



Red & Yellow Specialist Extra Care Melliss Avenue - Kew

Transport Assessment
October 2018



Transport Assessment

RED & YELLOW SPECIALIST EXTRA CARE, MELLISS AVENUE, KEW



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1 INTRODUCTION

1.1 BACKGROUND

Tyréns UK in association with AKT II has been appointed by Melliss Ave Devco Ltd (the ‘applicant’) as transport consultants to prepare a Transport Assessment (TA) for the redevelopment of the former Thames Water Biothane Plant on Melliss Avenue, Kew in London. Tyréns UK has also prepared along with this TA an accompanying Transport Plan (TP). This document should be read in conjunction with all relevant submitted documentation.

The development site is within the administrative boundary of the London Borough of Richmond upon Thames (LBR) and is located within the existing Kew Riverside Residential development (KRRD), in an area between Melliss Avenue and the River Thames. Melliss Avenue is a privately owned two-lane single carriageway road, which runs through the centre of the KRRD site. It joins the highway network at the junction with Townmead Road and Transport for London (TfL) strategic road network at the priority junction with Mortlake Road.

The development proposals, to which this TA relates, is the demolition of existing buildings and structures on the site to provide a Specialist Extra Care facility (C2 Use Class) for the elderly with existing health conditions. Comprising 89 units, with extensive private and communal healthcare, therapy, leisure and social facilities set within a building of ground plus 3 to 5 storeys including setbacks. Provision of car and cycle parking, associated landscaping and publicly accessible amenity spaces including a children’s play area.

This TA document has been prepared in accordance with the Government’s latest National Planning Practice Guidance (NPPG) on TAs and Transport Statements (TS) and TfL’s ‘Transport Assessment Best Practice Guidance Document’.

1.2 SCOPE OF REPORT

Prior to the preparation of this TA, a scoping exercise was carried out by Tyréns UK in conjunction with consultation with the LBR and TfL. An initial transport pre-application meeting was held with an LBR Highways Officer on 26th February 2018 and a further pre-application meeting took place on the 19th June with LBR Planning and Transport Officers. Following these meetings, Tyréns UK prepared a transport scoping note, which was issued to LBR and TfL for comment. A copy of this scoping note has been set out in **Appendix A** of this TA.

In addition to the discussions with LBR, further local information and understanding of the existing transport conditions were obtained through public

consultation events held on the 5th and 7th July and from the Kew Riverside Resident Association (KRRRA) as part of the consultation process. Detailed traffic surveys on multiple occasions were also carried out as part of the transport scope to assist with the assessment, design and consultation process.

1.3 REPORT STRUCTURE

Following the introduction, this report set out as follows:

- Chapter 2 provides an overview of relevant national, regional (London) and Local (LBR) transport policy, providing context for the TA and demonstrating the development proposals are in accordance with policy from a transport perspective.
- Chapter 3 outlines the existing transport conditions within and surrounding the site in terms of pedestrian, cycle, public transport and vehicular access and road safety;
- Chapter 4 describes the development proposals, which includes the access, parking and servicing arrangements;
- Chapter 5 presents a multi-modal trip generation assessment for the proposed scheme; and
- Chapter 6 provides the summary and key conclusions drawn from this TA document.

2 TRANSPORT POLICY

2.1 INTRODUCTION

This chapter considers the transport policy context pertaining to the development proposals. The relevant policy documents are considered at national, regional (London), and local levels (LBR) under their respective headings. This section also summarises the relevant best practice guidance on the preparation of TA's that has been consulted during the preparation of this document.

2.2 NATIONAL PLANNING POLICY

2.2.1 NATIONAL PLANNING POLICY FRAMEWORK (2012)

The National Planning Policy Framework (NPPF) was published in March 2012 and supersedes previous national transport planning policy set out in PPG13: Transport.

Paragraph 14 of the NPPF sets out that there is a presumption in favour of sustainable development:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.”

With regard to determining planning applications, paragraph 14 goes on to state:

“For decision-taking this means:

- *Approving development proposal that accord with the development plan without delay; and*
- *Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole; or*
 - *Specific policies in this framework indicate development should be restricted.”*

On this basis, planning permission for development should be approved unless a) the proposal is not consistent with the development plan policies; b) where any adverse impacts ‘significantly and demonstrably’ outweigh the benefits; or c) the policies within the NPPF indicate that the proposal should be restricted.

The key transport tests at a national level are set out at Paragraph 32 of the National Planning Policy Framework (NPPF), which states:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan. Plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

The NPPF states that a TA should consider the impact of the proposals on the surrounding road networks, identifying transport issues relating to proposed development, and outlining measures to mitigate these impacts where necessary. The process should also identify what measures will be required to improve accessibility and safety for all modes of travel. A Travel Plan (TP) is defined as being a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

2.2.2 NATIONAL PLANNING POLICY FRAMEWORK (JULY 2018)

The Government released an updated version of the NPPF in July 2018. The framework sets out the planning policies for England and how they should be applied. It provides a framework within which locally-prepared plans for housing and developments can be produced. At the heart of the framework is a presumption in favour of sustainable development which should be applied to all plans and decisions. The NPPF is centred on six areas, these are:

- Greater responsibility;
- Maximising the use of land;
- Maintaining protections for the environment;
- Ensuring the right homes are built;
- Ensuring higher quality and design of developments through the introduction of new quality standards; and
- Producing a more transparent planning process.

Similarly to the National Planning Practice Guidance it sets out guidance on TAs and TPs, including when they are required and the scope.

Section 9 of the draft NPPF, entitled “Promoting Sustainable Transport” outlines the transport considerations for plan-making and development proposals.

Paragraph 103 outlines that *“transport issues should be considered from the earliest of stages of plan-making and development proposals”*, in order to ensure that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Following on from this, paragraph 104 outlines that the planning system should *“actively manage patterns of growth”*, in order to support the objectives outlined in paragraph 103. It goes on to say, in paragraph 104, that *“significant developments should be focused in locations which are or can be made sustainable”*. This sustainability, it states, can be achieved through *“limiting the need to travel”* and by *“offering a genuine choice of transport modes”*.

Paragraph 108 outlines the key considerations that should be ensured when assessing sites to be allocated for development in plans or specific development applications. These are:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and sustainable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

If a development is to be prevented or refused on highway grounds, paragraph 109 explains this should only happen if “*residual and cumulative impacts on the road network or road safety would be severe*”.

Following on from Paragraph 109, Paragraph 110 explains that applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Crucially, as outlined in Paragraph 111, “*all developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*”.

2.2.3 NATIONAL PLANNING PRACTICE GUIDANCE

The Government has undertaken a review of the planning guidance that supports the delivery of the NPPF and published updated National Planning Practice Guidance (NPPG), this includes guidance on TP's, TA's and TS.

NPPG provides guidance on:

- When TP's, TA's and TS are required;
- How the scope of the plans and assessment should be defined; and
- What should be included within the documents.

This TA has been prepared in accordance with the NPPG.

2.3 REGIONAL (LONDON WIDE) PLANNING POLICY

2.3.1 THE MAYOR'S TRANSPORT STRATEGY

The adopted Mayor's Transport Strategy, published in March 2018, sets out the challenges and strategic policies and transport proposals to address them in London. The document inherits and develops from the existing principles to make London a better city for all Londoners. The key goals for the strategy for a future London are summarised below:

- Healthy Streets and healthy people;
- New homes and jobs; and
- A good public transport experience.

The strategy aims to have 80% of Londoners' trips made on foot, by bicycle or using public transport. The document also introduces the idea of a seamless, 'whole-journey' experience which will attract people to use public transport instead of cars. Some major infrastructure projects such as the Bakerloo line extension and new pedestrian and cycle crossing between Rotherhithe and Canary Wharf are to form part of the reshaping of London aiming to improve the quality of life for everyone.

2.3.2 LONDON PLAN (ADOPTED MARCH 2016)

The current London Plan, adopted in March 2016, is the Mayor's Spatial Development Strategy for greater London (2011) and further expands upon the criteria set out in the Mayor's Transport Strategy, acting as a statutory planning framework to help guide new developments in London. Focusing on the next two decades, the London Plan indicates that a sustainable development plan must be implemented, primarily based upon expansions to the existing walking, cycling, and public transport networks within London. Effective planning must be adopted to ensure the continued growth and expansion of London, with an integrated planning and transportation link at the forefront of these proposals.

For developments within London, TfL has produced a 'Transport Assessment best practice Guidance document' (2010) to assist in the creation of TAs, which takes account of the new planning powers afforded to the Mayor of London since 2006. The document states that all movements by both people and vehicles should be considered within the TA, with additional consideration placed upon new provisions for sustainable movements. The subsequent travel demand as generated by such developments must also be considered, along with how the newly-generated demand will be both implemented and managed.

The following policies within the London Plan are relevant to our proposed development:

Policy 6.1 'Strategic Approach' states that *'The Mayor will work with all relevant partners to encourage the closer integration of transport and development by encouraging patterns of development that reduce the need to travel, especially by car'*. In addition, those developments that generate high levels of trips will only be supported in locations with high levels of public transport accessibility.

Policy 6.3 'Assessing Effects of Development on Transport Capacity' states that *'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network'*.

Policy 6.3 further states that *'TAs will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and / or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans'*.

Policy 6.9 'Cycling' states that *'developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists'*.

Policy 6.10 'Walking' states that *'development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space'*.

Policy 6.13 'Parking' states that *'the maximum parking standards set out in the Parking Addendum should be applied to planning applications'*.

The car and cycle parking standards pertinent to the proposal are summarised below in **Table 1** and **Table 2**.

The London Plan also states that adequate parking spaces for disabled users should be provided preferably on site with reference to Lifetime Homes Part M and Wheelchair Housing Design Guidance which is further referred to within the Mayor of London's Housing Supplementary Planning Guidance (SPG) 2010. These standards necessitate the need for a 10% provision of accessible bays for the Lifetime home provision.

Table 1: Car Parking Standards in London Plan 2016

Number of Beds	Maximum Car Parking Spaces	Notes
1-2	Less than 1 per unit	All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit Adequate parking spaces for disabled people must be provided preferably on-site. 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future. Any development providing off-street parking should provide at least two bays designated for Blue Badge holders.
3	Up to 1.5 per unit	
4 or more	Up to 2 per unit	

Table 2: Cycle Parking Standards in London Plan 2016

Land-Use	Minimum Long Stay Cycle Parking Standards	Minimum Short Stay Cycle Parking Standards
C2 Care homes/secure accommodation	1 space per 5 staff	1 space per 20 bedrooms
A3 Cafes & Restaurants	From a threshold of 100sqm: 1 space per 175 sqm	From a threshold of 100sqm: 1 space per 40 sqm
B1 Business Office	inner/ central London: 1 space per 90 sqm outer London: 1 space per 150 sqm	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
D2 Other (e.g. cinema, bingo etc.)	1 space per 8 staff	1 space per 30 seats
D2 Sport (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 staff	1 space per 100 sqm

2.3.3 DRAFT NEW LONDON PLAN

The draft New London Plan is the Mayor's new draft Spatial Development Strategy for Greater London. The plan is a new plan and it is not an alteration or update of previous plans and once adopted will replace all previous plans.

Focusing on the next 20-25 years, between 2019 and 2041, the draft plan sets out the new direction for planning in London, shaped around targets to deliver 65,000 new homes a year, to achieve a zero-carbon target by 2050 and ensure 80% of all trips are made by foot, cycle or public transport by 2041. The plan sets out specific tangible policies and planning issues in order to set out concrete plans for action and how and where these plans for major developments and infrastructure will be delivered.

These plans and policies are centered around the concept of ‘Good Growth’, growth that is socially and economically integrated, inclusive and environmentally sustainable, ensuring the plan is focused on sustainable development. Each area of the plan is informed by the six Good Growth policies. These are:

- Policy GC4: Delivering the homes Londoners need
- Policy GC1: Building strong and inclusive communities
- Policy GC2: Making the best use of land
- Policy GC3: Creating a healthy city
- Policy GC5: Growing a good economy
- Policy GC6: Increasing efficiency and resilience

Chapter 10 of the Policy is specifically centred around the good growth of transport. A number of policies within this section are relevant to the proposed development, which are:

Policy T1: Strategic Approach to Transport states that *“development plans and development proposals should support the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041”*. The integration of land use and transport and the provision of a resilient public transport network are essential to realising and maximising the growth and ensuring sustainable and efficient connectivity across the city.

Policy T2: Healthy Streets states that development proposals and plans should *“promote and demonstrate the application of the Mayor’s Healthy Streets Approach”* against the ten Healthy Streets Indicators.

Policy T4: Assessing and Mitigating Transport Impacts states that development proposals and plans should *‘reflect and be integrated with current and planned transport access, capacity and connectivity’* and *‘Transport assessments should be submitted with development proposals to ensure any impacts on the capacity of the transport network at a local, network-wide and strategic levels are fully assessed.’* It also states that *‘It is important that development proposals reduce*

the negative impact of developments on the transport network and potentially reduce the harmful public health impacts’.

Policy T5: Cycling states that development plans and proposals should “*help to remove barriers to cycling and create a healthy environment in which people choose to cycle*”. This will be achieved through development plans and proposals “*securing the provision of appropriate levels of cycle parking which should be fit for purposes, secure and well-located with developments providing cycle parking in accordance with the minimum standards set out in the London Cycling Design Standards*”.

Policy T6: Car Parking states that “*car-free developments should be the starting point for all development proposals in places well connected by public transport systems, with developments elsewhere designed to provide the minimum necessary parking ‘car-lite’ with the necessary infrastructure provided for electric and Ultra-Low Emission vehicles*”. Appropriate disabled persons parking for Blue Badge holder should be provided, with a minimum of 1 space provided. It is imperative that “*new residential developments should not exceed the maximum parking standards*”.

The car and cycle parking standards pertinent to the development proposal are summarised below in **Table 3** and **Table 4**. The site is not in areas of higher cycle parking standards (stated in Figure 10.2 in draft New London Plan).

Table 3: Draft New London Plan Residential Maximum Car Parking Standards

Location	Maximum Parking Provision
Central Activity Areas Inner London Opportunity Areas Metropolitan & Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	Car-free
Inner London PTAL 3	Up to 0.25 spaces per unit
Inner London PTAL 2 Outer London PTAL 2 Outer London Opportunity Areas	Up to 0.5 spaces per unit
Inner London PTAL 0-1 Outer London PTAL 3	Up to 0.75 spaces per unit
Outer London PTAL 2	Up to 1 space per unit
Outer London PTAL 0-1	Up to 1.5 spaces per unit* *Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit

Table 4: Cycle Parking Standard in draft New London Plan

Land-Use	Minimum Long Stay Cycle Parking Standards	Minimum Short Stay Cycle Parking Standards
C2 Care homes/secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms
A3 Cafes & Restaurants	From a threshold of 100sqm: 1 space per 175 sqm	From a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): 1 space per 20 sqm (GEA). Rest of London: 1 space per 40 sqm (GEA)
B1 Business Office	Areas with higher cycle parking standards (see Figure 10.2): 1 space per 75 sqm. Rest of London: 1 space per 150 sqm (GEA)	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
D2 Other (e.g. cinema, bingo etc.)	1 space per 8 FTE staff	1 space per 30 seats
D2 Sport (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)

2.4 LOCAL LEVEL PLANNING POLICY

2.4.1 LONDON BOROUGH OF RICHMOND UPON THAMES LOCAL PLAN (JULY 2018)

This Local Plan looks ahead to 2033 and sets out policies and guidance for the development of the borough over the period. It also identifies where the main developments will take place and how areas within the borough will change or be protected from the change. It has been submitted to the Secretary of State but will not be adopted before the independent examination in Public is completed.

Key Strategic Objectives of this Local Plan are as follow:

- Meeting People's Needs;
- A Sustainable Future; and
- Protecting Local Character.

Policy LP44 emphasises the importance of promoting Sustainable Travel Choices such as public transport, walking and cycling.

Policy LP45 suggests sufficient parking space has to be maintained within the new developments.

Table 5 below is a summary of residential parking standard proposed.

Table 5: Parking Standard in Richmond upon Thames Local Plan 2018

Residential	Maximum Car Parking Standard	Cycle Parking Standard
Standard Residential	PTALs 0-3: 1-2 bedrooms 1 space per unit	As per London Plan
	PTALs 0-3: 3+ bedrooms 2 spaces per unit	
	PTALs 4-6: As per London Plan although local circumstances, CPZ times and on street parking conditions will need to be assessed.	
Retirement Housing	Case by case basis but expected to meet standards for standard residential	As per London Plan
Sheltered Housing	Case by case basis, the future and age of prospective occupants to be taken into account	As per London Plan
Registered Provider	PTALs 0-3: 1-2 bedrooms 1 space per unit	As per London Plan
	PTALs 0-3: 3+ bedrooms 2 spaces per unit	

2.4.2 LONDON BOROUGH OF RICHMOND UPON THAMES DEVELOPMENT MANAGEMENT PLAN (2011)

This Development Management Plan (DMP) includes the detailed policies which will be used when new developments are considered. The DMP is a statutory development plan document and is part of the Local Plan.

Policy DM TP 2 suggests all planning applications for smaller developments should be accompanied by a TS as set out in Department of Transport (DfT) / TfL guidelines.

Policy DM TP 6 ensures new development and schemes should protect, maintain and where appropriate, improve the pedestrian infrastructure.

Policy DM TP 8 lay out the parking standards for both car parking and cycle parking provisions. **Table 6** illustrated the parking standards for standard residential development. These are however assumed to be superseded by those standards now contained within the Richmond upon Thames Local Plan 2017 and summarised in **Table 5**.

Table 6: Residential Car Parking Standard in Development Management Plan (2011)

Number of Beds	Maximum Car Parking Spaces	Minimum Cycle Parking Standard
1-2	1 per unit	1 per unit
3	For 1 unit, 2 spaces; For two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	1 per unit

2.5 SUMMARY

The proposed development is considered to comply with the range of policies at a national, regional and local level summarised in this section. These include policies relating to accessibility, location and land use.

3 EXISTING CONDITIONS

3.1 INTRODUCTION

This chapter provides a review of existing transport conditions within the vicinity of the development site. Specifically, it provides a description of the existing site, a review of the walking, cycling and public transport routes, services and facilities, the highway network and safety on roads close to the site.

3.2 SITE LOCATION AND EXISTING USE

The site is currently vacant, having been a former Thames Water Biothane treatment plant associated with the nearby Stag Brewery.

The site, the location of which is shown on **Figures 1 and 2**, is within the existing KRRD and the administrative boundary of the LBR. It is bound to the east by River Thames, to the southwest corner by Saffron House, to the west by Melliss Avenue and the northwest corner by Terrano House.

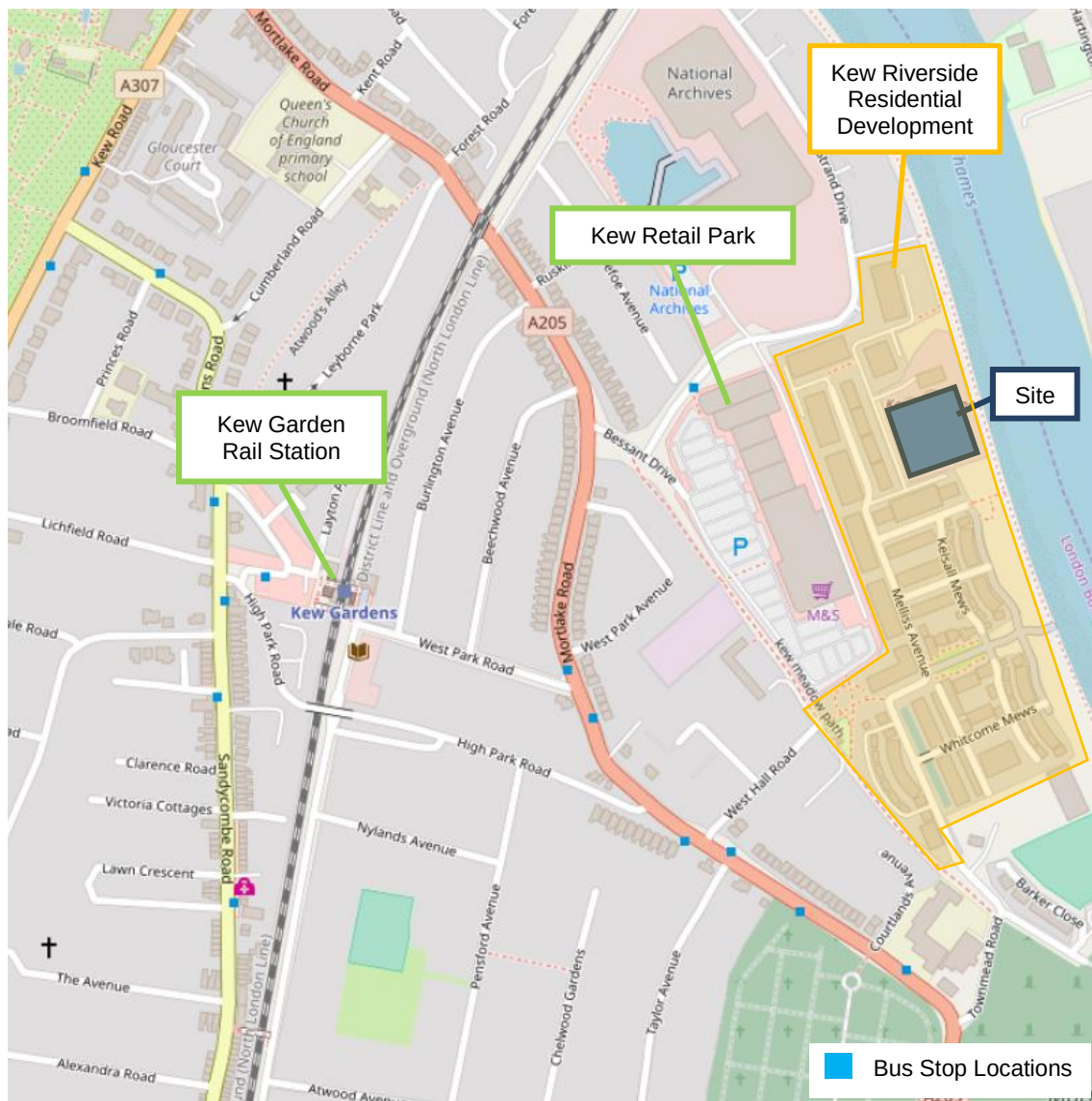


Figure 1: Site Location (Source: OpenStreetMap)

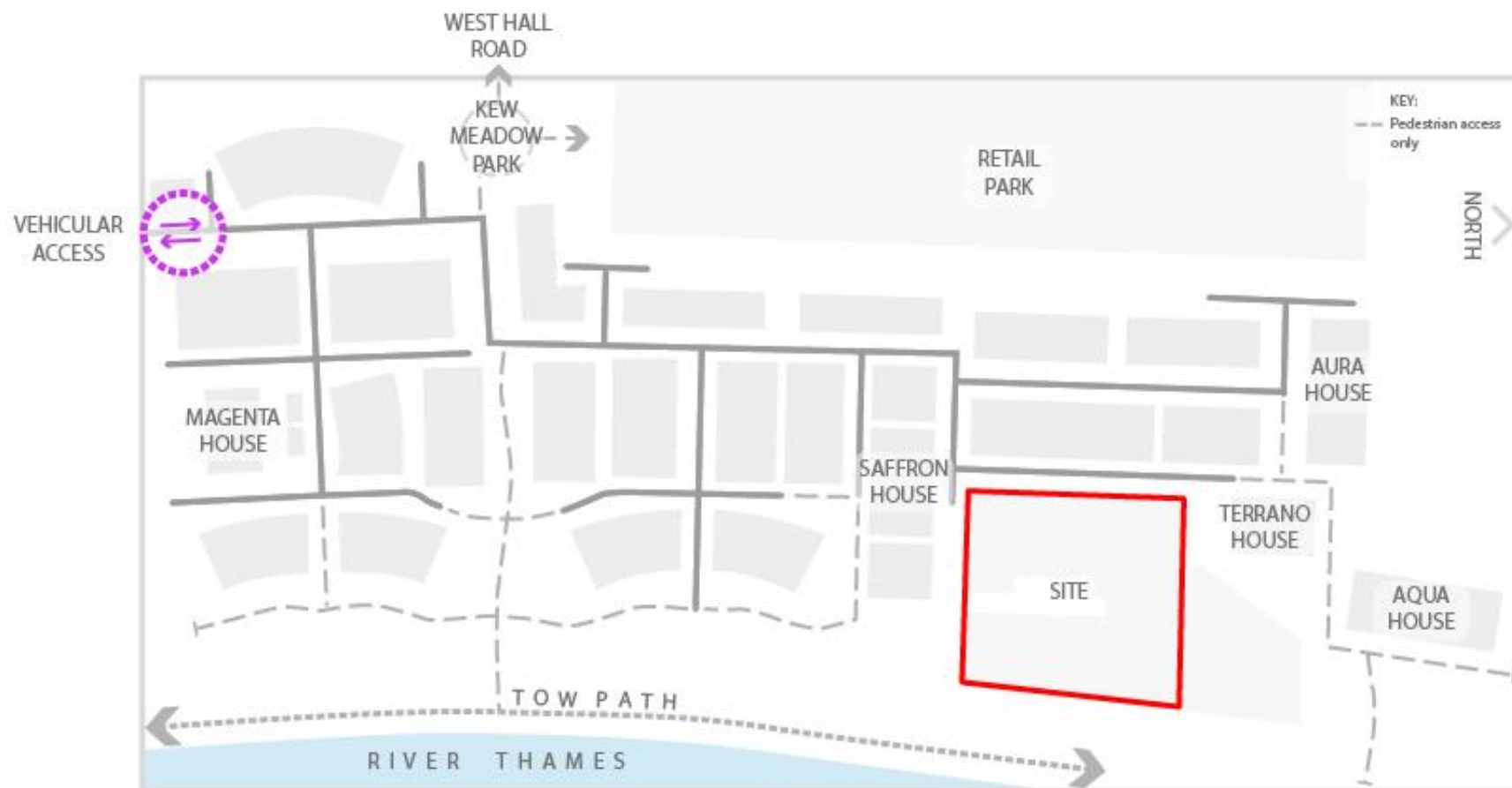


Figure 2: KRRD Internal Layout

3.3 WALKING AND CYCLING

The site is located within the KRRD. As shown on **Figure 2**, this development area can be accessed externally by pedestrians and cyclists via three separate locations, namely: the main gated access located on Melliss Avenue, just north of the priority junction access to LBR's Townmead Road Re-use & Recycling Centre ('Recycling Centre'); a gated access at the end of West Hall Road, which provides access via Kew Meadow Park; and from the towpath of the River Thames via Chiswick and Kew Bridge.

Figure 2 also show the access routes internally within the KRRD area, with a network of internal roads with footways and dedicated footpaths, linking the different development blocks. There are no footways on either side of Melliss Avenue along its section which borders the former Thames Water Biothane treatment plant site, as the site boundary fence is located immediately adjacent to the carriageway kerbside with parking bays for the adjacent residential block on the other side of Melliss Avenue.

In addition to the cycle routes along the river towpath via Kew and Chiswick Bridge, there are cycle lanes provided along both sides of the A205 Mortlake Road, which provides a link to the site via Townsmead Road and Melliss Avenue. National Cycle Route 4 is located 3 km southeast from the site and it is accessed via the on-road cycling route. The proposed Cycle Superhighway 9, which connects Kensington Olympia to Brentford or Hounslow, is currently under consultation and would, if implemented, provide a strategic cycle route link to the site via the river towpath at Kew Bridge.

The shortest walking/cycle route between the site and external access point at the KRRD is approximately 400m, i.e. to the access on West Hall Road. **Table 7** provides a summary of the location and resultant walk and cycle times to a number of local amenities.

Table 7: Local Amenities

Facility	Distance (m)	Walking time (minutes)	Cycling Time (minutes)
Kew Day Nursery & Pre-School	750	9	3
Kew Riverside Primary School	750	9	3
Kew Medical Practice	750	9	3
Kew Retail Park	500	6	2
Kew Garden High Street	1100	14	5
St Winefride Church	1300	16	6

Walking time based on an average speed of 4.8 km/hour

Cycle time based on an average speed of 15 km/hour

3.4 PUBLIC TRANSPORT

3.4.1 PUBLIC TRANSPORT ACCESSIBILITY LEVEL

PTAL is a TfL approved quantitative measure of public transport accessibility with a scoring range between 0 (worst) and 6b (best). The current PTAL has been established with reference to TfL's 'Planning Information Database' included on TfL's website, for which the site achieves a PTAL score of 0.

It should be noted however, the site's PTAL calculation is based on bus and rail services being within 640m and 960m walking distance respectively. As described in the following sections, by using existing dedicated pedestrian routes through the KRRD, the proposed site is within reasonable walking distance of London's Overground, Tube and bus network.

3.4.2 MAINLINE RAIL AND TUBE SERVICES

Kew Gardens Overground and Tube Station is located approximately 1000m (12 minutes walking or 4 minutes cycle trip) west from the site. The station is located at the Travelcard Zones 3 and 4. The District Line on the London Underground and North London Line on the London Overground operate through this station, providing important connections between the site and both inner and outer London. The northbound and southbound platforms are connected through a stepped footbridge, although it does not provide direct step free access. There is an indirect route for step free platform interchange via High Park Road with approximately 600m between platforms. 28 cycle storage spaces are currently installed outside the station.

The closest National Rail Station is Mortlake Station which is located approximately 1600m (20 minutes walk or 7 minutes cycle ride) southeast of the site. South Western Railway operates the station and all trains services. There are seven to eight trains to Waterloo per hour with half being direct via Clapham junction and other indirect trains going through Richmond, Wimbledon, Hounslow and Kingston. The northbound and southbound platforms are connected through a sheltered footbridge, although the station does not provide direct step free platform interchange. There is an indirect route for step free platform interchange via the level crossing on Sheen Lane. 132 sheltered cycle storage spaces are currently installed at Mortlake station.

Other rail stations in the local area include Kew Bridge Station, Chiswick Station and North Sheen Station, which are 1800m, 2100m and 2200m distance away from the site respectively.

3.4.3 BUS SERVICES

The closest bus stops to the site are named as Taylor Avenue (identified as bus stops X and W) and Kew Retail Park (identified as bus stop U). These bus stops are located on Mortlake Road and Bessant Drive respectively within around 550m walking distance of the site. Both Taylor Avenue and Kew Retail Park bus stops, which have facilities such as flagpole information, shelters and information boards, provide access to the bus service R68.

The R68 travels between the Kew Retail Park and Hampton Court, via Richmond every 15 minutes during a weekday. It also provides access to London's wider bus network, with local connections to services 190 and 419 on the Lower Richmond Road.

3.5 EXISTING ACCESS AND HIGHWAYS

The former Biothane Treatment Plant site has a vehicular access at the north of Saffron House via Melliss Avenue. Melliss Avenue is a single two-way carriageway private road (within the KRRD) with a speed limit of 10mph and average width of approximately 5.5m, narrowing to around 4.7m along its section which borders the proposed development site. There is a gated vehicle access to the KRRD, on Melliss Avenue immediately north of the access junction to the nearby recycling centre. The route then connects to the A205 Mortlake Road via Townmead Road. Both Mortlake Road and Townmead Road have speed limits of 30mph and are street lit.

The A205 Mortlake Road forms part of the Transport for London Road Network (TLRN), which is also known as London Red Route and has stopping restriction between 0700 to 1900 from Monday to Saturday. Mortlake Road also provides wider access to other routes on the strategic road network such as the A316 Lower Richmond Road, A307 Kew Road, A4 and M4 Motorway via Chiswick Roundabout.

Through consultation with LBR officers and local residents at the public consultation, it is understood that an existing traffic management issue is occasionally occurring on the local network surrounding the main access to the KRRD site and the Recycling Centre. This issue relates to drivers seeking to enter the recycling centre during peak activity periods, forming traffic queues upstream from the access, restricting and/or delaying vehicle access to the KRRD site. In certain instances, it is understood that some drivers entering the KRRD site have overtaken illegally on the 'wrong' side of the road to avoid the queuing traffic. Whilst no detail investigation has been carried out as part of this assessment as

to the reasons behind this traffic issue, it is reasonable to assume the problem is related to the existing internal traffic management, operations and limited space within the recycling centre to cope with the demand during the peak periods. Thus, vehicle queues are forming outside on Melliss Avenue during peak demand periods as observed in the survey data detailed in Chapter 3.6.

With regard to car parking, all private roads within the KRRD site are subject to restrictions with parking for permit holders only. Furthermore, an existing Controlled Parking Zone (CPZ) 'KA' is located along Mortlake Road and around Kew Garden Station. This CPZ is in operation between 1000 to 0000 from Monday to Friday. These restrictions make it very unlikely that significant parking overspill will occur from the proposed development site.

3.6 TRAFFIC VOLUMES AND SPEEDS

To inform on existing traffic volumes and speeds on roads close to the site, the following traffic surveys were undertaken:

- A manual classified traffic turning count, carried out on Thursday 18th April 2018 during the time periods 0700 to 1000 and 1600 and 1900, at each approach to the A205 Mortlake Road / Townmead Road (Priority) junction and Townmead Road / Melliss Avenue (roundabout) junction.
- The following six Automatic Traffic Count (ATC) sites, which recorded vehicle volumes (categorised by vehicle size) and vehicle speeds every hour over the 7-day period Monday 16th April to Sunday 22nd April 2018.
 - 1) A205 Mortlake Road immediately north of the Mortlake Road / Townmead Road Junction;
 - 2) Townmead Road between Mortlake Road and Melliss Avenue;
 - 3) Melliss Avenue, adjacent to the main KRRD;
 - 4) Melliss Avenue just south of Kelsall Mews; and
 - 5) Melliss Avenue, adjacent to the Former Biothane Treatment Plant site.
- An origin/destination (OD) survey carried out for traffic movements and routes through the Townmead Road / Melliss Avenue roundabout junction and to/from the Recycling Centre, on Thursday 18th April between 1500 to 1600, and on Saturday 21st April 2018 and Sunday 22nd April 2018 between 1000 to 1600 respectively. The days and times for the OD survey were identified through consultation with Officers at LBR and they coincide with the anticipated peak activity times for the recycling centre.

A summary of key findings from the traffic surveys is described below, with a full copy of the survey results included within **Appendix B** of this report.

Based on the surveyed traffic movements on the A205 Mortlake Road, the overall daily two-way traffic levels (including cyclists) in the area are very similar on a typical weekday (19,972) and Saturday (19,695) and lower on a Sunday (17,984). The traffic flow throughout each of these days is also relatively flat, with no significant peak hour period such as the traditional weekday AM and PM peaks. On a weekday, this higher flow period is between 0700 and 2000 with an hourly range of 1,099 to 1,234. For Saturday the higher traffic period lasts from 0900 to 1800 with an hourly flow range of 1,191 to 1,365 and on Sunday from 1100 to 1700 with a range of 1,273 to 1,370. According to the surveys the actual peak hour overall is Sunday between 1200 to 1300, although given the small (i.e. typically less than 5%) variations in traffic flows expected on different survey days, this peak hour period is likely to vary from day to day.

Traffic levels on Melliss Avenue at the main vehicular entrance to the KRRD site are significantly lower with 1,626, 1,670 and 1,401 two-way daily traffic flows on a typical weekday, Saturday and Sunday respectively. In terms of peak hour movements, the southbound movement (exit from KRRD site) is 0800 to 0900 with 88 traffic movements and 1800 to 1900 with 82 traffic movements for the northbound movements (into site). This flow pattern of arrival and departure movements is typical for such a type of residential development.

As expected this level of traffic at the entrance/exit to the overall KRRD site is significant reduced by the time Melliss Avenue reaches the Former Biothane site, with only 200 two-way daily traffic flows on a typical weekday. According to the traffic surveys, the two-way traffic peak hour period on Melliss Avenue opposite the site is only 19 vehicles between 1700 to 1800 on a Saturday.

With regard to large vehicles (2 axle van/lorry type and above) at the KRRD main entrance/exit, no particular peak hour was recorded with a total daily movement of around 50 to 60 vehicles in the weekday and 20 to 30 vehicles on Saturday and Sunday.

For the nearby Recycling Centre, the peak demand occurs over the weekend. On a Saturday the peak hour movement is during the 1500 to 1600 period with 198 vehicles entering and 178 vehicles exiting the centre. On a Sunday the peak time is mid-morning at 1045 to 1145 with around 218 vehicles (in) and 242 vehicles (out).

3.7 HIGHWAY SAFETY

Recorded Personal Injury Accident (PIA) data has been obtained from TfL for the latest 5 years available (up to 30th September 2017). The extent of the highway network most relevant to this application site is the entire KRRD (private roads), Townmead Road, Kew Meadows Path, West Hall Road and the section of the A205 South Circular Road between West Hall Road and Townmead Road. The full PIA report and figure illustrating the accident locations are included **Appendix C** within this report.

Table 8, which summarises the accident analysis, indicates that overall there were 8 recorded accidents within the study area during the 5-year period, resulting in a total of 8 casualties. As highlighted below in further detail, for all these accidents, driver behaviour/error was the main contributory factor.

- One slight collision was recorded on South Circular Road within the study area, where a motor cycle hit the offside of a van while cutting back in after overtaking.
- One serious collision and three slight collisions were recorded at the South Circular Road junction with Townmead Road.
 - The serious collision was caused when a car driver failed to avoid a pedestrian walking onto the carriageway without a crossing;
 - Two slight accidents occurred when a motorcyclist fell when braking suddenly to avoid other vehicles; and
 - One slight accident occurred when a car driver lost control and collided into a lamppost.
- One slight collision was recorded at the South Circular Road junction with Courtlands Avenue, where a car crashed onto its off-side while avoiding a pedestrian crossing the road.
- Two slight collisions were recorded at the South Circular Road junction with Taylor Avenue.
 - A van braked suddenly to allow a pedestrian to cross the road and a van at the back followed too close and hit the rear of the van in front; and
 - A car hit the rear of a motorcycle when the car was performing a U-turn.

Table 8: Summary of 5 year PIA Data

Location	Accident/ Casualties		
	Severity (Slight)	Severity (Serious)	Severity (Fatal)
South Circular Road (between West Hall Road and Townmead Road)	1	0	0
South Circular Road/ Townmead Road Junction	3	1	0
South Circular Road/ Courtlands Avenue Junction	1	0	0
South Circular Road/ Taylor Avenue Junction	2	0	0

The recorded number of accidents/collisions is seen as typical for a road network with such level of traffic flows and conditions as experienced within the study area. Furthermore, the proposed development is unlikely to generate a significant amount of vehicular traffic (highlighted later in this report) and thus will not have an adverse impact on road safety.

3.8 TRAVEL TO WORK DATA

Analysis of 2011 Journey to Work Census data (as shown in **Table 9**) for the Richmond upon Thames 004 Middle Level Super Output Area (in which the site lies wholly within), indicates the existing mode choice of travel for local residents to their employment and staff employed in the local area.

A copy of the relevant census data used in this analysis is included in **Appendix D** of this report.

Table 9: 2011 Journey to Work Census Data (E02000787: Richmond upon Thames 004)

Method of travel	Modal Share (local residents)	Modal Share (local employees)
Underground, metro, light rail or tram	13%	24%
Train	18%	20%
Bus, minibus or coach	12%	8%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	2%
Driving a car or van	38%	29%
Passenger in a car or van	1%	1%
Bicycle	5%	7%
On foot	9%	9%
Other method of travel to work	1%	1%

4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

This chapter of the TA describes the development proposal in detail and includes a review of the car and cycle parking provision as well as the proposed vehicular delivery and servicing strategy.

4.2 DEVELOPMENT PROPOSALS

The proposals include the demolition of existing buildings and structures and redevelopment of the former Kew Biothane site to provide a Specialist Extra Care facility (C2 Use Class) for the elderly with existing health conditions. Comprising, 89 units, with extensive private and communal healthcare, therapy, leisure and social facilities set within a building of ground plus 3 to 5 storeys including set-backs. Provision of car and cycle parking, associated landscaping and publicly accessible amenity spaces including a children's play area.

The minimum age of residents will be 65 years and it is expected the significant majority will be in the range of 75-85 years. The residential unit mix of the site will consist of:

- 11 No. 1 bedroom units
- 78 No. 2 bedroom units

Residents will have full access to all facilities, certain facilities will be open to use by local residents and visitors, for example, the café, hair salon, children's play area and the Metropolitan Open Land which is being re-landscaped. Access to this space will predominantly be via the towpath with alternative access via Melliss Avenue.

Drawing PA2.02 in **Appendix E** shows the proposed ground floor layout for the development.

4.3 HIGHWAYS AND SITE ACCESS

As shown on drawing PA2.02 in **Appendix E**, the site has two vehicular accesses to Melliss Avenue; the loop road at the building's main entrance and the car park entrance in the southern part of the site. Both accesses include a change in surface and gradient, which provides a natural segregation from Melliss Avenue and forms a traffic calming influence.

In terms of proposed changes to Melliss Avenue, a new footway is proposed along the entire frontage of the site with Melliss Avenue.

4.3.1 KRRD SECONDARY ACCESS (FOR CONSTRUCTION TRAFFIC)

There are potential benefits if an alternative access point could be created for construction traffic. Several locations have been reviewed at various positions around the development boundaries, although very few options appear to be practically achievable.

The following aspects have a significant influence on the viability of such an access:

- The legal obligations and ownerships of land, rights of access and usage
- Ground levels
- Existing underground services and infrastructure
- Structural and civil engineering design constraints
- Impact on residents

This is an on-going exercise and will be developed if at all possible in conjunction with existing and adjoining neighbours, landlords and the Local Authority.

Further construction traffic details are included in the Construction Management Plan submitted as part of this planning application.

4.4 NON-PRIVATE CAR TRANSPORT SERVICES

As highlighted in Chapter 3, while the site is within 550m of London's bus network and 1,000m of Kew Gardens Overground and Tube Stations, reduced private car use to and from the development will be further encouraged through the introduction of a dedicated minibus service. This proposed service will connect the site to key transport hubs and areas of interest such as Kew Gardens Overground and Tube stations, Kew Bridge Overground station, Kew and Richmond Town Centres and the nearby Kew Retail Park. The minibus will be available for use by residents, staff and visitors of the development. It is anticipated that the minibus service will be operating between 07:00 and 21:00 seven days a week and the frequency of operation will be subject to review based on feedback from the residents, staff and visitors after the initial occupation.

4.5 PARKING

4.5.1 VEHICLE PARKING

Residents

There are a number of factors highlighted below, which are likely to contribute towards residents on the site having relatively low levels of car ownership.

- R&Y has advised that the average age of residents (those receiving care for long-term illnesses and those who are relatives/partners) will range from 75 to 85. Due to the expected demographic profile of the residents, it is anticipated that their car ownership level will be low in comparison with the overall population in the local area;
- The dedicated minibuss service for the site will provide good and easy access to key local amenities and transport hubs. Such a service will reduce the need for residents to make journeys by private car;
- London residents of this age are able to travel for free on all forms of public transport (after 0930 for National Rail), which should further incentive residents to reduce car ownership; and
- The multi-purpose nature of the site provides a community without the need to travel off site extensively, thus further reducing the need for car ownership.

Taking into account the above factors it is considered robust to assume that the car ownership level for residents will equate to 0.15 cars per residential unit. The proposed number of residential car parking spaces on the site will therefore be 14 spaces (89 units x 0.15).

Out of these 14 spaces, 10 (i.e. 71%) are allocated as disabled spaces. This proportion of disabled spaces, which is significantly higher in comparison to conventional residential developments, reflects the needs of the particular demographic of residents on this site.

Site Staff

Based on the site's 'Operator Statement' prepared by Red & Yellow Care and dated 16th March 2018, there are anticipated to be four working shifts for staff, namely:

- a day shift (0900 to 1700) with 7 staff;
- an AM shift (0700 to 1400) with 12 staff;

- a PM shift (1400 to 2100) with 12 staff; and
- a night shift (2100 to 0700) with 3 staff

Due to the time overlap in shift patterns it is expected that a maximum of around 19 staff will be working on site at any one time.

As previously highlighted in table 9, analysis of 2011 Journey to Work Census data indicates that 29% of people who work in the local area to the site travel by single occupancy car. However, the site will have a dedicated minibus service available to staff, a relatively high level of cycle parking for staff (details described later in this report), and a staff recruitment strategy, which encourages employment from the local community as much as possible, thus reducing the need to travel by car. It is therefore expected the staff car mode share will be lower, with a robust assumption at approximately 25%.

Based on the expected maximum number of staff and their car mode share, 5 parking spaces will be provided for staff on site (19 staff x 25% car mode share). Out of these 5 spaces, 1 is allocated as a disabled parking space.

Site Visitors

Visitors to the site will mainly be visitors for a resident(s). All visitors will be encouraged to make use of more sustainable transport modes such as walking, cycling, public transport or using the dedicated minibus service. However, 7 visitor parking space will be provided on site, with one of these spaces for disabled parking. All visitor parking spaces will require booking in advance to control the vehicular traffic to the site and avoid overflow parking.

Car Drop off / Short term spaces

A further car parking space is to be provided in front of the main entrance of the building to enable a drop off facility or short-term parking for certain types of visitors such as a doctor or nurse.

Minibus Parking

To ensure appropriate storage of the minibus vehicle (albeit it will frequently be in use), a dedicated parking space will be provided on site, within the proposed car parking area at the southern end of the site.

Electric Vehicle (EV) Parking

In accordance with the London Plan, for new developments, 20% of the proposed spaces will be available for electric vehicles with appropriate charging infrastructure, i.e. active spaces, with a further 20% available in the future, i.e. passive spaces.

Car Parking Summary

In conclusion, as shown on drawing PA2.02 in **Appendix E**, the proposals include a total of 26 car parking spaces provided in a dedicated car park at the southern end of the site and 1 drop off/short term space provide close the front of the main building entrance. 12 out of the 27 car parking spaces are disable parking spaces. The number of car parking spaces has been derived from first principles based on anticipated demand for parking in a development of this nature and to take into account the need to deliver a balanced approach, which encourages travel by more sustainable modes of transport rather than the use of a private car.

Swept path analysis as shown on Drawing No. 0203_TR_SK_03-06 (included in **Appendix F** of this report), demonstrates that both cars and minibuses can safely manoeuvre into and out of the car park and within the car parking area.

Drawing 0203_TR_SK_02, included in **Appendix F**, illustrates that an ambulance is able to safely stop outside the site's main front entrance for an emergency, even with the short-term parking space being occupied.

4.5.2 CYCLE PARKING

Long Stay Cycle Parking

Due to the demographic profile of the residents, it is very unlikely they will be using bicycle as a mode of transport. Furthermore, based on the analysis of census data, only 1 long stay cycle parking space for staff is required to satisfy demand (19 staff x 5% bicycle mode share) based on current mode choices in the local area.

However, in recognition of the need to provide an effective and sustainable transport strategy for the site (i.e. discourage private car use), we are proposing to provide 8 long stay cycle parking spaces. It should be noted that the London Plan cycle parking standards require a minimum of 1 long stay cycle parking space per 5 full time staff (as highlighted in Chapter 2 of this report). The proposed long stay cycle parking provision on the site is therefore significantly greater than required from emerging standards in London.

As shown on drawing PA2.02, these cycle parking spaces are located in a sheltered and secure location, within a dedicated area within the proposed site building, adjacent to the proposed southern car park.

Short Stay Cycle Parking

There are two separate groups of people requiring short stay cycle parking, i.e. visitors for the residents and guests from the local community, that may use the proposed café, children's play area, wellness & beauty centre, activity room and care outreach services. It is anticipated (and encouraged) that such visitors and guests will use sustainable modes of transport such as walking and cycling due to their geographical proximity to the site. Therefore, the development proposals include a total of 18 short-term cycle parking spaces. This provision is above the minimum requirement of 1 space per 20 bedrooms included in the London Plan cycle parking standards.

Cycle Parking Summary

The site proposals will include 8 secure and sheltered long stay cycle parking spaces within the building and 18 short stay cycle parking spaces outside the building.

4.5.3 MOBILITY SCOOTERS

As shown on drawing PA2.02, the proposals include provision for covered and secure mobility scooter parking in a dedicated room at the southern end of the main building, adjacent to the proposed car park.

4.6 SITE SERVICING, DELIVERY AND REFUSE COLLECTION STRATEGY

The anticipated number of scheduled servicing and delivery vehicles travelling to and from the site will be included within the site's Delivery and Servicing Plan (DSP), to be prepared in conjunction with the future site operators.

However, given the nature of the site, it is expected that such demand will be relatively low and that vehicle types will be restricted to smaller 'transit' or 7.5T box van type vehicles rather than larger HGVs to ensure noise and disruption to existing residents on the estate is minimised.

For these vehicles, a loading zone area (as shown on drawing PA2.02) is proposed within the north west corner of site. Following arrival of the vehicle, the

site security gates will be opened by a member of the site's operations team. The vehicle will then proceed to reverse into the loading zone area from Melliss Avenue to load/unload and then turn left in forward gear to leave the site.

Drawing No. 0203_TR-SK_01, included in **Appendix F**, illustrates through swept path analysis, that a 7.5T box van can safely undertake the proposed manoeuvre and exit the loading area in forward gear.

It is expected that the vast majority of servicing and delivery vehicles will use the loading area. However, in a minority of cases when non-scheduled larger HGVs are not able to access the loading area due to the size of the vehicle or the loading area being occupied, such vehicles will load/unload at kerb side adjacent to the site's loading zone.

For the very small number of non-scheduled servicing and delivery vehicles not able to use the loading area, it is expected they will utilise the existing Thames Water plant entrance junction located immediately northwest of the site to turn around and leave via Melliss Avenue in forward gear. In the very rare occasions when due to size, vehicles are unable to turnaround, the vehicle will reverse back along Melliss Avenue and use the site's car park entrance to turn around and exit in forward gear, all under strict control such as via a banksman guiding the vehicle.

The strategy to be adopted for the refuse collection will be described in the site's waste management strategy, which will be prepared in conjunction with the site operators and the KRRD site management team. It is anticipated that private refuse vehicles will be utilised, and the precise size of the refuse vehicles will be determined in the site's waste management strategy. It has been demonstrated that a refuse vehicle similar in size to a 7.5T box van will be able to service the site in drawing No. 0203_TR-SK_01, included in **Appendix F**.

5 TRIP GENERATION

5.1 INTRODUCTION

This chapter of the report assesses the proposed development's likely multi-modal trip generation and describes the likely impact of the proposal on the surrounding transport network.

5.2 TRIP RATES AND TRIP GENERATION

There are no site surveys within the database that are directly comparable to the proposed site, i.e. Specialist Extra Care units which specialise in dementia care for the elderly, with the closest comparable development type available being care homes and sheltered homes. In reality the nature of a Specialist Extra Care development, such as number of staff and types of residents, lies somewhere between care homes and sheltered homes. Therefore, the average trip rates derived from these two categories has been used for this Specialist Extra Care development. **Table 10** provides the traditional weekday AM and PM network peak hour and the development specific peak hour person trip rates extracted from TRICS. The full TRICS reports can be found in **Appendix G** included in this report.

Table 10 Forecast Person Trip Rates

Time Period	Care Homes (Person Trip Rates per Resident)			Sheltered Homes (Person Trip Rates per Dwelling)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak 0800 – 0900	0.141	0.147	0.288	0.109	0.132	0.241
Development Peak 1000 – 1100	0.172	0.178	0.350	0.225	0.178	0.403
PM Peak 1700 – 1800	0.061	0.110	0.171	0.155	0.140	0.295

Table 11 provides the forecast person trip generation for the traditional weekday AM and PM peak hours together with the development's expected peak hour period for a care home and sheltered home.

It should be noted that as the care homes person trip rates are expressed per resident, for the purpose of this trip generation analysis, it has been assumed there will be a total of 134 residents on the development based on the units being 50% single occupancy and 50% double occupancy.

Table 11 Forecast Person Trip Generation (Care Home and Sheltered Home)

Time Period	Care Home (Person Trips based on 134 residents)			Sheltered Home (Person Trips based on 89 dwellings)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak 0800 – 0900	19	20	39	10	12	22
Development Peak 1000 – 1100	24	22	46	29	31	60
PM Peak 1700 – 1800	8	15	23	14	12	26

Table 12 provides the forecast vehicular trip generation for the traditional weekday AM and PM peak hours together with the development's expected peak hour period for the proposed Specialist Extra Care development (i.e. average of care home and sheltered home). **Table 12** indicates that the overall trips to the site are expected to be relatively low.

Table 12 Forecast Person Trip Generation (Proposed Development)

Time Period	Specialist Extra Care Development		
	Arrival	Departure	Two-Way
AM Peak 0800 – 0900	14	16	30
Development Peak 1000 – 1100	26	27	53
PM Peak 1700 – 1800	11	14	25

Table 9 in Chapter 3 shows that based on analysis of 2011 journey to work census data, 38% of local residents commute to work by driving a car or van, while 29% of commuting journeys made by people who work in the local area do so by driving a car or van.

However, due to the anticipated significantly lower car ownership level for residents on site, particularly those suffering with severe dementia, in comparison to the local population, together with the availability of a dedicated minibus service, it is expected that car use for these site residents will be considerably lower than the 38% mode share to around 15%. Also, with the minibus service available to staff, it is also expected that the car mode share for staff will be significantly below the 29% level.

Taking into account the lower anticipated car mode share and the need to provide an assumption to ensure robust vehicular trip generation for the development and

subsequent highway impact assessment, it has been assumed that the overall car mode share to and from the site, for all site users (residents, staff and visitors) will be 29%.

Table 13 shows the forecast of vehicular trip generation for the proposed Specialist Extra Care development, based on an average of trips forecast for a care home and sheltered home. It should also be noted that servicing and delivery vehicle movements are included in these trip figures as they have been forecasted from rates derived from the TRICS survey database, which should include such movement types.

Table 13 Forecast Vehicular Trip Generation (Proposed Development)

Time Period	Specialist Extra Care Development		
	Arrival	Departure	Two-Way
AM Peak 0800 – 0900	4	5	9
Development Peak 1000 – 1100	8	8	16
PM Peak 1700 – 1800	3	4	7

5.2.1 TRIP GENERATION BENCHMARKING

To ensure the above method of using TRICS to forecast the site's vehicular trip generation is robust, a benchmarking exercise has been carried out using information specific to the site, based on the following:

- There are 14 proposed parking spaces for residents on site. It is believed that it is reasonably robust to assume that a vehicle in each space will be used an average of once per day, i.e. 28 two-way daily trips. In reality, some vehicles will be used more than once per day, although also some will not be used at all. Based on the profile of trip movements, derived from TRICS, it has been assumed that these trips will be relatively constant throughout the day, i.e. 2 to 3 vehicle movements for each hour period.
- Staff on the site are expected to work a shift pattern as highlighted in section 4.5.1. If it assumed staff will arrive on site sometime in the preceding hour before starting their shift and leave during the hour period following the end of their shift, the highest trips arriving at the site will be 12 staff trips in the 0600 to 0700 and 1300 to 1400 periods, and 12 trips departing during the 1400 to 1500 period. Assuming the car mode share for these trips is to be around 29% (as previously forecast), the level of these car trips during these periods is likely to be around 3 vehicle trips,

although trips are expected to be lower than this during the traditional AM, PM and development peak periods, as the proposed staff shifts do not correspond with these time periods. Based on the anticipated staff shift patterns and car mode shares, 2 vehicles are predicted to arrive on the site during the 0800 to 0900 and depart during the 1700 to 1800 periods respectively. While no staff vehicles are expected to arrive or depart during the 1000 to 1100 period.

- A total of 7 car parking spaces have been allocated to visitors. It is believed robust to assume that during peak activities all 7 spaces will be occupied and that 5 of these vehicles would have arrived and departed during the same hour period, i.e. a maximum of 10 two-way trips in an hour period.
- The frequency and timing of planned delivery and service vehicles will be forecast as part of the DSP. However, it is anticipated that the arrival times of these vehicles will be planned and controlled by the site operator and be outside the main peak traffic period. For unscheduled deliveries (for example online purchases such as Amazon) it is expected that these will occur at ad-hoc times of the day and, given the proposed demographic of the site residents, will have less activities compared to the wider population.

Based on the above analysis of vehicle movements associated with residents, staff, guests, servicing and deliveries it is identified that a total two-way movement of 16 vehicles, derived from TRICS is a robust forecast.

5.3 TRANSPORT NETWORK IMPACTS

In this context the vehicle trip generation outlined in table 13 indicates that the development is likely to only generate 9 additional two-way car trips during the morning, 7 trips during the evening peak hours and 16 trips during the development peak hours. This equates to one additional vehicle every 7 minutes during the morning, 9 minutes in the evening peak hours and 4 minutes in the development peak, a negligible increase in the context of the area.

In the context of these additional trips, it is anticipated that the development will therefore have a negligible impact on the local highway network. In addition, it is also expected that the proposal will generate a nominal increase in non-vehicular trips and therefore have a negligible impact on the wider transport network as a whole.

6 SUMMARY & CONCLUSION

6.1 SUMMARY

Tyréns UK in association with AKT II has been appointed by Melliss Ave Devco Limited (the ‘applicant’) as transport consultants to conduct a transport assessment for their development plans of the former Thames Water Biothane Plant on Melliss Avenue, Kew in London.

The development proposals include the demolition of existing buildings and structures and redevelopment of the former Kew Biothane site to provide a Specialist Extra Care facility (C2 Use Class) for the elderly with existing health conditions. Comprising, 89 units (11 x 1 bedroom and 78 x 2 bedroom), with extensive private and communal healthcare, therapy, leisure and social facilities set within a building of ground plus 3 to 5 storeys including set backs. Provision of car and cycle parking, associated landscaping and publicly accessible amenity spaces including a children’s play area.

The planning policy context applying to the development proposal has been outlined in this report. Having reviewed the relevant transport policies, **it is considered the development proposals conform to national, regional London wide policies and aligns with the LBR’s current policy direction.**

A detailed review of the existing transport conditions in the vicinity of the site has been presented in this report. This review identifies that the development site has a PTAL score of 0, although London’s bus, Overground and Tube networks are a relatively short walking distance away via the bus service R68 (550m) and Kew Bridge Station (1km). **A review of personal injury accident data on the highway network does not point to any significant highway safety concerns which would be exacerbated by the development proposals.**

Vehicular access to the site will be provided via two direct accesses on Melliss Avenue, a loop road layout arrangement in front of the main building entrance and an access into/out of the proposed car park on the southern end of the site. Options for a potential secondary access to and from the wider KRRD site are being reviewed

Chapter 5 of this report provides a detailed breakdown of the forecast trip generation of the proposal based upon trip rates derived for similar development sites held within the TRICS database and trip mode share based on local 2011 census data. A benchmark exercise was also carried out to ensure the forecasted car trips aligned with the likely, residents, visitors and staff activities

at the site, the conclusions of which identified that the forecast car trips used for the highway impact assessment are robust.

The trip generation forecasts indicate the development proposals would result in only a marginal increase in person trips on various modes across the transport network. In particular, the anticipated vehicle trip generation is expected to be nominal with only one additional vehicle movement generated by the site every 7, 9 and 4 minutes in the weekday morning, evening and development peak hours respectively. **It is deemed that such an increase will not have a detrimental impact on the highway network.** Further analysis of the surrounding highway network was therefore not considered necessary.

6.2 KEY CONCLUSION

This report demonstrates that the site and development proposals, by virtue of its location and availability of a variety of modes of transport, is accessible, sustainable and in accordance with national, regional and local policy.

The overall conclusions from this TA are that the proposed development will have no material impact on the local highway network. On this basis there are no highways or transport grounds on which this application should be refused planning permission.

APPENDICES

APPENDIX A SCOPING NOTE

TECHNICAL NOTE

Project Name	Red & Yellow extra care development at former Kew Biothane Plant, Melliss Avenue	Project No.	0203/TN04
Subject	Transport Scoping Note	Date	22 June 2018

Introduction

AKTII/Tyréns UK have been appointed by Red & Yellow Care (R&Y) as transport consultants to support them prepare a full planning application for the redevelopment of the former Thames Water Biothane Plant on Melliss Avenue, Kew in London.

This Scoping Note (SN) has been prepared to present to the London Borough of Richmond upon Thames (LBR) and Transport for London (TfL) our proposed approach to the preparation of our Transport Assessment (TA) and Travel Plan (TP), which will accompany the planning application.

Site Location and Development Proposals

The site location is shown on Figure 1. The development is within the administrative boundary of the LBR, positioned between Melliss Avenue and River Thames. Melliss Avenue is a two-lane single carriageway road which is privately owned as its located within the existing Kew Riverside Development. It joins the public highway network at the junction with Townmead Road, south of the Kew Riverside Development's main entrance. Townmead Road provides a connection to the TfL strategic road network at the priority junction with the A205 Mortlake Road.

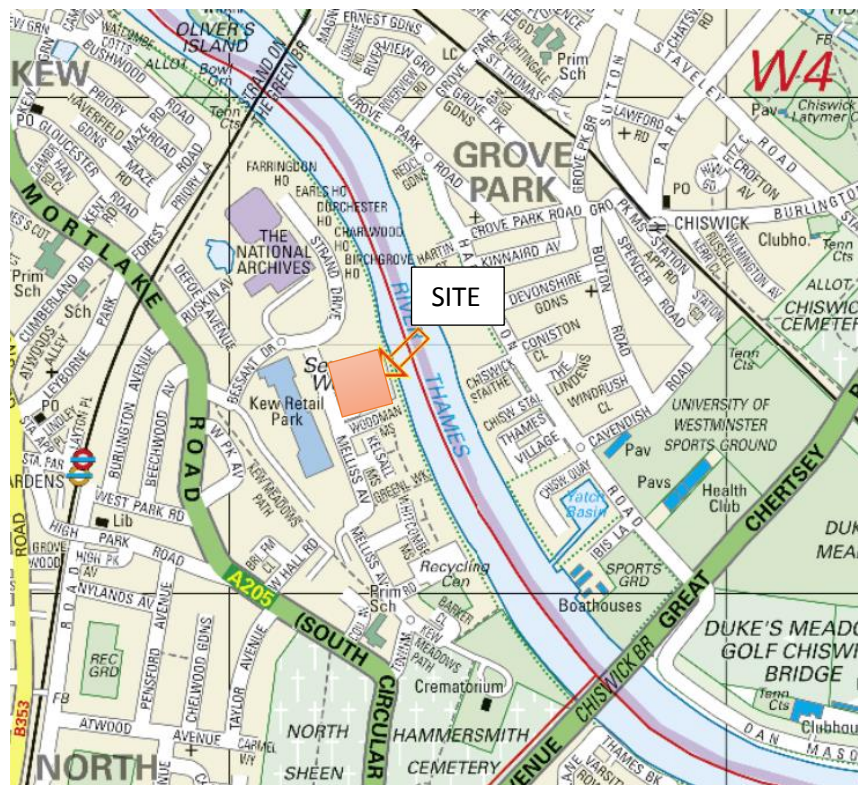


Figure 1 Site Location (Source: Streetmap.co.uk)

The proposed 4-6 storey extra care development will provide a range of medical, health, and leisure facilities and care services depending upon their specific needs and conditions. The minimum age of residents will be 65 years and it is expected the majority will be in the range of 75-85 years. The development will provide 96 self-contained Extra Care units, reflecting the following unit mix:

- 9 No 1 bedroom units
- 87 No 2 bedroom units

Residents will have full access to all facilities, certain facilities will be open to use by local residents and visitors, for example, the café, hair salon, children's play area and the Metropolitan Open Land which is being re landscaped. Access to this space will predominantly be via the towpath with alternative access via Melliss Avenue.

Non-Private Car Transport Services

With regards to travel to and from the site, opportunities to use public transport are provided via a bus route service (R68) which operates along the A205 South Circular Road and adjacent to the nearby Kew Retail Park every 15 minutes and London Underground Services via the Kew Gardens Tube Station (District Line), which is approximately 1km walking distance from the site. However, despite these services, the Public Transport Accessibility Level (PTAL) as measure by TfL's website is ranked as 0, i.e. very low.

Therefore, in acknowledgement of the limited public transport services to the site, it is proposed to provide a dedicated minibus service. The proposed service will connect the site to key transport hubs and areas of interest such Kew Gardens Tube station, Kew Bridge Overground station, Kew and Richmond Town Centres and the nearby Kew Retail Park. The minibus will be available for used by residents, staff and visitors of the development.

Vehicle Parking

Residents

There are a number of factors highlighted below, which are likely to contribute towards residents on the site having relatively low levels of car ownership.

- R&Y has advised that the average age of residents (those receiving care and those who are relatives/partners) will range from 75 to 85. Due to the expected demographic profile of the residents, it is anticipated that their car ownership level will be very low in comparison with the overall population in the local area;
- The dedicated minibus service for the site will provide good and easy access to key local amenities and transport hubs. Such a service will reduce the need for residents to make journeys by private car;
- London residents of this age are able to travel for free on all forms of public transport (after 9:30am for National Rail), which should further incentive residents to reduce car ownership; and
- The multi-purpose nature of the site provides a community without the need to travel off site extensively, thus further reducing the need for car ownership.

Taking into account the above factors it is considered robust to assume that the car ownership level for residents will equate to 0.15 cars per residential unit. The proposed number of residential car parking spaces on the site will therefore be 15 spaces (96 units x 0.15).

Out of these 15 spaces, 10 are allocated as disabled spaces, i.e. 67% are disabled spaces. This proportion of disabled spaces, which is significantly higher in comparison to conventional residential developments, reflects the needs of the particular demographic of residents on this site.

Site Staff

Based on the site's 'Operator Statement' prepared by R&Y and dated 16th March 2018, there are anticipated to be four working shifts for staff, namely:

- a day shift (9am to 5pm) with 7 staff;
- an AM shift (7am to 2pm) with 12 staff;
- a PM shift (2pm to 9pm) with 12 staff; and
- a night shift 9pm to 7am) with 3 staff

Due to the time overlap in shift patterns it is expected that a maximum of around 19 staff will be working on site at any one time.

Analysis of 2011 Journey to Work Census data (as shown in table 1) indicates that 38% of people who work in the local area to the site travel by single occupancy car. However, the site will have a dedicated minibuss service available to staff, a relatively high level of cycle parking for staff (details described later in this note), and a staff recruitment strategy, which encourages employment from the local community as much as possible, thus reducing the need to travel by car. It is therefore expected the staff car mode share will be lower at around 25%.

Based on the expected maximum number of staff and their car mode share, 5 parking spaces will be provided for staff on site (19 staff x 25% car mode share). Out of these 5 spaces, 1 is allocated as a disabled parking space.

Table 1: 2011 Journey to Work Census Data (E02000787: Richmond upon Thames 004)

Method of travel to work (Workplace Population)	Modal Share
Underground, metro, light rail or tram	13%
Train	18%
Bus, minibus or coach	12%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	38%
Passenger in a car or van	1%
Bicycle	5%
On foot	9%
Other method of travel to work	1%

Site Visitors (Visitors for residents & Local Community Guests)

Visitors to the site will mainly be either visitors for a resident(s) or a local community guest, visiting one of a number of facilities on site proposed to be available to non-residents.

In terms of visitor parking, all visitors will be encouraged to make use of more sustainable transport modes such as walking, cycling, public transport or using the dedicated minibuss service. However, 6 visitor parking space will be provided on site, with one of these spaces for disabled parking.

Car Drop off / Short term spaces

A further car parking space is to be provided in front of the main entrance of the building to enable a drop off facility or short-term parking for certain types of visitors such as a doctor or nurse.

Minibus Parking

To ensure appropriate storage of the minibus vehicle, a dedicated parking space will be provided on site, within the proposed car parking area at the southern end of the site.

Electric Vehicle (EV) Parking

In accordance with the London Plan, for new developments, 10% of the proposed spaces will be available for electric vehicles with appropriate charging infrastructure, i.e. active spaces, with a further 10% available in the future, i.e. passive spaces.

Car Parking Summary

In conclusion, a total of 26 car parking spaces and 1 drop off/short term spaces will be provided on site. 12 out of the 27 car parking spaces are disabled parking spaces. The number of car parking spaces has been derived from first principles based on anticipated demand for parking and to take into account the need to deliver a balanced approach, which encourages travel by more sustainable mode of transport rather than the private car.

The TA will demonstrate through swept path tracking analysis that vehicle (both car and minibus) can safely manoeuvre within the car parking area and travel into and out of car park in forward gear.

Cycle Parking

Long Stay Cycle Parking

Due to the demographic profile of the residents, it is very unlikely they will be using bicycle as a mode of transport. Furthermore, based on the census data in table 1, only 1 long stay cycle parking space for staff is required to satisfy demand (19 staff x 5% bicycle mode share) based on current mode choices in the local area.

However, in recognition of the need to provide an effective and sustainable transport strategy for the site (i.e. discourage private car use), we are proposing to provide 8 long stay cycle parking spaces. It should be noted that the Draft London Plan cycle parking standards for C2 land use require a minimum of 1 long stay cycle parking space per 5 full time staff. We are therefore providing a significantly greater level of cycle parking than required from emerging standards in London.

Short Stay Cycle Parking

There are two separate groups of people requiring short stay cycle parking, i.e. visitors for the residents and guests from the local community.

We have referenced to the Draft London Plan cycle parking standard for C2 land use, 10 visitor spaces will be provided for 183 bedrooms based on the minimum requirement of 1 space per 20 bedrooms in the draft London Plan.

It is anticipated (and encouraged) that local community guests will use sustainable modes of transport such as walking and cycling due to their geographical proximity to the site. Therefore, adequate short stay cycle parking provision will be provided. A total of 8 short stay cycle parking spaces will be provided for the café, children's play area, wellness & beauty centre, movie/activity room and care outreach services.

Cycle Parking Summary

The site proposals will include 8 secure and sheltered long stay cycle parking spaces within the building and 18 short stay cycle parking spaces outside the building.

Site Servicing and Delivery Strategy

The TA will provide details of the anticipated number and type of scheduled servicing and delivery vehicles travelling to and from the site. It should be noted that given the nature of the site, it is expected that such demand will be relatively low and that vehicle types will be restricted to smaller 'transit' or 7.5T box van type vehicles rather than larger HGVs to ensure noise and disruption to existing residents on the estate is minimised.

For these vehicles, a loading zone area is proposed within the north west corner of site. Following arrival of the vehicle, the site security gates will be opened by a member of the site's operations team. The vehicle will then proceed to reverse into the loading zone area from Melliss Avenue to load/unload and then turn left in forward gear to leave the site.

It is expected that the vast majority of servicing and delivery vehicles will use to the loading area. However, in a minority of cases when non-scheduled larger HGVs are not able to access the loading area due to the size of the vehicle or the loading area being occupied, such vehicles will load/unload at kerb side adjacent to the site's loading zone. The current carriageway width for Melliss Avenue is approximately 4.7m, so the local widening of Melliss Avenue is proposed to enable two large vehicles to safely pass each other if required.

For the very small number of non-scheduled servicing and delivery vehicles not able to use the loading area, it is expected they will utilise the Thames Water plant entrance junction located northwest of the site to turn around and leave via Melliss Avenue in forward gear. In the very rare occasions when due to size, vehicles are unable to turnaround, the vehicle will reverse back along Melliss Avenue and use the site's car park entrance to turn around and exit in forward gear, all under strict control such as via a banksman guiding the vehicle.

Forecast Trip Generation

Forecast Trip rates associated with the proposed development have been derived from the industry standard TRICS database. It should be noted that there is no land-use category in TRICS directly comparable to our site, with the conventional care homes and sheltered homes the closest representatives of the development within the database. The nature of the extra care development, such as number of staff and types of residents, lies between care homes and sheltered homes. Therefore, the average of the trip rates derived from these two categories has been used for this extra care development. **Table 2** provides the weekday person trip rates by hour extracted from TRICS. The full TRICS reports will be included as an appendix within the TA.

Table 2 Forecast Person Trip Rates

Time	Care Homes Person Trip Rates per Resident			Sheltered Homes Person Trip Rates per Dwelling		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
07:00-08:00	0.117	0.123	0.240	0.101	0.109	0.210
08:00-09:00	0.141	0.147	0.288	0.109	0.132	0.241
09:00-10:00	0.166	0.074	0.240	0.186	0.318	0.504
10:00-11:00	0.178	0.166	0.344	0.326	0.349	0.675
11:00-12:00	0.172	0.178	0.350	0.225	0.178	0.403
12:00-13:00	0.117	0.123	0.240	0.225	0.147	0.372
13:00-14:00	0.184	0.08	0.264	0.24	0.349	0.589
14:00-15:00	0.129	0.166	0.295	0.209	0.101	0.310
15:00-16:00	0.086	0.166	0.252	0.217	0.186	0.403
16:00-17:00	0.123	0.166	0.289	0.202	0.186	0.388
17:00-18:00	0.061	0.11	0.171	0.155	0.14	0.295
18:00-19:00	0.123	0.147	0.270	0.147	0.155	0.302

As the care homes person trip rates are expressed per resident, for the purpose of our trip generation analysis we have assumed there will be a total of 144 residents on the development based on the units being 50% single occupancy and 50% double occupancy (48 units x 1 person and 48 units x 2 people). Table 3 presents the forecast total person trips for the development.

Table 3 Forecast Person Trips

	Care Homes Person Trips for 144 residents			Sheltered Homes Person Trips for 96 dwellings		
Time	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
07:00-08:00	17	18	35	10	10	20
08:00-09:00	20	21	41	10	13	23
09:00-10:00	24	11	35	18	31	48
10:00-11:00	26	24	50	31	34	65
11:00-12:00	25	26	50	22	17	39
12:00-13:00	17	18	35	22	14	36
13:00-14:00	26	12	38	23	34	57
14:00-15:00	19	24	42	20	10	30
15:00-16:00	12	24	36	21	18	39
16:00-17:00	18	24	42	19	18	37
17:00-18:00	9	16	25	15	13	28
18:00-19:00	18	21	39	14	15	29

To forecast the vehicular trip generation the vehicle mode share for the proposed development has been derived by using 2011 census travel to work data. As described earlier in this note, the census data indicates a car mode share of 38% for people traveling to a work destination in the local area. Given the proposed minibuss and cycle parking provision it is anticipated that this car mode share will be reduced to 25% and this mode share level has been used to forecast vehicle trips to and from the site. It should be noted that using this percentage is considered robust as the car mode share for residents is likely to be significantly lower than 25%.

Tables 4 and 5 present the site's forecast vehicular trip generation by hour for the weekday. This analysis concludes that the proposed development site will generate only 8 and 7 two-way vehicle trips in the morning and evening peaks respectively. The forecast development traffic specific peak period is 10:00-11:00 and 14 two-way trips will be generated in this period.

Table 4 Vehicular Trip Generation for Care Home and Sheltered Home categories

	Care Homes Vehicular Trips for 144 residents			Sheltered Homes Vehicular Trips for 96 dwellings		
Time	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
07:00-08:00	4	4	9	2	3	5
08:00-09:00	5	5	10	3	3	6
09:00-10:00	6	3	9	4	8	12
10:00-11:00	6	6	12	8	8	16
11:00-12:00	6	6	13	5	4	10
12:00-13:00	4	4	9	5	4	9
13:00-14:00	7	3	10	6	8	14
14:00-15:00	5	6	11	5	2	7
15:00-16:00	3	6	9	5	4	10
16:00-17:00	4	6	10	5	4	9
17:00-18:00	2	4	6	4	3	7

18:00-19:00	4	5	10	4	4	7
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Table 5 Average Vehicular Trip Generation for Kew Site

	Proposed development Average Vehicular		
Time	Arrival	Departure	Two-Way
07:00-08:00	3	4	7
08:00-09:00	4	4	8
09:00-10:00	5	5	10
10:00-11:00	7	7	14
11:00-12:00	6	5	11
12:00-13:00	5	4	9
13:00-14:00	6	6	12
14:00-15:00	5	4	9
15:00-16:00	4	5	9
16:00-17:00	5	5	10
17:00-18:00	3	4	7
18:00-19:00	4	5	8

Scope of Transport Assessment

Based upon this vehicular trip generation analysis the following scope of transport work is proposed.

The TA will be produced in accordance with the TfL's 'Transport Assessment Best practice' and Ministry of Housing, Communities and Ministry of Housing, Communities & Local Government's 'National Planning Practice Guidance'. It will include the following elements:

- A review of national, regional and local transport policy relevant to the development proposals;
- A review of the existing baseline transport conditions in the vicinity of the site, including accessibility by all modes of transport (walking, cycling, public transport and vehicular access), and a review of highway safety utilising the most recently available three years of accident data for the study area;
- A description of the proposed development including the access, car and cycle parking and servicing arrangements;
- Swept path analysis will be undertaken of the proposed access arrangements and servicing facilities to demonstrate the practicality of the design;
- An all mode trip generation for the proposed development.
- A distribution of traffic associated with the proposed development based upon census travel to work origin-destination information.
- Given the traffic generation for the development is anticipated to be very low, no traffic modelling will be carried out as part of the overall assessment.
- A qualitative assessment of the transport impacts of the proposed development.
- A summary of the preceding sections of the TA, including the conclusions of the assessment.

Scope of Travel Plan

The TP will be produced in accordance with the Department for Communities and Local Government's 'National Planning Practice Guidance'. The TP will include the following elements:

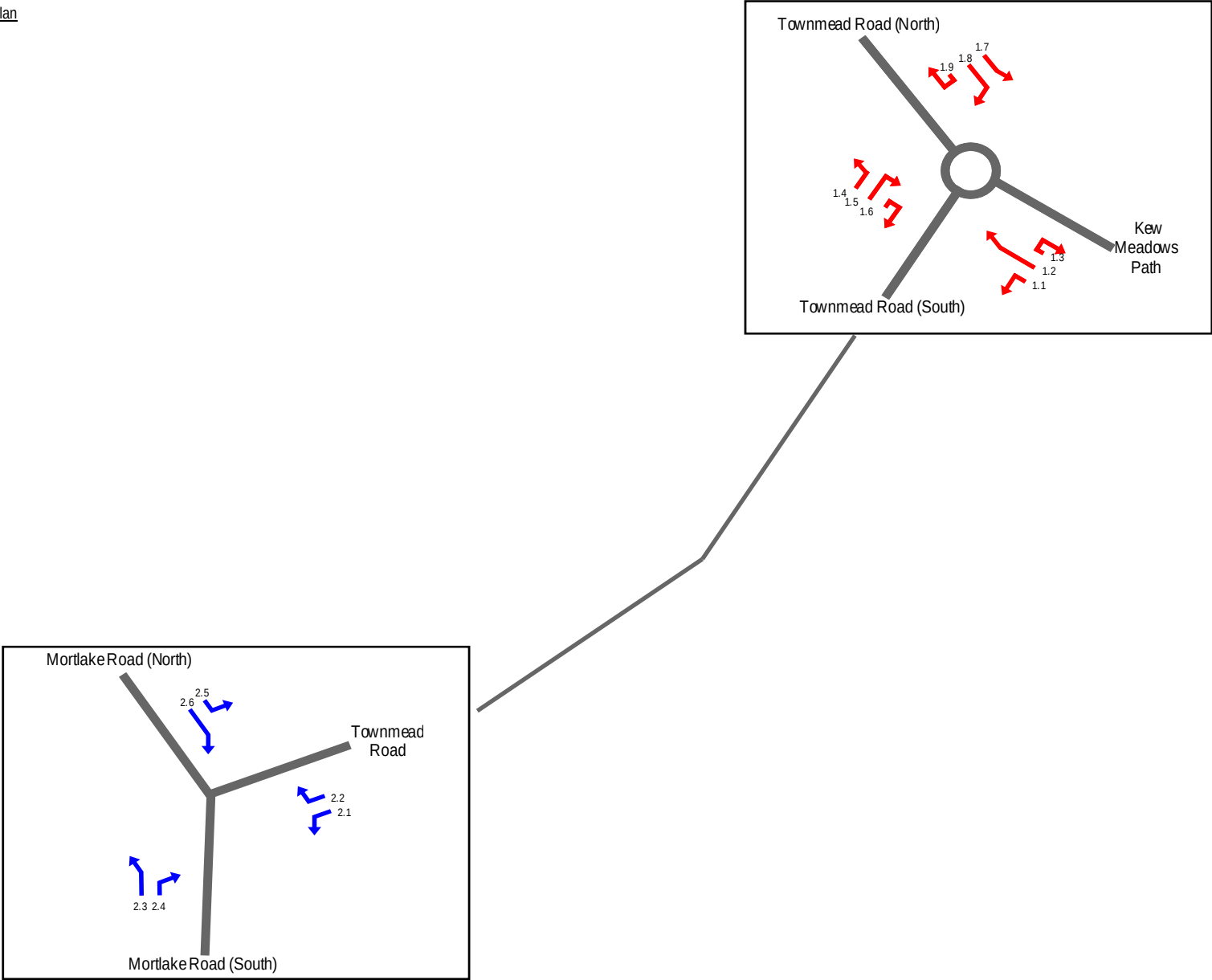
- A review of the plan in terms of national, regional and local policy as well as highlighting travel planning guidance;

- A review of the site in terms of pedestrian connectivity, cycle connectivity, public transport links and highway access;
- An outline of the development proposals;
- An analysis of the indicative travel patterns for the proposed users of the development;
- A description of the aims, objectives and target of the TP;
- Proposed measures and initiatives that could be implemented to meet the targets;
- A plan on how the TP will be managed, implemented, monitored and report.

APPENDIX B SURVEY DATA

Classified Junction Count

Site Plan



Kew, Richmond Upon Thames
Classified Junction Count

Site 1 of 2
Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Lat/Long
lat 51.474216° lon -0.275548°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

Movement 1.1: Left from Kew Meadows Path to Townmead Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	3	0	2	0	0	0	0	0	5	2.60
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	3	0	5	0	0	0	0	0	8	5.60
Hourly Average	0.75	0.00	1.25	0.00	0.00	0.00	0.00	0.00	2.00	1.40
0800 - 0815	2	0	4	0	0	0	0	0	6	4.40
0815 - 0830	0	0	4	0	1	0	0	0	5	5.00
0830 - 0845	9	0	3	0	0	0	0	0	12	4.80
0845 - 0900	3	0	11	0	0	0	0	0	14	11.60
Hourly Total	14	0	22	0	1	0	0	0	37	25.80
Hourly Average	3.50	0.00	5.50	0.00	0.25	0.00	0.00	0.00	9.25	6.45
0900 - 0915	0	0	9	0	0	0	0	0	9	9.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	1	4	0	0	0	0	0	5	4.40
0945 - 1000	0	0	5	1	1	0	0	0	7	7.00
Hourly Total	0	1	21	1	1	0	0	0	24	23.40
Hourly Average	0.00	0.25	5.25	0.25	0.25	0.00	0.00	0.00	6.00	5.85
Session Total	17	1	48	1	2	0	0	0	69	54.80
Session Average	1.42	0.08	4.00	0.08	0.17	0.00	0.00	0.00	5.75	4.57

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

Movement 1.1: Left from Kew Meadows Path to Townmead Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	4	0	23	0	1	0	0	0	28	24.80
1615 - 1630	0	0	6	0	0	0	0	0	6	6.00
1630 - 1645	0	0	5	0	1	0	0	0	6	6.00
1645 - 1700	3	0	10	0	0	0	0	0	13	10.60
Hourly Total	7	0	44	0	2	0	0	0	53	47.40
Hourly Average	1.75	0.00	11.00	0.00	0.50	0.00	0.00	0.00	13.25	11.85
1700 - 1715	3	0	29	0	0	0	0	0	32	29.60
1715 - 1730	1	0	10	0	0	0	0	0	11	10.20
1730 - 1745	1	0	4	0	0	0	0	0	5	4.20
1745 - 1800	1	0	8	0	0	0	0	0	9	8.20
Hourly Total	6	0	51	0	0	0	0	0	57	52.20
Hourly Average	1.50	0.00	12.75	0.00	0.00	0.00	0.00	0.00	14.25	13.05
1800 - 1815	2	0	15	0	1	0	0	0	18	16.40
1815 - 1830	1	0	4	0	0	0	0	0	5	4.20
1830 - 1845	2	0	1	0	0	0	0	0	3	1.40
1845 - 1900	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	6	0	23	0	1	0	0	0	30	25.20
Hourly Average	1.50	0.00	5.75	0.00	0.25	0.00	0.00	0.00	7.50	6.30
Session Total	19	0	118	0	3	0	0	0	140	124.80
Session Average	1.58	0.00	9.83	0.00	0.25	0.00	0.00	0.00	11.67	10.40

Site 1 of 2
Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Date
Thursday 19 April 2018

0700 - 1000 (Weekday AM Peak)

Date
Thursday 19 April 2018

1600 - 1900 (Weekday PM Peak)

[illegible]

Kew, Richmond Upon Thames
Classified Junction Count

Site 1 of 2
Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Lat/Long
lat 51.474216° lon -0.275548°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

Movement 1.4: Left from Townmead Road (South) to Townmead Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	6	0	2	0	0	0	9	8.40
0715 - 0730	0	0	3	0	2	0	0	0	5	5.00
0730 - 0745	0	1	7	0	2	0	0	0	10	9.40
0745 - 0800	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	0	2	28	0	8	0	0	0	38	36.80
Hourly Average	0.00	0.50	7.00	0.00	2.00	0.00	0.00	0.00	9.50	9.20
0800 - 0815	0	0	10	0	1	0	0	0	11	11.00
0815 - 0830	0	0	10	0	2	0	0	0	12	12.00
0830 - 0845	2	0	17	0	6	0	0	0	25	23.40
0845 - 0900	2	0	18	0	8	0	0	0	28	26.40
Hourly Total	4	0	55	0	17	0	0	0	76	72.80
Hourly Average	1.00	0.00	13.75	0.00	4.25	0.00	0.00	0.00	19.00	18.20
0900 - 0915	0	0	26	0	4	0	0	0	30	30.00
0915 - 0930	0	0	25	0	1	1	0	0	27	27.50
0930 - 0945	0	0	29	0	3	1	0	0	33	33.50
0945 - 1000	0	1	30	0	9	0	1	0	41	41.70
Hourly Total	0	1	110	0	17	2	1	0	131	132.70
Hourly Average	0.00	0.25	27.50	0.00	4.25	0.50	0.25	0.00	32.75	33.18
Session Total	4	3	193	0	42	2	1	0	245	242.30
Session Average	0.33	0.25	16.08	0.00	3.50	0.17	0.08	0.00	20.42	20.19

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

Movement 1.4: Left from Townmead Road (South) to Townmead Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	24	1	3	0	0	0	28	28.00
1615 - 1630	0	0	23	0	2	0	0	0	25	25.00
1630 - 1645	1	1	26	0	3	0	0	1	32	31.60
1645 - 1700	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	1	1	89	1	9	0	0	1	102	101.60
Hourly Average	0.25	0.25	22.25	0.25	2.25	0.00	0.00	0.25	25.50	25.40
1700 - 1715	1	0	13	0	1	0	0	0	15	14.20
1715 - 1730	0	1	19	0	0	0	0	0	20	19.40
1730 - 1745	0	2	16	0	2	0	0	0	20	18.80
1745 - 1800	0	1	16	0	0	0	0	0	17	16.40
Hourly Total	1	4	64	0	3	0	0	0	72	68.80
Hourly Average	0.25	1.00	16.00	0.00	0.75	0.00	0.00	0.00	18.00	17.20
1800 - 1815	0	1	18	1	0	0	0	0	20	19.40
1815 - 1830	2	0	11	0	0	0	0	0	13	11.40
1830 - 1845	0	0	18	2	0	0	0	0	20	20.00
1845 - 1900	1	2	12	1	2	0	0	0	18	16.00
Hourly Total	3	3	59	4	2	0	0	0	71	66.80
Hourly Average	0.75	0.75	14.75	1.00	0.50	0.00	0.00	0.00	17.75	16.70
Session Total	5	8	212	5	14	0	0	1	245	237.20
Session Average	0.42	0.67	17.67	0.42	1.17	0.00	0.00	0.08	20.42	19.77

Kew, Richmond Upon Thames
Classified Junction Count

Site 1 of 2
Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Lat/Long
lat 51.474216° lon -0.275548°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

Movement 1.5: Right from Townmead Road (South) to Kew Meadows Path									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	1	0	4	0	0	0	0	0	5	4.20
0730 - 0745	1	0	3	0	0	0	0	0	4	3.20
0745 - 0800	2	0	6	0	0	0	0	0	8	6.40
Hourly Total	4	0	15	0	0	0	0	0	19	15.80
Hourly Average	1.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	4.75	3.95
0800 - 0815	1	0	8	0	1	0	0	0	10	9.20
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	10	0	0	0	0	0	10	10.00
0845 - 0900	4	0	16	0	0	0	0	0	20	16.80
Hourly Total	5	0	37	0	1	0	0	0	43	39.00
Hourly Average	1.25	0.00	9.25	0.00	0.25	0.00	0.00	0.00	10.75	9.75
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	1	1	7	0	1	0	0	0	10	8.60
0945 - 1000	1	0	5	0	1	0	0	0	7	6.20
Hourly Total	2	1	19	0	2	0	0	0	24	21.80
Hourly Average	0.50	0.25	4.75	0.00	0.50	0.00	0.00	0.00	6.00	5.45
Session Total	11	1	71	0	3	0	0	0	86	76.60
Session Average	0.92	0.08	5.92	0.00	0.25	0.00	0.00	0.00	7.17	6.38

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

Movement 1.5: Right from Townmead Road (South) to Kew Meadows Path									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	3	0	0	0	0	0	5	3.40
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	0	8	0	0	0	0	0	8	8.00
1645 - 1700	1	0	16	0	0	0	0	0	17	16.20
Hourly Total	3	0	31	0	0	0	0	0	34	31.60
Hourly Average	0.75	0.00	7.75	0.00	0.00	0.00	0.00	0.00	8.50	7.90
1700 - 1715	2	0	3	0	0	0	0	0	5	3.40
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	1	1	7	0	1	0	0	0	10	8.60
1745 - 1800	2	0	15	0	0	0	0	0	17	15.40
Hourly Total	5	1	31	0	1	0	0	0	38	33.40
Hourly Average	1.25	0.25	7.75	0.00	0.25	0.00	0.00	0.00	9.50	8.35
1800 - 1815	2	0	5	0	0	0	0	0	7	5.40
1815 - 1830	1	0	1	0	0	0	0	0	2	1.20
1830 - 1845	2	0	3	1	0	0	0	0	6	4.40
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	5	0	12	1	0	0	0	0	18	14.00
Hourly Average	1.25	0.00	3.00	0.25	0.00	0.00	0.00	0.00	4.50	3.50
Session Total	13	1	74	1	1	0	0	0	90	79.00
Session Average	1.08	0.08	6.17	0.08	0.08	0.00	0.00	0.00	7.50	6.58

Site 1 of 2
Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Date
Thursday 19 April 2018

0700 - 1000 (Weekday AM Peak)

Date
Thursday 19 April 2018

1600 - 1900 (Weekday PM Peak)

Kew, Richmond Upon Thames
Classified Junction Count

Site 1 of 2
Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Lat/Long
lat 51.474216° lon -0.275548°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

Movement 1.8: Right from Townmead Road (North) to Townmead Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	11	0	1	0	0	1	15	14.60
0715 - 0730	0	2	27	0	1	0	0	1	31	30.80
0730 - 0745	1	1	18	0	1	0	0	0	21	19.60
0745 - 0800	0	1	25	0	2	0	0	0	28	27.40
Hourly Total	2	5	81	0	5	0	0	2	95	92.40
Hourly Average	0.50	1.25	20.25	0.00	1.25	0.00	0.00	0.50	23.75	23.10
0800 - 0815	0	1	27	0	1	0	0	0	29	28.40
0815 - 0830	0	1	23	0	1	0	0	0	25	24.40
0830 - 0845	1	0	29	0	5	0	0	0	35	34.20
0845 - 0900	0	1	19	0	4	0	0	0	24	23.40
Hourly Total	1	3	98	0	11	0	0	0	113	110.40
Hourly Average	0.25	0.75	24.50	0.00	2.75	0.00	0.00	0.00	28.25	27.60
0900 - 0915	0	0	25	0	5	0	0	0	30	30.00
0915 - 0930	0	0	28	0	2	1	0	0	31	31.50
0930 - 0945	0	1	27	0	1	0	0	0	29	28.40
0945 - 1000	1	1	30	0	2	1	0	0	35	34.10
Hourly Total	1	2	110	0	10	2	0	0	125	124.00
Hourly Average	0.25	0.50	27.50	0.00	2.50	0.50	0.00	0.00	31.25	31.00
Session Total	4	10	289	0	26	2	0	2	333	326.80
Session Average	0.33	0.83	24.08	0.00	2.17	0.17	0.00	0.17	27.75	27.23

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

Movement 1.8: Right from Townmead Road (North) to Townmead Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	24	0	1	0	0	0	25	25.00
1615 - 1630	0	0	15	1	1	0	0	0	17	17.00
1630 - 1645	0	0	30	0	4	0	0	1	35	36.00
1645 - 1700	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	87	1	8	0	0	1	97	98.00
Hourly Average	0.00	0.00	21.75	0.25	2.00	0.00	0.00	0.25	24.25	24.50
1700 - 1715	0	0	12	0	1	0	0	0	13	13.00
1715 - 1730	0	0	9	0	1	0	0	0	10	10.00
1730 - 1745	0	1	15	0	1	0	0	0	17	16.40
1745 - 1800	0	1	13	0	1	0	0	0	15	14.40
Hourly Total	0	2	49	0	4	0	0	0	55	53.80
Hourly Average	0.00	0.50	12.25	0.00	1.00	0.00	0.00	0.00	13.75	13.45
1800 - 1815	1	0	10	0	2	0	0	0	13	12.20
1815 - 1830	0	0	12	1	0	0	0	0	13	13.00
1830 - 1845	0	0	11	2	0	0	0	0	13	13.00
1845 - 1900	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	1	0	49	3	2	0	0	0	55	54.20
Hourly Average	0.25	0.00	12.25	0.75	0.50	0.00	0.00	0.00	13.75	13.55
Session Total	1	2	185	4	14	0	0	1	207	206.00
Session Average	0.08	0.17	15.42	0.33	1.17	0.00	0.00	0.08	17.25	17.17

Site 1 of 2
Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Date
Thursday 19 April 2018

0700 - 1000 (Weekday AM Peak)

Date
Thursday 19 April 2018

1600 - 1900 (Weekday PM Peak)

[illegible]

Kew, Richmond Upon Thames
Classified Junction Count

Site 2 of 2
Townmead Road
Mortlake Road (South)
Mortlake Road (North)

Lat/Long
lat 51.473254° lon -0.276232°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.1: Left from Townmead Road to Mortlake Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	5	0	0	0	0	0	6	5.20
0715 - 0730	0	0	9	0	1	0	0	0	10	10.00
0730 - 0745	0	1	9	0	0	0	0	0	10	9.40
0745 - 0800	0	1	9	0	2	0	0	0	12	11.40
Hourly Total	1	2	32	0	3	0	0	0	38	36.00
Hourly Average	0.25	0.50	8.00	0.00	0.75	0.00	0.00	0.00	9.50	9.00
0800 - 0815	0	1	12	0	1	0	0	0	14	13.40
0815 - 0830	0	1	12	0	2	0	0	0	15	14.40
0830 - 0845	1	0	13	0	1	0	0	0	15	14.20
0845 - 0900	1	1	17	0	3	0	0	0	22	20.60
Hourly Total	2	3	54	0	7	0	0	0	66	62.60
Hourly Average	0.50	0.75	13.50	0.00	1.75	0.00	0.00	0.00	16.50	15.65
0900 - 0915	1	0	17	0	2	0	0	0	20	19.20
0915 - 0930	0	0	11	0	1	1	0	0	13	13.50
0930 - 0945	1	1	19	0	0	0	0	0	21	19.60
0945 - 1000	0	0	9	1	2	0	0	0	12	12.00
Hourly Total	2	1	56	1	5	1	0	0	66	64.30
Hourly Average	0.50	0.25	14.00	0.25	1.25	0.25	0.00	0.00	16.50	16.08
Session Total	5	6	142	1	15	1	0	0	170	162.90
Session Average	0.42	0.50	11.83	0.08	1.25	0.08	0.00	0.00	14.17	13.58

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.1: Left from Townmead Road to Mortlake Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	30	0	2	0	0	0	33	32.20
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	0	15	0	2	0	0	1	18	19.00
1645 - 1700	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	1	0	64	0	4	0	0	1	70	70.20
Hourly Average	0.25	0.00	16.00	0.00	1.00	0.00	0.00	0.25	17.50	17.55
1700 - 1715	0	0	25	0	0	0	0	0	25	25.00
1715 - 1730	0	0	11	0	0	0	0	0	11	11.00
1730 - 1745	1	0	11	0	0	0	0	0	12	11.20
1745 - 1800	1	1	9	0	0	0	0	0	11	9.60
Hourly Total	2	1	56	0	0	0	0	0	59	56.80
Hourly Average	0.50	0.25	14.00	0.00	0.00	0.00	0.00	0.00	14.75	14.20
1800 - 1815	3	0	14	0	2	0	0	0	19	16.60
1815 - 1830	1	0	6	0	0	0	0	0	7	6.20
1830 - 1845	0	0	6	1	0	0	0	0	7	7.00
1845 - 1900	2	0	6	0	0	0	0	0	8	6.40
Hourly Total	6	0	32	1	2	0	0	0	41	36.20
Hourly Average	1.50	0.00	8.00	0.25	0.50	0.00	0.00	0.00	10.25	9.05
Session Total	9	1	152	1	6	0	0	1	170	163.20
Session Average	0.75	0.08	12.67	0.08	0.50	0.00	0.00	0.08	14.17	13.60

Kew, Richmond Upon Thames
Classified Junction Count

Site 2 of 2
Townmead Road
Mortlake Road (South)
Mortlake Road (North)

Lat/Long
lat 51.473254° lon -0.276232°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.2: Right from Townmead Road to Mortlake Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	7	0	1	0	0	1	10	10.40
0715 - 0730	0	2	18	0	0	0	0	1	21	20.80
0730 - 0745	0	0	10	0	1	0	0	0	11	11.00
0745 - 0800	0	0	24	0	0	0	0	0	24	24.00
Hourly Total	0	3	59	0	2	0	0	2	66	66.20
Hourly Average	0.00	0.75	14.75	0.00	0.50	0.00	0.00	0.50	16.50	16.55
0800 - 0815	2	0	19	0	0	0	0	0	21	19.40
0815 - 0830	0	0	16	0	0	0	0	0	16	16.00
0830 - 0845	1	0	19	0	4	0	0	0	24	23.20
0845 - 0900	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	3	0	70	0	5	0	0	0	78	75.60
Hourly Average	0.75	0.00	17.50	0.00	1.25	0.00	0.00	0.00	19.50	18.90
0900 - 0915	0	0	21	0	3	0	0	0	24	24.00
0915 - 0930	0	0	19	0	1	0	0	0	20	20.00
0930 - 0945	0	1	14	0	1	0	0	0	16	15.40
0945 - 1000	0	1	25	0	1	1	0	0	28	27.90
Hourly Total	0	2	79	0	6	1	0	0	88	87.30
Hourly Average	0.00	0.50	19.75	0.00	1.50	0.25	0.00	0.00	22.00	21.83
Session Total	3	5	208	0	13	1	0	2	232	229.10
Session Average	0.25	0.42	17.33	0.00	1.08	0.08	0.00	0.17	19.33	19.09

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.2: Right from Townmead Road to Mortlake Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	21	0	1	0	0	0	22	22.00
1615 - 1630	0	0	17	1	1	0	0	0	19	19.00
1630 - 1645	0	0	24	0	3	0	0	0	27	27.00
1645 - 1700	0	0	20	0	2	0	0	0	22	22.00
Hourly Total	0	0	82	1	7	0	0	0	90	90.00
Hourly Average	0.00	0.00	20.50	0.25	1.75	0.00	0.00	0.00	22.50	22.50
1700 - 1715	0	0	24	0	1	0	0	0	25	25.00
1715 - 1730	1	0	11	0	1	0	0	0	13	12.20
1730 - 1745	0	1	11	0	1	0	0	0	13	12.40
1745 - 1800	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	1	1	62	0	4	0	0	0	68	66.60
Hourly Average	0.25	0.25	15.50	0.00	1.00	0.00	0.00	0.00	17.00	16.65
1800 - 1815	0	0	19	0	1	0	0	0	20	20.00
1815 - 1830	1	0	11	1	0	0	0	0	13	12.20
1830 - 1845	2	0	10	1	0	0	0	0	13	11.40
1845 - 1900	1	0	16	0	0	0	0	0	17	16.20
Hourly Total	4	0	56	2	1	0	0	0	63	59.80
Hourly Average	1.00	0.00	14.00	0.50	0.25	0.00	0.00	0.00	15.75	14.95
Session Total	5	1	200	3	12	0	0	0	221	216.40
Session Average	0.42	0.08	16.67	0.25	1.00	0.00	0.00	0.00	18.42	18.03

Kew, Richmond Upon Thames
Classified Junction Count

Site 2 of 2
Townmead Road
Mortlake Road (South)
Mortlake Road (North)

Lat/Long
lat 51.473254° lon -0.276232°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.3: Left from Mortlake Road (South) to Mortlake Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	8	3	103	0	28	4	8	2	156	162.20
0715 - 0730	5	10	99	0	22	3	2	0	141	135.10
0730 - 0745	15	8	83	0	20	4	1	1	132	119.50
0745 - 0800	6	8	74	0	12	4	1	1	106	100.70
Hourly Total	34	29	359	0	82	15	12	4	535	517.50
Hourly Average	8.50	7.25	89.75	0.00	20.50	3.75	3.00	1.00	133.75	129.38
0800 - 0815	7	5	102	0	8	2	1	1	126	120.70
0815 - 0830	7	6	76	0	11	4	1	1	106	101.10
0830 - 0845	12	3	63	0	8	5	5	1	97	95.60
0845 - 0900	10	2	77	0	11	2	0	2	104	97.80
Hourly Total	36	16	318	0	38	13	7	5	433	415.20
Hourly Average	9.00	4.00	79.50	0.00	9.50	3.25	1.75	1.25	108.25	103.80
0900 - 0915	1	6	76	0	15	7	4	1	110	115.30
0915 - 0930	8	2	101	0	13	4	0	3	131	128.40
0930 - 0945	2	5	80	0	14	4	1	2	108	108.70
0945 - 1000	4	2	94	0	18	3	4	3	128	133.30
Hourly Total	15	15	351	0	60	18	9	9	477	485.70
Hourly Average	3.75	3.75	87.75	0.00	15.00	4.50	2.25	2.25	119.25	121.43
Session Total	85	60	1028	0	180	46	28	18	1445	1418.40
Session Average	7.08	5.00	85.67	0.00	15.00	3.83	2.33	1.50	120.42	118.20

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.3: Left from Mortlake Road (South) to Mortlake Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	5	1	85	0	13	3	2	2	111	112.50
1615 - 1630	5	1	69	1	18	4	0	2	100	99.40
1630 - 1645	3	5	78	0	10	1	1	1	99	96.40
1645 - 1700	2	8	71	0	12	3	5	2	103	106.60
Hourly Total	15	15	303	1	53	11	8	7	413	414.90
Hourly Average	3.75	3.75	75.75	0.25	13.25	2.75	2.00	1.75	103.25	103.73
1700 - 1715	3	6	72	0	12	3	2	2	100	100.10
1715 - 1730	6	2	90	0	13	2	1	2	116	114.30
1730 - 1745	4	8	84	0	18	3	0	3	120	116.50
1745 - 1800	10	5	56	0	6	2	0	0	79	69.00
Hourly Total	23	21	302	0	49	10	3	7	415	399.90
Hourly Average	5.75	5.25	75.50	0.00	12.25	2.50	0.75	1.75	103.75	99.98
1800 - 1815	9	4	85	0	7	2	0	2	109	102.40
1815 - 1830	6	8	115	0	14	4	1	1	149	143.70
1830 - 1845	5	5	114	0	10	4	3	2	143	143.90
1845 - 1900	8	2	90	0	14	4	0	1	119	114.40
Hourly Total	28	19	404	0	45	14	4	6	520	504.40
Hourly Average	7.00	4.75	101.00	0.00	11.25	3.50	1.00	1.50	130.00	126.10
Session Total	66	55	1009	1	147	35	15	20	1348	1319.20
Session Average	5.50	4.58	84.08	0.08	12.25	2.92	1.25	1.67	112.33	109.93

Kew, Richmond Upon Thames
Classified Junction Count

Site 2 of 2
Townmead Road
Mortlake Road (South)
Mortlake Road (North)

Lat/Long
lat 51.473254° lon -0.276232°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.4: Right from Mortlake Road (South) to Townmead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	2	0	0	0	8	8.00
0715 - 0730	0	0	2	0	1	0	0	0	3	3.00
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	24	0	3	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.00	0.00	0.75	0.00	0.00	0.00	6.75	6.75
0800 - 0815	1	0	10	0	1	0	0	0	12	11.20
0815 - 0830	0	0	10	0	2	0	0	0	12	12.00
0830 - 0845	1	0	16	0	3	0	0	0	20	19.20
0845 - 0900	3	0	20	0	6	0	0	0	29	26.60
Hourly Total	5	0	56	0	12	0	0	0	73	69.00
Hourly Average	1.25	0.00	14.00	0.00	3.00	0.00	0.00	0.00	18.25	17.25
0900 - 0915	0	0	19	0	4	0	0	0	23	23.00
0915 - 0930	0	0	17	0	1	1	0	0	19	19.50
0930 - 0945	1	1	22	0	2	1	0	0	27	26.10
0945 - 1000	0	1	23	0	7	0	1	0	32	32.70
Hourly Total	1	2	81	0	14	2	1	0	101	101.30
Hourly Average	0.25	0.50	20.25	0.00	3.50	0.50	0.25	0.00	25.25	25.33
Session Total	6	2	161	0	29	2	1	0	201	197.30
Session Average	0.50	0.17	13.42	0.00	2.42	0.17	0.08	0.00	16.75	16.44

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.4: Right from Mortlake Road (South) to Townmead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	21	1	2	0	0	0	24	24.00
1615 - 1630	0	0	12	0	2	0	0	0	14	14.00
1630 - 1645	1	0	22	0	2	0	0	1	26	26.20
1645 - 1700	1	0	22	0	1	0	0	0	24	23.20
Hourly Total	2	0	77	1	7	0	0	1	88	87.40
Hourly Average	0.50	0.00	19.25	0.25	1.75	0.00	0.00	0.25	22.00	21.85
1700 - 1715	1	0	15	0	0	0	0	0	16	15.20
1715 - 1730	0	1	17	0	0	0	0	0	18	17.40
1730 - 1745	0	2	17	0	2	0	0	0	21	19.80
1745 - 1800	2	0	18	0	0	0	0	0	20	18.40
Hourly Total	3	3	67	0	2	0	0	0	75	70.80
Hourly Average	0.75	0.75	16.75	0.00	0.50	0.00	0.00	0.00	18.75	17.70
1800 - 1815	0	1	12	1	0	0	0	0	14	13.40
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	1	0	15	3	0	0	0	0	19	18.20
1845 - 1900	0	2	9	0	0	0	0	0	11	9.80
Hourly Total	1	3	42	4	0	0	0	0	50	47.40
Hourly Average	0.25	0.75	10.50	1.00	0.00	0.00	0.00	0.00	12.50	11.85
Session Total	6	6	186	5	9	0	0	1	213	205.60
Session Average	0.50	0.50	15.50	0.42	0.75	0.00	0.00	0.08	17.75	17.13

Kew, Richmond Upon Thames
Classified Junction Count

Site 2 of 2
Townmead Road
Mortlake Road (South)
Mortlake Road (North)

Lat/Long
lat 51.473254° lon -0.276232°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.5: Left from Mortlake Road (North) to Townmead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	2	0	0	0	0	0	3	2.40
0715 - 0730	0	0	6	0	1	0	0	0	7	7.00
0730 - 0745	1	1	7	0	2	0	0	0	11	9.60
0745 - 0800	1	0	10	0	2	0	0	0	13	12.20
Hourly Total	2	2	25	0	5	0	0	0	34	31.20
Hourly Average	0.50	0.50	6.25	0.00	1.25	0.00	0.00	0.00	8.50	7.80
0800 - 0815	1	0	9	0	1	0	0	0	11	10.20
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	12	0	3	0	0	0	15	15.00
0845 - 0900	2	0	16	0	2	0	0	0	20	18.40
Hourly Total	3	0	42	0	6	0	0	0	51	48.60
Hourly Average	0.75	0.00	10.50	0.00	1.50	0.00	0.00	0.00	12.75	12.15
0900 - 0915	0	0	11	0	1	0	0	0	12	12.00
0915 - 0930	0	0	18	0	0	0	0	0	18	18.00
0930 - 0945	0	0	15	0	1	0	0	0	16	16.00
0945 - 1000	0	0	17	0	4	0	0	0	21	21.00
Hourly Total	0	0	61	0	6	0	0	0	67	67.00
Hourly Average	0.00	0.00	15.25	0.00	1.50	0.00	0.00	0.00	16.75	16.75
Session Total	5	2	128	0	17	0	0	0	152	146.80
Session Average	0.42	0.17	10.67	0.00	1.42	0.00	0.00	0.00	12.67	12.23

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.5: Left from Mortlake Road (North) to Townmead Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	1	0	0	0	11	11.00
1615 - 1630	0	0	17	0	0	0	0	0	17	17.00
1630 - 1645	0	1	16	0	1	0	0	0	18	17.40
1645 - 1700	1	0	17	0	0	0	0	0	18	17.20
Hourly Total	1	1	60	0	2	0	0	0	64	62.60
Hourly Average	0.25	0.25	15.00	0.00	0.50	0.00	0.00	0.00	16.00	15.65
1700 - 1715	0	0	8	0	1	0	0	0	9	9.00
1715 - 1730	0	1	9	0	0	0	0	0	10	9.40
1730 - 1745	2	0	9	0	1	0	0	0	12	10.40
1745 - 1800	0	1	19	0	1	0	0	0	21	20.40
Hourly Total	2	2	45	0	3	0	0	0	52	49.20
Hourly Average	0.50	0.50	11.25	0.00	0.75	0.00	0.00	0.00	13.00	12.30
1800 - 1815	1	0	15	0	0	0	0	0	16	15.20
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	1	0	9	0	1	0	0	0	11	10.20
1845 - 1900	0	0	14	1	2	0	0	0	17	17.00
Hourly Total	2	0	45	1	3	0	0	0	51	49.40
Hourly Average	0.50	0.00	11.25	0.25	0.75	0.00	0.00	0.00	12.75	12.35
Session Total	5	3	150	1	8	0	0	0	167	161.20
Session Average	0.42	0.25	12.50	0.08	0.67	0.00	0.00	0.00	13.92	13.43

Kew, Richmond Upon Thames
Classified Junction Count

Site 2 of 2
Townmead Road
Mortlake Road (South)
Mortlake Road (North)

Lat/Long
lat 51.473254° lon -0.276232°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)

Movement 2.6: Right from Mortlake Road (North) to Mortlake Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	9	2	88	0	39	8	1	3	150	149.90
0715 - 0730	6	8	93	0	30	4	3	5	149	150.30
0730 - 0745	10	6	106	0	36	6	3	4	171	170.30
0745 - 0800	6	7	72	0	35	6	2	1	129	126.60
Hourly Total	31	23	359	0	140	24	9	13	599	597.10
Hourly Average	7.75	5.75	89.75	0.00	35.00	6.00	2.25	3.25	149.75	149.28
0800 - 0815	7	6	101	1	26	7	2	1	151	148.90
0815 - 0830	11	3	103	0	10	2	2	1	132	126.00
0830 - 0845	5	5	102	0	21	2	0	1	136	131.00
0845 - 0900	3	5	100	0	16	5	2	1	132	132.70
Hourly Total	26	19	406	1	73	16	6	4	551	538.60
Hourly Average	6.50	4.75	101.50	0.25	18.25	4.00	1.50	1.00	137.75	134.65
0900 - 0915	3	3	92	1	23	7	0	1	130	130.30
0915 - 0930	5	3	98	0	27	10	4	1	148	153.40
0930 - 0945	7	4	104	2	21	6	6	0	150	152.80
0945 - 1000	3	3	78	1	20	4	2	1	112	113.40
Hourly Total	18	13	372	4	91	27	12	3	540	549.90
Hourly Average	4.50	3.25	93.00	1.00	22.75	6.75	3.00	0.75	135.00	137.48
Session Total	75	55	1137	5	304	67	27	20	1690	1685.60
Session Average	6.25	4.58	94.75	0.42	25.33	5.58	2.25	1.67	140.83	140.47

Date
Thursday 19 April 2018

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

Movement 2.6: Right from Mortlake Road (North) to Mortlake Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	9	107	0	16	4	0	3	140	138.80
1615 - 1630	10	3	122	1	17	2	0	3	158	152.20
1630 - 1645	3	6	106	0	14	0	0	1	130	125.00
1645 - 1700	3	8	103	0	16	0	0	1	131	124.80
Hourly Total	17	26	438	1	63	6	0	8	559	540.80
Hourly Average	4.25	6.50	109.50	0.25	15.75	1.50	0.00	2.00	139.75	135.20
1700 - 1715	8	10	129	2	10	2	0	1	162	151.60
1715 - 1730	8	16	154	0	15	0	1	1	195	181.30
1730 - 1745	11	12	127	0	9	1	2	3	165	155.10
1745 - 1800	11	6	147	0	16	0	0	2	182	171.60
Hourly Total	38	44	557	2	50	3	3	7	704	659.60
Hourly Average	9.50	11.00	139.25	0.50	12.50	0.75	0.75	1.75	176.00	164.90
1800 - 1815	23	10	132	0	6	1	0	1	173	150.10
1815 - 1830	9	5	137	1	13	0	1	1	167	159.10
1830 - 1845	3	13	128	1	8	1	0	2	156	148.30
1845 - 1900	4	10	125	1	11	3	0	2	156	150.30
Hourly Total	39	38	522	3	38	5	1	6	652	607.80
Hourly Average	9.75	9.50	130.50	0.75	9.50	1.25	0.25	1.50	163.00	151.95
Session Total	94	108	1517	6	151	14	4	21	1915	1808.20
Session Average	7.83	9.00	126.42	0.50	12.58	1.17	0.33	1.75	159.58	150.68

O/D Survey

Kew Meadows Path

Townmead Road (South)

Meliss Avenue

Townmead Road (East)

Lat/Long

lat 51.474409° lon 0.275754°

Date _____

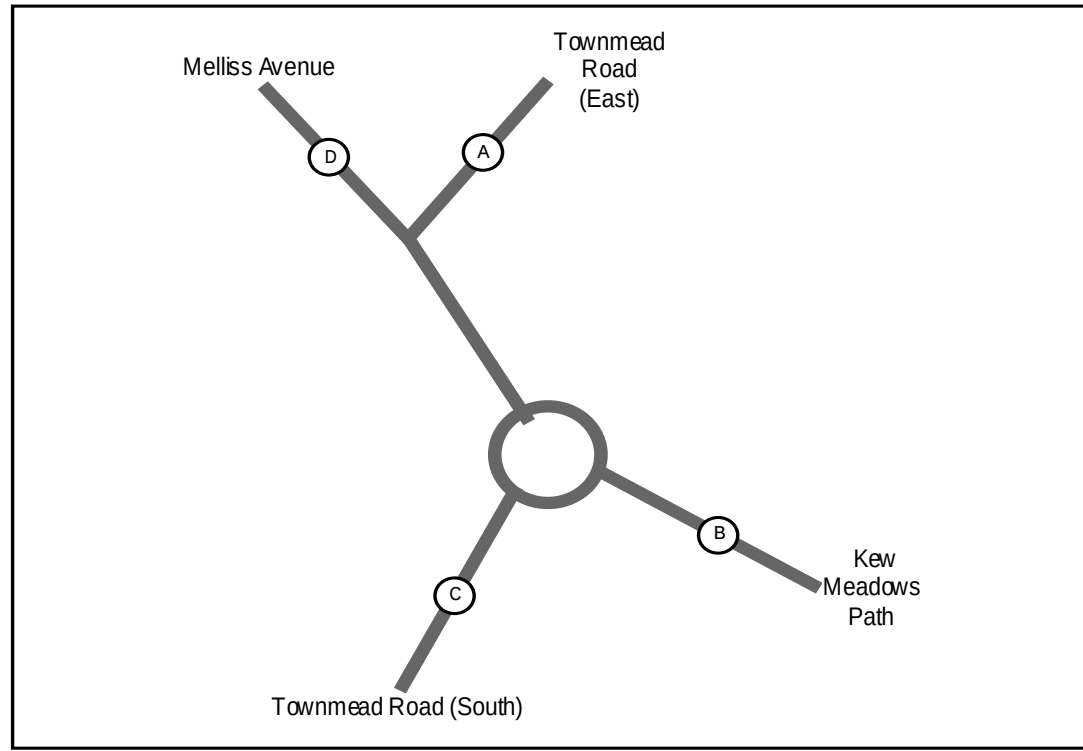
Thursday 19 April 2018

Weather

Sunny Intervals

Temp: 8°C

1500 - 1600 (Weekday 1H Session)



	1500 - 1515	1515 - 1530	1530 - 1545	1545 - 1600
AB	0	1	0	0
AC	29	28	25	14
AD	0	2	1	0
AA	0	1	0	0
BC	36	14	15	2
BD	0	1	1	0
BA	0	0	0	0
BB	0	0	0	0
CD	6	10	6	11
CA	32	28	16	12
CB	13	7	12	19
CC	0	0	1	3
DA	0	1	1	0
DB	3	1	0	0
DC	12	6	12	4
DD	0	0	0	0

Date _____

Saturday 21 April 2018

Weather

Cloudy

Temp: 11°C

1000 - 1600 (Saturday 6H Session)

[illegible]

Sunday 22 April 2018

1000 - 1600 (Sunday 6H Session)

[illegible]

Kew, Richmond Upon Thames
Queue Length Survey

Site 1 of 2

Kew Meadows Path
Townmead Road (South)
Townmead Road (North)

Lat/Long

lat 51.474216° lon -0.275548°

Date

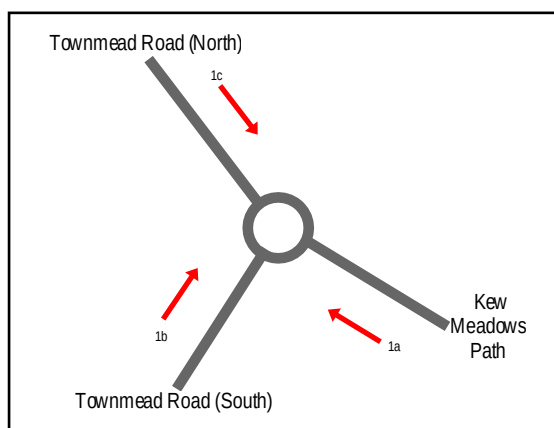
Thursday 19 April 2018

Weather

Sunny Intervals

Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	1a	1b	1c
0700 - 0705	0	0	0
0705 - 0710	0	0	0
0710 - 0715	0	0	0
0715 - 0720	0	0	0
0720 - 0725	0	0	0
0725 - 0730	0	0	0
0730 - 0735	0	0	0
0735 - 0740	0	0	0
0740 - 0745	0	0	0
0745 - 0750	0	0	0
0750 - 0755	0	0	1
0755 - 0800	0	0	1
Hourly Average	0.00	0.00	0.17
0800 - 0805	0	0	1
0805 - 0810	0	0	1
0810 - 0815	0	0	0
0815 - 0820	0	0	0
0820 - 0825	0	0	2
0825 - 0830	0	0	0
0830 - 0835	0	0	1
0835 - 0840	0	0	0
0840 - 0845	0	0	0
0845 - 0850	0	0	0
0850 - 0855	0	0	1
0855 - 0900	1	0	0
Hourly Average	0.08	0.00	0.50
0900 - 0905	0	0	0
0905 - 0910	0	0	0
0910 - 0915	0	0	0
0915 - 0920	0	0	0
0920 - 0925	0	0	0
0925 - 0930	0	0	1
0930 - 0935	1	0	0
0935 - 0940	0	0	0
0940 - 0945	0	0	0
0945 - 0950	0	0	0
0950 - 0955	0	0	0
0955 - 1000	0	0	1
Hourly Average	0.08	0.00	0.17
Session Total	0.06	0.00	0.28

Date

Thursday 19 April 2018

Weather

Cloudy

Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	1a	1b	1c
1600 - 1605	1	0	0
1605 - 1610	2	0	0
1610 - 1615	0	0	0
1615 - 1620	0	0	0
1620 - 1625	0	0	0
1625 - 1630	0	0	0
1630 - 1635	1	1	1
1635 - 1640	2	0	1
1640 - 1645	0	0	0
1645 - 1650	0	0	0
1650 - 1655	0	0	0
1655 - 1700	1	0	1
Hourly Average	0.58	0.08	0.25
1700 - 1705	1	0	0
1705 - 1710	1	1	0
1710 - 1715	0	0	0
1715 - 1720	0	0	0
1720 - 1725	0	0	0
1725 - 1730	0	0	0
1730 - 1735	0	0	1
1735 - 1740	0	0	0
1740 - 1745	0	0	0
1745 - 1750	0	0	0
1750 - 1755	0	0	1
1755 - 1800	0	0	0
Hourly Average	0.17	0.08	0.17
1800 - 1805	0	0	0
1805 - 1810	1	0	1
1810 - 1815	0	0	0
1815 - 1820	0	0	0
1820 - 1825	0	0	0
1825 - 1830	0	0	0
1830 - 1835	0	0	0
1835 - 1840	0	0	0
1840 - 1845	0	0	0
1845 - 1850	0	0	0
1850 - 1855	0	0	0
1855 - 1900	0	0	0
Hourly Average	0.08	0.00	0.08
Session Total	0.28	0.06	0.17

Kew, Richmond Upon Thames
Queue Length Survey

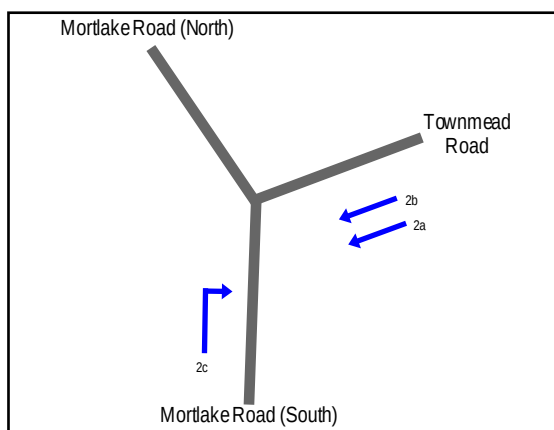
Site 2 of 2
Townmead Road
Mortlake Road (South)
Mortlake Road (North)

Lat/Long
lat 51.473254° lon -0.276232°

Date
Thursday 19 April 2018

Weather
Sunny Intervals
Temp: 9°C

0700 - 1000 (Weekday AM Peak)



TIME	2a	2b	2c
0700 - 0705	0	1	1
0705 - 0710	0	1	1
0710 - 0715	0	1	0
0715 - 0720	0	3	2
0720 - 0725	1	2	0
0725 - 0730	1	2	0
0730 - 0735	0	1	1
0735 - 0740	0	1	1
0740 - 0745	2	2	0
0745 - 0750	1	2	0
0750 - 0755	0	2	0
0755 - 0800	1	1	2
Hourly Average	0.50	1.58	0.67
0800 - 0805	2	1	1
0805 - 0810	1	1	1
0810 - 0815	0	1	2
0815 - 0820	0	1	1
0820 - 0825	2	2	1
0825 - 0830	1	1	1
0830 - 0835	1	2	1
0835 - 0840	1	1	2
0840 - 0845	1	2	0
0845 - 0850	2	1	4
0850 - 0855	1	1	1
0855 - 0900	1	3	2
Hourly Average	1.08	1.42	1.42
0900 - 0905	1	1	1
0905 - 0910	1	2	1
0910 - 0915	1	2	1
0915 - 0920	1	1	1
0920 - 0925	2	2	1
0925 - 0930	1	3	2
0930 - 0935	1	1	3
0935 - 0940	1	2	3
0940 - 0945	1	1	1
0945 - 0950	1	3	2
0950 - 0955	2	1	2
0955 - 1000	1	1	1
Hourly Average	1.17	1.67	1.58
Session Total	0.92	1.56	1.22

Date

Thursday 19 April 2018

Weather

Cloudy

Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	2a	2b	2c
1600 - 1605	2	1	2
1605 - 1610	1	2	1
1610 - 1615	1	1	1
1615 - 1620	1	1	1
1620 - 1625	0	3	0
1625 - 1630	1	1	2
1630 - 1635	1	2	1
1635 - 1640	1	1	2
1640 - 1645	1	1	2
1645 - 1650	0	2	2
1650 - 1655	1	1	1
1655 - 1700	2	1	2
Hourly Average	1.00	1.42	1.42
1700 - 1705	2	1	0
1705 - 1710	1	1	1
1710 - 1715	1	2	1
1715 - 1720	1	1	1
1720 - 1725	2	1	1
1725 - 1730	1	1	2
1730 - 1735	1	0	2
1735 - 1740	0	1	1
1740 - 1745	1	1	0
1745 - 1750	0	2	0
1750 - 1755	1	1	2
1755 - 1800	0	3	3
Hourly Average	0.92	1.25	1.17
1800 - 1805	1	1	1
1805 - 1810	1	3	3
1810 - 1815	0	2	1
1815 - 1820	1	1	1
1820 - 1825	0	3	0
1825 - 1830	1	1	1
1830 - 1835	0	1	1
1835 - 1840	1	2	1
1840 - 1845	1	1	1
1845 - 1850	0	0	1
1850 - 1855	1	1	0
1855 - 1900	0	1	2
Hourly Average	0.58	1.42	1.08
Session Total	0.83	1.36	1.22

Kew, Richmond Upon Thames

Report Id
Site Name
Description
Direction

17/18
Site 1 of 5
Mortlake Road, 50m north of Townmead Road
Northbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	100	24	34	30	12	0	2	84	0	11	1	0	0	1	0	1	0	0	1	0	5	64	29	1	0	0	0	0	0	0	32.3	28.9	3.1	
0100 - 0200	56	14	17	16	9	0	1	38	0	7	2	0	0	2	4	2	0	0	0	0	16	30	10	0	0	0	0	0	0	30.2	27	2.5		
0200 - 0300	35	10	13	7	5	0	2	22	0	6	0	0	0	0	1	4	0	0	0	0	8	20	6	1	0	0	0	0	0	31.2	27.4	3.3		
0300 - 0400	41	9	10	13	9	0	1	27	0	6	1	0	0	1	4	1	0	0	0	0	4	20	15	2	0	0	0	0	0	32.5	29.3	3.5		
0400 - 0500	68	13	17	18	20	0	1	53	0	11	0	0	0	0	1	2	0	0	0	0	6	47	11	3	1	0	0	0	0	31.5	28.6	3.6		
0500 - 0600	185	32	33	60	60	2	3	152	0	20	2	2	0	1	2	1	0	0	0	1	0	20	109	47	5	3	0	0	0	31.6	29	3.6		
0600 - 0700	528	84	119	145	180	3	9	451	3	47	3	4	2	2	0	4	0	0	0	1	5	57	334	120	10	0	1	0	0	30.9	28.3	3.1		
0700 - 0800	677	167	158	157	144	11	16	527	4	57	1	6	0	3	0	1	0	0	0	7	29	109	357	78	5	3	0	2	0	29.9	26.8	4		
0800 - 0900	514	149	128	118	119	14	15	429	3	37	3	5	1	2	2	2	0	1	0	3	24	137	262	80	5	1	2	0	0	30.3	26.6	4.1		
0900 - 1000	604	174	129	154	147	10	13	507	1	60	6	5	0	1	1	0	0	0	5	7	24	150	336	73	8	1	0	0	0	29.6	26.2	4.2		
1000 - 1100	682	163	188	156	175	3	5	589	3	66	5	5	0	1	3	2	0	0	3	13	19	193	397	53	3	0	0	0	0	28.8	25.9	5.2		
1100 - 1200	664	159	174	156	175	2	5	584	3	59	3	2	0	3	3	0	0	0	0	4	32	213	386	26	3	0	0	0	0	28.6	25.6	3.1		
1200 - 1300	687	188	158	170	171	3	4	601	2	65	2	3	0	0	2	5	0	0	0	0	0	36	218	366	65	2	0	0	0	29.1	25.8	3.3		
1300 - 1400	694	165	190	176	163	2	4	603	5	61	8	2	0	0	1	2	0	0	0	0	0	33	232	358	63	7	0	1	0	29.1	26	3.5		
1400 - 1500	619	158	152	166	143	1	4	549	0	53	3	6	1	1	0	1	0	0	0	5	9	186	355	59	5	0	0	0	0	29.4	26.2	3.3		
1500 - 1600	665	154	189	171	151	3	6	574	2	70	1	4	0	2	0	1	1	1	9	6	39	217	343	45	2	3	0	1	0	28.8	25.3	4.4		
1600 - 1700	620	163	139	163	155	2	15	545	3	49	2	1	0	1	0	2	0	0	0	1	15	155	357	79	8	5	0	0	0	30	26.8	3.6		
1700 - 1800	569	137	142	160	130	5	13	496	6	37	5	2	0	1	1	2	0	1	6	10	8	110	373	57	4	0	1	0	0	29.4	26.5	3.9		
1800 - 1900	551	157	145	138	111	15	15	466	6	40	2	3	2	0	0	2	0	0	0	6	17	103	359	55	10	1	0	0	0	29.6	26.8	3.5		
1900 - 2000	483	126	114	136	107	12	14	432	3	18	1	0	0	1	0	1	0	1	0	5	14	100	307	54	2	1	0	0	0	29.6	26.7	3.4		
2000 - 2100	349	85	97	93	74	5	9	298	2	29	4	0	1	1	0	0	0	0	0	1	5	65	209	63	4	1	1	0	0	30.6	27.5	3.4		
2100 - 2200	322	100	76	77	69	3	10	282	1	20	4	0	0	0	0	1	0	1	0	3	0	44	217	48	6	1	2	1	0	30.4	27.8	3.9		
2200 - 2300	223	60	47	60	56	1	5	193	0	13	3	4	0	0	2	2	0	0	0	0	2	22	146	46	5	2	0	0	0	30.7	28.2	3.2		
2300 - 0000	154	39	51	39	25	0	3	134	1	9	4	0	0	1	0	2	0	0	0	1	16	103	30	3	1	0	0	0	0	30.7	28.3	3		
0700 - 1900	7495	1934	1892	1885	1784	71	121	6470	38	654	41	44	4	15	13	20	1	3	23	62	285	2023	4285	733	62	14	4	3	0	29.3	26.2	3.9		
0600 - 2200	9177	2329	2298	2336	2214	94	163	7933	47	768	53	48	7	19	13	26	1	5	23	72	309	2289	5352	1018	84	17	8	4	0	29.6	26.4	3.9		
0600 - 0000	9554	2428	2396	2435	2295	95	171	8260	48	790	60	52	7	20	15	30	1	5	23	72	312	2327	5601	1094	92	20	8	4	0	29.6	26.5	3.9		
0000 - 0000	10039	2530	2520	2579	2410	97	181	8636	48	851	66	54	7	25	27	41	1	5	23	74	312	2386	5891	1212	104	24	8	4	0	29.8	26.6	3.9		

Tuesday 17 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme																Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	83	19	21	19	24	1	2	67	0	10	1	0	0	0	1	1	0	0	0	0	1	2	8	52	16	4	0	0	0	0	0	31.6	28.1	4		
0100 - 0200	51	17	15	12	7	0	2	44	0	3	1	1	0	0	0	0	0	0	0	0	0	4	26	19	1	0	0	0	0	0	0	32	29.1	3.8		
0200 - 0300	37	10	8	7	12	0	1	29	0	6	0	0	0	0	0	0	0	0	0	0	0	7	24	6	0	0	0	0	0	0	0	30.3	28	2.6		
0300 - 0400	32	4	10	8	10	0	0	26	0	3	0	0	0	0	1	1	1	0	0	0	0	2	15	12	1	2	0	0	0	0	0	34.4	30.3	4.1		
0400 - 0500	64	7	16	22	19	0	3	48	1	4	3	1	0	1	0	0	3	0	0	0	0	7	38	17	1	1	0	0	0	0	0	32.5	28.9	3.5		
0500 - 0600	173	19	34	53	67	2	4	141	0	14	6	1	1	2	2	0	0	0	0	0	0	5	2	8	89	68	5	0	1	0	0	0	31.9	29.3	3.3	
0600 - 0700	523	78	110	153	182	6	10	437	4	49	6	4	1	3	1	2	0	0	0	0	1	5	80	317	106	8	4	1	1	0	0	0	30.8	28	3.6	
0700 - 0800	586	126	165	149	146	13	19	501	3	39	3	2	0	1	2	3	0	0	0	3	5	31	126	323	87	7	3	1	0	0	0	30.2	26.7	4.3		
0800 - 0900	488	147	107	130	104	21	12	402	2	33	3	4	3	3	3	2	0	0	0	1	9	30	146	246	51	4	0	1	0	0	0	29.2	25.7	4.2		
0900 - 1000	556	130	136	142	148	8	12	464	3	61	4	2	0	1	0	1	0	0	0	0	2	16	150	353	47	6	1	1	0	0	0	29.4	26.4	3.5		
1000 - 1100	619	139	177	160	143	5	7	537	1	50	7	5	1	2	3	1	0	0	0	0	7	18	160	398	38	4	0	0	0	0	0	28.7	26.2	3		
1100 - 1200	634	155	171	147	161	5	10	527	3	81	2	0	1	1	2	2	0	0	0	0	9	19	186	362	50	6	1	0	0	1	0	29.3	26.1	3.8		
1200 - 1300	630	159	151	165	155	1	6	540	3	66	2	4	0	2	3	3	0	0	16	17	36	159	358	42	2	0	0	0	0	0	0	28.9	25.2	4.9		
1300 - 1400	645	160	159	168	158	2	7	563	2	60	3	3	1	1	0	1	2	0	0	0	0	3	4	169	403	62	4	0	0	0	0	0	29.4	26.6	3.1	
1400 - 1500	152	167	137	158	127	5	47	3	63	1	158	1	1	2	4	1	18	0	0	0	1	18	189	332	6	0	0	0	0	0	29	26	3.3			
1500 - 1600	627	147	160	148	148	7	10	544	4	54	1	3	0	2	0	1	54	1	0	0	11	36	195	324	57	6	1	0	0	0	0	29.2	25.5	4.4		
1600 - 1700	553	152	146	145	115	7	11	473	3	52	2	2	0	1	1	1	0	0	0	2	4	16	130	308	88	9	0	0	0	0	0	30.3	26.8	3.6		
1700 - 1800	448	108	132	124	84	11	10	393	5	25	0	2	1	0	0	1	0	0	0	40	28	48	104	183	31	4	1	7	1	0	1	29.2	23.4	8.5		
1800 - 1900	488	90	130	145	123	18	14	418	6	27	1	2	0	1	0	0	1	0	0	10	12	20	109	267	64	2	0	2	0	1	0	30	26.2	6		
1900 - 2000	493	133	124	126	110	10	17	438	2	23	1	0	0	0	0	0	2	0	0	0	2	17	88	313	61	11	0	0	0	0	0	30	27	3.6		
2000 - 2100	380	98	105	94	83	7	16	323	4	28	1	0	0	0	1	0	0	0	0	0	3	7	76	226	63	2	2	1	0	0	0	30.6	27.2	3.7		
2100 - 2200	337	93	83	82	79	5	9	293	0	20	5	0	0	0	0	0	3	0	0	0	1	11	49	211	58	6	0	1	0	0	0	0	30.5	27.4	3.6	
2200 - 2300	247	61	62	74	50	1	1	219	5	19	2	0	0	0	0	0	0	0	0	0	1	33	149	60	3	1	0	0	0	0	0	31.4	28.3	3		
2300 - 0000	49	154	48	38	34	0	13	38	4	6	1	0	0	0	0	2	39	0	0	0	3	134	4	2	1	1	0	0	0	0	0	33	27.9	3		
0700 - 1900	6861	1680	1759	1779	1643	103	127	5859	38	611	29	30	8	17	20	18	0	1	72	100	292	1823	3834	657	59	7	12	1	2	0	2	29.4	26	4.5		
0600 - 2200	8594	2082	2181	2234	2097	131	179	7350	48	731	42	34	9	23	21	25	0	1	72	107	332	2116	4901	945	86	13	16	2	2	0	2	29.6	26.3	4.4		
0600 - 0000	9005	2192	2286	2346	2181	132	183	7703	53	763	45	34	9	27	27	27	0	2	72	107	335	2179	5139	1044	92	15	16	2	2	0	2	29.7	26.3	4.4		
0000 - 0000	9445	2268	2390	2467	2320	135	195	8058	54	803	56	37	10	31	31	33	0	2	72	108	339	2215	5383	1182	104	18	18	2	2	0	2	29.9	26.5	4.4		

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed											P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van Lorry	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	110	37	29	27	17	0	2	91	1	11	2	0	0	0	1	2	0	0	0	0	1	15	78	16	0	0	0	0	0	0	30	27.2	2.7	
0100 - 0200	75	26	20	20	9	0	3	60	1	5	0	2	0	2	1	1	0	0	0	0	0	8	42	24	1	0	0	0	0	0	31.7	28.6	2.8	
0200 - 0300	44	9	6	14	15	0	1	34	1	4	2	0	0	1	0	1	0	0	0	0	1	3	33	6	1	0	0	0	0	0	30.9	28.1	3.2	
0300 - 0400	49	12	10	9	18	0	2	35	0	5	1	0	0	0	0	3	3	0	0	0	0	2	7	23	12	5	0	0	0	0	0	33.8	28.8	4.3
0400 - 0500	67	12	15	17	23	0	3	52	0	6	1	2	0	0	1	2	0	0	0	0	0	1	3	37	20	4	2	0	0	0	0	32.8	29.8	3.9
0500 - 0600	183	29	33	63	58	2	4	151	0	20	1	0	0	1	3	1	0	0	0	0	0	1	12	97	59	13	1	0	0	0	0	32.8	29.7	3.6
0600 - 0700	499	95	133	158	113	1	10	425	3	51	3	1	0	1	0	3	1	0	0	2	2	46	319	118	9	2	1	0	0	0	31.3	28.5	3.3	
0700 - 0800	582	159	167	130	126	11	23	486	5	49	1	5	0	2	0	0	0	0	0	3	3	130	126	33	7	2	2	0	0	0	30.7	27	3.8	
0800 - 0900	482	144	114	113	111	12	12	414	1	32	4	1	2	1	3	0	0	0	3	3	15	122	270	61	6	1	1	0	0	0	29.9	26.4	4.1	
0900 - 1000	539	130	146	116	147	7	12	456	5	50	2	3	0	2	2	0	0	0	0	1	7	15	132	309	63	10	1	1	0	0	29.8	26.6	3.9	
1000 - 1100	657	157	161	171	168	3	8	576	1	55	5	3	0	1	0	4	0	1	0	4	13	161	391	83	3	2	0	0	0	0	29.7	26.6	3.4	
1100 - 1200	664	148	163	186	167	4	5	569	5	72	3	1	0	1	4	0	0	0	0	6	25	151	411	66	5	0	0	0	0	0	29.4	26.4	3.5	
1200 - 1300	630	176	160	159	135	2	11	529	4	67	7	4	1	1	3	1	0	0	0	2	18	118	416	68	8	0	0	0	0	0	29.7	27	3.2	
1300 - 1400	637	152	164	163	158	8	7	539	2	68	5	3	0	2	2	1	0	0	0	0	11	25	161	376	53	9	0	2	0	0	29.2	26.2	3.9	
1400 - 1500	680	177	161	180	162	4	11	569	1	85	2	4	0	1	2	1	0	0	0	1	8	13	186	382	82	8	0	0	0	0	29.8	26.4	3.6	
1500 - 1600	577	171	155	141	110	7	9	492	4	53	2	4	0	2	1	2	0	1	5	20	158	337	52	4	0	0	0	0	0	29.1	26.1	3.6		
1600 - 1700	454	119	95	114	126	8	9	376	6	49	2	1	0	1	1	1	0	0	0	1	4	11	109	269	55	4	0	1	0	0	29.8	26.6	3.6	
1700 - 1800	463	120	126	126	91	13	17	389	5	34	3	1	0	0	0	1	0	0	0	4	17	83	260	85	10	4	0	0	0	0	30.9	27.4	4.1	
1800 - 1900	563	123	161	148	131	15	13	488	0	37	1	4	0	1	2	2	0	0	0	1	7	22	126	343	59	5	0	0	0	0	29.5	26.4	3.7	
1900 - 2000	549	144	124	152	129	16	14	483	4	30	0	1	0	1	0	0	0	0	0	2	19	108	340	76	3	1	0	0	0	0	29.9	26.8	3.4	
2000 - 2100	415	102	108	103	102	9	9	354	1	28	0	1	0	2	0	2	0	0	0	0	1	9	84	260	53	5	3	0	0	0	0	30	27.2	3.4
2100 - 2200	369	121	85	67	96	5	7	328	1	23	1	2	0	1	0	1	0	0	0	3	7	63	231	61	3	0	0	1	0	0	30.4	27.5	3.6	
2200 - 2300	271	73	68	66	64	1	9	238	0	19	2	0	0	0	1	0	0	1	0	0	1	0	39	183	43	4	1	0	0	0	0	30.5	27.8	3
2300 - 0000	205	53	59	51	42	0	4	178	0	18	0	1	0	1	3	0	0	0	0	1	0	37	125	37	4	0	1	0	0	0	30.7	27.8	3.4	
0700 - 1900	6928	1776	1773	1747	1632	94	137	5883	39	651	37	34	3	15	20	13	0	2	8	64	213	1632	4101	814	79	10	7	0	0	0	29.7	26.6	3.7	
0600 - 2200	8760	2238	2223	2227	2072	125	186	7473	48	783	41	39	3	20	20	19	1	2	8	72	250	1933	5251	1122	99	16	8	1	0	0	29.9	26.8	3.7	
0600 - 0000	9236	2364	2350	2344	2178	126	199	7889	48	820	43	40	3	21	24	19	1	3	8	74	250	2009	5559	1202	107	17	9	1	0	0	29.9	26.8	3.6	
0000 - 0000	9764	2489	2463	2494	2318	128	214	8312	51	871	50	44	3	25	33	29	1	3	8	74	256	2057	5869	1339	131	20	9	1	0	0	30	26.9	3.7	

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45					Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	150	40	34	31	45	0	4	125	0	15	2	1	0	0	1	2	0	0	0	0	1	13	105	24	7	0	0	0	0	0	31.2	28.3	3.3	
0100 - 0200	80	30	16	16	18	0	3	67	1	5	2	0	0	0	0	2	0	0	0	0	1	9	41	26	1	1	1	0	0	0	32.1	29	4	
0200 - 0300	54	18	10	14	12	0	2	42	0	6	1	1	0	0	2	0	0	0	0	0	0	8	30	13	2	1	0	0	0	0	33.1	29.2	4	
0300 - 0400	58	10	15	16	17	0	0	43	0	10	0	0	0	1	2	2	0	0	0	0	0	8	34	14	2	0	0	0	0	0	31.6	28.4	3.2	
0400 - 0500	75	18	14	24	19	2	3	58	0	6	2	0	0	3	0	1	0	0	0	2	1	3	40	20	7	2	0	0	0	0	34.2	29.6	4.8	
0500 - 0600	190	29	33	56	72	1	5	160	0	16	4	1	0	1	1	1	0	0	0	1	1	15	104	63	4	2	0	0	0	0	31.8	28.8	3.3	
0600 - 0700	488	89	100	141	158	3	11	418	1	39	5	2	1	3	1	3	1	0	0	2	4	63	319	94	5	1	0	0	0	0	30.9	27.9	3.1	
0700 - 0800	547	155	114	148	130	13	28	448	0	51	1	3	2	0	1	1	0	0	0	5	12	85	349	84	6	3	0	0	0	0	30.3	27.3	3.8	
0800 - 0900	574	145	148	138	143	16	12	490	5	41	1	3	1	1	3	1	0	0	2	3	36	173	297	55	5	3	0	0	0	0	29.4	26	4	
0900 - 1000	661	167	153	151	190	7	12	573	1	55	3	2	0	3	1	4	0	0	0	11	28	211	353	55	2	1	0	0	0	0	29	25.8	3.6	
1000 - 1100	706	190	167	179	170	4	6	629	2	48	2	6	0	2	4	2	1	0	0	4	14	183	448	51	5	1	0	0	0	0	29	26.3	3.1	
1100 - 1200	719	194	176	185	164	6	11	624	2	67	1	1	0	1	2	2	0	2	9	6	44	244	347	63	6	0	0	0	0	0	29	25.4	4.2	
1200 - 1300	727	196	181	173	177	6	9	634	2	63	3	4	0	3	3	0	0	0	3	3	18	195	439	64	4	1	0	0	0	0	29.1	26.3	3.5	
1300 - 1400	585	156	152	128	149	5	9	503	2	55	3	2	2	1	0	2	0	1	3	4	11	155	345	64	2	1	0	0	0	0	29.4	26.4	3.6	
1400 - 1500	620	170	131	157	162	7	9	534	1	61	3	5	0	0	0	0	0	0	0	3	17	113	409	73	4	1	0	0	0	0	29.8	27	3.4	
1500 - 1600	565	133	160	149	123	5	10	494	2	46	1	2	0	2	2	1	0	0	1	6	26	137	329	60	6	0	0	0	0	0	29.6	26.5	3.7	
1600 - 1700	543	111	166	137	129	7	20	463	0	45	1	1	1	1	1	3	0	0	0	3	19	107	335	71	4	3	1	0	0	0	29.9	26.9	3.8	
1700 - 1800	524	151	106	123	144	9	24	449	3	34	2	2	0	0	0	1	0	0	9	22	84	325	76	5	2	1	0	0	0	0	30.2	27	4	
1800 - 1900	568	138	138	150	142	10	23	492	3	34	1	1	0	2	0	2	0	0	7	12	121	351	68	8	1	0	0	0	0	0	29.7	26.7	3.6	
1900 - 2000	577	134	141	152	150	10	25	500	6	30	0	1	0	1	2	1	0	2	1	21	159	312	68	7	7	0	0	0	0	0	29.9	26.7	4	
2000 - 2100	423	121	107	96	99	4	22	353	2	39	1	1	0	0	0	0	0	1	0	2	5	87	268	50	9	2	0	0	0	0	29.9	27	3.3	
2100 - 2200	362	93	81	92	96	1	14	319	2	20	1	0	0	0	1	3	1	0	0	1	5	78	235	38	2	1	1	0	0	0	29.6	27	3.5	
2200 - 2300	293	91	72	72	58	1	10	269	2	8	0	0	0	1	2	0	0	0	0	0	1	24	201	57	9	0	1	0	0	0	30.8	28.2	3.1	
2300 - 0000	260	74	68	74	44	2	14	239	1	14	0	0	0	0	1	7	0	0	2	3	17	174	177	30	1	1	0	0	0	30.1	27.3	3.4		
0700 - 1900	7339	1906	1792	1818	1823	95	173	6333	23	600	22	32	6	16	18	17	1	3	18	64	259	1808	4327	784	57	20	2	0	0	0	29.5	26.4	3.7	
0600 - 2200	9189	2343	2221	2299	2326	113	245	7923	34	728	29	36	7	21	24	22	2	5	20	70	294	2195	5461	1034	80	31	3	1	0	0	29.6	26.5	3.7	
0600 - 0000	9742	2508	2367	2439	2428	115	262	8431	36	745	31	37	7	22	27	22	2	5	21	70	298	2263	5833	1128	93	31	4	1	0	0	29.7	26.6	3.7	
0000 - 0000	10349	2653	2489	2596	2611	118	279	8926	37	803	42	40	7	27	33	30	2	5	21	73	302	2319	6187	1288	116	37	5	1	0	0	29.9	26.7	3.7	

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph
0000 - 0100	205	53	57	55	40	0	2	196	0	7	0	0	0	0	0	0	0	0	0	3	39	99	24	1	0	0	0	0	0	0	0	29.8	27.3	2.8
0100 - 0200	166	50	49	33	34	0	1	152	0	11	0	0	0	0	1	1	0	0	0	0	3	39	99	24	1	0	0	0	0	0	0	30	26.8	3.1
0200 - 0300	110	27	36	28	19	0	2	104	0	3	0	0	0	0	0	1	0	0	0	0	24	65	20	1	0	0	0	0	0	0	0	30.6	27.4	3
0300 - 0400	73	19	20	17	17	0	1	67	0	2	1	0	0	0	0	2	0	0	0	0	0	13	43	17	0	0	0	0	0	0	0	30.8	27.8	2.7
0400 - 0500	66	15	20	11	20	0	0	62	0	4	0	0	0	0	0	0	0	0	0	0	1	7	43	14	1	0	0	0	0	0	0	31.8	28.2	3.3
0500 - 0600	66	14	24	13	15	1	0	63	0	1	0	0	0	0	0	1	0	0	0	0	1	10	37	17	1	0	0	0	0	0	0	31.3	28.1	3.3
0600 - 0700	126	26	30	36	34	3	3	105	0	13	0	0	1	1	0	0	0	0	0	0	2	15	67	36	4	0	0	0	0	0	0	32.3	28.2	3.9
0700 - 0800	181	43	37	46	55	1	3	153	1	19	0	0	0	1	3	0	0	0	0	1	1	153	39	5	0	0	0	0	0	0	0	30.8	28.4	3
0800 - 0900	328	69	76	87	96	5	2	293	0	23	2	0	0	1	1	1	0	0	0	3	5	54	197	64	5	0	0	0	0	0	0	30.6	27.6	3.5
0900 - 1000	546	108	150	131	157	3	6	500	1	32	2	1	1	0	0	0	0	0	0	2	16	181	273	68	6	0	0	0	0	0	0	29.8	26.3	3.5
1000 - 1100	635	150	167	98	220	6	7	595	3	17	4	0	0	1	1	1	0	0	3	6	40	305	256	23	1	0	1	0	0	0	0	27.7	24.5	3.5
1100 - 1200	834	243	213	173	205	6	5	790	3	22	4	1	1	1	1	0	0	0	4	21	35	330	398	41	4	1	0	0	0	0	0	28.2	25	4
1200 - 1300	761	190	207	183	181	7	8	715	4	17	4	1	1	1	2	1	0	0	13	16	18	243	391	71	3	5	1	0	0	0	0	29.2	25.6	4.5
1300 - 1400	751	190	221	200	140	6	12	709	4	16	1	2	0	1	0	0	0	17	30	43	332	292	31	5	0	0	0	0	0	1	27.9	24	5.2	
1400 - 1500	721	196	161	191	173	4	10	670	5	27	1	0	0	0	0	4	0	0	1	2	36	243	377	57	3	1	0	0	0	0	1	29.1	25.8	4.3
1500 - 1600	674	197	101	197	179	10	9	625	4	18	0	2	1	2	2	0	0	1	19	24	75	263	252	38	2	1	0	0	0	0	0	28.1	23.7	5.1
1600 - 1700	548	131	162	133	122	5	8	507	3	18	1	2	0	1	2	1	0	0	1	4	15	148	312	62	5	0	0	1	0	0	0	29.6	26.4	3.6
1700 - 1800	429	91	94	116	128	4	15	382	4	19	0	1	1	1	2	0	0	0	0	2	5	80	296	37	2	6	0	1	0	0	0	29.5	27.1	3.6
1800 - 1900	481	110	138	135	98	3	8	448	5	12	0	3	0	0	0	0	0	2	0	2	9	88	321	60	1	0	0	0	0	0	0	29.6	27	3
1900 - 2000	438	110	91	132	105	1	15	404	2	13	1	0	0	0	1	0	0	0	0	4	63	285	79	3	2	2	0	0	0	0	0	30.6	27.8	3.2
2000 - 2100	363	80	101	97	85	3	9	325	4	16	1	0	0	2	3	0	0	0	0	3	87	223	43	7	0	0	0	0	0	0	0	29.7	27	3.2
2100 - 2200	342	87	93	70	92	1	11	313	1	14	0	0	0	0	1	0	1	0	0	0	2	69	212	55	3	1	0	0	0	0	0	30.4	27.3	3.1
2200 - 2300	257	73	68	74	42	1	5	241	0	7	0	0	0	0	2	1	0	0	0	1	2	48	167	32	7	0	0	0	0	0	0	30	27.3	3.3
2300 - 0000	159	38	43	45	33	1	2	141	0	9	4	1	0	1	0	0	0	0	0	0	2	141	24	7	0	2	0	0	0	0	0	30.7	28	4.1
0700 - 1900	6889	1718	1727	1690	1754	60	93	6387	37	240	19	13	5	10	14	8	0	3	58	113	298	2282	3485	591	42	14	2	2	0	0	2	29.1	25.6	4.3
0600 - 2200	8158	2021	2042	2025	2070	68	131	7534	44	296	21	13	6	15	17	10	0	3	58	115	309	2516	4272	804	59	17	4	2	0	0	2	29.4	25.9	4.2
0600 - 0000	8574	2132	2153	2144	2145	70	138	7916	44	312	25	14	6	16	19	11	0	3	58	116	313	2588	4542	857	73	17	6	2	0	0	2	29.4	26	4.2
0000 - 0000	9260	2310	2359	2301	2290	71	144	8560	44	340	26	14	6	16	22	14	0	3	58	116	318	2718	4971	972	80	17	6	2	0	0	2	29.5	26.1	4.1

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation					
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	134	36	37	33	28	0	2	117	0	10	1	0	0	1	1	1	0	0	0	1	17	91	22	3	0	0	0	0	0	0	30.5	27.9	3.2	
0100 - 0200	88	26	24	21	17	0	2	74	0	7	1	1	0	1	1	1	0	0	0	0	1	14	51	21	1	0	0	0	0	0	31.2	28	3.4	
0200 - 0300	58	15	14	15	15	0	2	47	0	6	1	0	0	0	1	1	0	0	0	0	0	9	36	11	2	0	0	0	0	0	31	28.1	3.3	
0300 - 0400	53	12	13	13	15	0	1	42	0	6	1	0	0	1	2	2	0	0	0	0	0	7	27	16	2	0	0	0	0	0	32.5	28.8	3.6	
0400 - 0500	69	14	16	18	21	0	2	56	0	6	1	1	0	1	1	1	0	0	0	0	0	6	42	17	3	1	0	0	0	0	32.4	29	3.8	
0500 - 0600	156	25	30	49	52	1	4	131	0	13	2	1	0	1	2	1	0	0	0	1	12	86	51	5	1	0	0	0	0	0	31.9	29.2	3.4	
0600 - 0700	411	71	93	118	128	3	9	349	2	37	3	2	1	2	1	2	0	0	0	0	1	46	261	88	8	1	1	0	0	0	31	28.2	3.3	
0700 - 0800	499	128	124	123	124	11	17	416	3	44	2	3	0	1	2	1	0	0	1	6	19	87	298	79	7	3	0	0	0	0	30.4	27.1	4	
0800 - 0900	497	129	120	125	123	12	11	424	3	35	2	3	1	2	2	1	0	0	1	5	23	122	271	66	6	1	1	0	0	0	30	26.5	4.3	
0900 - 1000	600	152	147	148	154	8	11	520	2	50	3	3	0	1	1	1	0	0	1	5	20	160	337	71	6	1	0	0	0	0	29.6	26.4	3.7	
1000 - 1100	667	164	170	161	172	5	6	590	3	49	4	3	0	1	2	2	0	0	1	5	19	195	386	56	4	1	0	0	0	0	29	26.1	3.7	
1100 - 1200	701	178	180	169	174	5	7	618	4	57	3	2	0	1	2	1	0	0	2	7	28	207	392	60	4	1	0	0	0	0	29.1	25.9	3.7	
1200 - 1300	686	178	173	171	165	5	9	603	3	55	3	3	0	1	2	2	0	0	5	7	24	180	399	67	4	1	0	0	0	0	29.3	26.1	3.9	
1300 - 1400	659	169	169	163	158	7	8	578	4	52	3	2	0	1	1	2	0	0	3	10	24	196	362	57	5	0	0	0	0	0	29.1	25.9	4	
1400 - 1500	655	176	154	162	163	5	9	573	2	56	2	3	0	1	1	2	0	0	2	6	24	189	365	63	5	1	0	0	0	0	29.4	26.1	3.8	
1500 - 1600	622	166	152	162	143	6	10	549	3	46	1	2	0	1	2	1	0	0	1	8	36	192	354	4	1	2	0	0	0	29	25.5	4.3		
1600 - 1700	568	143	144	143	138	6	12	500	3	42	1	1	0	1	0	0	0	1	4	14	143	328	71	6	1	0	0	0	0	0	29.8	26.6	3.6	
1700 - 1800	501	129	125	129	119	8	15	437	5	30	2	1	0	0	1	1	0	1	7	8	19	96	300	62	5	2	2	0	0	0	29.9	26.5	4.8	
1800 - 1900	521	120	138	138	124	11	15	454	5	31	1	3	0	1	1	1	0	0	2	6	17	109	317	65	5	0	0	0	0	0	29.8	26.7	4	
1900 - 2000	507	128	125	136	118	9	18	451	4	22	1	0	0	1	0	1	0	0	0	2	15	108	309	65	6	2	1	0	0	0	30	27	3.5	
2000 - 2100	387	101	102	97	88	5	14	333	3	28	1	1	0	1	1	0	0	0	0	2	6	79	242	53	5	1	0	0	0	0	30	27.1	3.4	
2100 - 2200	347	100	87	78	82	3	9	308	1	21	2	0	0	0	1	1	0	0	0	1	4	61	222	53	4	1	1	0	0	0	30.3	27.4	3.4	
2200 - 2300	269	76	67	68	58	1	7	242	2	14	1	1	0	0	1	0	0	0	0	0	1	37	177	48	5	1	0	0	0	0	30.6	27.9	3.1	
2300 - 0000	205	57	56	52	42	0	10	182	2	50	1	0	0	1	1	1	0	1	1	182	12	0	0	0	0	0	0	0	0	30.7	27.7	3.2		
0700 - 1900	7176	1830	1797	1794	1755	90	130	6282	38	548	27	29	4	14	16	16	1	3	29	79	265	1875	4075	770	62	13	5	1	0	1	29.5	26.3	4	
0800 - 2200	8828	2230	2204	2223	2171	110	180	7704	47	655	34	3	5	18	18	20	1	4	30	85	293	2169	5110	1028	85	19	7	2	0	0	1	29.7	26.5	3.9
0600 - 0000	9303	2363	2327	2342	2271	111	190	8128	49	682	37	34	5	20	21	21	1	4	30	85	295	2237	5419	1112	94	20	7	2	0	0	1	29.8	26.5	3.9
0000 - 0000	9662	2491	2462	2491	2419	112	203	8596	50	729	44	37	5	24	28	29	1	4	30	86	298	2302	5751	1250	111	23	8	2	0	0	1	29.9	26.6	3.9

Kew, Richmond Upon Thames

Report Id
Site Name
Description
Direction

171/18
Site 1 of 5
Mortlake Road, 50m north of Townmead Road
Southbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed											P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	105	32	28	22	23	0	1	89	0	9	0	0	0	0	1	5	0	0	0	2	1	13	66	20	2	1	0	0	0	0	0	31.2	27.8	3.9
0100 - 0200	60	25	7	11	17	0	1	49	0	5	2	0	0	1	0	2	0	0	0	0	0	4	35	21	0	0	0	0	0	0	0	31.4	28.8	2.6
0200 - 0300	24	4	12	6	2	0	1	18	0	4	0	0	0	0	0	1	0	0	0	0	0	1	1	17	5	0	0	0	0	0	0	31.6	28.4	3.1
0300 - 0400	43	12	11	9	11	0	0	27	0	12	1	0	0	1	0	2	0	0	0	0	0	1	6	25	10	1	0	0	0	0	0	30.9	27.6	3.6
0400 - 0500	49	8	13	12	16	0	0	29	0	14	1	0	0	1	1	3	0	0	0	0	0	2	33	10	2	2	0	0	0	0	0	34.3	29.7	4
0500 - 0600	151	21	40	40	50	3	2	110	0	19	4	8	1	1	2	1	0	0	1	0	2	27	90	31	0	0	0	0	0	0	0	30.5	27.5	3.7
0600 - 0700	398	74	98	111	115	7	4	309	1	58	6	5	1	4	3	0	0	0	0	3	5	89	246	53	1	1	0	0	0	0	0	29.8	26.8	3.1
0700 - 0800	610	142	134	166	168	22	17	477	4	68	8	5	0	2	3	3	0	1	3	15	34	161	328	59	5	4	0	1	0	0	0	29.3	25.7	4.6
0800 - 0900	565	159	129	145	132	15	18	437	3	76	7	4	1	0	0	3	1	0	2	11	25	198	288	38	1	2	0	0	0	0	0	28.7	25.3	3.9
0900 - 1000	577	139	133	163	142	6	8	462	2	83	9	5	0	0	1	1	0	0	0	4	33	206	303	27	3	1	0	0	0	0	0	28.4	25.3	3.5
1000 - 1100	631	164	153	152	162	3	8	514	4	88	4	6	0	1	1	2	0	0	4	7	45	256	290	23	3	1	1	0	0	0	1	28.1	24.9	5.4
1100 - 1200	594	131	139	155	169	4	6	512	3	51	8	5	1	0	2	2	0	0	9	20	78	188	272	25	2	0	0	0	0	0	0	27.9	23.9	4.7
1200 - 1300	603	151	150	157	145	0	10	538	2	46	1	1	1	1	1	2	0	0	0	2	32	265	278	24	2	0	0	0	0	0	0	27.9	24.9	3.1
1300 - 1400	540	137	134	134	135	6	4	471	4	44	3	1	1	1	1	3	0	1	1	6	33	172	287	37	3	1	0	0	0	0	0	28.7	25.4	3.7
1400 - 1500	597	133	158	141	165	4	10	521	4	47	2	5	1	1	1	0	1	0	3	14	45	199	290	42	4	0	0	0	0	0	0	28.6	25	4.2
1500 - 1600	618	152	157	162	147	2	4	560	4	44	1	3	0	0	0	0	0	0	0	3	17	263	295	40	0	0	0	0	0	0	0	28.4	25.3	3.1
1600 - 1700	705	187	188	160	170	12	16	614	3	53	2	2	0	1	1	0	1	0	1	14	33	238	382	30	7	0	0	0	0	0	0	28.4	25.3	3.6
1700 - 1800	717	177	171	185	184	27	24	636	3	23	0	2	0	0	0	2	0	0	0	1	12	25	204	415	56	3	1	0	0	0	0	28.9	25.8	3.6
1800 - 1900	664	178	171	168	147	25	21	595	1	16	2	3	0	1	0	0	0	0	1	8	36	160	412	43	4	0	0	0	0	0	0	28.6	25.8	3.5
1900 - 2000	544	137	136	137	134	9	17	491	4	17	2	2	0	0	0	0	1	0	1	7	12	120	343	55	5	1	0	0	0	0	0	29.5	26.5	3.5
2000 - 2100	349	112	90	67	80	7	8	302	1	22	0	6	0	0	0	3	0	0	0	3	10	85	200	51	0	0	0	0	0	0	0	30	26.7	3.5
2100 - 2200	317	104	68	64	81	0	14	268	1	26	1	1	0	0	0	2	4	0	0	0	14	75	195	29	3	1	0	0	0	0	0	29.1	26.4	3.4
2200 - 2300	218	55	65	57	41	1	7	192	0	8	4	1	0	0	0	5	0	0	0	1	2	54	128	29	4	0	0	0	0	0	0	30.1	27.1	3.3
2300 - 0000	151	46	35	26	44	0	1	132	0	11	0	0	0	1	1	4	1	0	0	0	3	27	101	17	3	0	0	0	0	0	0	29.8	27.1	3.1
0700 - 1900	7421	1850	1817	1888	1866	126	146	6337	37	639	47	42	5	8	13	16	3	2	25	116	436	2510	3840	444	37	10	1	1	0	0	1	28.5	25.2	4
0600 - 2200	9029	2277	2209	2267	2276	149	189	7707	44	762	56	56	6	12	18	24	3	3	26	129	477	2879	4824	632	46	13	1	1	0	0	1	28.7	25.5	3.9
0600 - 0000	9398	2378	2309	2350	2361	150	197	8031	44	781	60	57	6	13	19	33	4	3	26	130	482	2960	5053	678	53	13	1	1	0	0	1	28.7	25.6	3.9
0000 - 0000	9830	2480	2420	2450	2480	153	202	8353	44	844	68	65	7	17	23	47	4	3	27	132	487	3013	5319	775	58	16	1	1	0	0	1	28.9	25.7	3.9

Tuesday 17 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	96	29	17	32	18	2	4	77	0	7	0	3	0	1	2	0	0	0	1	4	18	52	19	1	1	0	0	0	0	31.5	27.4	4.5	
0100 - 0200	64	18	18	13	15	0	1	47	0	9	3	0	0	0	2	2	0	0	0	18	30	13	3	0	0	0	0	0	0	31.6	27.2	4.1	
0200 - 0300	52	16	10	12	14	0	1	34	0	9	1	0	0	2	2	3	0	0	0	10	29	10	2	0	0	0	0	0	0	31.6	28	3.8	
0300 - 0400	40	5	8	18	9	0	0	22	0	13	2	0	0	2	0	1	0	0	0	4	25	11	0	0	0	0	0	0	0	30.9	28.2	2.8	
0400 - 0500	43	10	7	10	16	0	0	28	0	10	1	0	0	2	1	1	0	0	0	1	7	23	9	3	0	0	0	0	0	32.3	28.1	3.9	
0500 - 0600	139	27	29	32	51	2	1	89	0	31	9	1	0	2	3	1	0	0	0	2	26	80	27	3	1	0	0	0	0	30.6	27.7	3.6	
0600 - 0700	390	47	96	119	128	4	6	315	0	52	6	1	0	2	0	3	1	0	0	3	5	78	252	44	8	0	0	0	0	0	29.7	26.9	3.2
0700 - 0800	604	135	169	149	151	30	21	451	5	73	14	5	0	1	0	4	0	0	41	41	63	195	226	30	8	0	0	0	0	28.1	22.8	6.4	
0800 - 0900	538	127	119	124	168	18	10	432	3	66	5	0	1	1	0	1	1	0	0	11	47	217	235	26	2	0	0	0	0	27.8	24.6	3.7	
0900 - 1000	541	142	145	138	116	12	11	449	3	55	2	4	3	1	0	1	0	0	0	7	13	172	307	34	8	0	0	0	0	0	28.6	25.9	3.5
1000 - 1100	543	124	149	153	117	7	8	457	0	62	2	4	0	0	1	1	1	0	1	5	17	192	298	25	5	0	0	0	0	1	28.3	25.5	3.4
1100 - 1200	512	134	137	130	111	1	7	443	1	50	2	3	0	1	1	3	0	0	0	4	11	199	273	23	2	0	0	0	0	0	28	25.5	2.9
1200 - 1300	526	125	119	141	141	2	8	451	3	47	2	9	1	0	1	1	0	1	3	4	30	194	265	29	1	0	0	0	0	0	28.2	25.1	3.7
1300 - 1400	558	138	151	146	123	3	9	484	0	50	3	7	0	0	1	1	0	0	1	10	34	203	280	27	2	1	0	0	0	0	28.2	25.1	3.7
1400 - 1500	602	158	149	143	152	7	8	522	0	49	7	4	1	0	2	0	1	0	13	29	522	287	19	2	0	0	0	0	0	28.2	24.2	4.8	
1500 - 1600	609	153	149	157	150	7	8	530	2	46	3	6	1	1	0	2	0	0	1	6	31	183	261	6	1	0	0	0	0	27.9	24.8	3.3	
1600 - 1700	684	168	159	186	171	7	12	613	2	43	0	2	0	2	0	2	0	1	0	5	12	244	363	52	8	0	0	0	0	0	28.7	25.8	3.2
1700 - 1800	680	179	174	167	160	30	23	587	11	24	2	2	0	0	0	1	0	0	15	19	34	195	371	41	4	0	0	0	0	1	28.6	25.1	5.5
1800 - 1900	703	167	183	176	177	29	27	608	9	24	0	3	0	3	0	0	0	0	2	15	50	234	348	47	6	0	0	0	0	1	28.7	25.2	4.4
1900 - 2000	663	190	172	162	139	17	17	593	6	23	2	1	0	1	1	2	0	0	1	12	33	190	364	57	5	1	0	0	0	0	28.9	25.8	3.8
2000 - 2100	389	119	87	86	97	11	22	326	0	20	3	3	0	0	1	3	0	0	0	6	15	98	232	30	7	1	0	0	0	0	29.1	26.2	3.8
2100 - 2200	266	80	68	60	58	2	4	237	1	13	1	2	0	1	3	1	0	0	1	9	64	159	32	1	0	0	0	0	0	0	29.6	26.4	3.3
2200 - 2300	239	62	66	62	49	2	3	199	1	12	3	6	0	2	2	8	1	0	0	2	1	84	126	24	2	0	0	0	0	0	29.3	26.3	3.2
2300 - 0000	38	12	39	38	22	0	0	145	0	12	1	0	0	2	0	5	0	0	0	2	23	4	2	0	0	0	0	0	0	30.3	27.4	3.5	
0700 - 1900	7100	1750	1803	1810	1737	153	10	155	6027	39	589	42	49	7	10	4	20	2	3	77	151	371	2556	3514	374	54	1	0	0	2	28.3	25	4.3
0600 - 2200	8808	2186	2226	2237	2159	187	204	7498	46	697	54	56	7	14	7	31	2	3	78	173	433	2986	4521	537	75	3	0	0	0	2	28.5	25.2	4.2
0600 - 0000	9216	2290	2331	2349	2246	189	209	7843	48	721	60	63	7	18	9	41	5	3	78	175	436	3110	4742	589	81	3	0	0	0	2	28.6	25.3	4.2
0000 - 0000	9650	2395	2420	2466	2369	193	216	8140	48	800	76	67	7	27	19	49	5	3	78	176	444	3193	4981	678	93	5	0	0	0	2	28.7	25.4	4.2

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	125	40	30	31	24	1	1	103	0	10	2	3	0	0	1	4	0	0	0	1	3	16	74	28	2	1	0	0	0	0	0	31.6	28	3.9
0100 - 0200	59	15	15	16	13	0	1	47	1	4	2	0	0	1	1	2	0	0	0	0	1	3	12	30	15	1	0	0	0	0	0	31.9	27.7	3.9
0200 - 0300	51	7	12	15	17	1	1	33	1	11	1	0	0	1	1	1	0	0	0	1	1	6	18	22	4	0	0	0	0	0	0	32.9	29.2	4.4
0300 - 0400	52	7	16	11	18	0	1	26	0	21	0	1	0	0	2	1	0	0	0	0	0	9	20	17	5	1	0	0	0	0	0	34.4	29.3	4.4
0400 - 0500	65	13	7	17	28	1	0	39	0	15	3	1	0	1	2	3	0	0	0	0	1	0	11	38	12	2	1	0	0	0	0	31	27.7	4.1
0500 - 0600	144	21	31	33	59	5	0	101	0	21	6	5	1	2	3	0	0	0	0	2	5	22	85	27	3	0	0	0	0	0	0	31.3	27.6	4
0600 - 0700	427	79	102	112	134	7	3	321	2	69	9	5	1	3	4	3	0	0	0	2	9	103	270	40	2	0	1	0	0	0	0	29.2	26.5	3.1
0700 - 0800	619	153	153	174	136	29	17	482	2	69	5	7	0	2	3	1	0	2	2	13	53	181	329	34	3	2	0	0	0	0	0	28.5	25.3	4.3
0800 - 0900	578	158	134	148	138	26	7	480	4	49	4	3	0	2	0	3	0	0	0	32	33	65	166	229	46	6	1	0	0	0	0	28.7	23.4	6.4
0900 - 1000	605	143	167	169	126	14	11	496	1	64	6	5	1	1	2	4	0	0	0	30	27	26	167	305	47	2	1	0	0	0	0	29	24.5	5.8
1000 - 1100	549	128	141	140	140	4	6	464	1	59	2	8	0	1	0	3	0	1	0	0	8	149	347	41	4	0	0	0	0	0	0	29.1	26.3	2.8
1100 - 1200	536	151	115	135	135	5	4	453	4	62	3	3	0	1	1	0	0	0	0	0	3	11	152	331	37	1	1	0	0	0	0	29	26.2	3.2
1200 - 1300	578	154	141	133	150	5	5	498	1	50	9	3	1	2	2	2	0	0	0	21	12	37	140	319	45	4	0	0	0	0	0	28.7	25	5.1
1300 - 1400	556	154	134	128	140	6	7	473	4	51	4	5	1	1	0	4	0	0	0	0	27	36	149	287	51	4	1	1	0	0	0	29	25.4	4.5
1400 - 1500	589	142	142	140	165	5	7	506	6	52	4	7	0	1	0	1	0	0	0	0	9	36	199	307	33	5	0	0	0	0	0	28.7	25.3	3.6
1500 - 1600	610	145	140	153	172	9	8	543	2	42	0	2	2	0	0	2	0	0	0	3	28	46	238	266	42	1	0	0	0	0	0	28.3	24.9	3.8
1600 - 1700	602	149	164	142	147	14	16	522	5	40	2	3	0	0	0	0	0	0	0	57	58	72	147	233	29	6	0	0	0	0	0	28	22	7.1
1700 - 1800	731	166	195	173	197	31	26	623	6	36	1	5	0	1	0	1	0	1	0	1	13	42	218	383	65	6	3	0	0	0	0	29.2	25.7	4.1
1800 - 1900	675	173	171	165	166	21	25	594	4	27	1	0	0	2	0	0	0	0	1	2	10	16	175	396	71	2	3	0	0	0	0	29.5	26.3	3.7
1900 - 2000	664	191	160	168	145	7	23	601	3	25	3	0	0	0	1	0	0	0	0	1	3	6	190	417	43	1	3	0	0	0	0	28.8	26.3	3
2000 - 2100	423	129	114	96	84	8	11	369	2	26	0	0	0	0	4	3	0	0	0	1	1	20	136	238	25	2	0	0	0	0	0	28.6	25.7	3.2
2100 - 2200	330	83	82	86	79	6	7	290	2	18	0	5	0	1	1	1	0	0	0	0	5	8	113	168	30	4	2	0	0	0	0	29.3	26	4
2200 - 2300	311	93	86	68	64	5	7	268	0	15	3	1	0	1	1	8	1	1	0	0	4	4	79	198	26	0	0	0	0	0	0	29.3	26.4	3.1
2300 - 0000	193	51	48	38	38	0	4	171	0	11	1	1	0	1	0	3	0	0	1	0	1	4	42	115	30	0	0	1	0	0	0	30.2	27	3.6
0700 - 1900	7228	1819	1797	1800	1812	169	139	6134	40	601	41	51	5	14	8	21	0	5	148	219	430	2099	3732	541	44	12	3	0	0	0	0	28.9	25	4.8
0600 - 2200	9072	2301	2255	2262	2254	197	183	7715	49	739	53	61	6	19	17	28	0	5	150	230	473	2641	4825	679	53	17	4	0	0	0	0	28.9	25.3	4.6
0600 - 0000	9576	2445	2397	2378	2356	202	194	8154	49	765	57	63	6	21	18	39	1	7	150	235	481	2762	5138	735	53	17	5	0	0	0	0	28.9	25.3	4.5
0000 - 0000	10072	2548	2508	2501	2515	210	198	8503	51	847	71	73	7	26	28	50	1	7	150	240	490	2838	5403	856	70	20	5	0	0	0	0	29.1	25.5	4.6

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45									3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	90	26	25	19	20	3	0	73	0	10	2	1	0	1	0	0	0	0	0	0	2	3	9	55	20	1	0	0	0	0	0	0	31.2	27.5	4.3
0100 - 0200	93	29	19	25	20	0	1	75	1	10	0	0	0	0	0	6	0	0	0	0	0	0	18	58	15	2	0	0	0	0	0	0	30.7	27.4	2.9
0200 - 0300	51	18	10	12	11	1	0	34	0	9	0	0	0	1	4	2	0	0	0	0	1	0	12	24	12	2	0	0	0	0	0	0	31.9	27.4	4.2
0300 - 0400	54	14	14	17	9	1	1	34	0	12	1	1	0	2	2	0	0	0	0	0	1	0	9	28	14	2	0	0	0	0	0	0	31.6	27.7	4
0400 - 0500	45	8	9	9	19	0	0	23	0	15	1	1	0	2	1	1	0	0	0	0	0	1	5	26	11	2	0	0	0	0	0	0	31.8	28.2	3.7
0500 - 0600	150	19	30	36	65	1	2	98	0	29	5	2	0	5	4	4	0	0	0	0	0	1	20	98	25	4	2	0	0	0	0	0	31.5	28.1	3.7
0600 - 0700	432	67	119	115	131	13	8	321	0	69	7	5	0	3	4	2	0	0	0	1	5	16	85	262	54	8	1	0	0	0	0	0	29.9	26.7	3.9
0700 - 0800	598	124	150	162	162	17	12	460	5	92	6	1	1	1	2	1	0	0	1	12	31	165	347	36	4	2	0	0	0	0	0	0	28.7	25.6	3.8
0800 - 0900	595	140	139	147	169	22	19	482	4	55	5	3	0	0	2	2	1	0	0	1	19	30	228	278	37	1	1	0	0	0	0	0	27.8	24	4
0900 - 1000	622	156	159	162	145	8	10	523	2	64	4	5	0	0	3	2	1	0	0	0	7	44	253	295	20	3	0	0	0	0	0	0	28.3	24.8	3.4
1000 - 1100	528	143	128	128	129	8	12	452	1	64	5	2	0	0	0	1	0	0	0	1	0	11	22	176	270	46	3	0	0	0	0	0	29.1	25.7	3.8
1100 - 1200	570	145	146	140	139	4	9	496	3	44	7	5	0	1	0	0	1	0	0	121	67	33	135	197	15	1	1	0	0	0	0	0	27.5	19.8	8.3
1200 - 1300	568	139	153	132	144	9	9	496	2	39	6	4	1	0	1	1	0	0	33	20	40	154	282	35	4	0	0	0	0	0	0	0	28.7	24.1	5.9
1300 - 1400	594	106	161	168	159	8	10	507	4	53	4	5	0	1	0	1	1	0	0	38	20	43	153	275	31	4	1	0	0	0	0	0	28.4	23.1	6.8
1400 - 1500	585	137	154	145	149	7	17	493	3	53	3	4	0	1	1	3	0	0	0	5	22	149	350	55	4	0	0	0	0	0	0	29.3	26.2	3.5	
1500 - 1600	651	147	136	135	148	14	13	564	3	48	4	5	0	1	1	238	10	31	10	31	238	41	384	48	10	1	0	0	0	0	0	28	24.4	4.8	
1600 - 1700	689	172	161	171	185	13	20	593	6	53	2	1	0	1	0	0	0	0	0	8	21	203	391	54	10	1	1	0	0	0	0	29.2	26	3.7	
1700 - 1800	684	158	174	178	174	21	18	602	5	29	1	3	0	1	1	3	0	0	1	5	26	213	375	60	3	1	0	0	0	0	0	29.2	25.9	3.6	
1800 - 1900	670	179	159	173	159	22	20	597	5	20	0	3	0	1	1	0	1	0	1	7	25	197	367	63	7	3	0	0	0	0	0	29.3	26.1	3.7	
1900 - 2000	544	149	139	118	138	9	20	478	9	23	1	2	0	0	0	1	0	1	2	5	15	176	294	48	3	1	0	0	0	0	0	29	25.9	3.5	
2000 - 2100	475	147	113	111	104	3	15	432	2	16	1	2	0	0	0	4	0	0	0	16	182	256	18	0	2	0	0	0	0	0	0	27.8	25.4	3	
2100 - 2200	312	94	70	71	77	1	16	274	1	12	1	2	0	0	0	1	3	1	0	1	115	167	24	4	0	0	0	0	0	0	0	28.6	26.1	3	
2200 - 2300	315	86	67	84	78	5	15	275	2	11	1	1	0	1	0	3	0	1	2	4	12	73	194	24	3	3	0	0	0	0	0	29	26.2	4.2	
2300 - 0000	62	249	3	200	56	2	64	222	1	11	0	0	0	0	0	3	1	0	3	11	60	227	32	10	0	0	0	0	0	0	0	29.3	25.9	3.3	
0700 - 1900	7364	1750	1831	1874	1909	153	166	6265	43	597	54	41	3	8	11	18	5	0	217	233	368	2264	3731	493	48	10	0	0	0	0	0	28.7	24.8	5.1	
0600 - 2200	9127	2207	2272	2289	2359	179	225	7770	55	717	64	52	3	11	16	28	6	1	220	245	416	2822	4710	637	63	14	0	0	0	0	0	28.7	25	4.8	
0600 - 0000	9691	2355	2406	2437	2493	186	247	8267	58	739	68	53	3	12	16	33	6	3	222	250	431	2955	5058	688	69	18	0	0	0	0	0	28.7	25.1	4.8	
0000 - 0000	10174	2469	2513	2555	2637	192	252	8604	59	824	77	58	3	23	27	46	6	3	222	254	436	3028	5347	785	82	20	0	0	0	0	0	28.9	25.2	4.8	

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed											P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	195	56	44	50	45	0	2	182	1	6	1	1	0	0	1	1	0	0	0	7	58	109	21	0	0	0	0	0	0	0	29.3	26	3.2	
0100 - 0200	154	46	40	40	28	0	2	144	0	7	0	0	0	0	0	1	0	0	0	2	39	93	19	1	0	0	0	0	0	0	29.6	26.9	3.1	
0200 - 0300	76	21	21	13	21	0	0	70	0	4	0	0	0	0	1	0	0	0	0	3	12	44	16	1	0	0	0	0	0	0	31.3	27.6	3.9	
0300 - 0400	46	13	14	10	9	0	0	40	0	6	0	0	0	0	0	0	0	0	0	8	27	10	0	1	0	0	0	0	0	0	31.9	28	3.7	
0400 - 0500	42	12	8	10	12	0	0	31	0	10	0	0	0	0	0	1	0	0	0	0	4	23	13	2	0	0	0	0	0	0	31.9	29	3.2	
0500 - 0600	54	8	15	15	16	1	0	44	0	8	1	0	0	0	0	0	0	0	0	2	6	27	14	4	1	0	0	0	0	0	32.4	29	4.2	
0600 - 0700	110	25	29	21	35	4	3	90	0	11	1	0	0	0	0	1	0	0	0	5	10	59	32	4	0	0	0	0	0	0	32.8	28.5	4.1	
0700 - 0800	186	42	45	51	48	13	0	141	2	24	1	0	1	0	1	0	0	0	2	13	94	27	43	0	0	0	0	0	0	32	27.3	4.9		
0800 - 0900	336	79	75	79	103	16	5	281	0	28	3	1	0	1	0	1	0	0	1	10	23	62	169	62	7	2	0	0	0	0	30.8	26.6	5	
0900 - 1000	434	100	111	109	114	14	8	375	2	31	1	2	0	1	0	0	0	0	1	10	25	122	236	38	2	0	0	0	0	0	29	25.5	4	
1000 - 1100	489	127	125	120	117	9	5	449	4	12	5	4	0	0	0	0	1	0	0	28	47	79	209	118	8	0	0	0	0	0	26.2	21.1	5.7	
1100 - 1200	531	113	121	139	158	9	6	496	2	13	0	3	0	0	0	2	0	0	6	12	40	230	224	19	0	0	0	0	0	0	27.6	24.1	3.9	
1200 - 1300	609	144	170	135	160	8	2	570	1	19	3	3	0	1	2	0	0	0	4	18	43	220	296	25	0	3	0	0	0	0	28.4	24.6	4.3	
1300 - 1400	574	155	159	123	137	9	9	525	6	14	1	7	0	0	1	1	0	1	35	61	85	228	148	14	2	0	0	0	0	1	26.8	21.5	6.4	
1400 - 1500	623	150	156	155	162	10	8	576	1	21	1	5	0	1	0	0	0	0	6	27	64	257	251	17	0	0	0	0	0	1	27.3	23.8	5	
1500 - 1600	623	140	171	156	156	11	10	573	1	16	2	7	0	0	0	1	0	0	13	68	96	231	190	22	2	0	0	0	0	0	27.2	22.2	5.4	
1600 - 1700	725	188	161	179	197	13	7	676	3	22	2	1	0	0	0	1	0	0	3	4	18	258	403	38	0	1	0	0	0	0	28.2	25.5	3.2	
1700 - 1800	657	199	158	152	148	4	12	621	4	14	1	1	0	0	0	0	0	0	1	5	9	222	367	47	3	3	0	0	0	0	28.8	26	3.2	
1800 - 1900	540	151	129	129	131	8	14	495	3	18	1	1	0	0	0	0	0	0	1	4	6	153	319	55	1	1	0	0	0	0	29.2	26.3	3.1	
1900 - 2000	500	132	125	136	107	2	15	455	5	19	0	1	0	0	0	0	0	0	0	2	4	110	331	49	2	1	1	0	0	0	29.2	26.8	3	
2000 - 2100	385	90	95	98	102	1	15	343	1	19	1	0	0	1	1	3	0	0	1	2	0	72	270	37	2	1	0	0	0	0	29.4	26.9	3	
2100 - 2200	370	79	102	105	84	0	9	338	1	15	1	0	0	0	1	5	0	0	0	0	1	99	232	35	3	0	0	0	0	0	29.1	26.8	2.8	
2200 - 2300	268	77	70	62	59	2	4	243	0	12	2	0	0	1	2	2	0	0	0	1	6	66	157	34	3	0	1	0	0	0	29.9	26.9	3.5	
2300 - 0000	197	62	50	43	42	3	3	170	0	16	3	1	0	0	0	1	0	0	2	0	4	38	124	26	3	0	0	0	0	0	29.9	27.1	3.8	
0700 - 1900	6327	1588	1581	1527	1631	124	88	5780	29	232	21	36	1	4	5	6	0	1	99	271	501	2219	2815	388	21	11	0	0	0	0	2	28.4	24.3	4.9
0600 - 2200	7692	1914	1932	1887	1959	131	130	7006	36	296	24	37	1	5	7	18	0	1	100	275	511	2510	3707	541	32	13	1	0	0	0	2	28.6	24.8	4.8
0600 - 0000	8157	2053	2052	1992	2060	136	137	7419	36	324	29	38	1	6	9	21	0	1	102	276	521	2614	3988	601	38	13	2	0	0	0	2	28.7	24.9	4.7
0000 - 0000	8724	2209	2194	2130	2191	137	141	7930	37	365	31	39	1	7	11	24	0	1	102	276	535	2741	4311	694	46	15	2	0	0	0	2	28.8	25.1	4.7

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Title 85%	Average Speed	Standard deviation	
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	126	39	28	32	28	1	2	107	0	10	1	1	0	0	1	2	0	0	0	1	3	23	72	24	2	1	0	0	0	0	31	27.4	4	
0100 - 0200	87	27	21	21	19	0	2	71	0	7	1	1	0	1	1	3	0	0	0	0	1	16	49	19	2	0	0	0	0	0	31.2	27.7	3.4	
0200 - 0300	53	14	14	12	14	0	1	40	0	7	0	0	0	1	2	2	0	0	0	0	1	9	29	12	2	0	0	0	0	0	31.7	27.9	3.9	
0300 - 0400	46	11	12	12	11	0	0	30	0	12	1	0	0	1	1	1	0	0	0	0	0	6	26	11	2	0	0	0	0	0	32	28.3	3.9	
0400 - 0500	49	11	8	12	19	0	0	32	0	12	1	0	0	1	1	1	0	0	0	0	0	6	30	10	2	1	0	0	0	0	31.8	28.4	3.7	
0500 - 0600	123	19	26	33	45	2	1	86	0	22	4	3	0	2	2	1	0	0	0	1	2	19	72	26	3	1	0	0	0	0	31.2	27.8	3.8	
0600 - 0700	338	57	83	92	106	7	5	260	1	50	5	3	0	2	2	2	0	0	0	3	9	73	204	44	4	1	0	0	0	0	29.9	26.8	3.6	
0700 - 0800	518	121	125	137	134	20	13	396	4	68	7	5	1	1	1	2	0	0	7	16	36	135	272	44	5	2	0	0	0	0	29.1	25.3	4.9	
0800 - 0900	532	130	128	131	144	19	11	433	2	55	5	2	0	1	1	2	1	0	7	15	35	168	260	43	3	1	0	0	0	0	28.8	25.1	4.7	
0900 - 1000	553	132	141	149	131	11	9	464	2	55	4	4	1	1	1	2	0	0	5	11	26	174	298	36	4	0	0	0	0	0	28.7	25.4	4	
1000 - 1100	540	134	137	136	134	7	8	462	2	51	3	5	0	1	1	1	0	0	5	11	29	182	276	33	3	0	0	0	0	0	28.6	25.2	4.7	
1100 - 1200	550	136	134	139	140	7	7	480	2	43	3	3	0	1	1	2	0	0	20	17	30	175	277	29	2	0	0	0	0	0	28.3	24.4	5.1	
1200 - 1300	578	143	147	139	150	5	8	513	2	39	3	4	1	1	1	1	0	0	9	10	32	192	297	36	2	1	0	0	0	0	28.6	25.1	4.3	
1300 - 1400	556	139	145	137	136	6	7	489	3	41	2	4	0	0	0	2	0	0	12	22	38	179	268	33	3	1	0	0	0	0	28.4	24.5	5	
1400 - 1500	597	142	151	148	156	6	10	525	3	42	3	5	0	1	0	1	0	0	0	3	14	38	201	303	33	2	0	0	0	0	28.5	25	4.2	
1500 - 1600	626	153	151	161	161	9	8	557	3	39	3	4	1	1	1	2	0	0	11	42	246	264	32	4	1	0	0	0	0	0	27.8	24.1	4.7	
1600 - 1700	688	169	177	167	175	11	13	614	5	39	3	2	0	1	0	1	0	0	10	15	30	239	348	40	5	0	0	0	0	0	28.4	25	4.5	
1700 - 1800	703	176	174	176	177	21	22	623	5	25	1	2	0	1	1	1	0	0	4	10	25	215	391	53	4	2	0	0	0	0	28.9	25.8	4	
1800 - 1900	646	170	160	159	158	21	21	573	4	22	1	2	0	1	0	3	0	0	1	10	24	175	275	54	4	1	0	0	0	0	29	25.9	3.8	
1900 - 2000	587	161	148	142	136	8	19	527	5	21	2	1	0	0	0	0	0	0	1	5	14	155	357	50	3	1	0	0	0	0	29	26.3	3.3	
2000 - 2100	394	115	99	92	89	5	13	350	1	18	1	2	0	0	0	1	3	0	0	3	11	113	231	33	3	1	0	0	0	0	29	26.1	3.3	
2100 - 2200	331	91	79	78	82	3	11	292	1	17	1	2	0	0	0	1	2	0	0	2	6	96	193	31	3	1	0	0	0	0	29.1	26.3	3.3	
2200 - 2300	281	77	71	70	63	2	7	246	0	12	2	2	0	0	1	1	5	0	0	2	5	77	163	30	2	1	0	0	0	0	29.5	25.5	3.5	
2300 - 0000	212	55	53	47	53	2	12	189	0	13	2	0	0	0	1	3	0	0	0	3	13	12	37	9	0	0	0	0	0	27	27	3.4		
0700 - 1900	7087	1745	1770	1776	1795	145	139	6129	38	519	37	40	4	10	7	16	2	2	93	179	386	2281	3631	466	41	9	1	0	0	1	28.6	25.1	4.5	
0600 - 2200	8737	2170	2179	2180	2208	167	187	7559	46	627	45	48	4	13	12	25	2	2	95	191	425	2718	4615	624	54	12	1	0	0	0	1	28.7	25.3	4.4
0600 - 0000	9230	2303	2306	2303	2318	171	198	7994	47	651	49	51	4	15	13	31	3	3	95	194	433	2843	4909	680	59	13	2	0	0	0	1	28.8	25.4	4.3
0000 - 0000	9715	2423	2414	2424	2454	175	204	8360	48	721	58	57	4	21	20	41	3	3	96	196	441	2922	5187	782	72	15	2	0	0	0	1	28.9	25.5	4.3

Kew, Richmond Upon Thames

Report Id
Site Name
Description
Direction

171/18
Site 2 of 5
Townhead Road, 40m north of Mortlake Road
Northbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	13	5	2	3	3	0	1	12	0	0	0	0	0	0	0	0	0	3	9	1	0	0	0	0	0	0	0	0	0	0	0	19.7	17.1	2.6
0100 - 0200	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	19	1.4	
0200 - 0300	2	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	-	18.4	1.5	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	18.3	0.4	
0500 - 0600	4	1	1	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	19.3	0.5	
0600 - 0700	18	3	2	6	7	1	0	15	0	2	0	0	0	0	0	0	0	0	3	10	5	0	0	0	0	0	0	0	0	0	22	17.9	3.3	
0700 - 0800	43	11	6	5	21	1	1	34	0	5	0	0	0	0	0	0	0	1	28	8	0	0	0	0	0	0	0	0	0	0	20.2	17.5	2.7	
0800 - 0900	98	18	17	20	43	3	3	88	0	3	0	1	0	0	0	0	0	1	27	60	10	0	0	0	0	0	0	0	0	0	19.6	16.6	3.2	
0900 - 1000	119	23	33	30	33	1	1	108	0	9	0	0	0	0	0	0	0	8	25	70	16	0	0	0	0	0	0	0	0	0	19.9	16.4	3.6	
1000 - 1100	197	33	50	65	49	0	1	179	0	15	0	1	0	1	0	0	0	56	87	48	6	0	0	0	0	0	0	0	0	0	17.2	12.5	4.2	
1100 - 1200	172	48	54	23	47	0	0	163	0	8	0	1	0	0	0	0	0	87	47	37	1	0	0	0	0	0	0	0	0	0	16	10.4	4.6	
1200 - 1300	238	53	75	54	56	0	3	223	0	11	0	0	1	0	0	0	0	101	72	59	6	0	0	0	0	0	0	0	0	0	16.6	11.6	4.4	
1300 - 1400	224	51	52	48	73	2	0	211	1	10	0	0	0	0	0	0	0	15	63	137	9	0	0	0	0	0	0	0	0	0	18.5	15.6	3.1	
1400 - 1500	236	56	67	60	53	5	1	206	2	21	1	0	0	0	0	0	0	6	80	140	10	0	0	0	0	0	0	0	0	0	18.2	15.7	2.7	
1500 - 1600	239	57	53	58	71	2	2	223	0	10	3	0	0	0	0	0	0	11	78	138	10	0	0	0	0	0	0	0	0	0	1	18.2	16.1	7.9
1600 - 1700	176	62	46	41	27	1	0	169	0	6	0	0	0	0	0	0	0	7	41	106	20	1	1	0	0	0	0	0	0	0	19.3	16.6	3.3	
1700 - 1800	94	19	26	20	29	3	3	87	0	1	0	0	0	0	0	0	0	3	21	60	10	0	0	0	0	0	0	0	0	0	19.6	16.7	3.2	
1800 - 1900	119	43	27	27	22	4	4	109	1	1	0	0	0	0	0	0	0	2	30	72	14	1	0	0	0	0	0	0	0	0	19.9	16.5	3.1	
1900 - 2000	88	19	26	17	26	2	6	79	0	1	0	0	0	0	0	0	0	1	19	52	13	3	0	0	0	0	0	0	0	0	20.9	17.3	3.4	
2000 - 2100	82	35	15	15	17	2	4	74	0	2	0	0	0	0	0	0	0	2	32	40	6	1	0	0	1	0	0	0	0	0	18.6	16.1	4.3	
2100 - 2200	45	22	9	8	6	1	1	43	0	0	0	0	0	0	0	0	0	2	14	21	7	1	0	0	0	0	0	0	0	0	20.2	16.1	4	
2200 - 2300	29	11	9	6	3	0	1	28	0	0	0	0	0	0	0	0	0	0	1	23	5	0	0	0	0	0	0	0	0	0	20.5	18.4	2	
2300 - 0000	14	5	1	5	3	0	0	14	0	0	0	0	0	0	0	0	0	0	1	9	4	0	0	0	0	0	0	0	0	0	23.8	19.6	2.6	
0700 - 1900	1955	474	506	451	524	22	18	1800	4	100	4	4	1	1	0	1	0	298	577	955	121	2	1	0	0	0	0	0	0	0	1	18.6	14.7	4.9
0600 - 2200	2188	553	558	497	580	28	29	2011	4	105	4	4	1	1	0	1	0	303	645	1078	152	7	1	0	1	0	0	0	0	0	1	18.7	15	4.8
0600 - 0000	2231	569	568	508	586	28	30	2053	4	105	4	4	1	1	0	1	0	303	647	1110	161	7	1	0	1	0	0	0	0	1	18.8	15	4.8	
0000 - 0000	2255	578	573	512	592	28	31	2076	4	105	4	4	1	1	0	1	0	303	650	1129	163	7	1	0	1	0	0	0	0	1	18.8	15.1	4.8	

Tuesday 17 April 2018

	Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme																Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
				15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
	0000 - 0100	9	1	3	2	3	0	0	9	0	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	-	19.6	2.9				
	0100 - 0200	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	-	18.6	1.6					
	0200 - 0300	4	1	0	1	2	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	17.5	1.7					
	0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
	0400 - 0500	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.9	-					
	0500 - 0600	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.8	4.3					
	0600 - 0700	12	0	7	4	4	0	7	10	0	1	6	4	0	0	0	1	1	6	4	0	4	0	0	0	0	0	0	0	0	22.8	17.6	4.4				
	0700 - 0800	53	9	9	19	16	4	2	36	0	9	2	0	0	0	0	0	1	16	25	11	0	0	0	0	0	0	0	0	0	20.3	16.9	3				
	0800 - 0900	103	17	24	26	36	2	2	87	1	8	1	0	1	1	0	0	1	20	71	10	1	0	0	0	0	0	0	0	0	19.5	17	2.7				
	0900 - 1000	130	20	28	34	48	1	1	121	0	5	0	1	0	1	0	0	2	21	97	10	0	0	0	0	0	0	0	0	0	19.2	16.7	2.4				
	1000 - 1100	244	41	65	69	69	0	1	226	2	15	0	0	0	0	0	0	1	46	181	16	0	0	0	0	0	0	0	0	0	18.8	16.6	2.3				
	1100 - 1200	258	60	80	54	64	1	4	238	0	13	1	1	0	0	0	0	3	59	181	15	0	0	0	0	0	0	0	0	0	18.8	16.5	2.4				
	1200 - 1300	219	37	62	54	66	0	4	206	2	6	0	1	0	0	0	0	4	43	161	11	0	0	0	0	0	0	0	0	0	19	16.4	2.5				
	1300 - 1400	220	54	57	50	59	0	4	200	1	14	0	0	1	0	0	0	4	50	140	25	0	1	0	0	0	0	0	0	0	19.4	16.7	2.9				
	1400 - 1500	287	58	62	96	71	1	3	270	1	12	0	0	0	0	0	0	16	70	180	21	0	0	0	0	0	0	0	0	0	19	16.1	3				
	1500 - 1600	241	75	56	54	56	3	0	224	2	9	1	2	0	0	0	0	6	87	136	10	0	2	0	0	0	0	0	0	0	18.3	15.8	3.1				
	1600 - 1700	178	67	38	34	39	3	2	162	1	10	0	0	0	0	0	0	10	64	88	16	0	0	0	0	0	0	0	0	0	19.3	15.7	3.4				
	1700 - 1800	133	35	29	28	41	4	3	124	0	0	2	0	0	0	0	0	6	38	74	15	0	0	0	0	0	0	0	0	0	19.4	15.9	3.4				
	1800 - 1900	148	46	31	32	39	4	10	130	1	2	1	0	0	0	0	0	9	45	74	18	2	0	0	0	0	0	0	0	0	19.7	16.1	3.9				
	1900 - 2000	107	36	17	22	32	2	4	99	0	2	0	0	0	0	0	0	17	34	47	9	0	0	0	0	0	0	0	0	0	18.3	14.6	4				
	2000 - 2100	82	23	13	23	23	3	3	70	0	5	1	0	0	0	0	0	0	11	29	36	6	0	0	0	0	0	0	0	0	18.9	14.9	3.7				
	2100 - 2200	52	21	15	13	3	0	2	50	0	0	0	0	0	0	0	0	2	22	24	4	0	0	0	0	0	0	0	0	0	18.7	15.8	3.3				
	2200 - 2300	36	12	13	7	4	0	3	33	0	0	0	0	0	0	0	0	4	20	11	0	1	0	0	0	0	0	0	0	0	21.9	19.1	3.2				
	2300 - 0000	20	6	1	7	0	0	6	13	0	1	0	0	0	0	0	0	7	13	18	5	0	0	0	0	0	0	0	0	0	21.5	18.4	2.9				
	0700 - 1900	2214	519	541	550	604	23	36	2024	11	103	8	5	2	2	0	0	0	63	559	1408	178	3	3	0	0	0	0	0	0	19.1	16.3	2.9				
	0600 - 2200	2467	599	587	615	666	29	45	2253	11	111	9	5	2	2	0	0	0	94	645	1521	201	3	3	0	0	0	0	0	0	19.1	16.2	3.1				
	0600 - 0000	2523	617	606	623	677	29	49	2305	11	111	9	5	2	2	0	0	0	94	651	1554	217	3	4	0	0	0	0	0	0	19.1	16.3	3.1				
	0000 - 0000	2544	622	610	627	685	30	49	2325	11	111	9	5	2	2	0	0	0	94	652	1571	219	4	4	0	0	0	0	0	0	19.1	16.3	3.1				

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed											P-Title 85%	Average Speed	Standard deviation	
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	10	5	1	2	2	2	0	0	9	0	0	0	0	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	-	17.5	2.9
0100 - 0200	6	2	0	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	-	17.5	2.6	
0200 - 0300	5	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	22	3.1	
0300 - 0400	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	17.6	0.4	
0400 - 0500	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.4	-	
0500 - 0600	5	1	0	7	4	0	0	13	0	0	0	0	0	0	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	0	-	17.4	5.5	
0600 - 0700	19	1	2	7	9	4	0	0	0	2	0	0	0	0	0	0	0	1	11	2	0	0	0	0	0	0	0	0	0	0	19.4	16.1	3.4	
0700 - 0800	63	11	10	16	26	2	2	53	0	13	0	1	0	0	0	0	0	1	37	13	37	11	0	0	0	0	0	0	0	0	20.4	17.4	3.2	
0800 - 0900	114	20	17	33	44	2	0	101	0	10	0	1	0	0	0	0	0	3	24	73	14	0	0	0	0	0	0	0	0	0	19.5	16.9	2.9	
0900 - 1000	159	32	33	43	51	1	3	146	0	8	0	1	0	0	0	0	0	7	34	99	19	0	0	0	0	0	0	0	0	0	19.6	16.6	3	
1000 - 1100	207	43	45	52	67	0	1	195	0	11	0	0	0	0	0	0	0	2	38	140	26	1	0	0	0	0	0	0	0	0	19.7	17.1	2.7	
1100 - 1200	266	78	56	66	66	1	3	247	0	14	0	0	0	0	0	1	0	9	62	179	16	0	0	0	0	0	0	0	0	0	18.9	16.2	2.9	
1200 - 1300	200	59	46	50	45	1	0	189	0	8	0	1	1	0	0	0	0	4	40	143	13	0	0	0	0	0	0	0	0	0	19.1	16.7	2.6	
1300 - 1400	216	56	43	50	67	1	3	197	1	13	0	1	0	0	0	0	0	2	44	142	28	0	0	0	0	0	0	0	0	0	19.6	17.1	2.6	
1400 - 1500	200	40	59	41	60	2	2	174	0	19	0	2	1	0	0	0	0	5	59	122	12	2	0	0	0	0	0	0	0	0	19.1	16.3	2.9	
1500 - 1600	187	54	48	34	51	8	1	170	0	8	0	0	0	0	0	0	0	13	65	94	14	1	0	0	0	0	0	0	0	0	18.7	15.5	3.3	
1600 - 1700	149	33	32	42	42	5	1	135	0	7	0	1	0	0	0	0	0	6	32	89	21	1	0	0	0	0	0	0	0	0	20	16.7	3.4	
1700 - 1800	119	23	28	33	35	3	5	109	0	2	0	0	0	0	0	0	0	2	21	74	19	1	2	0	0	0	0	0	0	0	20.6	17.4	3.6	
1800 - 1900	95	29	14	28	24	3	1	89	0	1	0	1	0	0	0	0	0	6	16	55	18	0	0	0	0	0	0	0	0	0	20.5	16.7	3.6	
1900 - 2000	95	26	21	25	23	5	3	85	0	2	0	0	0	0	0	0	0	0	18	59	18	0	0	0	0	0	0	0	0	0	20.6	17.3	2.9	
2000 - 2100	105	27	19	22	37	2	6	93	2	2	0	0	0	0	0	0	0	7	24	61	10	2	1	0	0	0	0	0	0	0	19.4	16.4	4.1	
2100 - 2200	64	21	12	18	13	1	5	57	0	1	0	0	0	0	0	0	0	7	12	28	17	0	0	0	0	0	0	0	0	0	20.7	16.7	4.4	
2200 - 2300	39	6	13	8	12	1	6	30	0	1	0	1	0	0	0	0	0	0	3	23	11	2	0	0	0	0	0	0	0	0	23.3	19	3.4	
2300 - 0000	25	6	8	5	6	0	1	24	0	0	0	0	0	0	0	0	0	0	2	16	7	0	0	0	0	0	0	0	0	0	21.3	18.5	2.3	
0700 - 1900	1975	478	431	488	578	29	22	1805	1	106	0	9	2	0	0	1	0	0	60	448	1247	211	7	2	0	0	0	0	0	0	19.5	16.6	3	
0600 - 2200	2258	553	485	560	660	41	36	2053	3	113	0	9	2	0	0	1	0	0	75	507	1406	258	9	3	0	0	0	0	0	0	19.6	16.6	3.1	
0600 - 0000	2322	565	506	573	678	42	43	2107	3	114	0	10	2	0	0	1	0	0	75	512	1445	276	11	3	0	0	0	0	0	0	19.6	16.7	3.2	
0000 - 0000	2352	576	510	580	686	42	44	2135	3	115	0	10	2	0	0	1	0	0	76	515	1463	283	12	3	0	0	0	0	0	0	19.7	16.7	3.2	

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed												P-Title	Average Speed	Standard deviation
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	20	7	4	8	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	2	15	3	0	0	0	0	0	0	0	0	0	20.2	18.1	2.1	
0100 - 0200	14	5	3	3	3	0	2	12	0	0	0	0	0	0	0	0	0	0	0	1	7	5	1	0	0	0	0	0	0	0	22	19.7	3		
0200 - 0300	4	1	1	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	18.1	0.8		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0500 - 0600	8	0	0	4	4	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	-	18.5	2.1		
0600 - 0700	20	1	5	12	2	0	0	13	0	5	0	0	0	0	0	0	0	0	1	6	10	3	0	0	0	0	0	0	0	0	20.1	16.7	3.1		
0700 - 0800	52	9	7	13	23	1	1	42	0	8	0	0	0	0	0	0	0	0	1	36	8	7	0	0	0	0	0	0	0	20	17.1	2.9			
0800 - 0900	123	20	22	26	55	2	0	118	0	2	1	0	0	0	0	0	0	0	3	36	75	9	0	0	0	0	0	0	0	0	18.9	16.3	2.7		
0900 - 1000	340	54	88	98	100	4	2	314	1	16	0	3	0	0	0	0	0	10	63	227	39	1	0	0	0	0	0	0	0	0	17	19.6	2.9		
1000 - 1100	283	79	50	67	87	1	1	266	3	11	0	1	0	0	0	0	0	6	68	182	25	2	0	0	0	0	0	0	0	0	19.3	16.7	3		
1100 - 1200	230	79	68	32	51	0	2	209	1	13	1	3	0	1	0	0	0	115	56	56	3	0	0	0	0	0	0	0	0	0	17.2	11	4.6		
1200 - 1300	192	51	66	44	31	1	1	175	5	10	0	0	0	0	0	0	0	24	86	78	4	0	0	0	0	0	0	0	0	0	17.3	13.9	3.3		
1300 - 1400	230	57	63	50	60	1	2	211	1	14	0	1	0	0	0	0	0	5	41	161	23	0	0	0	0	0	0	0	0	0	19.5	17	2.7		
1400 - 1500	224	57	62	58	47	1	3	202	2	15	0	1	0	0	0	0	0	2	35	156	30	1	0	0	0	0	0	0	0	0	19.9	17.3	2.7		
1500 - 1600	203	47	49	58	49	3	2	188	2	6	0	2	0	0	0	0	0	12	48	122	21	0	0	0	0	0	0	0	0	0	19.3	16.2	3.3		
1600 - 1700	168	49	41	43	35	3	3	156	1	5	0	0	0	0	0	0	0	3	48	107	10	0	0	0	0	0	0	0	0	0	18.6	16.1	2.9		
1700 - 1800	100	26	31	20	23	1	4	93	0	2	0	0	0	0	0	0	0	2	20	68	10	0	0	0	0	0	0	0	0	0	19.5	16.9	2.9		
1800 - 1900	95	27	20	27	21	5	6	82	0	2	0	0	0	0	0	0	0	1	20	57	16	1	0	0	0	0	0	0	0	0	20.2	17.1	3.2		
1900 - 2000	82	20	20	19	23	3	3	72	0	3	0	0	0	0	0	0	0	3	7	62	9	1	0	0	0	0	0	0	0	0	19.7	17.4	3		
2000 - 2100	90	21	18	25	26	3	8	77	1	1	0	0	0	0	0	0	0	1	12	59	17	1	0	0	0	0	0	0	0	0	20.4	17.9	3		
2100 - 2200	50	20	9	12	0	0	5	45	0	0	0	0	0	0	0	0	0	0	3	38	8	1	0	0	0	0	0	0	0	0	20.4	18	2.5		
2200 - 2300	47	8	13	12	14	0	9	38	0	0	0	0	0	0	0	0	0	0	6	31	10	0	0	0	0	0	0	0	0	21	17.8	2.7			
2300 - 0000	2	15	9	2	34	0	15	9	0	0	0	0	0	0	0	0	0	21	0	34	13	0	0	0	0	0	0	0	0	19.3	17.8	2.7			
0700 - 1900	2240	555	567	536	582	23	27	2056	16	104	2	11	0	1	0	0	0	184	529	1325	197	5	0	0	0	0	0	0	0	0	19.2	15.9	3.7		
0600 - 2200	2482	617	616	594	655	31	43	2263	17	114	2	11	0	1	0	0	0	189	557	1494	234	8	0	0	0	0	0	0	0	0	19.3	16.1	3.6		
0600 - 0000	2563	633	638	621	671	31	52	2335	17	114	2	11	0	1	0	0	0	189	563	1546	257	8	0	0	0	0	0	0	0	0	19.4	16.2	3.6		
0000 - 0000	2609	646	646	636	681	31	55	2378	17	114	2	11	0	1	0	0	0	189	566	1579	266	9	0	0	0	0	0	0	0	0	19.4	16.2	3.6		

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Title 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	25	8	8	6	3	0	0	24	0	0	0	0	0	0	0	0	0	0	4	18	3	0	0	0	0	0	0	0	0	18.7	16.8	3.1
0100 - 0200	19	7	6	2	4	0	0	19	0	0	0	0	0	0	0	0	0	0	2	14	3	0	0	0	0	0	0	0	0	20	18.1	2.3
0200 - 0300	13	5	3	3	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	19.2	17.6	1.6
0300 - 0400	6	1	0	1	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	19	2.3
0400 - 0500	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.6	-
0500 - 0600	7	1	3	1	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	-	18.7	1.2
0600 - 0700	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	16.8	1.3
0700 - 0800	19	2	4	7	12	5	1	12	0	1	0	0	0	0	0	0	0	0	2	2	9	6	0	0	0	0	0	0	0	21.3	17.2	3.9
0800 - 0900	74	12	10	20	32	1	1	71	0	1	0	0	0	0	0	0	0	0	11	27	29	7	0	0	0	0	0	0	0	19.4	14.7	4
0900 - 1000	283	65	60	66	92	6	4	258	2	10	1	1	1	0	0	0	0	0	92	69	106	15	1	0	0	0	0	0	0	18.4	13	5.1
1000 - 1100	173	32	25	22	94	4	1	148	0	17	0	2	1	0	0	0	0	0	108	47	17	1	0	0	0	0	0	0	14.4	9.2	4	
1100 - 1200	217	68	26	38	85	1	2	199	3	11	1	0	0	0	0	0	0	0	101	76	30	10	0	0	0	0	0	0	16.3	11.2	4.6	
1200 - 1300	160	50	27	40	43	1	1	152	0	4	0	1	0	0	1	0	0	0	81	56	22	1	0	0	0	0	0	0	14.8	10	3.8	
1300 - 1400	146	42	26	45	33	1	2	127	0	15	1	0	0	0	0	0	0	0	127	12	3	4	0	0	0	0	0	0	9.7	7.6	3.6	
1400 - 1500	223	23	100	77	23	0	1	211	0	10	0	0	0	1	0	0	0	0	89	70	57	7	0	0	0	0	0	0	17.5	11.7	4.9	
1500 - 1600	163	26	24	76	37	1	3	150	0	8	0	1	0	0	0	0	0	0	81	31	42	8	1	0	0	0	0	0	17.5	10.9	5.7	
1600 - 1700	107	33	31	25	18	4	1	99	0	3	0	0	0	0	0	0	0	0	4	33	57	13	0	0	0	0	0	0	19.3	16.1	3.3	
1700 - 1800	74	21	21	12	20	0	3	70	0	1	0	0	0	0	0	0	0	0	2	14	46	11	1	0	0	0	0	0	20.3	17	3.3	
1800 - 1900	61	21	19	9	12	4	4	52	0	1	0	0	0	0	0	0	0	0	0	12	42	6	1	0	0	0	0	0	19.8	16.9	3.3	
1900 - 2000	50	10	13	15	12	1	7	41	0	0	1	0	0	0	0	0	0	0	1	3	37	9	0	0	0	0	0	0	20.4	17.6	2.7	
2000 - 2100	48	10	15	10	13	1	5	39	1	1	0	0	0	0	0	1	0	0	7	28	12	1	0	0	0	0	0	0	21.7	18.3	3	
2100 - 2200	48	15	17	9	7	0	3	44	0	1	0	0	0	0	0	0	0	0	1	32	14	1	0	0	0	0	0	0	21.6	18.9	2.7	
2200 - 2300	28	9	8	8	3	0	3	24	0	0	1	0	0	0	0	0	0	0	0	1	18	8	1	0	0	0	0	0	21.5	18.8	2.9	
2300 - 0000	14	8	3	1	2	0	0	14	0	0	0	0	0	0	0	0	0	0	2	8	4	0	0	0	0	0	0	0	20.9	18.1	2.6	
0700 - 1900	1700	395	373	436	496	28	24	1549	5	82	3	5	3	0	1	0	0	0	698	449	460	89	4	0	0	0	0	0	0	17.8	11.9	5.1
0600 - 2200	1849	430	419	471	529	30	39	1676	6	84	4	5	3	0	1	1	0	0	699	460	560	124	6	0	0	0	0	0	0	18.2	12.4	5.3
0600 - 0000	1891	447	430	480	534	30	42	1714	6	84	5	5	3	0	1	1	0	0	699	463	586	136	7	0	0	0	0	0	0	18.3	12.5	5.3
0000 - 0000	1962	470	450	493	549	30	43	1784	6	84	5	5	3	0	1	1	0	0	699	469	642	145	7	0	0	0	0	0	0	18.5	12.7	5.3

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	15	5	4	4	3	0	0	14	0	0	0	0	0	0	0	0	0	0	2	10	2	0	0	0	0	0	0	0	0	20.8	18	2.9	
0100 - 0200	9	3	2	2	2	0	0	9	0	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	-	18.5	2.5	
0200 - 0300	6	2	1	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	18.2	2.3	
0300 - 0400	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	17.5	2.7	
0400 - 0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.8	3.2	
0500 - 0600	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	17.9	3	
0600 - 0700	15	1	2	5	7	2	0	11	0	1	0	0	0	0	0	0	0	0	1	4	8	2	0	0	0	0	0	0	0	20.3	16.7	3.3	
0700 - 0800	49	8	7	12	21	3	1	38	0	6	0	0	0	0	0	0	0	0	1	9	30	8	0	0	0	0	0	0	0	20.2	17.1	3	
0800 - 0900	110	19	21	26	44	2	1	101	0	5	0	0	0	0	0	0	0	0	4	25	68	13	0	0	0	0	0	0	0	19.6	16.7	3.2	
0900 - 1000	197	39	46	51	61	2	2	181	1	10	0	1	0	0	0	0	0	0	18	38	120	20	1	0	0	0	0	0	0	19.3	16.1	3.8	
1000 - 1100	222	47	49	53	73	2	1	205	1	12	0	1	0	0	0	0	0	0	32	56	119	14	0	0	0	0	0	0	0	18.7	15	4.2	
1100 - 1200	227	66	56	46	58	1	2	209	1	12	0	1	0	0	0	0	0	0	49	56	108	13	0	0	0	0	0	0	0	18.6	14.2	4.6	
1200 - 1300	211	47	59	49	57	1	2	198	1	7	0	1	0	0	0	0	0	0	38	57	105	11	0	0	0	0	0	0	0	18.4	14.4	4.2	
1300 - 1400	210	55	50	48	57	1	2	193	1	11	0	1	0	0	0	0	0	0	25	47	121	17	0	0	0	0	0	0	0	19.1	15.5	4	
1400 - 1500	230	48	64	68	50	2	2	211	1	13	0	1	0	0	0	0	0	0	22	56	134	16	1	0	0	0	0	0	0	19	15.6	3.8	
1500 - 1600	203	50	50	51	52	4	1	187	1	9	1	1	0	0	0	0	0	0	32	59	99	12	0	0	0	0	0	0	0	18.5	14.6	5.3	
1600 - 1700	170	52	43	41	35	3	2	158	1	7	0	0	0	0	0	0	0	0	8	51	94	16	0	0	0	0	0	0	0	19.2	16	3.4	
1700 - 1800	100	27	25	21	27	2	3	93	0	1	0	0	0	0	0	0	0	0	2	20	64	12	1	0	0	0	0	0	0	19.9	16.9	3.3	
1800 - 1900	100	29	23	23	24	4	5	88	0	2	0	0	0	0	0	0	0	0	3	23	57	15	1	0	0	0	0	0	0	20.1	16.8	3.4	
1900 - 2000	85	23	20	20	22	2	5	76	0	2	0	0	0	0	0	0	0	0	4	17	51	12	1	0	0	0	0	0	0	20	16.8	3.4	
2000 - 2100	80	21	16	19	24	2	5	71	1	2	0	0	0	0	0	0	0	0	4	20	45	10	1	0	0	0	0	0	0	19.9	16.6	3.7	
2100 - 2200	54	21	13	11	10	0	3	50	0	1	0	0	0	0	0	0	0	0	4	11	30	9	1	0	0	0	0	0	0	20.4	16.7	3.9	
2200 - 2300	36	10	11	8	8	0	4	30	0	0	0	0	0	0	0	0	0	0	3	23	9	1	0	0	0	0	0	0	0	21.5	16.6	2.8	
2300 - 0000	24	7	6	5	7	0	6	23	0	0	0	0	0	0	0	0	0	0	5	16	22	2	0	0	0	0	0	0	0	18.6	16.5	4.2	
0700 - 1900	2028	487	494	490	557	26	25	1882	8	94	3	7	1	1	0	0	0	0	234	500	1121	167	5	1	0	0	0	0	0	19.1	15.4	4.2	
0600 - 2200	2262	553	545	545	620	32	38	2070	9	100	4	7	1	1	0	0	0	0	246	552	1256	200	7	1	0	0	0	0	0	19.2	15.6	4.1	
0600 - 0000	2322	569	563	558	633	32	43	2124	9	100	4	7	1	1	0	1	0	0	246	556	1294	216	8	1	0	0	0	0	0	19.2	15.6	4.1	
0000 - 0000	2361	580	571	567	642	32	44	2161	9	100	4	7	1	1	0	0	0	0	247	560	1323	221	9	1	0	0	0	0	0	19.3	15.7	4.1	

Kew, Richmond Upon Thames

Report Id
Site Name
Description
Direction

171/18
Site 2 of 5
Townmead Road, 40m north of Mortlake Road
Southbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00	3 Axle Rigid						4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	9	4	2	1	2	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	-	20.3	5.1			
0100 - 0200	4	2	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	-	19.1	3.4				
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	20.3	-				
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	24	-				
0400 - 0500	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	19.8	0.3				
0500 - 0600	8	2	0	1	5	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	-	20.9	2.9				
0600 - 0700	30	1	7	6	16	4	1	24	0	1	0	0	0	0	0	0	0	0	0	0	4	7	17	2	0	0	0	0	0	24.5	20.5	4				
0700 - 0800	93	15	17	23	38	1	2	87	0	2	1	0	0	0	0	0	0	0	1	6	30	50	6	0	0	0	0	0	0	23.7	20.3	3.5				
0800 - 0900	107	29	28	28	22	3	3	99	0	1	1	0	0	0	0	0	0	0	3	13	39	48	3	1	0	0	0	0	0	23	19.4	3.9				
0900 - 1000	125	40	32	25	28	1	4	112	0	5	1	1	0	0	0	1	0	0	2	11	53	55	3	1	0	0	0	0	0	22.9	19.5	3.8				
1000 - 1100	205	22	60	70	53	1	3	183	0	17	1	0	0	0	0	0	0	0	14	26	98	64	3	0	0	0	0	0	0	21.6	17.7	4.5				
1100 - 1200	202	53	57	43	49	2	1	180	0	16	0	2	0	0	0	1	0	0	4	34	128	33	3	0	0	0	0	0	0	20.2	17.3	3.5				
1200 - 1300	240	52	64	51	73	1	3	223	1	11	0	1	0	0	0	0	0	0	14	58	121	41	5	1	0	0	0	0	0	20.7	17	4.3				
1300 - 1400	279	59	77	75	68	0	1	263	1	12	2	0	0	0	0	0	0	0	20	47	140	66	6	0	0	0	0	0	0	21.7	17.2	4.3				
1400 - 1500	235	55	59	61	60	3	0	210	2	19	0	0	1	0	0	0	0	0	8	42	113	68	4	0	0	0	0	0	0	21.6	18	3.8				
1500 - 1600	228	50	55	69	54	2	3	205	0	17	1	0	0	0	0	0	0	5	41	125	49	6	0	0	0	0	0	0	2	21.6	18.8	11.1				
1600 - 1700	218	72	52	46	48	1	0	210	0	7	0	0	0	0	0	0	0	8	37	110	59	4	0	0	0	0	0	0	0	21.6	17.8	3.8				
1700 - 1800	91	29	24	15	23	1	2	83	0	5	0	0	0	0	0	0	0	0	8	58	23	2	0	0	0	0	0	0	0	21.2	18.8	3				
1800 - 1900	81	30	28	11	12	1	2	76	0	2	0	0	0	0	0	0	0	0	1	14	40	23	3	0	0	0	0	0	0	21.8	18.3	3.7				
1900 - 2000	62	11	10	20	21	1	4	55	0	2	0	0	0	0	0	0	0	0	2	5	25	21	9	0	0	0	0	0	0	24.9	19.8	4.4				
2000 - 2100	71	29	22	8	12	2	6	62	0	1	0	0	0	0	0	0	0	0	1	24	34	6	4	0	0	2	0	0	0	20.8	17.5	5.9				
2100 - 2200	54	23	20	7	4	5	1	47	0	1	0	0	0	0	0	0	0	0	7	16	22	8	1	0	0	0	0	0	0	21.9	15.8	4.9				
2200 - 2300	18	6	3	7	2	0	0	18	0	0	0	0	0	0	0	0	0	0	1	8	9	0	0	0	0	0	0	0	0	22.6	19.7	3.1				
2300 - 0000	7	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	-	17.1	6.2				
0700 - 1900	2104	506	553	517	528	17	24	1931	4	114	7	4	1	0	0	2	0	0	80	337	1055	579	48	3	0	0	0	0	0	2	21.8	18.1	5.3			
0600 - 2200	2321	570	612	558	581	29	36	2119	4	119	7	4	1	0	0	2	0	0	90	386	1143	631	64	3	0	2	0	0	0	2	21.9	18.1	5.3			
0600 - 0000	2346	579	615	568	584	29	36	2144	4	119	7	4	1	0	0	2	0	0	91	387	1154	643	64	3	0	2	0	0	0	2	21.9	18.1	5.3			
0000 - 0000	2371	588	618	571	594	29	36	2169	4	119	7	4	1	0	0	2	0	0	91	388	1165	653	67	3	0	2	0	0	0	2	21.9	18.1	5.2			

Tuesday 17 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	3	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	-	18.2	7.2	
0100 - 0200	6	2	1	1	2	0	0	6	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	-	20.8	4.5	
0200 - 0300	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	18.9	4.7	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.5	3.1	
0500 - 0600	25	2	4	5	14	1	0	0	23	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	21.3	0.1	
0600 - 0700	2	4	5	14	1	0	0	23	0	0	0	0	0	0	0	0	0	0	6	2	6	0	0	0	0	0	0	0	0	0	24.3	20.6	3.6	
0700 - 0800	91	19	15	23	34	4	3	76	0	8	0	0	0	0	0	0	0	0	9	43	34	5	0	0	0	0	0	0	0	0	23.3	19.5	3.3	
0800 - 0900	125	31	25	30	39	5	0	111	2	5	0	0	1	1	0	0	0	2	9	55	56	3	0	0	0	0	0	0	0	0	22.4	19.4	3.2	
0900 - 1000	141	41	28	31	41	1	3	130	0	5	1	0	0	0	0	1	0	0	1	19	62	53	5	1	0	0	0	0	0	0	23.3	19.2	3.9	
1000 - 1100	197	31	54	56	56	1	1	187	1	6	0	1	0	0	0	0	0	1	20	100	72	4	0	0	0	0	0	0	0	0	22.1	18.8	3.2	
1100 - 1200	267	66	75	65	61	0	2	244	0	20	0	0	0	0	0	1	0	0	12	41	148	56	10	0	0	0	0	0	0	0	21.3	17.7	3.9	
1200 - 1300	230	58	59	70	43	0	6	214	0	10	0	0	0	0	0	0	0	4	31	114	72	9	0	0	0	0	0	0	0	0	22.4	18.6	3.8	
1300 - 1400	237	49	52	69	67	1	4	216	0	12	1	2	0	0	0	1	0	0	6	35	106	81	9	0	0	0	0	0	0	0	22.4	18.7	3.8	
1400 - 1500	262	80	63	56	63	0	5	241	0	14	0	2	0	0	0	0	0	21	49	136	52	4	0	0	0	0	0	0	0	0	20.7	16.9	4.3	
1500 - 1600	297	59	57	83	98	3	1	274	0	13	5	1	0	0	0	0	0	28	62	146	54	6	0	0	0	0	0	0	0	0	23.8	18.7	4.5	
1600 - 1700	158	51	40	37	30	2	2	137	2	15	0	0	0	0	0	0	0	6	23	80	44	5	0	0	0	0	0	0	0	0	22.4	18.2	4.1	
1700 - 1800	167	39	48	55	25	5	3	156	0	3	0	0	0	0	0	0	0	6	39	80	38	4	0	0	0	0	0	0	0	0	20.8	17.2	3.7	
1800 - 1900	95	37	25	17	16	5	2	85	0	3	0	0	0	0	0	0	0	9	12	50	19	4	1	0	0	0	0	0	0	0	21.4	17.5	4.8	
1900 - 2000	98	42	19	20	17	0	4	92	0	2	0	0	0	0	0	0	0	2	26	42	24	4	0	0	0	0	0	0	0	0	22.2	17.5	4.2	
2000 - 2100	76	37	9	21	9	0	7	65	0	3	1	0	0	0	0	0	0	3	20	31	17	5	0	0	0	0	0	0	0	0	22.9	17.4	4.8	
2100 - 2200	65	32	8	19	6	4	4	57	0	0	0	0	0	0	0	0	0	8	23	23	9	1	1	0	0	0	0	0	0	0	20.1	15.6	4.8	
2200 - 2300	18	4	4	7	3	1	2	14	0	1	0	0	0	0	0	0	0	2	5	8	1	1	1	0	0	0	0	0	0	0	25.6	20.3	6	
2300 - 0000	14	5	1	5	0	0	2	12	0	1	0	0	0	0	0	0	0	3	2	5	6	1	0	0	0	0	0	0	0	0	24.3	19.3	4.8	
0700 - 1900	2267	561	541	592	573	27	32	2071	5	114	7	6	1	1	0	3	0	0	96	349	1120	631	68	3	0	0	0	0	0	0	21.9	18	4	
0600 - 2200	2531	674	581	657	619	32	47	2308	5	120	8	6	1	1	0	3	0	0	109	420	1222	695	81	4	0	0	0	0	0	0	21.9	17.9	4.1	
0600 - 0000	2563	683	590	665	625	33	51	2334	5	121	8	6	1	1	0	3	0	0	111	423	1232	709	83	5	0	0	0	0	0	0	21.9	18	4.1	
0000 - 0000	2579	685	593	668	633	34	51	2349	5	121	8	6	1	1	0	3	0	0	111	426	1236	716	85	5	0	0	0	0	0	0	22	18	4.1	

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	5	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	18.8	4.6			
0100 - 0200	3	0	1	2	0	0	0	3	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22.8	3.8			
0200 - 0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	1.1			
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	8.9	-			
0400 - 0500	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15.2	-			
0500 - 0600	7	1	0	1	5	1	0	6	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	-	22.1	5.2			
0600 - 0700	28	1	3	7	17	2	1	24	0	1	0	0	0	0	0	0	1	2	8	13	4	0	0	0	0	0	0	0	-	24.9	20.7	4.4		
0700 - 0800	106	17	30	21	38	1	5	90	0	9	1	0	0	0	0	0	0	9	38	54	4	1	0	0	0	0	0	0	-	23.4	20.1	3.4		
0800 - 0900	140	35	31	38	36	5	3	124	0	7	3	10	59	58	0	0	0	10	59	58	11	1	0	0	0	0	0	0	-	23.6	19.6	4.3		
0900 - 1000	154	40	35	36	43	0	1	144	0	5	0	0	0	0	0	0	0	1	71	69	3	0	0	0	0	0	0	0	-	22.8	19.6	3.2		
1000 - 1100	201	45	52	49	55	5	2	185	0	8	0	1	0	0	0	0	0	20	99	74	5	0	0	0	0	0	0	0	-	22.8	19.1	3.7		
1100 - 1200	252	54	77	54	67	0	0	231	0	20	0	0	0	0	0	1	0	6	37	118	79	12	0	0	0	0	0	0	-	22.3	18.7	3.9		
1200 - 1300	223	66	51	70	36	3	1	210	0	9	0	0	0	0	0	0	2	18	118	75	9	1	0	0	0	0	0	0	-	22.9	19.2	3.5		
1300 - 1400	203	49	50	61	43	4	2	184	0	12	0	1	0	0	0	0	0	22	93	75	10	0	0	0	0	0	0	0	-	23	19.3	3.5		
1400 - 1500	218	49	60	51	58	2	5	192	2	13	0	4	0	0	0	0	7	31	100	72	8	0	0	0	0	0	0	0	-	22.1	18.4	4.2		
1500 - 1600	204	79	47	56	22	1	1	182	0	19	0	1	0	0	0	0	0	4	30	101	62	6	1	0	0	0	0	0	-	22.3	18.5	3.8		
1600 - 1700	155	54	21	36	36	1	1	144	0	10	0	0	0	0	0	0	2	72	63	4	1	0	0	0	0	0	0	0	-	22.1	19.1	3.5		
1700 - 1800	120	58	23	24	25	2	2	111	0	5	0	0	0	0	0	0	2	15	53	48	2	0	0	0	0	0	0	0	-	22.1	18.9	3.3		
1800 - 1900	96	35	19	20	22	8	0	87	0	1	0	0	0	0	0	0	3	14	46	30	3	0	0	0	0	0	0	0	-	22	18.1	3.9		
1900 - 2000	61	17	12	15	17	0	3	53	0	5	0	0	0	0	0	0	1	5	30	17	7	1	0	0	0	0	0	0	-	23.9	19.7	4.3		
2000 - 2100	65	17	20	11	17	2	10	49	0	3	1	0	0	0	0	0	4	11	26	19	4	1	0	0	0	0	0	0	-	23.4	18.3	5		
2100 - 2200	75	42	14	8	11	2	4	67	0	1	1	0	0	0	0	0	9	18	28	15	5	0	0	0	0	0	0	0	-	21.8	16.6	5.3		
2200 - 2300	25	5	8	1	3	1	3	21	0	0	0	0	0	0	0	0	0	1	11	8	4	0	0	0	0	0	0	0	-	25.4	20	4.6		
2300 - 0000	16	5	7	1	3	0	1	15	0	0	0	0	0	0	0	0	0	0	10	6	0	0	0	0	0	0	0	0	-	23.5	19.9	2.8		
0700 - 1900	2072	548	499	520	488	33	23	1884	2	36	229	868	821	97	7	0	51	265	1060	821	97	7	0	0	0	0	0	0	-	22.6	19	3.7		
0600 - 2200	2301	648	548	562	543	39	43	2077	2	128	4	7	0	0	0	0	51	265	1060	821	97	7	0	0	0	0	0	0	-	22.7	18.9	3.9		
0600 - 0000	2342	658	563	569	552	40	47	2113	2	128	4	7	0	0	0	0	1	0	52	266	1081	835	101	7	0	0	0	0	-	22.7	19	3.9		
0000 - 0000	2362	663	565	575	559	41	47	2131	2	129	4	7	0	0	0	0	53	268	1086	844	104	7	0	0	0	0	0	0	-	22.8	19	3.9		

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			Cycles	Motor Cycles		Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	11	2	2	3	4	0	2	9	0	0	0	0	0	0	0	0	1	4	3	1	1	0	0	0	0	0	0	27	19.7	6.7		
0100 - 0200	8	5	0	1	2	0	1	7	0	0	0	2	0	1	0	0	0	2	5	1	0	0	0	0	0	0	0	-	21.7	3.3		
0200 - 0300	6	3	0	1	2	0	0	6	0	0	0	0	0	1	0	0	0	2	3	1	0	0	0	0	0	0	0	-	21.9	3.6		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24	-		
0500 - 0600	10	0	0	4	6	0	0	10	0	0	0	0	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	-	21.5	2.3		
0600 - 0700	21	3	2	5	11	2	2	16	0	1	0	0	0	0	0	0	1	3	8	7	2	0	0	0	0	0	0	24.2	19	4.5		
0700 - 0800	97	19	21	28	29	1	4	82	0	0	0	1	0	0	0	0	5	37	45	9	1	0	0	0	0	0	0	24	20.6	3.7		
0800 - 0900	147	43	35	37	37	1	1	137	0	7	0	0	0	0	0	2	14	68	60	5	0	0	0	0	0	0	0	22.5	19.4	3.4		
0900 - 1000	46	35	54	60	1	0	185	42	0	0	0	0	0	0	1	0	88	53	7	0	0	0	0	0	0	0	22.2	18.1	3.8			
1000 - 1100	233	53	63	56	61	3	2	214	0	9	2	3	0	0	0	12	34	96	83	8	0	0	0	0	0	0	0	22.7	18.4	4.4		
1100 - 1200	348	82	105	84	77	6	4	322	1	14	1	0	0	0	0	76	84	136	48	4	0	0	0	0	0	0	0	20	14.8	5.1		
1200 - 1300	282	78	87	51	66	5	8	253	1	14	0	1	0	0	0	18	39	124	92	7	2	0	0	0	0	0	0	22.7	18.1	4.7		
1300 - 1400	215	62	60	60	33	0	1	194	1	18	1	0	0	0	0	1	10	115	72	17	0	0	0	0	0	0	0	23.4	19.7	3.5		
1400 - 1500	224	54	52	61	57	2	3	203	1	15	0	0	0	0	0	11	34	86	79	14	0	0	0	0	0	0	0	22.7	18.5	4.8		
1500 - 1600	212	60	42	53	57	1	1	194	0	14	1	1	0	0	0	0	36	112	52	9	0	0	0	0	0	0	0	21.5	18.2	3.5		
1600 - 1700	185	54	62	35	2	2	184	167	0	10	0	0	0	0	0	35	7	86	53	4	0	0	0	0	0	0	0	21.9	17.9	3.9		
1700 - 1800	120	42	25	30	23	0	3	113	0	4	0	0	0	0	0	0	63	31	4	0	0	0	0	0	0	0	0	22.1	18.1	4		
1800 - 1900	81	16	25	23	17	3	2	74	0	2	0	0	0	0	0	1	5	38	31	5	1	0	0	0	0	0	0	23.7	20	4		
1900 - 2000	62	15	14	18	15	2	1	56	1	2	0	0	0	0	0	3	7	26	18	8	0	0	0	0	0	0	0	24.3	19.1	4.8		
2000 - 2100	55	12	15	16	12	2	6	41	2	4	0	0	0	0	0	0	7	25	17	4	2	0	0	0	0	0	0	23.9	19.8	4.9		
2100 - 2200	49	25	8	6	10	0	6	42	1	0	0	0	0	0	0	0	10	22	12	4	0	1	0	0	0	0	0	24	18.9	4.8		
2200 - 2300	31	8	4	9	3	2	5	23	0	1	0	0	0	0	0	2	2	11	7	1	1	0	0	0	0	0	0	22.8	18.7	4.8		
2300 - 0000	22	6	3	10	3	0	0	22	0	0	0	0	0	0	0	0	1	8	2	0	0	0	0	0	0	0	0	23.7	20.3	3.2		
0000 - 0100	2339	609	612	566	552	34	54	2135	6	6	139	5	6	0	0	139	356	1047	699	94	4	0	0	0	0	0	0	22.4	18.1	4.5		
0600 - 2200	2226	664	651	611	600	32	49	2290	10	132	5	6	1	0	0	143	383	1129	753	112	6	1	0	0	0	0	0	22.4	18.2	4.5		
0600 - 0000	2579	678	658	630	613	34	54	2335	10	133	5	6	1	0	0	145	386	1157	768	115	7	1	0	0	0	0	0	22.4	18.2	4.5		
0000 - 0000	2615	688	660	639	628	34	57	2368	10	133	5	6	1	0	0	146	387	1168	786	119	8	1	0	0	0	0	0	22.5	18.2	4.5		

Saturday 21 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme															Vehicle Speed										P-Tile 28.3	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	13	3	6	2	2	0	13	0	0	0	0	0	0	0	0	0	0	5	5	2	1	0	0	0	0	0	0	0	0	24.3	17.3	4.7	
0100 - 0200	9	5	0	2	2	0	9	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	-	18.6	2.3		
0200 - 0300	8	1	4	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	-	20.9	2.6		
0300 - 0400	9	3	4	1	1	0	8	0	1	0	0	0	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	-	21.1	4.7		
0400 - 0500	4	1	2	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	18.1	1.5		
0500 - 0600	6	0	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	-	21.5	3.1		
0600 - 0700	7	0	4	0	3	2	1	4	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	-	18.3	3.6		
0700 - 0800	28	8	3	9	8	1	0	26	0	1	0	0	0	0	0	0	0	0	1	14	11	2	0	0	0	0	0	0	24.1	20	3.5		
0800 - 0900	163	37	49	49	48	1	0	175	0	7	0	0	0	0	0	0	0	17	66	90	7	0	0	0	0	0	0	0	23.5	20.1	3.5		
0900 - 1000	214	59	50	57	48	1	4	208	1	3	0	0	0	0	0	0	2	113	75	13	2	0	0	0	0	0	0	0	22.8	19.7	3.4		
1000 - 1100	228	47	53	55	73	2	1	218	0	6	0	1	0	0	0	0	3	23	101	89	10	2	0	0	0	0	0	0	23	19.4	3.8		
1100 - 1200	266	86	60	64	56	4	3	251	2	6	0	0	0	0	0	0	21	29	113	92	10	1	0	0	0	0	0	0	22.4	18.4	4.6		
1200 - 1300	263	47	91	58	67	2	1	250	0	8	0	2	0	0	0	0	27	52	110	66	8	0	0	0	0	0	0	0	21.6	17.2	4.7		
1300 - 1400	261	87	57	53	64	3	3	249	1	4	0	0	1	0	0	0	9	34	115	87	11	4	1	0	0	0	0	0	23	19	4.6		
1400 - 1500	201	46	58	56	41	3	3	186	1	6	1	1	0	0	0	0	0	13	100	72	9	0	0	0	0	0	0	0	22.3	18.8	3.9		
1500 - 1600	211	45	60	62	44	1	1	202	1	5	1	0	0	0	0	0	5	33	124	46	3	0	0	0	0	0	0	0	21.3	17.8	3.6		
1600 - 1700	283	88	52	57	65	1	1	275	0	4	0	0	0	0	0	0	25	106	84	59	3	0	0	0	0	0	0	0	21	16.2	4.7		
1700 - 1800	96	28	21	25	22	2	8	84	0	1	1	0	0	0	0	0	0	8	36	45	7	0	0	0	0	0	0	0	24.1	20	3.7		
1800 - 1900	45	12	16	5	12	1	3	37	0	4	0	0	0	0	0	0	1	3	19	14	7	1	0	0	0	0	0	0	26.1	20.5	4.7		
1900 - 2000	59	10	18	15	16	1	1	55	0	2	0	0	0	0	0	0	2	3	24	25	5	0	0	0	0	0	0	0	23.4	19.8	3.8		
2000 - 2100	51	18	13	12	8	1	4	44	0	2	0	0	0	0	0	0	0	5	23	18	5	0	0	0	0	0	0	0	24.2	19.9	3.8		
2100 - 2200	37	9	12	5	11	0	3	31	1	2	0	0	0	0	0	0	0	4	15	16	2	0	0	0	0	0	0	0	22.9	19.8	3.4		
2200 - 2300	26	9	5	4	8	0	5	21	0	0	0	0	0	0	0	0	0	2	12	10	3	0	0	0	0	0	0	0	24.3	20.1	3.6		
2300 - 0000	40	15	7	9	0	0	9	2	38	0	0	0	0	0	0	0	0	2	27	8	0	0	0	0	0	0	0	0	22.1	19.4	3.3		
0000 - 0100	2278	590	575	579	535	22	25	2161	6	55	4	5	1	0	0	0	100	312	1017	746	92	11	1	0	0	0	0	0	22.5	18.5	4.3		
0600 - 2200	2433	627	622	611	573	26	34	2295	7	61	4	5	1	0	0	0	102	325	1084	806	104	11	1	0	0	0	0	0	22.5	18.6	4.3		
0600 - 0000	2499	651	634	624	590	26	41	2354	7	61	4	5	1	0	0	0	102	329	1123	824	109	11	1	0	0	0	0	0	22.5	18.6	4.3		
0000 - 0000	2548	664	651	636	597	26	41	2402	7	62	4	5	1	0	0	0	102	336	1144	841	113	11	1	0	0	0	0	0	22.6	18.7	4.3		

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Title	Average Speed	Standard deviation		
			15-30	30-45				Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	23	6	8	7	2	2	0	21	0	0	0	0	0	0	0	0	0	0	4	13	5	1	0	0	0	0	0	0	0	21.8	18	3.4
0100 - 0200	14	4	6	0	4	0	0	13	0	1	0	0	0	0	0	0	0	0	2	6	4	2	0	0	0	0	0	0	0	25.4	19.4	4.3
0200 - 0300	9	3	3	2	1	0	0	7	0	1	1	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	-	19.3	2.1
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	19.3	4.6
0400 - 0500	4	1	1	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	-	21.5	4
0500 - 0600	10	0	2	2	6	1	0	9	0	0	0	0	0	0	0	0	0	0	1	0	6	2	1	0	0	0	0	0	0	-	17.8	4.7
0600 - 0700	5	0	1	1	3	0	0	4	0	1	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	-	18.6	3.3
0700 - 0800	17	4	6	1	6	4	1	12	0	0	0	0	0	0	0	0	0	0	4	6	3	0	0	0	0	0	0	0	0	25.7	19.3	5
0800 - 0900	44	6	8	10	20	1	1	39	0	3	0	0	0	0	0	0	0	0	1	10	13	19	1	0	0	0	0	0	0	22.8	18.5	4.2
0900 - 1000	263	38	85	66	74	2	2	249	0	10	0	0	0	0	0	0	0	0	3	36	131	86	7	0	0	0	0	0	0	21.7	18.5	3.5
1000 - 1100	199	56	30	45	68	1	1	193	1	3	0	0	0	0	0	0	0	0	24	46	66	59	4	0	0	0	0	0	0	21.5	16.5	5
1100 - 1200	288	114	54	41	79	3	3	273	0	6	2	0	1	0	0	0	0	0	44	70	115	52	6	1	0	0	0	0	0	20.6	15.6	5.5
1200 - 1300	228	80	44	58	46	6	5	214	1	2	0	0	0	0	0	0	0	0	34	49	111	30	4	0	0	0	0	0	0	20	15.5	5
1300 - 1400	189	57	47	48	37	1	1	186	0	1	0	0	0	0	0	0	0	0	9	42	79	55	4	0	0	0	0	0	0	21	17.5	4.3
1400 - 1500	256	50	61	103	42	5	3	240	0	7	0	1	0	0	0	0	0	8	35	153	54	6	0	0	0	0	0	0	0	21.3	17.7	4
1500 - 1600	233	40	31	86	76	3	3	221	1	4	1	0	0	0	0	0	0	35	27	107	59	4	1	0	0	0	0	0	0	21.4	16.9	5.2
1600 - 1700	112	20	30	41	21	2	7	98	0	4	0	1	0	0	0	0	0	5	24	51	26	5	1	0	0	0	0	0	0	22.3	17.7	4.6
1700 - 1800	50	16	11	8	15	1	3	44	0	1	0	1	0	0	0	0	0	1	6	21	18	3	1	0	0	0	0	0	0	23.9	19.6	4.5
1800 - 1900	59	23	17	6	13	1	4	51	0	2	1	0	0	0	0	0	0	2	16	21	18	2	0	0	0	0	0	0	0	22.7	17.6	4.4
1900 - 2000	37	10	10	5	12	0	6	31	0	0	0	0	0	0	0	0	0	1	3	16	11	6	0	0	0	0	0	0	0	25.5	20	4.5
2000 - 2100	37	9	5	14	9	0	6	31	0	0	0	0	0	0	0	0	0	0	16	16	18	2	0	0	0	0	0	0	0	24	20.3	3.5
2100 - 2200	26	11	7	4	4	0	1	24	0	1	0	0	0	0	0	0	0	0	9	11	2	0	0	1	0	0	0	0	0	24.8	20.3	5.1
2200 - 2300	18	6	5	4	3	0	2	16	0	0	0	0	0	0	0	0	0	0	2	7	7	2	0	0	0	0	0	0	0	24.5	20.3	3.7
2300 - 0000	11	4	3	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	1	7	2	0	1	0	0	0	0	0	0	24.9	19.5	4.9
0700 - 1900	1938	504	419	518	497	30	34	1820	3	43	4	3	1	0	0	0	0	166	365	874	480	49	4	0	0	0	0	0	0	21.4	17.1	4.8
0600 - 2200	2043	534	442	542	525	30	47	1910	3	45	4	3	1	0	0	0	0	167	372	919	521	59	4	1	0	0	0	0	0	21.6	17.2	4.8
0600 - 0000	2072	544	450	548	530	30	49	1937	3	45	4	3	1	0	0	0	0	167	375	933	530	61	5	1	0	0	0	0	0	21.6	17.3	4.8
0000 - 0000	2134	558	471	560	545	33	49	1993	3	47	5	3	1	0	0	0	0	168	381	966	547	66	5	1	0	0	0	0	0	21.6	17.3	4.8

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	10	3	3	3	2	0	0	9	0	0	0	0	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	24.3	18.8	4.7	
0100 - 0200	7	3	1	1	2	0	0	7	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	-	20.4	3.7	
0200 - 0300	5	2	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	20.6	2.9	
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.1	5.2	
0400 - 0500	2	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	20.4	3.3	
0500 - 0600	7	0	1	2	4	0	0	7	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	-	20.6	3.7	
0600 - 0700	20	2	4	4	11	2	1	17	0	1	0	0	0	0	0	0	0	3	7	9	2	0	0	0	0	0	0	0	0	0	24.3	19.9	4.1	
0700 - 0800	75	14	16	19	26	2	3	64	0	6	0	0	0	0	0	0	0	5	30	34	5	0	0	0	0	0	0	0	0	0	23.6	20.2	3.5	
0800 - 0900	125	31	28	32	33	3	2	113	0	5	0	0	0	0	0	0	0	2	12	50	54	6	0	0	0	0	0	0	0	0	23.1	19.6	3.7	
0900 - 1000	178	44	42	44	48	1	2	166	0	7	0	0	0	0	0	0	0	2	21	83	64	7	1	0	0	0	0	0	0	0	22.5	19	3.7	
1000 - 1100	210	42	52	56	59	2	2	195	0	8	1	1	0	0	0	0	0	9	28	94	72	6	0	0	0	0	0	0	0	0	22.2	18.4	4.2	
1100 - 1200	265	72	71	59	62	2	2	244	1	14	0	0	0	0	0	0	0	24	46	125	62	7	0	0	0	0	0	0	0	0	0	21.5	17.1	4.7
1200 - 1300	240	63	67	58	53	3	4	222	0	9	0	1	0	0	0	0	0	15	38	115	64	8	1	0	0	0	0	0	0	0	21.9	17.8	4.5	
1300 - 1400	224	58	55	59	53	1	2	209	0	9	1	0	0	0	0	0	0	7	29	104	74	9	1	0	0	0	0	0	0	0	22.5	18.7	4.1	
1400 - 1500	235	58	61	61	55	2	3	214	1	13	0	1	0	0	0	0	0	15	37	113	63	7	0	0	0	0	0	0	0	0	21.6	17.7	4.4	
1500 - 1600	234	57	50	69	57	2	2	215	0	13	1	0	0	0	0	0	0	16	39	120	53	6	0	0	0	0	0	0	0	0	21.5	17.6	5.8	
1600 - 1700	187	56	44	48	39	2	2	173	0	9	0	0	0	0	0	0	0	8	35	86	53	4	0	0	0	0	0	0	0	0	21.8	17.8	4.2	
1700 - 1800	106	34	25	26	21	2	4	97	0	3	0	0	0	0	0	0	0	2	15	51	34	4	0	0	0	0	0	0	0	0	22.2	18.6	3.8	
1800 - 1900	77	25	22	14	16	4	2	68	0	3	0	0	0	0	0	0	0	3	11	36	23	4	0	0	0	0	0	0	0	0	22.8	18.5	4.3	
1900 - 2000	65	20	15	16	15	1	3	59	0	2	0	0	0	0	0	0	0	2	10	27	21	6	0	0	0	0	0	0	0	0	23.4	18.9	4.4	
2000 - 2100	60	19	15	14	12	1	6	49	0	2	1	0	0	0	0	0	0	1	11	27	15	4	0	0	0	0	0	0	0	0	23.2	18.5	4.9	
2100 - 2200	56	28	12	9	8	2	3	50	0	1	0	0	0	0	0	0	0	6	14	22	12	2	0	0	0	0	0	0	0	0	21.8	16.8	5.1	
2200 - 2300	23	7	5	6	5	1	3	19	0	0	0	0	0	0	0	0	0	1	2	9	9	2	0	0	0	0	0	0	0	0	24	18.8	4.5	
2300 - 0000	17	4	3	4	3	0	4	14	0	0	0	0	0	0	0	0	0	1	10	16	8	0	0	0	0	0	0	0	0	0	23.4	19.6	3.8	
0700 - 1900	2154	554	533	545	522	27	29	1981	5	99	4	5	5	1	0	0	2	0	102	316	1007	649	74	5	0	0	0	0	0	0	22.1	18.2	4.5	
0600 - 2200	2356	623	578	588	567	32	43	2155	5	106	7	5	1	0	0	0	0	111	355	1089	706	88	5	0	0	0	0	0	0	0	22.2	18.2	4.5	
0600 - 0000	2395	635	587	598	576	33	46	2190	5	106	7	5	1	0	0	0	2	0	112	357	1108	719	91	6	0	0	0	0	0	0	22.3	18.2	4.5	
0000 - 0000	2428	643	594	605	586	34	47	2222	5	107	7	5	1	0	0	0	2	0	113	360	1122	732	94	6	0	0	0	0	0	0	22.3	18.2	4.5	

Kew, Richmond Upon Thames

Report Id	171/18
Site Name	Site 3 of 5
Description	Melliss Avenue, 20m north of Townmead Road
Direction	Northbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			Cycles	Motor Cycles		Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph					
0000 - 0100	12	5	1	3	3	0	11	0	0	0	0	0	0	0	0	0	0	5	7	1	0	0	0	0	0	0	0	17.6	14.4	2.8				
0100 - 0200	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	17.1	2.6				
0200 - 0300	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	16.7	4.7				
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0400 - 0500	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	16.2	1.4				
0500 - 0600	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	20	0.8				
0600 - 0700	14	3	2	4	5	2	0	10	0	2	0	0	0	0	0	0	0	9	2	3	0	0	0	0	0	0	0	20.8	15.6	4				
0700 - 0800	27	6	3	4	14	0	1	216	0	0	0	0	0	0	0	0	0	9	14	0	0	0	0	0	0	0	0	19.5	16	3.3				
0800 - 0900	36	6	7	9	14	0	34	0	1	0	0	0	0	0	0	0	0	13	17	1	0	0	0	0	0	0	0	18.9	14.5	4.2				
0900 - 1000	37	15	8	9	5	2	2	29	0	3	1	0	0	0	0	0	0	18	16	2	0	0	0	0	0	0	0	18.7	14.8	3.5				
1000 - 1100	28	6	7	8	7	1	1	22	0	3	0	1	0	0	0	0	0	5	10	12	1	0	0	0	0	0	0	19.8	15	4				
1100 - 1200	32	10	9	7	6	0	0	28	0	4	0	0	0	0	0	0	0	0	11	17	3	1	0	0	0	0	0	19.9	16.3	3.5				
1200 - 1300	44	11	9	10	14	0	2	38	0	2	1	1	0	0	0	0	0	1	20	18	4	1	0	0	0	0	0	18.7	15.4	3.7				
1300 - 1400	47	14	8	12	13	1	0	44	0	2	0	0	0	0	0	0	0	4	16	21	6	0	0	0	0	0	0	19.3	15.2	4.3				
1400 - 1500	40	14	7	9	10	3	2	32	0	3	0	0	0	0	0	0	0	3	19	15	3	0	0	0	0	0	0	17.7	14.6	3.2				
1500 - 1600	37	6	7	8	16	0	1	28	0	3	0	0	0	0	0	0	0	11	11	22	0	0	0	0	0	0	0	19.1	15	3.6				
1600 - 1700	80	15	17	15	13	4	0	49	0	7	0	0	0	0	0	0	0	2	20	33	0	0	0	0	0	0	0	17.7	15.8	3.1				
1700 - 1800	51	10	11	15	15	3	3	45	0	0	0	0	0	0	0	0	0	1	17	26	4	3	0	0	0	0	0	19.5	16.6	3.5				
1800 - 1900	91	27	24	24	16	4	2	84	0	1	0	0	0	0	0	0	0	2	46	39	4	0	0	0	0	0	0	18.5	15.1	2.9				
1900 - 2000	62	14	20	12	16	4	6	50	1	1	0	0	0	0	0	0	0	3	25	25	8	1	0	0	0	0	0	20.1	15.9	3.8				
2000 - 2100	48	13	14	14	7	2	4	40	0	2	0	0	0	0	0	0	0	3	16	22	6	1	0	0	0	0	0	20	16	3.5				
2100 - 2200	30	10	7	7	6	1	1	27	0	0	0	0	1	0	0	0	0	2	11	12	5	0	0	0	0	0	0	20.3	15.3	3.7				
2200 - 2300	28	12	8	6	2	0	1	26	0	1	0	0	0	0	0	0	0	1	11	12	4	0	0	0	0	0	0	20.1	15.9	3.6				
2300 - 0000	13	5	4	3	0	0	0	13	0	0	0	0	0	0	0	0	0	5	1	13	0	1	0	0	0	0	0	19.0	15.6	3.5				
0700 - 1900	530	140	117	130	143	23	15	453	0	35	2	0	0	0	0	0	0	26	221	239	39	5	0	0	0	0	0	18.8	15.4	3.5				
0600 - 2200	684	180	160	167	177	32	26	580	1	40	2	3	0	0	0	0	0	34	282	300	61	7	0	0	0	0	0	19	15.5	3.6				
0600 - 0000	725	197	169	177	182	32	27	619	1	41	2	3	0	0	0	0	0	37	296	319	66	7	0	0	0	0	0	19	15.5	3.6				
0000 - 0000	746	206	173	181	186	32	28	639	1	41	2	3	0	0	0	0	0	37	303	330	69	7	0	0	0	0	0	19	15.5	3.6				

Tuesday 17 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph
0000 - 0100	8	1	3	2	2	0	0	8	0	0	0	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	-	15.6	3.9
0100 - 0200	4	2	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	16.8	2.1
0200 - 0300	4	1	0	1	2	0	0	4	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-	15.9	2.5
0300 - 0400	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
0500 - 0600	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	11.7	2.6
0600 - 0700	9	1	0	5	3	1	0	7	0	1	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	-	14.8	3.5
0700 - 0800	24	7	4	5	8	1	0	15	0	7	0	0	0	0	0	0	1	15	0	7	0	0	0	0	0	0	0	0	0	18.1	15.5	2.7
0800 - 0900	20	4	6	3	7	1	0	17	0	0	0	0	0	0	0	0	1	8	9	2	0	0	0	0	0	0	0	0	0	19.7	15.3	3.5
0900 - 1000	31	7	6	7	11	1	2	26	0	2	0	0	0	0	0	0	1	12	12	6	0	0	0	0	0	0	0	0	0	20.6	16.3	3.6
1000 - 1100	34	4	7	10	13	0	0	24	0	10	0	0	0	0	0	0	1	17	15	1	0	0	0	0	0	0	0	0	0	17.9	14.9	3.2
1100 - 1200	31	5	6	7	13	3	0	25	0	3	0	0	0	0	0	0	0	5	20	3	0	0	0	0	0	0	0	0	0	19.3	16.1	3.6
1200 - 1300	39	8	12	8	11	0	1	35	0	2	1	0	0	0	0	0	0	3	15	16	5	0	0	0	0	0	0	0	0	19.9	15.6	3.5
1300 - 1400	37	12	13	8	4	0	3	30	0	4	0	0	0	0	0	0	2	11	22	1	1	0	0	0	0	0	0	0	0	19.1	15.6	3.7
1400 - 1500	31	8	9	8	6	1	2	26	0	2	0	0	0	0	0	0	1	8	18	4	0	0	0	0	0	0	0	0	0	19.7	16.5	3.5
1500 - 1600	18	40	8	13	9	4	0	31	0	4	0	0	0	0	0	0	2	13	21	4	0	0	0	0	0	0	0	0	0	17.8	14.7	3.3
1600 - 1700	62	23	13	13	13	2	2	51	0	7	0	0	0	0	0	0	3	20	30	9	0	0	0	0	0	0	0	0	0	20	16.2	3.6
1700 - 1800	163	10	19	15	19	3	2	58	0	0	0	0	0	0	0	0	3	32	23	5	0	0	0	0	0	0	0	0	0	19.4	15.1	3.3
1800 - 1900	90	21	23	27	19	2	10	77	0	1	0	0	0	0	0	0	2	34	44	9	1	0	0	0	0	0	0	0	0	19.3	15.9	3.3
1900 - 2000	63	20	14	16	13	2	4	55	0	2	0	0	0	0	0	0	4	22	32	4	1	0	0	0	0	0	0	0	0	19.1	15.7	3.5
2000 - 2100	50	17	8	9	16	3	3	39	0	5	0	0	0	0	0	0	3	16	28	3	0	0	0	0	0	0	0	0	0	18.9	15.6	3
2100 - 2200	32	9	12	8	3	1	2	29	0	0	0	0	0	0	0	0	1	13	14	3	1	0	0	0	0	0	0	0	0	19.3	15.8	3.7
2200 - 2300	34	11	13	6	4	0	3	30	0	1	0	0	0	0	0	0	1	15	14	4	0	0	0	0	0	0	0	0	0	19.3	15.9	2.9
2300 - 0000	16	4	4	2	6	4	0	15	0	2	0	0	0	0	0	0	2	11	3	0	0	0	0	0	0	0	0	0	0	17	20	2
1700 - 1900	502	117	128	124	133	18	23	415	0	44	1	1	0	0	0	0	25	183	245	47	2	0	0	0	0	0	0	0	0	19.3	15.6	3.4
0600 - 2200	656	164	162	162	168	25	32	545	0	52	1	1	0	0	0	0	33	239	322	58	4	0	0	0	0	0	0	0	0	19.2	15.6	3.4
0600 - 0000	706	179	179	170	178	25	36	590	0	53	1	1	0	0	0	0	34	257	347	64	4	0	0	0	0	0	0	0	0	19.2	15.7	3.4
0000 - 0000	725	184	183	174	184	26	36	608	0	53	1	1	0	0	0	0	36	264	357	64	4	0	0	0	0	0	0	0	0	19.2	15.7	3.4

Wednesday 18 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	8	2	0	3	3	0	7	6	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	-	19.8	5.4		
0100 - 0200	6	1	2	2	1	0	7	6	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	-	17.4	3.2		
0200 - 0300	1	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	-	10.7	-			
0300 - 0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	2	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	-	12.6	1.3		
0500 - 0600	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	-	13.8	4.3		
0600 - 0700	8	2	3	1	2	0	0	8	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	-	-	12.4	2.8		
0700 - 0800	27	7	9	8	9	7	0	17	9	3	0	0	0	0	0	0	0	8	12	4	7	8	0	0	0	0	0	20.1	15.7	3.9	-		
0800 - 0900	32	5	7	6	14	3	0	26	0	3	0	0	0	0	0	0	0	3	17	11	1	0	0	0	0	0	0	17.1	14.2	3	-		
0900 - 1000	43	17	8	9	9	1	0	33	0	9	0	0	0	0	0	0	0	3	14	25	1	0	0	0	0	0	0	18.7	15.5	2.9	-		
1000 - 1100	31	12	5	4	10	1	0	24	0	6	0	0	0	0	0	0	0	0	14	16	1	0	0	0	0	0	0	18.2	15.6	2.3	-		
1100 - 1200	32	9	8	7	8	1	0	25	0	6	0	0	0	0	0	0	2	11	16	3	0	0	0	0	0	0	0	19.7	16	3.9	-		
1200 - 1300	35	7	12	5	11	2	0	31	0	2	0	0	0	0	0	0	2	10	20	3	0	0	0	0	0	0	0	19.2	15.6	3.3	-		
1300 - 1400	37	10	10	7	10	2	1	28	1	5	0	0	0	0	0	0	2	16	18	1	0	0	0	0	0	0	0	18.4	14.9	3.3	-		
1400 - 1500	47	8	15	14	10	2	1	42	0	2	0	0	0	0	0	0	2	22	20	3	0	0	0	0	0	0	0	18	15.1	3.4	-		
1500 - 1600	46	8	15	13	13	3	0	33	0	3	0	0	0	0	0	0	3	19	20	1	0	0	0	0	0	0	0	18.7	14.8	3.9	-		
1600 - 1700	57	15	15	12	15	2	1	48	0	5	0	1	0	0	0	0	1	28	23	4	1	0	0	0	0	0	0	18	15.4	3.3	-		
1700 - 1800	58	18	12	16	12	6	1	50	0	1	0	0	0	0	0	0	0	18	36	3	1	0	0	0	0	0	0	19.4	16.4	3	-		
1800 - 1900	80	18	26	20	16	3	6	67	0	4	0	0	0	0	0	0	7	26	38	8	1	0	0	0	0	0	0	19.7	15.7	3.6	-		
1900 - 2000	74	19	21	20	14	2	2	67	1	2	0	0	0	0	0	0	2	23	41	7	1	0	0	0	0	0	0	19.6	16.4	3.4	-		
2000 - 2100	59	10	12	20	17	1	3	54	1	0	0	0	0	0	0	0	0	24	31	4	0	0	0	0	0	0	0	18.4	15.6	2.7	-		
2100 - 2200	46	11	13	9	13	2	3	39	1	1	0	0	0	0	0	0	0	23	18	5	0	0	0	0	0	0	0	18.2	15.5	2.9	-		
2200 - 2300	27	10	9	4	4	2	2	22	0	1	0	0	0	0	0	0	1	11	12	3	0	0	0	0	0	0	0	19.6	15.8	3.5	-		
2300 - 0000	6	19	6	4	3	1	6	19	1	17	0	1	0	0	0	0	6	10	7	1	0	0	0	0	0	0	0	16.8	14.7	2.8	-		
0700 - 1900	525	134	131	124	136	26	14	424	1	59	0	0	0	0	0	0	29	203	255	34	4	0	0	0	0	0	0	18.9	15.5	3.4	-		
0600 - 2200	712	176	180	174	182	31	22	592	4	62	0	1	0	0	0	0	33	277	347	50	5	0	0	0	0	0	0	18.8	15.5	3.3	-		
0600 - 0000	758	192	195	182	189	33	25	631	4	64	0	1	0	0	0	0	35	298	366	54	5	0	0	0	0	0	0	18.8	15.5	3.3	-		
0000 - 0000	779	195	199	190	195	34	26	650	4	64	0	1	0	0	0	0	36	304	377	55	7	0	0	0	0	0	0	18.8	15.6	3.4	-		

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph
0000 - 0100	13	5	2	3	3	1	1	11	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	16.7	14.4	3.4
0100 - 0200	6	2	0	2	2	0	1	6	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	15.7	3.4
0200 - 0300	4	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	-	20.5	7.3
0300 - 0400	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	14.8	3.4
0400 - 0500	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15	-
0500 - 0600	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.7	4.1
0600 - 0700	15	1	2	5	7	3	0	9	0	3	0	0	0	0	0	0	0	8	7	0	0	0	0	0	0	0	0	0	0	16.8	14.3	2.3
0700 - 0800	35	9	5	10	11	1	2	24	0	8	0	0	0	0	0	0	0	2	15	16	2	0	0	0	0	0	0	0	0	19.1	15.5	3.1
0800 - 0900	44	6	14	19	44	4	34	0	34	0	0	0	0	0	0	0	0	2	28	10	4	0	0	0	0	0	0	0	0	17.8	14.4	3.3
0900 - 1000	47	11	11	12	13	0	11	42	0	1	0	0	0	0	0	0	0	10	16	8	0	0	0	0	0	0	0	0	0	20.3	14.6	4.4
1000 - 1100	36	8	10	9	9	1	0	32	1	2	0	0	0	0	0	0	0	2	12	19	3	0	0	0	0	0	0	0	0	19	15.8	3.3
1100 - 1200	41	14	12	11	4	1	2	35	0	3	0	0	0	0	0	0	0	3	12	20	5	1	0	0	0	0	0	0	0	19.9	16.3	3.8
1200 - 1300	39	6	8	17	8	0	0	34	0	5	0	0	0	0	0	0	0	2	15	19	3	0	0	0	0	0	0	0	0	17.7	15.5	3.3
1300 - 1400	40	15	10	9	6	0	4	34	0	2	0	0	0	0	0	0	0	2	13	21	3	1	0	0	0	0	0	0	0	19.4	16.4	3.8
1400 - 1500	39	6	11	15	7	2	1	28	0	7	1	0	0	0	0	0	0	1	14	20	4	0	0	0	0	0	0	0	0	19.5	15.7	3.4
1500 - 1600	47	8	15	11	13	7	1	36	0	3	0	0	0	0	0	0	0	1	20	25	1	0	0	0	0	0	0	0	0	18.4	15.2	2.8
1600 - 1700	16	14	12	14	10	4	11	14	0									17	26	7	1	0	0	0	0	0	0	0	0	20.1	16.1	3.6
1700 - 1800	54	9	12	16	17	2	4	45	0	2	1	0	0	0	0	0	0	1	11	34	8	0	0	0	0	0	0	0	0	18	15.7	3
1800 - 1900	74	20	15	21	18	5	3	63	0	1	2	0	0	0	0	0	0	4	24	41	5	0	0	0	0	0	0	0	0	20	15.6	3.1
1900 - 2000	77	17	17	25	18	4	2	67	0	3	1	0	0	0	0	0	0	2	27	44	4	0	0	0	0	0	0	0	0	19.2	15.8	2.8
2000 - 2100	73	28	16	21	8	1	6	62	2	1	1	0	0	0	0	0	0	1	30	37	4	1	0	0	0	0	0	0	0	18.8	16	3
2100 - 2200	58	16	10	18	14	2	5	48	0	1	1	1	0	0	0	0	0	1	24	29	4	0	0	0	0	0	0	0	0	19	15.5	3
2200 - 2300	38	6	13	7	12	1	6	31	0	0	0	0	0	0	0	0	0	1	16	14	6	1	0	0	0	0	0	0	0	21	16.2	4.2
2300 - 0000	54	6	7	5	6	0	0	23	0	0	0	0	0	1	0	0	0	0	11	11	2	0	0	0	0	0	0	0	0	18.1	15.4	2.8
0000 - 0100	77	126	159	135	135	7	44	448	1	1	49	0	0	0	0	0	0	27	194	267	53	3	0	0	0	0	0	0	0	19.1	15.7	3.5
0600 - 2200	771	190	171	228	182	37	32	634	3	57	7	0	0	0	0	0	0	35	283	384	65	4	0	0	0	0	0	0	0	19	15.7	3.3
0600 - 0000	833	202	191	240	200	38	38	688	3	57	7	1	0	1	0	0	0	36	310	409	73	5	0	0	0	0	0	0	0	19.1	15.7	3.3
0000 - 0000	862	211	196	248	207	39	39	714	3	58	7	1	0	1	0	0	0	36	326	419	75	6	0	0	0	0	0	0	0	19	15.7	3.4

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	19	6	4	3	1	0	1	17	0	0	0	0	0	0	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0	16.4	15	1.8
0100 - 0200	13	5	1	3	4	0	6	11	0	0	0	0	0	0	0	0	0	2	2	6	4	0	0	0	0	0	0	0	0	21	21.6	17.5
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	12.2	2.9	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	8	0	0	4	4	0	0	8	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	-	13.3	1.6
0600 - 0700	11	1	1	3	6	1	0	6	0	0	2	2	0	0	0	0	0	1	5	4	1	0	0	0	0	0	0	0	0	20	14.9	3.6
0700 - 0800	26	6	3	9	8	0	1	19	0	5	1	0	0	0	0	0	0	5	13	7	1	0	0	0	0	0	0	0	0	16	13.1	3.3
0800 - 0900	46	13	5	13	15	2	43	0	43	0	0	0	0	0	0	0	0	2	19	20	5	0	0	0	0	0	0	0	0	17.9	15.1	3
0900 - 1000	39	7	11	9	9	2	39	7	0	0	32	9	0	0	0	0	0	9	17	19	1	0	0	0	0	0	0	0	0	18.1	15.1	2.7
1000 - 1100	47	9	12	13	13	0	0	40	0	7	0	0	0	0	0	0	0	6	19	17	5	0	0	0	0	0	0	0	0	19.3	14.4	4.2
1100 - 1200	46	9	14	11	12	2	2	36	0	6	0	0	0	0	0	0	0	5	24	14	3	0	0	0	0	0	0	0	0	17.7	14	4.1
1200 - 1300	47	11	15	11	10	2	3	41	0	1	0	0	0	0	0	0	0	6	18	21	2	0	0	0	0	0	0	0	0	18.5	14.4	3.9
1300 - 1400	51	13	18	9	11	1	1	44	0	3	0	2	0	0	0	0	0	13	16	20	2	0	0	0	0	0	0	0	0	18.3	13.6	4.2
1400 - 1500	51	15	15	12	9	6	2	41	0	2	0	0	0	0	0	0	0	5	15	19	10	2	0	0	0	0	0	0	0	20.9	16.2	4.6
1500 - 1600	48	6	16	14	12	3	1	43	0	1	0	1	0	0	0	0	0	4	21	20	3	0	0	0	0	0	0	0	0	17.3	14.5	3.3
1600 - 1700	73	22	17	20	14	3	17	61	0	3	14	6	0	0	0	0	0	17	34	29	6	1	0	0	0	0	0	0	0	18.9	15.2	3.7
1700 - 1800	64	17	14	15	19	7	14	53	0	1	0	0	0	0	0	0	0	15	23	28	7	1	0	0	0	0	0	0	0	18.4	15.5	3.6
1800 - 1900	77	26	14	22	15	6	5	63	1	1	1	0	0	0	0	0	0	1	32	38	5	1	0	0	0	0	0	0	0	19.2	15.8	3.2
1900 - 2000	71	14	19	17	21	6	3	57	0	4	1	0	0	0	0	0	0	3	36	30	1	1	0	0	0	0	0	0	0	17.5	14.9	2.9
2000 - 2100	77	17	13	26	21	4	5	65	0	0	3	0	0	0	0	0	0	3	28	42	4	0	0	0	0	0	0	0	0	18	15.4	2.7
2100 - 2200	48	19	9	10	10	0	5	42	0	1	0	0	0	0	0	0	0	2	22	22	2	0	0	0	0	0	0	0	0	17.8	15.1	2.8
2200 - 2300	44	9	13	11	1	1	9	34	0	0	0	0	0	0	0	0	0	1	18	21	4	0	0	0	0	0	0	0	0	19.8	15.8	3.4
2300 - 0000	33	8	14	9	2	0	0	31	0	0	2	0	0	0	0	0	0	2	17	14	1	0	0	0	0	0	0	0	0	19.2	15.1	3
0700 - 1800	1515	156	158	150	154	24	516	58	1	38	58	14	4	50	15	0	57	252	251	50	5	0	0	0	0	0	0	0	0	14.9	14.9	3.7
0600 - 2200	822	202	198	214	208	45	34	886	0	1	4	0	0	0	0	0	0	66	343	349	58	6	0	0	0	0	0	0	0	18.5	14.9	3.5
0600 - 0000	899	219	220	239	221	46	43	751	1	42	12	4	0	0	0	0	0	68	378	384	63	6	0	0	0	0	0	0	0	18.5	15	3.5
0000 - 0000	941	231	226	254	230	46	46	789	1	42	13	4	0	0	0	0	0	69	398	401	67	6	0	0	0	0	0	0	0	18.5	15	3.5

Saturday 21 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme																Vehicle Speed								P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	14	4	7	2	1	0	0	14	0	0	0	0	0	0	0	0	0	2	4	7	1	0	0	0	0	0	0	0	0	17.8	14.8	3.1	
0100 - 0200	10	3	0	4	3	0	0	10	0	19	0	0	0	0	0	0	0	2	7	1	0	0	13	0	4	0	0	0	0	13	-	13	3.2
0200 - 0300	8	3	1	2	0	0	0	7	0	1	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	7	-	15.9	3.2
0300 - 0400	9	3	3	1	2	0	0	8	0	0	1	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	-	14.5	3.2
0400 - 0500	4	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	-	11	6.2
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.9	-
0600 - 0700	3	0	0	1	2	1	0	2	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.2	1.4
0700 - 0800	15	1	2	5	7	1	0	12	0	2	0	0	0	0	0	0	0	2	5	7	1	0	0	0	0	0	0	0	0	19.1	15	4.2	
0800 - 0900	28	4	11	4	2	2	2	21	0	3	0	0	0	0	0	0	0	1	12	11	4	0	0	0	0	0	0	0	0	20.1	15.5	3.6	
0900 - 1000	24	4	8	13	4	2	1	24	0	0	0	0	0	0	0	0	0	11	14	29	0	0	0	0	0	0	0	0	0	18.8	15.5	2.9	
1000 - 1100	45	8	7	12	18	0	1	40	0	3	0	1	0	0	0	0	0	5	11	24	5	0	0	0	0	0	0	0	0	19.3	15.1	3.8	
1100 - 1200	54	13	16	7	18	4	1	49	0	0	0	0	0	0	0	0	0	4	22	24	4	0	0	0	0	0	0	0	0	18.2	14.9	3.6	
1200 - 1300	53	9	17	13	14	4	1	47	0	0	1	0	0	0	0	0	0	1	19	26	6	1	0	0	0	0	0	0	0	19.9	16.3	3.7	
1300 - 1400	56	9	16	13	18	3	2	50	0	1	0	0	0	0	0	0	0	5	22	28	1	0	0	0	0	0	0	0	0	17.2	14.4	3	
1400 - 1500	59	20	7	25	7	2	3	47	0	3	2	2	0	0	0	0	0	2	25	28	4	0	0	0	0	0	0	0	0	19.1	15.3	3.3	
1500 - 1600	44	14	16	3	11	1	0	42	0	1	0	0	0	0	0	0	0	4	17	18	5	0	0	0	0	0	0	0	0	19.9	15.4	3.8	
1600 - 1700	79	19	20	22	19	3	7	71	0	0	0	0	0	0	0	0	0	4	23	21	5	0	0	0	0	0	0	0	0	19.4	15.7	3.5	
1700 - 1800	53	10	17	9	17	1	5	46	0	1	0	0	0	0	0	0	0	4	23	21	5	0	0	0	0	0	0	0	0	18.5	14.9	3.7	
1800 - 1900	53	10	16	14	13	0	1	50	0	2	0	0	0	0	0	0	0	1	18	28	5	1	0	0	0	0	0	0	0	19.1	16.2	3.5	
1900 - 2000	53	16	11	9	17	0	5	46	0	1	0	1	0	0	0	0	0	3	16	29	4	1	0	0	0	0	0	0	0	18.9	15.8	3.4	
2000 - 2100	46	14	12	11	9	2	2	39	1	2	0	0	0	0	0	0	0	4	24	13	5	0	0	0	0	0	0	0	0	19	14.9	3.7	
2100 - 2200	45	15	8	7	15	0	4	40	0	1	0	0	0	0	0	0	0	4	23	16	1	1	0	0	0	0	0	0	0	17.6	14.5	3.5	
2200 - 2300	39	8	8	7	16	2	7	30	0	0	0	0	0	0	0	0	0	0	13	19	5	2	0	0	0	0	0	0	0	21.1	16.6	3.8	
2300 - 0000	33	6	7	3	13	0	3	30	0	0	0	0	0	0	0	0	0	3	10	15	4	3	1	0	0	0	0	0	0	19.8	15.8	3.5	
5680	121	145	140	162	24	20	409	261	0	0	0	0	0	0	0	0	0	22	220	261	52	3	0	0	0	0	0	0	0	18.9	15.4	3.8	
0600 - 2200	715	166	176	168	205	27	41	626	1	21	5	4	0	0	0	0	0	44	285	319	62	5	0	0	0	0	0	0	0	18.8	15.3	3.5	
0600 - 0000	787	180	197	182	228	29	41	686	1	21	5	4	0	0	0	0	0	44	313	352	70	8	0	0	0	0	0	0	0	18.9	15.4	3.6	
0000 - 0000	833	194	212	191	236	29	41	730	1	22	6	4	0	0	0	0	0	51	334	367	73	8	0	0	0	0	0	0	0	18.8	15.3	3.6	

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed											P-Title 85%	Average Speed	Standard deviation
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	19	5	5	7	2	0	0	18	0	0	0	0	0	0	0	0	0	0	1	9	8	0	1	0	0	0	0	0	0	0	0	17.3	14.3	4.1
0100 - 0200	17	6	5	2	4	0	0	17	0	0	0	0	0	0	0	0	0	0	1	7	9	0	0	0	0	0	0	0	0	0	0	19.4	15	3.1
0200 - 0300	13	5	3	3	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	16.5	13.8	2
0300 - 0400	4	1	0	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	16.6	3.2
0400 - 0500	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.1	-
0500 - 0600	5	1	3	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.4	1.7
0600 - 0700	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.8	3.2
0700 - 0800	12	1	3	4	4	2	1	8	0	1	0	0	0	0	0	0	0	0	1	5	2	4	0	0	0	0	0	0	0	0	0	21.8	16.3	4.3
0800 - 0900	15	4	5	3	3	1	0	12	0	1	1	0	0	0	0	0	0	0	1	8	5	1	0	0	0	0	0	0	0	0	0	18.8	14.3	3.4
0900 - 1000	25	1	4	11	9	0	1	21	0	3	0	0	0	0	0	0	0	0	1	11	13	0	0	0	0	0	0	0	0	0	0	18.5	14.6	3.2
1000 - 1100	36	2	11	7	16	2	1	31	1	1	0	0	0	0	0	0	0	0	2	16	15	3	0	0	0	0	0	0	0	0	0	19.5	15.2	3.6
1100 - 1200	33	9	5	12	7	5	0	25	1	2	0	0	0	0	0	0	0	0	0	14	19	0	0	0	0	0	0	0	0	0	0	17.7	15	2.5
1200 - 1300	43	12	3	12	16	4	1	36	0	0	0	1	0	0	0	0	0	0	3	17	20	3	0	0	0	0	0	0	0	0	0	18.2	14.8	3.1
1300 - 1400	42	13	6	13	10	2	3	36	0	0	0	1	0	0	0	0	0	0	3	15	14	10	0	0	0	0	0	0	0	0	0	21.1	16.3	4
1400 - 1500	42	11	13	11	7	0	2	39	0	0	0	1	0	0	0	0	0	0	4	11	23	4	0	0	0	0	0	0	0	0	0	19.4	15.4	3.7
1500 - 1600	63	9	16	19	19	4	4	54	0	1	0	0	0	0	0	0	0	0	2	29	27	5	0	0	0	0	0	0	0	0	0	18.5	15.5	3.3
1600 - 1700	68	17	20	17	14	3	1	61	0	1	2	0	0	0	0	0	0	0	1	28	33	6	0	0	0	0	0	0	0	0	0	18.2	15.3	3.1
1700 - 1800	55	13	19	12	11	1	3	51	0	0	0	0	0	0	0	0	0	0	2	23	26	4	0	0	0	0	0	0	0	0	0	19	15.6	3.5
1800 - 1900	50	18	14	7	11	1	5	43	0	1	0	0	0	0	0	0	0	0	2	19	24	5	0	0	0	0	0	0	0	0	0	19.2	16	3
1900 - 2000	44	9	11	12	12	1	7	35	1	0	0	0	0	0	0	0	0	0	1	19	19	4	0	1	0	0	0	0	0	0	0	19.7	16.2	4.2
2000 - 2100	41	10	12	8	11	1	4	34	0	1	0	0	0	0	0	0	0	0	3	21	10	5	2	0	0	0	0	0	0	0	0	20.2	15.2	4.4
2100 - 2200	47	16	15	9	7	0	3	41	0	1	2	0	0	0	0	0	0	0	3	22	20	2	0	0	0	0	0	0	0	0	0	18.5	14.9	3.2
2200 - 2300	22	8	6	6	2	0	2	19	1	0	0	0	0	0	0	0	0	0	1	11	9	1	0	0	0	0	0	0	0	0	0	18.6	15.1	3
2300 - 0000	13	5	6	1	1	1	0	12	0	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	0	0	0	0	0	17.9	14.6	3
0700 - 1900	484	110	119	128	127	25	22	417	2	11	3	3	0	0	0	1	0	0	22	196	221	45	0	0	0	0	0	0	0	0	0	18.8	15.4	3.3
0600 - 2200	618	145	158	158	157	27	36	529	3	13	5	3	0	0	0	1	1	0	30	259	270	56	2	1	0	0	0	0	0	0	0	19	15.4	3.5
0600 - 0000	653	158	170	165	160	28	38	560	4	13	5	3	0	0	0	1	1	0	31	278	283	58	2	1	0	0	0	0	0	0	0	18.9	15.4	3.5
0000 - 0000	712	177	186	179	170	28	39	618	4	13	5	3	0	0	0	1	1	0	33	307	310	58	3	1	0	0	0	0	0	0	0	18.8	15.3	3.4

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Title 85%	Average Speed	Standard deviation
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	13	4	3	4	2	0	0	12	0	0	0	0	0	0	0	0	0	1	6	6	0	0	0	0	0	0	0	0	0	0	18	15.2	3.7
0100 - 0200	8	3	1	2	2	0	0	8	0	0	0	0	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	-	15.8	3.7	
0200 - 0300	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	-	15.3	3.9	
0300 - 0400	2	1	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	15.1	3.1	
0400 - 0500	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.9	4	
0500 - 0600	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	14.4	3	
0600 - 0700	9	1	1	3	4	1	0	6	0	1	0	0	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	-	14.3	3.4	
0700 - 0800	24	5	3	7	9	1	1	16	0	7	0	0	0	0	0	0	0	2	9	10	2	0	0	0	0	0	0	0	0	19.1	15.2	3.5	
0800 - 0900	32	6	6	8	11	2	0	27	0	2	0	0	0	0	0	0	0	2	15	12	3	0	0	0	0	0	0	0	0	18.6	14.7	3.4	
0900 - 1000	36	9	7	9	10	1	1	30	0	4	0	0	0	0	0	0	0	3	14	16	3	0	0	0	0	0	0	0	0	18.7	15.2	3.4	
1000 - 1100	37	7	8	9	12	1	0	30	0	5	0	0	0	0	0	0	0	3	14	17	3	0	0	0	0	0	0	0	0	19.2	15.1	3.5	
1100 - 1200	38	10	10	9	10	2	1	32	0	3	0	0	0	0	0	0	0	2	14	19	3	0	0	0	0	0	0	0	0	18.9	15.4	3.7	
1200 - 1300	43	9	11	11	12	2	1	37	0	2	0	0	0	0	0	0	0	3	16	20	4	0	0	0	0	0	0	0	0	18.9	15.4	3.6	
1300 - 1400	44	12	12	10	10	1	2	38	0	2	0	0	0	0	0	0	0	4	16	21	3	0	0	0	0	0	0	0	0	19	15.1	3.9	
1400 - 1500	44	12	11	13	8	2	2	36	0	3	0	0	0	0	0	0	0	3	16	20	5	0	0	0	0	0	0	0	0	19.2	15.5	3.6	
1500 - 1600	46	8	13	12	13	4	1	38	0	3	0	0	0	0	0	0	0	3	20	20	3	0	0	0	0	0	0	0	0	18.4	15	3.4	
1600 - 1700	64	18	16	16	14	3	2	55	0	4	0	0	0	0	0	0	0	2	26	29	7	1	0	0	0	0	0	0	0	19	15.6	3.4	
1700 - 1800	57	12	15	14	16	3	3	50	0	1	0	0	0	0	0	0	0	2	21	28	5	1	0	0	0	0	0	0	0	19.4	15.8	3.4	
1800 - 1900	74	20	19	19	15	3	5	64	0	2	0	0	0	0	0	0	0	3	28	36	6	1	0	0	0	0	0	0	0	19	15.7	3.2	
1900 - 2000	63	16	16	16	16	3	4	54	0	2	0	0	0	0	0	0	0	3	24	31	5	1	0	0	0	0	0	0	0	19.1	15.8	3.4	
2000 - 2100	56	16	12	16	13	2	4	48	1	2	1	0	0	0	0	0	0	2	23	26	4	1	0	0	0	0	0	0	0	18.5	15.6	3.2	
2100 - 2200	44	14	11	10	10	1	1	3	38	0	1	0	0	0	0	0	0	2	20	19	3	0	0	0	0	0	0	0	0	18.2	15.2	3.2	
2200 - 2300	33	9	10	7	7	1	4	27	0	0	0	0	0	0	0	0	0	1	14	14	4	0	0	0	0	0	0	0	0	19.7	16	3.5	
2300 - 0000	22	6	7	5	4	0	0	20	0	5	1	0	0	0	0	0	0	7	10	10	5	1	0	0	0	0	0	0	0	19	15.4	3.5	
0700 - 1900	539	129	132	138	141	25	19	453	1	36	3	2	0	0	0	0	0	32	210	248	46	3	0	0	0	0	0	0	0	19	15.4	3.5	
0600 - 2200	711	175	172	182	183	32	30	599	2	41	4	2	0	0	0	0	0	39	281	327	59	5	0	0	0	0	0	0	0	18.9	15.4	3.5	
0600 - 0000	766	190	189	194	194	33	35	646	2	42	5	2	0	0	0	0	0	41	304	351	64	5	0	0	0	0	0	0	0	18.9	15.4	3.4	
0000 - 0000	800	200	196	202	201	33	36	678	2	42	5	2	0	0	0	0	0	43	319	366	66	6	0	0	0	0	0	0	0	18.9	15.4	3.5	

Kew, Richmond Upon Thames

Report Id	171/18
Site Name	Site 3 of 5
Description	Melliss Avenue, 20m north of Townmead Road
Direction	Southbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
						Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	7	3	2	1	1	0	7	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	-	14	1.6		
0100 - 0200	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	15.9	1.7		
0200 - 0300	1	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	-	13.4	-		
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	17.1	-		
0400 - 0500	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	12.1	0.9		
0500 - 0600	6	2	0	1	3	0	0	6	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	-	15.7	2.9		
0600 - 0700	29	1	7	6	15	4	1	23	0	1	0	0	0	0	0	0	1	10	16	2	0	0	0	0	0	0	0	19.3	16.1	3.3		
0700 - 0800	84	16	19	35	2	2	19	73	0	6	4	0	0	0	0	0	28	42	0	0	0	0	0	0	0	0	0	19.6	15.8	3.4		
0800 - 0900	87	25	21	23	18	8	1	77	0	0	1	0	0	0	0	0	3	28	46	9	1	0	0	0	0	0	0	19.6	16.1	3.7		
0900 - 1000	59	14	16	8	21	2	4	52	0	1	0	0	0	0	0	0	2	21	30	5	1	0	0	0	0	0	0	19.6	16.1	3.4		
1000 - 1100	40	12	8	10	10	1	1	33	0	4	1	0	0	0	0	0	1	13	21	4	1	0	0	0	0	0	0	19.7	16.2	3.5		
1100 - 1200	39	7	11	11	10	0	1	33	0	4	1	0	0	0	0	0	0	17	18	4	0	0	0	0	0	0	0	18.3	15.7	2.8		
1200 - 1300	43	7	11	12	13	0	3	36	0	0	0	0	0	0	0	0	5	19	17	2	0	0	0	0	0	0	0	17.9	14.4	3.5		
1300 - 1400	50	11	10	11	18	1	2	44	0	2	1	0	0	0	0	0	2	23	23	1	1	0	0	0	0	0	0	18.6	15.2	3.4		
1400 - 1500	43	13	6	13	11	0	0	37	0	6	0	0	0	0	0	0	1	14	24	4	0	0	0	0	0	0	0	18.9	15.7	3.5		
1500 - 1600	32	4	9	4	11	0	1	28	0	4	1	0	0	0	0	0	1	17	12	0	0	0	0	0	0	0	0	18.4	15.9	2.8		
1600 - 1700	43	9	14	13	7	4	0	34	0	5	0	0	0	0	0	0	2	18	16	7	0	0	0	0	0	0	0	20.1	15.4	3.3		
1700 - 1800	38	8	12	6	12	2	1	32	0	2	0	0	0	1	0	0	1	16	16	5	0	0	0	0	0	0	0	19.7	15.6	3.3		
1800 - 1900	40	11	15	4	10	0	1	37	0	2	0	0	0	0	0	0	0	15	19	6	0	0	0	0	0	0	0	20	16.3	3		
1900 - 2000	44	9	11	10	14	0	3	40	0	1	0	0	0	0	0	0	0	14	21	8	1	0	0	0	0	0	0	22.5	17	3.9		
2000 - 2100	32	8	10	5	9	1	7	23	0	1	0	0	0	0	0	0	2	13	13	4	0	0	0	0	0	0	0	20.1	15.9	4.1		
2100 - 2200	20	5	7	6	2	2	1	16	0	1	0	0	0	0	0	0	0	9	9	2	0	0	0	0	0	0	0	19.1	15.7	3.1		
2200 - 2300	9	1	2	4	2	0	0	9	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	-	13.7	3.3		
2300 - 0000	4	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	14.1	2.3		
0700 - 1900	598	140	144	141	173	22	17	516	0	37	4	1	0	1	0	0	22	224	289	59	4	0	0	0	0	0	0	19.3	15.8	3.4		
0600 - 2200	723	163	179	168	213	29	29	618	0	41	4	1	0	1	0	0	25	270	348	75	5	0	0	0	0	0	0	19.5	15.8	3.4		
0600 - 0000	736	165	181	175	215	29	29	631	0	41	4	1	0	1	0	0	25	278	353	75	5	0	0	0	0	0	0	19.5	15.8	3.4		
0000 - 0000	756	172	184	178	222	29	29	651	0	41	4	1	0	1	0	0	25	289	361	76	5	0	0	0	0	0	0	19.3	15.8	3.4		

Tuesday 17 April 2018

[illegible]

Wednesday 18 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	6	1	2	1	2	0	1	5	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	18.3	3.3			
0100 - 0200	5	0	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	15.1	3.6			
0200 - 0300	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	-	18.7	5.9			
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	18	2.2			
0500 - 0600	6	0	1	2	3	0	0	6	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	13.9	2.4			
0600 - 0700	21	3	4	4	10	2	4	10	0	4	2	19	0	0	0	0	0	1	9	10	1	0	0	0	0	0	0	0	0	18.3	15.3	3			
0700 - 0800	78	13	20	21	24	4	3	62	0	9	0	0	0	0	0	0	0	3	18	48	8	1	0	0	0	0	0	0	0	19.1	18.5	3			
0800 - 0900	88	25	17	28	18	8	4	73	0	3	0	0	0	0	0	0	0	5	25	50	8	0	0	0	0	0	0	0	0	19.6	16	3.3			
0900 - 1000	46	14	10	13	9	2	0	36	0	8	0	0	0	0	0	0	0	2	21	20	3	0	0	0	0	0	0	0	0	18.9	15.5	2.9			
1000 - 1100	41	11	16	7	7	1	0	34	1	5	0	0	0	0	0	0	0	1	15	22	3	0	0	0	0	0	0	0	0	18.9	15.9	3			
1100 - 1200	35	7	12	13	3	1	0	30	0	4	0	0	0	0	0	0	0	1	7	25	2	0	0	0	0	0	0	0	0	19	16.3	3			
1200 - 1300	40	14	11	8	7	1	2	36	0	1	0	0	0	0	0	0	0	2	11	21	6	0	0	0	0	0	0	0	0	20	16.3	3.3			
1300 - 1400	49	10	13	12	14	1	0	44	0	4	0	0	0	0	0	0	0	2	16	28	3	0	0	0	0	0	0	0	0	18.5	15.8	2.7			
1400 - 1500	37	9	7	11	10	1	1	34	0	7	0	0	0	0	0	0	0	1	12	17	6	0	0	0	0	0	0	0	0	20.7	15.7	3.5			
1500 - 1600	54	11	13	20	10	0	0	47	0	6	0	0	0	0	0	0	0	5	25	23	1	0	0	0	0	0	0	0	0	19.3	15.6	3.1			
1600 - 1700	52	14	10	12	16	2	2	41	0	7	0	0	0	0	0	0	0	2	17	27	6	0	0	0	0	0	0	0	0	19.3	15.7	3.2			
1700 - 1800	37	8	11	11	7	3	2	31	0	1	0	0	0	0	0	0	0	3	9	24	1	0	0	0	0	0	0	0	0	19.1	15.9	3.1			
1800 - 1900	45	12	14	12	7	2	2	37	0	4	0	0	0	0	0	0	0	2	17	20	6	0	0	0	0	0	0	0	0	19.1	15.9	3.5			
1900 - 2000	36	12	11	4	9	1	5	29	0	1	0	0	0	0	0	0	0	2	14	15	4	0	1	0	0	0	0	0	0	20.5	16.1	4.6			
2000 - 2100	40	11	11	6	12	0	4	35	0	4	0	0	0	0	0	0	0	2	17	19	1	1	0	0	0	0	0	0	0	18.4	14.9	3.4			
2100 - 2200	35	10	13	5	7	1	3	29	0	1	0	1	0	0	0	0	0	3	15	15	2	0	0	0	0	0	0	0	0	19.1	15	3.6			
2200 - 2300	14	6	3	2	3	0	1	12	0	1	0	0	0	0	0	0	0	2	6	5	1	0	0	0	0	0	0	0	0	19.8	14.5	3.9			
2300 - 0000	15	5	3	1	1	0	1	13	0	1	0	0	0	0	0	0	0	6	7	8	0	0	0	0	0	0	0	0	0	18.1	15.1	2.5			
0700 - 1900	602	148	154	168	132	26	17	505	1	53	0	0	0	0	0	0	0	26	193	325	57	1	0	0	0	0	0	0	0	19.1	16	3.1			
0600 - 2200	734	184	193	187	170	30	29	617	1	56	0	1	0	0	0	0	0	34	248	384	65	2	1	0	0	0	0	0	0	19.1	15.8	3.3			
0600 - 0000	763	195	202	192	174	30	31	642	1	58	0	1	0	0	0	0	0	36	261	397	66	2	1	0	0	0	0	0	0	19.1	15.8	3.3			
0000 - 0000	787	196	207	199	185	30	32	665	1	58	0	1	0	0	0	0	0	37	269	408	70	2	1	0	0	0	0	0	0	19.1	15.8	3.3			

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed												P-Title	Average Speed	Standard deviation
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	14	3	4	5	2	0	0	14	0	0	0	0	0	0	0	0	0	4	9	1	2	0	0	0	0	0	0	0	0	0	0	14.9	12.7	2.8	
0100 - 0200	11	4	3	0	4	0	0	11	0	0	0	0	0	0	0	0	0	1	7	1	2	0	0	0	0	0	0	0	0	0	20.9	14	4.4		
0200 - 0300	9	4	2	2	1	0	0	8	0	1	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	-	12.9	2.5		
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	15.6	1.8		
0400 - 0500	3	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	15.2	2.6		
0500 - 0600	7	0	3	1	3	1	0	6	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	-	14.4	3.4		
0600 - 0700	5	0	1	1	3	0	0	5	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	-	12.9	2.2		
0700 - 0800	15	4	2	5	4	4	1	10	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	19.5	16.6	2.5		
0800 - 0900	31	3	5	11	12	2	1	27	0	1	0	0	0	0	0	0	0	0	12	16	3	0	0	0	0	0	0	0	0	0	0	18.3	15.9	2.5	
0900 - 1000	55	10	14	14	17	2	2	47	0	4	0	0	0	0	0	0	0	2	13	34	6	0	0	0	0	0	0	0	0	0	0	19	16.2	3.4	
1000 - 1100	61	14	17	15	15	0	4	55	0	2	0	0	0	0	0	0	0	1	20	32	7	1	0	0	0	0	0	0	0	0	0	19.9	16.5	3.2	
1100 - 1200	52	21	11	9	11	3	1	45	0	2	0	1	0	0	0	0	0	3	28	18	3	0	0	0	0	0	0	0	0	0	0	18.5	14.9	3.4	
1200 - 1300	49	11	15	11	12	2	1	46	0	0	0	0	0	0	0	0	0	2	16	30	0	1	0	0	0	0	0	0	0	0	0	18.6	15.8	2.9	
1300 - 1400	49	14	14	7	14	2	1	46	0	0	0	0	0	0	0	0	0	2	18	24	5	0	0	0	0	0	0	0	0	0	0	18.4	15.5	3.1	
1400 - 1500	37	12	5	12	8	1	3	33	0	0	0	0	0	0	0	0	0	1	20	16	0	0	0	0	0	0	0	0	0	0	0	18.3	14.5	2.8	
1500 - 1600	42	12	9	10	11	2	1	36	0	3	0	0	0	0	0	0	0	0	18	22	0	0	0	0	0	0	0	0	0	0	0	17.8	14.8	2.8	
1600 - 1700	55	8	20	14	13	2	5	47	0	1	0	0	0	0	0	0	0	1	30	21	2	1	0	0	0	0	0	0	0	0	0	18	15.1	3.3	
1700 - 1800	35	10	9	4	12	1	2	31	0	1	0	0	0	0	0	0	0	1	9	23	2	0	0	0	0	0	0	0	0	0	0	18.1	16.4	2.5	
1800 - 1900	38	7	15	5	11	1	4	31	0	2	0	0	0	0	0	0	0	2	16	16	4	0	0	0	0	0	0	0	0	0	0	19.2	15.4	4	
1900 - 2000	34	9	10	2	13	1	6	27	0	0	0	0	0	0	0	0	0	1	13	17	2	1	0	0	0	0	0	0	0	0	0	19	16	4.1	
2000 - 2100	35	10	5	14	6	0	6	29	0	0	0	0	0	0	0	0	0	0	20	11	4	0	0	0	0	0	0	0	0	0	0	19.9	15.4	3.4	
2100 - 2200	26	13	5	4	4	0	1	25	0	0	0	0	0	0	0	0	0	1	17	7	1	0	0	0	0	0	0	0	0	0	0	17.7	14.6	2.7	
2200 - 2300	15	6	4	3	2	0	2	13	0	0	0	0	0	0	0	0	0	2	8	4	1	0	0	0	0	0	0	0	0	0	0	19.1	14.3	4	
2300 - 0000	9	2	3	2	2	0	0	9	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	-	14.2	2.2	
0700 - 1900	519	126	136	117	140	22	26	454	0	16	0	1	0	0	0	0	0	17	205	262	32	3	0	0	0	0	0	0	0	0	0	18.5	15.6	3.2	
0600 - 2200	619	158	157	138	166	23	39	540	0	16	0	1	0	0	0	0	0	19	259	298	39	4	0	0	0	0	0	0	0	0	0	18.6	15.5	3.2	
0600 - 0000	643	166	164	143	170	23	41	562	0	16	0	1	0	0	0	0	0	21	272	306	40	4	0	0	0	0	0	0	0	0	0	18.5	15.5	3.2	
0000 - 0000	689	177	178	152	182	24	41	606	0	17	0	1	0	0	0	0	0	28	300	315	42	4	0	0	0	0	0	0	0	0	0	18.5	15.4	3.3	

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00	3 Axle Rigid						4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	7	2	2	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	-	13.6	3.5		
0100 - 0200	6	2	1	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	14.5	3.5			
0200 - 0300	4	2	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	14.7	3.4			
0300 - 0400	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	14.3	3.4			
0400 - 0500	2	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	14.6	3.2			
0500 - 0600	6	0	1	2	3	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	-	14.9	2.6			
0600 - 0700	19	2	3	4	10	2	1	16	0	1	0	0	0	0	0	0	0	0	0	1	7	10	2	0	0	0	0	0	0	0	19.2	15.6	3.1			
0700 - 0800	67	12	15	16	23	3	3	55	0	6	0	0	0	0	0	0	0	0	0	2	19	38	6	1	0	0	0	0	0	0	19.2	16.3	3.1			
0800 - 0900	76	22	15	22	17	6	2	66	0	1	0	0	0	0	0	0	0	0	0	2	25	42	7	0	0	0	0	0	0	0	19.2	16.1	3.1			
0900 - 1000	57	14	15	12	16	3	2	49	0	4	0	0	0	0	0	0	0	0	0	1	19	31	6	0	0	0	0	0	0	0	19.5	16.2	3.1			
1000 - 1100	48	11	13	11	12	2	2	41	0	3	0	0	0	0	0	0	0	0	0	1	17	25	4	0	0	0	0	0	0	0	18.9	15.9	3.1			
1100 - 1200	49	14	13	12	10	1	1	42	0	5	0	0	0	0	0	0	0	0	0	3	18	26	3	0	0	0	0	0	0	0	18.3	15.4	3.1			
1200 - 1300	47	12	14	10	10	1	2	41	0	2	0	0	0	0	0	0	0	0	0	3	17	25	3	0	0	0	0	0	0	0	18.7	15.7	3.3			
1300 - 1400	49	12	14	10	13	2	2	43	0	2	0	0	0	0	0	0	0	0	0	2	18	25	5	0	0	0	0	0	0	0	18.7	15.7	3.2			
1400 - 1500	43	11	9	12	10	1	1	38	0	3	0	0	0	0	0	0	0	0	0	2	17	21	4	0	0	0	0	0	0	0	19	15.5	3.3			
1500 - 1600	44	13	9	14	8	2	1	37	0	4	0	0	0	0	0	0	0	0	0	2	19	20	2	0	0	0	0	0	0	0	18.2	15.2	3.1			
1600 - 1700	49	13	12	14	11	2	2	41	0	5	0	0	0	0	0	0	0	0	0	2	20	21	5	0	0	0	0	0	0	0	19.1	15.5	3.3			
1700 - 1800	42	9	10	10	12	2	3	36	0	1	0	0	0	0	0	0	0	0	0	3	14	22	3	0	0	0	0	0	0	0	19	15.7	3.3			
1800 - 1900	44	10	13	9	12	1	2	39	0	2	0	0	0	0	0	0	0	0	0	1	18	20	5	0	0	0	0	0	0	0	19.6	15.9	3.4			
1900 - 2000	44	10	11	11	12	1	3	38	0	2	0	0	0	0	0	0	0	0	0	1	17	20	5	1	0	0	0	0	0	0	19.6	16	3.6			
2000 - 2100	39	12	9	9	8	1	5	30	0	2	0	0	0	0	0	0	0	0	0	1	18	15	4	0	0	0	0	0	0	0	19.3	15.4	3.5			
2100 - 2200	27	9	7	5	6	1	3	23	0	1	0	0	0	0	0	0	0	0	0	2	12	11	2	0	0	0	0	0	0	0	18.5	15.1	3.6			
2200 - 2300	17	5	4	5	4	0	0	3	14	0	0	0	0	0	0	0	0	0	0	2	7	8	1	0	0	0	0	0	0	0	18.7	14.7	3.5			
2300 - 0000	13	4	3	4	2	0	13	12	0	3	0	0	0	0	0	0	0	0	0	1	5	7	5	0	0	0	0	0	0	0	17.2	14.2	2.8			
0700 - 1900	614	153	155	153	154	26	22	528	0	37	1	1	0	0	0	0	0	0	0	23	220	314	55	2	0	0	0	0	0	0	19	15.8	3.2			
0600 - 2200	743	185	185	182	191	30	34	634	1	42	1	1	0	0	0	0	0	0	0	28	274	370	67	3	0	0	0	0	0	0	19.1	15.8	3.3			
0600 - 0000	773	194	193	190	197	30	37	661	1	42	1	1	0	0	0	0	0	0	0	30	289	383	68	3	0	0	0	0	0	0	19	15.7	3.3			
0000 - 0000	801	200	199	196	205	31	38	686	1	43	1	1	0	0	0	0	0	0	0	32	303	392	70	3	0	0	0	0	0	0	19	15.7	3.3			

Kew, Richmond Upon Thames

Report Id	171/18
Site Name	Site 4 of 5
Description	Melliss Avenue, 50m south of Kelsall Mews
Direction	Northbound

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	10	5	1	2	2	0	9	0	0	0	0	0	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	-	15.3	4.6
0100 - 0200	2	1	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	14.7	0.1
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.4	-
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.6	-
0600 - 0700	5	1	0	1	3	0	0	4	0	1	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	-	14.7	4.4
0700 - 0800	23	8	2	3	10	1	1	18	0	3	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	17.9	14.8	2.6
0800 - 0900	28	5	8	8	10	1	0	26	0	2	0	0	0	0	0	0	15	8	15	0	0	0	0	0	0	0	0	0	0	16.4	14.3	3.6
0900 - 1000	30	16	3	6	5	0	0	25	0	2	0	0	0	0	0	0	2	16	10	2	0	0	0	0	0	0	0	0	0	17.4	15	3.2
1000 - 1100	21	5	4	4	8	0	1	17	0	3	0	0	0	0	0	0	0	8	11	2	0	0	0	0	0	0	0	0	0	18.5	15.6	2.9
1100 - 1200	29	10	9	5	5	1	2	24	0	2	0	0	0	0	0	0	2	14	10	3	0	0	0	0	0	0	0	0	0	19.3	15	3.9
1200 - 1300	31	5	9	6	11	1	2	26	0	2	0	0	0	0	0	0	1	10	14	5	1	0	0	0	0	0	0	0	0	20.7	16.4	3.9
1300 - 1400	38	14	7	7	10	1	0	33	0	3	1	0	0	0	0	0	0	3	18	15	2	0	0	0	0	0	0	0	0	18.1	14.6	3.2
1400 - 1500	29	10	5	6	8	1	2	24	0	2	0	0	0	0	0	0	1	18	9	1	0	0	0	0	0	0	0	0	0	18.8	14.2	3.3
1500 - 1600	31	7	5	7	12	6	2	19	0	3	0	1	0	0	0	0	5	11	13	2	0	0	0	0	0	0	0	0	0	17.3	14.4	3.7
1600 - 1700	43	10	13	8	12	9	1	35	0	3	1	0	0	0	0	0	3	21	15	2	0	0	0	0	0	0	0	0	0	17.9	14.5	3.4
1700 - 1800	41	10	8	11	12	2	3	36	0	0	0	0	0	0	0	0	1	21	15	4	0	0	0	0	0	0	0	0	0	18.3	15	3
1800 - 1900	87	27	20	19	21	8	3	75	0	1	0	0	0	0	0	0	7	45	32	3	0	0	0	0	0	0	0	0	0	17.4	14	3.3
1900 - 2000	50	9	17	9	15	1	4	41	1	2	1	0	0	0	0	0	5	18	26	1	0	0	0	0	0	0	0	0	0	17.7	14.7	3.2
2000 - 2100	43	9	14	12	8	5	4	31	0	3	0	0	0	0	0	0	3	23	14	3	0	0	0	0	0	0	0	0	0	17.4	14.1	3.6
2100 - 2200	24	11	5	4	4	3	1	20	0	0	0	0	0	0	0	0	3	11	8	2	0	0	0	0	0	0	0	0	0	19.8	14.7	4
2200 - 2300	20	9	6	3	2	0	1	18	0	1	0	0	0	0	0	0	0	9	11	0	0	0	0	0	0	0	0	0	0	16.6	15	1.9
2300 - 0000	13	4	4	3	0	0	4	13	0	0	0	0	0	0	0	0	0	4	13	1	0	0	0	0	0	0	0	0	0	17.3	15	2.8
0000 - 0000	431	125	92	94	120	23	19	358	0	28	1	2	0	0	0	0	29	208	165	28	1	0	0	0	0	0	0	0	0	18	14.7	3.4
0600 - 2200	553	155	128	120	150	32	28	454	1	34	2	2	0	0	0	0	41	262	214	35	1	0	0	0	0	0	0	0	0	18.1	14.7	3.4
0600 - 0000	586	169	135	127	155	32	29	485	1	35	2	2	0	0	0	0	41	279	229	36	1	0	0	0	0	0	0	0	0	18	14.7	3.4
0000 - 0000	601	176	139	129	157	32	30	499	1	35	2	2	0	0	0	0	42	284	237	37	1	0	0	0	0	0	0	0	0	18	14.7	3.4

Tuesday 17 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	8	1	3	2	2	0	8	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	14.6	4.7
0100 - 0200	2	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	15.1	0.7
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.5	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.4	-
0600 - 0700	5	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	16.1	3.6
0700 - 0800	20	6	4	6	4	0	1	13	0	6	0	0	0	0	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	16.8	14.5	2.1
0800 - 0900	14	2	4	2	4	0	2	12	0	6	0	0	0	0	0	0	1	6	12	2	0	0	0	0	0	0	0	0	0	19.5	15.4	3.1
0900 - 1000	22	5	4	3	10	0	1	19	0	2	0	0	0	0	0	0	0	8	12	2	0	0	0	0	0	0	0	0	0	19.3	16.2	2.4
1000 - 1100	29	2	6	7	14	2	1	16	0	10	0	0	0	0	0	0	4	13	9	3	0	0	0	0	0	0	0	0	0	18.5	14.5	3.8
1100 - 1200	26	7	5	5	9	0	1	22	0	3	0	0	0	0	0	0	4	8	11	3	0	0	0	0	0	0	0	0	0	18.6	15.3	3.9
1200 - 1300	28	6	4	9	9	1	2	22	0	3	0	0	0	0	0	0	0	13	12	3	0	0	0	0	0	0	0	0	0	19.8	15.9	3.2
1300 - 1400	29	8	11	6	4	2	2	23	0	0	0	0	0	0	0	0	2	13	13	1	0	0	0	0	0	0	0	0	0	17.4	14.6	2.9
1400 - 1500	22	6	5	7	4	2	2	18	0	0	0	0	0	0	0	0	0	10	9	2	0	0	0	0	0	0	0	0	0	19.1	15.4	3.3
1500 - 1600	32	9	11	7	4	2	4	24	0	3	0	0	0	0	0	0	5	14	10	2	0	0	0	0	0	0	0	0	0	18.6	14.7	4.5
1600 - 1700	46	16	11	8	11	3	1	38	0	0	0	0	0	0	0	0	7	20	16	3	0	0	0	0	0	0	0	0	0	17.4	14.3	3.3
1700 - 1800	50	8	15	11	16	2	1	47	0	0	0	0	0	0	0	0	5	20	22	3	0	0	0	0	0	0	0	0	0	17.5	14.9	3.1
1800 - 1900	74	17	17	24	16	4	7	62	0	1	0	0	0	0	0	0	7	22	39	5	1	0	0	0	0	0	0	0	0	18.9	15.5	3.7
1900 - 2000	60	17	11	16	16	5	2	52	0	1	0	0	0	0	0	0	8	27	24	1	0	0	0	0	0	0	0	0	0	18	14.3	3.4
2000 - 2100	45	10	10	9	16	4	3	34	0	4	0	0	0	0	0	0	2	25	18	0	0	0	0	0	0	0	0	0	0	17.4	14.3	2.6
2100 - 2200	29	8	11	7	3	1	2	26	0	0	0	0	0	0	0	0	3	13	11	2	0	0	0	0	0	0	0	0	0	19.6	14.8	4.1
2200 - 2300	30	10	12	6	2	1	2	26	0	1	0	0	0	0	0	0	0	13	16	1	0	0	0	0	0	0	0	0	0	18.6	15.7	2.6
2300 - 0000	15	3	4	2	6	0	3	15	0	0	0	0	0	0	0	0	4	10	4	0	0	0	0	0	0	0	0	0	0	17.3	14.7	3.5
0700 - 1900	392	94	91	99	108	20	20	316	0	36	0	0	0	0	0	0	36	155	171	28	1	1	0	0	0	0	0	0	0	18.3	15.1	3.4
0600 - 2200	531	129	123	133	146	30	27	433	0	41	0	0	0	0	0	0	49	222	226	32	1	1	0	0	0	0	0	0	0	18.2	14.9	3.4
0600 - 0000	576	142	139	141	154	31	29	474	0	42	0	0	0	0	0	0	50	239	252	33	1	1	0	0	0	0	0	0	0	18.2	15	3.4
0000 - 0000	588	145	143	143	157	31	29	486	0	42	0	0	0	0	0	0	51	244	258	33	1	1	0	0	0	0	0	0	0	18.2	14.9	3.4

Wednesday 18 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triples Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	6	2	0	2	2	0	1	5	0	0	0	0	0	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	0	-	18.5	5.6
0100 - 0200	4	1	1	1	1	0	1	4	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	-	17.8	3.1
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	15.2	5.6
0600 - 0700	22	4	1	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	15.2	1
0700 - 0800	23	3	7	8	4	1	13	0	0	7	0	0	0	0	0	0	0	2	11	8	1	0	0	0	0	0	0	0	17.4	14.3	3.4	
0800 - 0900	23	5	4	6	8	0	21	6	0	0	0	0	0	0	0	0	0	2	21	10	2	1	10	0	0	0	0	0	18.8	15.5	2.8	
0900 - 1000	42	14	9	11	8	0	2	31	0	8	0	0	1	0	0	0	0	5	16	18	3	0	0	0	0	0	0	0	19.1	14.8	4	
1000 - 1100	21	10	5	2	4	0	0	16	0	5	0	0	0	0	0	0	0	1	9	11	0	0	0	0	0	0	0	0	18.7	15.1	2.9	
1100 - 1200	27	12	5	3	7	0	1	21	0	5	0	0	0	0	0	0	0	2	11	14	0	0	0	0	0	0	0	0	18.4	15	3.4	
1200 - 1300	30	6	9	6	9	0	3	26	0	1	0	0	0	0	0	0	0	2	10	14	4	0	0	0	0	0	0	0	19.7	15.4	3.9	
1300 - 1400	28	8	8	4	8	0	3	22	0	3	0	0	0	0	0	0	0	3	7	17	1	0	0	0	0	0	0	0	19	15	3.8	
1400 - 1500	36	6	10	16	4	2	2	31	0	1	0	0	0	0	0	0	0	2	13	20	1	0	0	0	0	0	0	0	17.8	15	2.7	
1500 - 1600	32	5	7	15	5	4	3	23	0	2	0	0	0	0	0	0	0	4	11	16	1	0	0	0	0	0	0	0	18.6	14.7	3.9	
1600 - 1700	15	48	11	12	12	2	0	38	0	3	0	0	0	0	0	0	0	5	19	3	0	0	0	0	0	0	0	0	18.4	14.7	3.6	
1700 - 1800	45	14	7	13	11	3	0	41	0	1	0	0	0	0	0	0	0	6	16	20	3	0	0	0	0	0	0	0	18.1	14.5	3.3	
1800 - 1900	69	18	16	24	11	5	6	57	0	1	0	0	0	0	0	0	0	10	29	24	6	0	0	0	0	0	0	0	18.8	14.5	4	
1900 - 2000	63	17	17	19	10	2	4	56	0	0	0	1	0	0	0	0	0	2	35	22	4	0	0	0	0	0	0	0	18	15	3	
2000 - 2100	54	14	8	18	14	3	5	44	0	2	0	0	0	0	0	0	0	1	31	21	1	0	0	0	0	0	0	0	16.8	14.6	2.3	
2100 - 2200	35	7	10	10	8	2	1	30	1	1	0	0	0	0	0	0	0	4	17	12	2	0	0	0	0	0	0	0	16.9	14	3.6	
2200 - 2300	28	12	9	4	3	3	2	23	0	1	0	0	0	0	0	0	0	4	10	13	1	0	0	0	0	0	0	0	19	14.6	3.6	
2300 - 0000	47	5	6	3	0	0	1	15	0	1	0	0	0	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	16.4	13.5	3.5	
0700 - 1900	116	119	91	119	91	17	23	244	10	43	1	1	0	0	0	0	0	43	164	191	25	0	0	0	0	0	0	0	18.6	14.8	3.5	
0600 - 2200	579	155	133	168	123	24	33	475	1	44	0	1	0	0	0	0	0	50	248	249	32	0	0	0	0	0	0	0	18.2	14.8	3.4	
0600 - 0000	624	172	148	175	129	27	36	513	1	45	0	1	0	1	0	0	0	57	266	267	34	0	0	0	0	0	0	0	18.1	14.7	3.4	
0000 - 0000	636	175	150	179	132	27	37	524	1	45	0	1	0	1	0	0	0	57	270	272	36	1	0	0	0	0	0	0	18.3	14.8	3.4	

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed											P-Title 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	11	3	3	3	2	0	0	10	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	18.3	15	3.1
0100 - 0200	3	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	15.4	0.3	
0200 - 0300	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	13.7	5.6	
0300 - 0400	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	15.3	3	
0400 - 0500	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	11.5	-	
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.6	-	
0600 - 0700	12	0	1	2	9	0	1	9	0	2	0	0	0	0	0	0	0	6	5	1	0	0	0	0	0	0	0	0	19.1	15.7	2.4	
0700 - 0800	30	9	5	7	9	0	2	23	0	5	0	0	0	0	0	0	5	11	12	2	0	0	0	0	0	0	0	0	18.2	14.6	4.1	
0800 - 0900	27	4	5	9	9	0	0	24	0	3	0	0	0	0	0	0	1	11	13	2	0	0	0	0	0	0	0	0	19	15.8	3.3	
0900 - 1000	38	7	8	11	12	0	1	34	0	3	0	0	0	0	0	0	3	15	17	3	0	0	0	0	0	0	0	0	18.5	15.3	3.6	
1000 - 1100	24	4	9	7	4	0	1	21	0	2	0	0	0	0	0	0	4	11	9	0	0	0	0	0	0	0	0	0	17.3	13.3	3.2	
1100 - 1200	35	11	9	11	4	0	3	29	0	3	0	0	0	0	0	0	1	15	17	1	1	0	0	0	0	0	0	0	17.9	15.2	3.5	
1200 - 1300	30	6	5	14	5	0	1	28	0	1	0	0	0	0	0	0	2	11	15	2	0	0	0	0	0	0	0	0	17.6	15	3.2	
1300 - 1400	35	12	8	9	6	2	3	28	0	2	0	0	0	0	0	0	2	12	19	2	0	0	0	0	0	0	0	0	18.9	15.3	3.6	
1400 - 1500	34	5	9	13	7	2	3	24	0	5	0	0	0	0	0	0	7	13	11	3	0	0	0	0	0	0	0	0	18.2	14	4	
1500 - 1600	32	3	9	11	9	4	0	25	1	2	0	0	0	0	0	0	4	16	16	0	0	0	0	0	0	0	0	0	19	14.2	3.5	
1600 - 1700	44	14	10	12	8	4	1	35	0	4	0	0	0	0	0	0	3	16	20	5	0	0	0	0	0	0	0	0	18.2	15.1	3.7	
1700 - 1800	45	5	9	15	16	4	3	35	0	3	0	0	0	0	0	0	6	20	16	3	0	0	0	0	0	0	0	0	17.9	14.4	3.5	
1800 - 1900	61	16	11	19	15	4	3	53	0	1	0	0	0	0	0	0	5	26	27	3	0	0	0	0	0	0	0	0	18.2	14.5	3.3	
1900 - 2000	70	18	15	22	15	7	1	60	0	1	0	1	0	0	0	0	10	29	26	5	0	0	0	0	0	0	0	0	18.1	14.3	3.8	
2000 - 2100	66	26	14	19	7	4	6	54	1	1	0	0	0	0	0	0	10	34	21	1	0	0	0	0	0	0	0	0	17.2	13.3	3.5	
2100 - 2200	49	16	11	22	10	2	4	42	0	1	0	0	0	0	0	0	2	22	24	1	0	0	0	0	0	0	0	0	18.2	14.7	2.9	
2200 - 2300	31	7	9	6	9	1	5	25	0	0	0	0	0	0	0	0	0	10	19	1	1	0	0	0	0	0	0	0	19.7	16.5	3.3	
2300 - 0000	19	4	6	4	5	0	1	18	0	0	0	0	0	0	0	0	0	10	7	1	0	0	0	0	0	0	0	0	19.2	15.6	3.5	
0700 - 1900	435	96	97	138	104	20	21	359	1	34	0	0	0	0	0	0	43	173	192	26	1	0	0	0	0	0	0	0	0	18.1	14.7	3.6
0600 - 2200	632	156	138	193	145	33	33	524	2	39	0	1	0	0	0	0	65	264	268	34	1	0	0	0	0	0	0	0	0	18.1	14.6	3.5
0600 - 0000	682	167	153	203	159	34	39	567	2	39	0	1	0	0	0	0	65	284	294	36	3	0	0	0	0	0	0	0	0	18.1	14.7	3.5
0000 - 0000	703	172	158	208	165	34	40	586	2	40	0	1	0	0	0	0	66	291	305	38	3	0	0	0	0	0	0	0	0	18.1	14.7	3.5

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	14	5	2	5	2	0	0	13	0	0	0	0	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0	0	0	16.5	15.4	2
0100 - 0200	7	1	2	2	2	0	2	5	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	-	14.2	3.1	
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	15.8	1.3	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	14.3	0.5	
0600 - 0700	6	0	1	1	4	0	0	4	0	2	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	-	13.5	2.2	
0700 - 0800	21	4	5	4	8	0	1	14	0	6	0	0	0	0	0	0	2	10	8	0	1	0	0	0	0	0	0	0	19.2	14.4	4.3	
0800 - 0900	32	11	4	8	9	0	0	32	0	3	0	0	0	0	0	0	0	3	16	10	3	0	0	0	0	0	0	0	18.1	14.4	3.8	
0900 - 1000	32	7	7	6	12	1	1	27	0	3	0	0	0	0	0	0	5	11	16	0	0	0	0	0	0	0	0	0	17.6	14.1	3.6	
1000 - 1100	41	9	9	10	13	1	1	32	0	7	0	0	0	0	0	0	7	15	17	2	0	0	0	0	0	0	0	0	17.8	14	3.7	
1100 - 1200	33	7	6	9	11	1	4	23	0	5	0	0	0	0	0	0	4	15	13	1	0	0	0	0	0	0	0	0	17.7	14	3.4	
1200 - 1300	49	14	15	8	12	3	5	41	0	0	0	0	0	0	0	0	8	18	18	5	0	0	0	0	0	0	0	0	18.9	14.5	4	
1300 - 1400	37	11	9	8	9	0	3	32	0	2	0	0	0	0	0	0	4	18	12	2	1	0	0	0	0	0	0	0	18.4	14.6	4.3	
1400 - 1500	40	11	14	7	8	1	1	36	0	2	0	0	0	0	0	0	1	12	21	6	0	0	0	0	0	0	0	0	20.2	16.2	3.6	
1500 - 1600	44	5	18	10	11	4	3	36	0	1	0	0	0	0	0	0	4	24	14	2	0	0	0	0	0	0	0	0	17.8	14.2	3.4	
1600 - 1700	56	18	14	15	9	2	0	51	0	3	0	0	0	0	0	0	8	24	22	1	1	0	0	0	0	0	0	0	17.8	14	3.8	
1700 - 1800	46	9	12	10	15	8	2	35	0	1	0	0	0	0	0	0	7	16	17	6	0	0	0	0	0	0	0	0	19.8	14.8	4.5	
1800 - 1900	65	18	16	18	13	2	4	58	0	1	0	0	0	0	0	0	10	35	21	4	0	0	0	0	0	0	0	0	17.7	14.2	3.4	
1900 - 2000	55	12	13	15	15	4	5	42	0	3	1	0	0	0	0	0	5	21	29	0	0	0	0	0	0	0	0	0	17.4	14.5	2.7	
2000 - 2100	62	18	8	15	21	3	5	54	0	0	0	0	0	0	0	0	6	30	23	3	0	0	0	0	0	0	0	0	17.9	14.4	3.5	
2100 - 2200	37	16	8	7	6	0	5	32	0	0	0	0	0	0	0	0	3	14	15	4	1	0	0	0	0	0	0	19.9	15.8	3.8		
2200 - 2300	27	5	10	6	6	0	0	5	22	0	0	0	0	0	0	0	5	8	14	0	0	0	0	0	0	0	0	0	18.7	14.6	3.7	
2300 - 0000	32	8	14	7	12	0	1	32	0	3	0	0	0	0	0	0	1	15	16	0	0	0	0	0	0	0	0	0	15.1	15.5	2.5	
0700 - 1900	496	124	129	113	130	23	25	417	0	31	0	0	0	0	0	0	58	214	189	32	3	0	0	0	0	0	0	0	18.2	14.4	3.8	
0600 - 2200	656	170	159	151	176	30	40	549	0	36	1	0	0	0	0	0	72	283	258	39	4	0	0	0	0	0	0	0	18.2	14.5	3.7	
0600 - 0000	715	183	177	171	184	30	45	603	0	36	1	0	0	0	0	0	78	306	288	39	4	0	0	0	0	0	0	0	18.2	14.5	3.7	
0000 - 0000	741	190	182	179	190	30	48	626	0	36	1	0	0	0	0	0	79	315	304	39	4	0	0	0	0	0	0	0	18.2	14.6	3.6	

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	18	6	5	5	2	0	0	17	0	0	0	0	0	0	0	0	0	0	6	12	0	0	0	0	0	0	0	0	0	0	16.9	15.1	2.2
0100 - 0200	14	6	3	2	3	0	0	14	0	0	0	0	0	0	0	0	0	0	7	6	1	0	0	0	0	0	0	0	0	0	18.7	15.6	2.8
0200 - 0300	12	3	4	3	2	0	0	12	0	0	0	0	0	0	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	16.3	14	2.2
0300 - 0400	5	1	0	1	3	0	0	5	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	15.7	2.9
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	3	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	16.2	0.2
0600 - 0700	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.7	-
0700 - 0800	6	0	1	1	4	0	1	5	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	16.5	3
0800 - 0900	13	5	3	3	2	0	0	12	0	1	0	0	0	0	0	0	0	0	3	4	6	0	0	0	0	0	0	0	0	0	18.9	14	4.6
0900 - 1000	16	1	3	7	5	0	1	12	0	3	0	0	0	0	0	0	0	0	6	8	2	0	0	0	0	0	0	0	0	0	19.5	16	2.9
1000 - 1100	31	2	10	6	13	2	1	26	0	2	0	0	0	0	0	0	0	0	10	17	4	0	0	0	0	0	0	0	0	0	19.9	16.2	3.2
1100 - 1200	34	8	5	10	11	5	2	26	0	1	0	0	0	0	0	0	0	5	12	14	3	0	0	0	0	0	0	0	0	0	18	14.8	3.5
1200 - 1300	34	9	2	10	13	1	1	32	0	0	0	0	0	0	0	0	0	4	10	17	3	0	0	0	0	0	0	0	0	0	18.8	15.1	3.6
1300 - 1400	37	11	6	10	10	6	3	27	0	0	1	0	0	0	0	0	0	5	14	13	4	1	0	0	0	0	0	0	0	0	20.3	15	4.6
1400 - 1500	41	14	10	10	7	2	1	38	0	0	0	0	0	0	0	0	0	0	3	16	21	1	0	0	0	0	0	0	0	0	17.9	15.1	2.9
1500 - 1600	47	7	14	11	15	4	3	39	0	1	0	0	0	0	0	0	0	9	23	15	0	0	0	0	0	0	0	0	0	0	17.3	13.4	3.4
1600 - 1700	54	11	19	15	9	4	1	49	0	0	0	0	0	0	0	0	0	5	21	27	1	0	0	0	0	0	0	0	0	0	18.2	14.7	3.4
1700 - 1800	42	9	16	9	8	0	2	38	0	1	1	0	0	0	0	0	0	3	17	19	3	0	0	0	0	0	0	0	0	0	19	15.3	3.5
1800 - 1900	42	15	12	5	10	1	2	38	0	1	0	0	0	0	0	0	0	3	20	19	0	0	0	0	0	0	0	0	0	0	17.8	14.4	3.1
1900 - 2000	34	6	8	11	9	1	6	26	0	0	1	0	0	0	0	0	0	1	14	16	3	0	0	0	0	0	0	0	0	0	18.7	15.4	3
2000 - 2100	30	4	11	6	9	2	2	26	0	0	0	0	0	0	0	0	0	3	11	14	2	0	0	0	0	0	0	0	0	0	18.7	15.2	3.6
2100 - 2200	40	16	11	7	6	0	2	37	0	1	0	0	0	0	0	0	0	2	22	11	5	0	0	0	0	0	0	0	0	0	19.5	14.9	3.5
2200 - 2300	24	8	7	7	2	1	3	19	0	0	1	0	0	0	0	0	0	2	13	9	0	0	0	0	0	0	0	0	0	0	17.7	14.3	2.8
2300 - 0000	8	1	5	1	1	0	0	7	0	0	0	1	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	-	13.6	2.3
0700 - 1900	397	92	101	97	107	25	18	342	0	10	2	0	0	0	0	0	0	40	155	179	22	1	0	0	0	0	0	0	0	0	18.4	14.9	3.5
0600 - 2200	502	118	132	121	131	28	28	432	0	11	3	0	0	0	0	0	0	46	203	220	32	1	0	0	0	0	0	0	0	0	18.5	14.9	3.5
0600 - 0000	534	127	144	129	134	29	31	458	0	11	4	1	0	0	0	0	0	49	222	230	32	1	0	0	0	0	0	0	0	0	18.5	14.9	3.4
0000 - 0000	586	144	158	140	144	29	32	509	0	11	4	1	0	0	0	0	0	50	243	259	33	1	0	0	0	0	0	0	0	0	18.3	14.9	3.4

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph
0000 - 0100	12	4	3	3	2	0	0	11	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	18.3	15.3	3.3
0100 - 0200	6	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	-	15.1	3.1	
0200 - 0300	3	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	14.8	2.5	
0300 - 0400	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	15.2	2.5	
0400 - 0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-	
0500 - 0600	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	15.5	2.9	
0600 - 0700	5	0	1	1	3	0	0	4	0	1	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	-	15	2.8	
0700 - 0800	19	4	4	5	6	0	1	13	0	4	0	0	0	0	0	0	0	1	8	8	1	0	0	0	0	0	0	0	0	17.8	14.6	3.3	
0800 - 0900	23	5	5	4	6	0	0	21	0	2	1	0	0	0	0	0	0	2	10	9	2	0	0	0	0	0	0	0	0	18.7	15	3.5	
0900 - 1000	28	8	5	7	8	0	1	24	0	3	0	0	0	0	0	0	0	2	11	13	2	0	0	0	0	0	0	0	0	18.5	15.1	3.5	
1000 - 1100	29	6	7	6	10	1	1	22	0	4	0	0	0	0	0	0	0	3	12	12	2	0	0	0	0	0	0	0	0	18.4	14.6	3.6	
1100 - 1200	32	10	7	7	9	1	2	26	0	3	0	0	0	0	0	0	0	3	13	14	2	0	0	0	0	0	0	0	0	18.1	14.9	3.5	
1200 - 1300	35	7	8	10	10	1	2	31	0	1	0	0	0	0	0	0	0	3	13	15	4	0	0	0	0	0	0	0	0	19.1	15.2	3.8	
1300 - 1400	35	10	9	8	9	2	2	28	0	2	0	0	0	0	0	0	0	3	14	15	2	0	0	0	0	0	0	0	0	18.6	14.9	3.8	
1400 - 1500	35	9	9	11	6	2	2	30	0	2	0	0	0	0	0	0	0	3	14	16	3	0	0	0	0	0	0	0	0	18.5	15	3.5	
1500 - 1600	35	6	10	9	10	2	4	27	0	2	0	0	0	0	0	0	0	5	15	14	1	0	0	0	0	0	0	0	0	17.7	14.3	3.6	
1600 - 1700	50	14	13	13	10	3	1	43	0	3	0	0	0	0	0	0	0	5	21	21	3	0	0	0	0	0	0	0	0	18.2	14.7	3.5	
1700 - 1800	44	9	12	11	13	3	2	38	0	1	0	0	0	0	0	0	0	5	19	18	3	0	0	0	0	0	0	0	0	18.3	14.7	3.4	
1800 - 1900	63	17	15	18	14	4	4	55	0	1	0	0	0	0	0	0	0	6	27	26	4	0	0	0	0	0	0	0	0	18.2	14.6	3.5	
1900 - 2000	54	13	13	15	13	3	4	45	0	1	0	0	0	0	0	0	0	5	23	23	2	0	0	0	0	0	0	0	0	17.8	14.6	3.3	
2000 - 2100	48	13	11	13	11	3	4	40	0	2	0	0	0	0	0	0	0	4	24	19	2	0	0	0	0	0	0	0	0	17.4	14.3	3.2	
2100 - 2200	36	12	9	8	7	1	3	31	0	0	0	0	0	0	0	0	0	3	17	13	3	0	0	0	0	0	0	0	0	18.7	14.8	3.5	
2200 - 2300	28	9	9	5	6	1	3	23	0	0	0	0	0	0	0	0	0	2	11	14	1	0	0	0	0	0	0	0	0	18.6	15.1	3.4	
2300 - 0000	19	4	5	4	5	0	1	18	0	0	0	0	0	0	0	0	0	1	9	8	0	0	0	0	0	0	0	0	0	15	17.4	3.2	
0700 - 1900	429	106	102	111	110	22	21	358	0	27	1	1	0	0	0	0	0	41	178	182	27	1	0	0	0	0	0	0	0	18.3	14.8	3.6	
0600 - 2200	572	145	136	147	144	29	31	478	1	31	1	1	0	0	0	0	0	53	244	239	35	1	0	0	0	0	0	0	0	18.2	14.7	3.5	
0600 - 0000	619	158	150	157	153	30	35	519	1	32	1	1	0	0	0	0	0	56	264	261	36	2	0	0	0	0	0	0	0	18.2	14.8	3.5	
0000 - 0000	644	166	157	163	159	30	36	543	1	32	1	1	0	0	0	0	0	57	273	275	37	2	0	0	0	0	0	0	0	18.2	14.8	3.5	

Kew, Richmond Upon Thames

Report Id
Site Name
Description
Direction

171/18
Site 4 of 5
Meliss Avenue, 50m south of Kelsall Mews
Southbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	5	2	2	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	-	19.7	6.5		
0100 - 0200	3	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	15.9	3.6			
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.9	-			
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.1	-			
0400 - 0500	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	11	-			
0500 - 0600	7	1	0	2	4	0	1	6	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	-	16.7	3.2			
0600 - 0700	21	1	3	4	13	2	1	18	0	0	0	0	0	0	0	0	0	0	13	7	1	0	0	0	0	0	0	0	0	18.6	14.7	2.9			
0700 - 0800	69	13	17	17	24	3	2	59	0	5	0	0	0	0	0	0	0	30	30	30	6	0	0	0	0	0	0	0	0	19	15.3	3.2			
0800 - 0900	81	25	20	20	16	8	1	71	0	0	1	0	0	0	0	0	0	0	33	39	9	0	0	0	0	0	0	0	0	19.2	15.9	3.1			
0900 - 1000	46	12	13	6	15	2	3	41	0	0	0	0	0	0	0	0	0	2	22	16	5	1	0	0	0	0	0	0	0	19.9	15.5	4			
1000 - 1100	29	10	6	7	6	2	2	22	0	2	1	0	0	0	0	0	0	1	6	16	5	1	0	0	0	0	0	0	0	23.1	17.5	4.4			
1100 - 1200	34	11	6	8	9	0	2	28	0	4	0	0	0	0	0	0	0	3	12	14	5	0	0	0	0	0	0	0	0	20	15.6	3.9			
1200 - 1300	30	4	8	9	9	1	2	24	0	3	0	0	0	0	0	0	0	0	14	13	3	0	0	0	0	0	0	0	0	18.6	15.5	3			
1300 - 1400	45	13	8	8	16	1	3	36	0	4	1	0	0	0	0	0	0	2	15	23	5	0	0	0	0	0	0	0	0	19.3	15.9	3.4			
1400 - 1500	34	8	7	10	9	5	0	27	0	2	0	0	0	0	0	0	0	2	15	15	1	1	0	0	0	0	0	0	0	18.1	14.7	4			
1500 - 1600	25	9	3	9	4	4	1	17	0	3	0	0	0	0	0	0	0	4	7	9	5	0	0	0	0	0	0	0	0	21.8	15.3	4.7			
1600 - 1700	33	8	12	9	4	1	0	26	0	6	0	0	0	0	0	0	0	1	14	15	3	0	0	0	0	0	0	0	0	18.5	15.2	3.7			
1700 - 1800	25	7	5	6	7	0	2	21	0	2	0	0	0	0	0	0	0	1	11	10	2	1	0	0	0	0	0	0	0	19.6	15.4	4.4			
1800 - 1900	33	8	11	5	9	0	1	30	0	2	0	0	0	0	0	0	0	0	10	18	4	1	0	0	0	0	0	0	0	21.1	16.5	3.3			
1900 - 2000	37	8	9	9	11	0	2	32	0	3	0	0	0	0	0	0	0	2	10	22	2	1	0	0	0	0	0	0	0	19.4	16.4	3.6			
2000 - 2100	26	6	8	4	8	0	7	18	0	1	0	0	0	0	0	0	0	0	8	11	4	2	0	0	0	0	0	0	0	21.5	17.1	4.3			
2100 - 2200	16	3	6	5	2	2	1	12	0	1	0	0	0	0	0	0	0	0	6	5	5	0	0	0	0	0	0	0	0	21.8	16.8	3.9			
2200 - 2300	6	0	2	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	17.8	1.6			
2300 - 0000	3	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	14.6	4.3			
0700 - 1900	484	128	114	114	128	27	19	402	0	33	3	0	0	0	0	0	0	19	191	216	53	5	0	0	0	0	0	0	0	0	19.3	15.7	3.7		
0600 - 2200	584	146	140	136	162	31	30	482	0	38	3	0	0	0	0	0	0	22	228	261	65	8	0	0	0	0	0	0	0	0	19.4	15.8	3.7		
0600 - 0000	593	147	142	140	164	31	30	491	0	38	3	0	0	0	0	0	0	22	230	267	66	8	0	0	0	0	0	0	0	0	19.4	15.8	3.7		
0000 - 0000	611	153	145	143	170	31	31	508	0	38	3	0	0	0	0	0	0	22	236	274	69	10	0	0	0	0	0	0	0	0	19.5	15.9	3.7		

Tuesday 17 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation				
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.6	-
0100 - 0200	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	15.3	3	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.9	-	
0500 - 0600	3	0	1	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	19	2.4	
0600 - 0700	23	3	3	6	11	1	0	22	0	0	0	0	0	0	0	0	0	12	10	1	0	0	0	0	0	0	0	0	17.8	15	2.6	
0700 - 0800	67	17	15	14	21	6	3	52	0	6	0	0	0	0	0	0	0	28	30	6	0	0	0	0	0	0	0	0	18.9	15.5	3.5	
0800 - 0900	76	27	13	15	21	9	2	61	1	3	0	0	0	0	0	0	0	28	37	7	0	0	0	0	0	0	0	0	18.8	15.4	3.5	
0900 - 1000	35	9	9	8	9	1	2	31	0	1	0	0	0	0	0	0	3	18	11	2	1	0	0	0	0	0	0	0	19	14.8	3.7	
1000 - 1100	34	7	6	7	14	5	2	25	0	2	0	0	0	0	0	0	4	15	13	1	1	0	0	0	0	0	0	0	18.6	14.5	4.1	
1100 - 1200	32	10	12	6	4	1	1	25	0	5	0	0	0	0	0	0	1	16	11	4	0	0	0	0	0	0	0	0	19.1	15.4	3.5	
1200 - 1300	35	9	9	6	11	1	3	25	0	6	0	0	0	0	0	0	2	11	16	6	0	0	0	0	0	0	0	0	20.4	16.5	3.3	
1300 - 1400	32	6	10	9	7	2	2	23	0	5	0	0	0	0	0	0	3	7	17	5	0	0	0	0	0	0	0	0	20.1	16.2	4.1	
1400 - 1500	22	4	7	5	6	0	1	21	0	0	0	0	0	0	0	0	2	6	13	1	0	0	0	0	0	0	0	0	18.3	14.9	3.3	
1500 - 1600	32	7	11	9	5	1	1	26	0	4	0	0	0	0	0	0	1	13	14	2	0	0	0	0	0	0	0	0	20	15.9	5.3	
1600 - 1700	35	12	7	8	8	0	1	31	0	3	0	0	0	0	0	0	0	11	19	4	1	0	0	0	0	0	0	0	20	16.7	3.4	
1700 - 1800	36	3	9	13	11	4	2	30	0	0	0	0	0	0	0	0	3	11	17	5	0	0	0	0	0	0	0	0	19.8	15.8	4	
1800 - 1900	23	5	4	7	7	1	1	21	0	0	0	0	0	0	0	0	1	8	9	4	1	0	0	0	0	0	0	0	20.6	16.1	4.1	
1900 - 2000	35	9	8	9	9	1	1	33	0	0	0	0	0	0	0	0	2	13	13	4	3	0	0	0	0	0	0	0	21.2	16.5	5	
2000 - 2100	31	12	7	5	7	4	5	17	0	5	0	0	0	0	0	0	0	10	12	5	0	0	0	0	0	0	0	0	21.5	15.5	4.3	
2100 - 2200	17	6	5	3	3	0	1	16	0	1	0	0	0	0	0	0	0	2	14	1	0	0	0	0	0	0	0	0	19.4	17.6	2.8	
2200 - 2300	15	3	4	6	2	0	2	12	0	1	0	0	0	0	0	0	1	3	10	1	0	0	0	0	0	0	0	0	19	15.8	2.9	
2300 - 0000	8	2	3	3	0	0	1	7	0	0	0	0	0	0	0	0	0	4	2	4	0	0	0	0	0	0	0	0	-	17.8	3.3	
0700 - 1900	459	116	112	107	124	31	21	371	1	35	0	0	0	0	0	0	27	173	206	47	4	2	0	0	0	0	0	0	19.3	15.6	3.8	
0600 - 2200	565	146	135	130	154	37	28	459	1	40	0	0	0	0	0	0	33	210	255	58	7	2	0	0	0	0	0	0	19.4	15.7	3.9	
0600 - 0000	588	151	142	136	159	37	31	478	1	41	0	0	0	0	0	0	34	215	269	61	7	2	0	0	0	0	0	0	19.4	15.7	3.8	
0000 - 0000	595	152	143	139	161	37	32	484	1	41	0	0	0	0	0	0	34	217	273	62	7	2	0	0	0	0	0	0	19.4	15.7	3.8	

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00	2 Axle Van Lorry					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	-	15.5	3.9		
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	19.4	-			
0200 - 0300	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	21.2	2.3			
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	12.5	-			
0400 - 0500	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	13.2	-			
0500 - 0600	7	0	0	3	4	1	1	5	0	0	0	0	0	0	0	0	0	0	11	6	0	0	0	0	0	0	0	-	17.2	2.6			
0600 - 0700	29	2	1	8	18	4	2	23	0	0	0	0	0	0	0	0	0	0	11	14	4	0	0	0	0	0	0	20.2	16.1	3.3			
0700 - 0800	89	14	28	16	31	7	5	70	0	7	0	0	0	0	0	0	0	4	39	37	9	0	0	0	0	0	0	18.9	15.4	3.3			
0800 - 0900	80	22	23	23	12	8	2	68	0	2	0	0	0	0	0	0	0	3	37	32	8	0	0	0	0	0	0	18.7	15.2	3.3			
0900 - 1000	40	11	9	8	12	1	2	34	0	3	0	0	0	0	0	0	0	1	11	20	8	0	0	0	0	0	0	20.7	16.7	3.7			
1000 - 1100	36	13	12	8	3	3	4	27	0	2	0	0	0	0	0	0	0	7	10	16	3	0	0	0	0	0	0	18.8	14	5			
1100 - 1200	43	10	17	10	6	1	1	34	0	7	0	0	0	0	0	0	0	2	14	23	4	0	0	0	0	0	0	18.8	15.5	3.5			
1200 - 1300	29	5	9	9	6	0	0	27	0	2	0	0	0	0	0	0	0	0	14	8	5	2	0	0	0	0	0	22.8	16.6	4.5			
1300 - 1400	28	7	5	7	9	1	2	21	0	4	0	0	0	0	0	0	0	2	12	10	4	0	0	0	0	0	0	19.5	15.5	3.5			
1400 - 1500	38	8	12	8	10	2	3	31	0	2	0	0	0	0	0	0	0	6	12	16	4	0	0	0	0	0	0	19.8	15	4			
1500 - 1600	34	12	7	10	5	3	1	24	0	6	0	0	0	0	0	0	0	8	10	12	4	0	0	0	0	0	0	19	14.3	4.5			
1600 - 1700	30	13	4	8	5	0	0	25	0	5	0	0	0	0	0	0	0	1	15	10	3	1	0	0	0	0	0	19.9	15	4.3			
1700 - 1800	28	9	2	8	9	1	1	25	0	1	0	0	0	0	0	0	0	1	10	15	2	0	0	0	0	0	0	18.3	15.6	2.9			
1800 - 1900	43	10	12	9	12	0	0	42	0	1	0	0	0	0	0	0	0	3	18	17	5	0	0	0	0	0	0	19.3	15.2	3.8			
1900 - 2000	41	10	7	13	11	0	1	34	0	5	0	1	0	0	0	0	0	6	15	18	2	0	0	0	0	0	0	18.2	14	3.9			
2000 - 2100	36	12	11	5	8	0	0	30	0	0	0	0	0	0	0	0	0	2	11	19	4	0	0	0	0	0	0	19.2	16	3.7			
2100 - 2200	22	8	3	5	6	2	3	15	0	2	0	0	0	0	0	0	0	1	8	10	2	1	0	0	0	0	0	20.1	16	4.1			
2200 - 2300	17	4	4	5	4	0	1	15	1	0	0	0	0	0	0	0	0	1	7	6	3	0	0	0	0	0	0	21.9	15.6	4.5			
2300 - 0000	12	5	4	1	2	0	1	11	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0	19.5	16.5	2.5			
0700 - 1900	518	134	140	124	120	27	21	428	0	42	0	0	0	0	0	0	0	38	202	216	59	3	0	0	0	0	0	19.1	15.3	3.8			
0600 - 2200	646	166	162	155	163	33	33	530	0	49	0	1	0	0	0	0	0	47	247	277	71	4	0	0	0	0	0	19.1	15.3	3.8			
0600 - 0000	675	175	170	161	169	33	35	556	1	49	0	1	0	0	0	0	0	48	256	293	74	4	0	0	0	0	0	19.1	15.4	3.8			
0000 - 0000	693	178	173	167	175	34	36	571	1	50	0	1	0	0	0	0	0	48	262	303	76	4	0	0	0	0	0	19.1	15.4	3.8			

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	7	1	1	1	4	0	2	5	0	0	0	0	0	0	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	-	14.9	5.7
0100 - 0200	4	3	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	-	15.8	4.1	
0200 - 0300	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	16.1	4.3	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	18.9	-	
0500 - 0600	6	0	1	2	3	1	1	4	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	-	17.2	2.8	
0600 - 0700	16	3	2	3	8	2	2	12	0	0	0	0	0	0	0	0	0	1	11	3	1	0	0	0	0	0	0	0	17.8	14.1	3.1	
0700 - 0800	79	15	22	16	26	7	5	59	0	8	0	0	0	0	0	0	0	5	31	39	4	0	0	0	0	0	0	0	18.5	15.1	3.4	
0800 - 0900	85	30	22	21	12	7	3	73	0	2	0	0	0	0	0	0	0	6	32	40	6	1	0	0	0	0	0	0	18.5	15.4	3.4	
0900 - 1000	45	9	12	11	13	2	1	36	0	6	0	0	0	0	0	0	0	0	12	20	4	0	0	0	0	0	0	0	18.6	15.7	3.1	
1000 - 1100	43	10	8	10	15	5	3	32	0	3	0	0	0	0	0	0	0	5	20	14	4	0	0	0	0	0	0	0	18	14.1	3.7	
1100 - 1200	42	12	11	10	9	2	2	31	0	7	0	0	0	0	0	0	0	7	20	11	4	0	0	0	0	0	0	0	18.5	14	3.9	
1200 - 1300	50	12	14	12	12	2	6	41	0	1	0	0	0	0	0	0	0	5	19	21	5	0	0	0	0	0	0	0	19	14.9	4.4	
1300 - 1400	43	17	15	6	5	1	1	38	0	3	0	0	0	0	0	0	0	3	11	22	6	1	0	0	0	0	0	0	20.8	16.5	3.9	
1400 - 1500	44	7	10	15	12	0	1	40	0	3	0	0	0	0	0	0	0	3	15	20	5	1	0	0	0	0	0	0	20.2	16.3	4	
1500 - 1600	48	17	10	11	10	1	3	40	0	4	0	0	0	0	0	0	0	7	20	16	5	0	0	0	0	0	0	0	18.7	14.2	4.3	
1600 - 1700	38	13	10	9	6	0	0	35	0	3	0	0	0	0	0	0	0	2	17	15	4	0	0	0	0	0	0	0	19.9	15.5	3.4	
1700 - 1800	34	10	5	8	11	3	2	28	0	1	0	0	0	0	0	0	0	3	15	11	4	1	0	0	0	0	0	0	20.1	15.4	4.5	
1800 - 1900	49	5	16	17	11	2	1	45	0	1	0	0	0	0	0	0	0	5	17	22	5	0	0	0	0	0	0	0	19.6	15.3	4	
1900 - 2000	35	8	4	12	11	0	2	31	0	2	0	0	0	0	0	0	0	14	19	2	0	0	0	0	0	0	0	0	18.9	15.9	2.7	
2000 - 2100	42	11	8	15	8	1	5	32	1	3	0	0	0	0	0	0	0	3	18	17	3	1	0	0	0	0	0	0	18	14.8	4.1	
2100 - 2200	29	15	8	3	3	0	5	24	0	0	0	0	0	0	0	0	0	2	11	14	2	0	0	0	0	0	0	0	18.5	15.5	3.8	
2200 - 2300	12	6	0	5	1	1	2	9	0	0	0	0	0	0	0	0	0	1	5	5	1	0	0	0	0	0	0	0	20.2	15	4.1	
2300 - 0000	10	4	1	5	0	0	0	9	0	1	0	0	0	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	16	16	3.8	
0700 - 1900	600	157	155	146	142	32	28	498	0	42	0	0	0	0	0	0	0	51	238	251	56	4	0	0	0	0	0	0	19.2	15.2	3.8	
0600 - 2200	722	194	177	179	172	35	42	597	1	47	0	0	0	0	0	0	0	57	292	304	64	5	0	0	0	0	0	0	18.9	15.2	3.8	
0600 - 0000	744	204	178	189	173	36	44	615	1	48	0	0	0	0	0	0	0	59	300	314	66	5	0	0	0	0	0	0	19	15.2	3.8	
0000 - 0000	765	210	180	193	182	37	48	631	1	48	0	0	0	0	0	0	0	60	307	323	70	5	0	0	0	0	0	0	19	15.2	3.8	

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard deviation
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	11	2	4	5	0	0	0	11	0	0	0	0	0	0	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	18.6	13.9	3.4
0100 - 0200	9	4	2	0	3	0	0	9	0	0	0	0	0	0	0	0	0	1	2	4	1	1	0	0	0	0	0	0	0	0	-	17.4	5.7
0200 - 0300	8	4	1	2	1	0	0	7	0	1	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	-	14.3	4
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.5	0.1
0400 - 0500	3	0	1	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.4	3.8
0500 - 0600	5	0	2	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	17	3.5
0600 - 0700	3	1	1	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	14.6	3.8
0700 - 0800	13	3	3	3	4	3	1	9	0	0	0	0	0	0	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	0	20	15.3	3.8
0800 - 0900	26	5	4	8	9	4	1	20	0	1	0	0	0	0	0	0	0	1	10	13	2	0	0	0	0	0	0	0	0	0	19.8	16.5	3.4
0900 - 1000	47	11	9	11	16	3	2	38	0	4	0	0	0	0	0	0	0	0	18	23	6	0	0	0	0	0	0	0	0	0	19.5	16.2	3.1
1000 - 1100	53	11	14	15	13	1	2	48	0	2	0	0	0	0	0	0	0	3	11	26	12	1	0	0	0	0	0	0	0	0	21.4	17.1	4.3
1100 - 1200	39	13	6	10	10	5	2	31	0	1	0	0	0	0	0	0	0	4	13	17	5	0	0	0	0	0	0	0	0	0	19.4	15.4	3.8
1200 - 1300	46	12	11	11	12	3	2	40	0	0	0	1	0	0	0	0	0	6	16	18	6	0	0	0	0	0	0	0	0	0	19.3	15.2	4.2
1300 - 1400	40	11	12	6	11	3	2	35	0	0	0	0	0	0	0	0	0	3	11	21	4	1	0	0	0	0	0	0	0	0	19.9	16.1	4.1
1400 - 1500	31	10	6	8	7	1	3	27	0	0	0	0	0	0	0	0	0	3	15	11	2	0	0	0	0	0	0	0	0	0	18.8	14.6	3.6
1500 - 1600	38	11	7	11	9	4	1	32	0	1	0	0	0	0	0	0	0	6	10	21	1	0	0	0	0	0	0	0	0	0	18.7	14.7	3.8
1600 - 1700	43	5	17	14	7	4	3	36	0	0	0	0	0	0	0	0	0	3	19	18	3	0	0	0	0	0	0	0	0	0	18.3	14.7	3.6
1700 - 1800	28	7	8	1	12	0	3	24	0	1	0	0	0	0	0	0	0	1	7	16	4	0	0	0	0	0	0	0	0	0	20.6	16.5	3.6
1800 - 1900	21	4	6	4	7	1	0	19	0	1	0	0	0	0	0	0	0	2	5	10	4	0	0	0	0	0	0	0	0	0	21.4	16.5	4.1
1900 - 2000	27	6	7	2	12	0	3	24	0	0	0	0	0	0	0	0	0	1	9	11	6	0	0	0	0	0	0	0	0	0	21.4	16.6	3.9
2000 - 2100	27	4	6	13	4	0	4	23	0	0	0	0	0	0	0	0	0	1	15	10	1	0	0	0	0	0	0	0	0	0	17.8	14.8	3
2100 - 2200	21	8	5	4	4	0	0	20	0	1	0	0	0	0	0	0	0	1	9	10	1	0	0	0	0	0	0	0	0	0	18.5	15.3	3
2200 - 2300	14	6	2	4	2	0	2	12	0	0	0	0	0	0	0	0	0	0	9	2	3	0	0	0	0	0	0	0	0	0	21.3	15.4	3.5
2300 - 0000	6	0	2	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	17.3	4.1
0700 - 1900	425	103	103	102	117	32	22	359	0	11	0	1	0	0	0	0	0	33	140	199	51	2	0	0	0	0	0	0	0	0	19.6	15.7	3.9
0600 - 2200	503	122	122	121	138	32	30	427	0	13	0	1	0	0	0	0	0	36	174	232	59	2	0	0	0	0	0	0	0	0	19.5	15.7	3.8
0600 - 0000	523	128	126	127	142	32	32	445	0	13	0	1	0	0	0	0	0	36	185	237	63	2	0	0	0	0	0	0	0	0	19.5	15.7	3.8
0000 - 0000	561	138	137	136	150	33	32	481	0	14	0	1	0	0	0	0	0	40	201	252	65	3	0	0	0	0	0	0	0	0	19.5	15.7	3.8

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	-	15.5	4.6		
0100 - 0200	4	2	1	0	1	0	0	4	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	16	4.7			
0200 - 0300	3	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	17.3	5.2			
0300 - 0400	2	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	14.6	4.1			
0400 - 0500	2	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	15.8	3.5			
0500 - 0600	5	0	1	2	2	0	1	4	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	-	17	2.8			
0600 - 0700	17	2	2	4	9	2	1	14	0	0	0	0	0	0	0	0	0	9	7	1	0	0	0	0	0	0	0	0	18.5	15	3			
0700 - 0800	58	11	15	13	19	5	3	45	0	5	0	0	0	0	0	0	3	25	25	5	0	0	0	0	0	0	0	0	0	18.9	15.3	3.4		
0800 - 0900	67	20	15	18	14	6	2	57	0	2	0	0	0	0	0	0	3	27	31	5	0	0	0	0	0	0	0	0	0	18.7	15.4	3.3		
0900 - 1000	45	12	11	9	13	2	2	37	0	3	0	0	0	0	0	0	1	19	18	6	0	0	0	0	0	0	0	0	0	19.8	15.8	3.7		
1000 - 1100	41	11	10	9	10	3	3	32	0	2	0	0	0	0	0	0	4	14	17	5	1	0	0	0	0	0	0	0	0	19.7	15.4	4.4		
1100 - 1200	38	11	10	9	8	1	1	31	0	4	0	0	0	0	0	0	3	14	16	5	0	0	0	0	0	0	0	0	0	19.9	15.7	3.9		
1200 - 1300	39	10	10	10	10	1	3	33	0	2	0	0	0	0	0	0	3	15	16	5	1	0	0	0	0	0	0	0	0	19.7	15.6	4		
1300 - 1400	38	11	10	8	9	1	2	31	0	3	0	0	0	0	0	0	2	12	19	4	1	0	0	0	0	0	0	0	0	19.9	16.2	3.8		
1400 - 1500	34	8	9	9	8	1	2	29	0	2	0	0	0	0	0	0	3	12	15	3	0	0	0	0	0	0	0	0	0	19.5	15.4	3.9		
1500 - 1600	35	11	8	10	6	2	2	28	0	3	0	0	0	0	0	0	4	13	13	4	0	0	0	0	0	0	0	0	0	19.1	15	4.4		
1600 - 1700	37	11	9	10	7	1	1	32	0	3	0	0	0	0	0	0	2	15	16	4	0	0	0	0	0	0	0	0	0	19	15.5	3.7		
1700 - 1800	32	8	7	8	9	1	3	27	0	1	0	0	0	0	0	0	2	11	16	3	0	0	0	0	0	0	0	0	0	19.1	15.6	3.8		
1800 - 1900	34	7	10	8	9	1	1	31	0	1	0	0	0	0	0	0	2	13	15	4	0	0	0	0	0	0	0	0	0	19.7	15.8	3.7		
1900 - 2000	36	9	8	9	10	0	2	31	0	2	0	0	0	0	0	0	2	13	16	3	1	0	0	0	0	0	0	0	0	19.4	15.6	4		
2000 - 2100	31	9	8	8	7	1	5	24	0	2	0	0	0	0	0	0	2	12	14	3	0	0	0	0	0	0	0	0	0	19.5	15.7	3.8		
2100 - 2200	22	8	6	4	4	1	2	18	0	1	0	0	0	0	0	0	1	7	11	2	0	0	0	0	0	0	0	0	0	19.4	16.1	3.8		
2200 - 2300	13	5	3	4	3	0	2	11	0	0	0	0	0	0	0	0	1	5	6	3	0	0	0	0	0	0	0	0	0	20.7	16.1	3.7		
2300 - 0000	11	3	3	2	2	0	3	10	0	1	0	0	0	0	0	0	3	4	6	1	0	0	0	0	0	0	0	0	0	19.2	15.8	3.3		
0700 - 1900	497	128	124	120	125	27	23	413	0	32	0	1	0	0	0	0	32	189	218	54	4	0	0	0	0	0	0	0	0	19.3	15.5	3.8		
0600 - 2200	602	155	149	144	154	30	33	500	0	36	1	1	0	0	0	0	37	230	265	63	6	0	0	0	0	0	0	0	0	19.3	15.6	3.8		
0600 - 0000	627	163	155	150	159	31	36	521	0	37	1	1	0	0	0	0	38	239	277	67	6	0	0	0	0	0	0	0	0	19.3	15.6	3.8		
0000 - 0000	648	168	160	155	165	31	37	540	0	37	1	1	0	0	0	0	40	247	286	69	6	0	0	0	0	0	0	0	0	19.4	15.6	3.8		

Kew, Richmond Upon Thames

Report Id
Site Name
Description
Direction

171/18
Site 5 of 5
Meliss Avenue, 60m north of Meliss Avenue
Northbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.4	1.8		
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-		
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0700 - 0800	3	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	11.9	1.2		
0800 - 0900	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.1	0.4		
0900 - 1000	9	5	2	0	2	0	1	8	0	0	0	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	-	11.9	3.4		
1000 - 1100	3	1	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	10.4	3.8		
1100 - 1200	3	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	15.6	0.8		
1200 - 1300	10	3	2	2	3	0	1	7	0	2	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	-	11.6	3		
1300 - 1400	9	2	4	2	1	0	0	8	0	1	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	-	11.2	3.2		
1400 - 1500	5	1	0	2	2	0	0	5	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	-	11.8	4.2		
1500 - 1600	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	12	2.6		
1600 - 1700	6	3	0	0	3	0	0	6	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.6	2.4		
1700 - 1800	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	11.4	0.6		
1800 - 1900	13	3	3	5	2	0	0	13	0	0	0	0	0	0	0	0	0	4	8	1	0	0	0	0	0	0	0	0	0	0	-	14.5	12		
1900 - 2000	9	3	3	1	2	0	0	9	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	-	12	3.4		
2000 - 2100	9	0	3	3	3	1	1	7	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	1.6		
2100 - 2200	3	1	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	2.9		
2200 - 2300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.9	-		
2300 - 0000	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	13.7	0.6		
0700 - 1900	69	23	12	14	20	0	4	62	0	3	0	0	0	0	0	0	0	20	38	11	0	0	0	0	0	0	0	0	0	0	15.1	11.9	2.8		
0600 - 2200	90	27	19	19	25	1	6	79	0	4	0	0	0	0	0	0	0	24	53	13	0	0	0	0	0	0	0	0	0	0	14.7	11.9	2.7		
0600 - 0000	93	28	19	20	26	1	6	82	0	4	0	0	0	0	0	0	0	24	56	13	0	0	0	0	0	0	0	0	0	0	14.5	12	2.7		
0000 - 0000	97	28	21	21	27	1	6	86	0	4	0	0	0	0	0	0	0	25	59	13	0	0	0	0	0	0	0	0	0	0	14.5	12	2.6		

Tuesday 17 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation			
			Cycles	Motor Cycles		Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8.4	3.8
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	1	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	-	11.8	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600 - 0700	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.5	-	
0700 - 0800	3	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.8	1.8	
0800 - 0900	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12	2.1	
0900 - 1000	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	10.7	2	
1000 - 1100	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13	-	
1100 - 1200	5	1	2	1	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.3	3.8	
1200 - 1300	7	0	2	2	3	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.3	2.5	
1300 - 1400	7	2	3	2	0	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	10.4	3.3	
1400 - 1500	7	0	3	2	2	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.5	4.9	
1500 - 1600	6	0	2	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	10.8	3.5	
1600 - 1700	5	1	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.3	2.4	
1700 - 1800	9	1	3	3	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.5	2.4	
1800 - 1900	10	2	0	7	1	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.9	2.7	
1900 - 2000	7	3	2	1	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.6	2.6	
2000 - 2100	5	1	4	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.6	1.9	
2100 - 2200	2	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	-	12.8	0	
2200 - 2300	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.1	2.1	
2300 - 0000	2	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.7	0.4	
0700 - 1900	65	9	18	27	11	5	5	52	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	11.7	2.9	
0600 - 2200	80	15	24	29	12	5	6	64	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	11.9	2.8	
0600 - 0000	85	16	25	31	13	5	6	69	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	11.9	2.8	
0000 - 0000	88	17	26	31	14	5	6	72	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	11.9	2.8	

Sunday 22 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation					
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	9.7	3.4
0100 - 0200	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	9.4	1.1
0200 - 0300	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.7	1.8
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800 - 0900	5	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	-	10.7	3.4
0900 - 1000	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.7	-
1000 - 1100	10	1	3	1	5	0	0	10	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	-	12.8	1.8
1100 - 1200	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	-	11.6	3.7
1200 - 1300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-
1300 - 1400	4	1	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-	10.8	2.1
1400 - 1500	7	2	3	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	-	13.4	2.1
1500 - 1600	5	1	0	1	3	1	1	3	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	-	10.7	2.5
1600 - 1700	10	2	4	0	0	2	0	8	0	0	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	-	11.9	3.7
1700 - 1800	7	1	2	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	-	13.1	2.3
1800 - 1900	9	5	3	1	0	3	0	6	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	-	10.1	3.4
1900 - 2000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.3	-
2000 - 2100	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	13.2	7
2100 - 2200	4	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	11.9	2.1
2200 - 2300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.2	3.6
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	62	13	21	15	13	6	1	54	0	1	0	0	0	0	0	0	0	16	37	9	0	0	0	0	0	0	0	0	0	0	14.9	11.8	2.9
0600 - 2200	69	16	24	16	13	6	1	61	0	1	0	0	0	0	0	0	0	18	41	10	0	0	0	0	0	0	0	0	0	0	14.9	11.8	2.9
0600 - 0000	71	17	25	16	13	6	1	63	0	1	0	0	0	0	0	0	0	18	42	11	0	0	0	0	0	0	0	0	0	0	15.1	11.9	2.9
0000 - 0000	79	19	28	16	16	6	1	71	0	1	0	0	0	0	0	0	0	21	47	11	0	0	0	0	0	0	0	0	0	0	14.7	11.7	2.9

Virtual Day (7)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.1	2.6
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	10.7	3.1
0200 - 0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.9	-
0300 - 0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.8	1.5
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.4	-
0600 - 0700	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	9.8	-
0700 - 0800	2	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	11.5	1.6
0800 - 0900	4	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-	11.6	2.4
0900 - 1000	5	2	2	1	1	0	0	4	0	1	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	-	11.3	3.1
1000 - 1100	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	-	12	2.5
1100 - 1200	4	1	1	2	1	0	0	4	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	12.1	3.5
1200 - 1300	6	1	2	1	2	0	1	5	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	-	12.4	2.8
1300 - 1400	6	2	2	1	1	0	0	5	0	1	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	-	11.4	3.1
1400 - 1500	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.5	3.6
1500 - 1600	5	1	2	1	1	0	0	4	0	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	11.9	2.7
1600 - 1700	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	-	11.8	3.2
1700 - 1800	8	1	3	2	2	0	0	7	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	-	11.9	2.9
1800 - 1900	10	2	2	4	2	1	0	9	0	0	0	0	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	-	11.6	2.6
1900 - 2000	9	3	2	2	2	0	0	8	0	1	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	-	12	2.7
2000 - 2100	7	1	2	2	2	0	0	6	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	-	12.3	2.4
2100 - 2200	3	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	11.5	2.4
2200 - 2300	3	1	0	0	1	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	12.6	2.1
2300 - 0000	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	12	1.7
0700 - 1900	65	15	18	18	14	3	3	56	0	2	0	0	0	0	0	0	17	39	9	0	0	0	0	0	0	0	0	0	0	14.9	11.8	2.9
0600 - 2200	85	21	24	23	18	4	4	74	0	3	0	0	0	0	0	0	21	53	11	0	0	0	0	0	0	0	0	0	0	14.8	11.9	2.8
0600 - 0000	90	22	25	24	19	4	4	78	0	3	0	0	0	0	0	0	22	56	12	0	0	0	0	0	0	0	0	0	0	14.7	11.9	2.8
0000 - 0000	96	24	27	25	21	4	4	84	0	3	0	0	0	0	0	0	24	60	12	0	0	0	0	0	0	0	0	0	0	14.7	11.8	2.8

Kew, Richmond Upon Thames

Report Id	171/18
Site Name	Site 5 of 5
Description	Melliss Avenue, 60m north of Melliss Avenue
Direction	Southbound

Monday 16 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
			Cycles	Motor Cycles		Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triples Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <100mph			
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-			
0100 - 0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0500 - 0600	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	12.5	0.6			
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0700 - 0800	8	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	-	10.4	1.5			
0800 - 0900	10	3	2	1	4	0	0	10	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	-	12.8	2.3			
0900 - 1000	7	2	1	0	4	0	1	6	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	-	14.5	2.9			
1000 - 1100	4	2	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	-	15	2.3			
1100 - 1200	4	2	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	-	14.4	4			
1200 - 1300	8	1	3	2	2	0	0	7	0	1	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	-	11	2.5			
1300 - 1400	10	2	6	1	1	0	0	9	0	1	0	0	0	0	0	0	0	1	8	1	0	0	0	0	0	0	-	11.8	2			
1400 - 1500	4	1	2	0	1	1	0	3	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	-	8.4	4.1			
1500 - 1600	7	3	2	0	2	0	0	5	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	-	12	4.1			
1600 - 1700	5	2	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	-	11.8	2.7			
1700 - 1800	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	15	1.6			
1800 - 1900	7	1	1	3	2	0	0	7	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	-	12.6	2.6			
1900 - 2000	5	3	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	-	14.3	1.4			
2000 - 2100	7	1	3	1	2	0	1	6	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	-	12.9	1.6			
2100 - 2200	2	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	13.9	1.4			
2200 - 2300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	13.3	-			
2300 - 0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	18.8	-			
0700 - 1900	76	18	22	11	25	3	3	67	0	3	0	0	0	0	0	0	0	18	44	14	0	0	0	0	0	0	15.5	12.8	3			
0600 - 2200	90	23	26	14	27	3	5	78	0	4	0	0	0	0	0	0	0	18	55	17	0	0	0	0	0	0	15.4	12.5	2.9			
0600 - 0000	92	23	26	15	28	3	5	80	0	4	0	0	0	0	0	0	0	18	56	18	0	0	0	0	0	0	15.5	12.5	2.9			
0000 - 0000	95	24	27	15	29	3	5	83	0	4	0	0	0	0	0	0	0	18	59	18	0	0	0	0	0	0	15.4	12.5	2.9			

Tuesday 17 April 2018

[illegible]

Wednesday 18 April 2018

Time	Hourly Totals	00-15	15-30	Bin Drops 30-45	45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation		
						Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.8	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	10.8	1.4
0700 - 0800	5	1	0	3	1	0	0	1	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	11.5	2.1
0800 - 0900	13	4	0	5	4	1	0	11	0	1	0	0	0	0	0	0	3	7	3	0	0	0	0	0	0	0	0	-	15.5	12.2
0900 - 1000	4	1	1	2	0	0	0	2	0	2	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	14.4	1.1
1000 - 1100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.2	-
1100 - 1200	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	-	10.9	4.4
1200 - 1300	8	3	0	3	2	0	2	6	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	-	10.9	4.7
1300 - 1400	8	0	2	2	4	1	0	5	0	2	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	-	11.2	3.5
1400 - 1500	3	1	0	2	0	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	11.8	0.8
1500 - 1600	7	1	0	3	1	0	0	2	0	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	11.4	3.4
1600 - 1700	6	0	3	1	2	1	0	5	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	11.8	3.2
1700 - 1800	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	12.6	0.6
1800 - 1900	5	0	1	3	1	1	0	4	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	10.7	4.4
1900 - 2000	7	2	3	1	1	1	0	6	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	-	11.8	2.9
2000 - 2100	8	2	2	1	3	0	0	8	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	-	12.1	2.9
2100 - 2200	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	11	2.9
2200 - 2300	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	9.7	2.8
2300 - 0000	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	14.6	2.5
1700 - 1900	67	13	10	27	17	4	3	54	0	6	0	0	0	0	0	0	15	41	10	1	0	0	0	0	0	0	0	15	11.8	3.6
0600 - 2200	86	17	17	31	21	5	3	72	0	6	0	0	0	0	0	0	20	53	12	1	0	0	0	0	0	0	0	15	11.8	3.4
0600 - 0000	90	19	19	31	21	5	4	75	0	6	0	0	0	0	0	0	21	55	13	1	0	0	0	0	0	0	0	15	11.8	3.4
0000 - 0000	91	19	19	31	22	5	4	76	0	6	0	0	0	0	0	0	21	56	13	1	0	0	0	0	0	0	0	15	11.8	3.4

Thursday 19 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation				
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	12.7	3.4
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	8.7	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600 - 0700	4	1	0	0	3	1	0	3	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	12	2.4	
0700 - 0800	7	3	1	1	2	0	0	7	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	-	13.1	3.9	
0800 - 0900	8	1	1	4	2	0	0	8	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	-	12.4	2.7	
0900 - 1000	8	2	1	3	2	0	0	7	0	1	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	-	12.6	2.3	
1000 - 1100	6	2	2	1	1	1	0	5	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	-	11.3	4.8	
1100 - 1200	5	1	2	1	1	1	0	3	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	11.8	2.1	
1200 - 1300	9	3	2	4	0	0	1	8	0	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	-	13.2	4.2	
1300 - 1400	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	-	11.4	2.9	
1400 - 1500	6	1	2	3	0	2	0	3	0	1	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-	9.7	2.9	
1500 - 1600	7	3	1	2	1	1	0	4	0	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	11.6	3.1	
1600 - 1700	3	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	15.6	2.7	
1700 - 1800	8	3	0	2	3	0	0	8	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	-	13.9	2.7	
1800 - 1900	4	2	1	0	1	0	0	4	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-	13	2.5	
1900 - 2000	9	2	3	2	2	2	0	6	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-	12.4	4.9	
2000 - 2100	7	3	2	1	1	1	0	7	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	-	14.3	2.2	
2100 - 2200	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	13.5	2.2	
2200 - 2300	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	12.8	2.8	
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	9.8	-	
0700 - 1900	77	24	15	23	15	5	1	66	0	5	0	0	0	0	0	0	14	47	16	0	0	0	0	0	0	0	0	0	16.1	12.4	3.3	
0600 - 2200	100	31	20	27	22	8	1	85	0	6	0	0	0	0	0	0	18	59	23	0	0	0	0	0	0	0	0	0	16.2	12.5	3.3	
0600 - 0000	104	33	21	28	22	8	1	89	0	6	0	0	0	0	0	0	20	61	23	0	0	0	0	0	0	0	0	0	16.1	12.5	3.3	
0000 - 0000	108	33	22	30	23	8	1	93	0	6	0	0	0	0	0	0	22	62	24	0	0	0	0	0	0	0	0	0	16	12.5	3.3	

Friday 20 April 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard deviation	
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph
0000 - 0100	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	7.8	-
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	7.2	-
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	7.4	1.7
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	10.5	-
0600 - 0700	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	5.9	3.8
0700 - 0800	7	2	1	3	1	1	0	5	0	1	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	-	11.3	2.8
0800 - 0900	10	3	2	4	1	1	0	9	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	-	10.8	2.7
0900 - 1000	9	1	3	1	4	0	0	8	0	1	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	-	13.1	1.7
1000 - 1100	5	0	2	0	3	0	0	4	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-	10.6	3.3
1100 - 1200	2	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	5.4	2.8
1200 - 1300	8	2	4	2	0	0	1	7	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	-	13.3	3
1300 - 1400	9	5	2	1	1	0	0	9	0	0	0	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	-	11.9	3.3
1400 - 1500	7	2	0	1	4	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	-	12.4	2.2
1500 - 1600	8	3	0	4	1	1	3	4	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	-	11.8	3.9
1600 - 1700	6	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	-	11.5	3
1700 - 1800	6	3	1	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	-	13	2.6
1800 - 1900	10	2	2	4	2	1	0	9	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	-	10.4	3.5
1900 - 2000	7	2	1	1	3	0	2	3	0	2	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	-	11.7	2
2000 - 2100	8	2	2	2	2	0	2	5	0	1	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	-	12	3
2100 - 2200	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	9.9	1.4
2200 - 2300	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8.1	-
2300 - 0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	8.8	0
0700 - 1900	86	23	20	24	19	5	4	74	0	3	0	0	0	0	0	0	0	23	55	8	0	0	0	0	0	0	0	0	0	14.2	11.7	3.1
0600 - 2200	105	28	24	27	26	5	8	86	0	6	0	0	0	0	0	0	0	28	69	8	0	0	0	0	0	0	0	0	0	14.2	11.5	3.1
0600 - 0000	107	29	24	28	26	6	8	87	0	6	0	0	0	0	0	0	0	30	69	8	0	0	0	0	0	0	0	0	0	14.1	11.5	3.1
0000 - 0000	112	32	24	29	27	6	8	92	0	6	0	0	0	0	0	0	0	34	70	8	0	0	0	0	0	0	0	0	0	14.1	11.3	3.1

APPENDIX C ACCIDENT DATA

Date: 28 JUN 2018 12:52

Stick Diagram



Page: 1 of 1 (summary)

Kew Richmond Personal Injury Collisions 60 mths to 30th Sep 2017 (Provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B24 Kew Richmond (P)	60 MTS TO SEP-2017	8

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



Kew Richmond Personal Injury Collisions 60 mths to 30th Sep 2017 (Provisional)

WX GIS AREA B24 Kew Richmond (P)								60 MTS TO SEP-2017 SORTED BY DATE
	1	2	3	4	5	6	7	8
Accident Reference	0113TW60179	0113TW60254	0114TW60330	0114TW60442	0115TW60309	0116TW60019	0116TW60164	01170058091
Day	MONDAY	SUNDAY	TUESDAY	SUNDAY	WEDNESDAY	WEDNESDAY	THURSDAY	SATURDAY
Date	03/06/2013	21/07/2013	15/07/2014	28/09/2014	07/01/2015	03/02/2016	12/05/2016	09/09/2017
Time	22:00	09:24	17:10	22:40	11:40	18:18	18:10	12:50
Light Conditions	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict								
Pedestrian Location			0			0		
Contributory Factors (* denotes pre 2005)	408 V001 A 406 V001 A 410 V001 A	306 V002 B 408 V002 A 405 V002 A	802 C001 B 803 C001 B	410 V001 A	405 V001 A 308 V001 A 406 V001 A 408 V002 A	802 C001 B 803 C001 B	406 V001 A 403 V001 A 405 V001 A	405 V002 A 406 V001 A
Easting/Northing	519810 176310	519810 176320	519820 176320	519820 176310	519600 176470	519710 176400	519660 176430	519600 176480

Pedestrian	2	25 %
Wet	0	0 %
Dark	3	38 %

Site Diagram



Severity / Months To	12 09/2013	12 09/2014	12 09/2015	12 09/2016	12 09/2017	Total	Pct
Fatal	0	0	0	0	0	0	0.0 %
Serious	0	1	0	0	0	1	12.5 %
Slight	2	1	1	2	1	7	87.5 %
Total	2	2	1	2	1	8	
Pct	25.0 %	25.0 %	12.5 %	25.0 %	12.5 %		



Kew Richmond Personal Injury Collisions 60 mths to 30th Sep 2017 (Provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
WX GIS AREA B24 Kew Richmond (P)	60 MTS TO SEP-2017	8

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



Kew Richmond Personal Injury Collisions 60 mths to 30th Sep 2017 (Provisional)

WX GIS AREA B24 Kew Richmond (P)							60 MTS TO SEP-2017 SORTED BY DATE		
1	0113TW60179	MON 03/06/13 22:00	DARK	MORTLAKE ROAD J/W TOWNMEAD ROAD			24	LINK 198-218	519810 / 176310
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M									
SOLO V1 BRAKED SUDDENLY TO AVOID ANOTHER VEHICLE, CAUSING RIDER TO FALL.									
CASUALTY 001 (001) (? Yrs - M SW13) SLIGHT DRIVER/RIDER									
VEHICLE 001 (000) M/C 125-500CC (? Yrs - M SW13) SLOWING OR STOPPING S TO N JCT APP									
BT - DRV NOT CONTACTED O/S HIT FIRST									
V001 A 408 (SUDDEN BRAKING)					V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
V001 A 410 (LOSS OF CONTROL)									
2	0113TW60254	SUN 21/07/13 09:24	LIGHT	MORTLAKE ROAD J/W TOWNMEAD ROAD			24	LINK 198-218	519810 / 176320
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M									
V1 WAS TURNING RIGHT & STOPPED ON SEEING V2 WHO BRAKED/SLOWED & LOST CONTROL HITTING V1 & FELL OFF									
CASUALTY 001 (002) (39 Yrs - M SW14) SLIGHT DRIVER/RIDER									
VEHICLE 001 (002) CAR (26 Yrs - M CR4) GOING AHEAD RIGHT BEND S TO NE JCT MID									
BT - NEGATIVE N/S HIT FIRST									
VEHICLE 002 (001) M/C 50-125CC (39 Yrs - M SW14) TURNING RIGHT NW TO S JCT MID									
BT - NEGATIVE FRONT HIT FIRST									
V002 B 306 (EXCEEDING SPEED LIMIT)					V002 A 408 (SUDDEN BRAKING)				
V002 A 405 (FAILED TO LOOK PROPERLY)									
3	0114TW60330	TUE 15/07/14 17:10	LIGHT	MORTLAKE ROAD J/W TOWNMEAD ROAD			24	LINK 198-218	519820 / 176320
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M									
S/B V1 JOINING MAIN ROAD WAS UNABLE TO AVOID PED CAS WALKING STRAIGHT OUT INTO HIS PATH									
CASUALTY 001 (001) (47 Yrs - M W4) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) NW BOUND FROM DRIVERS N/SIDE									
VEHICLE 001 (000) CAR (48 Yrs - M W4) GOING AHEAD OTHER N TO S JCT MID									
BT - NEGATIVE FRONT HIT FIRST									
C001 B 802 (FAILED TO LOOK PROPERLY)					C001 B 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)				



Kew Richmond Personal Injury Collisions 60 mths to 30th Sep 2017 (Provisional)

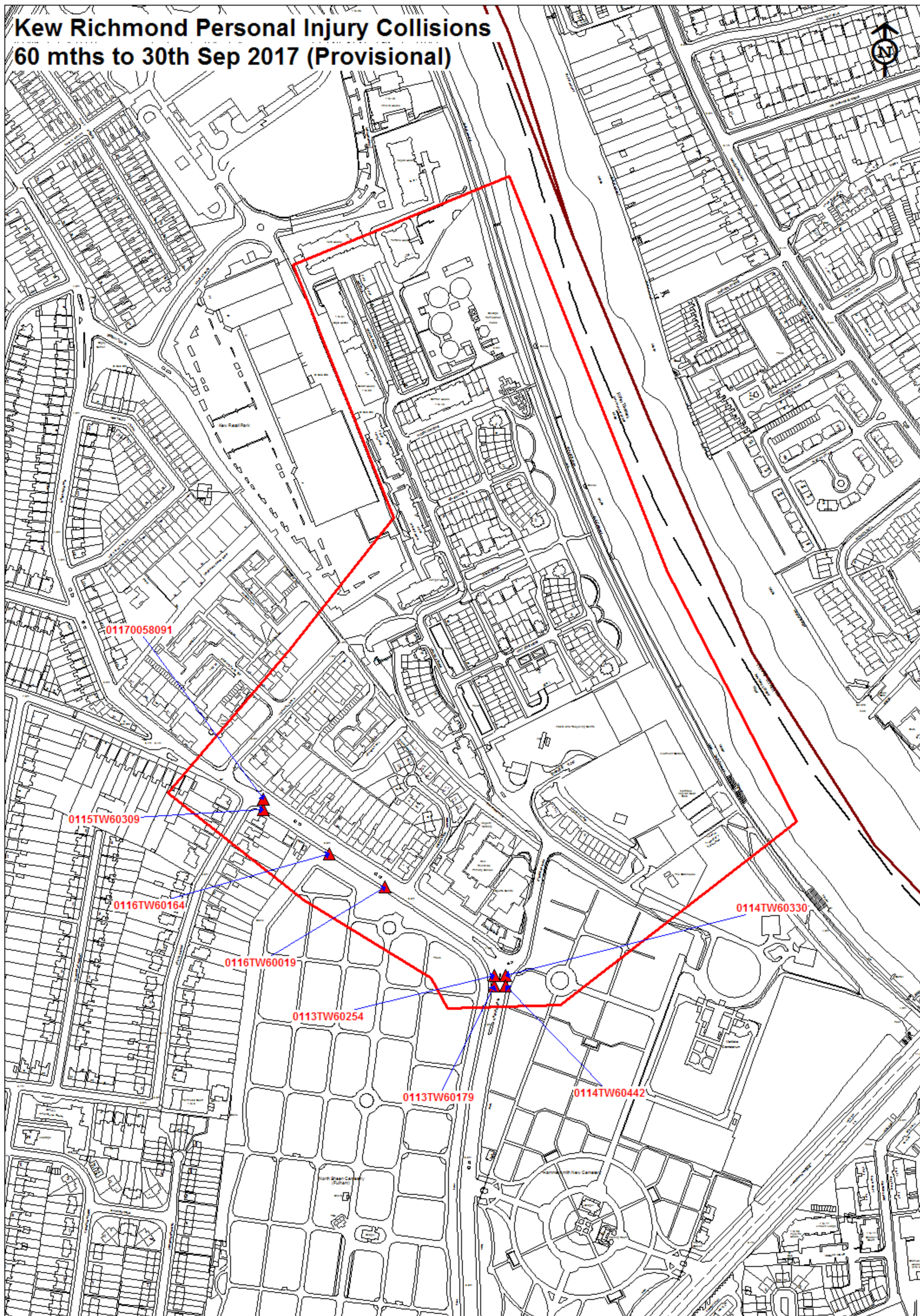
WX GIS AREA B24 Kew Richmond (P)										60 MTS TO SEP-2017 SORTED BY DATE	
4	0114TW60442	SUN 28/09/14 22:40	DARK	MORTLAKE ROAD J/W TOWNMEAD ROAD				24	LINK 198-218	519820 / 176310	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M											
SE-BD V1 LOST CONTROL THROUGH PEDAL CONFUSION, CRASHED N/S INTO LAMPOST											
CASUALTY 001 (001) (22 Yrs - M SW15) SLIGHT DRIVER/RIDER											
VEHICLE	001 (000)	CAR	(22 Yrs - M SW15)		GOING AHEAD RIGHT BEND	NW TO S	COMM TO/FROM WORK		JCT MID		
BT - NEGATIVE							FRONT HIT FIRST				
LEFT CWY NEARSIDE					HIT KERB	HIT LAMP POST					
V001 A 410 (LOSS OF CONTROL)											
5	0115TW60309	WED 07/01/15 11:40	LIGHT	MORTLAKE ROAD J/W TAYLOR AVENUE				24	LINK 198-218	519600 / 176470	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V2 STOPPED TO LET PEDS CROSS THE ROAD V1 TRAVELLING BEHIND HIT REAR OF V2											
CASUALTY 001 (002) (23 Yrs - M SG1) SLIGHT DRIVER/RIDER											
VEHICLE	001 (002)	GDS =< 3.5T	(23 Yrs - M CM9)		GOING AHEAD OTHER	SE TO NW	JNY PART OF WORK		JCT APP		
BT - NEGATIVE							FRONT HIT FIRST				
VEHICLE	002 (001)	GDS =< 3.5T	(23 Yrs - M SG1)		SLOWING OR STOPPING	SE TO NW	JNY PART OF WORK		JCT APP		
BT - NEGATIVE							BACK HIT FIRST				
V001 A 405 (FAILED TO LOOK PROPERLY)					V001 A 308 (FOLLOWING TOO CLOSE)						
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					V002 A 408 (SUDDEN BRAKING)						
6	0116TW60019	WED 03/02/16 18:18	DARK	MORTLAKE ROAD J/W COURTLANDS AVENUE				24	LINK 198-218	519710 / 176400	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
NW-BD V1 COLLIDED ON HIS O/S WITH PED CAS CROSSING ROAD											
CASUALTY 001 (001) (25 Yrs - F W3) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS O/SIDE											
VEHICLE	001 (000)	CAR	(36 Yrs - F W7)		GOING AHEAD OTHER	SE TO NW			JCT MID		
BT - NOT REQUESTED							FRONT HIT FIRST				
C001 B 802 (FAILED TO LOOK PROPERLY)					C001 B 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						

**Kew Richmond Personal Injury Collisions 60 mths to 30th Sep 2017 (Provisional)**

WX GIS AREA B24 Kew Richmond (P)										60 MTS TO SEP-2017 SORTED BY DATE	
7	0116TW60164	THU 12/05/16 18:10	LIGHT	MORTLAKE ROAD 92M SE OF J/W TAYLOR AVENUE				24	LINK 198-218	519660 / 176430	
POLICE - AT SCENE			ROAD-DRY	WEATHER-UNKNOWN		SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M			
V1 OVERTAKING CARS CUTS BACK IN AND COLLIDES WITH OFFSIDE OF V2											
CASUALTY			001 (001)	(37 Yrs - F TW8)	SLIGHT	DRIVER/RIDER					
VEHICLE	001 (002)	M/C 50-125CC	(37 Yrs - F TW8)		GOING AHEAD OTHER			NW TO SE N/S HIT FIRST			
			BT - NOT REQUESTED								
VEHICLE	002 (001)	GDS =< 3.5T	(27 Yrs - M SM4)		OVERTAKE MOVE VEH O/S			NW TO SE O/S HIT FIRST			
			BT - NOT REQUESTED								
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V001 A 403 (POOR TURN OR MANOEUVRE)					
V001 A 405 (FAILED TO LOOK PROPERLY)											
8	01170058091	SAT 09/09/17 12:50	LIGHT	MORTLAKE ROAD J/W TAYLOR AVENUE				24	LINK 198-218	519600 / 176480	
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE		SINGLE CWY	OTHER JUN	GIVE WAY/UNCONT		NO XING FACILITY IN 50M	
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY			001 (001)	(79 Yrs - M TW9)	SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	M/C 50-125CC	(79 Yrs - M TW9)		MOVING OFF			W TO S		ENTERING MAIN RD	
			BT - NOT REQUESTED		OVERTURN			BACK HIT FIRST			
VEHICLE	002 (000)	CAR	(38 Yrs - F TW9)		U-TURNING			S TO N		JCT MID	
			BT - NOT REQUESTED					FRONT HIT FIRST			
V002 A 405 (FAILED TO LOOK PROPERLY)						V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					
End of Accidents for WX GIS AREA B24 Kew Richmond (P)											

End of Report

Kew Richmond Personal Injury Collisions 60 mths to 30th Sep 2017 (Provisional)



APPENDIX D CENSUS MODE SHARE DATA

QS703EW - Method of Travel to Work (2001 specification)

ONS Crown Copyright Reserved [from Nomis on 4 June 2018]

population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - middle layer
area name E02000787 : Richmond upon Thames 004

Method of Travel to Work	2011	Calculated Mode Share
All categories: Method of travel to work	8,010	/
Work mainly at or from home	736	/
Underground, metro, light rail, tram	1,216	24%
Train	1,012	20%
Bus, minibus or coach	435	8%
Taxi	11	0%
Motorcycle, scooter or moped	90	2%
Driving a car or van	1,492	29%
Passenger in a car or van	65	1%
Bicycle	335	7%
On foot	463	9%
Other method of travel to work	32	1%
Not in employment	2,123	/

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 6 April 2018]

population All usual residents aged 16 to 74 in employment in the area the week before the census

units Persons

area type 2011 super output areas - middle layer

area name E02000787 : Richmond upon Thames 004

Method of travel to work	2011	Calculated Mode Share
All categories: Method of travel	3,706	/
Work mainly at or from home	736	/
Underground, metro, light rail or	394	13%
Train	526	18%
Bus, minibus or coach	369	12%
Taxi	7	0%
Motorcycle, scooter or moped	40	1%
Driving a car or van	1,132	38%
Passenger in a car or van	41	1%
Bicycle	153	5%
On foot	275	9%
Other method of travel to work	33	1%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX E PROPOSED GROUND FLOOR LAYOUT



IMPORTANT NOTES:
Do not scale from drawings. All dimensions to be checked on site before commencement of work. All discrepancies to be brought to the attention of the Architect. Larger scale drawings and written dimensions take preference. This drawing is copyright and the property of the author, and must not be retained, copied or used without the express authority of MARCHESE + PARTNERS INTERNATIONAL PTY. LTD.

FOR PLANNING

NOT FOR CONSTRUCTION

PARKING

1	MAIN ENTRY DROP-OFF
12	ACCESSIBLE PARKING
14	VISITOR STAFF CAR SHARE PARKING
1	MINIBUS PARKING

TOTAL

27	CAR PARKING SPACES
20	EXTERNAL BICYCLE SPACES

REVISION	DATE	DESCRIPTION	BY
0	XX/09/2018	FOR PLANNING	KSD

marchese partners

Marchese Partners International Pty Ltd
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London United Kingdom
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Sydney · Brisbane · Canberra
Melbourne · Adelaide · Perth · London
Kuala Lumpur · Auckland · Christchurch

CLIENT
RED & YELLOW

PROJECT
KEW RIVERSIDE
MELLISS AVENUE

DRAWING TITLE
PROPOSED GROUND
FLOOR PLAN

SCALE 1 : 250 @A1	DATE XX/09/2018	DRAWN PDN	CHECKED KSD
JOB 17093	DRAWING PA2.02	REVISION 0	