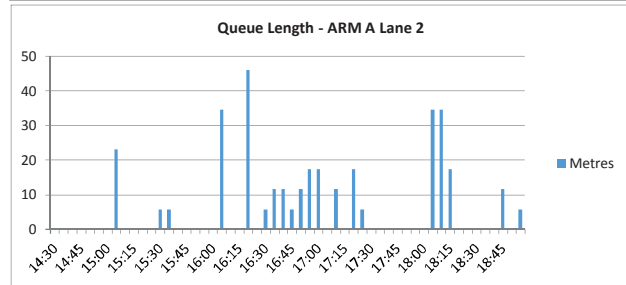
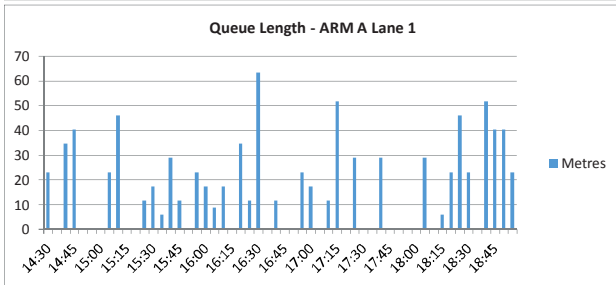
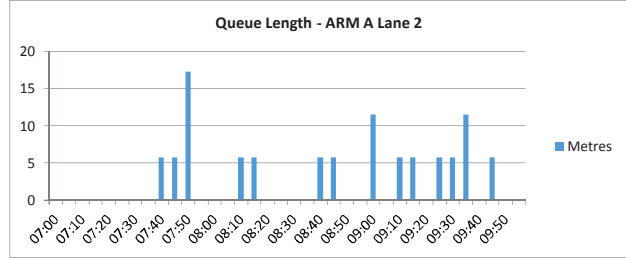
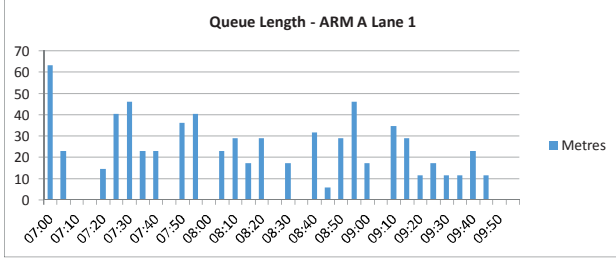
DATE: 15/06/2016

SITE: 3

DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mort DAY: WEDNESDAY

LOCATION: A3003 Lower Richmond Road / Mort DAY: WEDNESDAY





SITE: 3

DATE: 15/06/2016

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DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

ARM B Lane 1							ARM B Lane 2						
TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV	TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV
07:00	0	0	0	0	0	0	07:00	1	6	1	0	0	0
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
07:25	0	0	0	0	0	0	07:25	2	12	2	0	0	0
07:30	0	0	0	0	0	0	07:30	1	6	1	0	0	0
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
07:40	0	0	0	0	0	0	07:40	1	6	1	0	0	0
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
07:50	0	0	0	0	0	0	07:50	5	29	5	0	0	0
07:55	1	6	1	0	0	0	07:55	0	0	0	0	0	0
08:00	0	0	0	0	0	0	08:00	2.5	14	1	1	0	0
08:05	0	0	0	0	0	0	08:05	3	17	3	0	0	0
08:10	0	0	0	0	0	0	08:10	1	6	1	0	0	0
08:15	0	0	0	0	0	0	08:15	13.5	78	12	1	0	0
08:20	0	0	0	0	0	0	08:20	8	46	8	0	0	0
08:25	0	0	0	0	0	0	08:25	9.5	55	8	1	0	0
08:30	0	0	0	0	0	0	08:30	3	17	1	0	0	1
08:35	0	0	0	0	0	0	08:35	9	52	7	0	0	1
08:40	2	12	2	0	0	0	08:40	2	12	2	0	0	0
08:45	0	0	0	0	0	0	08:45	2	12	0	0	0	1
08:50	1	6	1	0	0	0	08:50	2	12	2	0	0	0
08:55	0	0	0	0	0	0	08:55	1	6	1	0	0	0
09:00	0	0	0	0	0	0	09:00	3	17	3	0	0	0
09:05	0	0	0	0	0	0	09:05	1	6	1	0	0	0
09:10	0	0	0	0	0	0	09:10	4	23	4	0	0	0
09:15	0	0	0	0	0	0	09:15	1	6	1	0	0	0
09:20	0	0	0	0	0	0	09:20	4	23	4	0	0	0
09:25	0	0	0	0	0	0	09:25	2	12	2	0	0	0
09:30	1	6	1	0	0	0	09:30	8.5	49	7	1	0	0
09:35	0	0	0	0	0	0	09:35	4	23	4	0	0	0
09:40	1	6	1	0	0	0	09:40	2	12	2	0	0	0
09:45	1	6	1	0	0	0	09:45	0	0	0	0	0	0
09:50	2	12	2	0	0	0	09:50	4	23	4	0	0	0
09:55	1	6	1	0	0	0	09:55	0	0	0	0	0	0
MAX Queue	2	12	2	0	0	0	MAX Queue	13.5	78	12	1	0	0



SITE: 3

DATE: 15/06/2016

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LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

ARM B Lane 1 -							ARM B Lane 2 -						
TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV	TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV
14:30	0	0	0	0	0	0	14:30	1	6	1	0	0	0
14:35	0	0	0	0	0	0	14:35	1	6	1	0	0	0
14:40	0	0	0	0	0	0	14:40	0	0	0	0	0	0
14:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
14:55	1	6	1	0	0	0	14:55	1	6	1	0	0	0
15:00	0	0	0	0	0	0	15:00	1	6	1	0	0	0
15:05	5	29	5	0	0	0	15:05	5	29	5	0	0	0
15:10	0	0	0	0	0	0	15:10	2	12	2	0	0	0
15:15	1	6	1	0	0	0	15:15	3.5	20	2	1	0	0
15:20	0	0	0	0	0	0	15:20	4	23	2	0	0	1
15:25	0	0	0	0	0	0	15:25	3	17	1	0	0	1
15:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
15:35	1	6	1	0	0	0	15:35	2	12	2	0	0	0
15:40	2	12	2	0	0	0	15:40	0	0	0	0	0	0
15:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
15:50	0	0	0	0	0	0	15:50	2	12	2	0	0	0
15:55	1	6	1	0	0	0	15:55	23.5	135	22	1	0	0
16:00	0	0	0	0	0	0	16:00	19	109	14	2	0	1
16:05	0	0	0	0	0	0	16:05	15	86	15	0	0	0
16:10	3	17	3	0	0	0	16:10	17	98	17	0	0	0
16:15	0	0	0	0	0	0	16:15	29	167	27	0	0	1
16:20	0	0	0	0	0	0	16:20	32	184	29	2	0	0
16:25	9	52	9	0	0	0	16:25	32	184	29	2	0	0
16:30	9	52	9	0	0	0	16:30	21.5	124	20	1	0	0
16:35	0	0	0	0	0	0	16:35	28	161	23	2	0	1
16:40	0	0	0	0	0	0	16:40	17	98	17	0	0	0
16:45	16	92	16	0	0	0	16:45	39	224	39	0	0	0
16:50	8	46	8	0	0	0	16:50	38.5	221	35	1	0	1
16:55	10	58	10	0	0	0	16:55	37.5	216	32	1	0	2
17:00	7.5	43	6	1	0	0	17:00	37	213	32	2	0	1
17:05	4	23	4	0	0	0	17:05	34.5	198	33	1	0	0
17:10	0	0	0	0	0	0	17:10	32	184	24	4	0	1
17:15	0	0	0	0	0	0	17:15	32	184	24	4	0	1
17:20	0	0	0	0	0	0	17:20	23.5	135	22	1	0	0
17:25	6	35	4	0	0	1	17:25	17.5	101	14	1	0	1
17:30	4	23	4	0	0	0	17:30	16	92	16	0	0	0
17:35	3	17	3	0	0	0	17:35	19	109	19	0	0	0
17:40	2	12	2	0	0	0	17:40	18.5	106	17	1	0	0
17:45	2	12	2	0	0	0	17:45	31	178	29	0	0	1
17:50	3	17	3	0	0	0	17:50	28	161	25	2	0	0
17:55	4	23	4	0	0	0	17:55	32	184	29	2	0	0
18:00	0	0	0	0	0	0	18:00	13.5	78	12	1	0	0
18:05	0	0	0	0	0	0	18:05	14	81	14	0	0	0
18:10	0	0	0	0	0	0	18:10	18.5	106	17	1	0	0
18:15	4	23	2	0	0	1	18:15	20	115	17	2	0	0
18:20	0	0	0	0	0	0	18:20	28	161	28	0	0	0
18:25	0	0	0	0	0	0	18:25	26.5	152	23	1	0	1
18:30	0	0	0	0	0	0	18:30	23	132	20	2	0	0
18:35	0	0	0	0	0	0	18:35	18.5	106	17	1	0	0
18:40	0	0	0	0	0	0	18:40	13	75	13	0	0	0
18:45	0	0	0	0	0	0	18:45	13.5	78	12	1	0	0
18:50	0	0	0	0	0	0	18:50	10	58	10	0	0	0
18:55	0	0	0	0	0	0	18:55	6	35	6	0	0	0
MAX Queue	16	92	16	0	0	0	MAX Queue	39	224	39	0	0	0



SITE: 3

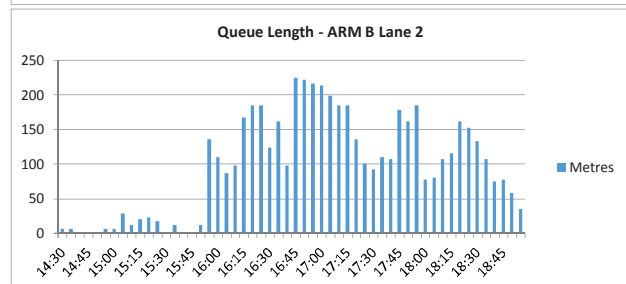
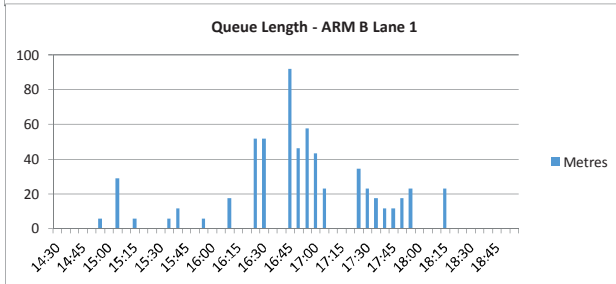
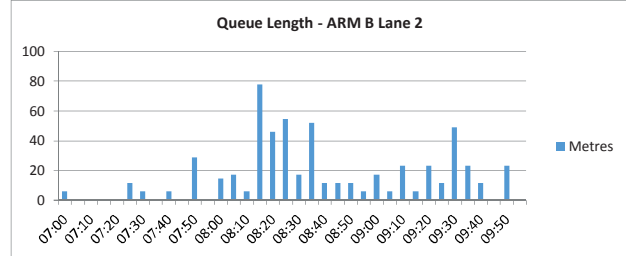
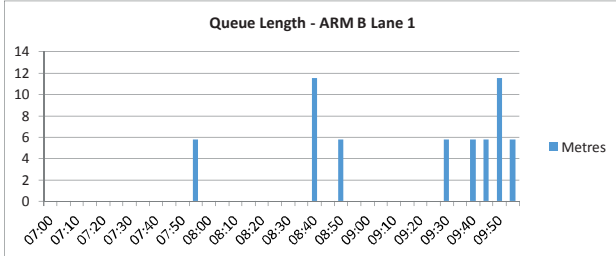
DATE: 15/06/2016

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LOCATION: A3003 Lower Richmond Road / Mort DAY: WEDNESDAY

LOCATION: A3003 Lower Richmond Road / Mort DAY: WEDNESDAY





SITE: 3

DATE: 15/06/2016

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LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

ARM C Lane 1							ARM C Lane 2						
TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV	TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV
07:00	5	29	5	0	0	0	07:00	1	6	1	0	0	0
07:05	1	6	1	0	0	0	07:05	1	6	1	0	0	0
07:10	1	6	1	0	0	0	07:10	2	12	2	0	0	0
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
07:20	3	17	3	0	0	0	07:20	2	12	2	0	0	0
07:25	9	52	9	0	0	0	07:25	1	6	1	0	0	0
07:30	9	52	9	0	0	0	07:30	1	6	1	0	0	0
07:35	11	63	8	2	0	0	07:35	0	0	0	0	0	0
07:40	4	23	4	0	0	0	07:40	2	12	2	0	0	0
07:45	4	23	4	0	0	0	07:45	4	23	4	0	0	0
07:50	2	12	2	0	0	0	07:50	4	23	4	0	0	0
07:55	9	52	9	0	0	0	07:55	3	17	3	0	0	0
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
08:05	8	46	8	0	0	0	08:05	1	6	1	0	0	0
08:10	6.5	37	5	1	0	0	08:10	2	12	2	0	0	0
08:15	6	35	6	0	0	0	08:15	1	6	1	0	0	0
08:20	7	40	7	0	0	0	08:20	2	12	2	0	0	0
08:25	13.5	78	12	1	0	0	08:25	2	12	2	0	0	0
08:30	2	12	2	0	0	0	08:30	2	12	2	0	0	0
08:35	2	12	2	0	0	0	08:35	0	0	0	0	0	0
08:40	5	29	5	0	0	0	08:40	10	58	10	0	0	0
08:45	6.5	37	5	1	0	0	08:45	2	12	2	0	0	0
08:50	0	0	0	0	0	0	08:50	2	12	2	0	0	0
08:55	3	17	3	0	0	0	08:55	3	17	3	0	0	0
09:00	2	12	2	0	0	0	09:00	2	12	2	0	0	0
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
09:10	8	46	8	0	0	0	09:10	5	29	5	0	0	0
09:15	2	12	2	0	0	0	09:15	2	12	2	0	0	0
09:20	0	0	0	0	0	0	09:20	1	6	1	0	0	0
09:25	8	46	8	0	0	0	09:25	14.5	83	13	1	0	0
09:30	1.5	9	0	1	0	0	09:30	2	12	2	0	0	0
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
09:40	10	58	10	0	0	0	09:40	2	12	2	0	0	0
09:45	3	17	3	0	0	0	09:45	3	17	3	0	0	0
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
09:55	0	0	0	0	0	0	09:55	4	23	4	0	0	0
MAX Queue	13.5	78	12	1	0	0	MAX Queue	14.5	83	13	1	0	0



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LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY

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DAY: WEDNESDAY

ARM C Lane 1 -							ARM C Lane 2 -						
TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV	TIME	PCUs	Metres	CARS	OGV1	OGV2	PSV
14:30	1	6	1	0	0	0	14:30	11	63	11	0	0	0
14:35	0	0	0	0	0	0	14:35	0	0	0	0	0	0
14:40	20.5	118	19	1	0	0	14:40	3	17	3	0	0	0
14:45	1	6	1	0	0	0	14:45	0	0	0	0	0	0
14:50	0	0	0	0	0	0	14:50	0	0	0	0	0	0
14:55	2	12	2	0	0	0	14:55	10	58	10	0	0	0
15:00	1	6	1	0	0	0	15:00	2	12	2	0	0	0
15:05	0	0	0	0	0	0	15:05	0	0	0	0	0	0
15:10	2	12	2	0	0	0	15:10	18.5	106	17	1	0	0
15:15	3	17	3	0	0	0	15:15	2	12	2	0	0	0
15:20	1	6	1	0	0	0	15:20	1	6	1	0	0	0
15:25	1	6	1	0	0	0	15:25	2	12	2	0	0	0
15:30	3	17	3	0	0	0	15:30	4	23	4	0	0	0
15:35	0	0	0	0	0	0	15:35	8	46	8	0	0	0
15:40	1	6	1	0	0	0	15:40	8	46	8	0	0	0
15:45	1	6	1	0	0	0	15:45	3	17	3	0	0	0
15:50	1	6	1	0	0	0	15:50	3	17	3	0	0	0
15:55	12	69	12	0	0	0	15:55	12	69	12	0	0	0
16:00	14.5	83	11	1	0	1	16:00	3	17	3	0	0	0
16:05	0	0	0	0	0	0	16:05	2	12	2	0	0	0
16:10	21	121	21	0	0	0	16:10	3	17	3	0	0	0
16:15	1	6	1	0	0	0	16:15	1	6	1	0	0	0
16:20	0	0	0	0	0	0	16:20	2	12	2	0	0	0
16:25	3	17	3	0	0	0	16:25	14.5	83	13	1	0	0
16:30	11	63	8	2	0	0	16:30	2	12	2	0	0	0
16:35	3	17	3	0	0	0	16:35	2	12	2	0	0	0
16:40	16.5	95	15	1	0	0	16:40	1	6	1	0	0	0
16:45	20	115	20	0	0	0	16:45	1	6	1	0	0	0
16:50	5	29	5	0	0	0	16:50	0	0	0	0	0	0
16:55	21	121	19	0	0	1	16:55	2	12	2	0	0	0
17:00	12	69	12	0	0	0	17:00	2	12	2	0	0	0
17:05	9.5	55	8	1	0	0	17:05	0	0	0	0	0	0
17:10	21	121	19	0	0	1	17:10	3	17	3	0	0	0
17:15	9	52	9	0	0	0	17:15	3	17	3	0	0	0
17:20	0	0	0	0	0	0	17:20	3	17	3	0	0	0
17:25	15	86	15	0	0	0	17:25	4	23	4	0	0	0
17:30	20.5	118	19	1	0	0	17:30	1	6	1	0	0	0
17:35	17.5	101	16	1	0	0	17:35	3	17	3	0	0	0
17:40	4	23	4	0	0	0	17:40	10	58	10	0	0	0
17:45	18	104	18	0	0	0	17:45	2	12	2	0	0	0
17:50	7	40	7	0	0	0	17:50	1	6	1	0	0	0
17:55	20.5	118	17	1	0	1	17:55	0	0	0	0	0	0
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
18:05	11	63	11	0	0	0	18:05	1	6	1	0	0	0
18:10	21	121	21	0	0	0	18:10	4.5	26	3	1	0	0
18:15	19	109	19	0	0	0	18:15	0	0	0	0	0	0
18:20	11	63	11	0	0	0	18:20	1.5	9	0	1	0	0
18:25	15.5	89	14	1	0	0	18:25	3	17	3	0	0	0
18:30	18	104	16	0	1	0	18:30	2	12	2	0	0	0
18:35	2	12	2	0	0	0	18:35	1	6	1	0	0	0
18:40	3	17	3	0	0	0	18:40	3	17	3	0	0	0
18:45	1	6	1	0	0	0	18:45	8	46	8	0	0	0
18:50	1	6	1	0	0	0	18:50	3	17	3	0	0	0
18:55	2	12	2	0	0	0	18:55	1	6	1	0	0	0
MAX Queue	21	121	21	0	0	0	MAX Queue	18.5	106	17	1	0	0



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DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mort

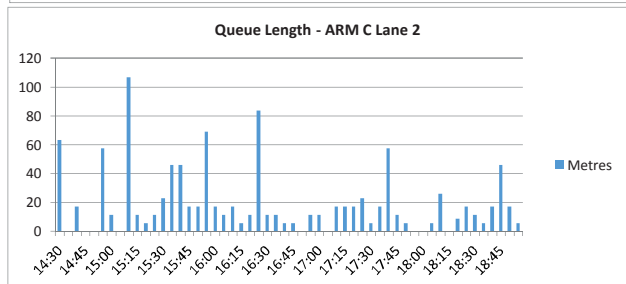
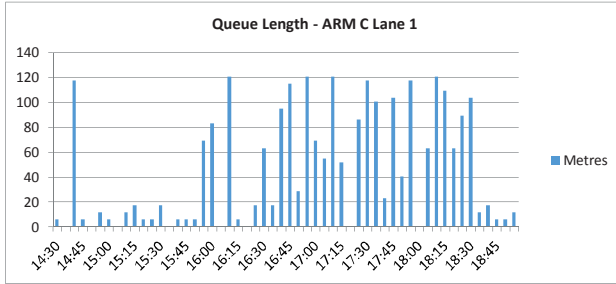
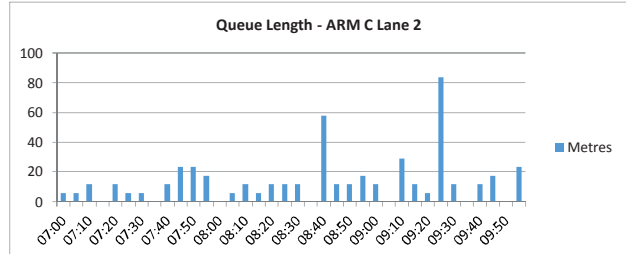
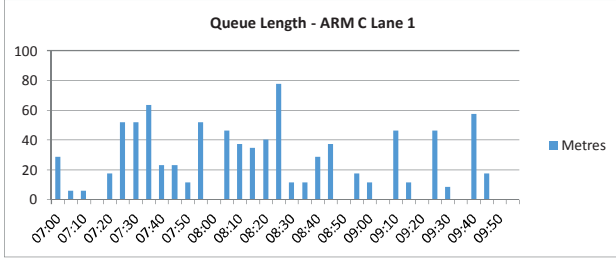
DAY: WEDNESDAY

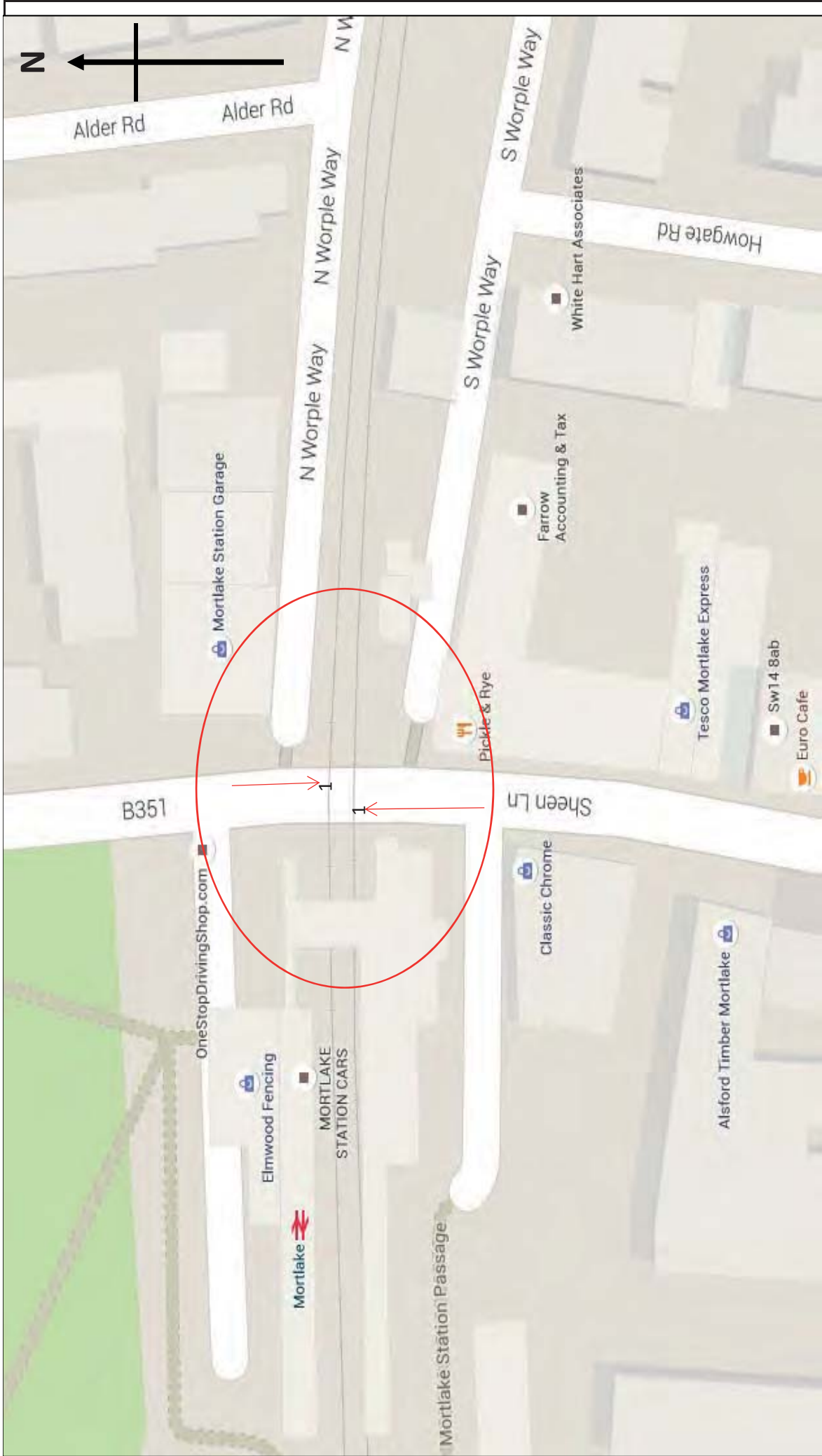
SITE: 3


DATE: 15/06/2016

LOCATION: A3003 Lower Richmond Road / Mort

DAY: WEDNESDAY





	Site / Location: Site 4, Sheen Lane level crossing	Project No.: 6386	Drawing No.: 6386-04	Drawn By: SR
	Survey Date: Wednesday 15th June 2016	Project Name: Mortlake		
	Survey Times: 07:00 to 10:00 & 14:30 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 4

DATE: 15/06/2016

LOCATION: Sheen Lane level crossing

DAY: WEDNESDAY

Start of Red	End of Red	PCUs	Cars	OGV1	OGV2	PSV	Metres
06:58:59	07:03:32	11	11	0	0	0	63.25
07:06:37	07:08:47	9	9	0	0	0	51.75
07:15:35	07:22:03	21.5	20	1	0	0	123.625
07:22:29	07:27:02	25.5	21	3	0	0	146.625
07:28:52	07:31:17	12	12	0	0	0	69
07:33:16	07:38:20	18	15	2	0	0	103.5
07:39:15	07:40:46	10	10	0	0	0	57.5
07:44:39	07:47:49	7	7	0	0	0	40.25
07:49:08	07:51:13	13	13	0	0	0	74.75
07:52:07	07:55:03	22	19	2	0	0	126.5
07:56:18	07:58:22	11.5	10	1	0	0	66.125
07:59:08	08:00:40	4	4	0	0	0	23
08:03:04	08:05:26	11	11	0	0	0	63.25
08:05:49	08:08:13	16.5	15	1	0	0	94.875
08:09:22	08:10:53	9.5	8	1	0	0	54.625
08:15:35	08:17:46	13	13	0	0	0	74.75
08:18:33	08:21:18	20.5	16	3	0	0	117.875
08:22:38	08:25:53	18	18	0	0	0	103.5
08:26:48	08:28:32	15	15	0	0	0	86.25
08:30:36	08:32:39	7	7	0	0	0	40.25
08:35:52	08:40:36	25	25	0	0	0	143.75
08:43:09	08:46:56	16	13	2	0	0	92
08:50:46	08:52:25	5.5	4	1	0	0	31.625
08:53:19	08:57:13	14	14	0	0	0	80.5
09:01:22	09:10:29	35	35	0	0	0	201.25
09:20:47	09:26:17	25.5	24	1	0	0	146.625
09:28:09	09:30:18	7	7	0	0	0	40.25
09:30:53	09:32:32	5.5	4	1	0	0	31.625
09:33:34	09:39:22	21.5	20	1	0	0	123.625
09:46:03	09:48:03	3	3	0	0	0	17.25
09:52:28	09:56:47	14.5	13	1	0	0	83.375
14:28:24	14:30:04	15.5	14	1	0	0	89.125
14:35:33	14:40:16	18	18	0	0	0	103.5
14:41:01	14:42:05	19.5	18	1	0	0	112.125
14:44:32	14:47:04	12	12	0	0	0	69
14:47:22	14:48:47	11	11	0	0	0	63.25
14:50:50	14:54:56	17.5	16	1	0	0	100.625
14:58:50	15:00:30	5.5	4	1	0	0	31.625
15:02:02	15:08:52	28	25	2	0	0	161
15:10:16	15:11:20	9	9	0	0	0	51.75
15:13:06	15:15:24	5	5	0	0	0	28.75
15:16:38	15:18:25	5	5	0	0	0	28.75
15:20:13	15:24:41	12	12	0	0	0	69
15:28:47	15:30:25	6	6	0	0	0	34.5
15:32:45	15:35:14	3	3	0	0	0	17.25
15:36:31	15:39:19	8	8	0	0	0	46
15:40:21	15:41:37	1	1	0	0	0	5.75



SITE: 4

DATE: 15/06/2016

LOCATION: Sheen Lane level crossing

DAY: WEDNESDAY

Start of Red	End of Red	PCUs	Cars	OGV1	OGV2	PSV	Metres
06:58:59	07:03:32	11	11	0	0	0	63.25
15:45:28	15:47:41	6.5	5	1	0	0	37.375
15:52:06	15:55:22	18	18	0	0	0	103.5
15:58:02	16:00:15	17.5	14	1	0	1	100.625
16:01:26	16:08:50	35	33	0	0	1	201.25
16:13:40	16:19:52	15	15	0	0	0	86.25
16:20:09	16:24:20	39.5	38	1	0	0	227.125
16:27:08	16:30:23	17.5	16	1	0	0	100.625
16:31:07	16:33:34	17.5	13	3	0	0	100.625
16:34:18	16:40:42	40	40	0	0	0	230
16:42:19	16:44:49	21	21	0	0	0	120.75
16:47:42	16:50:20	7	7	0	0	0	40.25
16:51:06	16:55:50	22	20	0	0	1	126.5
16:58:32	17:00:30	12	12	0	0	0	69
17:03:55	17:06:25	7.5	6	1	0	0	43.125
17:06:49	17:09:38	22	20	0	0	1	126.5
17:13:30	17:16:04	7	7	0	0	0	40.25
17:18:32	17:24:29	25	25	0	0	0	143.75
17:26:28	17:29:59	12.5	11	1	0	0	71.875
17:30:07	17:31:44	18.5	17	1	0	0	106.375
17:32:23	17:34:14	13.5	12	1	0	0	77.625
17:35:05	17:38:53	13	13	0	0	0	74.75
17:39:28	17:41:09	6	6	0	0	0	34.5
17:42:41	17:45:34	12	12	0	0	0	69
17:50:29	17:56:21	31.5	30	1	0	0	181.125
17:58:24	18:04:39	28	28	0	0	0	161
18:05:03	18:08:05	41.5	40	1	0	0	238.625
18:08:53	18:12:52	43	40	2	0	0	247.25
18:15:06	18:18:20	43	40	2	0	0	247.25
18:18:49	18:20:43	43	40	2	0	0	247.25
18:21:22	18:25:16	41.5	40	1	0	0	238.625
18:27:18	18:30:12	25	23	0	0	1	143.75
18:34:31	18:40:14	20	20	0	0	0	115
18:45:52	18:48:24	9	9	0	0	0	51.75
18:48:57	18:50:12	3	3	0	0	0	17.25
18:50:37	18:52:23	8.5	7	1	0	0	48.875
18:52:45	18:57:31	11	11	0	0	0	63.25
18:58:42	19:00:45	3	3	0	0	0	17.25



SITE: 4

DATE: 15/06/2016

LOCATION: Sheen Lane level crossing

DAY: WEDNESDAY

Start of Red	End of Red	PCUs	Cars	OGV1	OGV2	PSV	Metres
06:58:59	07:03:32	9	9	0	0	0	51.75
07:06:37	07:08:47	1	1	0	0	0	5.75
07:15:35	07:22:03	11	11	0	0	0	63.25
07:22:29	07:27:02	13.5	12	1	0	0	77.625
07:28:52	07:31:17	4	4	0	0	0	23
07:33:16	07:38:20	8	8	0	0	0	46
07:39:15	07:40:46	1	1	0	0	0	5.75
07:44:39	07:47:49	9	9	0	0	0	51.75
07:49:08	07:51:13	4	4	0	0	0	23
07:52:07	07:55:03	15.5	14	1	0	0	89.125
07:56:18	07:58:22	8	8	0	0	0	46
07:59:08	08:00:40	8	8	0	0	0	46
08:03:04	08:05:26	2	2	0	0	0	11.5
08:05:49	08:08:13	7	7	0	0	0	40.25
08:09:22	08:10:53	8.5	7	1	0	0	48.875
08:15:35	08:17:46	9	9	0	0	0	51.75
08:18:33	08:21:18	14.5	13	1	0	0	83.375
08:22:38	08:25:53	15	15	0	0	0	86.25
08:26:48	08:28:32	9.5	8	1	0	0	54.625
08:30:36	08:32:39	5	5	0	0	0	28.75
08:35:52	08:40:36	21	18	2	0	0	120.75
08:43:09	08:46:56	5	5	0	0	0	28.75
08:50:46	08:52:25	3	3	0	0	0	17.25
08:53:19	08:57:13	10	10	0	0	0	57.5
09:01:22	09:10:29	19.5	18	1	0	0	112.125
09:20:47	09:26:17	14	14	0	0	0	80.5
09:28:09	09:30:18	4	4	0	0	0	23
09:30:53	09:32:32	3	3	0	0	0	17.25
09:33:34	09:39:22	18	18	0	0	0	103.5
09:46:03	09:48:03	10	10	0	0	0	57.5
09:52:28	09:56:47	16.5	15	1	0	0	94.875
14:28:24	14:30:04	15	15	0	0	0	86.25
14:35:33	14:40:16	12.5	11	1	0	0	71.875
14:41:01	14:42:05	5	5	0	0	0	28.75
14:44:32	14:47:04	8	8	0	0	0	46
14:47:22	14:48:47	5	5	0	0	0	28.75
14:50:50	14:54:56	14.5	13	1	0	0	83.375
14:58:50	15:00:30	6.5	5	1	0	0	37.375
15:02:02	15:08:52	25	22	2	0	0	143.75
15:10:16	15:11:20	9	6	2	0	0	51.75
15:13:06	15:15:24	15.5	14	1	0	0	89.125
15:16:38	15:18:25	7	7	0	0	0	40.25
15:20:13	15:24:41	17.5	16	1	0	0	100.625
15:28:47	15:30:25	2	2	0	0	0	11.5
15:32:45	15:35:14	10	10	0	0	0	57.5
15:36:31	15:39:19	10	10	0	0	0	57.5



SITE: 4

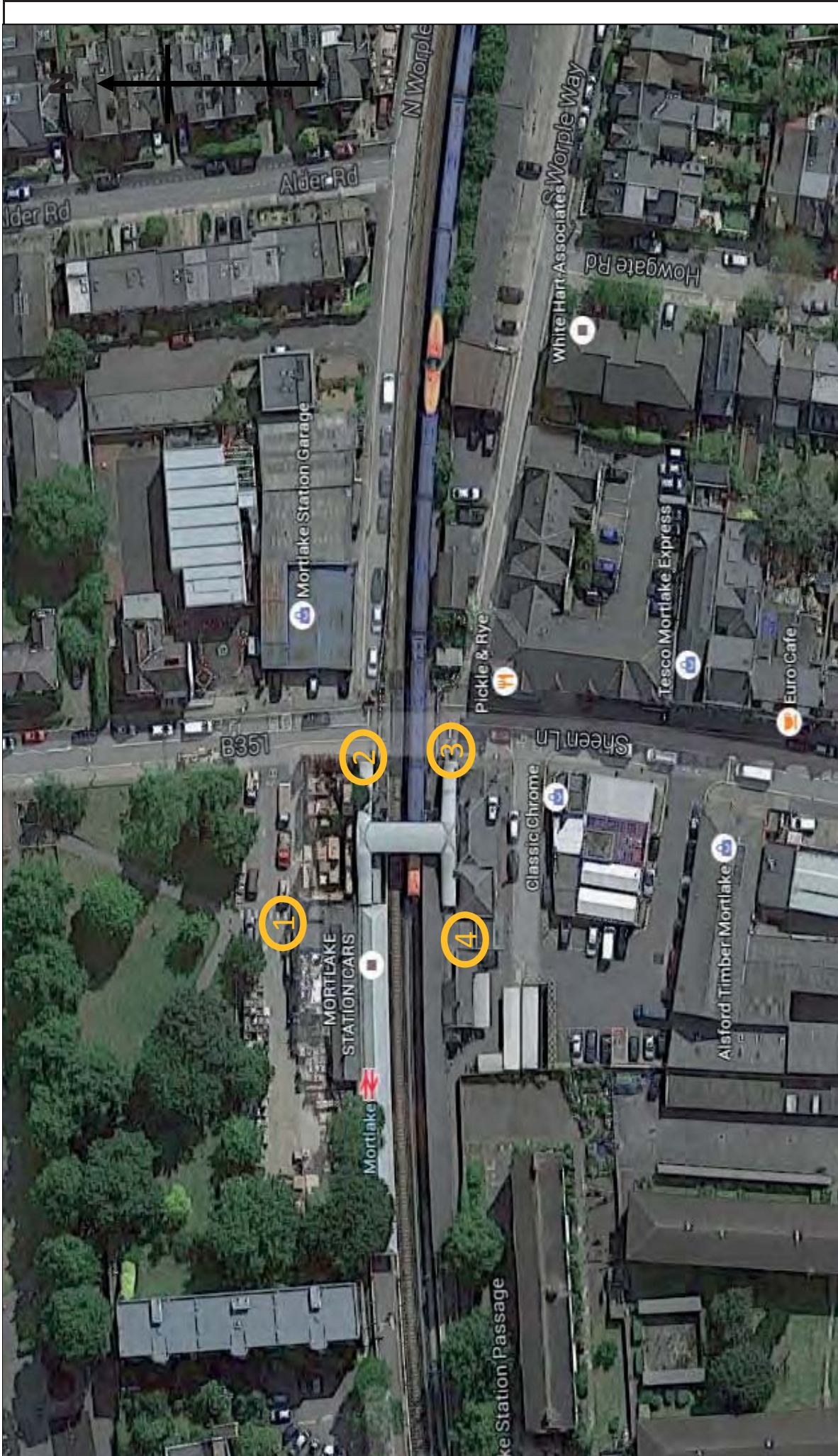
DATE: 15/06/2016


LOCATION: Sheen Lane level crossing

DAY: WEDNESDAY

Start of Red	End of Red	PCUs	Cars	OGV1	OGV2	PSV	Metres
06:58:59	07:03:32	9	9	0	0	0	51.75
15:40:21	15:41:37	1	1	0	0	0	5.75
15:45:28	15:47:41	14	14	0	0	0	80.5
15:52:06	15:55:22	19	19	0	0	0	109.25
15:58:02	16:00:15	10	10	0	0	0	57.5
16:01:26	16:08:50	26.5	25	1	0	0	152.375
16:13:40	16:19:52	15	15	0	0	0	86.25
16:20:09	16:24:20	30	30	0	0	0	172.5
16:27:08	16:30:23	17	17	0	0	0	97.75
16:31:07	16:33:34	25	25	0	0	0	143.75
16:34:18	16:40:42	35	35	0	0	0	201.25
16:42:19	16:44:49	30	30	0	0	0	172.5
16:47:42	16:50:20	25	25	0	0	0	143.75
16:51:06	16:55:50	35	35	0	0	0	201.25
16:58:32	17:00:30	26.5	25	1	0	0	152.375
17:03:55	17:06:25	17	17	0	0	0	97.75
17:06:49	17:09:38	25	25	0	0	0	143.75
17:13:30	17:16:04	9	9	0	0	0	51.75
17:18:32	17:24:29	28	28	0	0	0	161
17:26:28	17:29:59	30	30	0	0	0	172.5
17:30:07	17:31:44	27	27	0	0	0	155.25
17:32:23	17:34:14	17	17	0	0	0	97.75
17:35:05	17:38:53	18	18	0	0	0	103.5
17:39:28	17:41:09	9	9	0	0	0	51.75
17:42:41	17:45:34	6	6	0	0	0	34.5
17:50:29	17:56:21	25	25	0	0	0	143.75
17:58:24	18:04:39	30	30	0	0	0	172.5
18:05:03	18:08:05	30	30	0	0	0	172.5
18:08:53	18:12:52	30	30	0	0	0	172.5
18:15:06	18:18:20	20	20	0	0	0	115
18:18:49	18:20:43	16.5	15	1	0	0	94.875
18:21:22	18:25:16	23.5	22	1	0	0	135.125
18:27:18	18:30:12	19.5	18	1	0	0	112.125
18:34:31	18:40:14	23	23	0	0	0	132.25
18:45:52	18:48:24	8	8	0	0	0	46
18:48:57	18:50:12	1	1	0	0	0	5.75
18:50:37	18:52:23	12	10	0	0	1	69
18:52:45	18:57:31	23.5	20	1	0	1	135.125
18:58:42	19:00:45	20	20	0	0	0	115

Vehicle Type	PCU VALUES
Car/Taxi/Lgv	1
Other Goods Vehicle - OGV1	1.5
Other Goods Vehicle - OGV2	2.3
Coach/PSV	2
Motorcycle - MCL	0.4
Pedal Cycle - PCL	0.2



	Site / Location: Site 5, Mortlake Station pedestrian entry and exit count	Project No.: 6386	Drawing No.: 6386-01	Drawn By: SR
	Survey Date: Wednesday 15th June 2016	Project Name: Mortlake		
	Survey Times: 07:00 to 10:00 & 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 5

DATE: 15/06/2016

LOCATION: Mortlake Station pedestrian entry and exit count

DAY: WEDNESDAY

TIME	ENTRANCE 1		TOT	ENTRANCE 2		TOT	ENTRANCE 3		TOT	ENTRANCE 4		TOT
	Entry	Exit		Entry	Exit		Entry	Exit		Entry	Exit	
07:00	36	10	46	12	3	15	39	5	44	99	16	115
07:15	41	11	52	22	7	29	73	11	84	190	69	259
07:30	48	12	60	10	22	32	69	17	86	177	45	222
07:45	77	13	90	12	30	42	88	20	108	263	73	336
HR TOT	202	46	248	56	62	118	269	53	322	729	203	932
08:00	74	11	85	22	7	29	70	16	86	297	43	340
08:15	85	28	113	37	73	110	109	21	130	190	87	277
08:30	86	15	101	30	32	62	52	15	67	198	62	260
08:45	59	21	80	18	16	34	24	18	42	117	89	206
HR TOT	304	75	379	107	128	235	255	70	325	802	281	1083
09:00	33	13	46	19	9	28	42	21	63	118	42	160
09:15	30	14	44	19	10	29	35	18	53	89	57	146
09:30	26	14	40	12	10	22	26	11	37	97	50	147
09:45	20	8	28	3		3	12	9	21	45	29	74
HR TOT	109	49	158	53	29	82	115	59	174	349	178	527
P/TOT	615	170	785	216	219	435	639	182	821	1880	662	2542

TIME	ENTRANCE 1		TOT	ENTRANCE 2		TOT	ENTRANCE 3		TOT	ENTRANCE 4		TOT
	Entry	Exit		Entry	Exit		Entry	Exit		Entry	Exit	
16:00	14	22	36	9	5	14	20	10	30	42	31	73
16:15	12	26	38	15	18	33	25	36	61	29	28	57
16:30	11	13	24	31	14	45	29	28	57	33	30	63
16:45	21	33	54	13	9	22	20	19	39	67	94	161
HR TOT	58	94	152	68	46	114	94	93	187	171	183	354
17:00	28	18	46	9	6	15	33	10	43	63	72	135
17:15	29	30	59	28	14	42	35	28	63	84	85	169
17:30	34	39	73	24	15	39	48	23	71	73	95	168
17:45	28	29	57	16	18	34	28	25	53	60	147	207
HR TOT	119	116	235	77	53	130	144	86	230	280	399	679
18:00	33	28	61	24	24	48	52	33	85	81	118	199
18:15	17	39	56	27	20	47	37	38	75	65	181	246
18:30	19	17	36	11	11	22	18	21	39	49	141	190
18:45	10	36	46	21	18	39	22	21	43	24	189	213
HR TOT	79	120	199	83	73	156	129	113	242	219	629	848
P/TOT	256	330	586	228	172	400	367	292	659	670	1211	1881

Appendix F PERS Report



Stag Brewery, Mortlake

Pedestrian Environment Review System (PERS) Report

On behalf of [Reselton Properties, Ltd](#)

Project Ref: 38262/55001 | Rev: AA | Date: April 2017

Office Address: 16 Brewhouse Yard, Clerkenwell, London EC1V 4LJ
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Document Control Sheet

Project Name: Stag Brewery, Mortlake
 Project Ref: 38262
 Report Title: Pedestrian Environment Review System Report
 Doc Ref: 001
 Date: April 2017

	Name	Position	Signature	Date
Prepared by:	Morteza M. Nejad	Assistant Engineer	<i>M M. Nejad</i>	April 2017
	Amoy Johnson	Trainee Technician	<i>A Johnson</i>	
Reviewed by:	Matt Bolshaw	Assistant Transport Planner	<i>M Bolshaw</i>	April 2017
Approved by:	Robert Parker	Director	<i>R Parker</i>	April 2017
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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1 Introduction

1.1 Overview

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Reselton Properties Limited to undertake a Pedestrian Environmental Review System (PERS) audit as part of the baseline assessment work required to underpin the assessment of the proposals to redevelop the site of the former Stag Brewery in Mortlake, London Borough of Richmond upon Thames (LBRuT). This report presents the results of the findings of the PERS audit with observation and commentary.
- 1.1.2 The audit has been undertaken in accordance with the guidance set out by Transport for London (TfL) in the PERS handbook. As such, pedestrian links to the main trip generators have been assessed, as well as the pedestrian crossing points, public transport waiting areas and the nearby public spaces.
- 1.1.3 The audit was undertaken on Wednesday 30th November 2016 during daylight hours, the weather conditions were sunny for most parts of the day.

1.2 Preparation of Audit

- 1.2.1 This PERS audit has been prepared as part of the requirements requested by Transport for London (TfL) for the application of the Stag Brewery development. In preparation for the audit, key facilities i.e. schools and places of worship as well as trip generators within walking distance of the site were reviewed. The extent of the audit has been determined through a desktop study.
- 1.2.2 The audit area covers routes to and from surrounding railway stations and the application site. The area included the majority of roads between Mortlake High Street/ Lower Richmond Road and South Circular Road (Upper Richmond Road West). A map showing the extent of the audit is shown in Figure 1.1. Facilities included within the audit area included railway stations, retail areas, schools, places of worship and recreational areas.

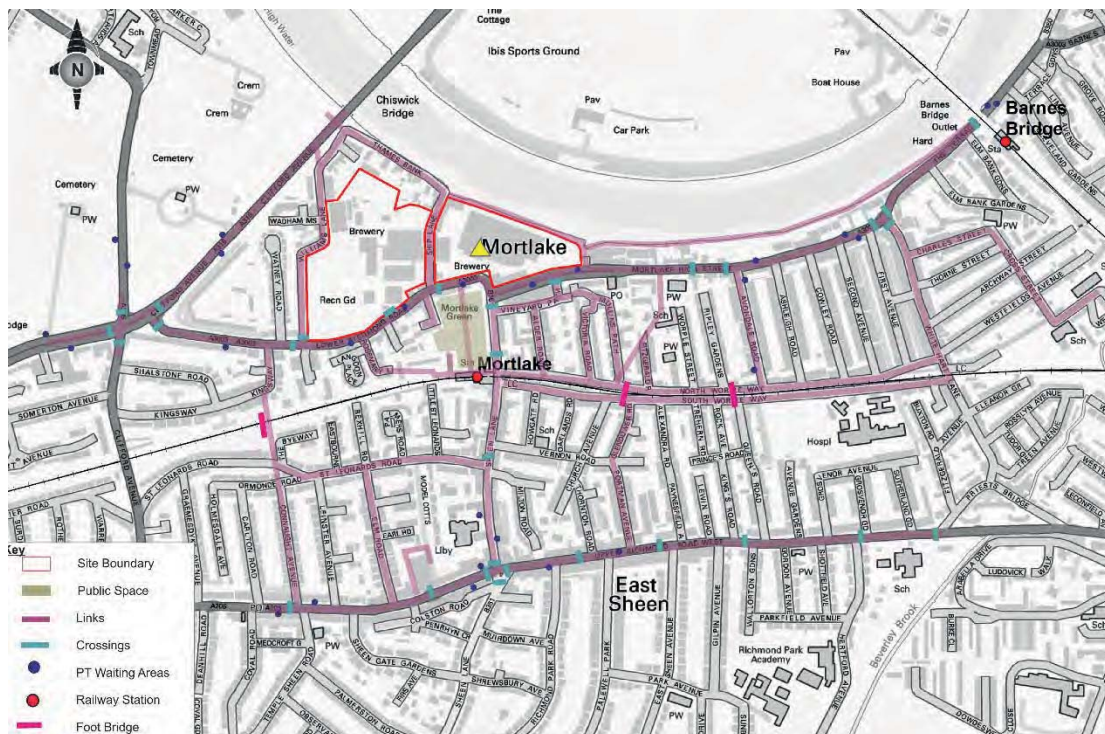


Figure 1.1: Extent of Audit

- 1.2.3 The individual links, crossings and public transport waiting areas were identified through a desktop audit. There are 26 crossing points that were considered important within the survey extent and 20 bus waiting areas that are located in the vicinity of the site and on routes to major transport attractors.
- 1.2.4 When considering which public transport waiting areas to assess, bus stops close to the site, that serve different bus routes or serve a key facility were included as it is assumed residents would choose the closest bus stop if they are serviced by the same bus route.
- 1.2.5 The pedestrian links were divided into individual sections for assessment. This served to ensure a more robust assessment. Links were divided where there was an observable change in conditions, which resulted in 41 links being included in the audit.
- 1.2.6 Mortlake Green was included as part of the assessment for public space. This public space was audited due to its proximity to the site and attractiveness as a recreational amenity but also for use by residents as a potential route to key destinations, including Mortlake Station.

1.3 Methodology

- 1.3.1 A PERS audit assesses the quality of an environment in terms of how it meets the needs of a pedestrian, with the 'standard' pedestrian defined by Transport Research Laboratory (TRL) as 'towards the vulnerable end of the spectrum'.
- 1.3.2 The PERS audit was conducted using the PERS Streetaudit software version 1.1.10.211. This software has been devised by the TRL for Transport for London (TfL).
- 1.3.3 All links, crossings and public transport waiting areas were assessed by review parameters as detailed in Table 1.1.

Table 1.1 PERS Parameters

Links	Crossings	PT Waiting Areas	Public Space
Effective width	Crossing provision	Information to the waiting area	Moving in the space
Dropped kerbs	Deviation from desire line	Infrastructure to the waiting area	Interpreting the space
Gradient	Performance	Boarding public transport	Personal safety
Obstructions	Capacity	Information at the waiting area	Feeling comfortable
Permeability	Delay	Safety perceptions	Sense of place
Legibility	Legibility	Security measures	Opportunity for activity
Tactile information	Legibility for sensory impaired people	Quality of the environment	
Colour contrast	Dropped kerbs	Maintenance and cleanliness	
Personal security	Gradient	Waiting area comfort	
Surface quality	Obstructions		
User conflict	Surface quality		
Maintenance	Maintenance		

- 1.3.4 Each of these parameters is made up of a number of sub-factors which are given an individual score on a scale of -3 (very poor) to +3 (very good). A score of 0 represents an average score, whilst N/A indicates that a particular factor was not assessed or not considered to be relevant. The reviewer uses these sub-factor scores to assign an overall score for each review parameter, again on a scale from -3 (very poor) to +3 (very good).
- 1.3.5 The scores for all parameters are entered into the TFL Streetaudit programme which weights all the parameters and assigns them a Red, Amber or Green (RAG band). Each link, crossing, public transport waiting area and interchange then has a RAG band assigned for each parameter assessed. Green represents good or very good provision. Amber represents average provision, with some features that potentially give cause for concern. Red represents a facility or aspect that presents significant cause for concern.
- 1.3.6 The programme then brings together all parameters assessed and assigns each link, crossing or public transport waiting area an overall score. This overall score again informs a RAG band. As before; Green represents good or very good provision; Amber represents average provision with some features that give cause for concern potentially; and Red represents a facility or aspect that presents significant cause for concern.
- 1.3.7 Some photographs from the on-site audit have been included within each review chapter in order to illustrate key points.

1.4 Summary

- 1.4.1 This report presents the findings of the PERS audit which took place on the 30th November 2016. The audit included 1 public spaces, 20 public transport waiting areas, 26 crossings and 41 links.
- 1.4.2 The audit was undertaken using the Streetaudit software and in line with the guidance given in the PERS handbook.

2 Links

2.1 Method

- 2.1.1 As discussed in Chapter One, 41 links were audited as part of this PERS audit. This section summarises the findings of the audit and the results.
- 2.1.2 A desktop study identified the extent of the links to be audited based on the location, characteristics and presence of key facilities. Audit forms were completed on site whilst observing the current conditions and pedestrian activity. A series of photographs were taken to provide further evidence for the report and further more zoomed in plans are available in Appendix A.
- 2.1.3 The site audit was undertaken on a weekday in order to capture the environment of the site when regular pedestrian flow and activities occurred, in order to maximise the robustness of the audit.

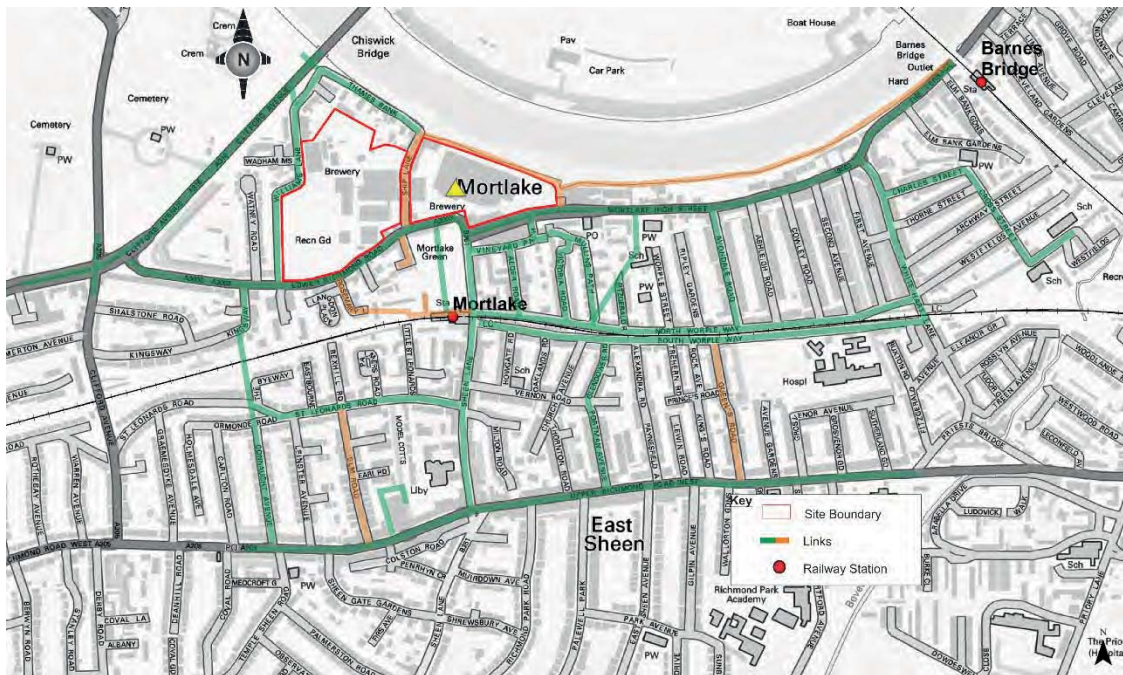


Figure 2.1 Map of Links Audited with RAG Scores Shown

2.2 Results

Scoring

- 2.2.1 The mean score of all links was 74 and 40 of the 41 links attained a positive score. Furthermore, of the 41 links 33 attained a 'Green' score whilst 8 attained an 'Amber' Score.
- 2.2.2 The highest scoring link was L14 – Upper Richmond Road West which attained a score of 144. This link is located at a 650m walking distance to the development and is expected to be used greatly by the residents of the proposed development due to its large number of amenities.

- 2.2.3 The lowest scoring link was L22 – Cromwell Place which attained a score of -17 due to maximum negative scores for ‘Effective Width’, ‘Dropped Kerbs’ and ‘Personal Security’ and poor results in all other parameters except for ‘Lighting’.
- 2.2.4 The results are presented in Table 2.1 and are shown according to their RAG score in Figure 2.1. A detailed breakdown of the results by individual review parameters has been given in Appendix B.

Table 2.1: Results of Links Audited (Ascending order of Total Score)

ID	Place Name	RAG	RAG Index	Overall Score
L22	Cromwell Place (Adjacent Mortlake Green)	Amber	2	-17
L1	Thames Path East	Amber	2	4
L41	Queen's Road	Amber	2	14
L2	Thames Path	Amber	2	15
L21	Rosemary Lane	Amber	2	26
L4	Ship Lane	Amber	2	31
L40	Queen's Road Bridge	Amber	2	41
L12	Elm Road	Amber	2	42
L18	South Worpole Way	Green	3	47
L20	Glendower Road Bridge	Green	3	53
L32	Victoria Road	Green	3	53
L9	Central school Path	Green	3	56
L38	Charles Street	Green	3	58
L29	Mortlake High Street West	Green	3	59
L26	Alder Road	Green	3	64
L33	Mullins Path	Green	3	65
L35	Fitzgerald Road	Green	3	67
L31	The Terrace	Green	3	69
L5	Williams Lane	Green	3	71
L10	Connaught Avenue	Green	3	73
L13	Waitrose Car Park	Green	3	83
L28	Lower Richmond Road Centre	Green	3	83
L15	Upper Richmond Road West (East of Sheen Ln)	Green	3	87
L23	Rosemary Lane/Mortlake Green Alleyway	Green	3	87
L17	Glendower Road/ Portman Avenue	Green	3	89
L27	Vineyard Path	Green	3	89
L19	North Worpole Way	Green	3	91
L3	Thames Bank	Green	3	93
L7	Lower Richmond Road West	Green	3	95
L30	Mortlake High Street East	Green	3	95
L16	Sheen Lane South	Green	3	97
L36	Avondale Road	Green	3	97
L37	White Hart Lane	Green	3	101
L8	Kingsway	Green	3	103
L24	Mortlake Green Path	Green	3	103
L11	St Leonards Road	Green	3	109
L34	Alleyway East of Mullins Path	Green	3	111
L39	Cross Street	Green	3	117
L6	Clifford Avenue	Green	3	122
L25	Sheen Lane North	Green	3	132
L14	Upper Richmond Rd W (West of Sheen Ln)	Green	3	144

Lower Richmond Road (East)

- 2.2.5 The eastern section of Lower Richmond Road is situated directly to the south of the development and will therefore be used very frequently by future residents of the proposed development.
- 2.2.6 This link had an overall score of 83 with positive or neutral scores in all parameters except for 'Quality of the Environment'.
- 2.2.7 The 'Quality of the Environment' parameter attained a negative weighted score of -2 mainly due to traffic and noise as a result of road works causing noise and congestion.
- 2.2.8 The footpaths on this link generally had accommodating effective widths as well as dropped kerbs and tactile information present. In places however, in particular adjacent to Mortlake Green and the section of the brewery opposite, narrow footpaths were observed due to the constraint of the brewery wall on the eastbound carriageway and the presence of the bus stop and trees on the westbound carriageway. The bus stop and trees in particular, coupled with the fact the footway runs through the park rather than adjacent to the road at the far eastern end of the link, results in a lack of continuity for pedestrians. The link also scored low for 'Permeability' due to traffic flow as well as frequency of crossing points.



Figure 2.2: Footpaths on Lower Richmond Road

Mortlake High Street (West)

- 2.2.9 Mortlake High Street (West), also situated directly to the south of the development, will be used very frequently by future residents of the proposed development.
- 2.2.10 The link had an overall score of 59 with all parameters scoring positively or neutrally except for 'Permeability' and 'Tactile Information'.
- 2.2.11 For 'Permeability', the link attained a weighted score of -3 due to traffic flow, absence of dropped kerbs and low frequency of crossing points.
- 2.2.12 For 'Tactile Information', the link attained a weighted score of -3 due to the absence of sufficient tactile information.
- 2.2.13 The footpaths scored positively for 'Effective Width', 'Surface Quality' and 'Lighting' but attained neutral scores for 'Obstructions', and 'Legibility'.



Figure 2.3: Footpaths on Mortlake High Street

Mortlake High Street (East)

- 2.2.14 Mortlake High Street (East) runs from the western section of the development to The Terrace and links the development site to Barnes Bridge Station. There are a number of shops and restaurant/cafes available on this link.
- 2.2.15 Mortlake High Street (East) attained an overall score of 95 with all parameters scoring positively. The lowest scoring parameter was 'Gradient' with a weighted score of 1.
- 2.2.16 Maximum scores were attained in 'Lighting', 'Colour Contrast' and 'Maintenance'. The only negative factors recorded on this link were for traffic flow affecting 'Permeability', traffic/noise affecting the 'Quality of Environment' and bus queues causing 'User Conflicts'.
- 2.2.17 'Effective Width' and 'Surface Quality' were generally of a good standard achieving weighted scores of 15 and 9 respectively.

Sheen Lane (North)

- 2.2.18 Sheen Lane (North) runs along Mortlake Green's eastern side from Mortlake High Street/ Sheen Lane roundabout to the Mortlake Station level crossing.
- 2.2.19 This links the development site to Mortlake Station and so it is expected to be used very frequently by residents of the proposed development.
- 2.2.20 An overall score of 132 was given to Sheen Lane (North) with all parameters scoring positively. Additionally, all of the factors associated with the scoring parameters scored positively or neutrally.
- 2.2.21 The 'Effective Width', 'Surface Quality' and 'Tactile Information' for footpaths on this link were all given high scores. Effective width scored highly in spite of the narrow footway on the western side of the carriageway due to the suitable width provided on the eastern side of the carriageway. The eastern side of the carriageway forms a key part of the link particularly at the northern end of the link due to the fact that the footway does not run adjacent to the road and routes through Mortlake Green instead.



Figure 2.4: Footpaths on Sheen Lane

Sheen Lane (South)

- 2.2.22 Sheen Lane (South) runs from the level crossing at Mortlake Station to the Upper Richmond Road West. There are a large number of shops and amenities on this link and the link forms part of the primary route from the development site to Upper Richmond Road West.
- 2.2.23 Sheen Lane South was given a score of 97 with all parameters scoring positively. The lowest scoring parameter was 'Quality of Environment' with a weighted score of 2 due to traffic and noise.
- 2.2.24 Obstructions were present throughout this link which were mainly associated with the large number of shops and cafes along the link. These included tables, bins and pavement signs associated with the shops as well as bicycles and pushchairs belonging to customers.
- 2.2.25 'Permeability' was given a low score of 3 due to all but one of its associated factors being given neutral scores.
- 2.2.26 The footpaths were found to be of adequate width although neutral factor scores were given to 'Allowance for Traffic', 'Pedestrian Congestion' and 'Separation from Traffic'.

Upper Richmond Road West (West of Sheen Lane)

- 2.2.27 Upper Richmond Road West is situated to the south of the development at a walking distance of 650m. There are a large number of shops and amenities available on the link including a large Waitrose store.
- 2.2.28 Upper Richmond Road West (West of Sheen Lane) attained a score of 144 making it the highest scoring link. Most parameters on this link were given maximum scores.
- 2.2.29 The lowest score on this link was given to 'Quality of Environment' due to the 'Traffic/Noise', 'Aesthetics' and 'Soft Landscaping' factors being given neutral scores.



Figure 2.5: Footpaths on Upper Richmond Road

Upper Richmond Road West (East of Sheen Lane)

- 2.2.30 A large number of shops and amenities are also available on Upper Richmond Road West (East of Sheen Lane) and therefore this link is expected to be used frequently by future residents of the proposed development.
- 2.2.31 This link attained a score of 87 with all parameters scoring positively. The lowest scoring parameters were 'Quality of Environment' and 'Gradient' which were both given a weighted score of 1.
- 2.2.32 'Permeability' was given a low score due to high levels of traffic flow. Upper Richmond Road West forms part of South Circular Road and is a key route for traffic. Obstructions associated with shops were also present on this link.
- 2.2.33 'User Conflicts' was given a low score due to conflicting movements and high traffic flows.

The Terrace (West of Barnes Bridge)

- 2.2.34 The Terrace is single carriageway road which connects Mortlake High Street to Barnes Bridge Station. The section of this road audited runs along the River Thames and there is only one footway present along the southern side of the road.
- 2.2.35 The Terrace achieved an overall score of 69 with negative scores for 'Effective Width', 'Permeability' and 'Tactile Information'.
- 2.2.36 The effective width of some sections of footway along the northern edge of the carriageway were observed to be of inadequate width which led to a low score for this parameter. On the southern side of the footway there are parts where the footway narrows, but it still remains an acceptable width at all points along the one footway provided, with the negative score being mainly attributed to there being no footway provided on the northern side of the carriageway. As there are suitable crossing points at either end of this link it is suggested that the quality of the southern footway is enough to support pedestrian users of the link with opportunities to cross at points where the Northern footway becomes more attractive to use again, despite the low score attributed to the parameter.
- 2.2.37 'Permeability' was given a low score for this link due to a low frequency of crossing points, and barriers to crossing for pedestrians.

- 2.2.38 'Tactile Information' was only present at the crossing point by Barnes Bridge Station and so this parameter was given a low score.



Figure 2.6: Footpaths on The Terrace

Thames Path

- 2.2.39 The Thames Path was split into two different links. Thames Path East and Thames Path. These routes run along the length of the Thames path behind the brewery between Ship Lane and The Terrace. The route is a key pedestrian and cycle route for the area.
- 2.2.40 Thames Path East scored a total of 4 with Thames Path scoring 15. The lowest scoring parameters for both links were 'Personal Security', 'Surface Quality' and 'Lighting' which all scored negatively.
- 2.2.41 Despite scoring negatively for the above parameters, it is envisaged that these will all be rectified by the redevelopment of the site. The path will become much more accessible and open with the introduction of the new development with many links from the path through towards Mortlake Green. This will address safety by providing greater informal surveillance from the development caused mainly by the removal of the brewery wall allowing greater accessibility and views of the path. Proposals for improving other aspects of the Path including improved lighting are being considered in connection with the development proposals

Ship Lane

- 2.2.42 Ship Lane runs through the centre of the proposed development from Lower Richmond Road in the south to Thames Bank in the north.
- 2.2.43 Two of the links lowest scoring parameters were 'Effective Width' and 'Personal Security'. This is as a result of there only being one footway and a lack of frontage to the link resulting in a lack of informal security.
- 2.2.44 Whilst this link has scored an 'Amber' rating for the pedestrian environment, the link is subject to significant change as a part of the development. Therefore, as this link will become the central link through the development and is subject to significant change, no proposals are suggested to improve the link.

Cromwell Place

- 2.2.45 Cromwell Place is a small road adjacent to Mortlake Green and accessed off Lower Richmond Road and was the lowest scoring link across the extent. The road leads to residential parking

and is not a direct through route for pedestrians, particularly with a parallel footway running through Mortlake Green.

- 2.2.46 The link scored negatively for a number of parameters due to the lack of footway as it is blocked by parked cars and the isolated nature of the link away from the main roads and footways.
- 2.2.47 However, due to the lack of through route along this link it is not anticipated to be used frequently other than by residents of the road and therefore there are no changes proposed for this link.

Queens Road

- 2.2.48 Queens Road achieved an overall score of 14 and a rating of 'Amber'. The link is located to the south of the railway line routing between South Worpole Way and the South Circular.
- 2.2.49 The link suffered as a result of scoring negatively for 'Effective width' and 'Tactile Information' as well as 'Permeability' and 'Obstructions'. This was due to the number of vehicles parking on the footway making it difficult for pedestrians, particularly those with mobility impairments, to use the footways due to lack of space.
- 2.2.50 Due to the lack of proximity of the link to the development and that the marked parking bays infer this is how vehicles are to park on the link, no changes are proposed to improve the link.

Queens Road Bridge

- 2.2.51 Queens Road Bridge is located directly north of Queens Road and provides a bridge over the rail way line linking North and South Worpole Ways.
- 2.2.52 Queens Road Bridge scored 41 and was therefore only just rated as an 'Amber' link. The link scored negatively for a number of parameters but this was mainly due to the nature of the link and it being a bridge with steps. Should the link have been at grade with better lighting, then it is more than likely that the link would have scored much higher across all parameters.

Rosemary Lane

- 2.2.53 Rosemary Lane is located on the southern side of Lower Richmond Road, opposite the existing playing fields adjacent to the brewery. Rosemary Lane is a residential road similar to Cromwell Place, although Rosemary Lane does lead to Rosemary Gardens and a footway to the station, so could be used as a through route.
- 2.2.54 The main observation regarding Rosemary Lane is similar to Cromwell Place and Queens road, that parked cars are parked across the footway therefore effectively eliminating the pedestrian environment as pedestrians are forced to use the road, this is demonstrated by the link scoring -15 for effective width.
- 2.2.55 As cars are instructed to park like this along this route and that it is a quiet residential road with no vehicular through route, as well as the fact that it is not the most direct route to the station from the development, no changes are suggested for this link.

Elm Road

- 2.2.56 Elm Road is located to the south of the railway line, parallel to Sheen Lane.
- 2.2.57 The link achieved a score of 42 overall and was only marginally below the 'Amber'/'Green' threshold. The lowest scoring parameters were 'Dropped Kerbs' and 'Tactile information' which both achieved a score of -9 due to the lack of provision at each end of the link.

2.2.58 In spite of the 'Amber' Rating, no changes are proposed to the link due to the lack of proximity to the site or the need for residents to use this link on route to key trip generators.

Railway Crossings

2.2.59 Three bridges over the railway line were also assessed as links. These links were the Central School Path, Glendower Road Bridge and Queen's Road Bridge. Of the three links Central School Path and Glendower Road Bridge scored a 'Green' RAG rating with scores of 56 and 53 respectively, whilst Queen's Road Bridge scored an 'Amber' rating and a score of 41.

2.2.60 Whilst these are not specifically links in the traditional sense it was felt that assessing the bridges as links was more effective than assessing using the criteria for crossings.

2.2.61 Notable criteria include the 'Gradient', which scored negatively for each link due to the steepness of the steps. 'Personal Security' also scored negatively for each link but particularly low (-15) for the Central School Path Link. This was due to the isolated nature of the link and the lack of informal surveillance available.

2.2.62 In general, the railway crossings score below average for a link, however they are marked down within these criteria due to the nature of the type of crossing, i.e. the gradient of the bridges and their isolated nature. Based on this, whilst there could be improvements to the quality of the crossings in terms of environment, particularly Central School Path, there are no major issues that require attention.

2.3 Summary

2.3.1 The PERS assessment demonstrated that 40 of the 41 links assessed attained a positive score. Furthermore, 33 of the links attained a 'Green' score with the remainder scoring 'Amber'.

2.3.2 The lowest score recorded was -17 which was given to L22 – Cromwell Place. However, this link is not expected to be a commonly used route by any of the future residents of the proposed development.

2.3.3 Overall, all links expected to be commonly used by future residents of the proposed development attained positive 'Green' scores and no serious issues or concerns were raised.

3 Crossings

3.1 Method

- 3.1.1 25 crossings were audited as part of this PERS audit. This section summarises the findings of the audit and the results.
- 3.1.2 Movements at the 25 crossings were observed and the audit forms were completed. No major issues were identified at any of the crossing points.
- 3.1.3 At junctions where there were multiple crossings, these have been grouped as one crossing as observations made on the day showed that all crossings of this type displayed similar characteristics and functionality. A more detailed plan of the location of the crossings is shown in Appendix C.

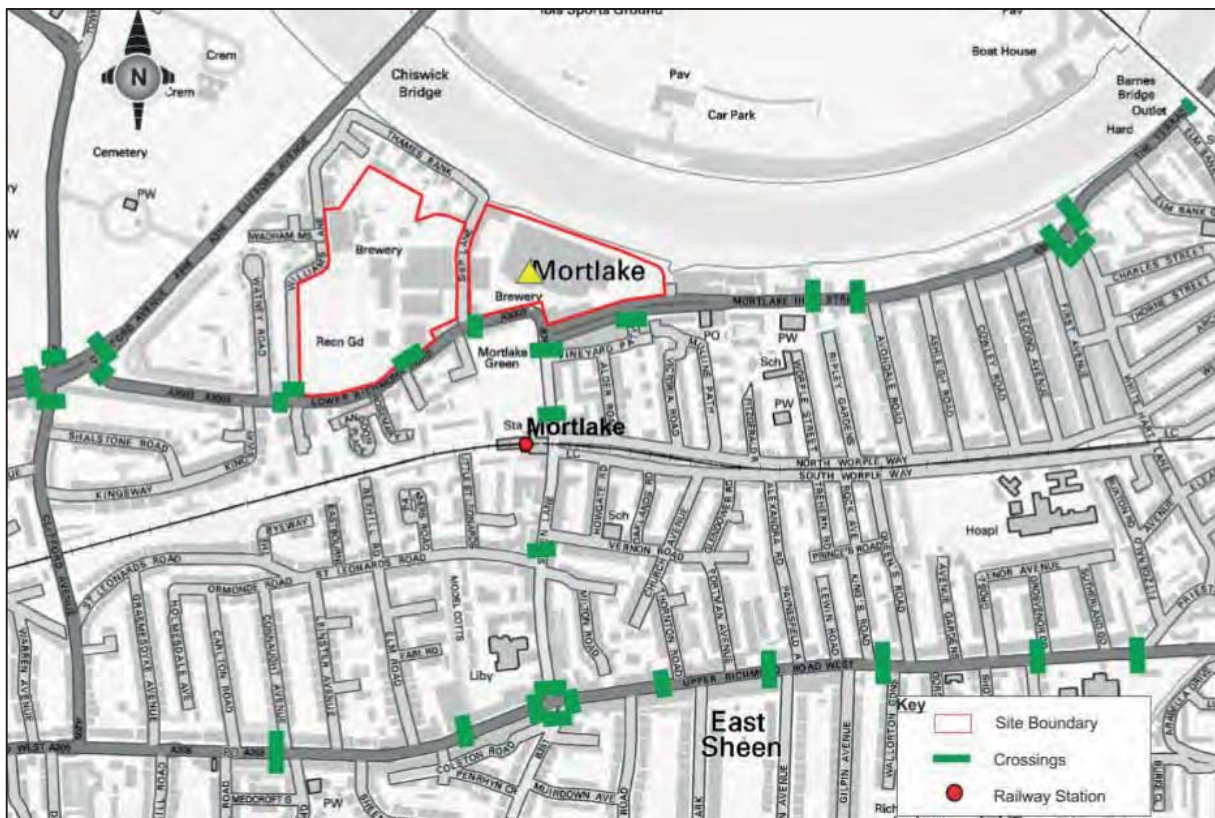


Figure 3.1 Map of Crossings Audited with RAG Scores Shown

3.2 Results

- 3.2.1 Of the audited crossings, all of them were found to be of a good standard, having an average score of 93. None of the crossing facilities were highlighted with 'Amber' or 'Red' band flagging for concern.

The results are presented in

- 3.2.2 Table 3.1 and mapped on Figure 3.1 which includes the 'RAG' rating for each crossing. A detailed breakdown of results by individual review parameters is given in Appendix D.

Table 3.1: Results of Crossings Audited (Ascending order of Total Score)

ID	Place Name	RAG	RAG Index	Overall Score
C10	Outside Stag Brewery	Green	3	54
C11	Williams Lane South	Green	3	64
C4	Mortlake High Street West of Avondale Road	Green	3	68
C27	Sheen Lane Level Crossing/ Ground	Green	3	68
C6	Mortlake High Street Opposite Bus Stand	Green	3	72
C2	White Hart Lane/ The Terrace	Green	3	76
C26	Sheen Lane	Green	3	91
C17	Clifford Avenue West	Green	3	92
C3	Mortlake High Street East	Green	3	94
C14	Lower Richmond Road East	Green	3	94
C24	Upper Richmond Road W (Outside Waitrose)	Green	3	94
C1	Barnes Station	Green	3	96
C7	Sheen Lane North	Green	3	96
C19	Upper Richmond Rd West of Grosvenor Gardens	Green	3	96
C12	Lower Richmond Rd West of Williams Lane	Green	3	97
C13	Clifford Avenue West	Green	3	98
C23	Upper Richmond Road W (End of Connaught Ave)	Green	3	98
C20	Upper Richmond Road W (West of Kings Rd)	Green	3	99
C5	Mortlake High Street W (St Mary's Church)	Green	3	101
C21	Upper Richmond Road W (East of Portman Ave)	Green	3	101
C8	Outside Mortlake Station	Green	3	102
C25	Upper Richmond Road W (Sheen Lane)	Green	3	103
C22	Upper Richmond Road W (West of Portman Ave)	Green	3	104
C16	Clifford Avenue South	Green	3	107
C9	Lower Richmond Road West	Green	3	110
C15	Clifford Avenue North	Green	3	110
C18	Upper Richmond Road East	Green	3	111

- 3.2.3 Of the crossings listed above, C9, C2, C4, C5 and C7 have been identified as being closely associated with the development.

Lower Richmond Road

- 3.2.4 The Lower Richmond Road West (C9) signalised crossing is located directly to the south of the development across Lower Richmond Road and forms a junction with Ship Lane. It achieved an overall score of 110 with high scores in all parameters.
- 3.2.5 'Obstructions' was the lowest scoring parameter for this crossing due to the position of infrastructure fixings and trees reducing the width of the approach to the crossing. However, it should be noted that this crossing still scored positively for this parameter. All other

parameters scored highly, with facilities for sensory impaired, dropped kerbs and tactile information all to a high standard.

- 3.2.6 The Lower Richmond Road East signalised crossing (C14) is located at the eastern arm of the Clifford Avenue junction. This crossing scored 94. All parameters scored positively with the most notable lowest scoring parameters being 'Maintenance' and 'Obstructions' which both scored 3. Similarly, to the majority of crossings observed in the audit, 'Crossing Provision' was the highest scoring parameter.

Mortlake High Street

- 3.2.7 The zebra crossing on Mortlake High Street (C5) achieved an overall score of 101 with high scores in all parameters except for 'Legibility for Sensory Impaired People' The crossing did not attain a high score for this parameter as no 'Colour Contrast' was present.
- 3.2.8 The non-signalised crossing to the west of Avondale Road (C4) was given a score of 68. This crossing achieved positive scores for all parameters except for 'Legibility for Sensory Impaired People' for which it was given a weighted score of -6 due to the absence of 'Tactile Information' and 'Colour Contrast'. No other parameters had factors which were given negative scores.
- 3.2.9 The zebra crossing by the junction between Mortlake High Street and White Hart Lane (C3) achieved an overall score of 94. This crossing achieved positive scores for all parameters although low scores were given to 'crossing capacity' due to the low refuge capacity and 'Legibility for Sensory Impaired People' due to the absence of 'Colour Contrast'.

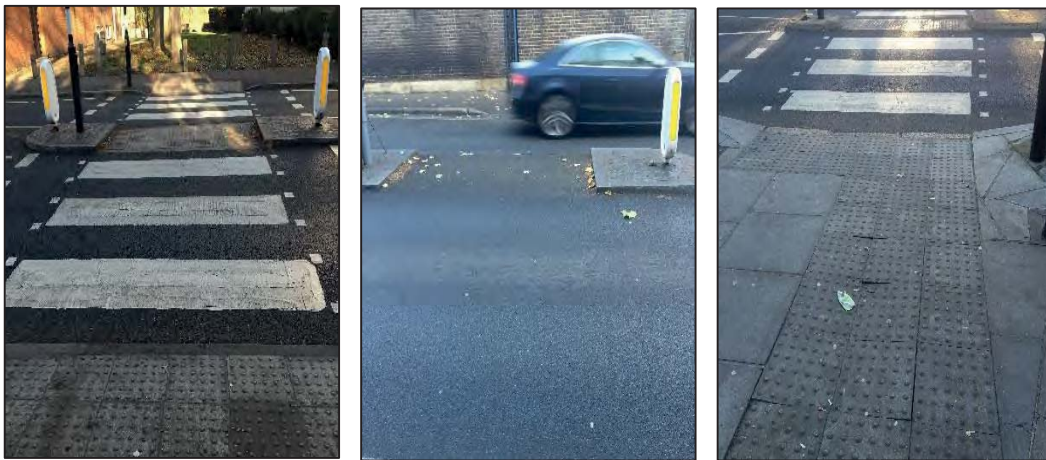


Figure 3.2: Crossings on Mortlake High Street

Sheen Lane

- 3.2.10 The non-signalised crossing to the north of Sheen Lane (C7) was given an overall score of 97 with all parameters scoring positively and no major issues were noted.
- 3.2.11 The signalised crossing at the Sheen Lane/ Upper Richmond Road junction (C25) was given a score of 103 with high scores given to most parameters.
- 3.2.12 The remaining two zebra crossings (C8) located east of Mortlake Green (C26) located north of the St Leonard's Road junction were given overall scores of 102 and 91 and no major issues were noted.



Figure 3.3: Crossings on Sheen Lane

Upper Richmond Road East

- 3.2.13 The signalised crossing located to the far east of Upper Richmond Road West (C18) earned a score of 111, ranking as the highest scoring crossing within the PERS audit. It scored relatively high in most parameters with the lowest scores being in 'Maintenance' and 'Legibility' which both scored 3.

Upper Richmond Road West

- 3.2.14 The signalised crossing to the west of Grosvenor Gardens (C19) scored a total of 96 with the majority of parameters scoring positively with the exception of 'Surface Quality' which scored -3. The highest scoring parameters however were 'Crossing Provision' and 'Performance'.
- 3.2.15 The zebra crossing west of King's Road (C20) scored a total of 99 with all parameters scoring positively. The highest scoring of all was 'Crossing Provision' which scored 20. Similarly, the zebra crossing east of Portman Avenue (C21) scored a total of 101, all parameters scoring positively across the board. Another zebra crossing on this link, situated west of Connaught Avenue (C23) scored a total of 98. All parameters scored positively with the highest being 'Crossing Provision' and 'Performance'.
- 3.2.16 The signalised crossing (C22) located to the west of Thornton Road is a single phase crossing which scored a total of 104. This crossing scored positively in all but one parameter, 'Obstructions' which scored a -1. Whereas the crossing located outside of Waitrose (C24) is a two – stage signalised crossing. This crossing scored a total of 94. The highest scoring parameter was 'Crossing Provision', achieving a score of 20.

White Hart Lane/The Terrace

- 3.2.17 The signalised crossing located on the Terrace (C2) scored a total of 76, all parameters scoring positively across the board. The highest scoring parameter was 'Crossing Provision' which scored 20 and 'Performance' close behind with a score of 10. The lowest scores at this crossing were achieved in 'Capacity' and 'Obstructions' which both scored 2.



Clifford Avenue

- 3.2.18 Clifford Avenue East (C13) is a two-stage signalised crossing located on the north east arm of the Clifford Avenue junction scored an overall total of 98. All but one parameter scored positively, the only negative being 'Deviation from the Desire Line' which scored -3. Similarly, to all crossings within this audit the highest coring parameters were 'Crossing Provision' and 'Performance'.
- 3.2.19 Clifford Avenue North (C15), another two-stage signalised crossing located on the northern arm of the junction on Mortlake Road. The crossing attained a score of 110 due to its high scores in the 'Crossing Provision' and 'Performance' parameters which both scored 20.
- 3.2.20 The signalised two-stage crossing located on Chalker's corner, Clifford Avenue South (C16), scored a total of 107. The lowest scoring parameter on this crossing was 'Maintenance' which scored 2 as a result of the upkeep of some of the footways and the barriers around the crossing.
- 3.2.21 Clifford Avenue West (C17), similarly to all other crossings at this junction, is also a two-stage signalised crossing which scored a total of 92. This crossing scored relatively low in comparison to other crossings at this junction and this was due to the low score of -6 in the 'Deviation from Desire Line' parameter. Despite this, all other parameters attained positive scores; the highest scoring parameters being 'Performance' and 'Crossing Provision'.

Level Crossing

- 3.2.22 The Sheen Lane level crossing (C27) is located adjacent to Mortlake rail station and scored a total of 68. This crossing was assessed as the main at grade crossing of the level crossing.
- 3.2.23 The highest scores were attained in the 'Crossing Provision' and 'Performance' parameters which both scored 15, whilst the lowest score, -3, was due to 'Delay'. This was as a direct result of the level crossing being down for long periods.
- 3.2.24 Although this crossing achieved a 'RAG' rating of Green and is highly functional as a continuation of the existing footway when the barrier is up, it must be taken into consideration that the crossing will score much lower when barriers are down due to the delay and deviation from the desire line required. When the crossing is down there is an alternative route using the bridge within the station. However, for mobility impaired, or the elderly, this crossing would be difficult to use and would therefore have a significant impact on the quality of the crossing.

3.3 Additional Crossing Provision Requirements

- 3.3.1 As well as assessing the existing crossings a number of desire lines without crossing points were identified throughout the area.
- 3.3.2 At the Sheen Lane Roundabout, on the Mortlake High Street side of the junction there is no crossing reducing access and permeability across Mortlake High Street in close proximity to a large proportion of the development site. As the turn from the Lower Richmond Road onto Mortlake High Street is a blind corner with limited visibility, alterations to the kerb line would also be required in addition to the provision of a crossing.
- 3.3.3 Further crossing points are also required between the Sheen Lane Roundabout and Williams Lane along the southern boundary of the site. Along this road there is only one crossing provided, adjacent to the Ship Lane junction. With the introduction of a number of new crossings on this stretch of road it will create a more pedestrian friendly environment and increase access to and from the site and facilities on the southern side of the road, particularly for vulnerable residents such as school pupils and the elderly.
- 3.3.4 The final recommended crossing point is between the two Mortlake Cemetery Bus Stops on Clifford Avenue. For the new school to be provided on site, the two Mortlake Cemetery Bus Stops would provide the closest bus stops to the school for pupils using the 190 service. At present it is possible to use a set of stairs and to cross underneath the bridge, however although journey times may be similar this is not a direct desire line and would be unlikely to be used by school pupils. Therefore, it is recommended that an additional crossing at grade level would provide a much safer crossing point for pupils.

3.4 Summary

- 3.4.1 The PERS assessment demonstrated that all 25 crossings assessed attained a positive score, with all achieving 'Green' RAG scores.
- 3.4.2 The highest scoring crossing, C18 – Upper Richmond Road, achieved a total score of 111 showing excellent provision. This is expected to be a frequently used crossing by residents accessing local shops and amenities.
- 3.4.3 The lowest score recorded was 54 which was given to C10 – Outside Stag Brewery. Though this link is expected to be a commonly used route by future residents, its 'Green' RAG score indicates good provision and no serious issues or concerns.
- 3.4.4 A number of desire lines have also been identified as requiring crossings in order to improve the pedestrian environment.

4 Public Transport Waiting Area

4.1 Method

4.1.1 As discussed in Chapter One, 20 Public Transport (PT) Waiting Areas were audited as part of this PERS audit. A desktop study identified that these are the bus stops which are most likely to be used by the users of the site. This section summarises the findings of the audit and the results.

4.1.2 Movements to and behaviour at the bus stops were observed and the audit forms were completed whilst reviewing the bus stops. No major issues were identified with any of the bus waiting areas.

4.1.3 The location of the 20 Public Transport Waiting Areas have been shown in Figure 4.1, with more detailed plans located in Appendix E.

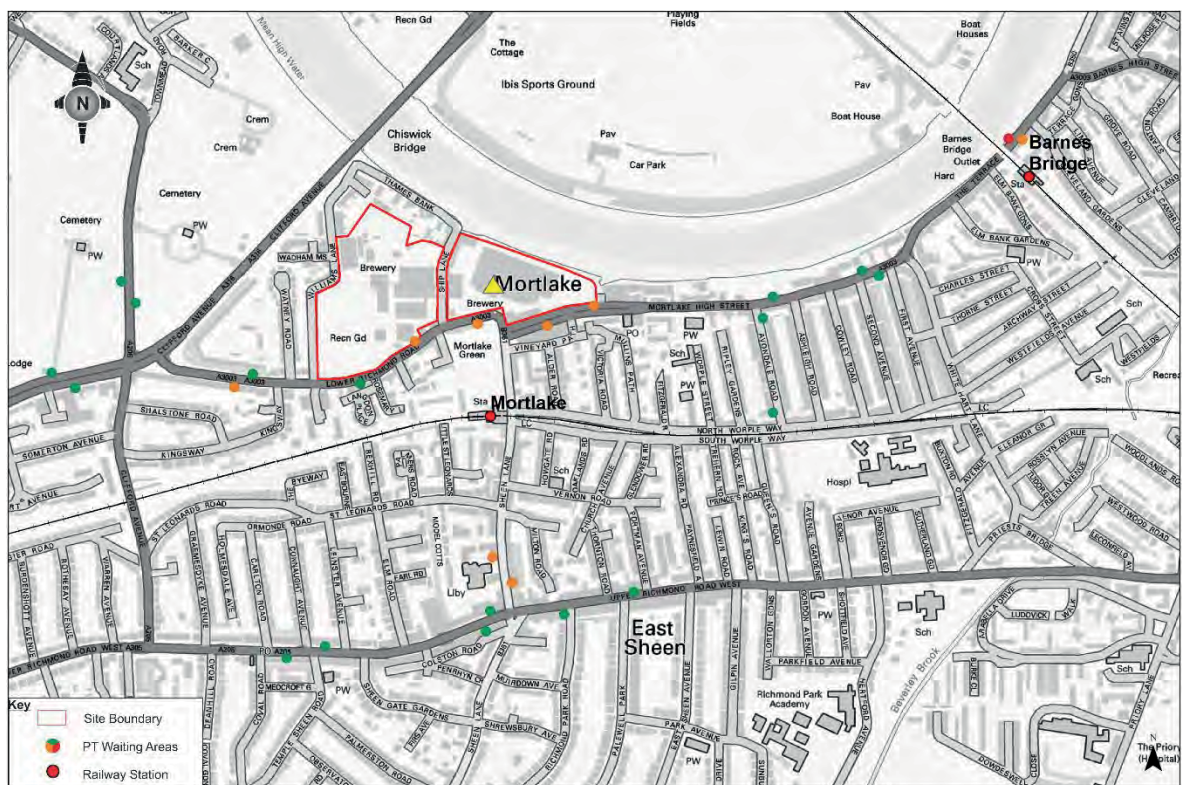


Figure 4.1 showing the RAG ratings of audited PT Waiting Areas

4.2 Results

4.2.1 Of the 20 bus stops audited, 12 attained a 'Green' rating, 7 attained an 'Amber' rating and 1 attained a 'Red' rating. The lowest scoring bus stop was PT2 – The Terrace (BK) which achieved a total score of -47; whereas the highest scoring bus stop was PT10 – Lower Richmond Road Centre (P).

4.2.2 The results for the bus stops audited have been summarised in Table 4.1 and a detailed breakdown of the results by individual review parameters is presented in Appendix F.

Table 4.1: Results of Bus Stops Audited (Ascending order of Total Score)

ID	Place Name	RAG	RAG Index	Overall Score
PT2	Barnes Bridge (BK)	Red	1	-47
PT8	Ship Lane/ Stage Brewery (Z)	Amber	2	-3
PT1	Barnes Bridge (BJ)	Amber	2	4
PT12	Clifford Avenue (Q)	Amber	2	30
PT19	Mortlake Station (F/E)	Amber	2	31
PT6	Sheen Lane/Mortlake High Street (A)	Amber	2	33
PT7	Sheen Lane/Mortlake High Street (B)	Amber	2	33
PT9	Ship Lane/ Stage Brewery (N)	Amber	2	33
PT4	Avondale Road (X)	Green	3	38
PT13	Chalkers Corner (C/F)	Green	3	57
PT11	Clifford Avenue (M)	Green	3	61
PT5	Mortlake Bus Station (P)	Green	3	62
PT20	White Hart Lane (V/T)	Green	3	62
PT3	Avondale Road (S)	Green	3	66
PT16	East Sheen (D/C)	Green	3	67
PT14	Mortlake Road (B/G)	Green	3	74
PT17	Richmond Park Road (N)	Green	3	75
PT21	Mortlake Cemetery and Thames Bank (K/L and R/J)	Green	3	83
PT15	Temple Sheen (X/V)	Green	3	84
PT18	Thornton Road (G)	Green	3	84
PT10	Mortlake Bus Station (P)	Green	3	93

Avondale Road

- 4.2.3 This PT Waiting Area consists of two bus stops. Avondale Road stop S is situated on Mortlake High Street and serves buses heading eastbound towards Hammersmith or Putney. Stop X is situated a short walk away on Avondale Road and serves buses heading southbound towards Mortlake Bus Station.
- 4.2.4 Avondale Road stop S is a sheltered bus stop which earned a total score of 66 with 'Boarding Public Transport' being the highest scoring parameter achieving a score of 15. This is attributed to the ample space allowed for pedestrians to board and alight the bus comfortably without obstructing the footway. The lowest scoring parameter was 'Maintenance and Cleanliness' which scored a 2. This is due to the seasonal foliage and rubbish that can be found surrounding the stop.
- 4.2.5 Avondale Road stop X, however, is a flag bus stop and attained a low score of -6 in 'Waiting Area Comfort' due to this. This stop also achieved a score of -5 in 'Security Measures' due to the lack of surveillance facilities. The remaining parameters scored positively with the stop achieving a total score of 38.
- 4.2.6 Despite the varying scores both stops achieved a 'Green' RAG rating.

Barnes Bridge

- 4.2.7 This PT Waiting Area consists of two bus stops on opposing sides of the roads. Both stops are flag bus stops and are quite similar in form, however they have been assessed separately.
- 4.2.8 Barnes Bridge stop BK is served by bus routes 209, 419, 969 and N22 heading eastbound towards Hammersmith or Putney. It achieved a 'Red' RAG rating and a total score of -47, making it the lowest scoring PT Waiting Area in the whole audit. This is attributed to negative scoring in all parameters across the board except one, 'Maintenance and Cleanliness' which scored a 1. The lowest scoring parameters were 'Boarding Public Transport' and 'Safety Perceptions' which both scored -10. Safety perceptions were marked so negatively due to the lack of a shelter the narrow footway and the feeling of being enclosed by the wall adjacent to the footway. Whilst this bus stop achieves a Red RAG rating, for people living in Mortlake and residents of the site, this stop will only be used to alight from buses and would not be used to wait for a bus back towards the site. Therefore, it is suggested that no changes are required to the bus stop.
- 4.2.9 Barnes Bridge stop BJ is also served by the same buses heading in the opposite direction towards Mortlake or Sheen. This PT Waiting Area scored a total of 4 as well as an 'Amber' RAG rating. This bus stop scored negatively in a number of parameters with the lowest scoring being 'Boarding Public Transport' which scored a -10. This is due to the narrow footpath which serves as the alighting and boarding point which means pedestrians waiting for the bus will obstruct the footpath. Despite this, the stop scored a 12 in the 'Lighting Parameter' helping to achieve its overall positive score.

East Sheen

- 4.2.10 The East Sheen PT waiting area located on Upper Richmond Road West, is served by bus routes 33, 337, 493 and 969 with westbound buses heading towards Richmond and eastbound buses heading towards Barnes, Putney and Roehampton.
- 4.2.11 This PT Waiting area scored a total of 67 and a 'RAG' rating of 'Green'. The highest scoring parameter was 'Safety Perceptions' which scored 15. The lowest scoring parameter was the 'Quality of Environment' which scored a 1. This low score is attributed to the noise and traffic from the road, however it is key to note that the informal surveillance from motorists and other pedestrians aids in the high score awarded to the perception of safety.

Ship Lane/ Stag Brewery

- 4.2.12 The Ship Lane/ Stag Brewery PT Waiting area consists of two bus stops which were assessed separately due to their differences. Both stops, N and Z, are served by the same bus routes 419 and N22. Eastbound buses travel towards Richmond whilst westbound buses travel towards Hammersmith.
- 4.2.13 Stop N is a sheltered bus waiting area which is served by eastbound buses had a total score of 33. This is attributed to negative scores in 'Infrastructure to Waiting Area' and 'Security Measures'

Mortlake Cemetery

- 4.2.14 The Mortlake Cemetery PT Waiting Area consists of two bus stops on opposing sides of the road however due to their similarities they were assessed as one. is situated on Clifford Avenue to the north of the junction with South Circular Road. This PT Waiting Area scored a total of 83 with the highest scoring parameters being 'Boarding Public Transport' and 'Safety Perception' which both scored 15.

4.2.15 On the other hand, the lowest scoring parameter was Maintenance and Cleanliness which scored a low score of 1. this is due to the seasonal foliage littered around the bus stop and the lack of bin facilities around the PT Waiting Area.

4.3 Summary

4.3.1 21 PT Waiting Areas were assessed in the PERS audit, of which 1 received a 'Red' RAG rating, 7 received an 'Amber' rating and the remainder achieved 'Green'.

4.3.2 The PT Waiting Area which scored the lowest was The Terrace (BK) which achieved a score of -47 due to the lack of waiting area comfort and low perception of safety. However, this bus stop is not expected to be a frequently used bus stop by future residents of the development except for alighting only, therefore the parameters that result in the bus stop scoring so negatively are not relevant to bus patrons from the site.

4.3.3 The highest scoring PT Waiting Area was Lower Richmond Road Centre (P) which attained a total score of 93 and a RAG rating of 'Green'.

4.3.4 Overall, all PT Waiting Areas expected to be commonly used by future residents of the proposed development attained positive 'Green' scores and no serious issues or concerns were raised.

5 Public Space

5.1 Method

5.1.1 Mortlake Green was audited as a public space; mainly due to its proximity to the development site and possibility of it being used as a through-route to and from Mortlake Station or other attractions to the south of the site.

5.1.2 Movements through and behaviour at the public space were observed and the corresponding audit form filled.

5.2 Results

5.2.1 Mortlake Green was given a 'Green' rating, representing a good provision as can be seen in Table 5.1. Full details of scores by parameter are included in Appendix G.

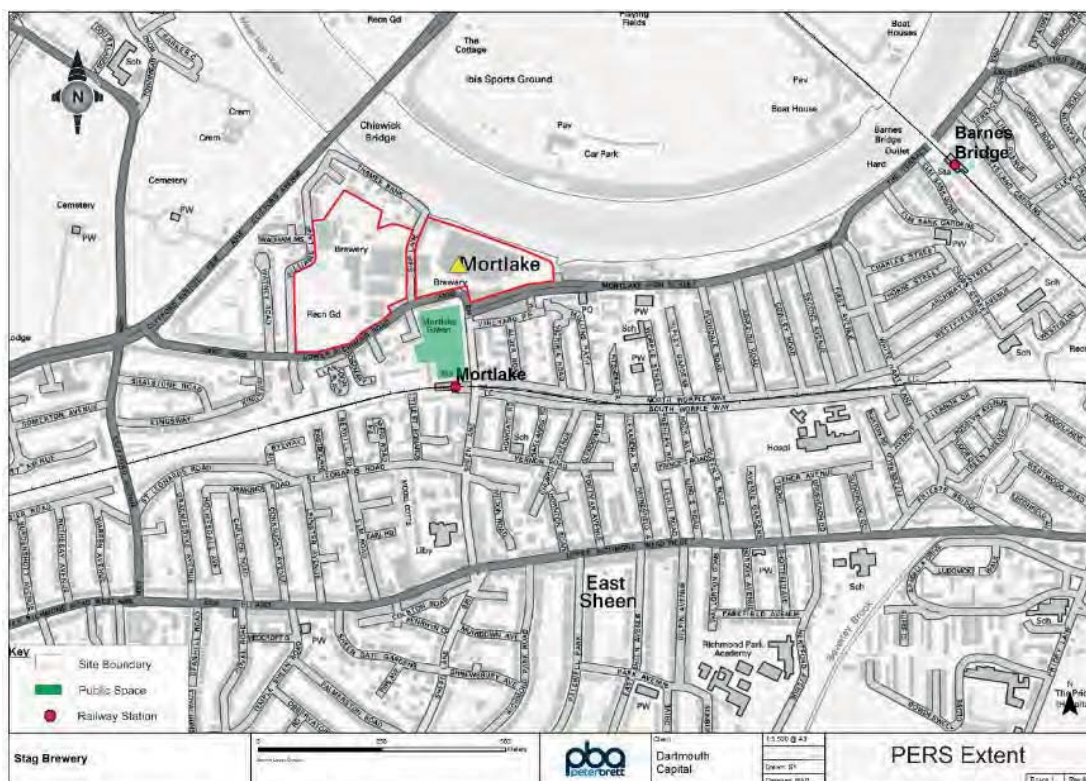


Table 5.1: Results of the Public Space Audited

ID	Place Name	RAG	RAG Index	Overall Score
PS1	Mortlake Green	Green	3	61

5.2.2 Mortlake Green is situated on the north-most section of Sheen Lane, directly to the south of the development site. The park provides recreational facilities for all users including a basketball practice area as well as recreational facilities for children.

5.2.3 The park scored positively in all parameters and attained maximum scores in 'Moving in the Space', 'Sense of Place' and 'Opportunity for Activity'. Therefore, no further action is required.

- 5.2.4 Adjacent to Mortlake Green, between the station and the southern edge of the Green, is a Timber Yard. This, whilst not part of the public space and hence not part of the assessment, still has an impact on the pedestrian environment in and around the Green. As a way of improving this area it is recommended to increase warning signs on the approach of moving traffic, in order to reduce the risk of collisions.

6 Summary and Conclusions

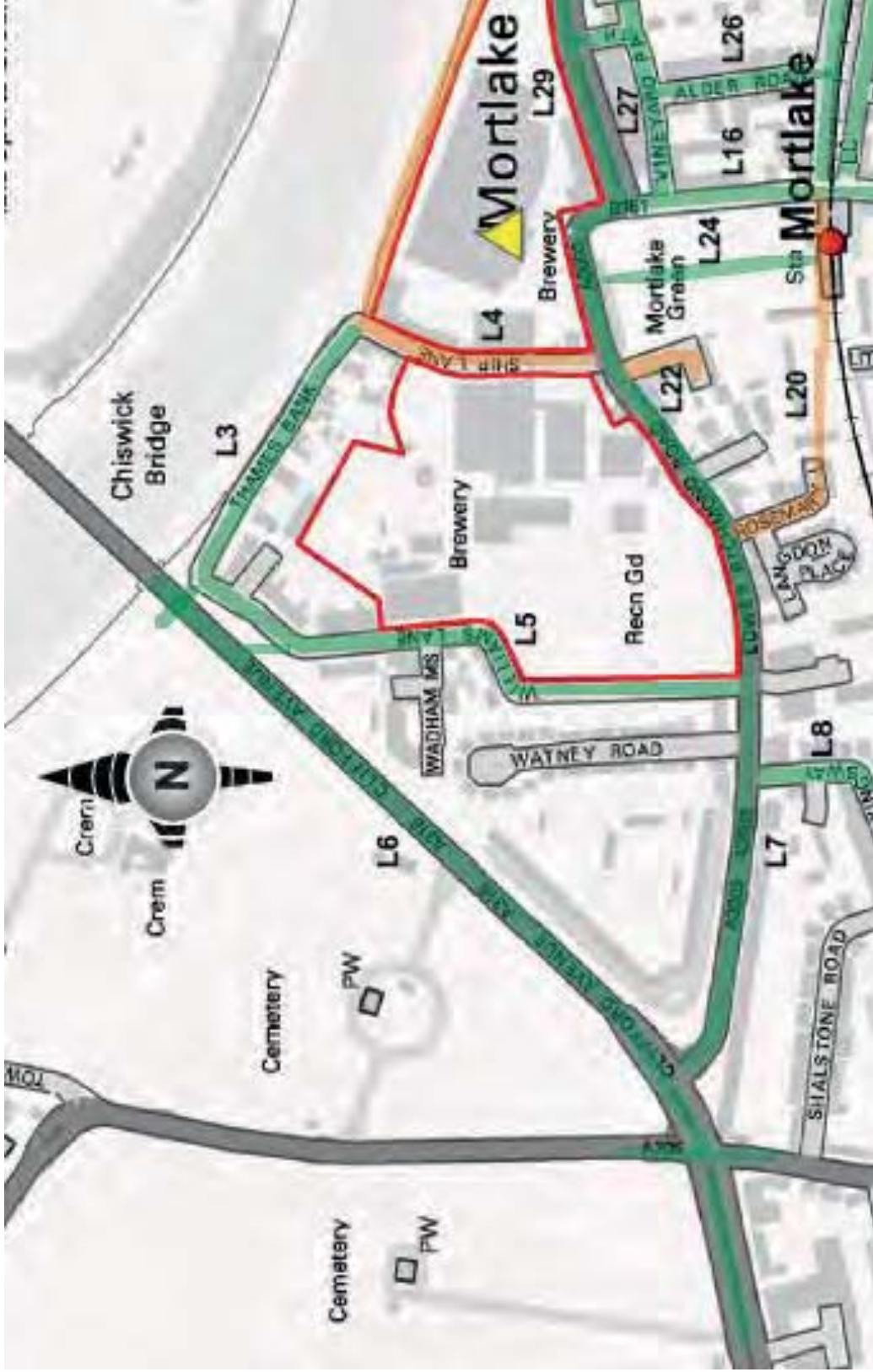
6.1 Summary

- 6.1.1 This report details the findings of the PERS audit undertaken for the proposed redevelopment of the Stag Brewery site in Mortlake.
- 6.1.2 In general, all links, crossings, public transport waiting areas and the public spaces are of a good standard. Most of the links, particularly the residential links were found to be very similar in terms of design and provision of facilities.
- 6.1.3 In total 41 links, 25 crossings, 21 public transport waiting areas and one public space were audited. The majority of these achieved 'Green' and 'Amber' showing an acceptable or good standard of provision.
- 6.1.4 One public transport waiting area scored 'Red' which was due to its narrow boarding points and waiting area discomfort.
- 6.1.5 Issues that have arisen throughout the report include, the lack of crossing facilities on Lower Richmond Road and Mortlake High Street, the width of the footway in places on The Terrace, the route through the Timber Yard and the quality of Barnes Bridge bus stop.
- 6.1.6 Several new crossing points have been suggested in order to combat the lack of permeability across Lower Richmond Road and Mortlake High Street.
- 6.1.7 Whilst the footway is narrow in places along The Terrace, there is still reasonable amounts of width and the Thames Path provides an alternative route.
- 6.1.8 To improve the route across the timber yard, it is suggested to increase signage on the approach to make pedestrians more aware of moving vehicles.
- 6.1.9 No improvements are suggested for Barnes bridge bus stop as this will only be an alighting stop for residents of the development.

6.2 Conclusion

- 6.2.1 Overall, this PERS audit suggests that the above improvements would be required in order to create a pedestrian environment suitable for the development.

Appendix A Detailed Plans of Links Surveyed









Appendix B Detailed Results of Links

ID	Link Name	Parameters														Total
		Effective Width	Dropped Kerbs	Gradient	Obstructions	Permeability	Legibility	Lighting	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Quality of the Environment	Maintenance	
L1	Thames Path East	15	3	1	3	3	3	-9	3	-9	-15	-9	10	3	2	4
L2	Thames Path	10	3	1	3	3	2	-9	3	3	-15	-6	10	4	3	15
L3	Thames Bank	20	9	2	6	9	1	12	-3	-3	15	-3	20	4	4	93
L4	Ship Lane	-5	-6	1	9	3	1	12	-3	12	-10	3	15	-2	1	31
L5	Williams Lane	10	6	2	6	-3	1	12	-9	9	10	3	20	1	3	71
L6	Clifford Avenue	20	12	1	12	3	4	12	12	12	10	9	10	2	3	122
L7	Lower Richmond Road West	15	12	2	6	-6	2	12	-3	12	10	9	20	2	2	95
L8	Kingsway	20	12	3	6	6	1	12	-3	3	10	6	20	3	4	103
L9	Central School Path	15	3	-1	12	3	-1	12	3	3	-15	6	20	-3	-1	56
L10	Connaught Avenue	15	3	2	3	-3	-1	12	-6	9	15	3	15	3	3	73
L11	St Leonards Road	20	9	2	9	6	1	12	-9	12	10	9	20	4	4	109
L12	Elm Road	20	-9	-1	-6	-6	-2	12	-9	3	10	9	15	3	3	42
L13	Waitrose	-10	-3	4	6	9	1	12	6	12	151	9	15	3	4	83

ID	Link Name	Parameters														Total
		Effective Width	Dropped Kerbs	Gradient	Obstructions	Permeability	Legibility	Lighting	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Quality of the Environment	Maintenance	
L14	Upper Richmond Road W (West of Sheen Lane)	20	9	4	12	9	4	12	12	9	15	12	20	2	4	144
L15	Upper Richmond Road W (East of Sheen Lane)	10	12	1	3	3	3	12	3	12	10	9	5	1	3	87
L16	Sheen Lane	10	9	3	6	3	3	12	9	6	15	6	10	2	3	97
L17	Glendower Road/ Portman Avenue	20	-6	2	6	3	1	12	-9	12	10	12	20	2	4	89
L18	South Worpole Way	-5	3	2	6	-3	2	12	3	6	-5	9	15	-1	3	47
L19	North Worpole Way	15	3	2	-3	3	1	12	6	6	10	9	20	3	4	91
L20	North Worpole Way Bridge	15	3	-1	3	3	1	-3	3	12	-5	-3	20	1	4	53
L21	Rosemary Lane	-15	6	3	-6	-3	1	12	-9	12	5	9	5	2	4	26
L22	Cromwell Place (Adjacent Mortlake Green)	-15	-9	1	-3	-3	1	12	-3	3	-10	3	5	-1	2	-17
L23	Alleyway	10	3	3	9	3	2	12	3	3	10	3	20	3	3	87
L24	Through Mortlake Green	20	3	2	9	3	2	3	3	12	10	9	20	4	3	103
L25	Sheen Lane	15	9	3	9	9	3	12	12	9	15	9	20	3	4	132
L26	Alder Road	-5	3	1	6	6	1	12	-6	3	10	6	20	3	4	64
L27	Vineyard Path	15	6	2	12	6	1	12	-3	-3	5	9	20	3	4	89

ID	Link Name	Parameters														Total
		Effective Width	Dropped Kerbs	Gradient	Obstructions	Permeability	Legibility	Lighting	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Quality of the Environment	Maintenance	
L28	Lower Richmond Road Centre	15	9	1	3	3	1	12	12	3	5	3	15	-1	2	83
L29	Mortlake High Street West	15	3	2	3	-3	1	12	-3	3	5	6	10	2	3	59
L30	Mortlake High Street East	15	3	1	6	6	2	12	3	12	15	9	5	2	4	95
L31	The Terrace	-5	6	3	9	-6	1	12	-3	6	15	9	15	4	3	69
L32	Victoria Road	10	-6	2	6	6	-1	3	-6	6	10	12	5	2	4	53
L33	Mullins Path	10	-3	2	6	6	-1	12	-6	6	10	12	5	2	4	65
L34	Alleyway East of Mullins Path	20	3	2	9	3	2	12	3	12	5	12	20	4	4	111
L35	Fitzgerald Road	5	3	1	-3	3	1	12	-3	12	5	9	15	3	4	67
L36	Avondale Road	20	9	2	6	-3	1	12	-3	6	10	9	20	4	4	97
L37	White Hart Lane	10	6	2	6	9	1	12	9	6	15	9	10	2	4	101
L38	Charles Street	-5	3	1	-3	-3	1	12	3	12	10	6	15	3	3	58
L39	Cross Street	15	3	4	9	6	1	12	3	12	15	9	20	4	4	117
L40	Bridge	15	-9	-1	3	-3	-1	12	-3	3	-5	3	20	3	4	41
L41	Queens Road	-10	-6	1	-6	-6	2	12	-9	3	10	9	10	1	3	14





Appendix D Detailed Results of Crossings

ID	Link Name	Parameters												
		Crossing Provision	Deviation from the Desire Line	Performance	Capacity	Delay	Legibility	Legibility (Sensory Impaired)	Dropped Kerbs	Gradient	Obstructions	Surface Quality	Maintenance	Total
C1	Barns Station	20	9	15	1	12	4	6	12	3	4	9	1	96
C2	White Hart Lane/ The Terrace	20	6	10	2	9	3	3	6	3	2	9	3	76
C3	Mortlake High Street East	20	12	15	1	9	4	3	12	3	2	9	4	94
C4	Mortlake High Street West of Avondale Road	10	6	10	2	9	3	-6	12	4	3	12	3	68
C5	Mortlake High Street West of Church	20	12	15	4	12	4	3	9	3	3	12	4	101
C6	Mortlake High Street Opposite Bus Stand	15	9	5	3	9	3	-6	12	4	3	12	3	72
C7	Sheen Lane North	20	9	15	2	9	3	3	12	4	4	12	3	96
C8	Outside Mortlake Station	20	12	15	4	12	4	3	12	4	3	12	1	102
C9	Lower Richmond Road West	20	12	15	3	12	3	12	12	4	2	12	3	110
C10	Outside Stag Brewery	20	6	5	2	6	2	-6	6	4	2	6	1	54
C11	Williams Lane South	20	9	10	3	12	2	-6	6	3	1	3	1	64
C12	Lower Richmond Road West (of Williams Lane)	20	12	15	4	9	4	6	9	2	4	9	3	97

ID	Link Name	Parameters												
		Crossing Provision	Deviation from the Desire Line	Performance	Capacity	Delay	Legibility	Legibility (Sensory Impaired)	Dropped Kerbs	Gradient	Obstructions	Surface Quality	Maintenance	Total
C13	Clifford Avenue West	20	-3	20	4	12	4	9	12	3	4	9	4	98
C14	Lower Richmond Road East	20	3	15	4	12	4	9	9	3	3	9	3	94
C15	Clifford Avenue North	20	9	20	2	12	4	12	9	3	4	12	3	110
C16	Clifford Avenue South	20	9	20	3	12	4	9	12	4	3	9	2	107
C17	Clifford Avenue West	20	-6	20	3	12	3	9	12	4	3	9	3	92
C18	Upper Richmond Road East	20	9	20	3	12	3	12	12	4	4	9	3	111
C19	Upper Richmond Road West (West of Grosvenor Gardens)	20	12	20	2	12	3	9	12	4	4	-3	1	96
C20	Upper Richmond Road West (West of Kings Road)	20	12	15	2	12	4	6	9	3	4	9	3	99
C21	Upper Richmond Road West (East of Portman Avenue)	20	12	20	3	12	4	6	6	3	3	9	3	101
C22	Upper Richmond Road West (West of Portman Avenue)	20	12	20	3	12	4	12	9	2	-1	9	2	104
C23	Upper Richmond Road West (End of Connaught Avenue)	15	12	15	3	12	4	6	12	4	4	9	2	98
C24	Upper Richmond Road West Outside Waitrose	20	3	15	3	6	4	9	12	4	2	12	4	94

ID	Link Name	Parameters													Total
		Crossing Provision	Deviation from the Desire Line	Performance	Capacity	Delay	Legibility	Legibility (Sensory Impaired)	Dropped Kerbs	Gradient	Obstructions	Surface Quality	Maintenance		
C25	Upper Richmond Road West/ Sheen Lane	15	6	20	3	9	4	12	12	3	3	12	4	103	
C26	Sheen Lane	15	12	15	2	9	4	3	9	4	2	12	4	91	
C27	Sheen Lane Level Crossing	15	3	15	3	-3	4	6	3	3	4	12	3	68	

Appendix E Detailed Plans of PT Waiting Areas Surveyed









Appendix F Detailed Results of PT Waiting Areas

ID	Link Name	Parameters												Total
		Information to the Waiting Area	Infrastructure to the Waiting Area	Boarding Public Transport	Information at the Waiting Area	Safety Perceptions	Security Measures	Lighting	Quality of the Environment	Maintenance and Cleanliness	Waiting Area Comfort			
PT1	The Terrace (B/J)	6	-3	-10	6	5	-5	12	-1	3	-9	4		
PT2	The Terrace (B/K)	-3	-3	-10	-3	-10	-5	-3	-2	1	-9	-47		
PT3	Mortlake High Street (S)	6	3	15	9	5	5	9	3	2	9	66		
PT4	Avondale Road North (X)	3	-3	10	9	15	-5	9	3	3	-6	38		
PT5	Avondale Road South (R)	6	3	5	6	15	5	9	2	2	9	62		
PT6	Mortlake High Street (A)	6	-9	10	6	10	-10	9	-1	3	9	33		
PT7	Mortlake High Street (B)	6	-3	10	6	5	-10	9	-1	2	9	33		
PT8	Lower Richmond Road East (Z)	-3	-3	-5	6	-5	-5	3	-1	1	9	-3		
PT9	Lower Richmond Road East (N)	6	-3	10	6	10	-10	3	1	1	9	33		
PT10	Lower Richmond Road Centre (P)	3	9	20	12	10	15	12	-1	4	9	93		
PT11	Lower Richmond Road West (M)	9	-3	5	9	15	5	0	1	2	9	61		
PT12	Lower Richmond Road West (Q)	6	3	5	3	10	5	3	2	2	-9	30		
PT13	Clifford Avenue North (C/F)	6	6	10	3	15	-5	9	3	1	9	57		
PT14	Clifford Avenue West (B/G)	6	6	10	6	10	10	9	2	3	12	74		

ID	Link Name	Parameters											Total
		Information to the Waiting Area	Infrastructure to the Waiting Area	Boarding Public Transport	Information at the Waiting Area	Safety Perceptions	Security Measures	Lighting	Quality of the Environment	Maintenance and Cleanliness	Waiting Area Comfort		
PT15	Upper Richmond Road West (X/V)	9	6	10	6	20	10	9	2	3	9	84	
PT16	Upper Richmond Road West (D/C)	9	3	10	3	15	5	6	1	3	12	67	
PT17	Upper Richmond Road East (N)	6	6	10	6	15	10	9	2	2	9	75	
PT18	Upper Richmond Road East (G)	9	3	10	9	10	15	12	1	3	12	84	
PT19	Sheen Lane (F/E)	6	3	5	-3	15	5	3	1	2	-6	31	
PT20	White Hart Lane (V/T)	9	6	10	6	10	5	9	1	3	3	62	
PT21	Mortlake Cemetery (K/L)	9	6	15	6	15	10	9	3	1	9	83	

Appendix G Details Results of Public Spaces

ID	Place Name	Parameter						Total
		Moving in the Space	Interpreting the Space	Personal Safety	Feeling Comfortable	Sense of Place	Opportunity for Activity	
PS1	Mortlake Green	20	6	10	9	12	4	61

Appendix G TfL Pre Application Letters



Our ref: 16/3062

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Peter Brett Associates LLP
16 Brewhouse Yard
Clerkenwell
London EC1V 4LJ

Transport for London
Borough Planning

Windsor House
42 – 50 Victoria Street
London SW1H 0TL

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Fax 020 7126 4275
www.TfL.gov.uk

25th August 2016

Dear Robert,

Stag Brewery, LB Richmond upon Thames – TfL’s pre-application advice

Thank you for participating in Transport for London’s (TfL) pre-planning application process, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter concerns the recent meeting regarding the proposed redevelopment of the Stag Brewery site in the London Borough of Richmond upon Thames (LBRuT).

The following comments are made by Transport for London officers on a ‘without prejudice’ basis only and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme. Furthermore, these comments also do not necessarily represent the views of the Greater London Authority.

Based on the information provided in the Transport Assessment Scoping Report (TASR) document and meeting, it is understood that the proposals will consist of a residential led mixed use development which will include:

- 919 residential units;
- 131 extra care units;
- 6,777sqm hotel;
- 4,013sqm B1 office;
- 3,305sqm retail;
- 1,287sqm museum;
- 3,463sqm cinema/ gym; and
- 1,250 pupil secondary school.

A pre-planning application meeting was held with TfL on the 18th August 2016 regarding the development proposals. The meeting was attended by the following:

Robert Parker
Greg Callaghan
Kevin Watson
Jason Brown

Peter Brett
Peter Brett
Gerald Eve
Squires

Lucy Thatcher
Mary Toffi
Alex Crush

LB Richmond
LB Richmond
LB Richmond

Lucy Simpson
Jay Ward
Falisha Hussein
Ruoyun Gao

TfL Borough Planning
TfL RSM Sponsorship
TfL Bus Network Development
TfL Forward Planning

This pre-application response is based on the information provided to date including TASR and summarises the key points discussed at our meeting. A site visit was also undertaken by Lucy Simpson on 17th August 2016.

Site context

The site is situated in Mortlake and is bounded by the River Thames to the north, Bulls Alley to the east, the A3003 Lower Richmond Road / Mortlake High Street to the south and Williams Lane to the West. The nearest section of the Transport for London Road Network (TLRN) is Chalker's Corner (the A316 Lower Richmond Road / A205 South Circular junction) approximately 300 metres west of the site; the A205 Upper Richmond Road is located approximately 500m south of the site.

The centre of the site is within approximately 800m of Mortlake rail station. There is also one bus route (419) within an acceptable (640m) walking distance of the site, with stops located on Lower Richmond Road / Mortlake High Street. The site has a public transport accessibility level (PTAL) range of 1a to 2 on a scale of 1 to 6 where 6b is most accessible.

The Stag Brewery Planning Brief was adopted as a Supplementary Planning Documents in 2011 and provides guidance on uses, layouts and design for the future planning applications for the redevelopment of the site. Key transport issues and principals included impacts on congestion, the possibility of bus stopping/turning facility within the site and improved pedestrian and cycle permeability throughout the site and car and cycle parking provision.

Transport Assessment

The Transport Assessment (TA) should be undertaken in accordance with TfL's Transport Assessment Guidance, available from: <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>. Further details on the specific requirements are set out below.

Trip generation and mode split

The TASR states that a number of data sources will be used to determine trip generation and mode share. These include 2011 Census data, National Travel Survey Data, the TRICS and TRAVL databases, London Transport Study data and other relevant transport assessments/statements.

TfL would question why the TRAVL database is suggested given that it was discontinued in 2014 with many of the surveys undertaken prior to 2013. When using TRICS, sites more than five years old must be excluded unless otherwise agreed with TfL. The sites used should have comparable characteristics including location, use, scale, PTAL and car parking.

At the meeting it was indicated that Peter Brett are currently investigating undertaking surveys of similar development sites within London in order to determine the trip rate. TfL would recommend that any sites identified are agreed with TfL in advance of

undertaking the surveys. We would also recommend contacting TRICS to ensure any surveys undertaken are TRICS compliant, there may even be the possibility of cost sharing if the surveys would be of benefit to the TRICS database.

The use of London Travel Demand Survey (LTDS) data would not be sufficient to determine the mode split at a sub-borough level by time of day, due to the small sample size, and should not be used for this purpose. This source is most useful when looking at travel behaviour at a greater geographical level, rather than at specific sites.

Trip generation figures should be presented in the TA by mode, time, and directional flow, with the peak hour number of trips indicated separately, as set out in TfL's TA Best Practice Guidance.

Site access

Vehicular access to the site is via Lower Richmond Road. Whilst there will be no direct vehicle access from the TLRN, most vehicles will access the site via Lower Richmond Road/ Mortlake High Street from Chalker's Corner or from Sheen Lane via the A205 Upper Richmond Road.

Car parking

The TASR states that whilst the Supplementary Guidance indicates that a minimum provision for the residential development should be one space per unit, it is currently proposed to provide a residential car parking ratio of 0.75 spaces per unit. TfL welcome the developer's commitment to providing a lower car parking ratio than that stated within the Supplementary Guidance. Particularly given the scale of development, the short walk to Mortlake station and traffic conditions on surrounding roads.

Car parking for the residential and non-residential elements of the development should be well within maximum standards as set out in the London Plan due to the characteristics of the site and the surrounding area, which includes a CPZ. Any deviations from London Plan policy would require strong justifications by the developer. Disabled parking and Electric Vehicle Charging Points (EVCP) will also need to be provided in accordance with the London Plan.

Whilst the London Plan doesn't include car parking standards for schools or colleges, any provision proposed should not undermine walking, cycling and public transport.

The applicant is going to investigate the viability of providing an on-street car club bay, which is welcomed by TfL. This should be secured in the s106 agreement.

Highway impact

Due to the severance created by the railway line which crosses Sheen Lane at-grade it is anticipated that most development traffic will access the site via Chalker's Corner.

Chalker's Corner

Chalker's Corner is a large, at-grade and complex five-arm crossroads junction where the A316 meets the A205 South Circular. The junction currently suffers from peak congestion on all arms, especially on the A205 for north-south movements. The

junction also has an above average KSI rate. Pedestrian and cycle crossing facilities are present, but indirect and off desire lines.

TfL has recently undertaken a corridor study of the A316, and Chalker's Corner is one of five priority locations identified within the study for pre-feasibility design development. TfL are currently investigating 3 layout options. At this early stage, all 3 options appear to offer improvements to flows and delays versus the existing (base) situation.

The pre-feasibility study is expected to be complete by end of October 2016. There is currently no budget allocated for subsequent design development or implementation of this pre-feasibility scheme. TfL requests that the traffic impact of the development is incorporated into the study findings, and that this be at the cost of the applicant. This will determine if the applicant should contribute to the scheme taken forward.

A205 Upper Richmond Road / Sheen Lane Junction

TfL are currently promoting a streetscape scheme along the A205 Upper Richmond Road West at East Sheen, which includes the junction with Sheen Lane. This is in the feasibility stage, with the preferred option being the introduction of a diagonal crossing at the Sheen Lane junction. As part of the scheme, TfL are also investigating banning the left turn from north to east out of Sheen Lane onto the A205 to OVG2 vehicles. The implementation is currently programmed for 2019/20.

It is likely that TfL will request a contribution towards both schemes.

Modelling

TfL have current Corridor VISSIM models for both the A316 and A205 corridors. Whilst the A316 model is limited to the A316 corridor it also covers a short stretch (approximately 100-200m) of the A205 and A3003 Lower Richmond Road, and does not contain any additional junctions on A205 or A3003. The A205 model ends at the junction of Clifford Avenue / Upper Richmond Road, with a small section of Clifford Avenue.

The Corridor models or sections of the Corridor models are available for use under a lease agreement, subject to fees, which would need to be discussed at a more detailed modelling scoping meeting to confirm arrangements. Once the trip generation and distribution is agreed, TfL will be able to confirm the extent of the highway modelling required.

Buses

As stated above, there is currently only one bus route (419) within an acceptable walking distance of the site. Although not identified on WebCAT, it is acknowledged that route 190 bus stops located on Clifford Avenue would also be within an acceptable walk distance of the site. Once information on the net increase in public transport trips has been confirmed, TfL will then be able to assess the impact on the bus network and will be able to confirm if any mitigation is required.

It should be noted that the method of providing contributions towards bus network enhancements for free schools is currently subject to government advice. There is a limited settlement to TfL from the government to fund bus network improvements for free schools/ academies. Should this settlement be allocated at the time of any bus

capacity being required for this application, the applicant would need to agree the level of mitigation with TfL once the trip generation and bus mode share is confirmed.

As detailed in the Supplementary Guidance, LBRuT have aspirations to extend the route 209 into the site to improve public transport links. Whilst TfL are happy to explore this request provided there is no requirement for additional Peak Vehicle Requirement (PVRs), there are a number of issues which could impede this. Firstly, the stand requirement for this route is for six vehicles.

TfL welcome your offer to design and include a bus turn around facility as illustrated in the south west corner of the site. We would need to understand, using agreed design standards and swept path, whether this could accommodate our operational requirements including a driver facility. TfL's decision to support this proposal will depend upon whether it is viable to divert Route 209 into the site, including the distance from the existing facility.

Route 209 currently operates 13 bph during the AM peak and 15bph during the PM peak. The proposal to extend the route into the site will generate significant additional mileage per bus, and this would need to be balanced with the additional patronage from the development itself before TfL agreed to extend the route. Once TfL has received the additional information, we will be able to provide a cost, and a view on whether the option is viable.

Cycle parking

The TASR states that cycle parking will be provided in accordance with minimum London Plan Standards, which is welcomed by TfL.

TfL would also advise that shower and locker facilities are provided for members of staff wishing to cycle to work. All cycle parking spaces should also be easily accessible from adjacent cycle routes and appropriate signage, preferably using the Legible London system, should be provided.

Whilst cycle hire currently doesn't extend to Richmond, TfL would recommend that an appropriate area of land to accommodate a 30 point cycle hire docking station is safeguarded for 3 years.

Pedestrian and cycle environment

A PERS type audit should be undertaken of pedestrian routes to key public transport nodes and amenities. Any necessary improvements identified by the audit will need to be funded by the applicant.

Richmond have also consulted on a number of cycle routes/ quietways and the applicant is advised to check their relationship with the development, in order to promote greater cycling in the borough and across London.

A bus stop assessment should also be undertaken for the nearest stops in each direction, the details of which will need to be included within the TA, and any necessary improvements funded by the applicant.

Travel planning

An overarching site travel plan, residential and school travel plan will be prepared and submitted as part of the planning application. When preparing travel plans, reference should be made to TfL's travel plan guidance available from TfL's website <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>.

Delivery and construction

A framework Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP), will be submitted as part of the planning application, which is welcomed by TfL.

Careful consideration will be required concerning construction traffic and routing as it is likely that construction of the development site will coincide with the implementation of highways schemes at Upper Richmond Road and / or Chalker's Corner.

CLP Guidance available at:

<https://tfl.gov.uk/info-for/freight/planning/construction-logistics-plans>.

DSP Guidance available at:

<https://tfl.gov.uk/info-for/freight/planning/delivery-and-servicing-plans>.

In partnership with the construction industry, TfL has developed a Standard for Construction Logistics, to reduce risks to vulnerable road users of construction vehicles. The Standard seeks to promote improved driving practices and use of safer vehicles. A commitment from the applicant and their primary contractors to demand a higher level of safety should form a key part of the CLP, through the applicant and their contractors sign up to the standard, as well as the Fleet Operator Recognition Scheme (FORS, or equivalent). Conflict points should be identified on the freight routes to the site, with traffic and pedestrian management equipment and cycle specific safety equipment should be provided. Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with other road users and pedestrians on the capital's roads.

Air Quality

London Plan Policy 7.14 B c stipulates that developments in London must be 'air quality neutral'. The TA will need to detail current air quality levels within the vicinity of the site and how the development will achieve the requirement of being air quality neutral.

Community Infrastructure Levy

In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor commenced CIL charging for developments on 1st April 2012. It is noted that the proposed developments are within the London Borough of Richmond upon Thames, where the Mayoral charge is £50 per square metre Gross Internal Area (GIA). Further details can be found at: <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

The Borough's CIL Charging Schedule came into effect from 1 November 2014. These charges apply to relevant development approved after this date. It is important to ensure that strategic transport and public realm improvements are delivered using CIL where there are included in the borough's regulation 123 list, although s106 contributions will also be required to mitigate site specific impacts.

Summary

As discussed at our meeting and recorded herein there are a number of issues which require further discussions and action. TfL will welcome further involvement and discussion with the applicant and Richmond Council in order to ensure agreement on as many issues as possible prior to the planning application being submitted. In particular providing further justification and a funding commitment towards bus improvements and reviewing the impact of the site on emerging highway proposals and contributing to their delivery.

I hope this provides a useful basis upon which to progress the preparation of the planning application and supporting Transport Assessment and look forward to hearing from you shortly.

Should you wish to discuss any part of this letter, please contact myself or Lucy Simpson (lucysimpson@tfl.gov.uk - 020 3054 7039).

Yours sincerely,



Lucinda Turner
Acting Director of Borough Planning
Email: Lucindaturner@tfl.gov.uk
Direct line: 020 3054 7133

Cc: All attendees
Sarah Considine, GLA Planning



Our ref: 16/3062

Robert Parker
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9th June 2017

Dear Robert,

Stag Brewery, LB Richmond upon Thames – TfL’s pre-application advice

This letter concerns the recent follow-up meetings regarding the proposed redevelopment of the Stag Brewery site in the London Borough of Richmond upon Thames (LBRuT).

The following comments are made by Transport for London officers on a ‘without prejudice’ basis only and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme. Furthermore, these comments also do not necessarily represent the views of the Greater London Authority.

A pre-planning application meeting was held with TfL on the 18th August 2016 regarding the development proposals. A general follow-up meeting was held on the 2nd May 2017 and a modelling specific meeting held 4th May 2017. A subsequent modelling meeting was held 25th May 2017. These meetings were attended by the following:

Robert Parker
Greg Callaghan
George Daugherty
Siddharth Iyer
Suzanne Robson
Guy Duckworth

Peter Brett
Peter Brett
Peter Brett
Peter Brett
Gerald Eve
Dartmouth Capital

Lucy Thatcher
Mary Toffi

LB Richmond
LB Richmond

Lucy Simpson
Falisha Hussein
Keith Jaques
Ruoyun Gao
Michal Miklasz
John Green

TfL Borough Planning
TfL Bus Network Development
TfL Bus Operations
TfL Forward Planning
TfL Modelling Liaison
TfL Operational Modelling

Adam Greenland
Huy Nguyen
Callum Grant

TfL Outcomes Delivery
TfL Modelling Analysis
TfL Outcomes Design

This follow-up meeting response is based on the information provided to date and summarises the key points discussed at our meetings. This letter should be read in conjunction with our previous advice letter dated 25th August 2016.

Based on the information presented at the meeting, the quantum of development has changed since the last meeting. The proposals will consist of a residential led mixed use development which will include:

- 938 residential units;
- 1,349sqm hotel;
- 3,420sqm B1 office;
- 5,350sqm retail;
- 3,080sqm cinema/ gym; and
- 1,250 pupil secondary school.

The main changes include the removal of the extra care units and a reduction in size of the proposed hotel.

The development is likely to be built in two phases. Phase 1 will include 466 residential units and the proposed secondary school. Phase 2 will include the remainder of the development.

Trip generation and mode split

Based on the revised quantum PBA are predicting 398 two way vehicle trips in the AM peak hour and 273 two way vehicle trips in the PM peak hour. Whilst TfL have commented on two previous trip generation technical notes (Trip Generation Report Technical Note 8 and 8a) we have yet to receive an updated trip generation technical note which confirms that all of our previous comments have been taken into consideration. Once this is received TfL will be able to confirm if the trip generation assessment is acceptable.

PTAL

The site has a public transport accessibility level (PTAL) range of 1a to 2 on a scale of 1 to 6 where 6b is most accessible, based on TfL's WebCAT. However it is noted that WebCAT doesn't include bus route 190 which has stops on the A316 Clifford Avenue and are located within an acceptable walk distance (640m) of the site. This is likely to result in the whole site increasing to PTAL 2. PBA are to provide an updated PTAL assessment which includes the 190, and TfL will facilitate to have WebCAT updated.

Car parking

The overall car parking ratio is likely to be 0.75-0.8 spaces per unit. The majority of car parking is to be located within a basement car park and the development surface is proposed to be largely car free. A full breakdown of the car parking

proposed by use should be provided and TfL would encourage the residential car parking ratio to be well below 1 space per unit.

Chalker's Corner

The applicant has developed a scheme at Chalkers Corner to mitigate the impacts of the proposed development trips. Although it is noted that TfL have yet to see the modelling that supports this scheme. It is noted that the scheme includes land not currently in the ownership of the applicant and which has an existing designation which will be required to be removed or changed. The scheme would also require the removal of TfL street trees. Any removal of TfL's trees would require detailed justification and approval by TfL's Director of Asset Management. The applicant is to provide TfL with the Arboricultural Report which details the trees proposed to be removed.

The applicant has met with the TfL Road Space Management to discuss their proposed Chalkers Corner scheme and how it integrates with a TfL cycling scheme along the A316 and through Chalkers Corner.

Modelling

The applicant has agreed to undertake strategic modelling using TfL's HAM models to determine the extent of the impact of the proposed development of the strategic highways network. The outcome of this work will determine whether VISSIM modelling is also required for the planning application submission or whether LINSIG modelling is sufficient. TfL will work closely with PBA to minimise further impacts to the scheme programme.

Buses

In order to facilitate the extension of the 209 bus route a requirement for six bus stands has been identified by TfL. A bus stand which can accommodate up to six buses and a bus driver facility has been designed and is located in the south west corner of the site on the corner of Lower Richmond Road and Williams Lane. TfL still require information concerning the increase in distance from the existing Avondale Road bus stand to the proposed bus stand, along with bus journey time information. Once TfL has received this additional information, we will be able to provide a cost, and a view on whether the option to extend the route 209 is viable. Should the extension of the 209 be deemed viable, TfL will require a stage 1 Road Safety Audit for the proposed bus stand to be undertaken prior to determination.

It is noted that TfL do not consider that the extension of the 209 is the best route to improve the accessibility of the application site. However, LBRuT have highlighted that it is their aspiration to extend the 209 which would allow for its removal from Avondale Road which is a safety concern.

TfL also highlighted the need to maintain one bus stand on Mortlake High Street.

Summary

As discussed at our meeting and recorded herein there are a number of issues which require further discussions and action. TfL will welcome further involvement and discussion with the applicant and Richmond Council in order to ensure

agreement on as many issues as possible prior to the planning application being submitted.

I hope this provides a useful basis upon which to progress the preparation of the planning application and supporting Transport Assessment and look forward to hearing from you shortly.

Should you wish to discuss any part of this letter, please contact myself or Lucy Simpson (lucysimpson@tfl.gov.uk – 020 3054 7039).

Yours Sincerely,



Lucinda Turner
Acting Director of Borough Planning
Email: Lucindaturner@tfl.gov.uk
Direct line: 020 3054 7133

Cc: All attendees
Sarah Considine, GLA Planning

Appendix H Chalkers Corner Proposals



Stag Brewery, Mortlake

Road Safety Audit Stage 1, Designer's Response
for A316 Clifford Avenue - Lower Richmond Road

On behalf of [Reselton Properties Ltd.](#)

Project Ref: 38262/5501 | Date: January 2018



Document Control Sheet

Project Name: Stag Brewery, Mortlake

Project Ref: 38262/5501

Report Title: Road Safety Audit Stage 1, Designer's Response for
A316 Clifford Avenue - Lower Richmond Road

Doc Ref:

Date: 30th January 2018

	Name	Position	Signature	Date
Prepared by:	Richard Mallett	Senior Technician - Transport	<i>R. Mallett</i>	30 January 2018
Reviewed by:	George Daugherty	Senior Associate - Transport	<i>G. Daugherty</i>	30 January 2018
Approved by:	Robert Parker	Director - Transport Planning	<i>R. Parker</i>	30 January 2018
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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1 Introduction

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Reselton Properties Limited ("the Applicant) to provide transport planning advice in relation to the full planning application in support of the Stag Brewery redevelopment in Mortlake, London Borough of Richmond upon Thames (LBRuT).
- 1.1.2 The development is the former site of the Stag Brewery, located adjacent to the River Thames. The former brewery was in operation until December 2015 and up to that time was generating significant HGV traffic movements as well as traffic associated with staff and visitors.
- 1.1.3 The redevelopment proposals for the site will provide a residential led, mixed-use development. The proposed scheme comprises of up to 716 new homes plus an extra care centre providing a nursing home and up to a further 130 retirement flats together with healthcare facilities.
- 1.1.4 In addition, the developer is required by LBRuT to make part of the site available for a new secondary school.
- 1.1.5 To support the scheme a separate detailed planning application will be submitted to deliver an improvement to the junction of A316 Clifford Avenue/Lower Richmond Road/A205 South Circular Road (Clifford Avenue and Mortlake Road) /A3006 Lower Richmond Road, hereafter referred to as "Chalker's Corner Improvement Scheme" which is the subject of this report.

1.2 Site Location and Local Area

- 1.2.1 The Stag Brewery site is located in Mortlake in south west London within the LBRuT. The site has a frontage onto the River Thames and is approximately 250m to the north of Mortlake Railway Station and immediately north of Mortlake Green.
- 1.2.2 The site is in two parts, separated by Ship Lane which is a public highway. The eastern section of the Site fronts onto Mortlake High Street and backs onto the River Thames, whilst Lower Richmond Road borders the western section and this part of the site does not have direct access to the River. The site location is shown below in Figure 1.1.
- 1.2.3 The surrounding area is primarily residential but there are also a wide range of local facilities, including primary and nursery schools, local shops and restaurants and the Barnes Hospital, all within easy walking distance of the site.

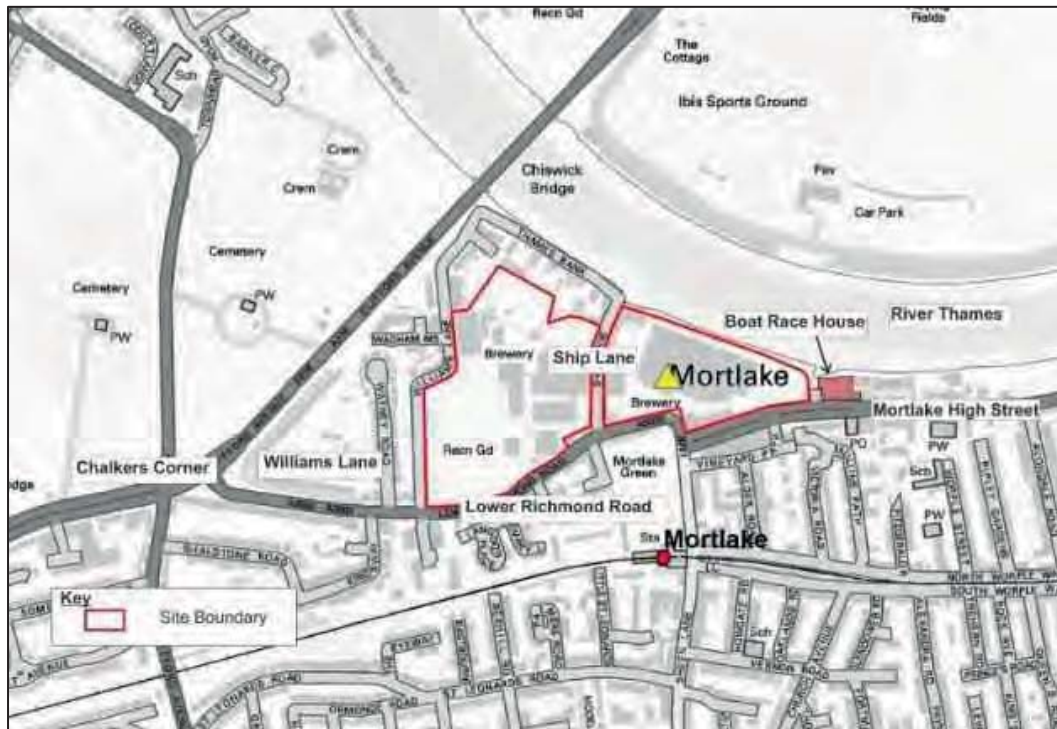


Figure 1.1 Site Location Plan

- 1.2.4 The area is subject to some existing traffic congestion. This reflects the fact that there are limited vehicular access points to Mortlake with the capacity of two of them being constrained by level crossings that are heavily used by rail services. In addition, the Chalker's Corner Junction which provides the main highway access to Mortlake with access onto London's Strategic Highway Network, is a very busy and constrained junction and recognised as a traffic hotspot.
- 1.2.5 This existing traffic congestion has been taken into account in developing the regeneration plans for the site and the impacts of the development upon local traffic conditions have been taken into consideration. This is reflected in the provision of the separate application to deliver an improvement scheme for Chalker's Corner, the subject of this report.

1.3 Highway Network

- 1.3.1 Highway access to the Site is affected by a number of constraints. In particular, the presence of the river to the north and the railway line to the south cause severance and limit the number of access points to the area.
- 1.3.2 Figure 2 shows the wider area around Mortlake and highlights the various strategic roads which provide access to the area. Both the South Circular and the A316 Clifford Avenue/ A316 Lower Richmond Road form part of the Transport for London Road Network (TLRN). The South Circular passes the site approximately 600m to the south of the Stag Brewery Site and then crosses the A316 at the Chalkers Corner junction approximately 300m west of the western part of the site. The A3003 Lower Richmond Road forms a fifth arm to this junction which provides the main highway access to the Site from the strategic network.
- 1.3.3 The A316 provides a link to the south west towards Richmond and Twickenham, whilst to the north it provides a link towards Chiswick and the A4, also a part of the TLRN. The South Circular/Upper Richmond Road/Mortlake Road provides a link to the north through Kew and towards Brentford as well as to the east towards Barnes and Putney.

This part of the TRLN network is subject to congestion at peak times and this affects access to and from the Site. Significant queuing, mainly during the weekday morning and evening peak

periods, is observed on the A3003 approach to Chalkers Corner, although it has been observed that the extent of queuing and delay is very variable depending upon conditions on both the strategic network and on the operation of the local railway level crossings.

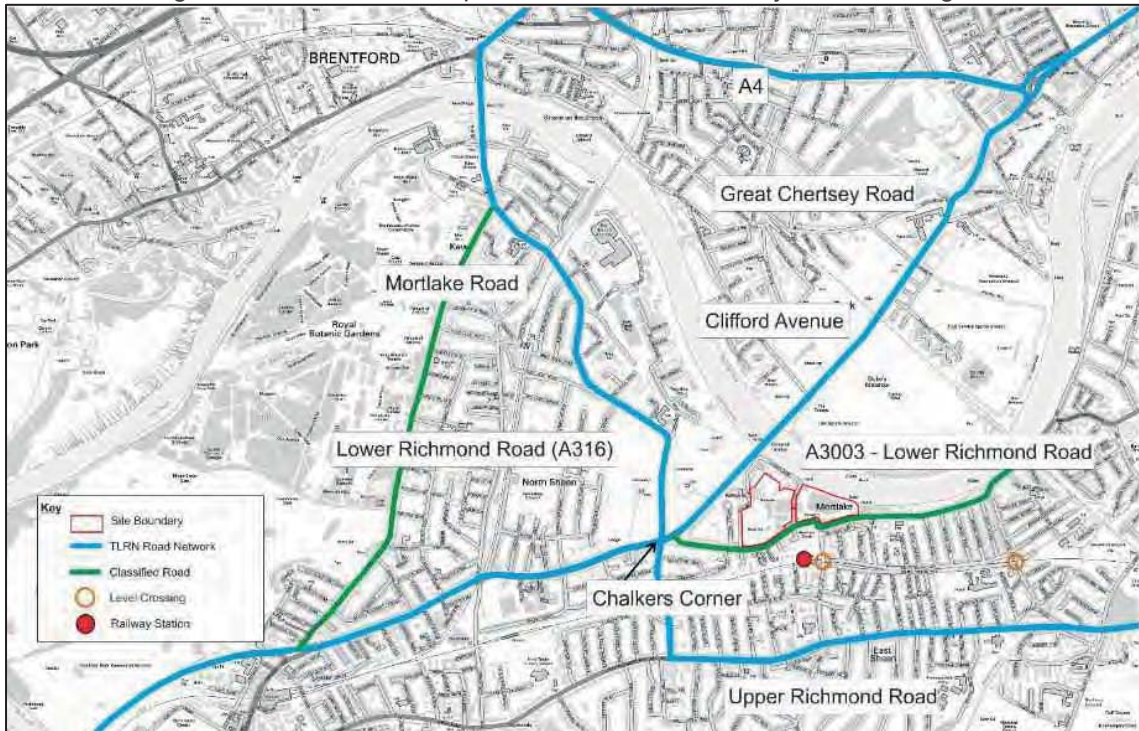


Figure 2.1 Plan of key Strategic Roads

Figure 2.2 shows the location of the more local roads.

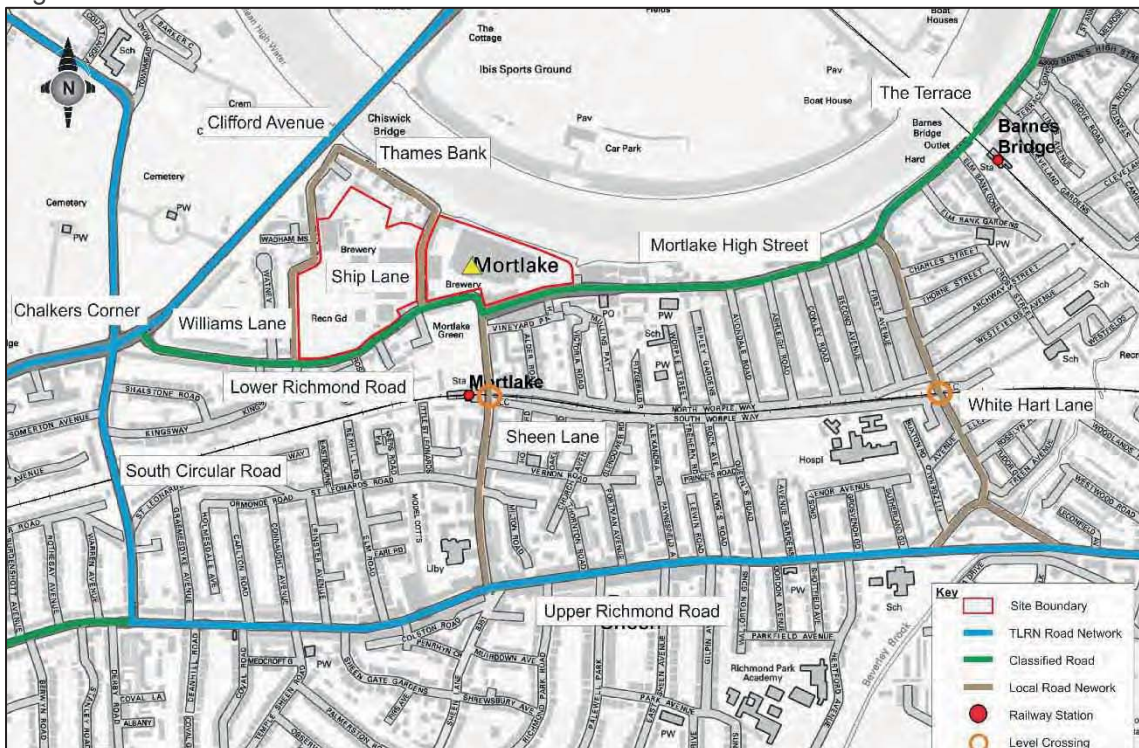


Figure 2.2 Plan of Local Road Network

1.3.4 The A3003 Lower Richmond Road – Mortlake High Street – The Terrace, runs east west through Mortlake linking Chalkers Corner in the west with Barnes Bridge and provides a

frontage to the Site. The road is mainly a single carriageway road of varying width providing a clear running lane in either direction.

- 1.3.5 All local roads within Mortlake are currently subject to a 30 mph speed limit, including the immediate approaches to the Chalkers Corner junction.

2 Road Safety Audit

2.1 Road Safety Audit Brief

2.1.1 The Road Safety Audit Team was requested to undertake a Stage 1 RSA based upon the drawings in Appendix B and supporting information contained in Appendix C.

2.1.2 The Audit Team undertook the Audit in accordance with Terms of Reference as described in TfL Procedure SQA-0170 dated May 2014.

2.1.3 A report has been provided by the Audit Team for Chalkers Corner junction – comprising the following sections of public highway:–

- Mortlake Road up to a point 50m north of the junction
- Clifford Avenue from the junction southwards to Shalstone Road
- A316 Lower Richmond Road westwards to the North Sheen Cemetery entrance
- A316 Clifford Avenue eastwards to the Mortlake Cemetery entrance
- A3003 Lower Richmond Road, eastwards to the junction of Lower Richmond Road and Watney Road.

2.1.4 A copy of the RSA report has already been to be supplied to Transport for London for their comments.

2.2 Documents reviewed by the Audit Team

2.2.1 The Stage 1 Road Safety Audit was undertaken by Alpha Consultants in December 2017. The visit to the site of the proposed scheme was made on 15 December 2017.

2.2.2 The audit team undertook a desktop examination of the following documents:

- PBA Technical Note Road Safety Audit Stage 1 – Background Information & Survey Brief (14/12/2017).
- Drawing No. 38262/5501/051 C - Clifford Avenue / Lower Richmond Road Short Flare Option.
- Drawing No. 38262/5501/077 - Clifford Avenue / Lower Richmond Road – Vehicle Swept Path Analysis for a 16.5m Articulated Lorry.
- Drawing No. 38262/5501/078 - Clifford Avenue / Lower Richmond Road – Vehicle Swept Path Analysis for a 10m Rigid Lorry.

3 Response to Items raised in the Stage 1 Road Safety Audit

3.1 Scope of this report

- 3.1.1 This report responds to the Stage 1 Road Safety Audit prepared for the proposed scheme. A copy of which can be found in Appendix A of this report. For ease of reference, the original items and designer responses identified within the Stage 1 Road Safety Audit are also included.
- 3.1.2 The Road Safety Audit was received by the design team and recommendations made in the Road Safety Audit report have been reviewed accordingly.
- 3.1.3 This chapter describes the road safety problems identified by the audit team, with each problem reproduced here from the audit team's report. A response from the project design team is then given below each statement.

Local Alignment

3.2 Problem (ref. 3.1.1)

- 3.2.1 Location: A – North western corner of Lower Richmond Road/South Circular Road
- 3.2.2 Summary: Potential overrunning of footway by large vehicles may lead to pedestrian/vehicle collisions
- 3.2.3 It appears from the drawing that the radius is to be tightened and the footway widened at the north western corner of the junction of Lower Richmond Road/South Circular Road. Whilst the swept path drawings indicate that larger vehicles will be able to negotiate the corner, there is evidence on site that the existing kerblines/footway have been overrun by vehicles. Any overrunning of the footway could put non-motorised users at risk of injury.
- 3.2.4 RECOMMENDATION
- 3.2.5 It is recommended that the likely swept path of larger vehicles is reviewed and alterations made to the proposed alignment if appropriate.

Designers response

Recommendation accepted.

Transport for London have suggested a revised layout to the Design Team which will have a straight-over crossing on the northern arm as recommended by the Audit Team in ref. 3.1.2. This enables the size of the refuge to be modified and lane widths increased, which will help to improve the vehicle swept path issue.

Non-motorised user provision

3.3 Problem (ref. 3.2.1)

- 3.3.1 Location: B – Signal controlled crossing (South Circular Road – northern arm)
- 3.3.2 Summary: Narrow width of central refuge may lead to pedestrian/vehicle collisions

It is noted that the central refuge and signal controlled crossing are to be reconfigured on the northern South Circular Road arm of the junction. It appears that the refuge will be relatively narrow (approximately 2.0m at its narrowest point), which may cause difficulties for users when

negotiating the refuge and proposed stagger. This could cause conflict between users, particularly if pedestrians have to step into the carriageway to pass other users, such as those with wheelchairs, pushchairs or cycles. The issue may be exacerbated by the reverse stagger arrangement of the crossing.

3.3.3 RECOMMENDATION

It is recommended that the refuge width and layout are reviewed and adjustments made if necessary, in order to ensure that it can be safely negotiated by users. Alternatively, the crossing could be converted to a 'straight across' single phase crossing.

Designers response

Recommendation accepted.

Transport for London have suggested a revised layout to the Design Team which will have a straight-over crossing on the northern arm. This enables the size of the refuge to be modified and lane widths increased, which will also help to improve the vehicle swept path issue in raised by ref. 3.1.1.

3.4 Problem (ref 3.2.2)

3.4.1 Location: C – Various

3.4.2 Summary: Surface water ponding

During the site visit, a number of areas of surface water ponding were observed. This included at the dropped crossing points on both the South Circular Road northern and southern arms of the junction. Ponding was also observed in the channel of the eastbound carriageway immediately east of South Circular Road. Particularly during icy conditions, this may lead to a slip hazard at crossing points, whilst ponding in the carriageway channels could put two wheeled users at particularly risk.

3.4.3 RECOMMENDATION

It is recommended that the site is inspected during wet conditions and any areas of ponding addressed as part of the scheme or separate remedial works.

Designers response

Recommendation accepted.

Transport for London as the Highway Authority will need to consider whether separate remedial works are required prior to the implementation of the proposed improvement scheme. Otherwise, there will be an opportunity to address drainage issues as part of the detailed design process for the new junction layout

Issues identified during the Stage 1 Road Safety Audit that are outside the Terms of Reference.

3.4.4 Safety issues identified during the audit and site inspection that were considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section.

3.5 Issue (ref 4.1)

3.5.1 Location: D – Signal controlled crossing (South Circular Road – northern arm)

3.5.2 Reason considered to be outside the Terms of Reference: Urgent/existing issue

During the site visit, it was observed that the signal controlled crossing on South Circular Road (northern arm of the junction) includes separate pedestrian phases for crossing the northbound/southbound carriageways. However, both pedestrian signal heads are clearly visible. This could be confusing for pedestrians and may lead to them inadvertently crossing during a 'red man' phase, having observed a 'green man' signal on the far side. It is recommended that this issue is investigated as a matter of urgency and remedied as appropriate.

Designers response

Recommendation accepted.

This is an existing matter for Transport for London as the Highway Authority to address. It should be noted that if a straight-over crossing is adopted for the new junction then the see-through risk associated with the green pedestrian aspect is eliminated.

3.6 Issue (ref 4.2)

3.6.1 Location: E – Centre of South Circular Rd junction with Lower Richmond Rd.

3.6.2 Reason considered to be outside the Terms of Reference: Existing issue

3.6.3 It was noted during the site visit that there is an existing utility cover within the centre of the junction and likely swept path of turning vehicles. This may pose a hazard to two wheeled users, particularly if skidding resistance across the cover is inadequate. It is recommended that the impact of the cover on skidding resistance is reviewed, with reference to relevant guidance such as HA 104/09, and remedial measures arranged if appropriate.

Designers response

Recommendation accepted.

This is an existing matter for Transport for London as the Highway Authority to address.

3.7 Issue (ref 4.3)

3.7.1 Location: F – Junction of Lower Richmond Rd A316 and A3003

3.7.2 Reason considered to be outside the Terms of Reference: Capacity issue

3.7.3 Observations during the site visit indicate that excess queuing occurs where westbound vehicles are waiting at the signals or turning left from the A3003 Lower Richmond Road, leading to blocking of the junction. This may impact upon the effectiveness of the proposed additional entry lane from the A3003. Additional measures may therefore be necessary for the proposed arrangement to operate effectively. For example, this may include reconfigured signal timings and/or yellow box markings.

Designers response

Recommendation accepted.

The proposed design addresses this issue by creating a larger reservoir between the junctions which will lead to better lane discipline and less constrained vehicle movements.

4 Summary and Conclusion

- 4.1.1 Peter Brett Associates LLP (PBA) has been commissioned by Reselton Properties (the Applicant) to provide transport planning advice in relation to the full planning application for the re-development of the Stag Brewery site, situated in Mortlake, London Borough of Richmond-upon-Thames (LBRuT).
- 4.1.2 This report responds to the Stage 1 Road Safety Audit prepared for the proposed scheme. The Road Safety Audit was received by the design team and recommendations made in the Road Safety Audit report have been reviewed accordingly.
- 4.1.3 The Road Safety Audit identified three areas of potential concern. Problem (Ref 3.1.1) relates to the potential overrunning of the footway by large vehicles at the North-western corner of Lower Richmond Road/South Circular Road. Transport for London (TfL) has suggested some revisions to the kerb lines and crossing layouts to address this issue.
- 4.1.4 Problem (Ref 3.2.1) refers to the narrow width of the central refuge at the signal controlled crossing on the South Circular Road northern arm, which may lead to pedestrian/vehicle collisions. Again, Transport for London (TfL) has suggested some revisions to the kerb lines and crossing layouts to address this issue.
- 4.1.5 Problem (Ref 3.2.2) refers to surface water ponding issues in various locations. TfL will need to consider whether separate remedial works are required prior to the implementation of the proposed improvement scheme. However, there will be an opportunity to address drainage issues as part of the detailed design process for the new junction layout.
- 4.1.6 Problems (Refs 4.1 and 4.2) raised by the Audit Team relating to visibility of signal heads and skidding resistance of utility covers were outside the Terms of Reference. These were issues occurring with the existing layout and therefore are the responsibility of TfL as Highway Authority to address.
- 4.1.7 The remaining Problem (Ref 4.3) refers to excess queuing where westbound vehicles are waiting at the signals. The proposed design addresses this issue by creating a larger reservoir between the junctions which will lead to better lane discipline and less constrained vehicle movements.
- 4.1.8 Given the outcomes of and responses to the Stage 1 Road Safety Audit for the proposed junction at Chalkers Corner, it is considered that the current proposals together with mitigation measures to be developed further at the detailed design stage would not cause any road safety issues. Further Road Safety Audits will be undertaken following detailed design of the development to ensure no road safety issues will be created by the implementation of the proposed scheme.

Appendix A Road Safety Audit Report

A316 Clifford Avenue/Lower Richmond Road, Mortlake, London

Stag Brewery Redevelopment Proposed Highway Works

Stage 1 Road Safety Audit

Ref: AC/PBA/181217a

Prepared for:

Reselton Properties Ltd

By:

Alpha Consultants

Prepared by: Jason Bown, Audit Team Leader

Checked by: Kevin Seymour, Audit Team Member

Version	Status	Date
A	Final	19/12/17

1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out in relation to proposed highway works at the junction of the A316 Clifford Road/Lower Richmond Road and South Circular Road, Mortlake, London.
- 1.1.2 The Audit was undertaken by Alpha Consultants in accordance with the Audit Brief issued by the Client Organisation on 14 December 2017. It took place at the offices of Alpha Consultants and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 1.1.3 The visit to the site of the proposed scheme was made on 15 December 2017. During the site visit the weather was partly cloudy and the surfaces were damp.

1.2 Terms of Reference

- 1.2.1 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.
- 1.2.2 This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure SQA-0170 dated May 2014. Safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in Section 4 of this report.
- 1.2.3 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.2.4 In accordance with TfL Procedure SQA-0170 dated May 2014, this Audit has a maximum shelf life of 2 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.2.5 Unless general to the scheme, all comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan located in Appendix B.
- 1.2.6 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 5 of this Audit report. A copy of which must be returned to the Audit Team.

1.3 Main Parties to the Audit

1.3.1 Client Organisation

Client contact details: Reselton Properties Ltd

1.3.2 Design Organisation

Design contact details: Peter Brett Associates LLP

1.3.3 Audit Team

Audit Team Leader: Jason Bown – Alpha Consultants

Audit Team Member: Kevin Seymour – Alpha Consultants

Audit Team Observer: N/A

1.3.4 Other Specialist Advisors

Specialist Advisor Details: N/A

1.4 Purpose of the Scheme

1.4.1 The scheme relates to the proposed redevelopment of the nearby Stag Brewery site. It is understood from the Audit Brief that the development will comprise of up to 716 new homes plus an extra care centre providing a nursing home and up to a further 130 retirement flats together with healthcare facilities. Other proposed uses, which are intended to enliven the site and provide local facilities both for the new residents and the existing community, include both food and non-food retail outlets, local restaurants and bars, leisure facilities, a new local cinema, a new hotel and significant community facilities, including a new health care centre and provision within the site for a new school.

1.4.2 The extents of the scheme audited are as follows:

- Mortlake Road up to a point 50m north of the junction
- Clifford Avenue from the junction southwards to Shalstone Road
- A316 Lower Richmond Road westwards to the North Sheen Cemetery entrance
- A316 Clifford Avenue eastwards to the Mortlake Cemetery entrance
- A3003 Lower Richmond Road, eastwards to the junction of Lower Richmond Road and Watney Road.

1.5 Special Considerations

1.5.1 The Audit Team has no special considerations to raise.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

The Audit Team is not aware of any other Audits having been carried out on the proposals.

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

This section should be read in conjunction with Paragraphs 1.2.1, 1.2.2 and 1.2.3 of this report.

3.1 LOCAL ALIGNMENT

3.1.1 PROBLEM

Location: A – North western corner of Lower Richmond Road/South Circular Road

Summary: **Potential overrunning of footway by large vehicles may lead to pedestrian/vehicle collisions**

It appears from the drawing that the radius is to be tightened and the footway widened at the north western corner of the junction of Lower Richmond Road/South Circular Road. Whilst the swept path drawings indicate that larger vehicles will be able to negotiate the corner, there is evidence on site that the existing kerblines/footway have been overrun by vehicles. Any overrunning of the footway could put non-motorised users at risk of injury.

RECOMMENDATION

It is recommended that the likely swept path of larger vehicles is reviewed and alterations made to the proposed alignment if appropriate.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.2 NON MOTORISED USER PROVISION

3.2.1 PROBLEM

Location: B – Signal controlled crossing (South Circular Road – northern arm)

Summary: **Narrow width of central refuge may lead to pedestrian/vehicle collisions**

It is noted that the central refuge and signal controlled crossing are to be reconfigured on the northern South Circular Road arm of the junction. It appears that the refuge will be relatively narrow (approximately 2.0m at its narrowest point), which may cause difficulties for users when negotiating the refuge and proposed stagger. This could cause conflict between users, particularly if pedestrians have to step into the carriageway to pass other users, such as those with wheelchairs, pushchairs or cycles. The issue may be exacerbated by the reverse stagger arrangement of the crossing.

RECOMMENDATION

It is recommended that the refuge width and layout are reviewed and adjustments made if necessary, in order to ensure that it can be safely negotiated by users. Alternatively, the crossing could be converted to a 'straight across' single phase crossing.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

3.2.2 PROBLEM

Location: C – Various

Summary: **Surface water ponding**

During the site visit, a number of areas of surface water ponding were observed. This included at the dropped crossing points on both the South Circular Road northern and southern arms of the junction. Ponding was also observed in the channel of the eastbound carriageway immediately east of South Circular Road. Particularly during icy conditions, this may lead to a slip hazard at crossing points, whilst ponding in the carriageway channels could put two wheeled users at particularly risk.

RECOMMENDATION

It is recommended that the site is inspected during wet conditions and any areas of ponding addressed as part of the scheme or separate remedial works.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

End of list of problems identified and recommendations offered in this Stage 1 Road Safety Audit

4.0 ISSUES IDENTIFIED DURING THE STAGE 1 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.1 ISSUE

Location: D – Signal controlled crossing (South Circular Road – northern arm)

Reason considered to be outside the Terms of Reference: Urgent/existing issue

During the site visit, it was observed that the signal controlled crossing on South Circular Road (northern arm of the junction) includes separate pedestrian phases for crossing the northbound/southbound carriageways. However, both pedestrian signal heads are clearly visible. This could be confusing for pedestrians and may lead to them inadvertently crossing during a 'red man' phase, having observed a 'green man' signal on the far side. It is recommended that this issue is investigated as a matter of urgency and remedied as appropriate.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

4.2 ISSUE

Location: E – Centre of South Circular Rd junction with Lower Richmond Rd

Reason considered to be outside the Terms of Reference: Existing issue

It was noted during the site visit that there is an existing utility cover within the centre of the junction and likely swept path of turning vehicles. This may pose a hazard to two wheeled users, particularly if skidding resistance across the cover is inadequate. It is recommended that the impact of the cover on skidding resistance is reviewed, with reference to relevant guidance such as HA 104/09, and remedial measures arranged if appropriate.

Design Organisation Response	Accepted / Part Accepted / Rejected
------------------------------	-------------------------------------

Client Organisation Comments

4.3 ISSUE

Location: F – Junction of Lower Richmond Rd A316 and A3003

Reason considered to be outside the Terms of Reference: Capacity issue

Observations during the site visit indicate that excess queuing occurs where westbound vehicles are waiting at the signals or turning left from the A3003 Lower Richmond Road, leading to blocking of the junction. This may impact upon the effectiveness of the proposed additional entry lane from the A3003. Additional measures may therefore be necessary for the proposed arrangement to operate effectively. For example, this may include reconfigured signal timings and/or yellow box markings.

Design Organisation Response	Accepted / Part Accepted / Rejected
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Client Organisation Comments

5.0 SIGNATURES AND SIGN-OFF

5.1 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in Appendix A. to this Safety Audit report. The Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the measures. The problems identified have been noted in this report together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No one on the Audit Team has been involved with the design of the measures.

AUDIT TEAM LEADER:

Name: Jason Bown
MBA PGDipMS IEng FIHE MICE MSoRSA

Signed:



Position: Consultant

Date: 19 December 2017

Organisation: Alpha Consultants

Address: 18-20 Groveland Way, Stotfold, Bedfordshire SG5 4PH

AUDIT TEAM MEMBER:

Name: Kevin Seymour
BSc PGDipTS MCHIT MSoRSA HECOC

Signed:



Position: Consultant

Date: 19 December 2017

Organisation: Alpha Consultants

Address: 18-20 Groveland Way, Stotfold, Bedfordshire SG5 4PH

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Name:

Position:

Organisation:

Signed:

Dated:

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER

38262/5501/051 C

38262/5501/077

38262/5501/078

DRAWING TITLE

Clifford Avenue / Lower Richmond Road
Short Flare Option

Clifford Avenue / Lower Richmond Road – Vehicle
Swept Path Analysis for a 16.5m Articulated Lorry

Clifford Avenue / Lower Richmond Road – Vehicle
Swept Path Analysis for a 10m Rigid Lorry

DOCUMENTS

- Safety Audit Brief
- Site Location Plan
- Traffic signal details
- TfL signal safety checklist
- Departures from standard
- Previous Road Safety Audits
- Previous Designer Responses
- Collision data
- Collision plot
- Traffic flow / modelling data
- Pedestrian flow / modelling data
- Speed survey data
- Other documents

DETAILS (where appropriate)

APPENDIX B

Problem Locations

Appendix B Background Information & Survey Brief

TECHNICAL NOTE

Job Name: Stag Brewery, Mortlake
Job No: 38262
Date: 14th December 2017
Prepared by: Matt Bolshaw and Richard Mallett
Subject: Road Safety Audit Stage 1 – Background Information & Survey Brief

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
38262	-	14/12/2017	MB / REM	RAP	RAP	RAP

Peter Brett Associates LLP disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with the appropriate ACE Agreement and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Peter Brett Associates LLP accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

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1 Scheme Information

1.0 Introduction

- 1.0.1 Peter Brett Associates LLP (PBA) has been commissioned by Dartmouth Capital on behalf of Reselton Properties to produce a Transport Assessment (TA) in support of the Stag Brewery redevelopment in Mortlake, London Borough of Richmond upon Thames (LBRuT).
- 1.0.2 The development site is the former site of the Stag Brewery, located adjacent to the River Thames. The former brewery was in operation until December 2015 and up to that time was generating significant HGV traffic movements as well as traffic associated with staff and visitors. The buildings are still retained and so could still be re-used as a brewery or for other uses under the same Use Class order without recourse to a planning application.
- 1.0.3 The development proposals have been guided by the Council's Planning Brief for the site which was adopted as Supplementary Planning Guidance in July 2011, following an extensive public consultation exercise. The Brief states that the Council's vision is to '*provide a new village heart for Mortlake*' and should "*provide a new recreational and living quarter with a mix of uses, creating vibrant links between the River and the town*". This includes a new green link through the site linking the riverside with Mortlake Green and Mortlake Station via a new pedestrian crossing over Lower Richmond Road; and with traffic calming along both the Lower Richmond Road and High Street frontages to the development as well as along Sheen High Street.
- 1.0.4 In accordance with the Brief, the redevelopment proposals for the site will provide a residential led, mixed-use development. The proposed scheme comprises of up to 716 new homes plus an extra care centre providing a nursing home and up to a further 130 retirement flats together with healthcare facilities. Other proposed uses, which are intended to enliven the site and provide local facilities both for the new residents and the existing community, include both food and non-food retail outlets, local restaurants and bars, leisure facilities, a new local cinema, a new hotel and significant community facilities, including a new health care centre.
- 1.0.5 In addition, the developer is required by LBRuT to make part of the site available for a new secondary school, although this differs from the original Brief, which had instead promoted a new primary school.
- 1.0.6 The scheme will comprise three separate planning applications:
- A detailed application to provide a secondary school capable of accommodating up to 1,200 pupils;
 - A hybrid application relating to the remainder of the Stag site which will be a detailed application for the proposed development to the east of Ship Lane and an outline application with all matters reserved for the remaining development located to the west of Ship Lane; and
 - A detailed application to deliver an improvement to the junction of A316 Clifford Avenue/Lower Richmond Road/A205 South Circular Road (Clifford Avenue and Mortlake Road) /A3006 Lower Richmond Road, hereafter referred to as "Chalker's Corner Improvement Scheme",



TECHNICAL NOTE

1.1 Site Location and Local Area

- 1.1.1 The Stag Brewery site is located in Mortlake in south west London within the LBRuT. The site has a frontage onto the River Thames and is approximately 250m to the north of Mortlake Railway Station and immediately north of Mortlake Green.
- 1.1.2 The site is in two parts, separated by Ship Lane which is a public highway. The eastern section of the Site fronts onto Mortlake High Street and backs onto the River Thames, whilst Lower Richmond Road borders the western section and this part of the site does not have direct access to the River. Williams Lane borders the site to the west, whilst Boat Race House is located to the east of the site. The site location is shown below in Figure 1.1.
- 1.1.3 The surrounding area is primarily residential but there are also a wide range of local facilities, including primary and nursery schools, local shops and restaurants and the Barnes Hospital, all within easy walking distance of the site.

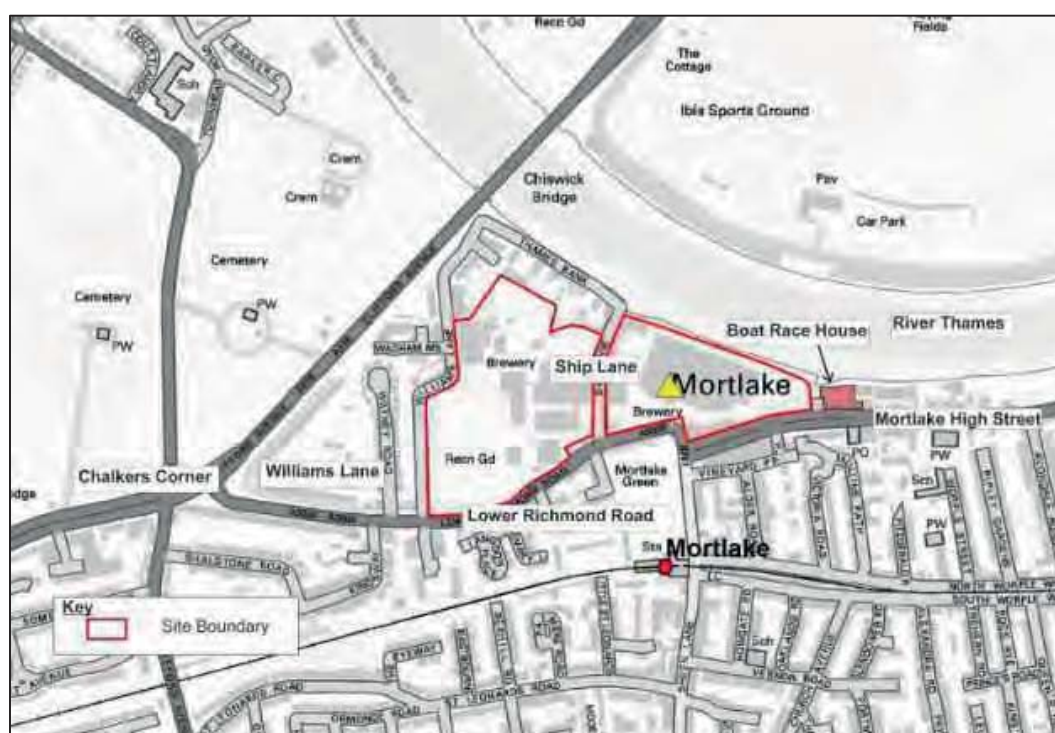


Figure 1.1 Site Location Plan

- 1.1.4 The combination of the range of public transport services that are available together with the wide range of local facilities provide a good basis for the creation of a development that is sustainable in transport terms and which does not need to be reliant upon the use of a car.
- 1.1.5 The area is subject to some existing traffic congestion, as identified in the Brief. This reflects the fact that there are limited vehicular access points to Mortlake with the capacity of two of them being constrained by level crossings that are heavily used by rail services. In addition, the Chalker's Corner Junction which provides the main highway access to Mortlake with access onto London's Strategic Highway Network, is a very busy and constrained junction and recognised as a traffic hotspot.
- 1.1.6 In accordance with the Brief this existing traffic congestion has been taken into account in developing the regeneration plans for the site and the impacts of the development upon local

TECHNICAL NOTE

traffic conditions are looked at closely in this TA. This is reflected in the provision of the separate application to deliver an improvement scheme for Chalker's Corner.

1.2 Site Access Arrangements

1.2.1 The brewery site has a number of existing access points as follows:

- Mortlake High Street – the main operational access used by HGV's;
- Lower Richmond Road – access to the sports ground and car park;
- Williams Lane – secondary operational access used by HGV's and other vehicles; and
- Ship Lane – access to the staff car park providing about 130 parking spaces.

1.2.2 There is no additional pedestrian access and it is assumed that any pedestrians would have previously accessed the Site via one of the existing vehicular access points.

1.2.3 Ship Lane is a public highway and has a footway on one side of the carriageway; whilst Lower Richmond Road and Mortlake High Street both have footways on either side of the carriageway, although a part of Lower Richmond Road, adjacent to the Mortlake Green, has no footway on the south side. An alternative pedestrian route to the site is available via the Thames Path which routes east to west along the southern bank of the River Thames.

TECHNICAL NOTE

2 Highway Network

- 2.0.1 Highway access to the Site is affected by a number of constraints. In particular, the presence of the river to the north and the railway line to the south cause severance and limit the number of access points to the area.
- 2.0.2 Figure 2 shows the wider area around Mortlake and highlights the various strategic roads which provide access to the area. Both the South Circular and the A316 Clifford Avenue/ A316 Lower Richmond Road form part of the Transport for London Road Network (TLRN). The South Circular passes the site approximately 600m to the south of the Stag Brewery Site and then crosses the A316 at the Chalkers Corner junction approximately 300m west of the western part of the site. The A3003 Lower Richmond Road forms a fifth arm to this junction which provides the main highway access to the Site from the strategic network.
- 2.0.3 The A316 provides a link to the south west towards Richmond and Twickenham, whilst to the north it provides a link towards Chiswick and the A4, also a part of the TLRN. The South Circular/Upper Richmond Road/Mortlake Road provides a link to the north through Kew and towards Brentford as well as to the east towards Barnes and Putney.
- 2.0.4 This part of the TLRN network is subject to congestion at peak times and this affects access to and from the Site. Significant queuing, mainly during the weekday morning and evening peak periods, is observed on the A3003 approach to Chalkers Corner, although it has been observed that the extent of queuing and delay is very variable depending upon conditions on both the strategic network and on the operation of the local railway level crossings.

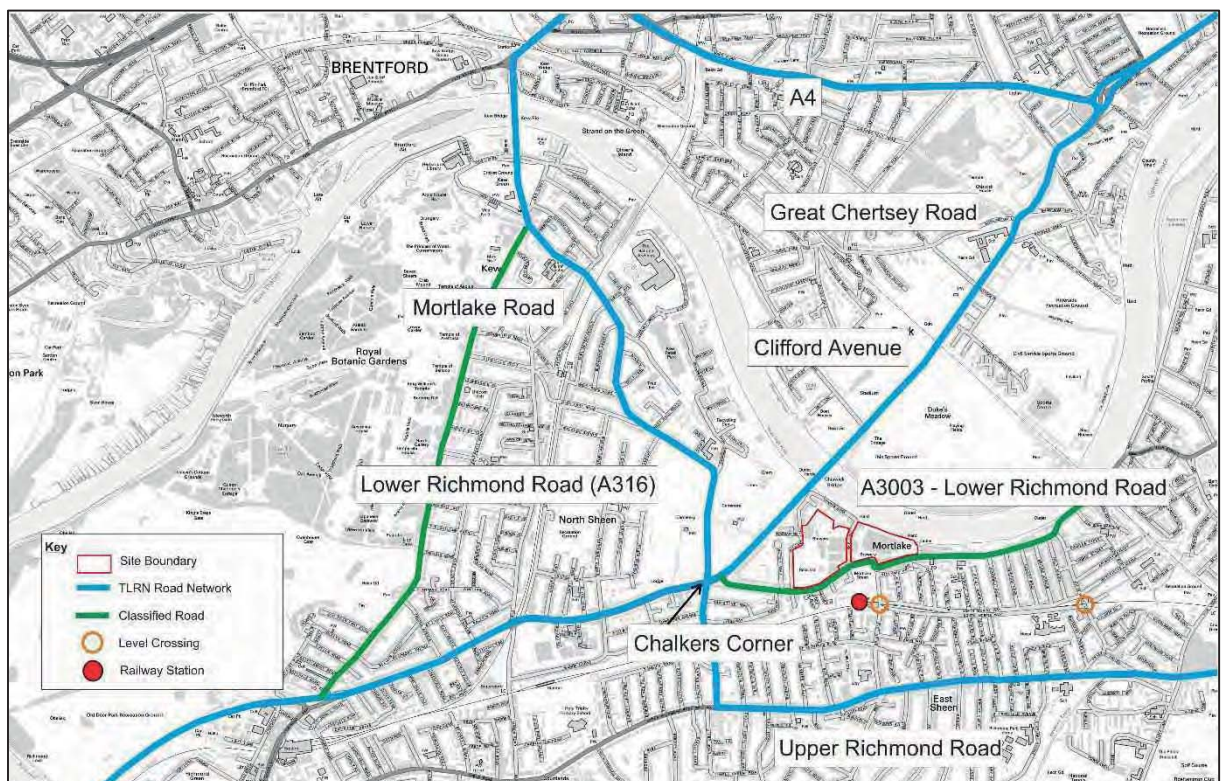


Figure 2.1 Plan of key Strategic Roads

- 2.0.5 Figure 2.2 shows the location of the more local roads.

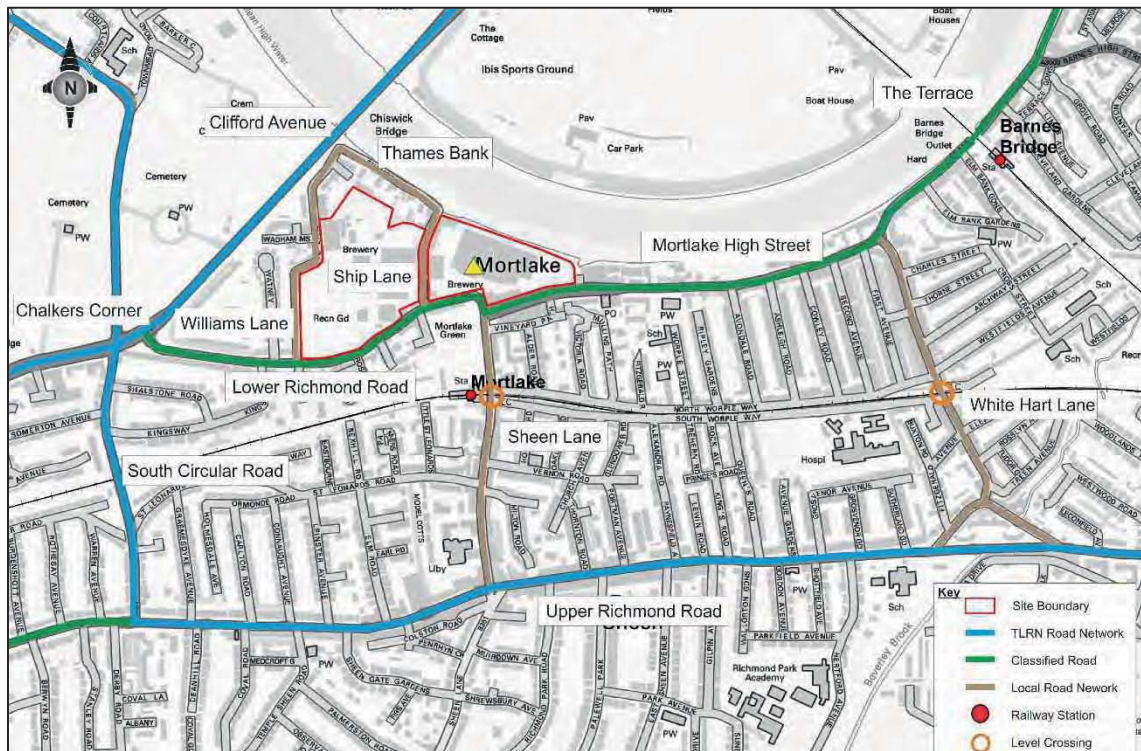


Figure 2.2 Plan of Local Road Network

2.0.6 All local roads within Mortlake are currently subject to a 30 mph speed limit. There are effectively only four highway access points to Mortlake as follows:

- Chalkers Corner – subject to periodic congestion;
- Sheen Lane – capacity constrained by the presence of the railway level crossing at Mortlake Station;
- White Hart Lane – capacity constrained by the presence of the railway level crossing; and
- The Terrace – the combination of bus stops to the west of the bridge and a slight narrowing of the road under the bridge plus a slight curve in the road alignment, serve to slow traffic on this section. Capacity is also somewhat constrained by the narrowness of the road under the railway bridge.

2.0.7 The area can also be accessed from the South Circular via Shalston Road and Kingsway. However, this access is subject to existing traffic management measures that effectively limit the use of this route to very local traffic only.

2.0.8 The A3003 Lower Richmond Road – Mortlake High Street – The Terrace, runs east west through Mortlake linking Chalkers Corner in the west with Barnes Bridge and provides a frontage to the Site. The road is mainly a single carriageway road of varying width providing a clear running lane in either direction. To the west of Sheen Lane there is a short length of dual two lane carriageway. Where practical, on street parking is allowed, where this does not prevent provision of a free running lane in either direction. A section of Lower Richmond Road adjacent to the Mortlake Green, has no footway on the south side. Also a section of the Terrace, between White Hart Lane and Barnes Bridge has no footway on the north side, although the river towpath provides an alternative pedestrian facility.

TECHNICAL NOTE

- 2.0.9 Sheen Lane is a single carriageway road which links the A3003 with the South Circular. It has an active frontage including many local shops and restaurants as well as access to the railway station. To the north of the level crossing it is particularly narrow (approximately 4.5 metres) and is subject to no waiting controls at all times. Thomson House infants school is located just to the north of the level crossing. To the south of the railway line the road is wider in parts and this allows some on-street parking and loading facilities.
- 2.0.10 Sheen Lane connects with the A3003 at a three arm mini roundabout which provides limited pedestrian crossing facilities. At its southern end it connects to the South Circular via a four arm traffic light controlled junction.
- 2.0.11 White Hart Lane provides a connection between the A3003 towards the South Circular. It is a single carriageway road with a mainly residential frontage but some local shops and with some on-street parking. At its norther end it connects with the A3003 at a 3 arm mini roundabout. At its southern end it connects with Priests Bridge via a priority junction. Priests Bridge is a one-way crescent that links with the South Circular via two separate priority junctions.

TECHNICAL NOTE

3 Traffic Survey Data

- 3.0.1 As part of the review of the existing highway network, a number of traffic counts were carried out in order to assess the existing conditions on the network. Nationwide Data Collection (NDC) were commissioned to carry out the traffic surveys on behalf of PBA in June 2016 and further surveys were commissioned to be carried out by Advanced Transport Research (ATR) in June 2017.
- 3.0.2 Figure 3.1 below shows the location and different types of surveys carried out across the Mortlake area.

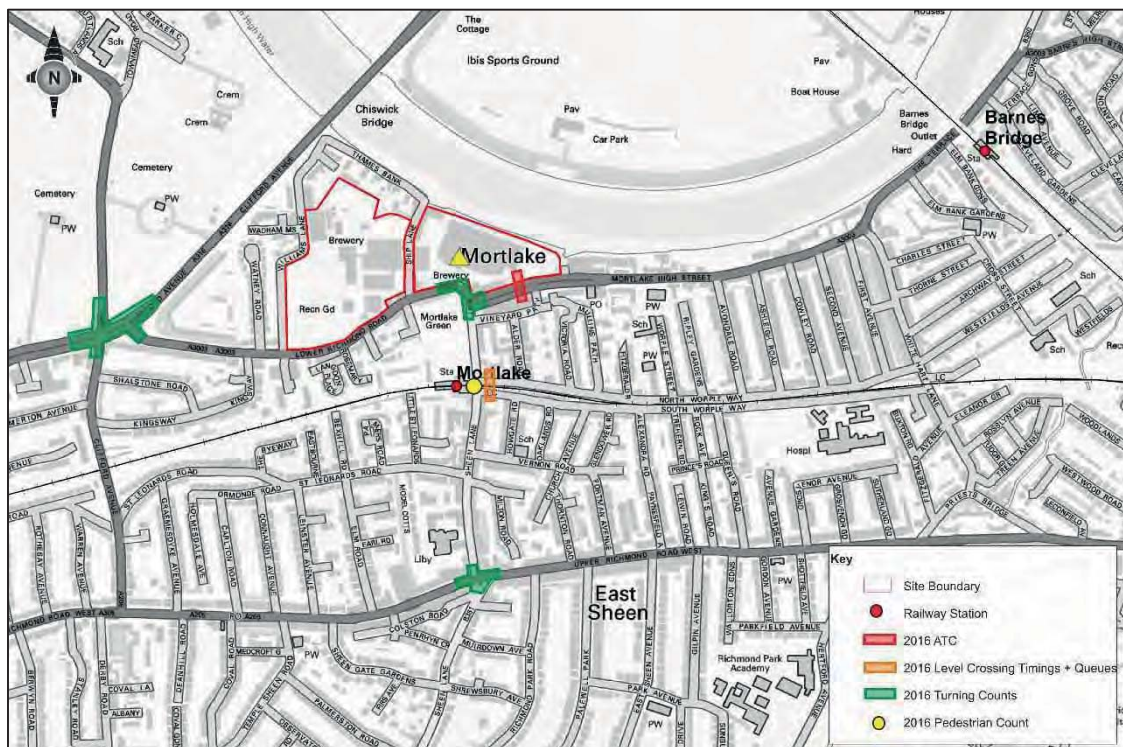


Figure 3.1 Location of Traffic Surveys undertaken in June 2016

- 3.0.3 The June 2016 surveys included the following:
- Fully Classified Turning Counts and Queue Length Surveys, from 07:00 – 10:00 and 15:00 to 19:00 on Wednesday 15th June 2016;
 - Mortlake Station Pedestrian Counts, from 07:00 to 10:00 and 16:00 to 19:00 on Wednesday 15th June 2016;
 - Level Crossing Timings and Queues, from 07:00 to 10:00 and 14:30 to 19:00 on Wednesday 15th June 2016; and
 - 7 Day Automatic Traffic Counts (ATC) between Sunday 12th and Saturday 18th June 2016.
- 3.0.4 The extent and methodology for these surveys was agreed beforehand with LBRuT as providing a suitable basis for the assessment of the highway impacts arising from the development. The survey data used in this assessment are provided within Technical Note 5.