CANEPARO ASSOCIATES
Transport Planning & Highway Design

Dukes Education Group Ltd

Kneller Hall, Twickenham

Transport Assessment

September 2022

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Contents

Appendices

1 INTRODUCTION

1.1 This Transport Assessment ('TA') has been prepared by Caneparo Associates on behalf of Dukes Education Group Ltd (the 'Applicant') in support of an application for the proposed redevelopment of Kneller Hall, Twickenham ('the Site'), within the London Borough of Richmond upon Thames (LBRuT).

1.1 The Site comprises the Grade II listed Kneller Hall, various ancillary buildings, open space, playing fields and services area, which was previously occupied by the Royal Military Music School for teaching with associated residential accommodation.

1.2 The description of development is as follows:

"The demolition of existing modern buildings on the site and the conversion of Kneller Hall and other ancillary buildings associated with the Royal Military Music School to a day school (use Class F1), together with the construction of associated new purpose-built buildings including teaching space, indoor sports facilities and sporting pavilion, and other ancillary works including landscaping, access and energy centre."

1.3 The proposed development comprises the following core elements:

- Use of the main Grade II listed Kneller Hall for Education Use (Use Class F1);
- Use of Guard Room and Band Practice Hall for Education Use (Class F1);
- Demolition of existing modern buildings on the Site and the conversion of other existing single storey modern buildings to use as an energy centre and for maintenance storage, ancillary to the main school use (Use Class F1);
- New build development to provide new purpose-built buildings for school use including, teaching space and classrooms, an indoor sports facility with a swimming pool and sporting pavilion (Use Class F1);
- Upgrading and enhancing the existing playing fields and outside sports pitches at the Site;
- Ancillary works to facilitate the use of the Site as a school to include high quality sports facilities and a Forest School programme; and
- Facilitation of managed local school and local community group access to the sports and forest school facilities.

1.4 The Site will be used as a day school and will initially provide circa 510 pupils, which will grow up to a potential 1,000 pupils by its 7th year or more. The Site will accommodate pupils between the ages of 11-18, equivalent to Year 7 through to Sixth Form. The Site will not provide boarding or residential accommodation.

1.5 A copy of the Architect's Site masterplan is included at **Appendix A**.

Pre-Application Discussions

1.6 Pre-application discussions were held with LBRuT at the end of 2021, with further pre-application discussions held on the 28th June 2022. In addition, Design Review Panel (DRP) meetings have been held to discuss proposals on the 22nd March 2022 and the 26th June 2022. Following pre-application discussions, the proposals have been developed to incorporate the relevant design feedback, with further studies and surveys also undertaken as requested by LBRuT.

Healthy Streets Approach & Vision Zero

1.7 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthy lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, this TA has sought to align the key transport planning proposals towards people first. This has been done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy, which aims to remove all deaths and serious injuries from London's transport network by 2041.

1.8 The proposed development seeks to prioritise active and sustainable means of travel above the private car and the Applicant is dedicated to moving parents, pupils and staff away from car reliance, through numerous measures and means of mitigation outlined both within this TA and the supplementary reports which accompany this TA.

Transport Assessment Structure

1.9 This TA has been prepared following discussions with the Applicant's project team, LBRuT, TfL and the DRP. The document has also been prepared in line with local policy as well as TfL's guidance regarding TA's, to examine the effects of the proposed development on the highway network and surrounding public transport facilities.

1.10 In addition, this TA outlines the supplementary reports provided in addition to this document at planning application stage, namely a Staff Travel Plan (STP), Pupil Travel Plan (PTP), Draft Delivery & Servicing Plan (DSP), and Outline Construction Logistics Plan (CLP).

1.11 The structure of the remainder of this TA is as follows:

- Section 2 reviews the relevant transport planning policy;
- Section 3 describes the existing Site, proposals and surroundings;
- Section 4 details the Site accessibility and presents the Active Travel Audit;
- Section 5 provides the multi-modal trip generation assessment and trip distribution;
- Section 6 assesses the effects of the development;
- Section 7 presents mitigation measures; and
- Section 8 provides a summary and conclusion.

2 TRANSPORT PLANNING POLICY

National Policy

National Planning Policy Framework (NPPF July 2021)

2.1 The latest version of the National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.2 Chapter 9 – 'Promoting Sustainable Transport' sets out the central Government national transport policy.

2.3 The chapter notes at paragraph 104 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) The potential impacts of development on transport networks can be addressed;

b) Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) Opportunities to promote walking, cycling and public transport use are identified and pursued;

d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; and,

e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.4 The chapter continues at paragraph 105 by stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 When considering development proposals, paragraph 110 states that:

"In assessing Sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been- taken up, given the type of development and its location;

b) Safe and suitable access to the Site can be achieved for all users;

c) 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."

2.6 With regards to assessing the impact of development, paragraph 111 and 112 state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Within this context, applications for development should:

a) 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;

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) Allow for the efficient delivery of goods, and access by service and emergency service vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.7 The chapter concludes at paragraph 113 that:

"All developments that will 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".

2.8 In addition to the above, paragraph 95 of the NPPF states that:

"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted."

Regional Policy

The London Plan (March 2021)

2.9 The Mayor formally adopted a new London Plan in March 2021. The policies which are pertinent to the proposed development are set out below.

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

2.10 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B) "When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

2.11 Policy T5 addresses cycling, stating:

a) "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.

2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

b) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people."

2.12 Paragraph 10.5.6 states that at schools, *"cycle parking should be located in close proximity to the entrances of all buildings to provide convenience and choice for users."*

2.13 Policy T6 addresses car parking, stating:

a) "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

b) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy.

c) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

i) Adequate provision should be made for efficient deliveries and servicing and emergency access.

l) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

2.14 There are no car parking standards for schools within the London Plan 2021, with reference only to 5% of the total provision needing to be provided for disabled users. The provision of parking is discussed in more detail within this report, as it needs to meet the requirements of the school to ensure there is no detrimental impact on the availability of parking for existing users in the local area.

2.15 In regard to cycle parking, **Table 2.1** sets out the minimum cycle parking standards.

Table 2.1: Minimum Cycle Parking Standards (London Plan 2021)		
Use Class	**Long-stay**	**Short-stay**
D1 – Primary / Secondary School	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students

Local Policy

London Borough of Richmond upon Thames Local Plan (July 2018)

2.16 The London Borough of Richmond upon Thames (LBRuT) Local Plan, adopted in July 2018, sets out policies and guidance for the development of the borough over the next 15 years. The Local Plan also superseded the Core Strategy and is therefore the main document for development in the borough.

2.17 Policy LP 44 'Sustainable Travel Choices' states that the Council will:

"B. Walking and Cycling

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of sage and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public Transport

Ensure that major new development maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.

D. The Road Network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements."

2.18 Policy LP 45 'Parking Standards and Servicing' states that:

"The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

1) Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encourage."

2.19 The car parking standard for schools as outlined within Appendix 3 is *"1 space per 2 staff. Arrangements must also be made for visitor and disabled parking spaces as per London Plan. Facilities for the setting down of coaches off street required."* Cycle parking should be provided in accordance with the London Plan standards.

2.20 Paragraph 11.2.1 goes on to say:

"The borough has high levels of car ownership and use within fairly densely developed residential areas with some narrow streets and many older houses without off-street parking. This has led to high levels of on-street parking, worsened in areas where these is a demand for commuter parking. The standards set are maximum parking levels and car parking provision should not be at a level less than these standards, unless an exceptional circumstance is demonstrated."

2.21 Based on the above, a balance would need to be considered between providing sufficient on-site parking for staff and space for drop-off activity to ensure parking on local roads is not detrimentally impacted, whilst also limiting parking to ensure that staff/pupils travel sustainably where they can be reasonably expected to do so.

2.22 The Site is allocated for development under 'SA 14 Kneller Hall, Whitton', which states the following:

"It has been announced that Kneller Hall will be released for disposal. Appropriate land uses include residential (including affordable housing), employment (B uses) and employment generating uses as well as social infrastructure uses, such as health and community facilities. Any proposal should provide for some employment floorspace, including B1 offices. The Council will expect the playing fields to be retained, and the provision of high quality public open spaces and public realm, including links through the site to integrate the development into the surrounding areas as well as a new publicly accessible green and open space, available to both existing and new communities."

Kneller Hall Masterplan Supplementary Planning Document (SPD)

2.23 In 2016, the Secretary of State for Defence announced a long-term plan to optimise the Defence Estate for its future operational requirements. This included confirmation of the intent to release the Kneller Hall site to the market by 2020. The purpose of the Kneller Hall Masterplan SPD (the 'SPD') is to guide the future development of the Site, including the uses it could support, so that it can support the vitality and viability of the local area. The Site is divided into three broad sub-areas:

- Kneller Residential Community.
- Kneller Hall and its context.
- Kneller Park.

2.24 Kneller Hall is a Grade II listed building and therefore needs to be retained. Paragraph 5.2.2 states: *"A viable and long-term use for the building needs to be found to secure its future which provides public access to the Chapel. Uses that could potentially support this objective include residential, hotel, community, employment or institutional use".*

2.25 Kneller Park will be designated as Metropolitan Open Land (MOL) and remain as an open space and will become a significant new publicly accessible park for Whitton.

2.26 Section 5.3 – Movement and Access Strategy, sets out the aims for site connectivity and reduced car reliance, stating that:

"The intention is to create a low-car / car-free character in the core of the site, with an emphasis on the provision of safe and direct pedestrian and cycle routes, limited vehicle permeability and reduced levels of car parking."

2.27 Paragraph 5.3.1 'Vehicle Access' states:

"There are currently two vehicular access points into the site which are:

- *The Main Gate off Kneller Road. This currently serves as the main access point into the site.*
- *The Lodge Gate on Kneller Road. This Gate is not in regular use at present. The associated tree-lined driveway provides a key approach to Kneller Hall*

...Any proposals for the re-use of the site should assess the feasibility of these existing access points to provide the primary vehicular access into the site.

...Any proposal to introduce a new vehicular access point would need to demonstrate that its provision is necessary to achieve the objective of enabling only limited vehicle permeability within the site and would not result in issues of highway and pedestrian safety, in particular."

2.28 Paragraph 5.3.4 'Parking' states:

"Development of the site is to support travel by sustainable modes to reduce the potential impact of the development in relation to congestion, air pollution and climate change, and maximise opportunities for encouraging active and healthy lifestyles.

Consequently, car parking provision should be limited to that which is necessary to support the development and to ensure that the site does not place additional pressure on on-street parking within the vicinity of the site (both within the LBRuT and the London Borough of Hounslow)... Development should make provision for 100% active electric vehicle parking. This does not mean that every parking space needs to be equipped with a charging point, as one fast or rapid charging point may cater for many vehicles.

Whilst the site is located in an area with low Public Transport Accessibility a car-free development may be considered if suitable mitigation can be secured to avoid adding to on-street parking pressure.

Short and long-term cycle parking and storage facilities are to be provided in line with the London Plan. These facilities should be located in well overlooked areas close to active frontages of properties to encourage use."

Policy Summary

2.29 The proposals seek to align with all relevant Policy across a national, regional, and local level, as well as meeting the aspirations of the Kneller Hall SPD on transport considerations such as parking and access.

2.30 At the heart of policy is a presumption in favour of sustainable development and the proposed development therefore seeks to adopt this from a transport perspective, placing an emphasis on active travel and sustainable transport. In turn this will decrease the propensity for car travel and therefore the demand for parking and pick-up/drop-off activity, which needs to be balanced against where staff and pupils will travel from and prevailing travel choices.

2.31 Parking will be provided to a level that is appropriate to ensure that there is no materially detrimental parking overspill onto local roads, whilst also encouraging sustainable transport modes, aligning with the vision of the Kneller Hall SPD. Cycle parking will be provided in accordance with policy standards and designed to maximise the uptake of cycling over time which will be promoted through initiatives such as the School Travel Plan.

2.32 Vehicle access proposals align with the expectations of the Kneller Hall SPD in retaining the existing vehicle accesses and re-introducing an access onto Whitton Dene as a secondary means of access for the Site.

3 SITE AND SURROUNDING AREA

The Existing Site and Surrounding Area

3.1 The existing Site is comprised of Kneller Hall, a Grade II listed building which lies alongside a Guard Room and Band Practice Hall, as well as accommodation buildings, open space and playing fields, measuring 9.7ha in total. The existing Site was used as residential accommodation that served the Royal Military School of Music. It was used by regiments who came to stay at the Site for music training courses. The Site is also associated with rugby training connected to Twickenham Stadium.

3.2 Kneller Hall is accessed from Kneller Road via two priority junctions, one to the south and one to the west, with Kneller Road also routing along the southern boundary. The Site is bound to the north by Kneller Gardens and Amberside Close, predominantly residential streets as well as a tennis club. To the east the Site is bordered by Duke of Cambridge Close, a private residential road, with Kneller Road to the south and west, which in turn meets Whitton Dene. A Site location plan is included in **Figure 3.1** below.

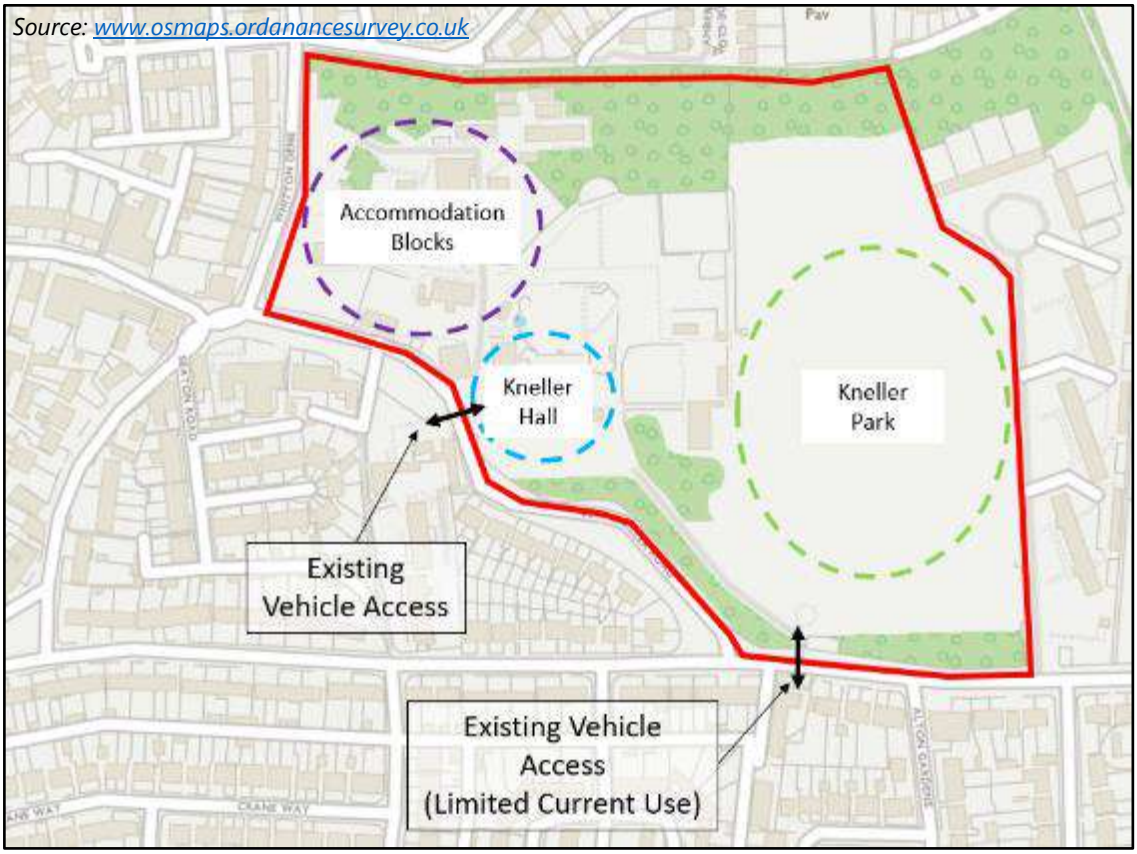


Figure 3.1: Site Location Plan

Local Highway Network

3.3 Kneller Road is a two-way single carriageway road which operates in a broadly east to west orientation between Warren Road to the east and Hounslow Road to the west, and forms part of the B361. In the vicinity of the Site along its western boundary, the carriageway is circa 5m in width with single yellow lines present on both sides with the exception of two rows of parking bays. There are footways on both sides with street lighting also present. Traffic is subject to a 30mph speed limit.

3.4 Warren Road (known as Kneller Road along the Site boundary to the south) is a two-way single carriageway road operating in an east to west orientation connecting to Whitton Road to the east and Nelson Road to the west. Warren Road also forms part of the B361 which provides access to the A316 to the south and the A314 to the north. Warren Road provides access into Kneller Road through a ghosted right-turn lane. In the vicinity, Warren Road measures circa 7.3m in width with cars able to park half-on / half-off the footway when driveways/vehicle crossovers are not present. Traffic is subject to a 20mph speed limit.

3.5 Operating to the northwest of the Site on the west and north boundaries of the Site respectively are Whitton Dene and Kneller Gardens. These roads are both primarily residential in nature, with kerbside controls and a mix of single yellow line and resident parking bays. The Site historically provided a vehicle access into the Site from Whitton Dene, now infilled but with dropped kerbs with tactile paving still present.

3.6 The A316 is a two-way dual carriageway operating in a broadly north-east to south-west orientation between the A4 to the north-east and to the M3 to the south-west. In the vicinity of the Site, the carriageway measures circa 19m in width, with a 2.5m central margin separating traffic. There are a mixture of signalised crossings, pedestrian footbridges and underpasses to allow pedestrians to cross safely. Traffic is subject to a 40mph speed limit.

Controlled Parking Zone

3.7 The Site is located within a Controlled Parking Zone ('CPZ') 'R' which is only in operation on days when an event is occurring at Twickenham Stadium. Therefore, for the majority of time, the parking bays are unrestricted.

Parking Surveys

3.8 A daytime parking survey has been undertaken on two neutral weekdays during school term time (16th and 17th March 2022), on roads within a 500m walking distance of the Site. This survey assists in understanding the existing parking demand in the local area at peak times.

3.9 The parking beat survey has been undertaken to cover key daytime periods and understand parking level fluctuation throughout the day. The survey covers the weekday time periods of 07:30-09:30, 12:00-12:30 and 15:30-19:00, which coincides with morning and evening peak periods on the highway network, expanded to also include school opening/closing times, as well as the lunchtime period. The parking survey is summarised in **Table 3.1** below, with the detailed survey data included at **Appendix B**.

Table 3.1: Parking Beat Survey 500m – 16th and 17th March 2022			
Time	**Parked Vehicles**	**Empty Spaces**	**Occupancy (%)**
Wednesday 16th March 2022 – Wet Weather			
07:30 – 08:00	370	146	72%
08:00 – 08:30	362	154	70%
08:30 – 09:00	380	136	74%
09:00 – 09:30	375	141	73%
07:30 – 09:30 Average	**372**	**144**	**72%**
12:00 – 12:30	**344**	**172**	**67%**
15:30 – 16:00	346	170	67%
16:00 – 16:30	351	165	68%
16:30 – 17:00	362	154	70%
17:00 – 17:30	368	148	71%
17:30 – 18:00	373	143	72%
18:00 – 18:30	365	151	71%
18:30 – 19:00	377	139	73%
15:30 – 19:00 Average	**363**	**153**	**70%**
Thursday 17th March 2022 – Clear and Sunny Weather			
07:30 – 08:00	368	148	71%
08:00 – 08:30	350	166	68%
08:30 – 09:00	374	142	72%
09:00 – 09:30	367	149	71%
07:30 – 09:30 Average	**365**	**151**	**71%**
12:00 – 12:30	**343**	**173**	**66%**
15:30 – 16:00	344	172	67%
16:00 – 16:30	346	170	67%
16:30 – 17:00	344	172	67%
17:00 – 17:30	352	164	68%
17:30 – 18:00	357	159	69%
18:00 – 18:30	357	159	69%
18:30 – 19:00	370	146	72%
15:30 – 19:00 Average	**353**	**163**	**68%**

3.10 **Table 3.1** demonstrates that the busiest on-street period recorded was 18:30 – 19:00 on Wednesday 16th March, in which the local on-street parking opportunities within 500m of the Site reached an occupancy level of 73%. This maximum recorded level of on-street parking indicates that there were still 139 parking spaces available on-street locally.

3.11 As detailed within paragraph 5.13 of the LBRuT Transport SPD (June 2020): *"On-street parking will be considered as being in short supply if the existing level of on-street parking stress is 85% or more of total on-street parking capacity.."*. It is therefore recognised that the local on-street parking occupancy level during the daytime periods in which the school will be open will not exceed the threshold for parking stress.

3.12 Looking at the highest occupancy period recorded of 18:30 – 19:00 (73% occupancy), a further 62 vehicles can park on-street before parking occupancy reaches the parking stress threshold of 85%, as recognised by LBRuT. When considering the school PM peak period of 16:00-17:00, the local on-street parking availability was 70% occupancy, which would enable 77 additional cars to park on-street before the 85% parking stress threshold is met.

3.13 It is also noted, as detailed within the full parking survey data included at **Appendix B**, that Kneller Road adjacent to the Site, recorded a lower parking occupancy during the school finish time (16:00-17:00) than that of the total parking area, with a parking occupancy level of 68% recorded on Thursday and 62% on Wednesday.

3.14 Whilst the proposals provide for on-site parking for staff and pick-up/drop-off facilities to avoid any on-street activity, the results of the survey do suggest that in the event that parents were to drop-off/pick-up pupils at an on-street location, it will not result in parking stress or be materially detrimental to local resident amenity.

Nearby Schools

Chase Bridge Primary School

3.15 Chase Bridge Primary School is located approximately 500m east of the Site access (6 minutes' walk) which provides a 3-form entry Primary School for up to 630 pupils (Planning Reference: 10/1914/FUL). It is understood that there are 98 staff employed by the school with 31 staff car parking spaces present. There is no drop-off facility, with approximately 40% of pupils being dropped-off by car on the local highway network.

3.16 The school, being a primary school, is considered to present a high number of pick-up/drop-off trips, which can be attributed to the need to take young pupils and Nursery/Reception aged children to the school safely. To mitigate the pick-up and drop-off activity the school operates staggered start and finish times for each school age grouping, as outlined within **Table 3.2** below.

Table 3.2: Chase Bridge Primary School Start and Finish Times		
Year Grouping	**Start**	**Finish**
Nursery AM	09:00	12:00
Nursery PM	12:05	15:05
Reception	09:00	15:10
Years 1 and 2	08:50	15:00
Years 3 and 4	08:50	15:15
Years 5 and 6	08:55	15:20

Radnor House Independent School

3.17 The existing Radnor House Independent School is located on the A310 Cross Deep, with the River Thames bordering its eastern boundary with Twickenham Railway Station located to the north. The school accommodates pupils from Years 5 – 13, with 455 pupils currently at the school. The school provides an off-site staff car park which accommodates up to 20 cars.

3.18 A travel survey was undertaken of the existing pupils and staff in 2013, with further details provided within Section 5.

3.19 The existing school, Radnor House Independent School, is looking to expand and it is envisaged that existing and future Years 7-13 pupils and the majority of staff would relocate to the Kneller Hall Site. This will allow for Year 5 and 6 pupils to remain at the Radnor House School and expand upon the junior school offering at the existing school Site.

3.20 The existing pupil locations from the Radnor House School from 2021/22 academic year has been reviewed for Years 7 – 13. **Figure 3.2** below presents the existing pupil cohort for the aforementioned years, with **Figure 3.3** presenting the local cohort in the context of the Kneller Hall Site and 20-minute walking and cycling isochrones to demonstrate those which are within a realistic walking distance of the Site.

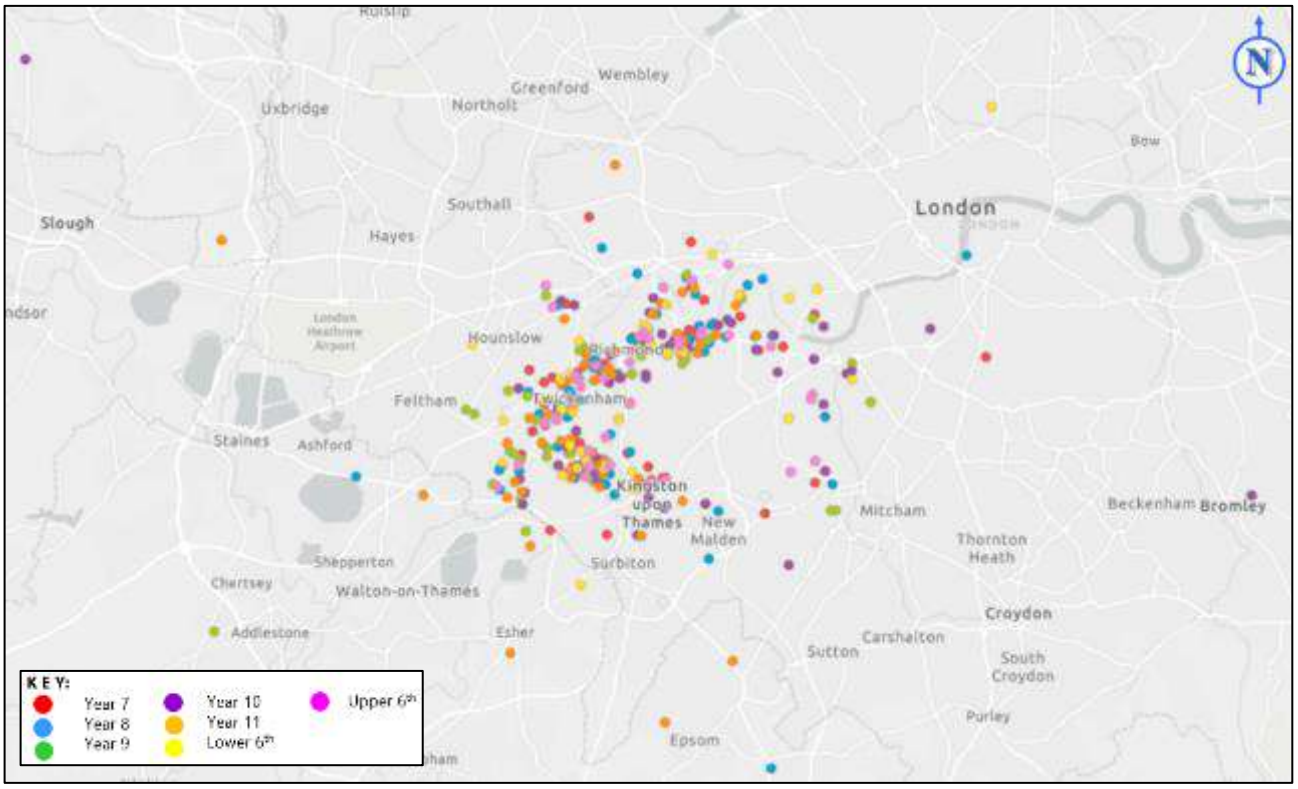


Figure 3.2: Existing 2021/22 Pupil Cohort at Radnor House School (Years 7-13)

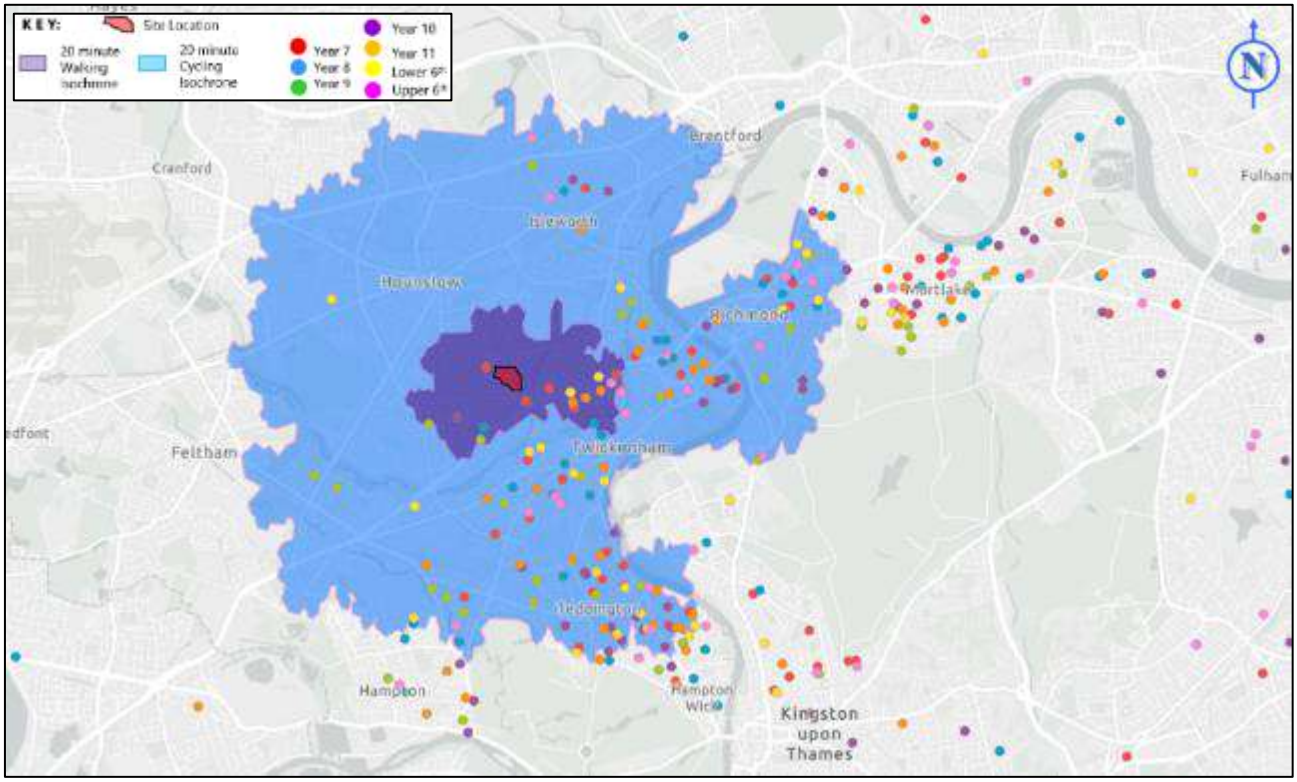


Figure 3.3: Existing 2021/22 Pupil Cohort in Context of Kneller Hall and Walking and Cycling Isochrones

3.21 As can be seen in **Figure 3.3**, it is noteworthy that a notable proportion of pupils within the Twickenham area will be within walking distance of the Site, with a high proportion of local pupils also being within cycling distance.

Other Local Schools

3.22 In addition to the Radnor House School, which will see the decanting of pupils to the Kneller Hall School, and the Chase Bridge School located approximately 500m east of the Kneller Hall Site, there are a number of other schools located within the local area, including:

- Nelson Primary School – Located approximately 800m west of the Site on Nelson Road, this school provides primary school education for approximately 370 pupils. It is accessed directly from Nelson Road and provides approximately 31 car parking spaces on-site.

- St. Edmund's Primary School & Nursery – Located opposite Nelson Primary School approximately 820m from the Site, this school provides primary school education for approximately 450 pupils. It is accessed directly from Nelson Road and provides approximately 29 parking spaces, shared with the adjacent St Edmund of Canterbury Church.

- Richmond upon Thames School and College – Located approximately 1.1km to the southeast of the Site on foot, this school and college provides secondary school and college aged education for approximately 600 secondary school pupils, and as of the latest Ofsted report, recorded circa 1,700 college students. The school and college recently underwent redevelopment and now provides new campus buildings with cycle parking and lockers for pupil use.

Proposed Development

3.23 The proposal is for a private school which has the capability of accommodating up to 1,000 pupils aged 11 to 18 (including sixth form). The school will be a day school only, operating Monday to Friday during term time. The proposals also include the addition of ancillary sports facilities on-site, pick-up/drop-off facilities accessed via the existing vehicle access on Kneller Road to the south, the closure of the western access onto Kneller Road to vehicles (pedestrian and cyclist access only) and the re-opening of the existing infilled access onto Whitton Dene to the northwest of the Site to facilitate access to staff parking and for servicing activity.

3.24 It is expected that community groups and local schools will be able to hire some of the facilities at the school, at weekends, evenings and outside of the term time. It is noted that being a private school, term times are shorter than for non-private schools. This use will be managed by the school, and it will primarily be local groups / schools using the facilities that can travel to and from the Site by foot, or public transport. This usage will be outside of peak times and involve a low number of movements, relative to the school use. This Transport Assessment therefore focuses on the school use during the term time and peak periods.

Pupil and Staff Annual Growth

3.25 Upon occupation of the school, existing pupils in Years 7 – 13 at Radnor House School will move to the Kneller Hall Site. This will be approximately 410 pupils (330 pupils Years 7-11 and 80 Sixth Form students) and circa 90 staff members. This decanting of pupils and staff ensures that from the outset, the proposed School will primarily relocate and transfer existing staff and pupils in the locality, as opposed to generating an entirely new and additional demand on the transport and highway network in the Twickenham area.

3.26 Through the provision of additional school forms for Year 7 and some new pupils, the first year of operation of Kneller Hall is expected to receive 500-520 pupils. This will grow each year as new pupils are brought up through the school and intake capacities for each year group increase. **Table 3.3** below summarises the anticipated annual growth of the school by year group.

Table 3.3: Annual Anticipated Growth in Pupils at the School

Year From	Form Groups per Year	Total Expected Pupils
Year 1 (Opening Year)	Year 7 = 144 pupils (6 x 24); Year 8 = 72 pupils (3 x 24); Year 9 = 72 pupils (3 x 24); Year 10 = 66 pupils (3 x 22); Year 11 = 66 pupils (3 x 22); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	Circa 500 (to 520)
Year 2	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 72 pupils (3 x 24); Year 10 = 72 pupils (3 x 24); Year 11 = 72 pupils (3 x 24); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	Circa 600
Year 3	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24);	Circa 680

	Year 9 = 144 pupils (6 x 24); Year 10 = 72 pupils (3 x 24); Year 11 = 72 pupils (3 x 24); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	
Year 4	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 144 pupils (6 x 24); Year 10 = 144 pupils (6 x 24); Year 11 = 72 pupils (3 x 24); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	Circa 750
Year 5	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 144 pupils (6 x 24); Year 10 = 144 pupils (6 x 24); Year 11 = 144 pupils (6 x 24); Year 12 = 75 pupils (5 x 15); Year 13 = 75 pupils (5 x 15).	Circa 870
Year 6	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 144 pupils (6 x 24); Year 10 = 144 pupils (6 x 24); Year 11 = 144 pupils (6 x 24); Year 12 = 90 pupils (6 x 15); Year 13 = 90 pupils (6 x 15).	Circa 900
Future Years	*Year 7 – 160 pupils (8x20)* *Year 8 – 160 pupils (8x20)* *Year 9 – 160 pupils (8x20)* *Year 10 – 160 pupils (8x20)* *Year 11 – 160 pupils (8x20)* *Year 12 (Sixth Form) – 100 pupils (5x20)* *Year 13 (Sixth Form) – 100 pupils (5x20)*	*Circa 1,000 pupils**
**Capacity Sought for up to 1,000 pupils but future split unknown at this stage. Split assumed aligning with prior year*		

3.27 It is anticipated that once pupil numbers reach 750, the school would employ approximately 150 full-time staff at a staff to pupil ratio of 1 staff member for every 5 pupils, which is similar to other Duke's Education schools. Should the school be expanded to 1,000 pupils, the staffing level would likely increase to approximately 160-170 full-time staff. Whilst the school would initially be occupied by fewer staff and pupils as outlined above, numbers would increase year on year until the upper limit is reached, which provides the worst-case scenario in terms of any transport and highway related impacts to be considered.

3.28 As the school will initially be for 520 pupils but will grow over a period of 7+ years to potentially a 1,000-pupil school, this TA assesses the initial 520 pupils and 100 staff scenario, as well as the potential future scenario of up to 1,000 pupils and 170 staff.

Access

3.29 It is envisaged that pedestrian access to the school will be from the existing vehicle accesses into the Site from Kneller Road, with the existing vehicle access to the west of the Site onto Kneller Road to be re-imagined as a pedestrian and cyclist access only, providing a vehicle-free zone within the Site entrance to enable the safe movement of pupils and staff internally away from vehicles.

3.30 A new pedestrian gate access will also be provided adjacent to the existing vehicle access at the south of the Site onto Kneller Road, providing pedestrian and cyclists with a direct internal route to the School, without the need for travelling northbound along Kneller Road to the west of the Site.

3.31 The proposals also seek to re-open the now bricked-up entrance to the Site from Whitton Dene (which is not part of the listed fabric of the surrounding wall). This entrance will provide access to emergency vehicles, delivery vehicles and staff to access the on-site staff car park. The access has been designed to be secured with fencing and gated entry within the Site to ensure vehicles can enter the Site from Whitton Dene without waiting on the highway. The gated entrance provides space for two vehicles to wait and will be fob controlled on entry and automatic opening for vehicles exiting the Site. Included at **Appendix C** is a copy of the proposed car park accessed from Whitton Dene, which demonstrates parking provision for staff and associated car swept path analysis.

3.32 Access for coach/minibus vehicles associated with the Site, as well as parents picking-up/dropping-off pupils will be taken from the existing access from Kneller Road to the south of the Site, with vehicles then travelling north through the Site to the parade ground space adjacent to the Kneller Hall building. Coaches/Minibuses will proceed north to the east of the Kneller Hall building and make use of shared-use hardstanding which will be retained from the existing Site to provide coach and minibus management space during the school start and finish times and hardstanding play-space during school times.

Parking

Car Parking

3.33 The proposals seek to provide 40 on-site staff car parking spaces, to be provided on-site on existing amended hardstanding areas to the northwest corner of the Site, outside of the Metropolitan Open Land (MOL), to adhere to the Kneller Hall Masterplan SPD. It is pertinent to note that much of the area proposed to be used as a car park, is already in use as a car park.

3.34 The car park will be accessed through the re-opened access onto Whitton Dene, as can be seen within the car park plan included at **Appendix C**.

3.35 There is a need to strike a balance between providing on-site parking to accommodate a proportion of staff expected to travel to the Site by car, but also restricting the number of spaces to promote sustainable travel, whilst ensuring that any potential parking overspill does not have a material impact on the availability of parking for existing residents. The school is committed to moving staff away from private car use and towards using sustainable and active modes of travel where possible. The proposed car parking of 40 spaces aligns with LBRuT parking standards for schools and takes into account the existing parking demand at the Radnor House School for staff, as well as the PTAL rating of the Site.

3.36 All staff car parking spaces will be provided with electric vehicle charging opportunity, with 20% of spaces to be provided as active charging facilities and the remaining 80% passive from Year 1. This approach is in line with London Plan standards and allows for the addition of further charging facilities as necessary in the future.

3.37 Parking is also proposed for disabled visitors to the Site, with 3 disabled parking spaces currently proposed adjacent to and accessed via the parade grounds at the front of the Site, accessed from the access from Kneller Road to the south.

3.38 There is an existing hardstanding car park to the northeast of Kneller Hall, located within the Metropolitan Open Land. This currently accommodates space for 32 cars. This area is proposed to be used as an area for hardstanding play during the break and lunchtimes, by pupils. The hardstanding will be used flexibly, with the option of using it as a coach parking area, should there be sports matches against other school teams arriving by minibus / coach and/or for community groups to use if they require parking when using the sports facilities. In addition, the area will be used as the school minibus/ coach drop-off area.

Cycle Parking

3.39 Cycle parking will be provided in accordance with London Plan 2021 standards for all staff and pupils, as these standards are greater than LBRuT, standards, therefore providing increased opportunities for sustainable travel by bicycle. The long-stay spaces will be provided within cycle stores across the Site, with locations provided relevant to each school year and a separated secure store for staff cycle parking to the northwest of the Site.

3.40 The main pupil cycle store will be provided adjacent to the pedestrian and cycle access to the west of the Site, within a sheltered and secure store provided as Sheffield stand spaces for 80 cycles. The second pupil cycle store is to be located to the north of the new teaching block, providing 64 Sheffield stand spaces within a secure and sheltered store. The staff cycle store is located adjacent to the access from Whitton Dene, with 28 Sheffield stand spaces provided. Short-stay cycle parking is accommodated adjacent to the main pupil cycle store at the west access, with 10 spaces provided in the form of Sheffield stands.

Pick-Up & Drop-Off Arrangement

3.41 An on-site pick-up / drop-off facility will be provided for the school. This will ensure that pupils can be dropped-off and/or picked-up without vehicles waiting and potentially causing congestion on-street and on the public highway. The majority of drop-off activity is expected to be associated with the lower school element (Years 7-9), as upper school and sixth form pupils are older and therefore more likely to travel independently.

3.42 The proposed pick-up / drop-off facility will make use of the parade grounds at the frontage of the Site, with vehicles accessing and egressing the Site from the retained access to the south on Kneller Road. Pupils will be dropped-off/picked-up outside the building in a circular arrangement to assist the flow of vehicles and minimise the potential for queuing and delay.

3.43 The proposed arrangement is included at **Appendix D** which details the drop-off/pick-up layout and swept path analysis demonstrating vehicle circulation. As can be seen, the proposals include two banks of 'pull-in' parallel pick-up/drop-off areas, with a central zone free of vehicles to limit the area afforded to vehicles. The arrangement allows vehicles to circulate around waiting vehicles, as well as enabling on-site vehicle stacking should it occur, the advantage being that it prevents vehicles blocking back on to the public highway/Kneller Road.

3.44 The parade ground has been designed to provide a level surface to enable multiple uses of the space, with the design also made symmetrical to add to the appearance of the front of Kneller Hall, without creating an overly car-centric approach to the design of the drop-off arrangement. In the pre-application discussions with the heritage officers, it was made clear that the parade ground should remain undeveloped and free of landscaping. The proposed design does not inhibit the capacity of the drop-off area though, and the design is capable of accommodating 14 cars dropping-off within the bays, as well as a further capacity of 25 cars waiting along the access road, as demonstrated within the drop-off area capacity plan included at **Appendix E**. As such, the proposed drop-off area is not anticipated to result in any backing up of cars on the local highway awaiting access to the Site.

Coach and Minibus Travel

3.45 The existing Radnor House School currently operates three minibus routes for the school, operating pupil collection and drop-off services in the morning and at the end of the school day to Chelsea, Ealing, Richmond and Wimbledon areas. Included at **Appendix F** is a copy of the existing Radnor House School coach and public transport guide, providing information to parents and pupils on how to reach the site by the provided school coaches and local public transport opportunities.

3.46 In addition to morning and evening coach travel, the existing Radnor House School provides two minibuses, enabling pupils to be taken to local sporting and community events.

3.47 It is currently envisaged that coach/minibus travel will be utilised by the proposed school, with the school retaining the existing Radnor House School routes initially. As the school expands in future, it is proposed that amended and/or additional routes will become available. The Radnor House School has already confirmed that 6 additional minibus routes could be provided in addition to the existing routes. These routes have been investigated as the school has ambitions to increase its current transport offering to more areas, the benefit being that it helps to remove travel and distance as a barrier for new pupils joining the school and provides an alternative to car use. The additional planned routes are as follows:

A. Uxbridge – Hillingdon – Hayes – West Drayton – Cranford – Hounslow

B. Northolt – Greenford – Hanwell – Southall – Heston – Osterley – Isleworth

C. Shepherds Bush – Hammersmith – Turnham Green – Chiswick – Kew – Richmond – St Margarets

D. Egham - Staines - Ashford – Bedfont – Feltham

E. Ewell – Surbiton – Thames Ditton – East Molesey – West Molesey – Hampton Hill – Teddington

F. Chertsey – Weybridge – Walton – Shepperton – Sunbury – Hampton - Hanworth

3.48 Minibuses will be managed on-site, with vehicles entering/exiting from the south on Kneller Road. Should minibuses (or coaches) need to park in between journeys, as noted previously there will be a suitable area of hardstanding to the northeast of the Kneller Hall building. This will ensure no activity needs to occur on-street in the local area and that minibus/coach activity can also be separated from the main pick-up/drop-off area on the parade ground at the front of the Kneller Hall building. Included at **Appendix G** is a copy of the coach parking plan, which demonstrates how coaches can park at the Site and demonstrates the capacity of the aforementioned hardstanding area.

3.49 It is anticipated that at year 1 of the school being operational, the above routes will operate minibuses to collect pupils. As year-on-year growth occurs, each route will be actively managed to ensure that there is always capacity for pupils to travel on bus routes. To facilitate future growth, minibuses would be replaced by coaches if/where necessary and appropriate to increase passenger capacity.

Servicing and Refuse Collection

3.50 Servicing for the Site is proposed to take place from within the staff car park, accessed from Whitton Dene. The car park arrangement includes a turning area to the south of the car park to allow for servicing vehicles to manoeuvre on-site and be positioned so as to not block parking space access. Servicing vehicles up to and including a 7.5t box van will be able to enter the Site and service before egressing in forward gear, as can be seen within the swept path analysis included at **Appendix H**, which demonstrates the movement of a 7.5t box van and 8m refuse vehicle.

3.51 Following discussions with the existing Radnor House School, it is anticipated in the future 1,000 pupil scenario that the School will generate approximately 5 deliveries per day. This provision assumes 3 deliveries per day of food and drink and 2 deliveries of stationery and maintenance related ad hoc goods. The provision of 3 food and drink deliveries is considered to be a robust assumption based on information provided by the existing Radnor House School, which is understood to receive 1-2 deliveries of food and drink per day. As such, considering the uplift in pupils, 5 deliveries per day is an appropriate estimate for servicing demand.

3.52 Waste and recycling generated by the school will be stored within a waste store to be located adjacent to the servicing turning area, as can be seen within **Appendix A**, to ensure waste can be collected directly by the waste collection team. It is envisaged that waste vehicles will enter from the re-opened Whitton Dene access and will make use of the servicing vehicle turning area to collect waste. It is proposed that vehicles are limited to 8m in length to ensure there is sufficient manoeuvring space to enter the Site. Waste will be collected by a private collection team, with collections to be undertaken outside of school open hours where possible.

3.53 Submitted alongside this TA is a Draft Delivery, Servicing and Waste Management Plan (DSWMP), which sets out the way in which servicing and waste is managed at the Site, as well as outlining the initiatives and monitoring to be put in place to ensure servicing and waste activity is managed on-site appropriately. Further information on the DSWMP is included within Section 7.

4 ACCESSIBILITY AND ACTIVE TRAVEL AUDIT

4.1 The Healthy Streets approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end, TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).

4.2 An assessment of the accessibility of the Site by both active modes of travel and public transport will be undertaken, as well as an Active Travel Audit for the key routes in the locality, based on TfL's adopted Healthy Streets Transport Assessment guidance.

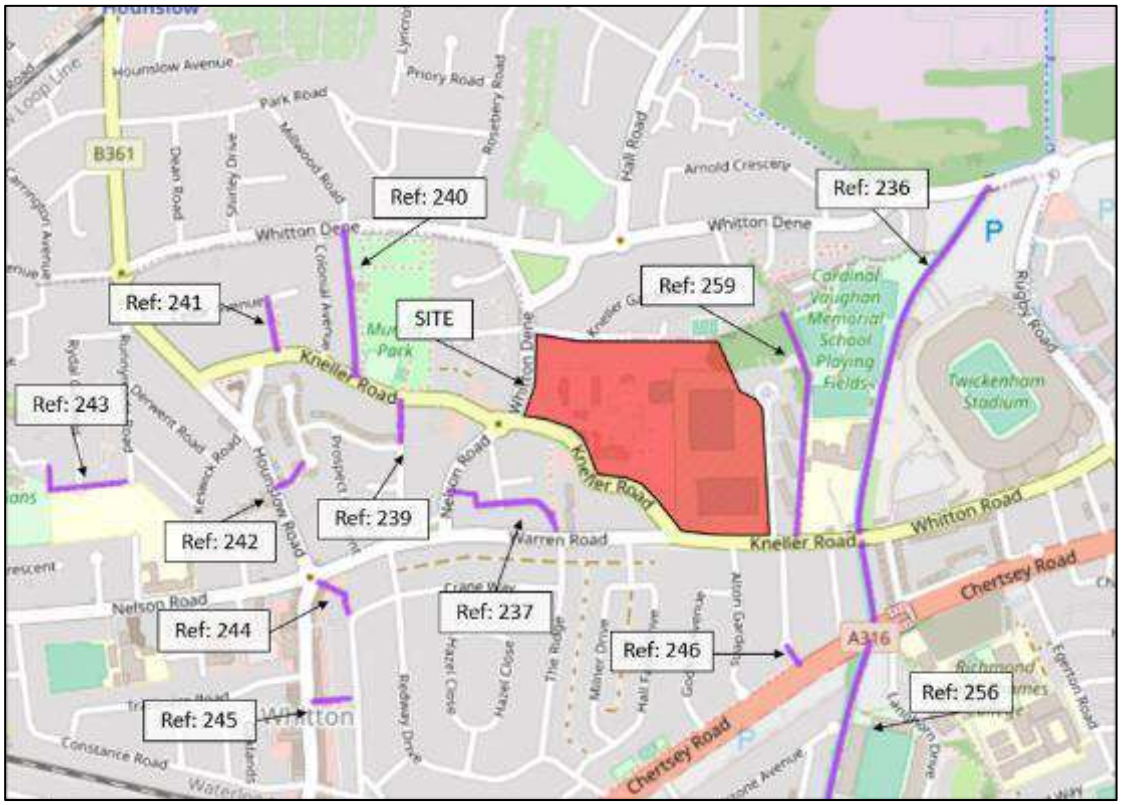
Accessibility by Active Travel Modes

Access by Foot

4.3 The surrounding area benefits from excellent pedestrian footway links, well paved footways provided on all desire lines in the vicinity of the Site. A footway of circa 1.6m wide is provided on the northern side of Kneller Road along the western boundary of the Site, which provides a walking route towards the bus stops on Nelson Road and on the B361.

4.4 Dropped kerbs are in place at the majority of crossing locations with refuge islands also present providing opportunities to cross, which are suitable for children, disabled users and the visually impaired. The nearest signalised crossings on Kneller Road and High Street Whitton are also provided with rotating cones suitable for visually impaired users.

4.5 There is an extensive network of Public Rights of Way (PRoW) in the vicinity of the Site, with the location and reference included in **Figure 4.1**.



Source: gisrichmond.gov.uk

Figure 4.1: Map of Public Rights of Way (LBRuT)

4.6 **Table 4.1** below summarises local amenities available for future users of the proposed development. This summarises the location of each amenity and provides approximate walking distances (measured from the southern Site access on Kneller Road), as well as approximate walking times, assuming an average walking speed of 80 metres per minute.

Table 4.1: Approximate Distances to local amenities			
Amenity	**Location**	**Distance (metres)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
'Kneller Hall' Bus Stop A		50	<1
'Kneller Hall' Bus Stop Q		120	1
'Warren Road' Bus Stop V		250	3
'Warren Road' Bus Stop T		290	4
Whitton Rail Station		1,100	14
Hounslow Rail Station		1,600	20
Twickenham Rail Station		1,600	20
Facilities and Amenities			
Duke of Cambridge Pub	Kneller Road	50	1
Alton Convenience Store	Kneller Road	250	3
Chase Bridge Primary School	Kneller Road	350	4
Murray Park	Kneller Road	500	6
Minal Pharmacy	High Street Whitton	700	9
Caribbean Restaurant	Hounslow Road	750	10
Lidl Supermarket	High Street Whitton	750	10
Starbucks	High Street Whitton	800	10
Murray Park Community Hall	Murray Park	850	11
Sainsbury's Bank ATM	High Street Whitton	850	11
Post Office	High Street Whitton	850	11
Londis	Whitton Road	1,200	15
Maswell Park Health Centre	Hounslow Avenue	1,300	16
Anytime Fitness	London Road	1,600	21

4.7 The above table highlights that numerous local amenities and services, including several public transport nodes, are available within walking distance of the Site.

Access by Bicycle

4.8 As defined by TfL within the Healthy Streets guidance, a 20-minute cycle from the Site represents a suitable distance for staff / visitors to travel to / from the Site by bicycle. Therefore, there is scope for the uptake of this sustainable mode by users of the Site.

4.9 **Figure 4.2** shows a 20-minute cycle isochrone around the Site including areas such as Hampton, Teddington, Richmond, Osterley and Lampton.

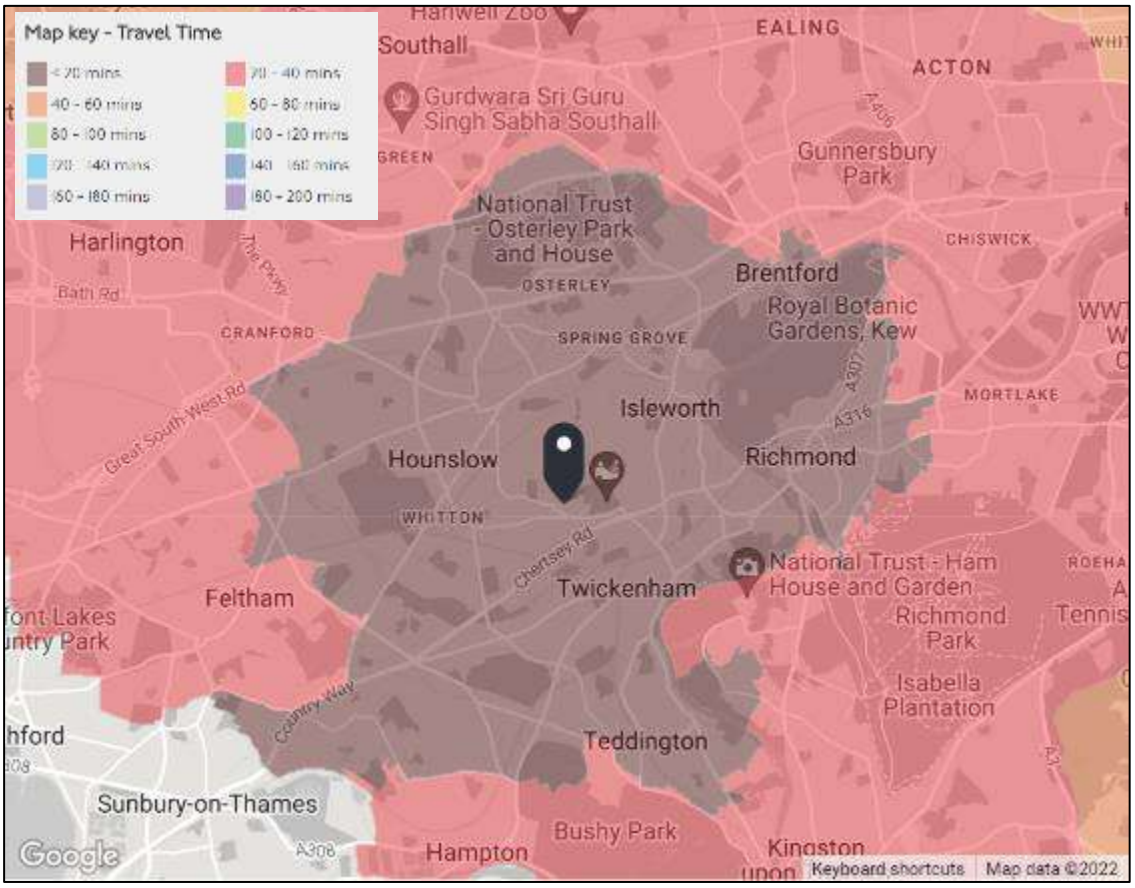


Figure 4.2: 20-minute Cycle Isochrone *Source: TfL*

4.10 Despite the lack of dedicated on-road cycle lanes in the vicinity of the Site, Richmond upon Thames Cycle Network Map (RuTCNP) highlights roads that are suitable for cycling on-road, as well as off-road routes.

4.11 Nelson Road and Whitton Dene are classified as '*main road cycle routes*' within the RuRCNP, with Chertsey Road being classified as '*off-road and quiet cycle routes suitable for family groups*'. An extract has been provided in **Figure 4.3** with a copy of the map included in **Appendix I**.

4.12 National Cycle Network Route 4 is located approximately 4.8km (19-minute cycle) to the southeast of the Site on the eastern side of the River Thames. This provides a route between London and Fishguard via Reading.

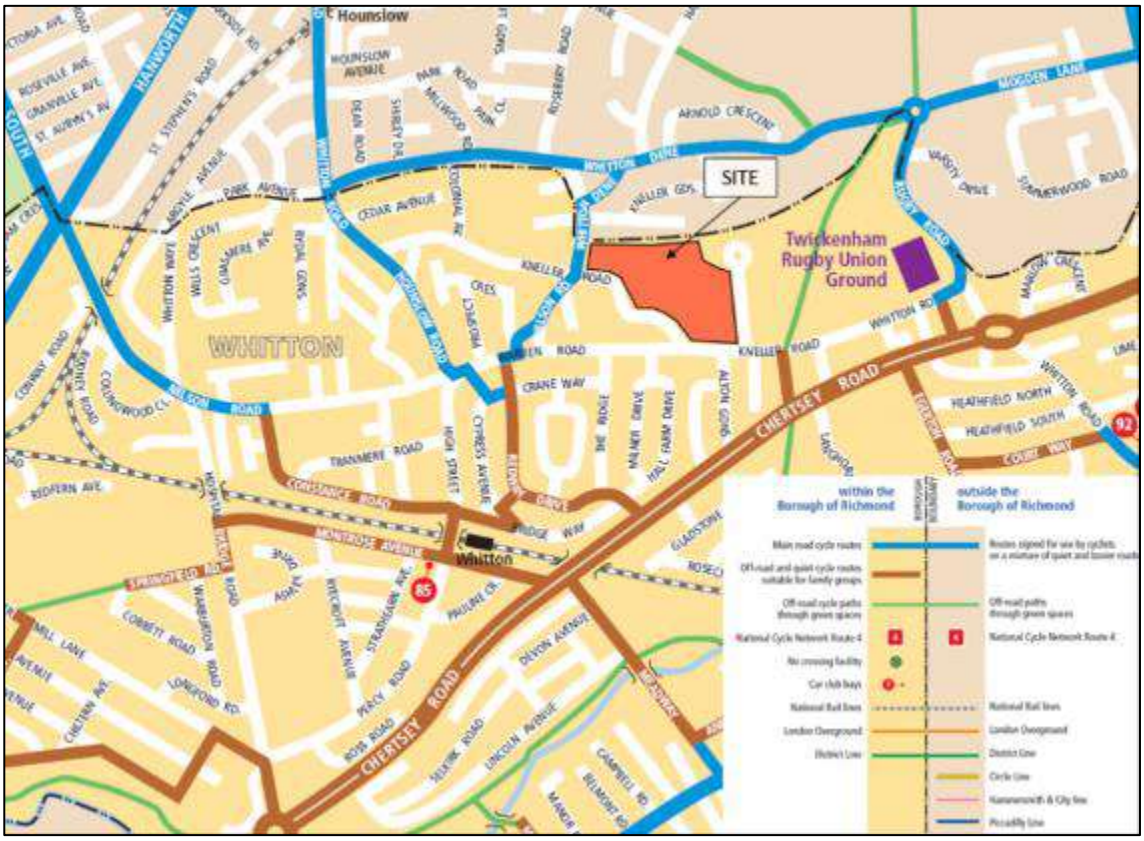


Figure 4.3: Richmond upon Thames Cycle Network Map *Source: www.richmondlcc.co.uk*

4.13 A Brompton Bike Hire Station is provided approximately 125m to the south of Twickenham Station, where folding Brompton Bikes can be hired for 24 hours for £5 a day.

4.14 There are a number of dockless cycle hire companies across London, which provide a growing offer of cycle hire opportunities, and may allow people to cycle to / from the Site without needing to own a bike.

Accessibility by Public Transport

Public Transport Accessibility Level (PTAL)

4.15 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

4.16 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

4.17 The Site achieves a PTAL rating of between 1b and 2, which suggests there is a 'poor' level of access to public transport facilities surrounding the Site. It is noted, however, that the Site is within a 20-minute walk of three rail stations, including Twickenham Station. As such, the actual accessibility of the Site can be considered to be higher than that which a PTAL 1b or 2 represents. A copy of the PTAL report for the Site is included at **Appendix J**.

Bus Services

4.18 Several bus stops are located within a short walking distance of the Site, including the nearest stop located on Kneller Road ('Kneller Hall' Stop A & Q) and Warren Road ('Warren Road' Stop V & T) near the Site.

4.19 **Table 4.2** provides a summary of frequencies and routes of bus services available within the vicinity of the Site.

Table 4.2: Bus Services and Frequencies

Bus No.	Route	Frequency (Every 'x' Minutes)		
		Weekday	Saturday	Sunday
110	School Road – Hammersmith Bus Station	14 – 15	14 – 15	20
281	Hounslow Bus Station – Tolworth Tower	8 – 12	9 – 12	10 – 13
481	Cromwell Rd Bus Station – West Middlesex Hospital	30	30	60
H22	Hounslow High Street – West Middlesex Hospital	10 – 14	11 – 13	19 – 20

Rail Services

4.20 Whitton Rail Station is located approximately 1.1km from the Site (14 minutes' walk) which provides access to services operated by South Western Railway towards London Waterloo and Windsor & Eton Riverside. Two services operate in each direction each hour (off-peak).

4.21 In terms of station facilities, Whitton Station provides step-free access to all platforms. A total of 32 cycle parking spaces are also available at the booking hall entrance.

4.22 Twickenham Rail Station is located circa 1.6km from the Site (20 minutes' walk). The station is the following / preceding stop after Whitton Station for services towards London Waterloo and Windsor & Eton Riverside. Other South Western Railway services also operate to / from Twickenham, with 8 services towards London Waterloo and 2 services to Reading in addition to the aforementioned 2 services per hour towards Windsor & Eton Riverside (off-peak).

4.23 In terms of station facilities, Twickenham has step-free access to all platforms, with 78 cycle parking spaces also provided.

4.24 Hounslow Rail Station is also located approximately 1.6km from the Site (20 minutes' walk). The station is also served by South Western Railway trains on a different branch to the other aforementioned nearby stations. Services towards London Waterloo (via Chiswick) operate from the station every 30 mins, with services towards Weybridge also operating every 30 mins (off-peak). Cycle parking facilities are provided at the station, with 40 storage spaces available.

Active Travel Audit

4.25 In accordance with TfL's Healthy Streets approach, an assessment of the Active Travel Zone (ATZ) has been undertaken. ATZs are the areas surrounding development Sites in which users are expected to walk and cycle to access services, points of interests, and transport nodes.

4.26 The Active Travel Audit (ATA) was undertaken on Monday 22nd August 2022, between 14:30-17:00. The ATA captured the following routes to / from the Site:

- Route 1: to / from Hounslow Rail Station (via Murray Park);
- Route 2: to / from Hounslow Rail Station (via Whitton Road);
- Route 3: to / from Whitton Rail Station; and
- Route 3: to / from Twickenham Rail Station.

4.27 The routes are shown at **Figure 4.5** below.

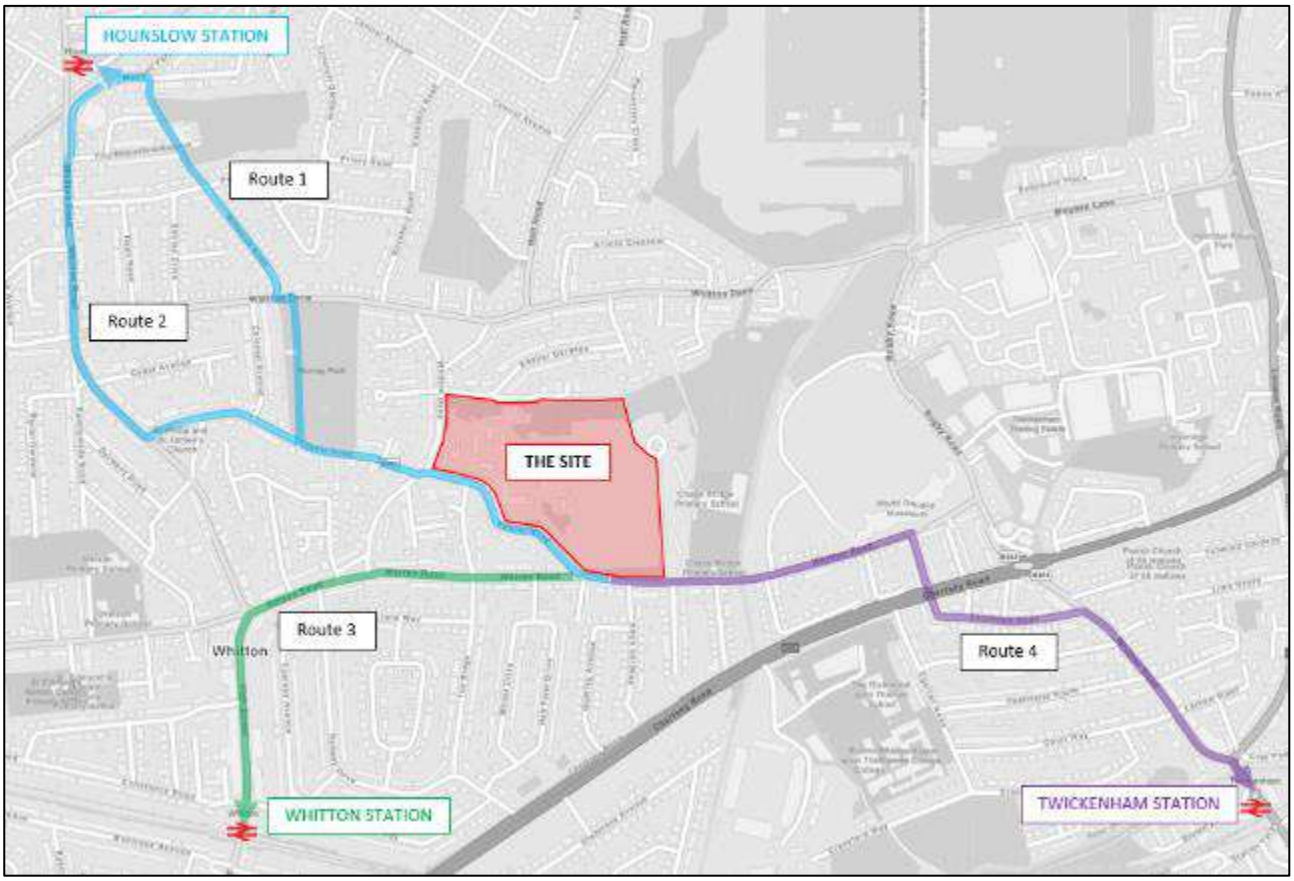


Figure 4.5: ATA Routes

4.28 Photos were taken approximately every 150m along the routes, with images included in this ATA focussing on noteworthy elements on each route.

4.29 This audit has been undertaken in accordance with the Healthy Streets Approach utilising the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach*' (November 2017) and '*Healthy Streets Check for Designers'* (April 2019).

Healthy Streets Approach

4.30 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principle means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.

4.31 The Approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The document outlines 10 Healthy Streets indicators which provide initial starting points for discussions around the quality of the pedestrian environment. The 10 Healthy Streets indicators are summarised within **Figure 4.6**, which illustrates the Healthy Streets Indicator Wheel.

4.32 It is recognised that not all of the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal. Section 6 of this report assesses how the proposed development provides improvements to the pedestrian environment against the 10 Healthy Streets indicators.

Figure 4.6: Healthy Streets Indicators

Vision Zero

4.33 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.

4.34 **Figure 4.7** details the audit area in conjunction with the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed for the last 5 years – a copy of the data is included at **Appendix K**. For the purposes of this assessment, an accident cluster is classified as a location in which two or more 'serious' accidents were recorded or one or more fatality. A summary of the key accidents recorded is provided below.

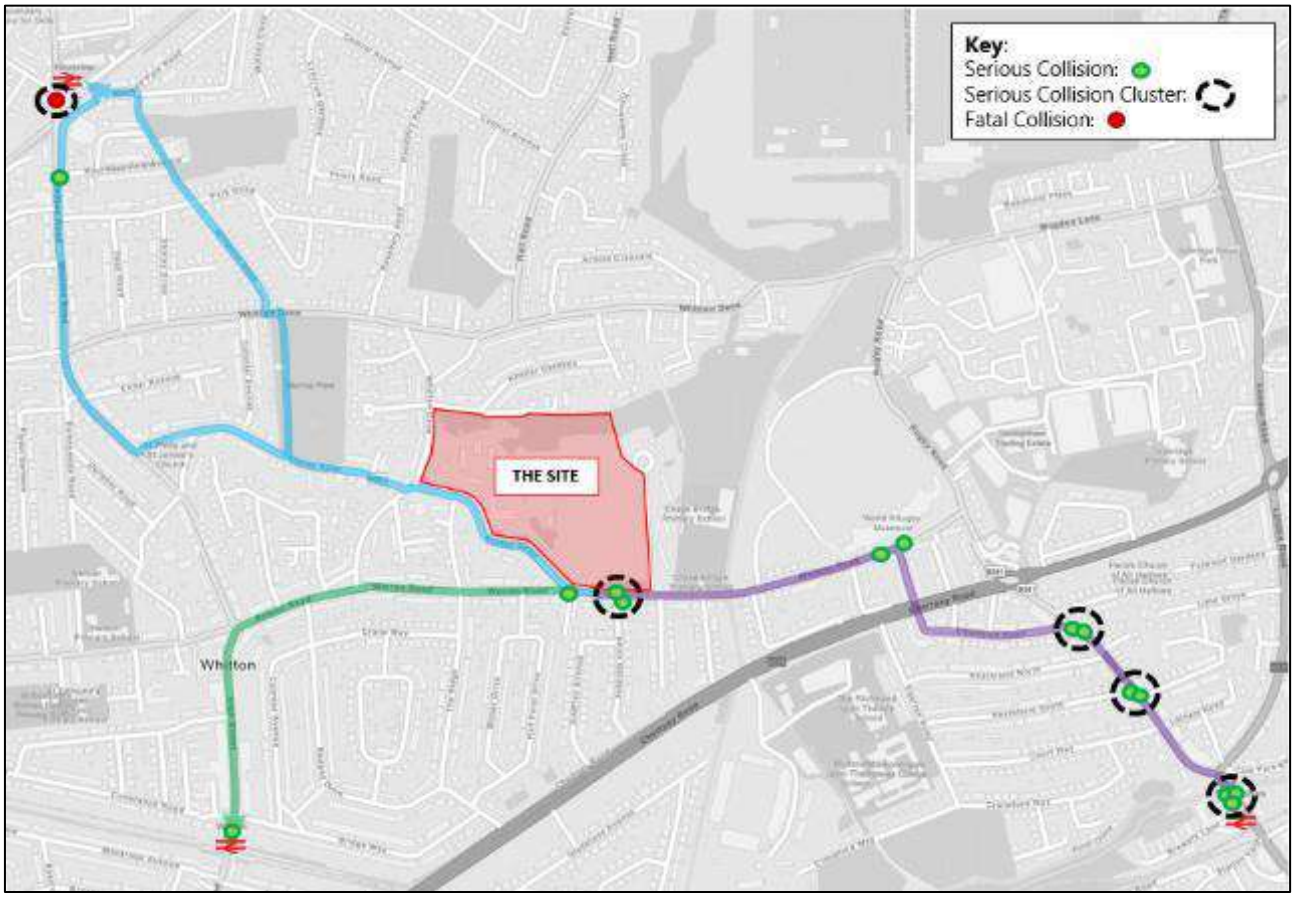


Figure 4.7: KSIs and ATA Routes

4.35 Within the ATA Audit Area, four accident clusters were identified, all of which involved 'serious' collisions, with 1 fatal collision also recorded on one of the ATA routes. The collisions recorded with the accident clusters are summarised below.

London Road / Brewery Lane

4.36 A cluster of 3 serious incidents occurred at the London Road / Brewery Lane junction near Twickenham Station. Of the three collisions, only one involved a vulnerable road user. The collisions are summarised as follows:

- The first collision involved a car and pedal cyclist. It was recorded that the pedal cyclist was overtaking a non-moving vehicle, but it is not known how the collision occurred.

- The second incident involved a standing passenger on a bus who was injured when the bus was moving off.

- The third collision involved a single vehicle, occurring when the car was driven into the barriers on the central reservation and the car collided with a building site.

Whitton Road / Grimwood Road / Heathfield South

4.37 A cluster of two serious accidents was recorded between Whitton Road, Grimwood Road and Heathfield South. Neither of the incidents involved pedestrians or cyclists but are summarised as follows:

- The first collision involved a car and motorcyclist, occurring when the car turned in front of the motorcyclist and the motorcycle hit the front of the car.

- The second collision also involved a car and motorcyclist. It is not known how the collision occurred, but it is noted that both vehicles were moving off, with both drivers failing to look properly and the car driver failing to signal.

Whitton Road / Chudleigh Road

4.38 A cluster of two serious incidents occurred at the Whitton Road / Chudleigh Road junction, with one collision involving a pedal cyclist. The incidents are summarised below:

- The first collision involved a pedal cyclist and a car, although it is not known how the collision occurred.

- The second incident occurred on a bus, when a seated passenger on board was injured while the bus was slowing down, causing them to fall in the aisle.

Kneller Road / Alton Gardens

4.39 A cluster of two serious was collisions was recorded between Kneller Road / Alton Gardens / Duke of Cambridge Close. Both collisions involved vulnerable road users and are summarised as follows:

- The first collision involved a pedestrian and a car. It is not known how the collision occurred but the collision report noted that both the pedestrian and the car driver failed to look properly and the pedestrian also failed to judge the vehicle's path or speed.

- The second collision occurred between a pedal cyclist and a car. While it is not known how the collision occurred, it was noted that the car driver failed to look properly.

Whitton Road / Station Road

4.40 A fatal collision occurred on Whitton Road, near the junction with Station Road. The collision report for the incident is summarised as follows:

- The collision involved a car and two pedestrians, which occurred when the vehicle travelling along Whitton Road struck the two pedestrians causing injury. It was noted that the vehicle was an emergency vehicle on a call, so it is inferred that the vehicle may have been travelling at speed.

Collision Summary

4.41 Based on the above, it is evident that the total number of serious collisions over the past 5 years on the identified routes is relatively low. Additionally, the collisions occurring on the relevant routes were due to driver / pedestrian error and therefore it is concluded that no additional works are required on the surrounding roads in order to improve the area for the safety of vulnerable road users.

Audit of Routes

4.42 To align with the Healthy Streets and Active Travel Zone Transport Assessment Guidance, each ATA route has been assessed. A thorough assessment of the 'worst' part of each journey is then undertaken using the Healthy Streets indicators as the structure, including a description of aspects that could improve the active travel experience and environment in the location. The ATA concludes with a list of recommendations which could be implemented in the locality to meet the Healthy Streets indicators.

Route 1 – To / From Hounslow Rail Station (via Murray Park)

4.43 The active travel route between the Site and Hounslow Station provides a good overall environment for non-vehicular users, particularly pedestrians. Large sections of the route are car-free and designed specifically for pedestrians with part of the route also routing through green space in Murray Park. Footways along the route are also of suitable width and are well maintained.

4.44 The worst section of the route is shown at **Figure 4.8** (Photograph 1I) which shows a dedicated pedestrian route which connects Park Road with Maswell Park Road near Hounslow Station, which had a poor sense of place and lacked overlooking, leading to potential for feeling unsafe, particularly at night.

Figure 4.8: Pedestrianised route between Milwood Road and Park Road

4.45 A photographic record of Route 1 is provided in **Figure 4.9** below and the route has been assessed against the Healthy Streets indicators with details provided in **Table 4.3.**

Figure 4.9: Photographic Record of Route 1

Table 4.3: Healthy Streets Indicators for Route 1		
Healthy Streets Indicator	**Observations**	**Area for Improvements**
Pedestrians from all walks of life	The route provides a good general pedestrian environment with footways provided on the majority of the route for pedestrians of all abilities.	Some pedestrians will feel unsafe on the pedestrianised sections of the route as they are not well overlooked. It can be ensured that adequate lighting is provided and foliage cover is reduced to reduce the enclosed feeling.
Easy to cross	Dropped kerbs are provided at all crossings and desire lines to facilitate pedestrians crossing safely.	There is no need for improvement.
Shade and shelter	Surrounding buildings and trees further on the route offer shade and shelter along the route.	There is no need for improvement.
Places to stop and rest	Places to stop and rest are provided at other sections of the route, particularly at Murray Park.	There is no need for improvement.
Not too noisy	Large sections of the route are pedestrianised and away from main roads.	There is no need for improvement.
People choose to walk, cycle and use public transport	Certain sections of the route are attractive for pedestrians, particularly where it is pedestrianised and away from vehicles. The route provides access to local bus stops and Hounslow Rail Station.	The pedestrianised sections of the route are not well overlooked and may not be suited to all pedestrians. Cyclists are also not permitted to travel along some sections of the route and will therefore need to travel to Hounslow Station via the alternative route which is shared with vehicles.
People feel safe	The lack of vehicles along sections of the route may allow pedestrians to feel safer walking and crossing the road.	Some of the pedestrianised sections of the route are not well overlooked and may cause pedestrians to feel unsafe.
Things to see and do	Within close proximity to a variety of public transport services and retail amenities in the locality.	There is no area of improvement.
People feel relaxed	Fairly pleasant environment for active travellers on the majority of the route.	Improvement of poorly overlooked sections of the route.
Clean air	Greenery within Murray Park facilitates cleaner air in the area	There is no need for improvement.

Route 2 – To / From Hounslow Rail Station via Whitton Road

4.46 The alternative route for pedestrians and cyclists between the Site and Hounslow Station, via Whitton Road is very good, providing well-maintained footways of a suitable width throughout.

4.47 The worst section of the route is shown below in **Figure 4.10**, where a lack of dropped kerbs and tactile paving is identified along the pedestrian desire line between Maswell Park Road and Hounslow Avenue, where no suitable crossing facilities are provided to the opposite side of the route, creating a confusing environment for pedestrians travelling to / from Hounslow Station.

Figure 4.10 Lack of Crossing Facilities on Maswell Park Road / Hounslow Ave

4.48 Photos have been taken along the route and shown in **Figure 4.11** and the route has been assessed against the Healthy Street Indicators in **Table 4.4**.

Figure 4.11: Photographic Record of Route 2

Table 4.4: Healthy Streets Indicators for Route 2		
Healthy Streets Indicator	**Observations**	**Area for Improvements**
Pedestrians from all walks of life	The route provides a good general pedestrian environment with footways provided on the entire route for pedestrians of all abilities.	There is no need for improvement.
Easy to cross	Dropped kerbs with tactile paving are provided at the majority of crossings on desire lines.	Provision of dropped kerbs between the eastern and western footway on Maswell Park Road to make it easier for pedestrians to cross and navigate the immediate surrounding area.
Shade and shelter	Surrounding buildings and trees further on the route offer shade and shelter along the route.	There is no need for improvement.
Places to stop and rest	Places to stop and rest are provided at other sections of the route, particularly at Murray Park.	There is no need for improvement.
Not too noisy	Noise pollution along Whitton Road is caused by regular passing vehicle traffic.	A reduction in vehicular traffic would assist in reducing the level of noise.
People choose to walk, cycle and use public transport	The route provides good footway provision for pedestrians with access to several bus stops and Hounslow Rail Station. Cyclists can also use the local roads to travel to / from Hounslow Station.	Provision of dedicated marked cycle lanes on Whitton Road to segregate cyclists and increase safety.
People feel safe	Route is well overlooked, with wide footways and excellent crossing provision for pedestrians, causing people to feel safe.	Provision of dropped kerbs between the eastern and western footway on Maswell Park Road to allow pedestrians to feel safer while crossing.
Things to see and do	Within close proximity to a variety of public transport services and retail amenities in the locality.	There is no area of improvement.
People feel relaxed	Fairly pleasant environment for active travellers on the majority of the route.	Ensure dropped kerbs and tactile paving are provided for pedestrians to cross easily and safely.
Clean air	Greenery within Murray Park facilitates cleaner air in the area.	There is no need for improvement.

Route 3 – To / From Whitton Rail Station

4.49 The active travel environment between the Site and Whitton Rail Station is excellent for pedestrians overall. All footways along the route are of suitable width and pedestrian zebra crossings are in place on desire lines on the route. Cycle parking facilities are also provided along the route to encourage cycling in the area, particularly to / from the High Street and the station.

4.50 The worst section of the route is shown at **Figure 4.12** (Photograph 3A) which is located on the northern footway of Warren Road, where the footways are showing signs of poor maintenance which may deteriorate. While this section of the route does not present any particular concerns for pedestrians, it does not provide the same quality environment for pedestrians as the remainder of the route, which is paved with high quality materials.

Figure 4.12: Footway on Warren Road

4.51 A photo study taken along the route is provided in **Figure 4.13** and the route has been assessed against the Healthy Streets indicators with details provided in **Table 4.5.**

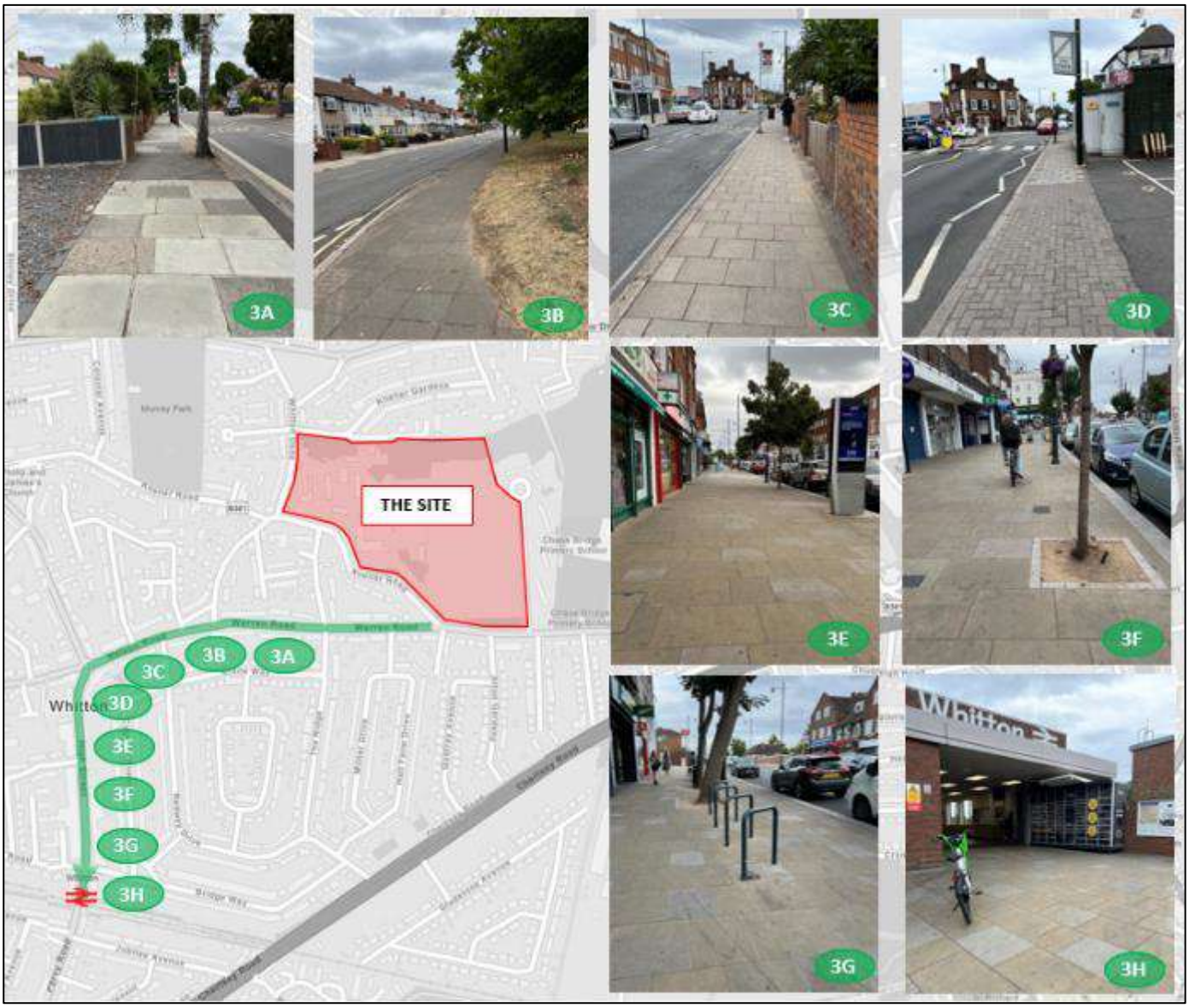


Figure 4.13: Photographic Record of Route 3

Table 4.5: Healthy Streets Indicators for Route 3		
Healthy Streets Indicator	**Observations**	**Area for Improvements**
Pedestrians from all walks of life	Good pedestrian environment provided for all pedestrians.	Further maintenance of footways where they have become cracked or damaged.
Easy to cross	Crossings on the route are provided with with colour contrasted tactile paving and are located on key desire lines.	There is no need for improvement.
Shade and shelter	Surrounding buildings offer suitable shade and shelter along the route.	There is no need for improvement.
Places to stop and rest	Places to stop and rest are provided on High Street Whitton along the route.	There is no need for improvement.
Not too noisy	Noise pollution along Warren Road and High Street Whitton is caused by regular passing vehicle traffic.	A reduction in vehicular traffic in the area would assist in reducing the level of noise.
People choose to walk, cycle and use public transport	The route provides good footway provision for pedestrians with access to several bus stops and Whitton Rail Station. Cyclists can also use the local roads to travel to / from Whitton Station.	Provision of dedicated marked cycle lanes on Warren Road and High Street Whitton to segregate cyclists and increase safety.
People feel safe	The route is well overlooked, with wide footways and excellent crossing provision for pedestrians, causing people to feel safe.	There is no area for improvement.
Things to see and do	Within close proximity to a variety of public transport services and retail amenities within Whitton town centre.	There is no area for improvement.
People feel relaxed	Fairly pleasant environment for active travellers.	There is no area for improvement.
Clean air	Warren Road and High Street Whitton are regular bus routes which accommodate moderate vehicle flow.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.

Route 4 – To / From Twickenham Rail Station

4.52 The active travel route between the Site and Twickenham Rail Station is good for pedestrians overall. Footways along the route are generally well maintained and of a suitable width, with both zebra crossings and signalised pedestrian crossings provided on the key desire lines.

4.53 The worst section of the route is shown at **Figure 4.14** (Photograph 4F) which is located on Chudleigh Road. This photo shows a section of footway which is width constrained and damaged by tree roots, causing a pinch point and uneven footway surface for pedestrians.

Figure 4.14: Damaged Footway on Chudleigh Road (Photograph 4F)

4.54 A photographic record of Route 4 is provided in **Figure 4.15** below and the route has been assessed against the Healthy Street Indicators in **Table 4.6** below.

Figure 4.15: Photographic Record of Route 4

Table 4.6: Healthy Streets Indicators for Route 4		
Healthy Streets Indicator	**Observations**	**Area for Improvements**
Pedestrians from all walks of life	The pedestrian environment in the vicinity is good, with generally well-maintained footways provided along the route.	Damaged footways caused by tree roots to be repaired.
Easy to cross	Pedestrian crossings along the route are provided on desire lines with colour contrasted tactile paving and dropped kerbs.	There is no need for improvement.
Shade and shelter	Surrounding buildings and bus stops offer shade and shelter along the route.	There is no need for improvement.
Places to stop and rest	Places to stop and rest are provided outside Twickenham Station.	There is no need for improvement.
Not too noisy	Noise pollution along Whitton Road is caused by regular passing traffic.	A reduction in vehicular traffic would assist in reducing the level of noise.
People choose to walk, cycle and use public transport	Attractive for pedestrians due to footway provision and provision of crossing facilities in the area. Public transport is also accessible along the route with bus stops provided and direct footways towards Twickenham Station.	Dedicated and signed cycle routes provided on Whitton Road could be provided to prioritise cyclists.
People feel safe	Route is well overlooked, with wide footways and excellent crossing provision for pedestrians, causing people to feel safe.	A reduction in vehicle traffic could further assist in allowing pedestrians and cyclists to feel safe while using the route.
Things to see and do	Within close proximity to a variety of public transport services and retail amenities.	There is no area of improvement.
People feel relaxed	Fairly pleasant environment for active travellers.	If footways are repaired in the suitable locations, this could lead to pedestrians feeling more relaxed while walking along the route.
Clean air	Whitton Road and the A316 which crosses the route are heavily trafficked roads.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.

Summary, Recommendations and Conclusions

Summary

4.55 An ATZ has been identified that includes routes to / from key public transport nodes and amenities in the area. The worst locations were identified as follows:

- Poorly overlooked dedicated pedestrian route towards Hounslow Station.
- Lack of dropped kerbs and tactile paving on desire line on Maswell Park Road.
- Poorly maintained footway on Warren Road.
- Damaged footway caused by tree roots on Chudleigh Road.

Recommendations

4.56 As part of the Healthy Streets Approach and TfL transport assessment guidance, a number of recommendations for improvements to the local transport network have been identified which would facilitate an environment that encourages walking and cycling.

- Ensure that adequate street lighting is provided and foliage cover is reduced to reduce the enclosed feeling on the dedicated pedestrian route towards Hounslow Station.
- Provision of dropped kerbs and tactile paving on desire lines on Maswell Park Road towards Hounslow Station.
- Repair footway in required locations on Warren Road and Chudleigh Road.
- Provision of cycle signage / cycle markings on suitable roads in the area.

4.57 Each of the above recommendations are considered to improve the pedestrian / cyclist environment in the area and would contribute towards an area in which walking, cycling or public transport would be preferred over the private vehicle.

4.58 The development itself will contribute towards promoting walking, cycling and public transport by providing high quality cycle parking on-site and operating pupil and staff Travel Plans to promote active and sustainable travel, as the use of non-car modes or travel are viable for the Site, being withing walking distance to several bus stops and rail stations with access to numerous shops and amenities.

4.59 The Applicant confirms that the improvements that have been identified remain recommendations rather than commitments. The Applicant is willing to engage with LBRuT to agree an appropriate contribution towards pedestrian and cyclist improvements scaled in kind to the quantum of development and its relevance to future pupils, staff and visitors.

Conclusion

4.60 The overall results of the Active Travel Audit indicate that the pedestrian and cyclist environment within the vicinity of the Site was generally positive and very good in most areas. Although not considered necessary to make the development acceptable in planning terms, the introduction of minor improvements to the pedestrian and cyclist environment in the area would further promote active travel for all users of the development.

5 TRIP GENERATION

5.1 This section sets out the multi-modal trip generation methodology and assessment for the proposed development.

5.2 This trip generation assessment has been undertaken to determine the number of trips by mode that could be generated at the anticipated school peak periods (i.e. 08:00 – 09:00 and 15:00 – 16:00 on a weekday), assessing both the Year 1 school occupancy of 520 pupils and 100 staff, as well as the maximum future capacity of 1,000 pupils and 170 staff.

5.3 This assessment utilises data from the existing Radnor House School to estimate future pupil numbers per day based on the uptake of breakfast clubs, afterschool activities and absences, to determine a realistic study into peak hour movements at the proposed school.

Pupil Extra-Curricular Activity

5.4 The existing Radnor House School has provided 2021/22 academic year information on the uptake of breakfast clubs, afterschool activity and absence estimates for the school. **Table 5.1** below presents the average weekday before and after school clubs at the existing School for years relevant to the Kneller Hall Site, with relevant staffing requirements indicated against each club.

Table 5.1: Existing Average Weekday Before School and After School Clubs

Day	Club Information		
	Clubs (Staff Required in Brackets)	Times	Year Groups
Everyday	Breakfast Club (4)	07:45-08:15	All
	Homework Club (1)	16:00-17:00	All
Monday Mornings	Music Rehearsals (1)	08:00-08:45	All
	Rowing @ Twickenham Rowing Club (1)	07:00-08:30	Y10, Y11, Y12, Y13
	Fencing (1)	07:40-08:30	Y7
Monday Evenings	Art Club (1)	16:00-17:00	Y10, Y11, Y12, Y13
	Football Training (2)	16:00-17:30	Y7
	Netball (1)	16:00-17:30	Y7
	Rowing @ Twickenham Rowing Club (1)	16:00-18:00	Y9
	Science Magazine (1)	16:00-17:00	All
	Maths Team Challenge (1)	16:00-17:00	Y8, Y9
Tuesday Mornings	Music Rehearsals (1)	08:00-08:45	All
Tuesday Evenings	Life Drawing (1)	16:00-17:00	Y11, Y12, Y13
	Coding Club (1)	16:00-17:00	Y9, Y10, Y11, Y12, Y13

	Musical Theatre (1)	16:30-17:30	Y7
	Rowing @ Twickenham Rowing Club (1)	16:00-18:00	Y10, Y11, Y12, Y13
	Hockey Training (1)	16:00-17:30	Y8, Y9, Y10, Y11, Y12, Y13
	Netball (1)	16:00-17:30	Y8, Y9, Y10, Y11, Y12, Y13
	Football Training (2)	16:00-17:30	Y8, Y9, Y10, Y11, Y12, Y13
	'Top of the bench' Science (1)	16:00-17:00	Y9, Y10, Y11
Wednesday Mornings	Elite Cricket Nets (1)	07:40-08:30	All
Wednesday Evenings	Art Club (1)	16:00-17:00	Y10, Y11, Y12, Y13
	Digital Art and Photography (1)	16:00-17:00	Y7, Y8
	Music Rehearsals (1)	16:00-18:00	All
	School of Comedy (1)	16:00-17:00	Y7, Y8
	Music Tech (1)	16:00-17:00	Y7, Y8
	Golf Club @ Strawberry Hill Golf Club (1)	16:00-17:30	Y7, Y8, Y9
	Rowing @ Twickenham Rowing Club (1)	16:00-18:00	Y9
	History Film Club (1)	16:00-17:00	Y12, Y13
Thursday Mornings	Music Rehearsals (1)	08:00-08:45	All
	Choir (2)	08:00-08:45	All
	Rowing @ Twickenham Rowing Club (1)	07:00-08:30	Y11, Y12, Y13
	Fencing (1)	07:40-08:30	Y8, Y9, Y10, Y11, Y12, Y13
Thursday Evenings	Orchestra (2)	16:00-17:00	All
	Senior Play (2)	16:00-17:00	Y9, Y10, Y11, Y12, Y13
	Cross-Fit @ Blitz Twickenham (1)	16:30-17:30	All
	Girls Football (1)	16:00-17:30	Y7, Y8, Y9
	Badminton Club (1)	16:00-17:00	All
	Rowing @ Twickenham Rowing Club (1)	16:00-18:00	Y8
	Mandarin Lessons (1)	16:00-17:00	Y7
	Science Club (2)	16:00-17:00	Y9, Y10, Y11, Y12, Y13
Friday Mornings	Touch Typing Lessons (1)	07:40-08:30	Y7, Y8, Y9
	Music Rehearsals (1)	08:00-08:45	All
	Self Defence (1)	07:40-08:25	All
Friday Evenings	Movie Makers (1)	16:00-17:00	Y7
	Rowing @ Twickenham Rowing Club (1)	16:00-18:00	Y10, Y11, Y12, Y13
	Professional Tennis Lessons (1)	16:00-17:00	Y7, Y8
	Basketball (1)	16:00-17:00	All

5.11 **Table 5.2** below presents the average weekday uptake of the above activities for years 7-13 (410 pupils total to move to Kneller Hall Site) at the existing Radnor House School. **Table 5.3** below outlines the anticipated number of absences, breakfast and morning clubs and afterschool attendances when a pro-rata approach is applied to the Year 1 development scenario with an occupancy of 520 pupils, with **Table 5.4** presenting the pro-rata 1,000 pupil development scenario.

Table 5.2: Existing 410 Pupil Average Weekday Absences and Club Attendance			
Year Group	**Absences**	**Breakfast and Morning Clubs**	**Afterschool Clubs**
Years 7 – 9 (200 pupils)	10	42	98
Years 10 – 13 (210 pupils)	10	39	33
Total	**20**	**81**	**121**

Table 5.3: Anticipated 520 Pupil Average Weekday Absences and Club Attendance			
Year Group	**Absences**	**Breakfast and Morning Clubs**	**Afterschool Clubs**
Years 7 – 9 (288 pupils)	14	60	141
Years 10 – 13 (232 pupils)	11	43	36
Total	**25**	**103**	**177**

Table 5.4: Anticipated 1,000 Pupil Average Weekday Absences and Club Attendance			
Year Group	**Absences**	**Breakfast and Morning Clubs**	**Afterschool Clubs**
Years 7 – 9 (480 pupils)	24	102	239
Years 10 – 13 (520 pupils)	25	95	80
Total	**49**	**197**	**319**

5.12 In addition to the above club attendances by pupils across different school years and operational capacities, the existing staff presence at these clubs has been assessed to understand how many members of staff will be required for clubs, therefore providing a more realistic spread of staff arrival times as opposed to assuming all staff arrive at the peak periods. **Table 5.5** below presents the average weekday staff attendance at breakfast and morning clubs and afterschool clubs for each the opening year and future 1,000 pupil school scenarios.

Table 5.5: Anticipated Average Weekday Staff Attendance at School Clubs		
School Year Scenario	**Breakfast and Morning Clubs**	**Afterschool Clubs**
Year 1 – 100 Staff	7	9
Future Year (2029+) – 170 Staff	11	15

5.13 The wide array of facilities that are proposed at the Kneller Hall Site present the school with the ability to offer a much wider range of extra-curricular clubs before and after school than is currently possible due to the lack of facilities at the existing Site, placing more reliance on off-site facilities.

5.14 The above absences and school club attendances have been applied to the peak hour trip generation assessment below, to ensure a realistic scenario is forecast based on actual attendance.

Staff and Pupil Travel Modes

5.15 The proposals seek the ability for up to 1,000 pupils to be accommodated at the school. This assessment applies the current and future anticipated split between lower and upper school and the sixth form element as 80% lower and upper school and 20% sixth form. It is estimated that the proposals will require circa 170 members of staff for 1,000 pupils, based on information from Duke's Education on their anticipated staffing requirements and experience of other schools.

5.16 It is expected that the initial occupants of the school will be pupils and staff decanted from the Radnor House Independent School, as well as new Year 7 pupils, with natural growth then occurring year on year following initial occupation of the Site. In order to determine the method by which staff and pupils will travel to the school, existing staff and pupil travel survey data for the Radnor House Independent School has been investigated. This data demonstrated that 37% of staff in 2013 travelled to school by private car, 7% of which were with passengers. The Applicant is committed to ensuring sustainable means of travel are adopted by staff where possible and as such, the modal split has been adjusted to represent a realistic reduction in private car use from that of the 2013 surveys, based on the importance of sustainable travel being made clear to staff from Year 1, in which modal splits will be ratified through surveys of staff and pupil travel as part of the Travel Plans to be implemented at the Site. **Table 5.6** below outlines the staff method of travel to work modal splits assumed for future staff.

Table 5.6: Staff Method of Travel to Work	
Mode	**Percentage**
Train	37%
Bus	11%
Taxi	0%
Motorcycle	0%
Car Driver (Solo)	17%
Car Driver (With Passengers)	7%
Bicycle	12%
On Foot	16%
Total	**100%**

5.17 Survey data from the Radnor House Independent School covered all year groups from Year 5 – 13. Data recognised as part of a study that a significantly higher percentage of car driver trips occur for younger pupils, with Years 7 – 9 descending in car mode share from 25% down to 7%, and Years 10 – 13 at 8% car trips. Based on the known information on car driver trips, the modal split across all years (which presents a 23% car trip profile) and the Applicant's commitment to promote active and sustainable means of travel to the Site, including through the provision of 6 additional school bus routes, the mode share for private car has been reduced.

5.18 Similarly, through the provision of additional school bus routes from Year 1 at the Site, the modal share for public buses has been reduced and reapportioned to school bus, as public bus routes will be covered by school bus routes from Year 1 at the Site. **Table 5.7** below details the 2013 pupil travel data and the adjusted travel forecasts.

Table 5.7: Pupil Method of Travel to School			
Mode	**2013 Radnor House Pupil Survey (Percentage)**	**Mode Splits Used (Reducing Car %)**	
		Lower Forms	**Upper and Sixth Form**
Train	11%	11%	13%
Bus (Public)	26%	16%	18%
Bus (School)	15%	30%	35%
Taxi	0%	0%	0%
Motorcycle	0%	0%	0%
Car (Passenger or Driver)	23%	18%	5%
Bicycle	7%	7%	8%
On Foot	14%	14%	16%
Other	4%	4%	5%
Total	**100%**	**100%**	**100%**

Year 1 Trip Generation (520 Pupils and 100 Staff)

Staff Trip Generation

5.19 To assess staff trip generation for Year 1, it is assumed that all staff will remain on-site throughout the school day. The assessment of staff trip generation assumes all staff, other than those who will be present for before and after school activities, as outlined in **Table 5.5** above, will arrive during the AM peak (08:00-09:00) and depart at school finish (16:00-17:00), so as to robustly assess staff activity.

5.20 **Table 5.8** below summarises the anticipated arrival and departure trips of the estimated Year 1 100 staff members for the school (93 staff during the AM peak and 91 staff during the school finish peak as per Table 5.5 staff presence at clubs).

Table 5.8: Proposed Trip Generation by Mode – 93 Staff in AM and 91 Staff at Finish					
Mode	**Split**	**AM Peak (08:00 – 09:00)**		**School Finish (16:00 – 17:00)**	
		In	**Out**	**In**	**Out**
Train	37%	34	0	0	34
Bus	11%	10	0	0	10
Taxi	0%	0	0	0	0
Motorcycle	0%	0	0	0	0
Car Driver (Solo)	17%	16	0	0	15
Car Driver (With Passengers)	7%	7	0	0	6
Bicycle	12%	11	0	0	11
On Foot	16%	15	0	0	15
Total	**100%**	**93**	**0**	**0**	**91**

5.21 Based on Table 5.8, it is expected that there would be up to approximately 23 private car vehicles arriving to the Site (solo and with passengers being car sharing with other staff). The Applicant will actively promote sustainable travel to staff and seek the use of sustainable and active modes of travel to staff who can suitable use such means of travel, as well as car sharing with other staff members or indeed local car sharing networks.

Pupil Trip Generation

5.22 The pupil trip generation applies all absences, morning clubs and afterschool clubs to pupils arriving and departing to the AM peak/school start time and school finish hours of 08:00-09:00 and 16:00-17:00 respectively, as per figures outlined in **Table 5.3**. **Table 5.9 and 5.10** below applies the adjusted pupil modal split to the proposed lower school and upper and sixth form elements respectively.

5.23 To understand pupil numbers for the lower and upper schools, the anticipated Year 1 pupils have been split as per **Table 3.3**, which results in 288 lower school pupils and 232 upper school pupils (520 pupils). These pupil figures are then reduced as per Table 5.3 to present realistic AM and PM peak hour pupil movements.

Table 5.9: Proposed Lower School Trip Generation by Mode – Pupils (213 Pupils in AM Peak and 133 Pupils in PM Peak)					
Mode	**Split**	**AM Peak (08:00 – 09:00)**		**School Finish (16:00 – 17:00)**	
		In	**Out**	**In**	**Out**
Train	11%	23	0	0	15
Bus (Public)	16%	34	0	0	21
Bus (School)	30%	64	0	0	40
Taxi	0%	0	0	0	0
Motorcycle	0%	0	0	0	0
Car (Passenger or Driver)	18%	38	38	24	24
Bicycle	7%	15	0	0	9
On Foot	14%	30	0	0	19
Other	4%	9	0	0	5
Total	**100%**	**213**	**38**	**24**	**133**

Table 5.10: Proposed Upper and Sixth Form Trips by Mode – Pupils (178 Pupils in AM Peak and 184 Pupils in PM Peak)					
Mode	**Split**	**AM Peak (08:00 – 09:00)**		**School Finish (16:00 – 17:00)**	
		In	**Out**	**In**	**Out**
Train	13%	23	0	0	24
Bus (Public)	18%	32	0	0	33
Bus (School)	35%	62	0	0	64
Taxi	0%	0	0	0	0
Motorcycle	0%	0	0	0	0
Car (Passenger or Driver)	5%	9	9	9	9
Bicycle	8%	14	0	0	15
On Foot	16%	28	0	0	29
Other	5%	9	0	0	9
Total	100%	178	9	9	184

Total School Trip Generation

5.24 **Table 5.11** below summarises the combined total trip generation for the proposed school elements for Year 1, including staff travel.

Table 5.11: Proposed Year 1 School Total Trip Generation by Mode*				
Mode	**AM Peak (08:00 – 09:00)**		**School Finish (16:00 – 17:00)**	
	In	**Out**	**In**	**Out**
Train	81	0	0	72
Bus (Public)	76	0	0	64
Bus (School)	126	0	0	104
Taxi	0	0	0	0
Motorcycle	0	0	0	0
Car (Passenger or Driver)	63	47	33	49
Car with Passenger (Staff)	7	0	0	6
Bicycle	40	0	0	35
On Foot	73	0	0	63
Other	17	0	0	15
Total	**484**	**47**	**33**	**408**

**Discrepancies due to rounding*

5.25 As can be seen in Table 5.11, it is estimated that the Site (Year 1) will generate up to 117 car trips during the busiest period (weekday AM Peak), accounting for both car arrivals which will be parking on-site (staff) and pick-up/drop-off activity of pupils arriving/departing. Within this, it is anticipated that 94 of the anticipated AM Peak vehicle movements will be attributed to pick-up/drop-off activity, as the majority of movements relate to passenger trips for pupils. These movements will be from the south access onto Kneller Road and account for 47 cars arriving and dropping-off pupils, with 94 trips in total also including their egress movement. The remaining 23 staff trips are associated with the access on Whitton Dene.

Future Year Trip Generation (1,000 Pupils and 170 Staff)

Staff Trip Generation

5.26 To assess staff trip generation for the future scenario of 170 staff, it is assumed that all staff will remain on-site throughout the school day. In the same manner as the Year 1 assessment into staff trip generation, the assessment assumes all staff, other than those who will be present for before and after school activities, as outlined in **Table 5.5** above, will arrive during the AM peak (08:00-09:00) and depart at school finish (16:00-17:00, so as to robustly assess staff activity.

5.27 **Table 5.12** below summarises the anticipated arrival and departure trips of the estimated future scenario of 170 staff members for the school (159 staff during the AM peak and 155 staff during the school finish peak as per Table 5.5 staff presence at clubs).

Table 5.12: Proposed Trip Generation by Mode – 159 Staff in AM and 155 Staff in PM

Mode	Split	AM Peak (08:00 – 09:00)		School Finish (16:00 – 17:00)	
		In	Out	In	Out
Train	37%	59	0	0	57
Bus	11%	18	0	0	17
Taxi	0%	0	0	0	0
Motorcycle	0%	0	0	0	0
Car Driver (Solo)	17%	27	0	0	26
Car Driver (With Passengers)	7%	11	0	0	11
Bicycle	12%	19	0	0	19
On Foot	16%	25	0	0	25
Total	**100%**	**159**	**0**	**0**	**155**

5.28 Based on Table 5.12, it is expected that there would be approximately 38 private car vehicles arriving to the Site during the AM peak (solo and with passengers being car sharing with other staff). The Applicant will actively promote sustainable travel to staff and seek the use of sustainable and active modes of travel to staff who can suitable use such means of travel, as well as car sharing with other staff members or indeed local car sharing networks.

Pupil Trip Generation

5.29 The pupil trip generation applies all absences, morning clubs and afterschool clubs to pupils arriving and departing to the AM peak/school start time and school finish hours of 08:00-09:00 and 16:00-17:00 respectively, as per figures outlined in **Table 5.4**. **Table 5.13 and 5.14** below applies the adjusted pupil modal split to the proposed lower school and upper and sixth form elements respectively.

5.30 To understand pupil numbers for the lower and upper schools, the anticipated future scenario 1,000 pupils have been split as per **Table 3.3**, which results in 480 lower school pupils and 520 upper school pupils. These pupil figures are then reduced as per Table 5.4 to present realistic AM and PM peak hour pupil movements.

Table 5.13: Proposed Lower School Trip Generation by Mode – Pupils (354 Pupils in AM Peak and 217 Pupils in PM Peak)

Mode	Split	AM Peak (08:00 – 09:00)		School Finish (16:00 – 17:00)	
		In	Out	In	Out
Train	11%	39	0	0	24
Bus (Public)	16%	57	0	0	35
Bus (School)	30%	106	0	0	65
Taxi	0%	0	0	0	0
Motorcycle	0%	0	0	0	0
Car (Passenger or Driver)	18%	64	64	39	39
Bicycle	7%	25	0	0	15
On Foot	14%	50	0	0	30
Other	4%	14	0	0	9
Total	**100%**	**354**	**64**	**39**	**217**

Table 5.14: Proposed Upper and Sixth Form Trips by Mode – Pupils (400 Pupils in AM Peak and 415 Pupils in PM Peak)					
Mode	**Split**	**AM Peak (08:00 – 09:00)**		**School Finish (16:00 – 17:00)**	
		In	**Out**	**In**	**Out**
Train	13%	52	0	0	54
Bus (Public)	18%	72	0	0	75
Bus (School)	35%	140	0	0	145
Taxi	0%	0	0	0	0
Motorcycle	0%	0	0	0	0
Car (Passenger or Driver)	5%	20	20	21	21
Bicycle	8%	32	0	0	33
On Foot	16%	64	0	0	66
Other	5%	20	0	0	21
Total	**100%**	**400**	**20**	**21**	**415**

Total School Trip Generation

5.31 **Table 5.15** below summarises the combined total trip generation for the proposed school elements for the future year scenario, including staff travel.

Table 5.15: Future Scenario 1,000 Pupil Total Trip Generation by Mode*				
Mode	**AM Peak (08:00 – 09:00)**		**School Finish (16:00 – 17:00)**	
	In	**Out**	**In**	**Out**
Train	150	0	0	135
Bus (Public)	146	0	0	126
Bus (School)	246	0	0	210
Taxi	0	0	0	0
Motorcycle	0	0	0	0
Car (Passenger or Driver)	111	84	60	86
Car with Passenger (Staff)	11	0	0	11
Bicycle	76	0	0	67
On Foot	139	0	0	122
Other	34	0	0	29
Total	**913**	**84**	**60**	**787**

**Discrepancies due to rounding*

5.32 As can be seen in Table 5.15, it is estimated that the future scenario of 1,000 pupils will generate up to 206 car trips during the busiest period (weekday AM Peak), accounting for both car arrivals which will be parking on-site (staff) and pick-up/drop-off activity of pupils arriving/departing. Within this, it is anticipated that 168 of the anticipated AM Peak vehicle movements will be attributed to pick-up/drop-off activity, as the majority of movements relate to passenger trips for pupils. These movements will be from the south access onto Kneller Road and account for 84 cars arriving and dropping-off pupils, with 84 trips also assessing their egress movement. The remaining 38 staff trips are associated with the access on Whitton Dene.

5.33 It is pertinent to note that this assessment retains the same modal split for the future 1,000 pupil scenario as the Year 1 assessment. It is realistic to assume that following 7+ years of operations at the school and development of Travel Planning measures, the modal splits would shift further away from private car use and towards active and sustainable travel opportunities. This has not been factored into the assessments to ensure robustness of the trip generation study.

6 EFFECTS OF THE DEVELOPMENT

6.1 This section considers the potential traffic and transport effects of the proposed development on the local highway network and public transport facilities.

Impact on Active Travel

6.2 As previously outlined in **Table 5.15**, the proposals will result in 76 bicycle trips during the AM Peak (08:00-09:00). Therefore, more cyclists are anticipated to use the local cycle network, although the increase in cycle trips is encouraged and will not produce a detrimental impact of cyclist facilities.

6.3 In terms of walking trips, the proposed development is expected to result in 139 trips by foot during the AM Peak (08:00-09:00). The local network provides a good provision of footways, with minor deficiencies in footway width recognised along Kneller Road to the west of the Site, where 1.6m wide footways are present. It is pertinent to note however, that as recognised in Manual for Streets, Figure 6.8, a footway of 1.6m wide would provide sufficient width to allow for the passing of two adults, indicating sufficient footway width for use. In addition to this, the development will provide a pedestrian route through the Site to a new gate entrance for pedestrians adjacent to the existing vehicle entrance at the south of the Site. This will attract a notable proportion of pedestrian movements, resulting in a lower reliance on Kneller Road to the west of the Site for pedestrians.

6.4 During pre-application stage, the LBRuT raised concerns that there are no formal signalised crossing facilities across Warren Road in the vicinity of the Site and bus stops for routes 110, 281 and 481. Crossing facilities are provided across Warren Road in the vicinity of bus stops, with dropped kerbs with tactile paving and a central refuge provided to ease the crossing of the road by pedestrians. It is recognised however, that these crossings do not afford any form of material safeguarding for pedestrians once crossing the road, i.e signalised controls stopping vehicles. As such, should it be considered necessary to LBRuT, the Applicant is willing to provide the necessary financial contribution to LBRuT to provide a single signalised crossing over Warren Road, envisaged to be located in a suitable location to the east or west of the junction between Warren Road and Kneller Road adjacent to the Site boundary.

Impact on Public Transport

6.5 As set out previously in Section 4, the location of the Site presents a significant opportunity for pupils and staff to make use of public transport, in the form of bus services and rail services from Whitton Station, Twickenham Station and Hounslow Station, all of which are within a 20-minute walk of the Site.

6.6 Within **Table 5.15** it can be seen that the proposed development future scenario of 1,000 pupils and 170 staff, is forecast to result in 150 AM peak (08:00-09:00) trips by rail and 146 AM peak (08:00-09:00) trips by public bus. As such, a review of trips against service frequencies has been undertaken for both rail and bus services alike.

Impact on Rail Services

6.7 Reviewing the rail interchanges of Twickenham, Whitton and Hounslow, it is considered that the most prominent stations which pupils and staff will make use of are that of Twickenham, which provides access to trains into London and out to areas to the south of Wimbledon and Kingston, as well as services westbound to Reading and Windsor & Eton Riverside, and Whitton, which provides access to London and Windsor & Eton Riverside, however is located closer to the Site. Hounslow provides access to areas including Brentford and Kew Bridge, but this is considered to present fewer locations for commuting pupils and staff.

6.8 As such, the approach has been made to assess these stations as Twickenham attracting 50% of rail trips, owing to the wider network of commuting stations which arrive to Twickenham, with 30% of trips attributed to Whitton, which is the closest station to the Site, and finally 20% of trips via Hounslow Station. Assessing the service frequency of each station as services per hour, making use of PTAL service frequency information, **Table 6.1** presents the number of trips attributed to each station by the Site during the busiest peak (AM peak), the services per hour to each station and the associated additional passengers per service which the Site would generate in the future scenario of 1,000 pupils and 170 staff.

Table 6.1: AM Peak (08:00-09:00) Trips per Service per Rail Station

Station	Trips per Station	Services (per Hour)	Additional Passengers per Service
Twickenham Station	75 trips (50%)	18.98 services	3.95 passengers
Whitton Station	45 trips (30%)	7.63 services	5.90 passengers
Hounslow Station	30 trips (20%)	6.99 services	4.29 passengers

6.9 As can be seen within **Table 6.1**, the anticipated maximum increase in passengers per services will be 6 passengers (5.90) utilising Whitton Station. This level of additional passengers is not considered to represent a material increase in rail users, particularly as based on existing catchment information, many of these trips will be westbound and heading away from central London and against the general commuter tide heading the other direction into London in the AM peak.

6.10 It is pertinent to note that the existing Radnor House School pupils make use of services into Twickenham Station, which also comprise services through to Whitton Station. As such, the additional passengers per service may in practice be lower than the assessment included within Table 6.1, albeit in any case, the assessment does not indicate a significant increase in passengers.

Impact on Bus Services

6.11 Located within walking distance of the Site are TfL bus services 110, 281, 481 and H22. It is recognised from a review of these routes that all provide connections to key catchment areas recognised for the existing Radnor House School, as detailed further within the below section. Reviewing timetable information for each service, it is recognised that the bus stops adjacent to the Site receive a total of 16.5 services per hour. Based on the 1,000 pupil and 170 staff future scenario AM peak, which estimates 146 trips by public bus, it is estimated that the development will result in an additional 9 passengers (8.8) per service.

6.12 Appreciating this is a high-level assessment as to bus loading in relation to the Site and the potential for 9 additional passengers per service during the AM peak hour in the future scenario, discussions with TfL Buses are ongoing and the Applicant is committed to ensuring the development does not result in a material impact on the local public transport network.

6.13 As such, the Applicant is willing to provide the necessary financial contributions to TfL Buses to ensure service capacities on each route during school peak hours are not materially impacted. This alongside travel planning at the School will ensure appropriate mitigation measures are in place to enable the local bus network to continue to operate effectively and efficiently. Discussions with TfL Buses will continue and the necessary relevant contributions will be discussed and agreed prior to determination of the Planning Application for which this TA has been prepared.

6.14 It is pertinent to note that the three existing Radnor House School bus services, which will be retained for the Kneller Hall Site, as well as the proposed additional six bus services for pupils will provide coverage for the public bus routes noted above. **Figures 6.1, 6.2, 6.3 and 6.4** below present the routing maps of public bus services 110, 281, 481 and H22 respectively.

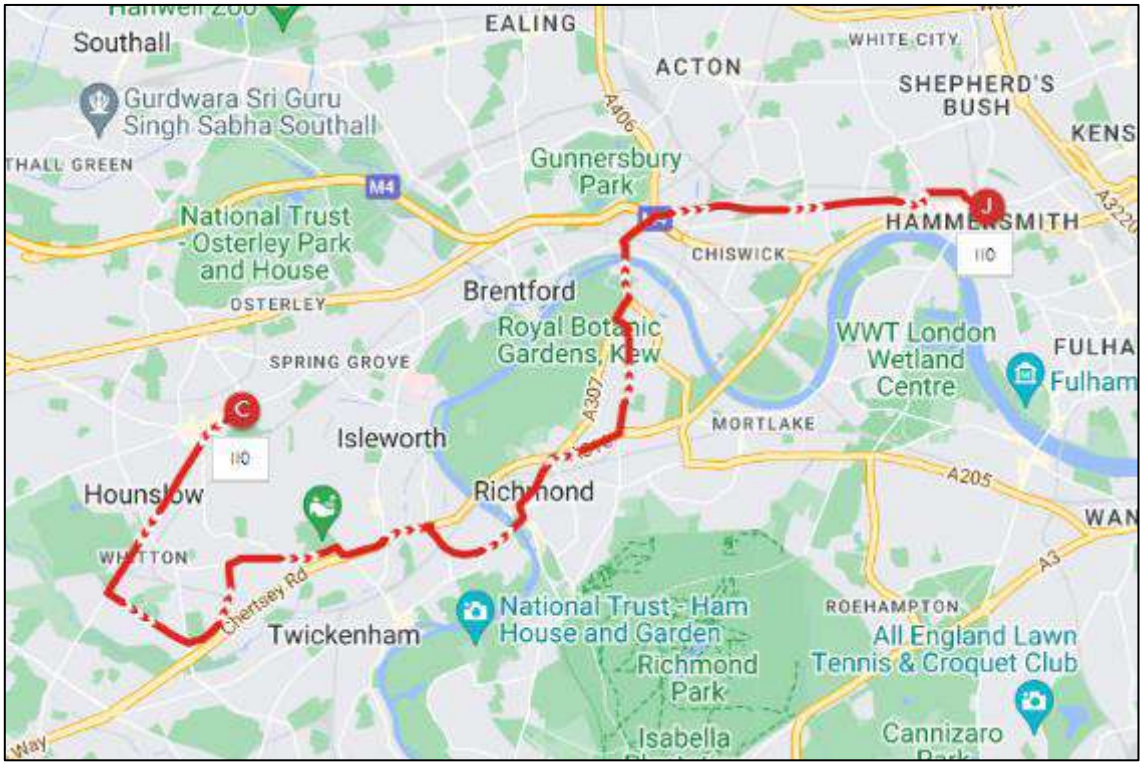


Figure 6.1: Bus Route 110

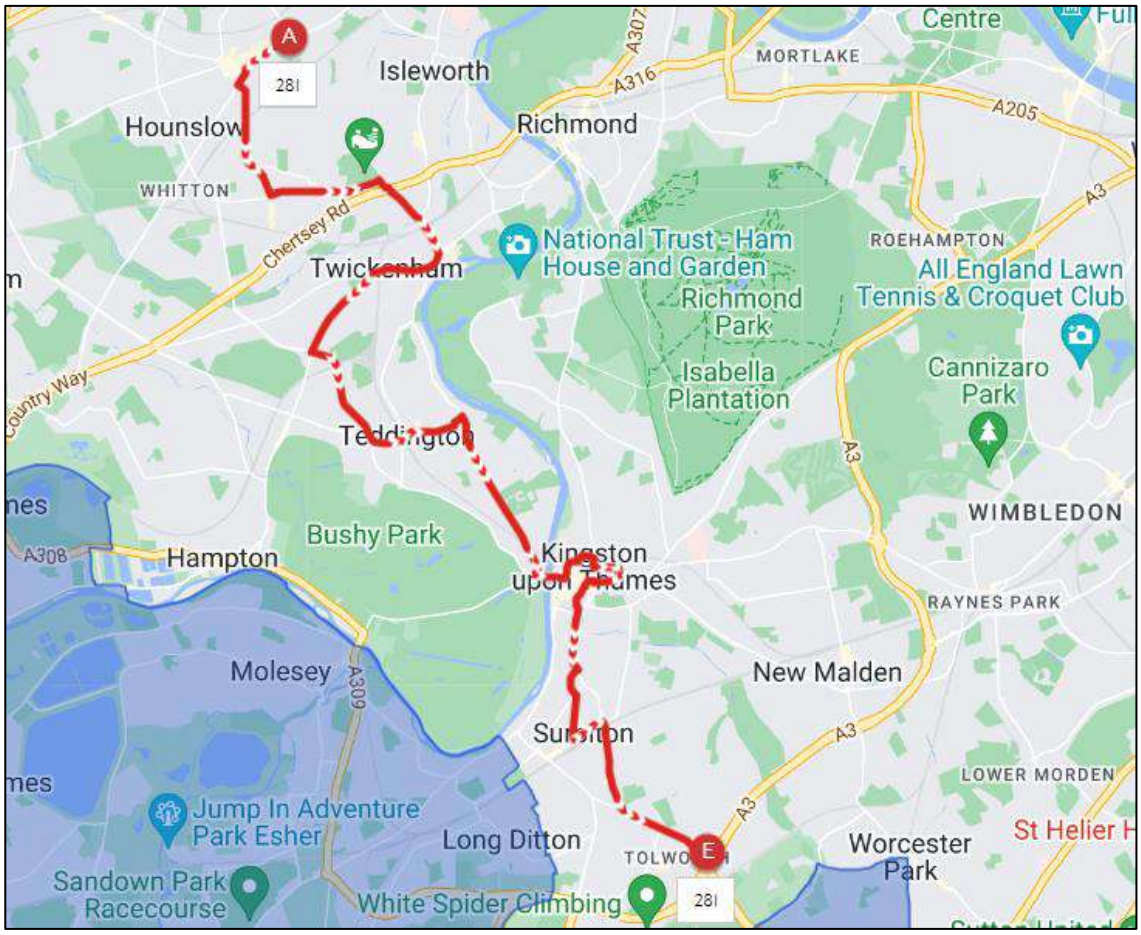


Figure 6.2: Bus Route 281

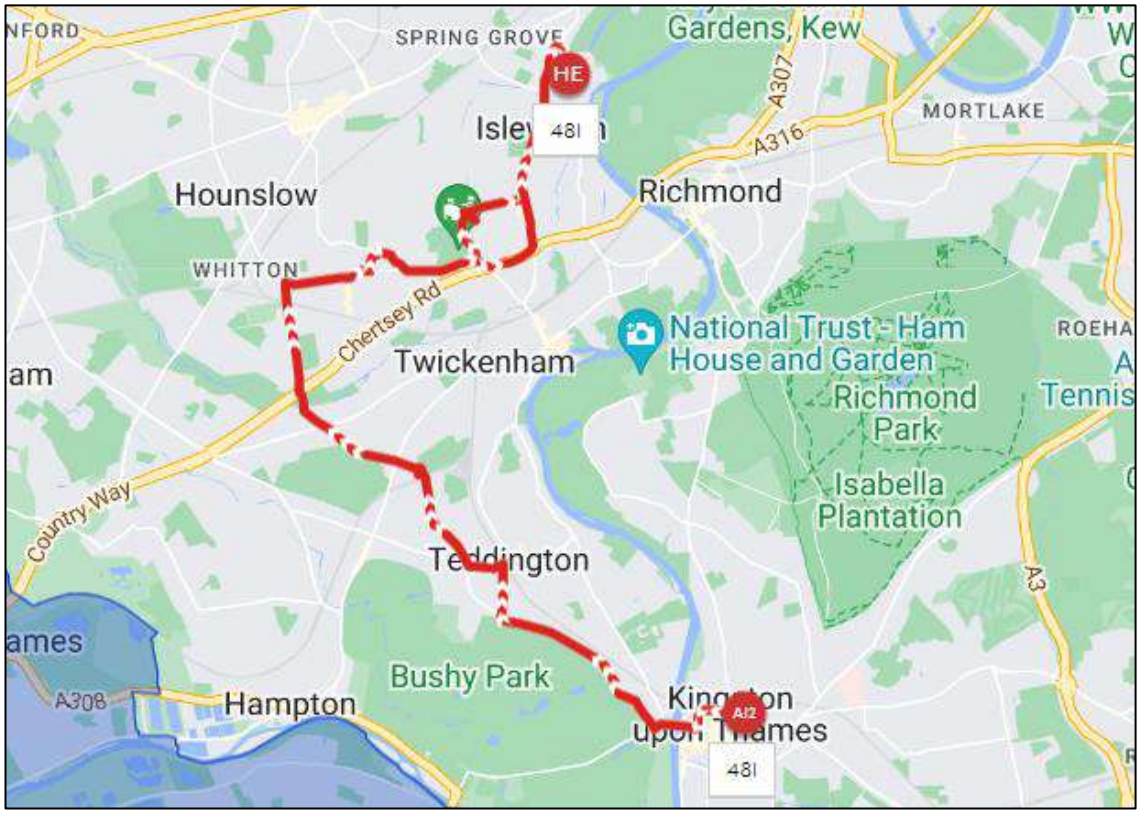


Figure 6.3: Bus Route 481

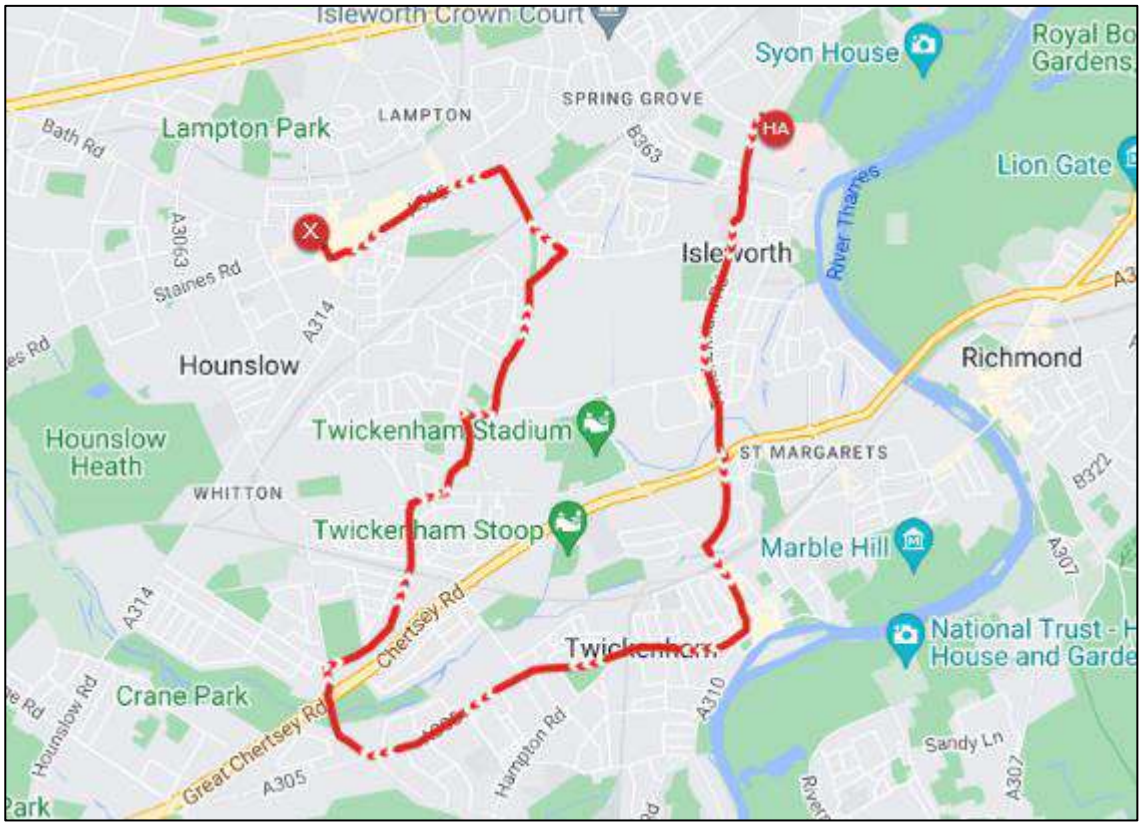


Figure 6.4: Bus Route H22

6.15 The bus routes which are available locally to the Site provide routing to Hammersmith, Tolworth, Kingston upon Thames and the Twickenham area. Included in **Figure 6.5** below is an extract from **Appendix F**, which presents the existing three Radnor House School bus routes. As can be seen by this, the routing provides connections to Richmond and through Chiswick, reducing the need for the use of bus route 110 by pupils. Additionally, access to the school from the Wimbledon and Fulham areas can be achieved, whereby reliance on rail and private car would be necessary without these routes.

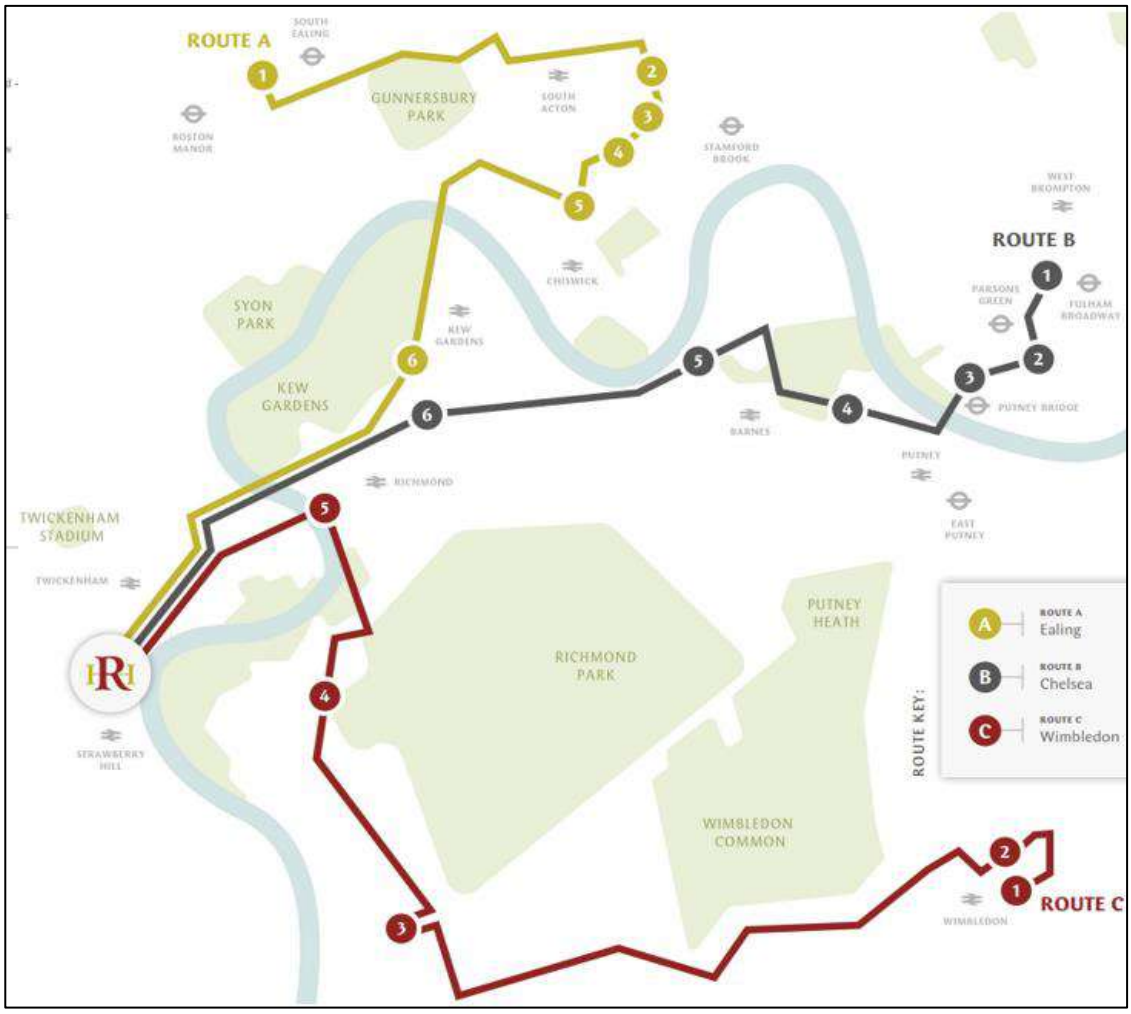


Figure 6.5: Existing Radnor House School Bus Service Routes

6.16 Beyond the opportunity to reduce pupil reliance on route 110, the schools' proposed six additional routes will not only provide opportunities for bus travel within the more local setting but will also encompass areas not currently covered, including to the south towards Tolworth and Ewell, to the north to Hounslow and to the west towards Egham and Staines. **Figure 6.6** below presents theoretical bus routing for these additional routes as provided by the School.

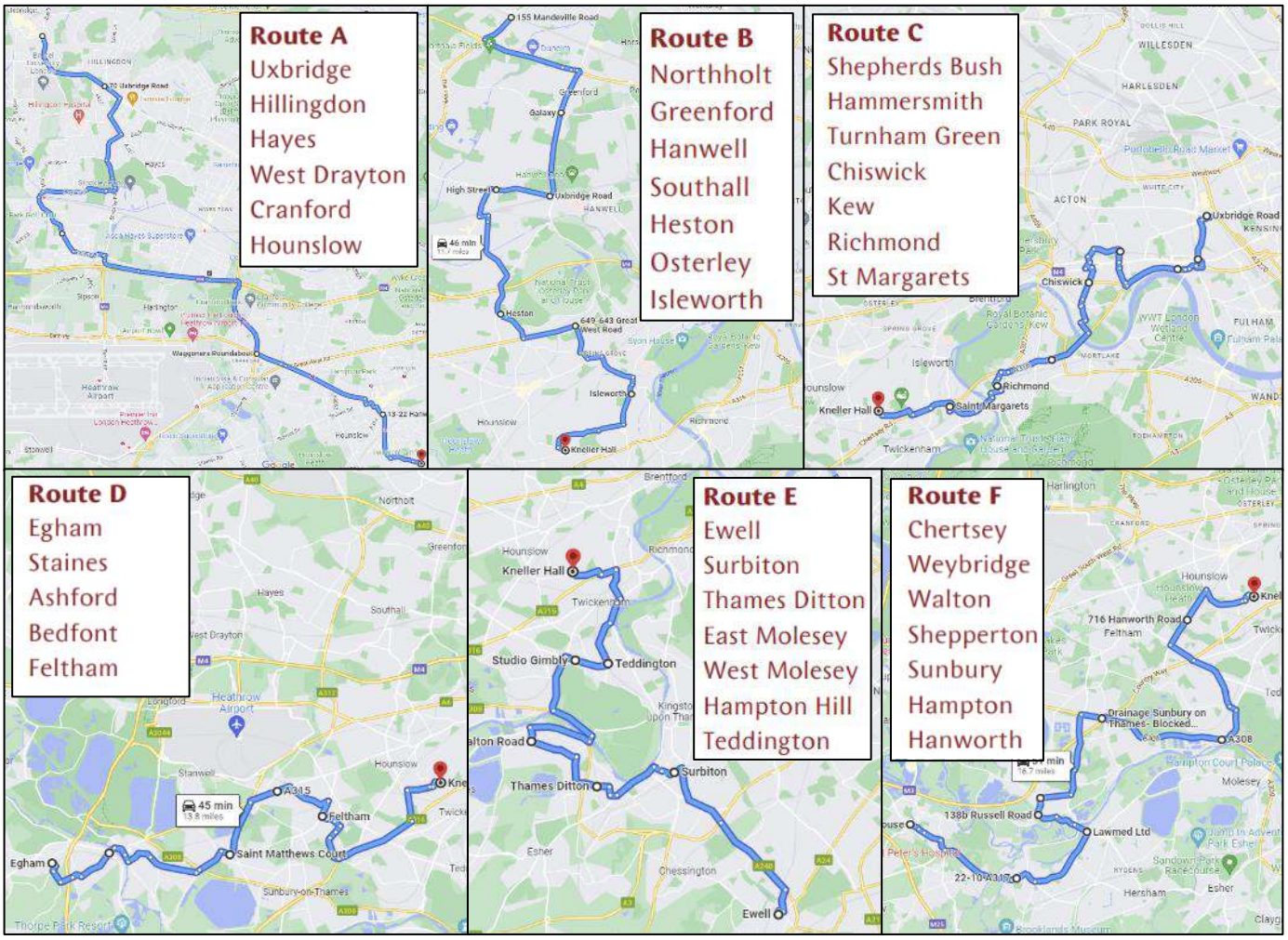


Figure 6.6: Potential Routing of Future School Bus Services at the Site

6.17 These bus routes will be implemented from the opening of the School, subject to pupil uptake, and will be monitored as the School grows over the first seven years, to ensure that not only are all pupils aware of the bus routes, but the capacities of each route are monitored, to ensure space on services can be afforded to pupils. It is anticipated that the initial approach will use minibuses, with coaches provided in later years if required to meet demand on each route.

6.18 As these routes are not finalised, it provides the opportunity for routes to be adjusted to meet the demand of the growing school pupil catchment, with routes altered to ensure the largest catchment of pupils can be reached by school bus services.

6.19 As such, it is anticipated that the approach to not only providing viable travel alternatives to private car is appropriate, but also that the requirement for pupils to rely on public transport will be reduced, with school buses to take precedent to pupils in their travel choice.

Impact on Local Highway Network

Car Parking

6.20 The existing Kneller Hall site provides approximately 121 marked car parking spaces across the sites' hardstanding areas, as well as two 6-door garages.

6.21 The development has been designed to enable a car parking provision which will meet the demand for car parking by staff in the future scenario, whilst also being conscious of the aim to promote active and sustainable travel to staff, with 40 parking spaces proposed. The Site will also retain an area of hardstanding which is currently marked for use by 32 cars, which will remove marked spaces but will be retained as multi-use hardstanding for pupil play space, school activities, coach pick-up/drop-off parking and for use intermittently outside of school open times, such as for short-term parking for parent's evenings.

6.22 As outlined within the trip generation assessment above, the Site, without the proposed travel planning tools to reduce private car use by staff, is anticipated to receive 38 cars per day in the future 1,000 pupils and 170 staff scenario. As such, the provision for parking on-site is sufficient.

6.23 Sixth Form pupils have the potential to also generate the need for car parking, with those pupils over 17 legally able to drive with a license. As such, a key element to travel planning at the School will be to make it absolutely clear that no pupils are allowed to travel to the Site by car and are strongly advised to avoid parking on local streets, through strict monitoring of pupil activity. If it is recognised that a pupil is driving to school and parking on-street locally, the school will speak with the pupil and parents to discuss travel arrangements and seek more appropriate alternatives to private car use on an individual basis.

6.24 Notwithstanding this, as recognised within **Table 3.1**, the local highway network has significant available capacity throughout the day, with the busiest period recorded being an occupancy level of 73% between the hours of 18:00-19:00, where there was still space for a further 139 cars to park. Within this, the LBRuT recognised threshold of parking stress is 85% and before this is met, a further 62 cars could park on-street locally. As such, while all efforts will be made to ensure staff and pupils do not park on-street locally, in the event that this did occur, it would not materially impact the local highway network.

Drop-Off Arrangement

6.25 In order to ensure the development does not result in cars parking on-street locally to pick-up/drop-off pupils, the provision of a suitable drop-off area has been included within the design of the scheme, as can be seen within **Appendices A and D**. This drop-off/pick-up area can accommodate 14 vehicles and the approach access road within the Site can accommodate 25 vehicles before vehicles would back up onto the local highway network, as can be seen within the capacity plan included at **Appendix E**. When considering the short wait time and staggering of arrivals and departures across each school peak hour, is considered to provide sufficient on-site space for vehicle pick-up/drop-off management.

6.26 Details of the drop-off strategy is included within the School Travel Plan to ensure parents and pupils understand the way in which they should drop-off and pick-up, in the event they use a private car to reach the Site (which will be discouraged).

Junction Modelling

6.27 Following pre-application feedback received from LBRuT, junction modelling in the form of ARCADY, PICADY and LINSIG modelling has been undertaken to assess the local highway network and the developments' impact on opening year (520 pupils) and in the full future year scenario (1,000 pupils). The modelling studies undertaken are as follows:

- PICADY assessment of the existing south access to the Site from Kneller Road;
- PICADY assessment of the B361 Kneller Road priority junction to the west of the south Site access;
- PICADY assessment of the proposed re-opening of the access onto Whitton Dene from the Site;
- ARCADY assessment of the B361 Kneller Road/Nelson Road mini-roundabout;
- LINSIG analysis of the following wider network junctions:
    - A310 Cross Deep/A305 Heath Road;
    - A305 York Street/A310 London Road;
    - A310 London Road/B361 Whitton Road;
    - B361 Whitton Road/A361 Chertsey Road
    - B361 Whitton Road/Rugby Road

- A316 Chertsey Road/St. Margaret's Road; and,
- A316 Chertsey Road/London Road.

6.28 These assessments, as requested by LBRuT, assess the baseline scenario of 2022 when surveys had been undertaken, as well as opening year (2023) with the anticipated opening year pupil numbers (520 pupils 100 staff), and the future year scenario (1,000 pupils and 170 staff), which is anticipated to be no sooner than 2029. These opening and future year scenarios also incorporate TEMPRO growth factors of 1.0095 for 2023 and 1.0631 for 2029.

Highway Network Surveys

6.29 In order to undertake the modelling assessments outlined above, Automatic Traffic Count surveys (ATC's) and Junction Turning Count surveys (JTC's), including queue lengths have been undertaken.

6.30 Locally to the Site, ATC's were installed on Kneller Road to the south and west of the Site, as well as on Whitton Dene. These surveys covered a weeklong period during school term time, between 25th June 2022 and 1st July 2022, to establish information such as traffic volume, classification of vehicles and vehicle speeds.

6.31 In addition to ATC's, JTC surveys are undertaken for the junction between Kneller Road/Warren Road to the south and Kneller Road to the west, as well as for the junction between Kneller Road and Whitton Dene and the junction between Kneller Road and Nelson Road, both of which are to the west of the Site. These surveys were undertaken on the 26th June 2022 between the hours of 07:00-10:00 and 15:00-19:00 to cover the typical network peak periods and the times in which arrival and departure activity will occur at the school. The scope of the local ATC and JTC surveys is indicated in **Figure 6.7** below, and a copy of the full ATC and JTC survey data is included at **Appendix L**.

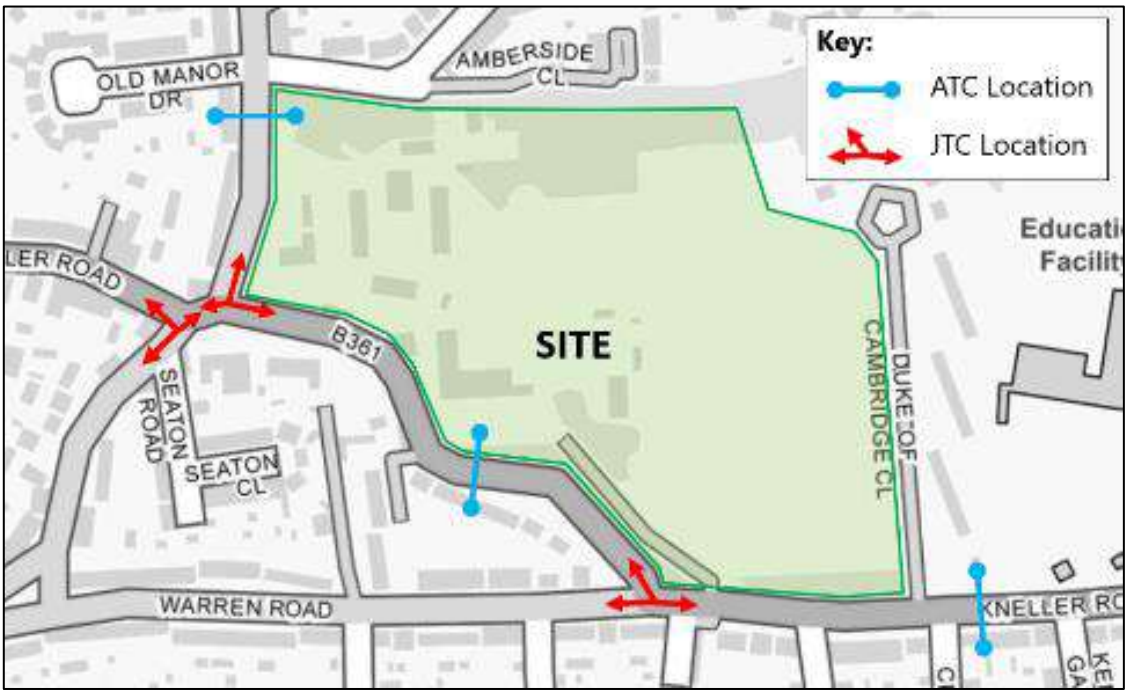


Figure 6.7: ATC and JTC Survey Locations Plan

6.32 In addition to the above, ATC surveys have been undertaken between 15th July 2022 and the 22nd July 2022, on the A316 Chertsey Road, west of the Whitton Road Roundabout junction (ATC 1), on the A316 The Avenue, east of the St Margaret's Roundabout junction (ATC 2), and on the A310 London Road, south of Twickenham Station (ATC 3). **Figure 6.8** presents the location of these surveys.

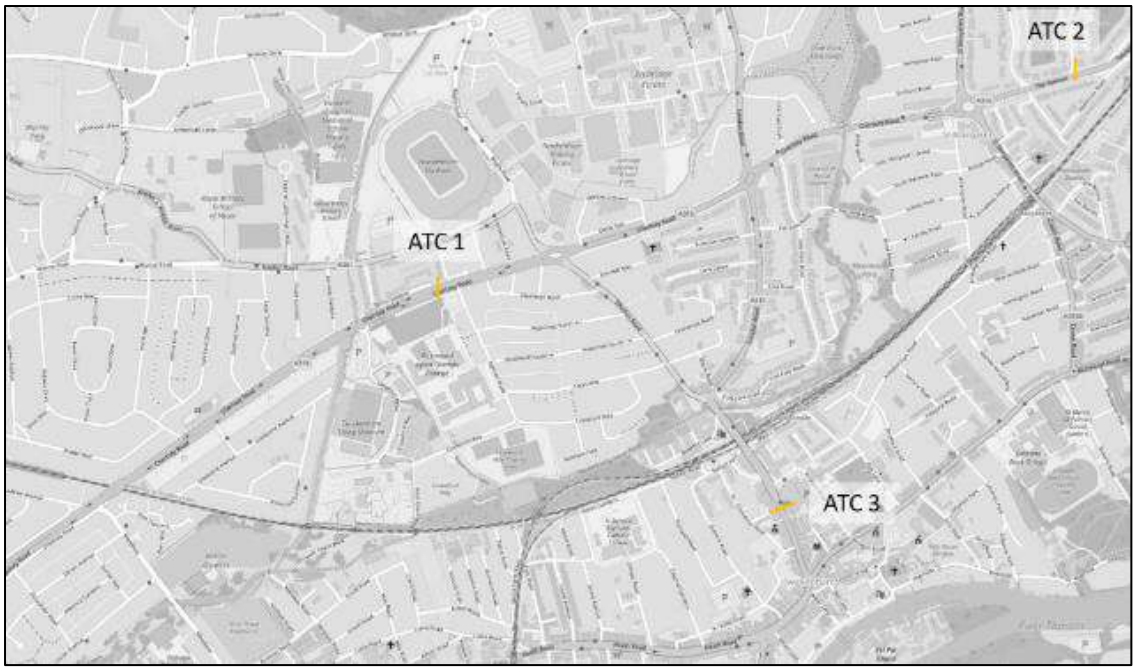


Figure 6.8: ATC Survey Locations

6.33 In addition, JTC surveys were undertaken on the 14th July 2022 between the hours of 07:00-10:00 and 14:00-19:00 as shown within **Figure 6.9** and summarised below.

- JTC 1 – A310 Cross Deep/Heath Road
- JTC 2 – A310 London Road/A305 King Street
- JTC 3 – A310 London Road/B361 Whitton Road
- JTC 4 – A316 Chertsey Road/B361 Whitton Road
- JTC 5 – B361 Whitton Road/Rugby Road
- JTC 6 – A316 Chertsey Road/St Margaret's Road
- JTC 7 – A316 Chertsey Road/London Road

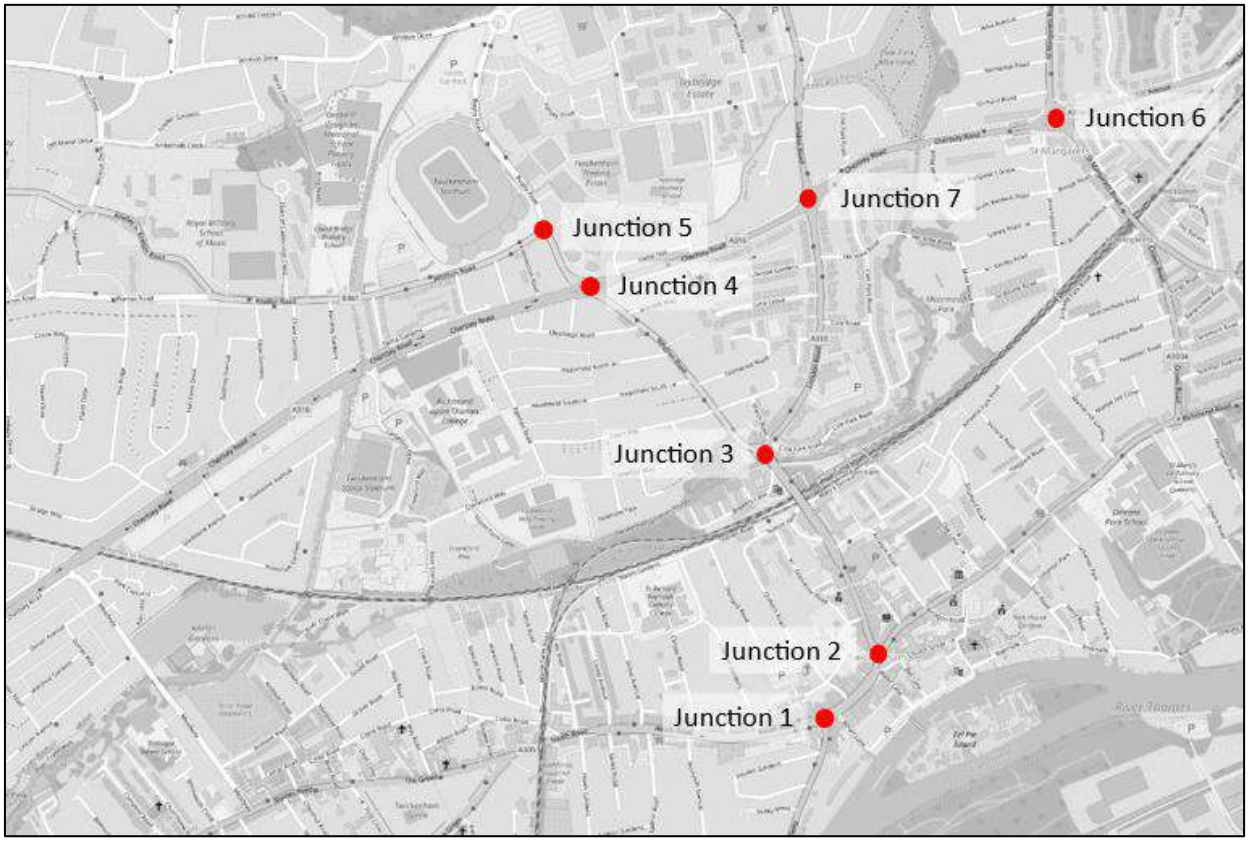


Figure 6.9: Junction Turning Count Locations

Summary of Junction Modelling Results

6.34 The junction modelling undertaken as requested by LBRuT has been undertaken in two phases as follows.

Phase 1 – PICADY and ARCADY Modelling Assessments (Priority Junctions)

6.35 The first phase of modelling relates to the local highway network which surrounds the site, as proposed by the Applicant at pre-application discussions which were informed by a Transport Scoping Report. This comprises the four junctions identified in paragraph 6.27 above and which include priority junctions modelled using the PICADY and ARCADY programs.

6.36 To model the local priority-controlled junctions, the development traffic as set out in Section 5 for each relevant scenario has been applied to the existing network traffic, with the addition of traffic growth for the assessed future years. The junction assessments therefore consider the following scenarios:

- 2022 Base Traffic (as surveyed);
- 2023 Base Traffic + Growth;
- 2023 Base Traffic + Growth + Development;
- 2029 Base Traffic + Growth; and,
- 2029 Base Traffic + Growth + Development.

6.37 The base models have been validated against queue lengths which were observed as part of the traffic surveys.

6.38 The modelling results demonstrate that for the three junctions below, all the scenarios assessed operate with limited or no material variation in capacity. As can be seen from the modelling results at **Appendix M,** the recorded levels of service are retained at an 'A' or 'B' rating, indicating no issue with capacity.

- PICADY assessment of the B361 Kneller Road priority junction to the west of the south Site access;
- PICADY assessment of the proposed re-opening of the access onto Whitton Dene from the Site; and,
- ARCADY assessment of the B361 Kneller Road/Nelson Road mini-roundabout.

6.39 The only assessment which sees a material variance in capacity and level of service is that of the south access to the Site on Kneller Road. This access is currently not in use but would become the main point of entry/exit for vehicle activity associated with the school. **Table 6.2** provides a summary of the PICADY modelling results for this junction.

Table 6.2: PICADY Assessment Summary of Southern Site Access*										
Junction Arm	**2022 Surveyed**		**2023 Base + Growth**		**2023 Base + Growth + Dev**		**2029 Base + Growth**		**2029 Base + Growth + Dev**	
	RFC	**Q**	**RFC**	**Q**	**RFC**	**Q**	**RFC**	**Q**	**RFC**	**Q**
School AM Peak (08:00-09:00)										
Site Access to Kneller Road (B-AC)	0.00	0.00	0.00	0.00	0.48	1.0	0.00	0.00	0.86	6.0
Kneller Road to Site Access (C-AB)	0.00	0.00	0.00	0.00	0.20	0.5	0.00	0.00	0.36	0.9
Average Delay (s /veh)	0.00		0.00		13.66		0.00		36.97	
School PM Peak (16:00-17:00)										
Site Access to Kneller Road (B-AC)	0.00	0.00	0.00	0.00	0.36	0.6	0.00	0.00	0.60	1.7
Kneller Road to Site Access (C-AB)	0.00	0.00	0.00	0.00	0.15	0.4	0.00	0.00	0.26	0.7
Average Delay (s /veh)	0.00		0.00		11.15		0.00		16.62	

**Note that the queue (Q) is in passenger car unit (PCU) and RFC denotes 'Ratio of Flow to Capacity'.*

6.40 The results of the junction assessment as summarised in Table 6.2 indicate that the main Site access junction on Kneller Road will operate within capacity in all scenarios considered despite an increase in the Ratio of Flow to Capacity (RFC) and queuing (Q). It can therefore be concluded that the retained access in its existing state will be sufficient to accommodate the proposed development in addition to a gradual increase of background traffic from the opening year up to a future year under the 1,000-pupil scenario.

6.41 It is pertinent to note that the highest RFC of 0.86 and queue of 6 PCU would only be reached in the 2029 future year scenario with background traffic growth and assuming the school reaches 1,000 pupils. Even then, this would occur on the internal access road of the Site access within the development, rather than on the public highway. Therefore, any impacts arising with regards to queuing and delay would not materially affect Kneller Road itself and the operation of the highway, but rather be contained within the Site.

6.42 Based on the above, the proposals are not considered to present a materially detrimental or severe impact upon the capacity of the local highway network, and the Site access junction (and other local priority junctions assessed) do not therefore require any highway improvements or mitigation.

Phase 2 – LINSIG Modelling Assessments (Signalised Junctions)

6.43 Phase 2 of the junction assessment work comprises LINSIG modelling of the wider strategic highway network and junctions which are signal controlled, as also outlined within paragraph 6.27 above. Whilst the phase 2 modelling was not included in the original Transport Scoping Report, this element of junction assessment work was subsequently requested by LBRuT.

6.44 The Applicant has agreed to include the additional junction assessments for phase 2 in principle but also subject to agreement with TfL who are the traffic signal authority for London and would therefore need to audit and validate any modelling assessments. It has been agreed between the Applicant and TfL that the Model Auditing Process (MAP) will be progressed, and a separate supplementary submission made specifically for this exercise. It is intended that the audit process would be concluded with TfL prior to determination of the planning application.

6.45 The approach to providing the phase 2 modelling assessments as a supplementary submission has been taken to ensure the planning application is not withheld and can be submitted and determined in good time prior to the school's planned opening in September 2023. It also considers receipt of pre-application feedback from LBRuT on the 25th of August 2022 and the anticipated timescales following discussions with TfL to ensure that as the traffic signal authority, they can sufficiently resource and conclude the auditing process, which has not been possible prior to submission of the planning application. In this respect, the Applicant would welcome on-going discussions with LBRuT and TfL to conclude the phase 2 (and phase 1) junction assessments to enable the effects of the proposed development to be fully understood and mitigated should that prove necessary and appropriate.

7 SUSTAINABLE TRANSPORT MEASURES AND MITIGATION

7.1 The following measures are proposed at the Site in order to mitigate any traffic and transport impacts associated within the proposed development.

Staff and Pupil Travel Plans

7.2 Staff and pupils at the School will be encouraged to travel by sustainable modes through the implementation of a School Travel Plan and a Staff Travel Plan. Draft versions of both Travel Plans have been prepared by Caneparo Associates and are included as separate documents as part of the planning application.

7.3 The Travel Plans have been prepared in accordance with TfL's guidance concerning new development in London and in recognition of the STARS accreditation scheme for schools.

Aims and Objectives

7.4 The primary objective of the Travel Plans will be to set out long-term strategies to facilitate and encourage modes of travel to the Site by means other than the private car, which reflects current policy. It will also seek to promote a shift from travel by public transport to Site operated transport and active modes such as walking and cycling.

7.5 The Travel Plan strategies allow for adaptability to ensure relevance over the long term as changing travel habits occur. The Travel Plans will use a combination of incentives, improved facilities, and initiatives in order to change individual's attitudes to more sustainable travel modes.

Measures and Initiatives

7.6 The initiatives and measures that form part of the Travel Plans will be a mixture of 'hard' and 'soft' measures.

7.7 The 'hard' measures include the provision of facilities such as safe and secure cycle parking, showers/lockers, and changing rooms. The 'soft' measures include initiatives such as cycle training courses and providing information on school bus services, the implementation of staff car sharing and pupil lift schemes, and local walking and cycling routes.

7.8 The Travel Plans will be finalised and agreed prior to the occupation of the development.

Delivery, Servicing and Waste Management Plan

7.9 In order to ensure that the impact of servicing is minimised, the Applicant will implement a Delivery, Servicing and Waste Management Plan (DSWMP). A Draft DSWMP has been submitted with the planning application.

7.10 The purpose of the DSWMP is to mitigate the potential impacts of servicing activity associated with the development. The key aims and objectives of the DSWMP are:

- To minimise disruption to the local and strategic highway network.
- To ensure that the servicing area is continuously and effectively managed to ensure safe access and egress as well as safe manoeuvres within the on-site servicing space.
- To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network.
- To ensure that waste can be collected in an efficient manner, to ensure that vehicle dwell times are reduced.
- To ensure that bins are available for collection in advance of collection, to assist with collection operatives.

Outline Framework Demolition, Construction Management and Logistics Plan

7.11 As part of the planning application submission an Outline Framework Demolition, Construction Management and Logistics Plan (CMLP) has been prepared. The CMLP outlines the construction logistics of the development and mitigating measures to actively manage the construction vehicles on the local highway network.

7.12 The CMLP seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, local schools, members of the public and visitors to the Site as well as other users of the adjacent highway network.

7.13 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area. It will also be a requirement for Contractors to be registered with the Freight Operator Recognition Scheme (FORS) and the Construction Logistics Community Safety (CLOCS) initiative.

7.14 All aspects of the CMLP are preliminary and will be finalised with the Council by way of a planning Condition or legal agreement prior to commencement of the development, by which time a contractor will have been appointed to provide the necessary input.

Highway Improvements

7.15 The Applicant is willing to agree a series of highway improvements with LBRuT as considered reasonable and necessary to make the development acceptable in planning terms. The following potential improvements are the result of the work undertaken to inform the design of the development and in assessing its impacts. It is anticipated that this will include the following works:

- Widening of the existing dropped kerb crossover at the Whitton Dene access to be re-opened. This will include a dropped kerb crossover with tactile paving.
- Improved pedestrian management on Kneller Road at the western pedestrian access. The existing vehicle crossover will remain to provide emergency access to the Site.
- Potential for surface treatment and dropped kerb provisions at the existing south access to the Site on Kneller Road.
- Potential for implementation of signalised crossing over Kneller Road to the south of the Site, to provide a controlled crossing opportunity for pupils who arrive from the south.

7.16 The above highway improvements will be discussed and agreed with LBRuT and TfL prior to determination of the planning application.

School Bus and TfL Bus Mitigation

7.17 The school will operate nine bus services, as outlined within this TA, which will provide the opportunity for pupils to travel to school by means other than private car and public transport. This approach has been taken to ensure that not only does the school operate in a sustainable manner, promoting the use of non-car modes to pupils and parents, but also to ensure that the schools' impacts upon the local highway and public transport network are limited as much as possible.

7.18 Further to the implementation of nine bus routes, the Applicant is also in discussion with TfL Buses and will continue discussions to ensure that the local bus network is not unduly affected by the implementation of the school and additional passenger loading. The Applicant is willing, as necessary, and appropriate, to consider a financial contribution by way of a legal agreement towards improvements to local bus services during the weekday peak hours commensurate with the scale and nature of any potential effects of the proposed development,

Community Use

7.19 A significant and tangible benefit of the proposals is the delivery of well-maintained green sports pitches, internal sports facilities, and an indoor swimming pool. These spaces and facilities will be for use by the school during typical school hours in term time, but otherwise available for use by the local community as per the agreed terms of use between the school and LBRuT.

7.20 The community will also benefit from the revitalisation of what is currently a vacant and dilapidated Site, with improved greening and landscaping throughout, maintenance of all boundary treatments and the enhancement of the Kneller Hall building itself. In combination with the opening of parts of the site and facilities to the public and local community outside of the school's hours of operation, there will be benefits to active travel, health and fitness and general wellbeing. All these benefits feed into the previously identified Healthy Streets indicators (see Figure 4.6) and will be available to all users of the school and Site for a variety of purposes and secured in perpetuity.

8 SUMMARY AND CONCLUSION

Summary

8.1 This Transport Assessment ('TA') has been prepared by Caneparo Associates on behalf of Dukes Education Group Ltd (the 'Applicant') in support of an application for the proposed redevelopment of Kneller Hall, Twickenham ('the Site'), within the London Borough of Richmond upon Thames (LBRuT).

8.2 The Site comprises the Grade II listed Kneller Hall, various ancillary buildings, open space, playing fields and services area, which was previously occupied by the Royal Military Music School for residential accommodation. The proposed development is for the following:

"The demolition of existing modern buildings on the site and the conversion of Kneller Hall and other ancillary buildings associated with the Royal Military Music School to a day school (use Class F1), together with the construction of associated new purpose-built buildings including teaching space, indoor sports facilities and sporting pavilion, and other ancillary works including landscaping, access and energy centre."

8.3 The Site is located within Twickenham and is within a 20-minute walk of Twickenham Station, Whitton Station and Hounslow Station. A Healthy Streets Assessment was undertaken and reviewed the walking and cycling routes to key destinations in the surrounding area and it was found that the surrounding environment is generally positive with respect to active modes, however some minor improvement works could be undertaken on the various routes that would improve the surrounding infrastructure for pedestrians and cyclists.

8.4 The proposed development will provide 40 car parking spaces (4 disabled spaces) on-site for use by staff, as well as 3 disabled parking spaces on-site for use by visitors, to be located at the front of the Site accessible from the drop-off area. Pupils will be expected and advised to not travel to school by private car should it require parking, as no on-site parking is provided for pupils.

8.5 Cycle parking will be provided in accordance with London Plan standards, with cycle stores located across the Site in suitable locations near the staff entrance and close to teaching blocks. Short-stay cycle parking will be provided for users within the pedestrian and cyclist courtyard entrance to the west of Kneller Hall.

8.6 The trip generation assessment looked at the year 1 scenario of 520 pupils and 100 staff, and the future year scenario of 1,000 pupils and 170 staff. The future year assessment recognised that during the busiest peak hour (AM peak 08:00-09:00), 150 trips will be by train, 146 by public bus, 246 by school bus and 206 two-way trips will be by private car.

8.7 As such, the necessary mitigation for public bus operations will be discussed and agreed with TfL Buses prior to determination of the application. The Site proposed a suitable drop-off area to enable the management of all private car movements during peak hours so as to ensure no vehicles back onto the local highway network. The Site will also implement an additional 6 school bus routes to provide alternatives to travelling by public transport and private car to reach the Site.

8.8 To assess whether or not the development will impact the local highway network from a traffic impact perspective, ARCADY and PICADY modelling of the local highway network around the Site has been undertaken, which, as included within Section 6, does not result in a materially detrimental or severe impact. A second phase of LINSIG modelling for the wider strategic network and signalised junctions will follow within a supplementary submission prior to determination of the planning application and as part of an on-going auditing process with TfL as the traffic signal authority for London.

8.9 All servicing and waste collection will take place on-site from the staff access onto Whitton Dene. The servicing demand of the Site is not considered to be high, with circa 5 deliveries per day anticipated.

8.10 The implementation of staff and pupil Travel Plans will serve to promote sustainable travel to the development and reduce any impact on the highway through implementing a set of measures to further encourage travel to / from the Site by active modes of travel. Submitted alongside this TA are draft Staff and Pupil Travel Plan documents, outlining the proposed measures and initiatives to be implemented at the School.

8.11 The School will also implement a Delivery and Servicing Plan and a Construction Logistics Plan to manage servicing and construction vehicle activity respectively. Draft versions of each document have been submitted alongside this TA, with final versions to be subject to planning conditions.

Conclusion

8.12 In conclusion, through the implementation of on-site travel planning and mitigation, the proposed development will not have a detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, regional and local policy guidance.

8.13 It therefore meets the test of the NPPF and paragraph 111, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

8.14 In light of this, the proposed development is considered to be acceptable and should be supported on transport grounds.

Appendix A

LEGEND

PLANNING APPLICATION RED LINE

METROPOLITAN OPEN LAND (MOL) DEMARKATION LINE

FENCE TYPES

EXISTING BOUNDARY TREATMENT TO BE RETAINED AND MADE GOOD.

3M HIGH TIMBER ACOUSTIC FENCE

3M HIGH WELD MESH FENCE TO ALL WEATHER HOCKEY PITCH

1.8M HIGH SECURE TIMBER ENCLOSURE TO CYCLE AND REFUSE STORES.

HARD LANDSCAPE

TARMAC

PERMEABLE PAVING

RESIN BOUND GRAVEL

ROUGH GRANITE SETT

ALL WEATHER PITCH

SOFT LANDSCAPE

EXISTING TREE (CATEGORY A)

EXISTING TREE (CATEGORY B)

EXISTING TREE (CATEGORY C)

PROPOSED PARKLAND TREE (64NO. ADDED)

PROPOSED ORNAMENTAL TREE

EXISTING TREE (32NO. REMOVED)

FLOWERING LAWN

AMENITY GRASS

WILDFLOWER MEADOW

EXISTING ACID GRASSLAND TO BE ENHANCED

INFILTRATION BASIN

STAGE 3

0 50m
1:1000

REVISION	DATE	DESCRIPTION	ARCHITECT	PARTNER
S0 P1	16/08/22	ISSUE FOR REVIEW	CM	CH
S0 P2	17/09/22	ISSUE FOR REVIEW	CM	CH
S0 P3	20/09/22	ISSUE FOR PLANNING	CM	CH

CHECK ALL DIMENSIONS AND VERIFY ON SITE. REPORT ANY ERRORS OR OMISSIONS

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JOB TITLE:
KNELLER HALL
-
-

DRAWING TITLE:
LANDSCAPE MASTERPLAN
-
-

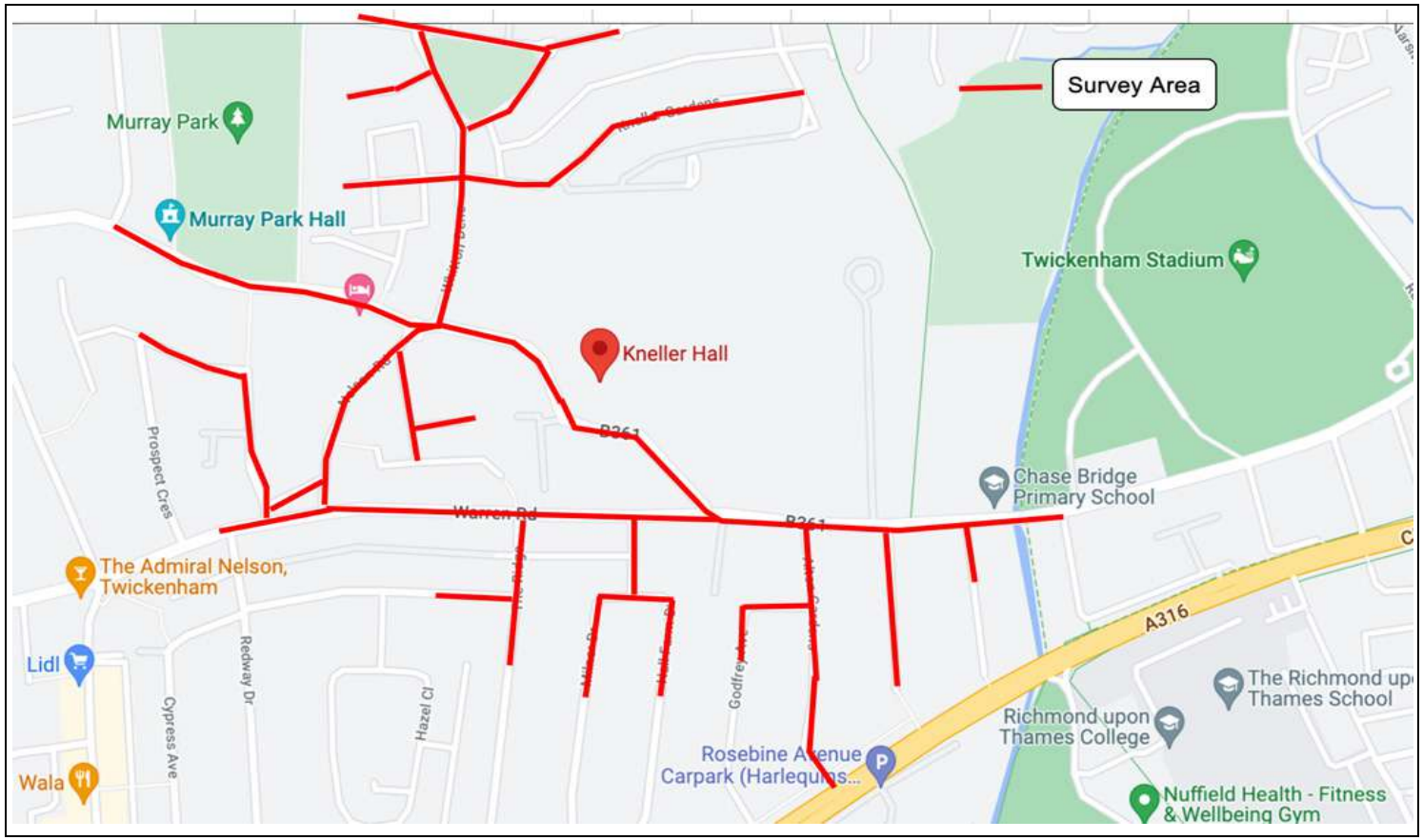
SCALE:	DRAWING SHEET SIZE:
1:1000	A1

JOB CODE:	DRAWING NUMBER:	REVISION:
001506	ADP-XX-XX-DR-L-1900	S0 P3

This line should measure 100mm along x and y axis when printed

Appendix B

Job ID	Project Name	Survey Type	Survey Dates	Survey Days	Survey Timings	Weather AM	Weather Inter Peak	Weather PM
IW0032	Kneller Hall, Twickenham	Parking Beats	16/03/2022	Wednesday	Beat once at 0730, 0800, 0830, 0900, 1200, 1530, 1600, 1630, 1700, 1730, 1800 and 1830hrs on each day	Rain	Rain	Rain
			17/03/2022	Thursday		Sunny	Sunny	Sunny



Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked												
				Wednesday 07:30	Wednesday 08:00	Wednesday 08:30	Wednesday 09:00	Wednesday 12:00	Wednesday 15:30	Wednesday 16:00	Wednesday 16:30	Wednesday 17:00	Wednesday 17:30	Wednesday 18:00	Wednesday 18:30	Wednesday 07:30
All Streets	Bus Stand	19	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	Bus Stop	130.7	20	4	4	5	5	4	4	5	4	4	4	4	4	16
	Disabled Bay	49.7	8	1	1	1	4	2	0	0	0	2	0	0	1	7
	Double Yellow Lines	1093	172	16	12	13	11	14	13	14	19	17	15	15	15	156
	Drop Kerb	1704.4	169	0	0	0	0	0	0	0	0	0	0	0	1	169
	Drop Kerb / White Line	16.2	3	0	0	0	0	0	1	0	0	0	0	0	0	3
	Electric Vehicles Only	15.6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	Keep Clear	7.7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	Narrow	195.2	34	2	3	0	0	1	1	1	1	1	1	0	0	32
	Pedestrian Crossing	153.2	3	1	1	1	1	1	1	1	1	1	1	1	1	2
	Permit Holders Only	74.2	13	3	3	9	10	4	2	4	3	2	2	1	2	10
	Resident Permit Holders Only	2762.5	488	366	355	367	358	334	344	346	359	364	371	364	374	122
	Road Works	82.3	16	0	0	0	0	0	0	0	1	1	1	1	1	16
	School Keep Clear	25.4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	Shared Users	23.5	4	0	3	3	3	4	0	1	0	0	0	0	0	4
	Single Yellow Lines	2198.8	321	62	60	57	59	61	62	69	61	61	62	71	70	259
	Single Yellow Lines / White Line	13.3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	Zigzag Lines	74.7	12	0	0	0	0	0	0	0	0	0	0	0	0	12
All Streets (Total) - Wednesday		**8639.4**	**1277**	**455**	**442**	**456**	**451**	**425**	**428**	**441**	**449**	**453**	**457**	**457**	**469**	**822**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked												
				Thursday 07:30	Thursday 08:00	Thursday 08:30	Thursday 09:00	Thursday 12:00	Thursday 15:30	Thursday 16:00	Thursday 16:30	Thursday 17:00	Thursday 17:30	Thursday 18:00	Thursday 18:30	Thursday 07:30
All Streets	Bus Stand	19	3	0	0	0	1	0	0	0	0	0	0	0	0	3
	Bus Stop	130.7	20	5	4	5	5	5	5	5	4	4	4	5	4	15
	Disabled Bay	49.7	8	2	1	1	1	2	2	2	2	1	1	1	1	6
	Double Yellow Lines	1093	172	17	12	13	15	14	10	11	13	15	19	16	13	155
	Drop Kerb	1704.4	169	0	0	0	0	0	0	0	0	0	0	0	0	169
	Drop Kerb / White Line	16.2	3	0	0	2	0	0	0	0	0	0	0	0	0	3
	Electric Vehicles Only	15.6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	Keep Clear	7.7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	Narrow	195.2	34	1	1	1	1	1	1	1	1	1	1	1	1	33
	Pedestrian Crossing	153.2	3	1	1	1	1	1	1	1	1	1	1	1	1	2
	Permit Holders Only	74.2	13	3	2	5	7	4	4	3	3	5	5	3	3	10
	Resident Permit Holders Only	2762.5	488	363	347	366	356	334	338	340	339	346	351	353	366	125
	Road Works	82.3	16	1	1	1	1	1	1	1	1	1	1	2	2	15
	School Keep Clear	25.4	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	Shared Users	23.5	4	0	0	2	3	3	0	1	0	0	0	0	0	4
	Single Yellow Lines	2198.8	321	59	53	54	49	55	61	60	65	68	75	70	71	262
	Single Yellow Lines / White Line	13.3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	Zigzag Lines	74.7	12	0	0	0	0	0	0	0	0	0	0	0	0	12
All Streets (Total) - Thursday		**8639.4**	**1277**	**452**	**422**	**451**	**440**	**420**	**423**	**425**	**429**	**442**	**458**	**452**	**462**	**825**

No. of Empty Spaces											Occu					
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30
3	3	3	3	3	3	3	3	3	3	3	0%	0%	0%	0%	0%	0%
16	15	15	16	16	15	16	16	16	16	16	20%	20%	25%	25%	20%	20%
7	7	4	6	8	8	8	6	8	8	7	13%	13%	13%	50%	25%	0%
160	159	161	158	159	158	153	155	157	157	157	9%	7%	8%	6%	8%	8%
169	169	169	169	169	169	169	169	169	169	168	0%	0%	0%	0%	0%	0%
3	3	3	3	2	3	3	3	3	3	3	0%	0%	0%	0%	0%	33%
3	3	3	3	3	3	3	3	3	3	3	0%	0%	0%	0%	0%	0%
1	1	1	1	1	1	1	1	1	1	1	0%	0%	0%	0%	0%	0%
31	34	34	33	33	33	33	33	33	34	34	6%	9%	0%	0%	3%	3%
2	2	2	2	2	2	2	2	2	2	2	33%	33%	33%	33%	33%	33%
10	4	3	9	11	9	10	11	11	12	11	23%	23%	69%	77%	31%	15%
133	121	130	154	144	142	129	124	117	124	114	75%	73%	75%	73%	68%	70%
16	16	16	16	16	16	15	15	15	15	15	0%	0%	0%	0%	0%	0%
5	5	5	5	5	5	5	5	5	5	5	0%	0%	0%	0%	0%	0%
1	1	1	0	4	3	4	4	4	4	4	0%	75%	75%	75%	100%	0%
261	264	262	260	259	252	260	260	259	250	251	19%	19%	18%	18%	19%	19%
2	2	2	2	2	2	2	2	2	2	2	0%	0%	0%	0%	0%	0%
12	12	12	12	12	12	12	12	12	12	12	0%	0%	0%	0%	0%	0%
835	**821**	**826**	**852**	**849**	**836**	**828**	**824**	**820**	**820**	**808**	36%	35%	36%	35%	33%	34%

No. of Empty Spaces											Occu					
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30
3	3	2	3	3	3	3	3	3	3	3	0%	0%	0%	33%	0%	0%
16	15	15	15	15	15	16	16	16	15	16	25%	20%	25%	25%	25%	25%
7	7	7	6	6	6	6	7	7	7	7	25%	13%	13%	13%	25%	25%
160	159	157	158	162	161	159	157	153	156	159	10%	7%	8%	9%	8%	6%
169	169	169	169	169	169	169	169	169	169	169	0%	0%	0%	0%	0%	0%
3	1	3	3	3	3	3	3	3	3	3	0%	0%	67%	0%	0%	0%
3	3	3	3	3	3	3	3	3	3	3	0%	0%	0%	0%	0%	0%
1	1	1	1	1	1	1	1	1	1	1	0%	0%	0%	0%	0%	0%
33	33	33	33	33	33	33	33	33	33	33	3%	3%	3%	3%	3%	3%
2	2	2	2	2	2	2	2	2	2	2	33%	33%	33%	33%	33%	33%
11	8	6	9	9	10	10	8	8	10	10	23%	15%	38%	54%	31%	31%
141	122	132	154	150	148	149	142	137	135	122	74%	71%	75%	73%	68%	69%
15	15	15	15	15	15	15	15	15	14	14	6%	6%	6%	6%	6%	6%
5	5	5	5	5	5	5	5	5	5	5	0%	0%	0%	0%	0%	0%
4	2	1	1	4	3	4	4	4	4	4	0%	0%	50%	75%	75%	0%
268	267	272	266	260	261	256	253	246	251	250	18%	17%	17%	15%	17%	19%
2	2	2	2	2	2	2	2	2	2	2	0%	0%	0%	0%	0%	0%
12	12	12	12	12	12	12	12	12	12	12	0%	0%	0%	0%	0%	0%
855	**826**	**837**	**857**	**854**	**852**	**848**	**835**	**819**	**825**	**815**	35%	33%	35%	34%	33%	33%

Survey Dates: 16/03/2022 and 17/03/2022
Survey Days: Wednesday and Thursday

upancy %					
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
16:00	16:30	17:00	17:30	18:00	18:30
0%	0%	0%	0%	0%	0%
25%	20%	20%	20%	20%	20%
0%	0%	25%	0%	0%	13%
8%	11%	10%	9%	9%	9%
0%	0%	0%	0%	0%	1%
0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%
3%	3%	3%	3%	0%	0%
33%	33%	33%	33%	33%	33%
31%	23%	15%	15%	8%	15%
71%	74%	75%	76%	75%	77%
0%	6%	6%	6%	6%	6%
0%	0%	0%	0%	0%	0%
25%	0%	0%	0%	0%	0%
21%	19%	19%	19%	22%	22%
0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%
35%	35%	35%	36%	36%	37%

upancy %					
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
16:00	16:30	17:00	17:30	18:00	18:30
0%	0%	0%	0%	0%	0%
25%	20%	20%	20%	25%	20%
25%	25%	13%	13%	13%	13%
6%	8%	9%	11%	9%	8%
0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%
3%	3%	3%	3%	3%	3%
33%	33%	33%	33%	33%	33%
23%	23%	38%	38%	23%	23%
70%	69%	71%	72%	72%	75%
6%	6%	6%	6%	13%	13%
0%	0%	0%	0%	0%	0%
25%	0%	0%	0%	0%	0%
19%	20%	21%	23%	22%	22%
0%	0%	0%	0%	0%	0%
0%	0%	0%	0%	0%	0%
33%	34%	35%	36%	35%	36%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Alton Gardens	Double Yellow Lines	11.6	1	0	0	0	0	0	0	0	0
	Drop Kerb	124.7	9	0	0	0	0	1	0	0	2
	Electric Vehicles Only	15.6	3	0	0	0	0	0	1	0	0
	Pedestrian Crossing	4.9	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	288.1	50	44	43	45	47	44	40	42	39
	Single Yellow Lines	83.9	15	3	4	3	3	5	3	4	5
Total - Alton Gardens - Wednesday		**528.8**	**78**	**47**	**47**	**48**	**50**	**50**	**44**	**46**	**46**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Chase Gardens	Disabled Bay	6.5	1	1	1	1	1	0	0	1	1
	Double Yellow Lines	12.2	0	0	0	0	0	0	0	0	0
	Drop Kerb	102.2	6	0	0	0	0	2	1	0	0
	Pedestrian Crossing	4.4	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	207.3	39	33	30	34	33	33	34	36	37
	Single Yellow Lines	15.5	2	0	0	0	0	0	0	0	0
Total - Chase Gardens - Wednesday		**348.1**	**48**	**34**	**31**	**35**	**34**	**35**	**35**	**37**	**38**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Crane Way	Drop Kerb	44.5	8	0	0	1	0	0	0	0	0
	Pedestrian Crossing	4.7	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	87.9	11	15	13	14	14	12	17	18	18
	Single Yellow Lines	23.6	2	0	0	0	0	0	0	0	0
Total - Crane Way - Wednesday		**160.7**	**21**	**15**	**13**	**15**	**14**	**12**	**17**	**18**	**18**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Godfrey Avenue	Disabled Bay	6	1	1	1	1	1	1	1	1	1
	Drop Kerb	48.2	2	0	0	0	1	1	0	0	0
	Resident Permit Holders Only	130.3	23	17	17	21	21	20	17	18	17
	Single Yellow Lines	42.3	6	2	1	1	1	1	1	2	2
Total - Godfrey Avenue - Wednesday		**226.8**	**32**	**20**	**19**	**23**	**24**	**23**	**19**	**21**	**20**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	1	1	1	1	1	1	1	1	1	1
1	0	1	0	9	9	9	9	8	9	9	7	8	9
0	0	0	0	3	3	3	3	3	2	3	3	3	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	43	37	41	6	7	5	3	6	10	8	11	8	7
5	4	4	4	12	11	12	12	10	12	11	10	10	11
48	**47**	**42**	**45**	**31**	**31**	**30**	**28**	**28**	**34**	**32**	**32**	**30**	**31**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	0	0	0	0	1	1	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	6	6	6	6	4	5	6	6	6	6
0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	32	31	29	6	9	5	6	6	5	3	2	1	7
0	0	0	0	2	2	2	2	2	2	2	2	2	2
39	**33**	**32**	**30**	**14**	**17**	**13**	**14**	**13**	**13**	**11**	**10**	**9**	**15**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	8	8	7	8	8	8	8	8	8	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	19	17	17	0	0	0	0	0	0	0	0	0	0
1	0	0	0	2	2	2	2	2	2	2	2	1	2
19	**19**	**17**	**17**	**10**	**10**	**9**	**10**	**10**	**10**	**10**	**10**	**9**	**10**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	2	2	1	1	2	2	2	2	2
15	13	14	16	6	6	2	2	3	6	5	6	8	10
1	1	1	1	4	5	5	5	5	5	4	4	5	5
17	**15**	**16**	**18**	**12**	**13**	**9**	**8**	**9**	**13**	**11**	**12**	**15**	**17**

Survey Date:
Survey Day:

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	9	0%	0%	0%	0%	11%	0%	0%	22%	11%	0%	11%
3	3	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
13	9	88%	86%	90%	94%	88%	80%	84%	78%	84%	86%	74%
11	11	20%	27%	20%	20%	33%	20%	27%	33%	33%	27%	27%
36	**33**	60%	60%	62%	64%	64%	56%	59%	59%	62%	60%	54%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
0	0	100%	100%	100%	100%	0%	0%	100%	100%	100%	100%	100%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6	6	0%	0%	0%	0%	33%	17%	0%	0%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	10	85%	77%	87%	85%	85%	87%	92%	95%	97%	82%	79%
2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	**18**	44%	40%	45%	44%	45%	45%	47%	49%	50%	42%	41%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
8	8	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	136%	118%	127%	127%	109%	155%	164%	164%	164%	173%	155%
2	2	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%
10	**10**	71%	62%	71%	67%	57%	81%	86%	86%	90%	90%	81%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
0	0	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
2	2	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%
9	7	74%	74%	91%	91%	87%	74%	78%	74%	65%	57%	61%
5	5	33%	17%	17%	17%	17%	17%	33%	33%	17%	17%	17%
16	**14**	63%	59%	72%	75%	72%	59%	66%	63%	53%	47%	50%

16/03/2022
Wednesday

Wednesday
18:30
0%
0%
0%
0%
82%
27%
58%

Wednesday
18:30
100%
0%
0%
0%
74%
0%
38%

Wednesday
18:30
0%
0%
155%
0%
81%

Wednesday
18:30
100%
0%
70%
17%
56%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Hall Farm Drive	Drop Kerb	113.2	14	2	1	2	1	1	2	2	3
	Pedestrian Crossing	8.3	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	135.9	23	19	21	18	18	14	12	11	11
	Single Yellow Lines	73.9	6	0	0	0	0	0	0	0	0
Total - Hall Farm Drive - Wednesday		**331.3**	**43**	**21**	**22**	**20**	**19**	**15**	**14**	**13**	**14**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Kendrey Gardens	Double Yellow Lines	17.1	2	0	0	0	0	1	0	0	0
	Drop Kerb	11	2	0	0	0	0	0	0	0	0
	Pedestrian Crossing	4.9	0	0	0	0	0	0	0	0	0
	Permit Holders Only	44.3	8	3	2	5	6	1	1	2	1
	Single Yellow Lines	1.1	0	0	0	0	0	0	0	0	0
Total - Kendrey Gardens - Wednesday		**78.4**	**12**	**3**	**2**	**5**	**6**	**2**	**1**	**2**	**1**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Kneller Gardens	Double Yellow Lines	11.7	1	1	1	1	1	1	0	0	0
	Drop Kerb	275.6	25	3	2	1	0	0	0	1	1
	Drop Kerb / White Line	5.7	1	0	0	0	0	0	0	0	0
	Narrow	76.9	14	0	0	0	0	0	0	0	0
	Pedestrian Crossing	7.8	0	1	1	1	1	1	1	1	1
	Resident Permit Holders Only	163.5	28	24	21	21	21	20	22	19	19
	Single Yellow Lines	153.2	4	1	1	2	1	1	2	3	2
Total - Kneller Gardens - Wednesday		**694.4**	**73**	**30**	**26**	**26**	**24**	**23**	**25**	**24**	**23**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
	Bus Stop	30.8	4	0	0	0	0	0	0	0	0

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
2	2	2	2	12	13	12	13	13	12	12	11	12	12
0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	15	15	16	4	2	5	5	9	11	12	12	9	8
0	0	0	0	6	6	6	6	6	6	6	6	6	6
16	**17**	**17**	**18**	**22**	**21**	**23**	**24**	**28**	**29**	**30**	**29**	**27**	**26**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	2	2	2	2	1	2	2	2	2	2
0	0	0	0	2	2	2	2	2	2	2	2	2	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	1	5	6	3	2	7	7	6	7	7	7
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	**1**	**1**	**1**	**9**	**10**	**7**	**6**	**10**	**11**	**10**	**11**	**11**	**11**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	0	0	1	0	0	0	0	0	1	1	1	0	1
1	2	1	1	22	23	24	25	25	25	24	24	24	23
0	0	0	0	1	1	1	1	1	1	1	1	1	1
0	0	0	0	14	14	14	14	14	14	14	14	14	14
1	1	1	1	0	0	0	0	0	0	0	0	0	0
20	22	19	22	4	7	7	7	8	6	9	9	8	6
2	2	1	1	3	3	2	3	3	2	1	2	2	2
25	**27**	**22**	**26**	**44**	**48**	**48**	**50**	**51**	**49**	**50**	**51**	**49**	**47**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	4	4	4	4	4	4	4	4	4	4

Survey Date:
Survey Day:

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
12	12	14%	7%	14%	7%	7%	14%	14%	21%	14%	14%	14%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	7	83%	91%	78%	78%	61%	52%	48%	48%	61%	65%	65%
6	6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
26	**25**	49%	28%	26%	24%	19%	18%	17%	18%	21%	22%	22%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
2	2	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%
2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	7	38%	25%	63%	75%	13%	13%	25%	13%	13%	13%	13%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
11	**11**	25%	17%	42%	50%	17%	8%	17%	8%	8%	8%	8%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
1	0	100%	100%	100%	100%	100%	0%	0%	0%	100%	0%	0%
24	24	12%	8%	4%	0%	0%	0%	4%	4%	4%	8%	4%
1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14	14	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	6	86%	75%	75%	75%	71%	79%	68%	68%	71%	79%	68%
3	3	25%	25%	50%	25%	25%	50%	75%	50%	50%	50%	25%
52	**48**	41%	36%	36%	33%	32%	34%	33%	32%	34%	37%	30%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
4	4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

16/03/2022
Wednesday

Wednesday
18:30

Wednesday
18:30
14%
0%
70%
0%
23%

Wednesday
18:30
0%
0%
0%
13%
0%
8%

Wednesday
18:30
100%
4%
0%
0%
0%
79%
25%
36%

Wednesday
18:30
0%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday 07:30	Wednesday 08:00	Wednesday 08:30	Wednesday 09:00	Wednesday 12:00	Wednesday 15:30	Wednesday 16:00	Wednesday 16:30
Kneller Road	Disabled Bay	12.7	2	0	0	1	1	1	1	1	0
	Double Yellow Lines	623.3	109	0	0	0	2	0	0	0	0
	Drop Kerb	282.7	37	4	4	4	5	5	6	5	6
	Pedestrian Crossing	37.9	2	0	0	0	0	0	0	0	0
	Permit Holders Only	29.9	5	0	1	4	4	3	1	2	2
	Resident Permit Holders Only	367.5	69	48	48	48	44	39	42	43	43
	School Keep Clear	25.4	5	0	0	0	0	0	0	0	0
	Shared Users	23.5	4	0	3	3	3	4	0	1	0
	Single Yellow Lines	461.7	81	24	24	25	22	23	25	28	25
	Zigzag Lines	74.7	12	0	0	0	0	0	0	0	0
Total - Kneller Road - Wednesday		**1970.1**	**330**	**76**	**80**	**85**	**81**	**75**	**75**	**80**	**76**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday 07:30	Wednesday 08:00	Wednesday 08:30	Wednesday 09:00	Wednesday 12:00	Wednesday 15:30	Wednesday 16:00	Wednesday 16:30
Milner Drive	Drop Kerb	54.4	4	1	0	0	0	0	0	0	0
	Resident Permit Holders Only	40.8	6	7	7	8	7	8	8	8	8
	Single Yellow Lines	48.8	3	0	0	0	0	0	0	0	0
Total - Kneller Gardens - Wednesday		**144**	**13**	**8**	**7**	**8**	**7**	**8**	**8**	**8**	**8**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday 07:30	Wednesday 08:00	Wednesday 08:30	Wednesday 09:00	Wednesday 12:00	Wednesday 15:30	Wednesday 16:00	Wednesday 16:30
Nelson Road	Bus Stop	28.6	5	0	0	0	0	0	0	0	0
	Double Yellow Lines	44.6	7	0	0	0	0	0	0	0	0
	Drop Kerb	51.4	4	0	1	2	2	0	0	0	1
	Drop Kerb / White Line	5	1	0	0	0	0	0	0	0	0
	Pedestrian Crossing	11.8	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	37	6	7	7	7	7	7	8	7	6
	Single Yellow Lines	205.9	33	16	17	15	14	16	17	17	14
Total - Nelson Road - Wednesday		**384.3**	**56**	**23**	**25**	**24**	**23**	**23**	**25**	**24**	**21**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday 07:30	Wednesday 08:00	Wednesday 08:30	Wednesday 09:00	Wednesday 12:00	Wednesday 15:30	Wednesday 16:00	Wednesday 16:30
	Drop Kerb	9.4	1	0	0	0	0	0	0	0	0

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	2	2	1	1	1	1	1	2	2	2
1	0	0	0	109	109	109	107	109	109	109	109	108	109
5	5	5	5	33	33	33	32	32	31	32	31	32	32
0	0	0	0	2	2	2	2	2	2	2	2	2	2
1	1	0	1	5	4	1	1	2	4	3	3	4	4
43	45	47	51	21	21	21	25	30	27	26	26	26	24
0	0	0	0	5	5	5	5	5	5	5	5	5	5
0	0	0	0	4	1	1	1	0	4	3	4	4	4
22	27	28	28	57	57	56	59	58	56	53	56	59	54
0	0	0	0	12	12	12	12	12	12	12	12	12	12
72	**78**	**80**	**85**	**254**	**250**	**245**	**249**	**255**	**255**	**250**	**254**	**258**	**252**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	3	4	4	4	4	4	4	4	4	4
8	8	8	8	0	0	0	0	0	0	0	0	0	0
0	0	0	0	3	3	3	3	3	3	3	3	3	3
8	**8**	**8**	**8**	**6**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	5	5	5	5	5	5	5	5	5	5
0	0	0	0	7	7	7	7	7	7	7	7	7	7
1	0	0	0	4	3	2	2	4	4	4	3	3	4
0	0	0	1	1	1	1	1	1	1	1	1	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	8	8	8	0	0	0	0	0	0	0	0	0	0
17	16	19	21	17	16	18	19	17	16	16	19	16	17
25	**24**	**27**	**30**	**34**	**32**	**33**	**34**	**34**	**33**	**33**	**35**	**32**	**34**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	1	1	1	1	1	1	1	1	1	1

Survey Date:
Survey Day:

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
2	2	0%	0%	50%	50%	50%	50%	50%	0%	0%	0%	0%
109	109	0%	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%
32	32	11%	11%	11%	14%	14%	16%	14%	16%	14%	14%	14%
2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5	4	0%	20%	80%	80%	60%	20%	40%	40%	20%	20%	0%
22	18	70%	70%	70%	64%	57%	61%	62%	62%	62%	65%	68%
5	5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4	4	0%	75%	75%	75%	100%	0%	25%	0%	0%	0%	0%
53	53	30%	30%	31%	27%	28%	31%	35%	31%	27%	33%	35%
12	12	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
250	**245**	23%	24%	26%	25%	23%	23%	24%	23%	22%	24%	24%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
4	4	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	117%	117%	133%	117%	133%	133%	133%	133%	133%	133%	133%
3	3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	**7**	62%	54%	62%	54%	62%	62%	62%	62%	62%	62%	62%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
5	5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	7	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4	4	0%	25%	50%	50%	0%	0%	0%	25%	25%	0%	0%
1	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	117%	117%	117%	117%	117%	133%	117%	100%	117%	133%	133%
14	12	48%	52%	45%	42%	48%	52%	52%	42%	52%	48%	58%
31	**28**	41%	45%	43%	41%	41%	45%	43%	38%	45%	43%	48%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

16/03/2022
Wednesday

Wednesday
18:30
0%
0%
14%
0%
20%
74%
0%
0%
35%
0%
26%

Wednesday
18:30
0%
133%
0%
62%

Wednesday
18:30
0%
0%
0%
100%
0%
133%
64%
54%

Wednesday
18:30
0%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Nelson Road (Side Road)	Keep Clear	7.7	1	0	0	0	0	0	0	0	0
	Pedestrian Crossing	3.8	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	55.3	10	7	8	9	8	8	9	11	10
	Single Yellow Lines	45.2	7	3	3	3	3	4	4	4	4
Total - Nelson Road (Side Road) - Wednesday		**121.4**	**19**	**10**	**11**	**12**	**11**	**12**	**13**	**15**	**14**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Old Manor Drive	Drop Kerb	43.2	5	2	2	1	0	0	1	1	0
	Narrow	66.1	10	2	3	0	0	1	1	1	1
	Pedestrian Crossing	2.7	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	84.8	14	10	10	11	11	11	12	11	15
	Single Yellow Lines	79.9	14	2	1	2	2	2	1	1	1
Total - Old Manor Drive - Wednesday		**276.7**	**43**	**16**	**16**	**14**	**13**	**14**	**15**	**14**	**17**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Prospect Crescent	Disabled Bay	6.3	1	0	0	0	0	0	0	0	0
	Drop Kerb	77.8	8	0	0	0	0	0	0	0	2
	Pedestrian Crossing	9.3	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	374.6	69	40	35	36	34	33	33	32	38
	Single Yellow Lines	57.5	7	0	0	0	1	0	0	0	0
Total - Prospect Crescent - Wednesday		**525.5**	**85**	**40**	**35**	**36**	**35**	**33**	**33**	**32**	**40**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Seaton Close	Disabled Bay	6	1	1	1	1	1	1	1	1	1
	Narrow	52.2	10	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	55.4	10	8	8	8	6	7	6	7	6
	Single Yellow Lines	19.7	3	0	0	0	1	2	2	2	2
Total - Seaton Close - Wednesday		**133.3**	**24**	**9**	**9**	**9**	**8**	**10**	**9**	**10**	**9**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	1	1	1	1	1	1	1	1	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	7	8	8	3	2	1	2	2	1	0	0	2	3
4	3	4	4	4	4	4	4	3	3	3	3	3	4
12	**10**	**12**	**12**	**9**	**8**	**7**	**8**	**7**	**6**	**5**	**5**	**7**	**9**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	2	2	2	3	3	4	5	5	4	4	5	5	3
1	1	0	0	8	7	10	10	9	9	9	9	9	9
0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	17	17	16	4	4	3	3	3	2	3	0	0	0
1	1	2	1	12	13	12	12	12	13	13	13	13	13
18	**21**	**21**	**19**	**27**	**27**	**29**	**30**	**29**	**28**	**29**	**27**	**27**	**25**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	1	1	1	1	1	1	1	1	1	1
3	0	0	0	8	8	8	8	8	8	8	6	5	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	41	40	39	29	34	33	35	36	36	37	31	33	28
0	0	0	0	7	7	7	6	7	7	7	7	7	7
39	**41**	**40**	**39**	**45**	**50**	**49**	**50**	**52**	**52**	**53**	**45**	**46**	**44**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	10	10	10	10	10	10	10	10	10	10
7	7	7	7	2	2	2	4	3	4	3	4	3	3
1	1	2	2	3	3	3	2	1	1	1	1	2	2
9	**9**	**10**	**10**	**15**	**15**	**15**	**16**	**14**	**15**	**14**	**15**	**15**	**15**

Survey Date:
Survey Day:

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
1	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%
2	2	70%	80%	90%	80%	80%	90%	110%	100%	80%	70%	80%
3	3	43%	43%	43%	43%	57%	57%	57%	57%	57%	43%	57%
7	**7**	53%	58%	63%	58%	63%	68%	79%	74%	63%	53%	63%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
3	3	40%	40%	20%	0%	0%	20%	20%	0%	0%	40%	40%
10	10	20%	30%	0%	0%	10%	10%	10%	10%	10%	10%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	71%	71%	79%	79%	79%	86%	79%	107%	114%	121%	121%
12	13	14%	7%	14%	14%	14%	7%	7%	7%	7%	7%	14%
25	**26**	37%	37%	33%	30%	33%	35%	33%	40%	42%	49%	49%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	8	0%	0%	0%	0%	0%	0%	0%	25%	38%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
29	30	58%	51%	52%	49%	48%	48%	46%	55%	52%	59%	58%
7	7	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%
45	**46**	47%	41%	42%	41%	39%	39%	38%	47%	46%	48%	47%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
0	0	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
10	10	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3	3	80%	80%	80%	60%	70%	60%	70%	60%	70%	70%	70%
1	1	0%	0%	0%	33%	67%	67%	67%	67%	33%	33%	67%
14	**14**	38%	38%	38%	33%	42%	38%	42%	38%	38%	38%	42%

16/03/2022
Wednesday

Wednesday
18:30
0%
0%
80%
57%
63%

Wednesday
18:30
40%
0%
0%
114%
7%
44%

Wednesday
18:30
0%
0%
0%
57%
0%
46%

Wednesday
18:30
100%
0%
70%
67%
42%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Seaton Road	Double Yellow Lines	11.5	2	0	0	0	0	0	0	0	0
	Drop Kerb	27.2	4	0	0	0	0	2	1	1	0
	Pedestrian Crossing	5	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	62	10	10	11	11	11	10	10	9	10
	Road Works	82.3	16	0	0	0	0	0	0	0	1
	Single Yellow Lines	15.5	1	0	0	0	0	0	0	1	0
Total - Seaton Road - Wednesday		**203.5**	**33**	**10**	**11**	**11**	**11**	**12**	**11**	**11**	**11**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
The Ridge	Drop Kerb	59	7	0	0	0	0	0	0	1	1
	Pedestrian Crossing	5.3	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	114.4	20	14	14	13	13	12	10	11	12
	Single Yellow Lines	80.3	8	0	0	0	0	0	0	0	0
Total - The Ridge - Wednesday		**259**	**35**	**14**	**14**	**13**	**13**	**12**	**10**	**12**	**13**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Warren Road	Bus Stop	38.4	6	0	0	0	0	0	0	0	0
	Double Yellow Lines	87.6	15	0	0	0	1	0	0	0	0
	Drop Kerb	149	13	0	0	0	0	0	0	1	0
	Pedestrian Crossing	6.4	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	227.3	42	17	16	19	18	18	18	17	20
	Single Yellow Lines	325.3	50	2	2	2	5	1	1	2	1
	Single Yellow Lines / White Line	13.3	2	0	0	0	0	0	0	0	0
Total - Warren Road - Wednesday		**847.3**	**128**	**19**	**18**	**21**	**24**	**19**	**19**	**20**	**21**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	2	2	2	2	2	2	2	2	2	2
1	1	1	1	4	4	4	4	2	3	3	4	3	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	11	11	11	0	0	0	0	0	0	1	0	0	0
1	1	1	1	16	16	16	16	16	16	16	15	15	15
0	0	0	0	1	1	1	1	1	1	0	1	1	1
13	**13**	**13**	**13**	**23**	**23**	**23**	**23**	**21**	**22**	**22**	**22**	**21**	**21**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	7	7	7	7	7	7	6	6	7	7
0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	12	11	11	6	6	7	7	8	10	9	8	8	8
0	0	1	0	8	8	8	8	8	8	8	8	8	8
12	**12**	**12**	**11**	**21**	**21**	**22**	**22**	**23**	**25**	**23**	**22**	**23**	**23**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	6	6	6	6	6	6	6	6	6	6
0	0	0	0	15	15	15	14	15	15	15	15	15	15
0	0	0	0	13	13	13	13	13	13	12	13	13	13
0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	22	23	23	25	26	23	24	24	24	25	22	23	20
2	1	3	4	48	48	48	45	49	49	48	49	48	49
0	0	0	0	2	2	2	2	2	2	2	2	2	2
21	**23**	**26**	**27**	**109**	**110**	**107**	**104**	**109**	**109**	**108**	**107**	**107**	**105**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30

Survey Date:
Survey Day:

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3	3	0%	0%	0%	0%	50%	25%	25%	0%	25%	25%	25%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	100%	110%	110%	110%	100%	100%	90%	100%	110%	110%	110%
15	15	0%	0%	0%	0%	0%	0%	0%	6%	6%	6%	6%
1	1	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
21	**21**	30%	33%	33%	33%	36%	33%	33%	33%	39%	39%	39%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
7	7	0%	0%	0%	0%	0%	0%	14%	14%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	9	70%	70%	65%	65%	60%	50%	55%	60%	60%	60%	55%
7	8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
23	**24**	40%	40%	37%	37%	34%	29%	34%	37%	34%	34%	34%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
6	6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
15	15	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
13	13	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
19	19	40%	38%	45%	43%	43%	43%	40%	48%	45%	52%	55%
47	46	4%	4%	4%	10%	2%	2%	4%	2%	4%	2%	6%
2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
102	**101**	15%	14%	16%	19%	15%	15%	16%	16%	16%	18%	20%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00

16/03/2022
Wednesday

Wednesday
18:30

Wednesday
18:30
0%
25%
0%
110%
6%
0%
39%

Wednesday
18:30
0%
0%
55%
0%
31%

Wednesday
18:30
0%
0%
0%
0%
55%
8%
0%
21%

Wednesday
18:30

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday 07:30	Wednesday 08:00	Wednesday 08:30	Wednesday 09:00	Wednesday 12:00	Wednesday 15:30	Wednesday 16:00	Wednesday 16:30
Whitton Dene	Bus Stand	19	3	0	0	0	0	0	0	0	0
	Bus Stop	32.9	5	0	0	0	0	0	0	0	0
	Disabled Bay	12.2	2	1	1	1	1	1	1	1	1
	Double Yellow Lines	270.6	35	0	0	0	0	0	0	0	0
	Drop Kerb	161	12	3	2	2	2	2	1	1	2
	Drop Kerb / White Line	5.5	1	0	0	0	0	0	0	0	0
	Pedestrian Crossing	29.3	1	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	250.2	46	35	35	33	35	30	36	37	39
	Single Yellow Lines	426.2	74	9	7	4	6	6	6	5	5
Total - Whitton Dene - Wednesday		**1206.9**	**179**	**48**	**45**	**40**	**44**	**39**	**44**	**44**	**47**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday 07:30	Wednesday 08:00	Wednesday 08:30	Wednesday 09:00	Wednesday 12:00	Wednesday 15:30	Wednesday 16:00	Wednesday 16:30
Whitton Manor Road	Double Yellow Lines	2.8	0	0	0	0	0	0	0	0	0
	Drop Kerb	69.9	8	1	0	0	0	0	1	1	1
	Pedestrian Crossing	6.7	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	80.2	12	11	11	11	10	8	10	9	11
	Single Yellow Lines	39.3	5	0	0	0	0	0	0	0	0
Total - Whitton Manor Road - Wednesday		**198.9**	**25**	**12**	**11**	**11**	**10**	**8**	**11**	**10**	**12**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	3	3	3	3	3	3	3	3	3	3
0	0	0	0	5	5	5	5	5	5	5	5	5	5
1	1	1	1	1	1	1	1	1	1	1	1	1	1
0	0	0	0	35	35	35	35	35	35	35	35	35	35
2	2	2	3	9	10	10	10	10	11	11	10	10	10
0	0	0	0	1	1	1	1	1	1	1	1	1	1
0	0	0	0	1	1	1	1	1	1	1	1	1	1
38	36	38	38	11	11	13	11	16	10	9	7	8	10
5	6	5	4	65	67	70	68	68	68	69	69	69	68
46	**45**	**46**	**46**	**131**	**134**	**139**	**135**	**140**	**135**	**135**	**132**	**133**	**134**

				No. of Empty Spaces									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	1	7	8	8	8	8	7	7	7	7	7
0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	13	13	13	1	1	1	2	4	2	3	1	0	0
0	0	1	0	5	5	5	5	5	5	5	5	5	5
13	**14**	**15**	**14**	**13**	**14**	**14**	**15**	**17**	**14**	**15**	**13**	**12**	**12**

Survey Date:
Survey Day:

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
3	3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5	5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1	1	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
35	35	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	9	25%	17%	17%	17%	17%	8%	8%	17%	17%	17%	17%
1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	8	76%	76%	72%	76%	65%	78%	80%	85%	83%	78%	83%
69	70	12%	9%	5%	8%	8%	8%	7%	7%	7%	8%	7%
133	**133**	27%	25%	22%	25%	22%	25%	25%	26%	26%	25%	26%

		Occupancy %										
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30	18:00
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	7	13%	0%	0%	0%	0%	13%	13%	13%	13%	13%	13%
0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	92%	92%	92%	83%	67%	83%	75%	92%	100%	108%	108%
4	5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
11	**12**	48%	44%	44%	40%	32%	44%	40%	48%	52%	56%	60%

16/03/2022
Wednesday

Wednesday
18:30
0%
0%
50%
0%
25%
0%
0%
83%
5%
26%

Wednesday
18:30
0%
13%
0%
108%
0%
56%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday 07:30	Thursday 08:00	Thursday 08:30	Thursday 09:00	Thursday 12:00	Thursday 15:30	Thursday 16:00	Thursday 16:30
Alton Gardens	Double Yellow Lines	11.6	1	0	0	0	0	0	0	0	0
	Drop Kerb	124.7	9	0	0	0	0	0	0	0	0
	Electric Vehicles Only	15.6	3	0	0	2	0	0	0	0	0
	Pedestrian Crossing	4.9	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	288.1	50	41	39	45	45	38	36	38	35
	Single Yellow Lines	83.9	15	4	4	4	4	4	4	4	4
Total - Alton Gardens - Thursday		**528.8**	**78**	**45**	**43**	**51**	**49**	**42**	**40**	**42**	**39**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday 07:30	Thursday 08:00	Thursday 08:30	Thursday 09:00	Thursday 12:00	Thursday 15:30	Thursday 16:00	Thursday 16:30
Chase Gardens	Disabled Bay	6.5	1	1	1	1	1	1	1	1	1
	Double Yellow Lines	12.2	0	0	0	0	0	0	0	0	0
	Drop Kerb	102.2	6	0	0	1	0	1	0	0	0
	Pedestrian Crossing	4.4	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	207.3	39	36	35	37	35	35	32	32	30
	Single Yellow Lines	15.5	2	0	0	0	0	0	0	0	0
Total - Chase Gardens - Thursday		**348.1**	**48**	**37**	**36**	**39**	**36**	**37**	**33**	**33**	**31**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday 07:30	Thursday 08:00	Thursday 08:30	Thursday 09:00	Thursday 12:00	Thursday 15:30	Thursday 16:00	Thursday 16:30
Crane Way	Drop Kerb	44.5	8	0	0	0	0	0	1	0	0
	Pedestrian Crossing	4.7	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	87.9	11	15	14	13	13	11	14	16	16
	Single Yellow Lines	23.6	2	0	0	0	0	0	0	0	0
Total - Crane Way - Thursday		**160.7**	**21**	**15**	**14**	**13**	**13**	**11**	**15**	**16**	**16**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday 07:30	Thursday 08:00	Thursday 08:30	Thursday 09:00	Thursday 12:00	Thursday 15:30	Thursday 16:00	Thursday 16:30
Godfrey Avenue	Disabled Bay	6	1	1	1	1	1	1	1	1	1
	Drop Kerb	48.2	2	0	0	0	1	1	0	0	0
	Resident Permit Holders Only	130.3	23	16	18	22	16	18	16	17	14
	Single Yellow Lines	42.3	6	1	1	2	1	1	1	1	1
Total - Godfrey Avenue - Thursday		**226.8**	**32**	**18**	**20**	**25**	**19**	**21**	**18**	**19**	**16**

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	67%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	34	35	36	82%	78%	90%	90%	76%	72%	76%	70%	74%	68%
3	3	3	3	27%	27%	27%	27%	27%	27%	27%	27%	20%	20%
40	**37**	**38**	**39**	58%	55%	65%	63%	54%	51%	54%	50%	51%	47%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	17%	0%	17%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
31	30	27	30	92%	90%	95%	90%	90%	82%	82%	77%	79%	77%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	**31**	**28**	**31**	47%	46%	50%	46%	47%	42%	42%	40%	41%	40%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	17	16	17	136%	127%	118%	118%	100%	127%	145%	145%	145%	155%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
16	**17**	**16**	**17**	71%	67%	62%	62%	52%	71%	76%	76%	76%	81%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	0	0	0	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%
16	17	17	17	70%	78%	96%	70%	78%	70%	74%	61%	70%	74%
1	1	1	1	17%	17%	33%	17%	17%	17%	17%	17%	17%	17%
18	**19**	**19**	**19**	56%	63%	78%	59%	66%	56%	59%	50%	56%	59%

Survey Date: 17/03/2022
Survey Day: Thursday

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
0%	0%
0%	0%
70%	72%
20%	20%
49%	50%

Thursday	Thursday
18:00	18:30
100%	100%
0%	0%
0%	0%
0%	0%
69%	77%
0%	0%
36%	40%

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
145%	155%
0%	0%
76%	81%

Thursday	Thursday
18:00	18:30
100%	100%
0%	0%
74%	74%
17%	17%
59%	59%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Hall Farm Drive	Drop Kerb	113.2	14	1	0	0	0	0	0	0	1
	Pedestrian Crossing	8.3	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	135.9	23	15	14	15	14	12	11	10	12
	Single Yellow Lines	73.9	6	0	0	0	0	0	0	0	0
Total - Hall Farm Drive - Thursday		**331.3**	**43**	**16**	**14**	**15**	**14**	**12**	**11**	**10**	**13**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Kendrey Gardens	Double Yellow Lines	17.1	2	0	0	0	0	0	0	0	0
	Drop Kerb	11	2	0	0	0	0	0	0	0	0
	Pedestrian Crossing	4.9	0	0	0	0	0	0	0	0	0
	Permit Holders Only	44.3	8	3	2	5	5	2	3	2	3
	Single Yellow Lines	1.1	0	0	0	0	0	0	0	0	0
Total - Kendrey Gardens - Thursday		**78.4**	**12**	**3**	**2**	**5**	**5**	**2**	**3**	**2**	**3**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Kneller Gardens	Double Yellow Lines	11.7	1	2	1	1	1	1	1	1	1
	Drop Kerb	275.6	25	2	1	2	3	2	1	1	2
	Drop Kerb / White Line	5.7	1	0	0	0	0	0	0	0	0
	Narrow	76.9	14	0	0	0	0	0	0	0	0
	Pedestrian Crossing	7.8	0	1	1	1	1	1	1	1	1
	Resident Permit Holders Only	163.5	28	23	20	23	25	19	19	18	20
	Single Yellow Lines	153.2	4	1	1	1	1	2	1	1	1
Total - Kneller Gardens - Thursday		**694.4**	**73**	**29**	**24**	**28**	**31**	**25**	**23**	**22**	**25**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
	Bus Stop	30.8	4	0	0	0	0	0	0	0	0
	Disabled Bay	12.7	2	1	0	1	1	1	1	1	0

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	0	0	0	7%	0%	0%	0%	0%	0%	0%	7%	7%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
11	12	12	13	65%	61%	65%	61%	52%	48%	43%	52%	48%	52%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
12	**12**	**12**	**13**	37%	18%	19%	18%	15%	14%	13%	17%	15%	15%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	4	2	2	38%	25%	63%	63%	25%	38%	25%	38%	25%	50%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	**4**	**2**	**2**	25%	17%	42%	42%	17%	25%	17%	25%	17%	33%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	200%	100%	100%	100%	100%	100%	100%	100%	100%	100%
2	3	3	2	8%	4%	8%	12%	8%	4%	4%	8%	8%	12%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1	1	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
20	24	23	27	82%	71%	82%	89%	68%	68%	64%	71%	71%	86%
1	2	1	1	25%	25%	25%	25%	50%	25%	25%	25%	25%	50%
25	**31**	**29**	**32**	40%	33%	38%	42%	34%	32%	30%	34%	34%	42%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	1	0	50%	0%	50%	50%	50%	50%	50%	0%	0%	0%

Survey Date: 17/03/2022
Survey Day: Thursday

Thursday	Thursday
18:00	18:30

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
52%	57%
0%	0%
15%	17%

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
0%	0%
25%	25%
0%	0%
17%	17%

Thursday	Thursday
18:00	18:30
100%	100%
12%	8%
0%	0%
0%	0%
0%	0%
82%	96%
25%	25%
40%	44%

Thursday	Thursday
18:00	18:30
0%	0%
50%	0%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Kneller Road	Double Yellow Lines	623.3	109	0	0	0	0	0	1	1	1
	Drop Kerb	282.7	37	5	5	4	4	4	2	4	3
	Pedestrian Crossing	37.9	2	0	0	0	0	0	0	0	0
	Permit Holders Only	29.9	5	0	0	0	2	2	1	1	0
	Resident Permit Holders Only	367.5	69	45	47	52	49	42	45	46	47
	School Keep Clear	25.4	5	0	0	0	0	0	0	0	0
	Shared Users	23.5	4	0	0	2	3	3	0	1	0
	Single Yellow Lines	461.7	81	23	22	21	20	20	23	22	21
	Zigzag Lines	74.7	12	0	0	0	0	0	0	0	0
Total - Kneller Road - Thursday		**1970.1**	**330**	**74**	**74**	**80**	**79**	**72**	**73**	**76**	**72**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Milner Drive	Drop Kerb	54.4	4	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	40.8	6	7	6	6	6	6	5	5	5
	Single Yellow Lines	48.8	3	0	0	0	0	0	0	0	0
Total - Kneller Gardens - Thursday		**144**	**13**	**7**	**6**	**6**	**6**	**6**	**5**	**5**	**5**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
Nelson Road	Bus Stop	28.6	5	0	0	0	0	0	0	0	0
	Double Yellow Lines	44.6	7	0	0	0	0	0	0	0	0
	Drop Kerb	51.4	4	0	1	0	0	0	0	0	0
	Drop Kerb / White Line	5	1	0	0	0	0	0	0	0	0
	Pedestrian Crossing	11.8	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	37	6	5	6	6	6	7	7	7	7
	Single Yellow Lines	205.9	33	14	12	13	13	13	15	16	18
Total - Nelson Road - Thursday		**384.3**	**56**	**19**	**19**	**19**	**19**	**20**	**22**	**23**	**25**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Nelson Road (Side	Drop Kerb	9.4	1	0	0	0	0	0	1	1	1
	Keep Clear	7.7	1	0	0	0	0	0	0	0	0

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%
3	6	5	4	14%	14%	11%	11%	11%	5%	11%	8%	8%	16%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3	1	1	1	0%	0%	0%	40%	40%	20%	20%	0%	60%	20%
54	49	45	45	65%	68%	75%	71%	61%	65%	67%	68%	78%	71%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	50%	75%	75%	0%	25%	0%	0%	0%
27	32	31	34	28%	27%	26%	25%	25%	28%	27%	26%	33%	40%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
87	**88**	**83**	**84**	22%	22%	24%	24%	22%	22%	23%	22%	26%	27%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	0	0	0%	0%	0%	0%	0%	0%	0%	0%	25%	25%
5	6	8	8	117%	100%	100%	100%	100%	83%	83%	83%	83%	100%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6	**7**	**8**	**8**	54%	46%	46%	46%	46%	38%	38%	38%	46%	54%

				Occupancy %									
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1	0	0	0	0%	25%	0%	0%	0%	0%	0%	0%	25%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	8	8	8	83%	100%	100%	100%	117%	117%	117%	117%	133%	133%
18	18	18	18	42%	36%	39%	39%	39%	45%	48%	55%	55%	55%
27	**26**	**26**	**26**	34%	34%	34%	34%	36%	39%	41%	45%	48%	46%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Survey Date: 17/03/2022
Survey Day: Thursday

Thursday	Thursday
18:00	18:30
0%	0%
14%	11%
0%	0%
20%	20%
65%	65%
0%	0%
0%	0%
38%	42%
0%	0%
25%	25%

Thursday	Thursday
18:00	18:30
0%	0%
133%	133%
0%	0%
62%	62%

Wednesday	Wednesday
Thursday	Thursday
0%	0%
0%	0%
0%	0%
0%	0%
0%	0%
133%	133%
55%	55%
46%	46%

Thursday	Thursday
18:00	18:30
100%	100%
0%	0%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Nelson Road (Side Road)	Pedestrian Crossing	3.8	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	55.3	10	8	8	7	7	9	7	7	9
	Single Yellow Lines	45.2	7	2	2	2	1	4	3	2	3
Total - Nelson Road (Side Road) - Thursday		**121.4**	**19**	**10**	**10**	**9**	**8**	**13**	**11**	**10**	**13**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Old Manor Drive	Drop Kerb	43.2	5	2	0	0	0	1	1	1	1
	Narrow	66.1	10	0	0	0	0	0	1	1	1
	Pedestrian Crossing	2.7	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	84.8	14	14	13	14	15	12	12	12	10
	Single Yellow Lines	79.9	14	2	1	2	1	1	1	1	1
Total - Old Manor Drive - Thursday		**276.7**	**43**	**18**	**14**	**16**	**16**	**14**	**15**	**15**	**13**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Prospect Crescent	Disabled Bay	6.3	1	0	0	0	0	0	0	0	0
	Drop Kerb	77.8	8	0	0	0	1	0	1	0	0
	Pedestrian Crossing	9.3	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	374.6	69	37	34	33	35	35	39	37	39
	Single Yellow Lines	57.5	7	0	0	0	0	0	0	0	0
Total - Prospect Crescent - Thursday		**525.5**	**85**	**37**	**34**	**33**	**36**	**35**	**40**	**37**	**39**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Seaton Close	Disabled Bay	6	1	1	1	1	1	1	1	1	1
	Narrow	52.2	10	1	1	1	1	1	0	0	0
	Resident Permit Holders Only	55.4	10	7	6	6	6	7	9	9	9
	Single Yellow Lines	19.7	3	2	2	1	1	2	2	2	2
Total - Seaton Close - Thursday		**133.3**	**24**	**11**	**10**	**9**	**9**	**11**	**12**	**12**	**12**

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6	8	8	9	80%	80%	70%	70%	90%	70%	70%	90%	60%	80%
3	3	3	3	29%	29%	29%	14%	57%	43%	29%	43%	43%	43%
10	**12**	**12**	**13**	53%	53%	47%	42%	68%	58%	53%	68%	53%	63%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	40%	0%	0%	0%	20%	20%	20%	20%	20%	20%
1	1	0	0	0%	0%	0%	0%	0%	10%	10%	10%	10%	10%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
13	15	15	17	100%	93%	100%	107%	86%	86%	86%	71%	93%	107%
1	1	1	1	14%	7%	14%	7%	7%	7%	7%	7%	7%	7%
16	**18**	**17**	**19**	42%	33%	37%	37%	33%	35%	35%	30%	37%	42%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	1	0	0	0%	0%	0%	13%	0%	13%	0%	0%	0%	13%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	38	41	43	54%	49%	48%	51%	51%	57%	54%	57%	55%	55%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38	**39**	**41**	**43**	44%	40%	39%	42%	41%	47%	44%	46%	45%	46%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
0	0	1	1	10%	10%	10%	10%	10%	0%	0%	0%	0%	0%
8	8	9	9	70%	60%	60%	60%	70%	90%	90%	90%	80%	80%
2	2	2	2	67%	67%	33%	33%	67%	67%	67%	67%	67%	67%
11	**11**	**13**	**13**	46%	42%	38%	38%	46%	50%	50%	50%	46%	46%

Survey Date: 17/03/2022
Survey Day: Thursday

Thursday	Thursday
18:00	18:30
0%	0%
80%	90%
43%	43%
63%	68%

Thursday	Thursday
18:00	18:30
20%	20%
0%	0%
0%	0%
107%	121%
7%	7%
40%	44%

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
0%	0%
59%	62%
0%	0%
48%	51%

Thursday	Thursday
18:00	18:30
100%	100%
10%	10%
90%	90%
67%	67%
54%	54%

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Seaton Road	Double Yellow Lines	11.5	2	0	0	0	0	0	0	0	0
	Drop Kerb	27.2	4	2	1	1	1	1	0	0	0
	Pedestrian Crossing	5	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	62	10	10	8	8	8	9	10	10	10
	Road Works	82.3	16	1	1	1	1	1	1	1	1
	Single Yellow Lines	15.5	1	1	0	0	0	0	0	0	1
Total - Seaton Road - Thursday		**203.5**	**33**	**14**	**10**	**10**	**10**	**11**	**11**	**11**	**12**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
The Ridge	Drop Kerb	59	7	0	0	0	0	1	0	0	0
	Pedestrian Crossing	5.3	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	114.4	20	12	11	11	9	11	12	11	11
	Single Yellow Lines	80.3	8	0	0	0	0	0	0	0	0
Total - The Ridge - Thursday		**259**	**35**	**12**	**11**	**11**	**9**	**12**	**12**	**11**	**11**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30
Warren Road	Bus Stop	38.4	6	0	0	0	0	0	0	0	0
	Double Yellow Lines	87.6	15	0	0	0	0	1	0	0	0
	Drop Kerb	149	13	0	0	0	0	1	0	0	0
	Pedestrian Crossing	6.4	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	227.3	42	22	21	23	20	18	16	17	18
	Single Yellow Lines	325.3	50	3	4	4	2	4	4	3	4
	Single Yellow Lines / White Line	13.3	2	0	0	0	0	0	0	0	0
Total - Warren Road - Thursday		**847.3**	**128**	**25**	**25**	**27**	**22**	**24**	**20**	**20**	**22**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
				07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	50%	25%	25%	25%	25%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	11	11	11	100%	80%	80%	80%	90%	100%	100%	100%	100%	110%
1	1	2	2	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
0	0	0	0	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%
11	**12**	**13**	**13**	42%	30%	30%	30%	33%	33%	33%	36%	33%	36%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
1	1	1	1	0%	0%	0%	0%	14%	0%	0%	0%	14%	14%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	9	9	8	60%	55%	55%	45%	55%	60%	55%	55%	50%	45%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
11	**10**	**10**	**9**	34%	31%	31%	26%	34%	34%	31%	31%	31%	29%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%
0	0	1	0	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
18	19	21	21	52%	50%	55%	48%	43%	38%	40%	43%	43%	45%
4	5	4	3	6%	8%	8%	4%	8%	8%	6%	8%	8%	10%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
22	**24**	**26**	**24**	20%	20%	21%	17%	19%	16%	16%	17%	17%	19%

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30

Survey Date: 17/03/2022
Survey Day: Thursday

Thursday	Thursday
18:00	18:30

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
0%	0%
110%	110%
13%	13%
0%	0%
39%	39%

Thursday	Thursday
18:00	18:30
14%	14%
0%	0%
45%	40%
0%	0%
29%	26%

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
8%	0%
0%	0%
50%	50%
8%	6%
0%	0%
20%	19%

Thursday	Thursday
18:00	18:30

Project ID and Name: IW0032 Kneller Hall, Twickenham
Survey Type: Parking Beats

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday 07:30	Thursday 08:00	Thursday 08:30	Thursday 09:00	Thursday 12:00	Thursday 15:30	Thursday 16:00	Thursday 16:30
Whitton Dene	Bus Stand	19	3	0	0	0	0	0	0	0	0
	Bus Stop	32.9	5	0	0	0	1	0	0	0	0
	Disabled Bay	12.2	2	1	1	1	1	1	1	1	1
	Double Yellow Lines	270.6	35	0	0	0	0	0	0	0	0
	Drop Kerb	161	12	4	3	4	4	0	2	3	4
	Drop Kerb / White Line	5.5	1	0	0	0	0	0	0	0	0
	Pedestrian Crossing	29.3	1	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	250.2	46	39	35	33	35	35	38	37	37
	Single Yellow Lines	426.2	74	6	4	4	5	4	6	7	8
Total - Whitton Dene - Thursday		**1206.9**	**179**	**50**	**43**	**42**	**46**	**40**	**47**	**48**	**50**

Street Name	Parking Restriction	Length (mts)	Parking Capacity	No. of Vehicles Parked							
				Thursday 07:30	Thursday 08:00	Thursday 08:30	Thursday 09:00	Thursday 12:00	Thursday 15:30	Thursday 16:00	Thursday 16:30
Whitton Manor Road	Double Yellow Lines	2.8	0	0	0	0	0	0	0	0	0
	Drop Kerb	69.9	8	1	1	1	1	2	1	1	1
	Pedestrian Crossing	6.7	0	0	0	0	0	0	0	0	0
	Resident Permit Holders Only	80.2	12	11	12	12	12	10	10	11	10
	Single Yellow Lines	39.3	5	0	0	0	0	0	1	1	1
Total - Whitton Manor Road - Thursday		**198.9**	**25**	**12**	**13**	**13**	**13**	**12**	**12**	**13**	**12**

				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
1	1	1	1	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3	3	3	3	33%	25%	33%	33%	0%	17%	25%	33%	25%	25%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	37	39	38	85%	76%	72%	76%	76%	83%	80%	80%	76%	80%
7	8	6	5	8%	5%	5%	7%	5%	8%	9%	11%	9%	11%
46	**49**	**49**	**47**	28%	24%	23%	26%	22%	26%	27%	28%	26%	27%

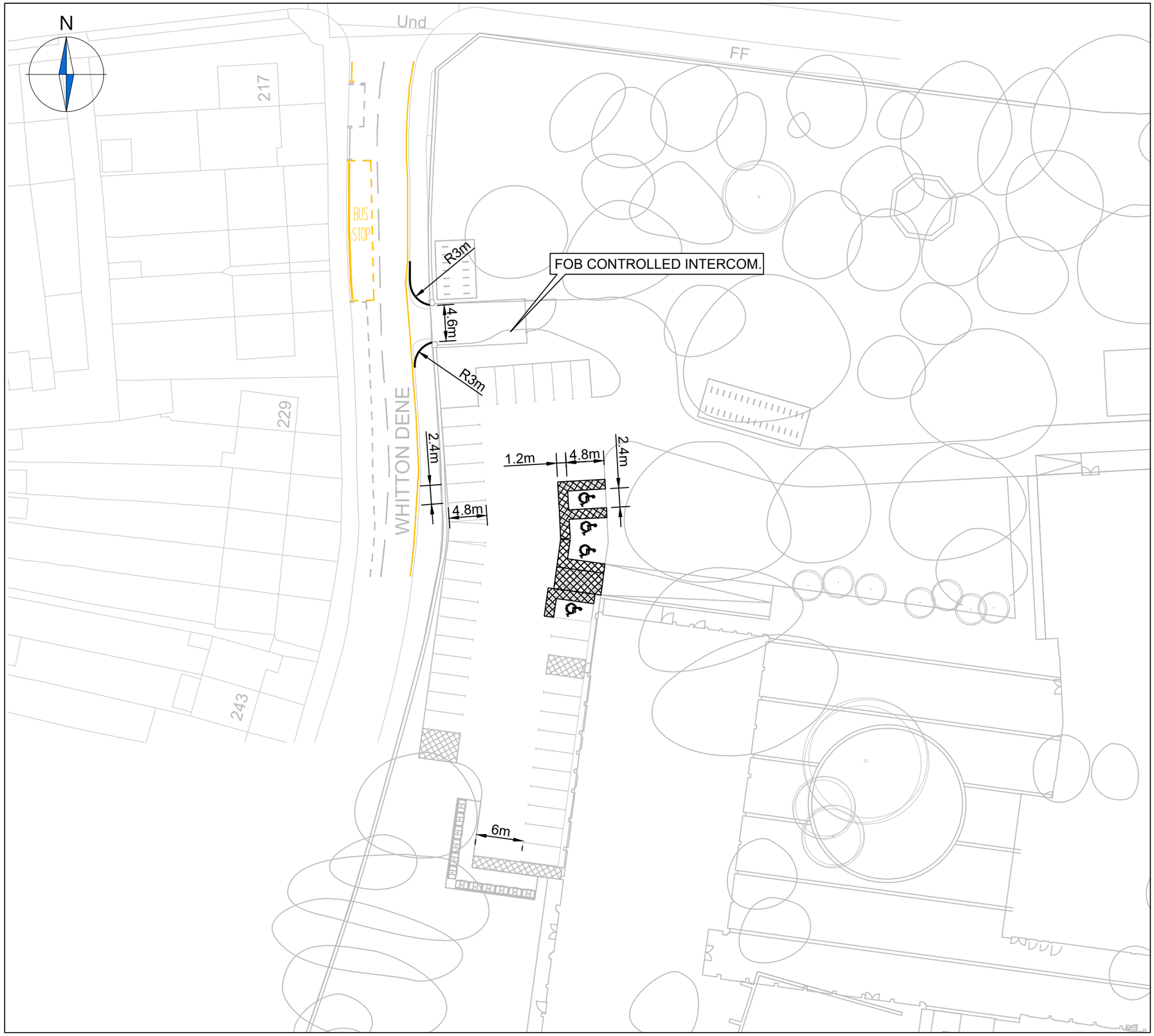
				Occupancy %									
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
17:00	17:30	18:00	18:30	07:30	08:00	08:30	09:00	12:00	15:30	16:00	16:30	17:00	17:30
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1	2	1	1	13%	13%	13%	13%	25%	13%	13%	13%	13%	25%
0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10	9	9	9	92%	100%	100%	100%	83%	83%	92%	83%	83%	75%
1	0	0	0	0%	0%	0%	0%	0%	20%	20%	20%	20%	0%
12	**11**	**10**	**10**	48%	52%	52%	52%	48%	48%	52%	48%	48%	44%

Survey Date: 17/03/2022
Survey Day: Thursday

Thursday	Thursday
18:00	18:30
0%	0%
0%	0%
50%	50%
0%	0%
25%	25%
0%	0%
0%	0%
85%	83%
8%	7%
27%	26%

Thursday	Thursday
18:00	18:30
0%	0%
13%	13%
0%	0%
75%	75%
0%	0%
40%	40%

Appendix C



NOTES

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Rev	Details	Drawn	Checked	Date
B	Updated Base Plan and Swept Path Analysis	JS	DB	23.09.22
A	Notes & dimensions added.	KB	DB	13.09.22

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Staff Car Park Plan

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	02.09.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	012	1 of 2	B

CA_4543_012 REV B - AMENDMENTS TO CAR PARK.DWG

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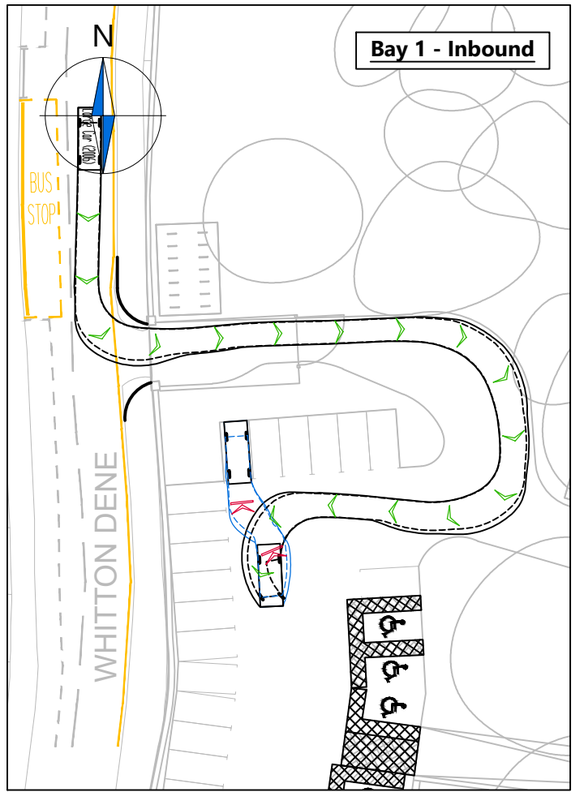

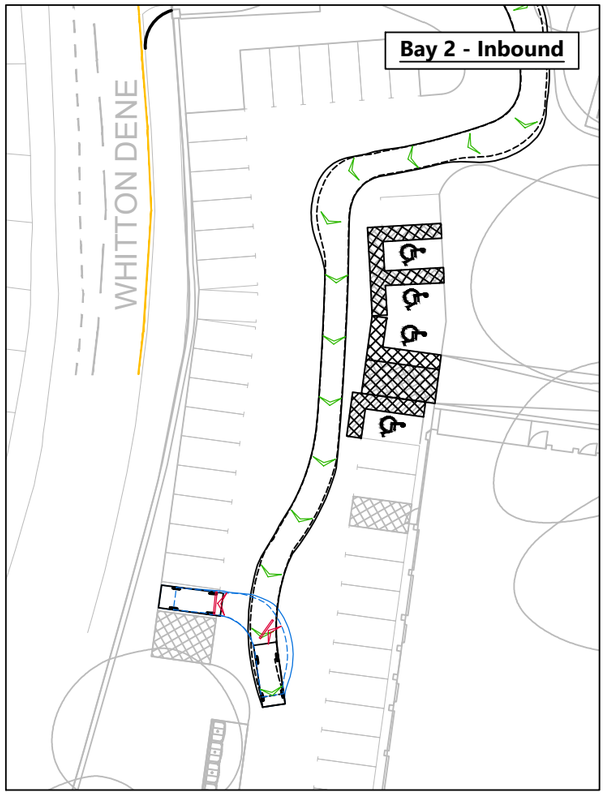

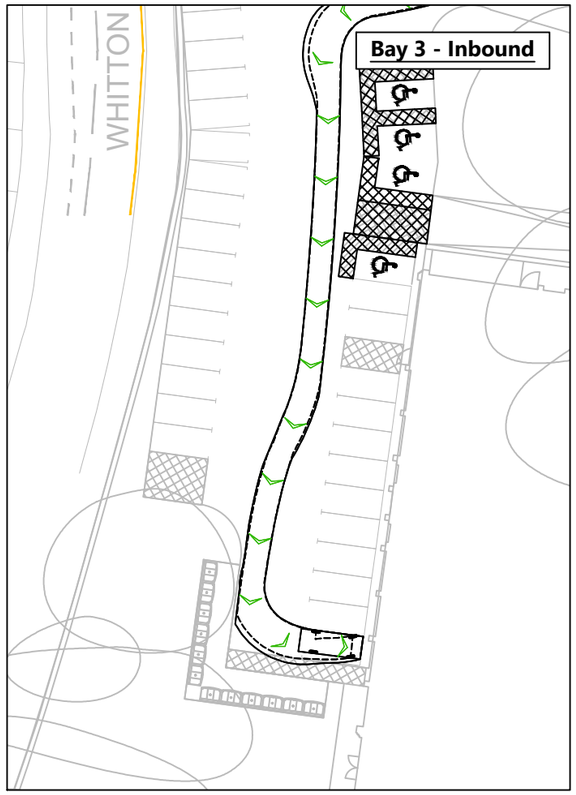

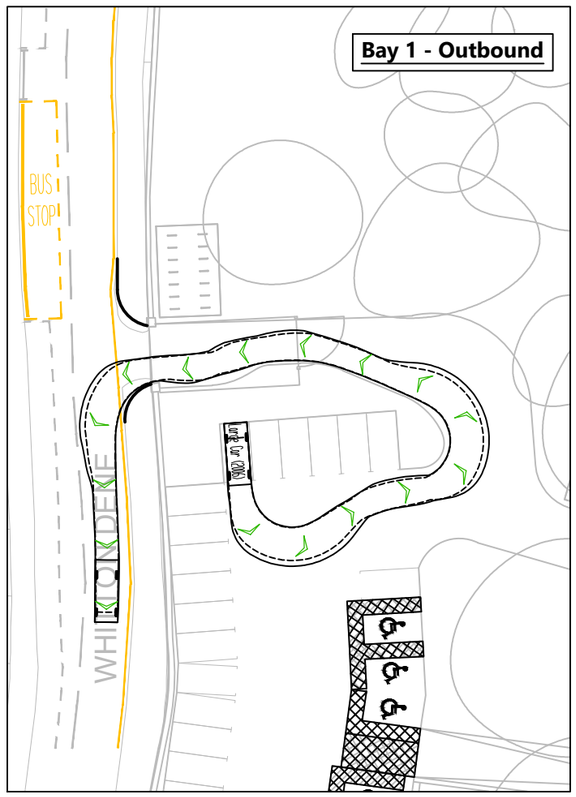

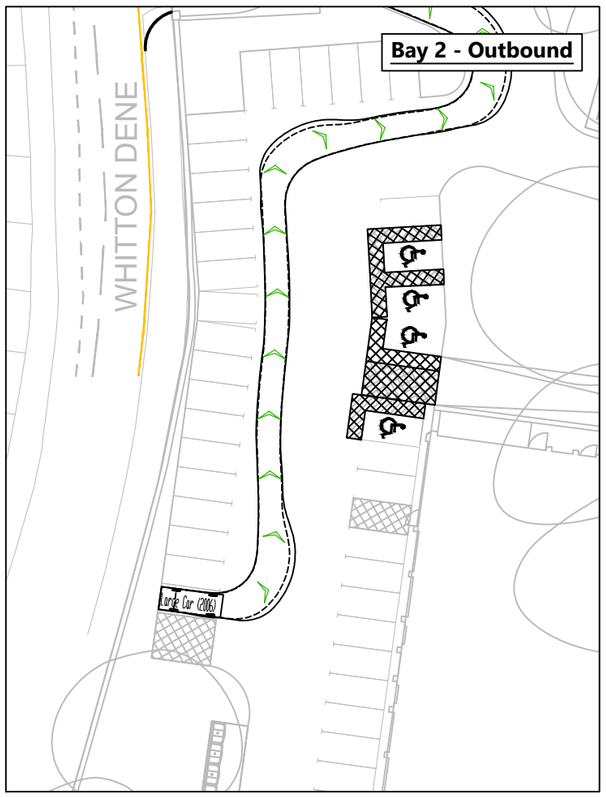

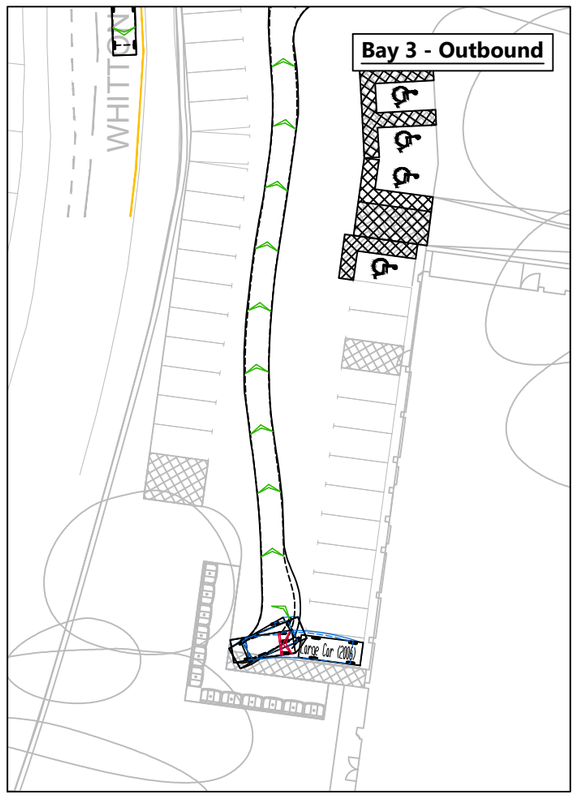

NOTES

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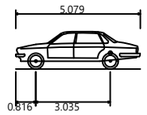
Large Car



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated Base Plan and Swept Path Analysis	JS	DB	23.09.22
A	Notes & dimensions added.	KB	DB	13.09.22

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Swept Path Analysis
Staff Car Park
Large Car

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	02.09.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	012	2 of 2	B

CA_4543_012 REV B - AMENDMENTS TO CAR PARK.DWG

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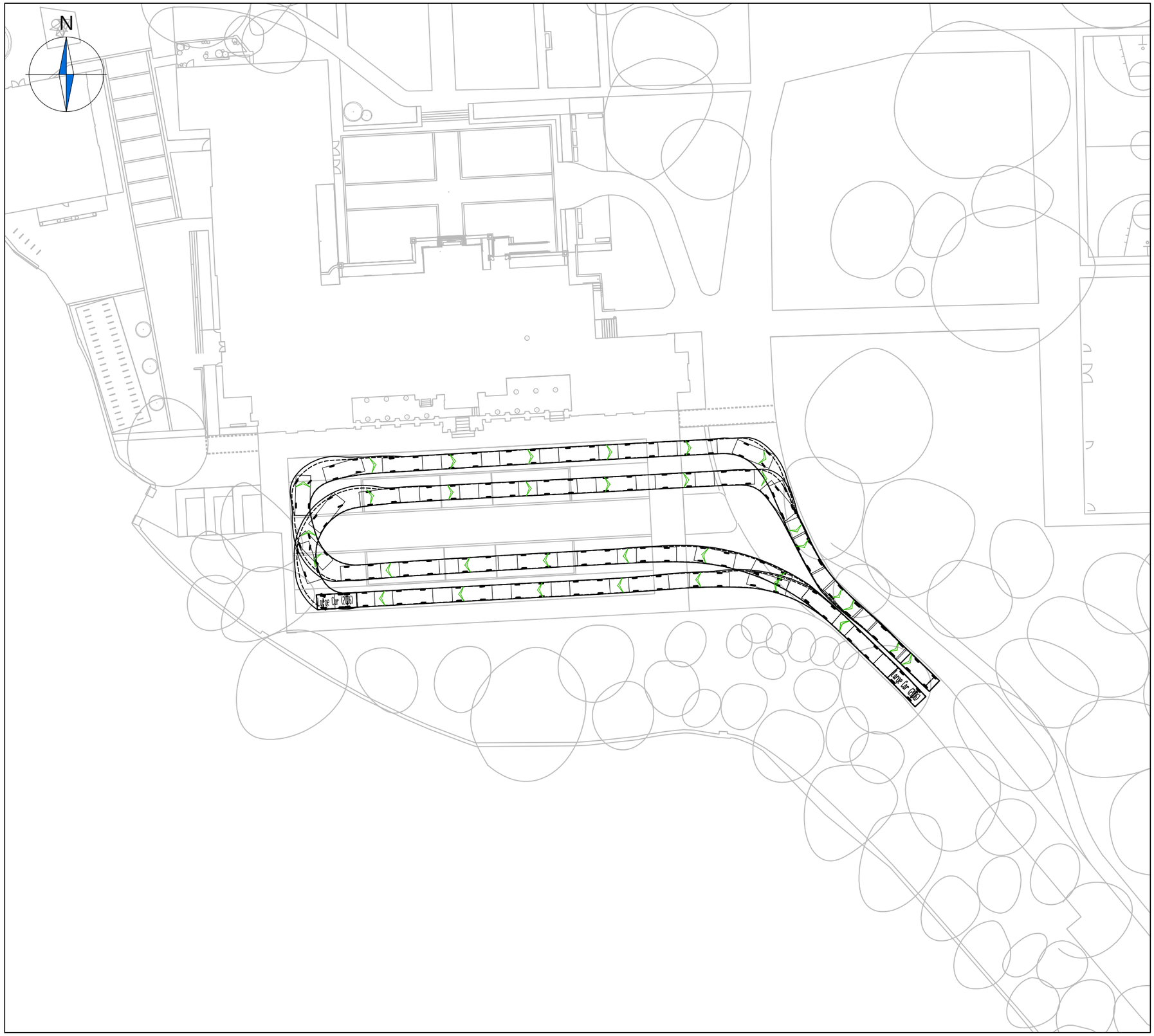
Appendix D



NOTES

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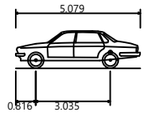
Large Car



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Key:

Pick Up/Drop Off Area

Rev	Details	Drawn	Checked	Date
B	Updated base plan and swept path analysis	JS	DB	22.02.22
A	Drop off bays highlighted.	KB	DB	13.09.22

REVISION HISTORY

Status:

- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Swept Path Analysis
Proposed Drop-off Area
Large Car

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	05.09.2022

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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	TR006	1 of 2	B

CA_4543_TR006 REV B - SWEPT PATH ANALYSIS - PROPOSED DROP OFF AREA - LARGE CAR.DWG

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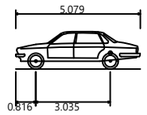
Large Car



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated base plan and swept path analysis	JS	DB	22.02.22
A	Drop off bays highlighted.	KB	DB	13.09.22

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Swept Path Analysis
Proposed Drop-off Area -
Disabled Bays
Large Car

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	05.09.2022

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	TR006	2 of 2	B

CA_4543_TR006 REV B - SWEPT PATH ANALYSIS - PROPOSED DROP OFF AREA - LARGE CAR.DWG

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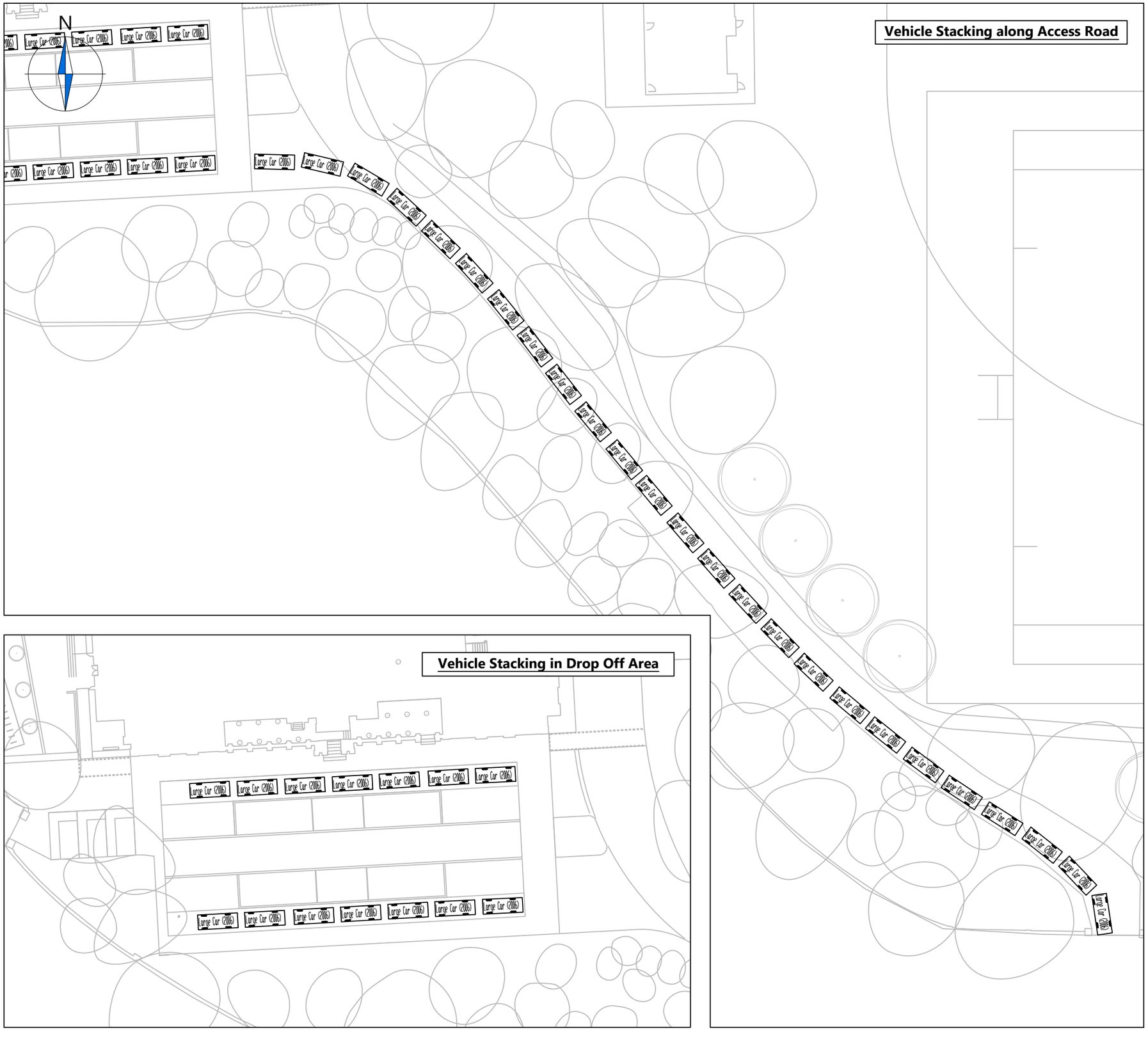
Appendix E



NOTES

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Key:

Pick Up/Drop Off Area

Access Road Capacity: 25 vehicles
Pick Up/Drop Off Area Capacity: 14 vehicles

Total Capacity: 39 vehicles

Rev	Details	Drawn	Checked	Date
A	Updated Base Plan	JS	DB	23.09.22

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Pick Up/Drop Off Area & Access Road Capacity

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	14.09.2022

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	013	1 of 1	A

CA_4543_013 REV A - PICK UP_DROP OFF AREA & ACCESS ROAD CAPACITY.DWG

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Appendix F

Radnor House
TWICKENHAM
celebrating every individual

Travelling
to Radnor House

Coach Train Bus

Getting to Radnor House Twickenham is easy, with a wide range of transport options.

Radnor House is well served by public transport, with buses stopping either directly outside the school on Cross Deep, or on Heath Rd which is a five minute walk away. Trains run regularly to Twickenham and Strawberry Hill stations, which are a 10 minute or a 8 minute walk respectively.

Coach Routes

Private for Radnor Pupils

Radnor House also runs three coaches which are operated for Radnor House pupils by Gallagher's Travels. The coach routes can vary slightly each year depending on the home location of the children travelling. There is a termly charge for this service. The coaches depart from Radnor House at 17:00 each day, allowing pupils to participate fully in our co-curricular programme. Example timetables are below:

ROUTE A Ealing

1	**Pick up** 07:10	Corner of Blondin Avenue and Northfields Avenue, W5 4UL	**Return** 18:15
2	**Pick up** 07:25	Corner of The Avenue and Blandford Rd, W4 1HB	**Return** 17:55
3	**Pick up** 07:40	Bus Terminus on South Parade, W4 1JU	**Return** 17:50
4	**Pick up** 07:45	Chiswick High Rd and Dukes Avenue, W4 4PU	**Return** 17:45
5	**Pick up** 07:50	Junction of Sutton Court Rd and Elmwood Rd, W4 3EJ	**Return** 17:40
6	**Pick up** 08:00	Junction of Kew Rd and Walpole Avenue, TW9 2AS	**Return** 17:25

The coach arrives at Radnor House at 08:15 (traffic permitting) and departure time is 17:00

ROUTE B Chelsea

1	**Pick up** 07:10	Loading Bay by bus stop F on Fulham Rd – outside HSBC bank, SW6 2DF
2	**Pick up** 07:15	Junction of Chiddington Street and New King's Rd (Stop W), SW6 3TQ
3	**Pick up** 07:25	Junction of Rigault Rd and Fulham High Street, SW6 4NF
4	**Pick up** 07:30	Junction of Erpingham Rd and Lower Richmond Rd (Stop K), SW15 1BE
5	**Pick up** 07:37	Junction of Glebe Rd and Church Rd, SW13 9EH
6	**Pick up** 07:55	Corner of Lower Mortlake Rd and Stanmore Gardens, TW9 2DU

The coach arrives at Radnor House at 08:15 (traffic permitting) and departure time is 17:00

ROUTE C Wimbledon

1	**Pick up** 07:10	Junction of Pirbright Rd and Wimbledon Park Rd, SW18 5NB
2	**Pick up** 07:25	Parkwood Rd, SW19 7AQ
3	**Pick up** 07:40	Corner of Shortlands Rd and Cross Rd, KT2 6HG
4	**Pick up** 07:55	Sandy Lane Bus Stop, TW10 7EN
5	**Pick up** 08:05	Ormond Rd, TW10 6TH

The coach arrives at Radnor House at 08:15 (traffic permitting) and departure time is 17:00

Return 18:10

Return 18:00

Return 17:50

Return 17:45

Return 17:35

Return 17:20

Return 18:15

Return 18:00

Return 17:40

Return 17:35

Return 17:25

Bus

Public

Local bus services run regularly to and from Twickenham. Routes 33 and R68 stop directly outside Radnor House and routes R70, 290, 490, 110, 267, 281, H22 stop on Heath Rd, only a five minute walk away.

The tables below give an indication of the travel times to Radnor House from various stops along these routes.

**Note below times are subject to change; please check the TFL or City Mapper websites. Timings correct at time of production.*

Approx walk between stop and school

POPE'S GROTTO = 1 min

HEATH RD = 5 mins

Route R70

Manor Rd to Hampton

Runs every 10 Minutes (07:00-19:00)

32mins	Nurserylands
26 mins	Hampton Lane
18 min	Percy Rd
END	Heath Rd

Route 290

Staines to Twickenham

Check TFL or City Mapper websites for times

27 mins	Sunbury Cross
12 mins	Twickenham Health Centre
6 mins	Sixth Cross Rd
END	Heath Rd

Route 490

Heathrow to Richmond

Runs every 12-13 Minutes (07:00-19:00)

34 mins	Hatton Cross
24 mins	Feltham Station
16 mins	Hounslow Rd
END	Heath Rd

Use the TFL Oyster app to top up and track travel and spend

Route R68

Kew to Hampton

Check TFL or City Mapper websites for times

27 mins	Kew Retail Park
19 mins	Manor Circus
15 mins	Richmond Station
END	Pope's Grotto
9 mins	Broad Street
18 mins	Uxbridge Rd
27 mins	Hampton Court

Route 33

Hammersmith - Fulwell

Runs every 7-10 Minutes (06:00-19:00)

37 mins	Hammersmith
26 mins	Barnes Station
18 mins	East Sheen
END	Pope's Grotto
1 mins	Strawberry Vale
2 mins	Southfield Gardens
5mins	Teddington Library
9 mins	Fulwell

Route 110

West Middlesex - Hounslow

Check TFL or City Mapper websites for times

14 mins	West Middlesex Hospital
10 mins	Isleworth Library
6 mins	Chertsey Rd
3 mins	Twickenham Street
END	Pope's Grotto
9 mins	Willow Way
13 mins	Cheyne Avenue
19 mins	Nelson Rd
25 mins	School Rd

Use the City Mapper App to plan your route and for live travel timings and updates

Route 267

Hammersmith to Fulwell

Runs every 10-13 Minutes (07:00-21:00)

31 mins	Chiswick Rd
25 mins	Kew Bridge
21 mins	Brentford County Court
11 mins	Teesdale Gardens
END	Heath Rd

Route 281

Tolworth to Hounslow

Runs every 7-12 Minutes (06:00-22:00)

34 mins	Surbiton Station
25 mins	Kingston Station
20 mins	Hampton Wick
14 mins	Teddington Lock
END	Heath Rd

Route H22

Hounslow to Richmond

Check TFL or City Mapper websites for times

24 mins	Hounslow Bus Station
14 mins	Whitton High St
9 mins	Willow Way
5 mins	Meadway
END	Heath Rd

Train

Public

Trains run regularly to T
minute or a 10 minute w

An example of just a few
below, along with recon
registration at 8:30am.

**Note below times are su*
Timings correct at time o

Approx walk between station and school

STRAWBERRY HILL = 8 mins

TWICKENHAM = 10 mins

Wimbledon to Strawberry Hill

Duration 25 Minutes

07:43	Wimbledon
07:46	Raynes Park
07:49	New Malden
07:52	Norbiton
07:59	Kingston
08:01	Hampton Wick
08:05	Teddington
08:08	Strawberry Hill
08:16	Radnor House

Wandsworth Town to Twickenham

Duration 18 Minutes

07:45	Wandsworth
07:49	Putney
07:52	Barnes
07:54	Mortlake
07:56	North Sheen
07:59	Richmond
08:01	St Margarets
08:03	Twickenham
08:13	Radnor House

Chiswick to Twickenham

Duration 23 Minutes

07:43	C
07:31	B
07:34	B
07:37	P
07:42	
07:48	R
07:51	Tw
08:01	R

Chiswick to Twickenham

Duration 33 Minutes

07:43	C
07:46	B
07:49	B
08:05	
08:07	M
08:09	N
08:12	R
08:14	St
08:16	Tw
08:26	R

Clapham Junctio to Twickenham

Duration 12 Minutes

07:46	C
07:54	R
07:58	T
08:08	R

wickenham and Strawberry Hill stations, which are a 13
valk respectively.

v of the train routes that our pupils take to school are shown
mmended departure times that enable arrival for morning

ubject to change; please check the TFL or City Mapper websites.
of production.

1 change
hiswick
arnes Bridge
arnes
utney (Change)
ichmond
wickenham
adnor House

1 change
hiswick
arnes Bridge
arnes (Change)
Mortlake
North Sheen
ichmond
t Margarets
wickenham
adnor House

n
Clapham Junction
Richmond
wickenham
Radnor House

Sunbury to
Strawberry Hill

Duration 9 Minutes

07:35	Sunbury
07:39	Hampton
07:42	Fulwell
07:44	Strawberry Hill
07:52	Radnor House

Egham to
Twickenham

Duration 19 Minutes

07:50	Egham
07:56	Staines
08:02	Feltham
08:09	Twickenham
08:19	Radnor House

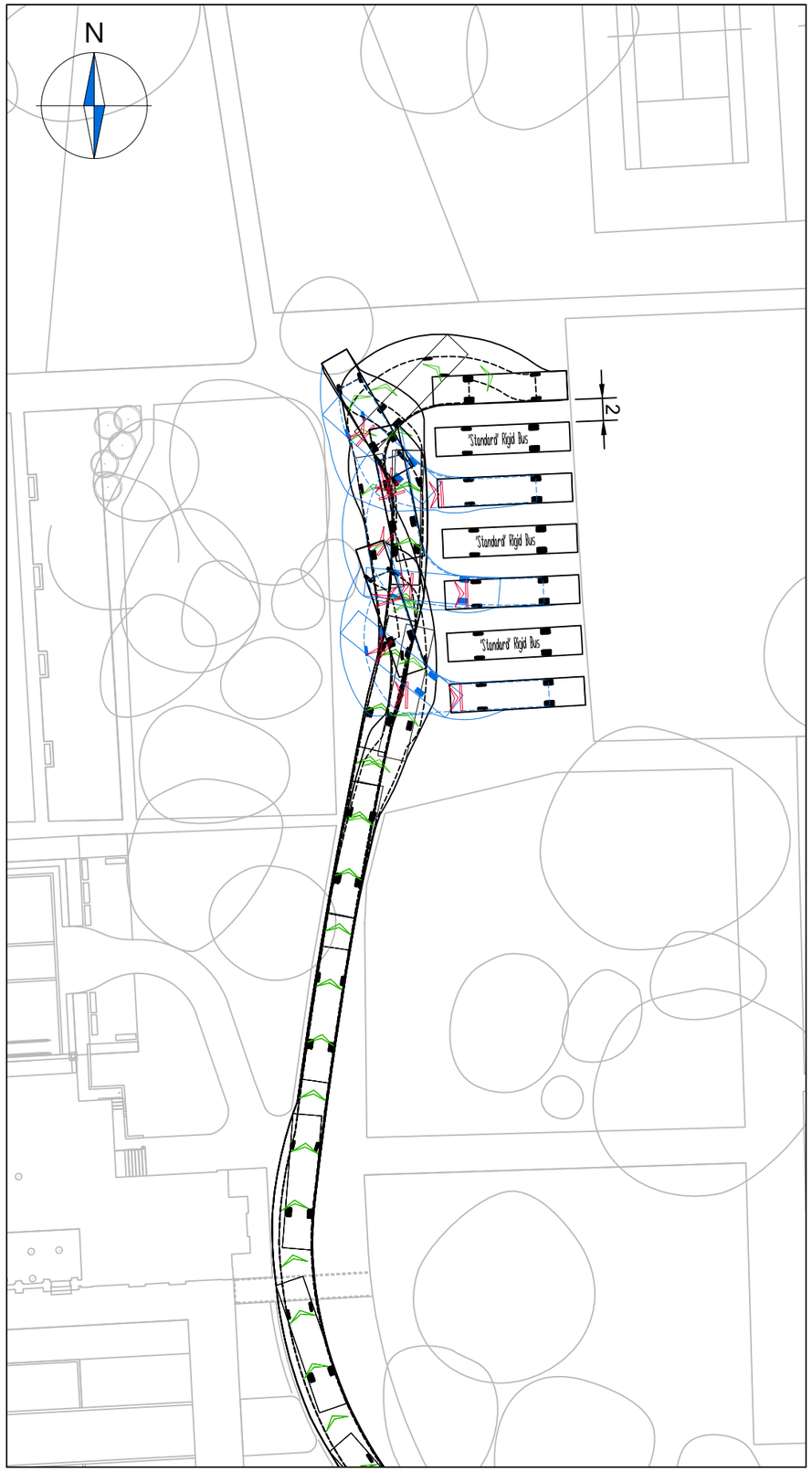
Whitton to
Twickenham

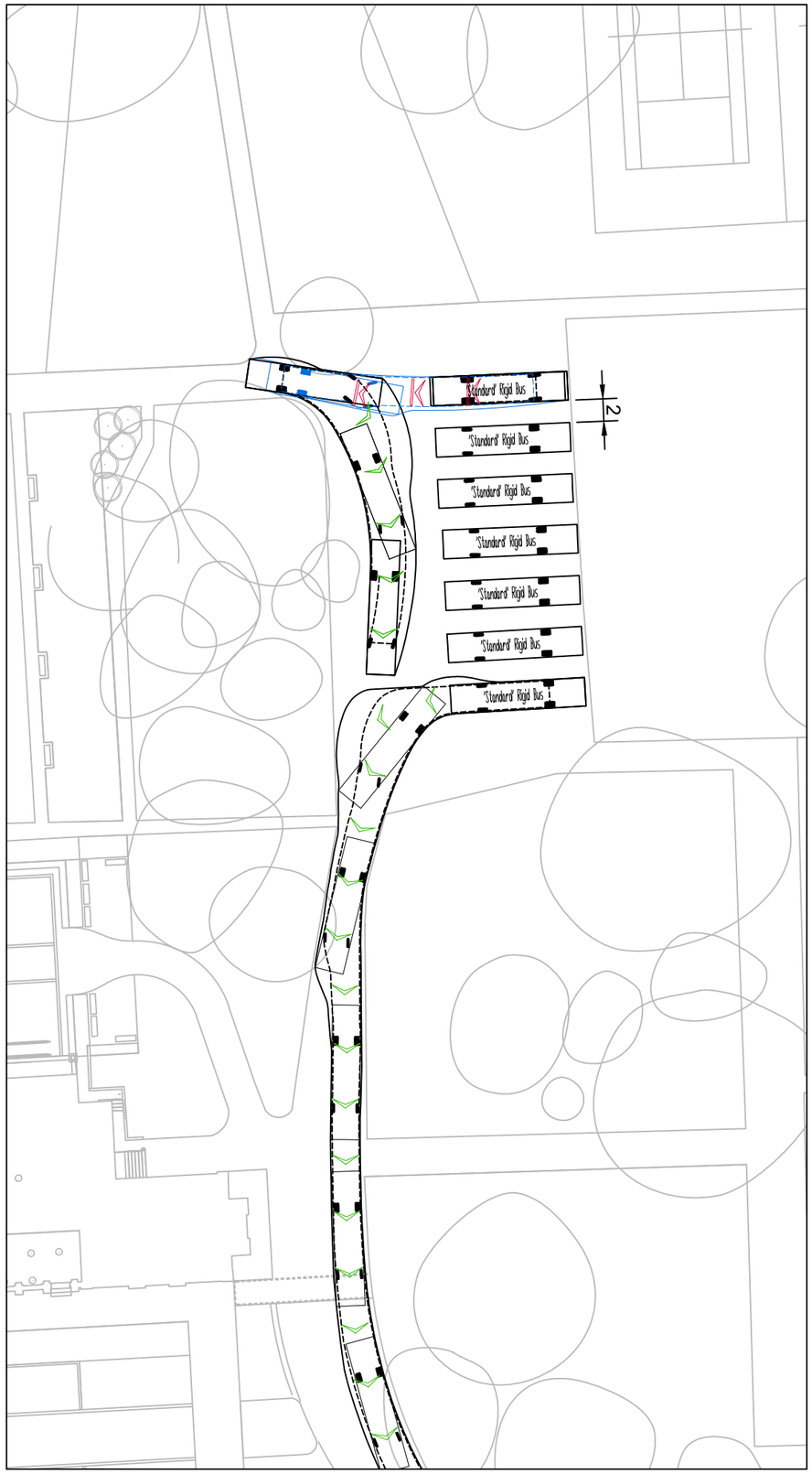
Duration 3 Minutes

08:00	Whitton
08:03	Twickenham
08:13	Radnor House

For further information, contact
the Admissions Department
by email:
admissions@radnorhouse.org
or call: **020 8891 6264**

Appendix G





NOTES

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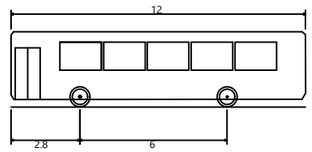
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Standard Rigid Bus



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	Updated base layout and swept paths	JS	DB	22.09.22

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Swept Path Analysis
Coach Parking

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	13.09.22

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	TR007	1 of 2	A

CA_4543_TR007 REV A - SWEPT PATH ANALYSIS - COACH PARKING.DWG

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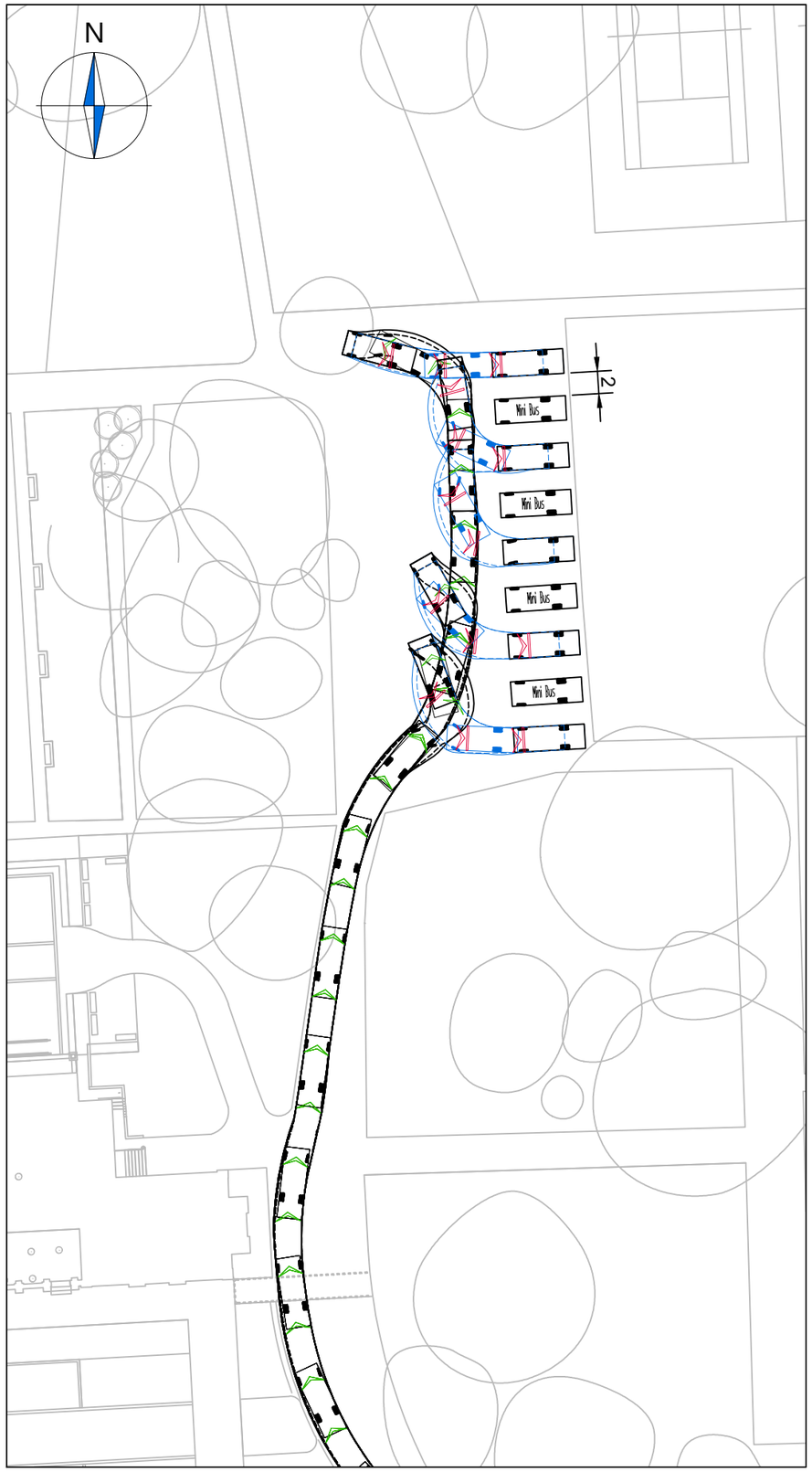

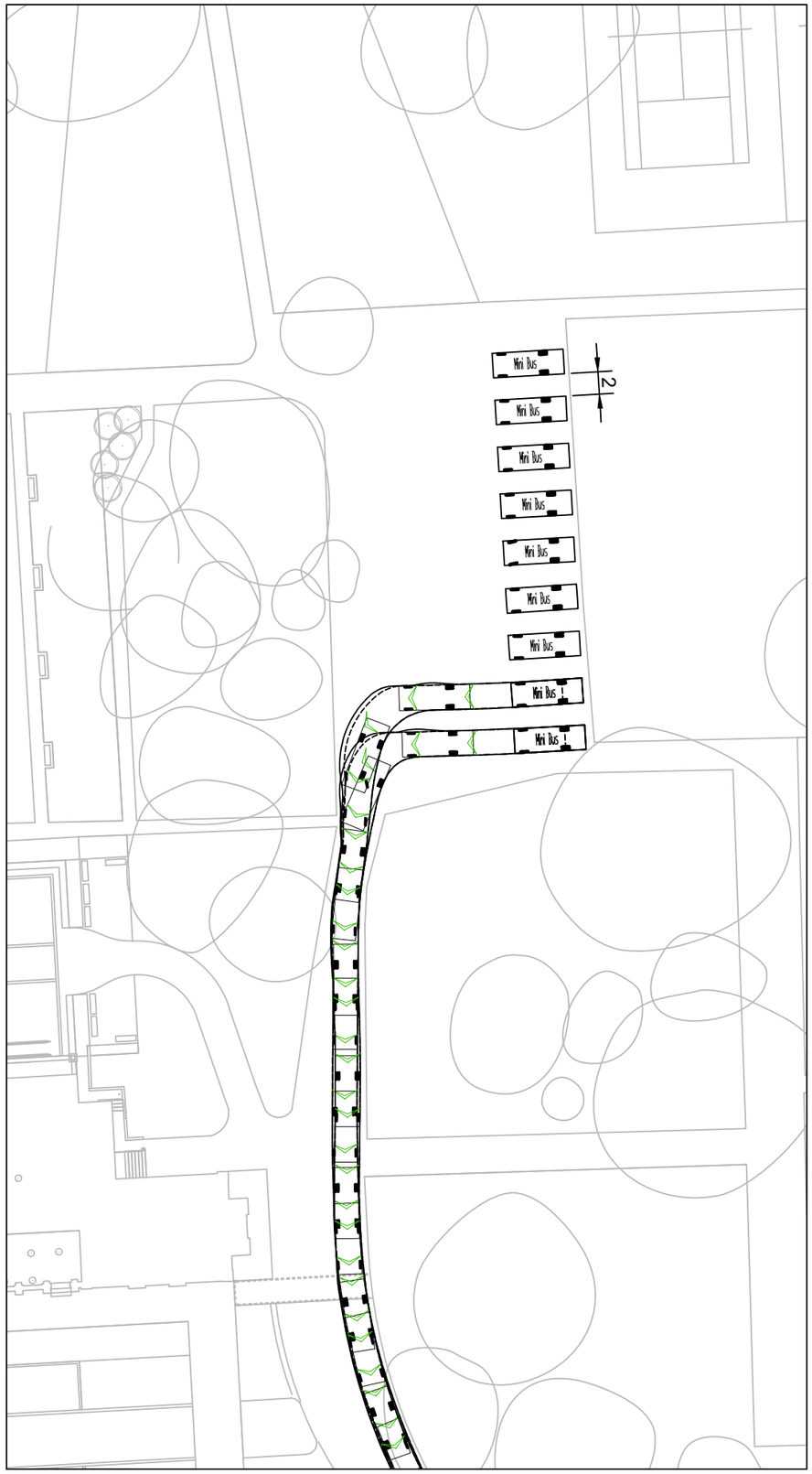

NOTES

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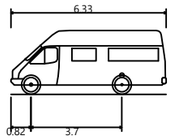
3. This drawing is for illustrative purposes only.

Minibus



Minibus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	Updated base layout and swept paths	JS	DB	22.09.22

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Swept Path Analysis
Minibus Parking

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	13.09.22

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	TR007	2 of 2	A

CA_4543_TR007 REV A - SWEPT PATH ANALYSIS - COACH PARKING.DWG

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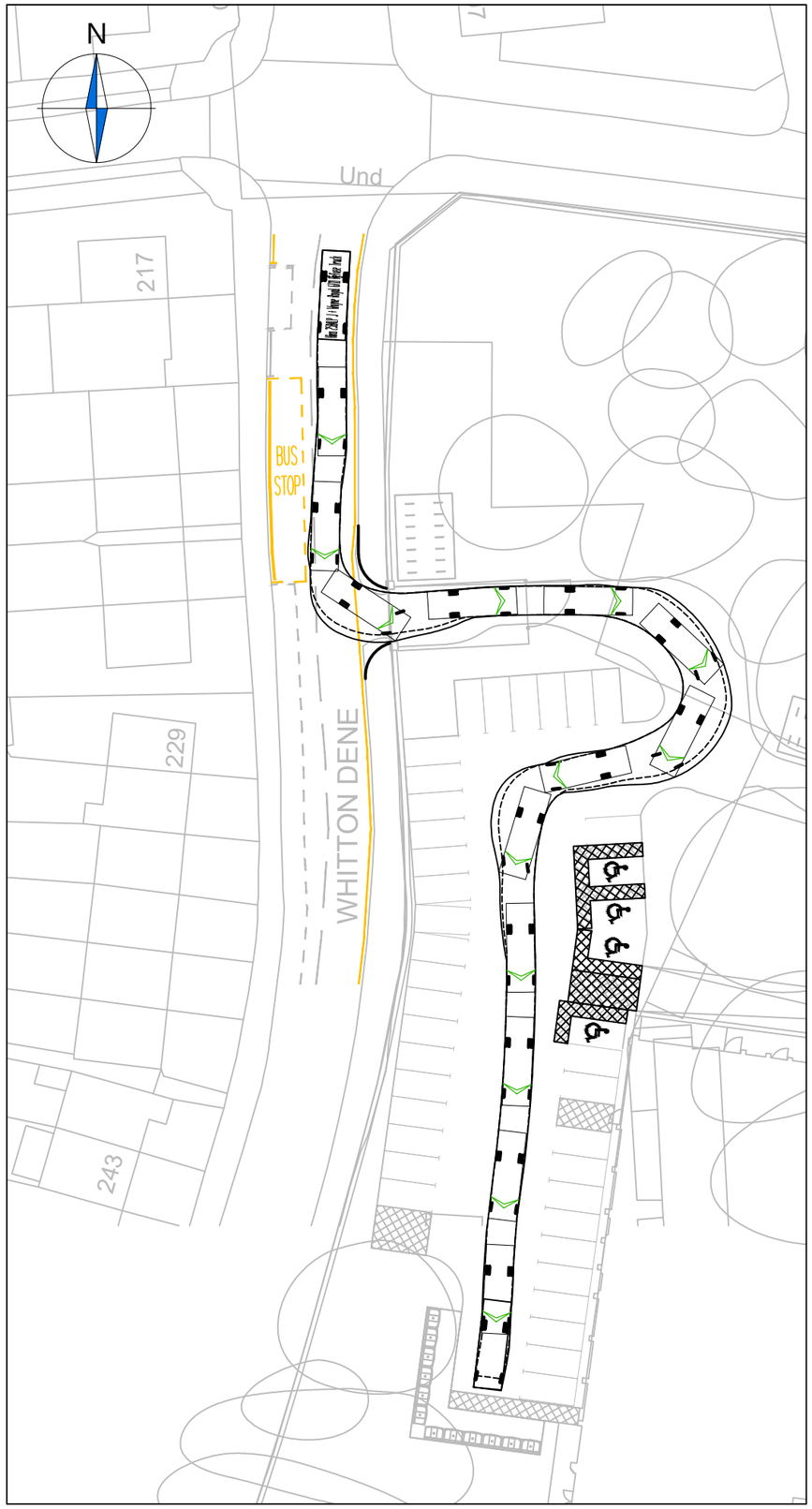
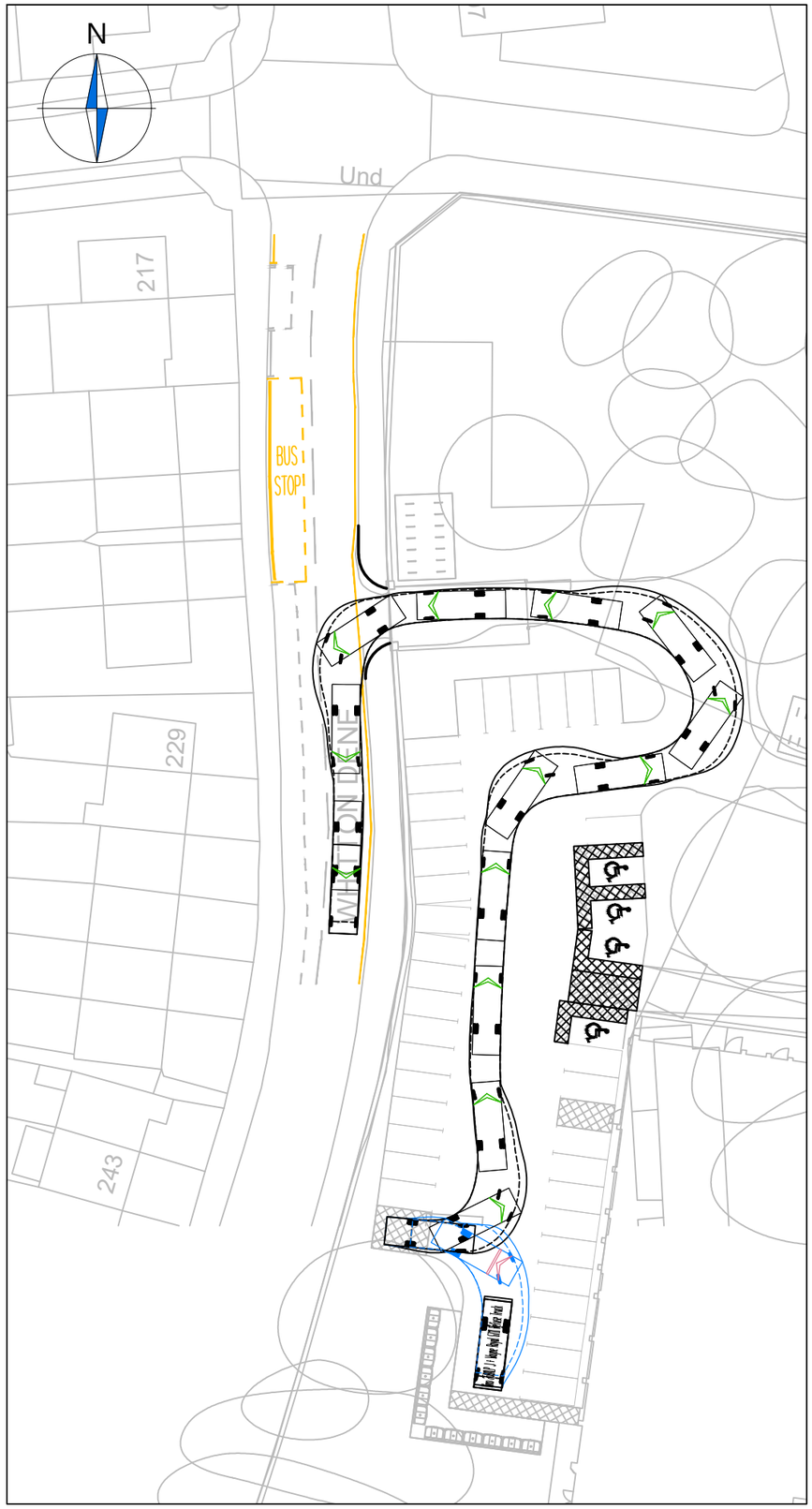
Appendix H





NOTES

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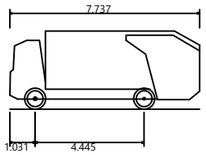
3. This drawing is for illustrative purposes only.

Hino 258ALP J + Wayne Royal GT11 Refuse Truck



Hino 258ALP J + Wayne Royal GT11 Refuse Truck	
Overall Length	7.737m
Overall Width	2.431m
Overall Body Height	3.193m
Min Body Ground Clearance	0.398m
Track Width	2.431m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.300m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated Layout and Swept Path Analysis.	JS	DB	23.09.22
A	Layout updated. Tracking & access amended.	KB	DB	05.09.22

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Swept Path Analysis using a Small Refuse Vehicle

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	11.08.2022

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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	TR005	1 of 2	B

CA_4543_TR005 REV B - SWEPT PATH ANALYSIS USING A REFUSE VEHICLE.DWG

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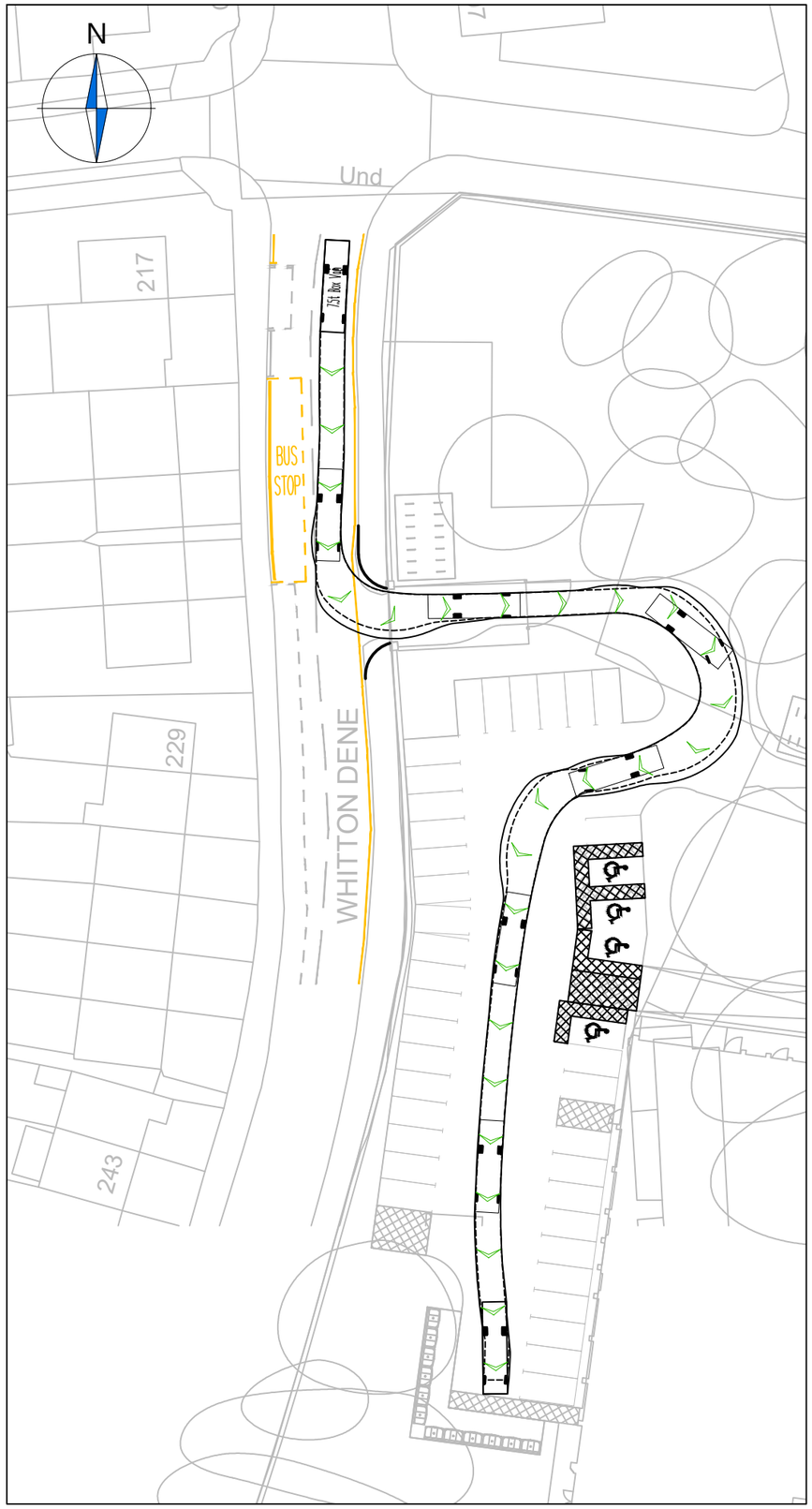

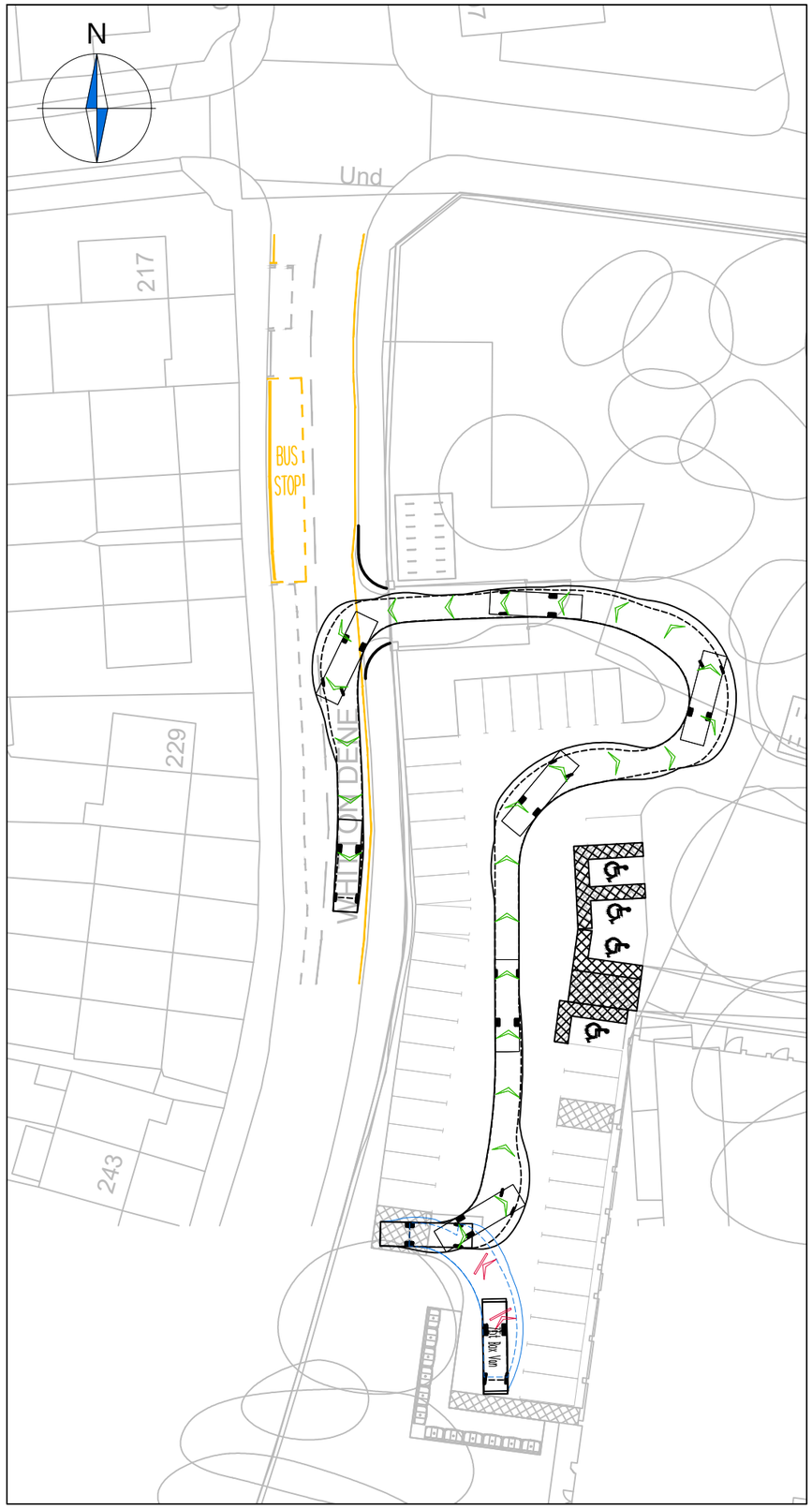

NOTES

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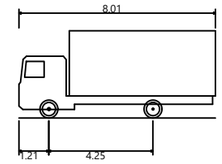
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5t Box Van



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
B	Updated Layout and Swept Path Analysis.	JS	DB	23.09.22
A	Layout updated. Tracking & access amended.	KB	DB	05.09.22

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Dukes Education Group Limited

Project:

Kneller Hall
Twickenham

Drawing Title:

Swept Path Analysis using a 7.5t Box Van

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
KB	DB	05.09.2022

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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4543	TR005	2 of 2	B

CA_4543_TR005 REV B - SWEPT PATH ANALYSIS USING A REFUSE VEHICLE.DWG

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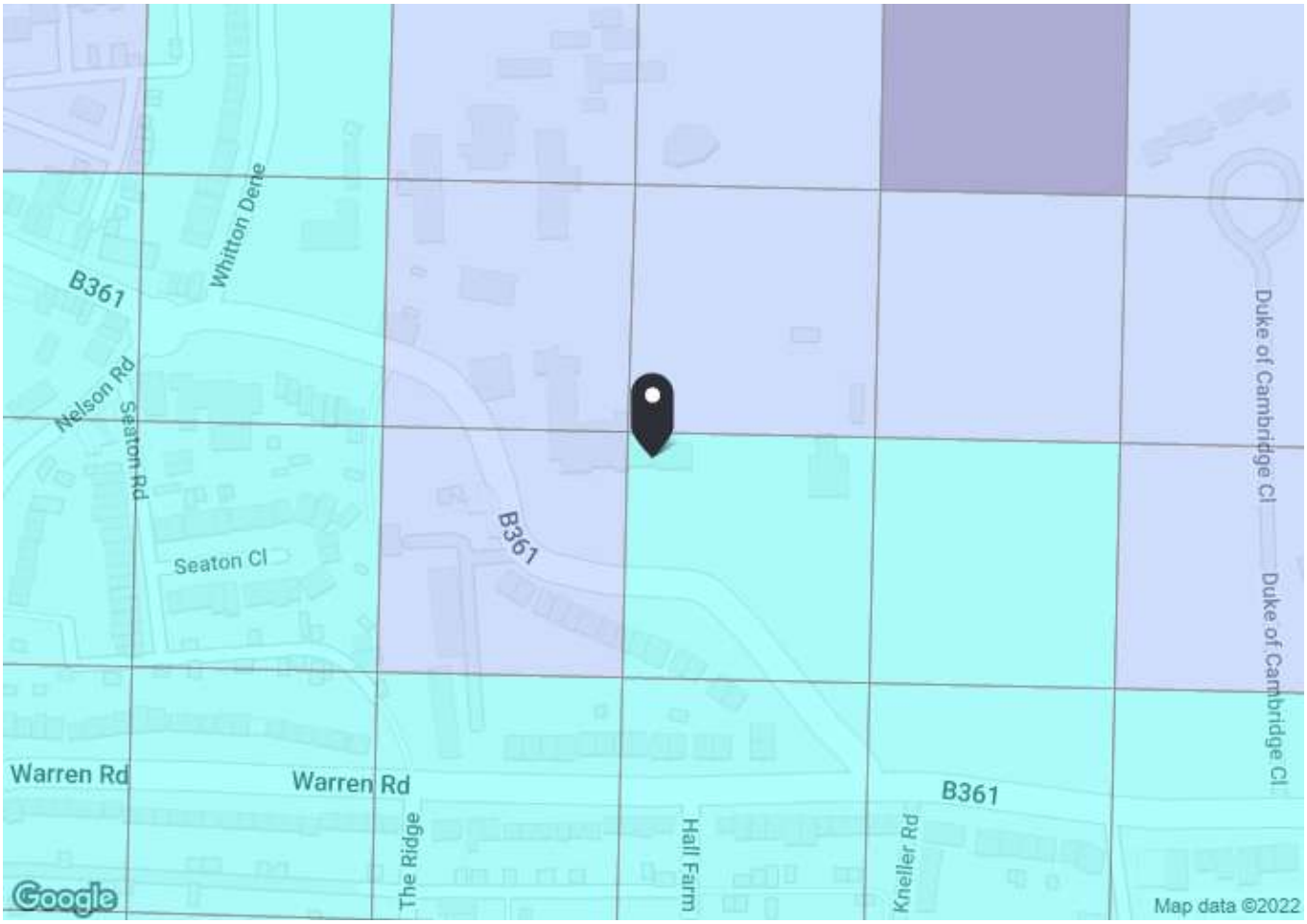
Appendix I

RICHMOND UPON THAMES CYCLE NETWORK MAP

RICHMOND TOWN CENTRE

Appendix J

TRANSPORT FOR LONDON



PTAL output for Base Year
2

65 Kneller Rd, Twickenham TW2 7DN, UK
Easting: 514707, Northing: 174183

Grid Cell: 49360

Report generated: 09/06/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	KNELLER HALL	481	184.75	1	2.31	32	34.31	0.87	0.5	0.44
Bus	KNELLER HALL	281	184.75	7.5	2.31	6	8.31	3.61	1	3.61
Bus	NELSON ROAD KNELLER ROAD	H22	598.16	5	7.48	8	15.48	1.94	0.5	0.97
									Total Grid Cell AI:	**5.02**

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Appendix K

Twickenham Area Personal Injury Collisions 60 months to end of April 2022 (Provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	COLLISION COUNT
GIS AREA B24/25 TWICKENHAM AREA(P)	60MTS TO APR/2022	62

THE DESCRIPTION OF HOW THE COLLISION 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. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

1

01170037096	FRI 12/05/2017 13:07		LIGHT	WHITTON RD J/W LONDON RD			24 NODE 136	515990/173740
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	OTHER VEH BT - NEG		(34 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)						

2

01170045384	FRI 23/06/2017 09:40		LIGHT	LONDON RD J/W BREWERY LANE			24 LINK 136-675	516050/173690
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(60 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED		(60 YRS - M - REDACT)	UNKNOWN S/R	O/TAKING - NON MOVING VEH	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

3

01170049572	THU 20/07/2017 15:20		DARK	KNELLER RD J/W ALTON GARDENS			24 LINK 81-107	514910/174040
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(9 YRS - M - REDA)		SERIOUS	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG		(41 YRS - F - REDACT)		WAITING - HELD UP	(E TO W) N/S HIT FIRST	SCHOOL - TAKING JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)				V001 B	405 (FAILED TO LOOK PROPERLY)	
C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						

4

01170050390	TUE 25/07/2017 14:11		LIGHT	WHITTON RD J/W HOUNSLOW AVENUE			25 LINK 67-734	513840/174780
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(48 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(48 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

5

01170053538	SUN 13/08/2017 13:37		LIGHT	HIGH ST WHITTON 15M N OF J/W CONSTANCE RD				24 LINK 67-71	514200/173650
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTH PER		PELICAN OR SIML	CTRL - AUTH PERSON
CASUALTY	001 (002)	(26 YRS - F - REDA)		SLIGHT	PEDESTRIAN		STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED		(P TO P) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(53 YRS - M - REDACT)		G/AHEAD - OTHER		(SE TO NE) N/S HIT FIRST	J/P - UNKN JCT MID
V002	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)				V002	B	509 (DISTRACTION IN VEHICLE)	
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)				V001	A	904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)	

6

01170065919	SUN 22/10/2017 22:50		DARK	WHITTON RD J/W ERNCROFT WAY				24 LINK 107-136	515720/174020
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(32 YRS - M - REDA)		SERIOUS	PEDESTRIAN		NE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	306 (EXCEEDING SPEED LIMIT)							

7

01170068545	TUE 07/11/2017 08:56		LIGHT	WHITTON RD 50M W OF J/W RUGBY RD			24 LINK 81-107	515440/174160
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(18 YRS - F - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(55 YRS - M - REDACT)		O/TAKING - MOVING VEH	(W TO E) DID NOT IMPACT	COMMUTING
VEHICLE	002 (000)	PED CYCLE BT - N/A		(18 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	SCHOOL - TAKING
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)						

8

01170070977	SAT 18/11/2017 10:45		LIGHT	LONDON RD 20M E OF J/W WHITTON RD (TW RAILWAY BRDG)			24 NODE 136	516030/173722
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(19 YRS - M - REDACT)		WAITING - HELD UP	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(42 YRS - M - REDACT)		MOVING OFF	(E TO W) BACK HIT FIRST	J/P - UNKN JCT APP
V002	B	107 (TEMPORARY ROAD LAYOUT (EG. CONTRAFLOW))						

9

01170074745	FRI 01/12/2017 17:40		DARK	WARREN RD 21M W OF J/W RIDGE				24 LINK 71-81	514570/174040
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(73 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT PROVD		(73 YRS - F - REDACT)		SLOWING/STOPPING		(P TO P) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NEG		(56 YRS - M - REDACT)		REVERSING		(N TO S) BACK HIT FIRST	J/P - UNKN
V002	B	405 (FAILED TO LOOK PROPERLY)							

10

01170080793	SAT 30/12/2017 12:45		LIGHT	LONDON RD 10M S OF J/W BREWARY LANE				24 LINK 136-675	516060/173680
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT		PEDN PHASE ATS	CTRL - AUTH PERSON
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(68 YRS - M - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - NEG		(26 YRS - M - REDACT)		MOVING OFF		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
C002	A	802 (FAILED TO LOOK PROPERLY)				C002	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	
C002	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)							

11

01180087192	THU 01/02/2018 15:24		LIGHT	HIGH ST WHITTON 3M S OF J/W NELSON RD				24 NODE 71	514190/173940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	CROSSROADS	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(64 YRS - F - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG		(38 YRS - F - REDACT)		MOVING OFF		(N TO S) DID NOT IMPACT	COMMUTING L/ROUNDABOUT
C001	B	802 (FAILED TO LOOK PROPERLY)							

12

01180100552	SUN 08/04/2018 12:34		LIGHT	COURT WAY J/W WHITTON RD				24 LINK 107-136	515890/173820
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(59 YRS - M - REDACT)		G/AHEAD - OTHER		(NW TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(27 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO NW) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				V002	A	405 (FAILED TO LOOK PROPERLY)	

13

01180106391	MON 07/05/2018 18:50		LIGHT	WHITTON RD 200M N OF J/W PARK RD			25 LINK 67-734	513843/174919
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(56 YRS - M - REDACT)	SLOWING/STOPPING		(P TO P) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
V002	A	409 (SWERVED)		V002	A	410 (LOSS OF CONTROL)	

14

01180113943	TUE 12/06/2018 22:00		DARK	WHITTON RD J/W GRIMWOOD RD			24 LINK 107-136	515870/173880
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

VEHICLE 1 WAS TRAVELLING OUT OF TWICKENHAM TOWARDS THE A316 WHEN IT HAS SIGNALLED RIGHT AND TURNED INTO GRIMWOOD PLACE, VEHICLE 2 HAS BEEN TRAVELLING TOWARDS TWICKENHAM FROM THE A316. VEHICLE 1 TURNED IN FRONT OF VEHICLE 2 CAUSING VEHICLE 2 TO HIT THE FRONT OF THE VEHICLE.

CASUALTY	001 (002)	(16 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(44 YRS - F - REDACT)	TURNING RIGHT		(NE TO E) FRONT HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	M/C <= 50CC BT - NOT REQ	(16 YRS - M - REDACT)	G/AHEAD - OTHER		(SW TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)					

15

01180115953	FRI 22/06/2018 08:40		LIGHT	HOUNSLOW RD 20M NW OF J/W NELSON RD			24 NODE 71	514170/174000
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	PEDESTRIAN	STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	COMMUTING
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)					

16

01180118334	MON 02/07/2018 22:38		DARK	WHITTON RD J/W HOUNSLOW AVENUE HOUNSLOW MIDDLESEX			25 LINK 67-734	513840/174800
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTH PER	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY, AN UNKNOWN VEHICLE HAS COLLIDED WITH A FEMALE CYCLIST ON THE HUMP BACK BRIDGE OVER THE RAILWAY LINES ON WHITTON ROAD J/W HOUNSLOW AVE IN HOUNSLOW. (REDACTED) VEH1 WAS DRIVING ALONG WHITTON ROAD AND AS IT APPROACHED THE BRIDGE, THE DRIVER SAW A CYCLIST OVERTAKE A CAR FROM THE OPPOSITE DIRECTION, AND VEH1 WAS UNABLE TO STOP. (REDACTED)

CASUALTY	001 (002)	(28 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(57 YRS - F - REDACT)	G/AHEAD - OTHER		(S TO N) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A	(28 YRS - F - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)		V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)	
V002	B	507 (RIDER WEARING DARK CLOTHING AT NIGHT)		V001	B	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)	

17

01180121566	MON 16/07/2018 18:30		LIGHT	PERCY RD J/W HIGH ST WHITTON			24 NODE 67	514190/173540
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)	SLOWING/STOPPING	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(18 YRS - M - REDACT)	SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED

V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	B	605 (LEARNER OR INEXPERIENCED DRIVER)

18

01180126645	SUN 12/08/2018 20:10		LIGHT	WHITTON RD J/W HOUNSLOW AVENUE HOUNSLOW			25 LINK 67-734	513840/174800
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

IT WOULD APPEAR FROM SPEAKING TO ALL PARTIES THAT AS THE LORRY AND THE MOPED APPROACHED THE JUNCTION, THE MOPED WAS BEHIND THE LORRY - THE LORRY THEN REVERSED, BUT WAS NOT ABLE TO SEE THE MOPED ON HIS MIRRORS DUE TO THE MOPED BEING IN A BLIND SPOT DIRECTLY BEHIND THE VEHICLE. (REDACTED)

CASUALTY	001 (002)	(36 YRS - M - REDA)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	OTHER VEH BT - NOT REQ	(30 YRS - M - REDACT)	REVERSING	(S TO N) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(36 YRS - M - REDACT)	WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP

V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	B	405 (FAILED TO LOOK PROPERLY)

19

01180141053	TUE 23/10/2018 18:30		DARK	PARK RD HOUNSLOW MIDDLESEX J/W WHITTON RD			25 LINK 67-734	513850/174710
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (002)	(23 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(18 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(23 YRS - F - REDACT)	TURNING RIGHT	(SE TO NE) O/S HIT FIRST	J/P - UNKN E/MAIN RD

V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	605 (LEARNER OR INEXPERIENCED DRIVER)	V002	A	605 (LEARNER OR INEXPERIENCED DRIVER)

20

01180142540	WED 31/10/2018 11:14		LIGHT	HIGH ST WHITTON 70M S OF J/W TRANMERE RD			24 LINK 67-71	514190/173740
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(33 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(33 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(35 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

21

01180148221	MON 26/11/2018 16:40		DARK	LONDON RD J/W BREWERY LANE			24 LINK 136-675	516050/173690
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(54 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ		(27 YRS - M - REDACT)		TURNING RIGHT	(W TO E) N/S HIT FIRST	JOURNEY P/O WORK L/MAIN RD
V001	B	405 (FAILED TO LOOK PROPERLY)				V002 B	405 (FAILED TO LOOK PROPERLY)	
V001	B	710 (VEHICLE BLIND SPOT)						

22

01180148449	TUE 27/11/2018 22:32		DARK	WHITTON RD 10M E OF J/W COURT WAY			24 LINK 107-136	515920/173790
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	SLIP RD	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(50 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(32 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ		(50 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(SE TO NW) BACK HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(30 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	501 (IMPAIRED BY ALCOHOL)				V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

23

01180149866	TUE 04/12/2018 14:44		LIGHT	WHITTON RD J/W CHUDLEIGH RD			24 LINK 107-136	515860/173880
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY PERSON INJURED 1 WAS A PASSENGER ON THE LOWER DECK ON THE NEARSIDE FRONT SEAT NEXT TO THE AISLE, VEHICLE 1 WAS TRAVELLING SOUTH EAST IN WHITTON ROAD WHEN PERSON INJURED 1 STOOD UP TO PRESS THE BUTTON AS HER STOP AT CHUDLEIGH ROAD WAS APPROACHING. AS PERSON INJURED 1 WAS COLLECTED HER BAGS SHE HAS FALLEN OR TRIPPED INTO THE AISLE ON HER RIGHT SIDE CAUSING INJURY.

CASUALTY	001 (001)	(86 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NEG	(41 YRS - M - REDACT)		SLOWING/STOPPING	(NW TO SE) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
C001	B	999 (OTHER - PLEASE SPECIFY BELOW)					

24

01190158752	SUN 20/01/2019 22:20		DARK	LONDON RD, 50 METRES SOUTH OF JUNCT WTH WHITTON RD.. NREST CLASSIFIED RD WAS B361			24 LINK 136-675	516067/173694
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M

APPARENTLY V001 WAS TRAVELLING NORTH ON LONDON ROAD A310 TOWARDS WHITTON ROAD. V001 HAS DRIVEN INTO THE BARRIERS ON THE CENTRAL RESERVATION. V001 HAS DRIVEN THROUGH THE CENTRAL RESERVATION AND ACROSS THE OTHER SIDE OF THE CARRIAGEWAY. VOO1 HAS DRIVEN ONTO THE PATHWAY INTO THE BUILDING SITE ABOVE THE BR STATION. (REDACTED)

CASUALTY	001 (001)	(75 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - NOT PROVD	(75 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
V001	A	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)					

25

01190174021	TUE 26/03/2019 07:36		LIGHT	HIGH ST WHITTON, NR JUNCT WTH TRANMERE RD .			24 LINK 67-71	514194/173756
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

26

01190183949	WED 29/05/2019 17:13		LIGHT	WHITTON RD, TWICKENHAM, MIDDLESEX, NR JUNCT WTH HEATHFIELD SOUTH.			24 LINK 107-136	515853/173899
POLICE - AT SCENE		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C <= 50CC BT - NOT REQ		(19 YRS - M - REDACT)		MOVING OFF	(SE TO NW) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(36 YRS - F - REDACT)		MOVING OFF	(W TO NW) FRONT HIT FIRST	COMMUTING E/MAIN RD
V002	A	401 (JUNCTION OVERSHOOT)				V002	A	405 (FAILED TO LOOK PROPERLY)
V002	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				V001	A	405 (FAILED TO LOOK PROPERLY)

27

01190188323	TUE 18/06/2019 09:30		LIGHT	LONDON RD, TWICKENHAM, MIDDLESEX, 29 METRES SOUTH OF JUNCT WTH BREWERY LANE.			24 LINK 136-675	516070/173682
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(85 YRS - M - REDA)		SLIGHT	PEDESTRIAN	NE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	G/AHEAD - OTHER		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

28

01190195379	FRI 05/07/2019 14:30		LIGHT	PARK AVENUE, 75 METRES WEST OF JUNCT WTH CARRINGTON AVENUE.			25 CELL 513500/174000	513835/174466
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(37 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		REVERSING	(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP

29

01190198528	THU 08/08/2019 16:46	LIGHT	WARREN RD, NR JUNCT WTH KNELLER RD			24 NODE 81		514793/174055
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

APPARENTLY VEHICLE 001 WAS DRIVING UP CLAPHAM HIGH STREET FROM NORTH TO SOUTH THOUGH A GREEN LIGHT, VEHICLE 001 DROVE THROUGH THE JUNCTION AND VEHICLE 002 CAME FROM CLAPHAM MANOR STREET JUMPING THE RED LIGHT AND JOINING CLAPHAM COMMON SOUTH SIDE, AS BOTH VEHICLE 001 AND 002 WENT PAST THE JUNCTION VEHICLE 002 WENT IN FRONT OFF 001 INTO THE PATH OF 001 CAUSING VEHICLE 001 TO BREAK AND COLLIDING WITH VEHICLE 002 HITTING THE REAR 002. (REDACTED)

CASUALTY	001 (001)	(27 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
CASUALTY	002 (002)	(51 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT PROVD	(27 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(51 YRS - F - REDACT)	TURNING RIGHT		(E TO NW) O/S HIT FIRST	JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

30

01190201101	MON 19/08/2019 06:45	LIGHT	NELSON RD, NR JUNCT WTH HOUNSLOW RD.			24 NODE 71		514186/173971
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	ROUNDABOUT	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(20 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(56 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - N/A	(20 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

31

01190201692	TUE 27/08/2019 00:09		DARK	WHITTON DENE, NR JUNCT WTH HALL RD.			24 NODE 734	513870/174472
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(63 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(51 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) BACK HIT FIRST	L/ROUNDABOUT
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(38 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN L/ROUNDABOUT
V002	A	601 (AGGRESSIVE DRIVING)						

32

01190211912	TUE 15/10/2019 19:13		DARK	WHITTON RD, NR JUNCT WTH PARK RD, HOUNSLOW, MIDDLESEX.			25 LINK 67-734	513848/174701
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JCT APP
VEHICLE	002 (000)	M/C <= 50CC BT - NOT REQ		(26 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V002	A	410 (LOSS OF CONTROL)				V002 A	306 (EXCEEDING SPEED LIMIT)	

33

01190213336	TUE 22/10/2019 08:58		LIGHT	KNELLER RD, NR JUNCT WTH DUKE OF CAMBRIDGE CLOSE.			24 LINK 81-107	514963/174036
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(43 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(41 YRS - F - REDACT)		WAITING - HELD UP	(W TO E) N/S HIT FIRST	SCHOOL - TAKING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(43 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	SCHOOL - TAKING JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)					

34

01190215321	FRI 01/11/2019 00:03		DARK	WHITTON RD, 15 METRES NORTH OF JUNCT WTH STATION RD.			25 LINK 67-734	513844/174935
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

V001 WAS TRAVELING ALONG WHITON ROAD WHEN IT STRUCK TWO PERSONS CAUSING INJURY

CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(23 YRS - M - REDA)	FATAL	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
CASUALTY	003 (001)	(16 YRS - M - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
CASUALTY	004 (001)	(28 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	A	903 (EMERGENCY VEHICLE ON A CALL)					

35

01190220773	MON 25/11/2019 16:33	DARK	PERCY RD (WHITTON STATION), 30 METRES SOUTH OF JUNCT WTH BRDG WAY.		24 LINK 67-71	514192/173561
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	ZEBRA XING	NONE IN 50M

PEDESTRIAN STATES THAT HE WAS COMING UP TO THE PEDESTRIAN CROSSING TRAVELLING FROM A WEST DIRECTION HEADING EAST TOWARDS WHITTON STATION. HE HAS NOTICED THAT A VEHICLE HAS STOPPED AT THE CROSSING ON HIS NEARSIDE OF THE CARRIAGEWAY FROM CARS TRAVELLING NORTH AND LOOKED NORTH TO SEE IF ANY CARS WERE TRAVELLING SOUTH. HE DID NOT SEE ANY CARS SO BEGAN TO CROSS THE ROAD. HE THEN ONLY REMEMBERS BEING HIT BY THE CAR AND ONLY SEEING IT WHEN IT IMMEDIATELY HIT HIM. HE HAS BEEN HIT AND TRAVELLED SEVERAL METRES BEFORE LANDING ON THE FLOOR AND STAYING IN THE SAME POSITION UNTIL EMERGENCY SERVICES ARRIVED. WITNESSES STATE THAT THE VEHICLE WAS TRAVELLING VERY FAST (AT LEAST 30MPH) AND STRUCK THE PEDESTRIAN WHICH MADE A LOUD BANG AND HE ALSO COULD HEAR ANOTHER LOUD BANG WHEN HE HIT THE FLOOR. (REDACTED)

CASUALTY	001 (001)	(55 YRS - M - REDA)	SERIOUS	PEDESTRIAN	SE BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)	MOVING OFF	(N TO S) O/S HIT FIRST	
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))

36

01190221130	WED 27/11/2019 13:45	LIGHT	CHERTSEY RD, NR JUNCT WTH CHUDLEIGH RD.			24 LINK 68-107		515452/174033
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(29 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP	
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)		C001	A	802 (FAILED TO LOOK PROPERLY)	

37

01190223943	MON 09/12/2019 14:00		LIGHT	HIGH ST, WHITTON, 73 METRES SOUTH OF JUNCT WTH TRANMERE RD, WHITTON.			24 LINK 67-71	514195/173733
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(78 YRS - M - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG		(19 YRS - M - REDACT)	REVERSING		(N TO S) BACK HIT FIRST	J/P - UNKN
V001	B	710 (VEHICLE BLIND SPOT)						

38

01200236880	SAT 15/02/2020 22:52		DARK	WHITTON RD , NR JUNCT WTH CHUDLEIGH RD TW1.			24 LINK 107-136	515733/174008
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(29 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(29 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

39

01200238443	TUE 25/02/2020 18:09		DARK	NELSON RD, NR JUNCT WTH HIGH ST WHITTON.			24 NODE 71	514194/173969
SELF-REPORTED		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(22 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(22 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(S TO E) N/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID

40

01200248934	SUN 24/05/2020 17:30		LIGHT	KNELLAR RD, NR JUNCT WTH ALTON GARDENS.			24 LINK 81-107	514903/174049
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(19 YRS - F - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(27 YRS - M - REDACT)		O/TAKING - MOVING VEH	(E TO W) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(19 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	403 (POOR TURN OR MANOEUVRE)				V001 A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)	
V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)						

41

01200266799	WED 09/09/2020 20:50		DARK	HOUNSLOW RD, NR JUNCT WTH NELSON RD .			24 NODE 71		514187/173986
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(26 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		MOVING OFF	(W TO E) DID NOT IMPACT	J/P - UNKN L/ROUNDABOUT	
VEHICLE	002 (000)	OTHER VEH BT - NOT REQ		(26 YRS - F - REDACT)		TURNING RIGHT	(E TO N) DID NOT IMPACT	COMMUTING L/ROUNDABOUT	
V002	B	603 (NERVOUS, UNCERTAIN OR PANIC)				V001	B	704 (BUILDINGS, ROAD SIGNS, STREET FURNITURE)	

42

01200273269	MON 12/10/2020 00:55		DARK	LONDON RD, 5 METRES SOUTH OF JUNCT WTH MARCH RD.			24 NODE 136		516025/173752
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(20 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - POS		(18 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	A	501 (IMPAIRED BY ALCOHOL)				V001	B	509 (DISTRACTION IN VEHICLE)	

43

01200282881	SAT 05/12/2020 10:32		LIGHT	WHITTON RD, NR JUNCT WTH ARGYLE AVENUE.				25 LINK 67-734	513848/174738
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(72 YRS - M - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG		(47 YRS - F - REDACT)		TURNING RIGHT		(W TO S) FRONT HIT FIRST	JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)				C001	B	802 (FAILED TO LOOK PROPERLY)	
V001	B	706 (DAZZLING SUN)				C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	

44

01200283955	FRI 11/12/2020 07:45		LIGHT	WHITTON DENE RD, NR JUNCT WTH MILLWOOD RD.				25 CELL 514000/174500	514254/174553
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(55 YRS - F - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS O/SIDE - MASKED	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(30 YRS - M - REDACT)		O/TAKING - NON MOVING VEH		(W TO E) FRONT HIT FIRST	COMMUTING JCT CLEARED
V001	A	403 (POOR TURN OR MANOEUVRE)				V001	A	405 (FAILED TO LOOK PROPERLY)	

45

01200285259	THU 17/12/2020 15:00		LIGHT	WHITTON RD, 50 METRES NORTH OF JUNCT WTH MURRAY AVENUE.			25 LINK 67-734	513857/174659
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(46 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) DID NOT IMPACT	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(39 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						

46

01210288058	FRI 08/01/2021 18:50		DARK	HIGH ST WHITTON, NR JUNCT WTH BRDG WAY.			24 LINK 67-71	514186/173643
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(29 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

47

01210291733	SAT 06/02/2021 11:45		LIGHT	BRDG WAY, NR JUNCT WTH WHITTON HIGH ST.			24 LINK 67-71	514209/173630
POLICE - AT SCENE		ROAD-WET	WEATHER-OTHER	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(27 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT APP
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 A	405 (FAILED TO LOOK PROPERLY)	

48

01210305573	WED 05/05/2021 12:50		LIGHT	WHITTON RD, 01 METRES EAST OF JUNCT WTH TAYBURN AVENUE .			24 LINK 81-107	515322/174114
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTH PER	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(17 YRS - M - REDA)		SLIGHT	PEDESTRIAN	S BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(? YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	710 (VEHICLE BLIND SPOT)						

49

01210316174	MON 28/06/2021 11:29		LIGHT	HIGH ST WHITTON, 30 METRES NORTH OF JUNCT WTH TRANMERE RD.			24 LINK 67-71	514191/173743
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(54 YRS - F - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(33 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) N/S HIT FIRST	
V001	A	603 (NERVOUS, UNCERTAIN OR PANIC)				V001 A	403 (POOR TURN OR MANOEUVRE)	

50

01210317801	WED 07/07/2021 07:56		LIGHT	LONDON RD, 0 METRES NORTH OF JUNCT WTH LONDON RD.			24 LINK 136-675	516090/173659
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(64 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) DID NOT IMPACT	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(30 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(N TO S) BACK HIT FIRST	COMMUTING
V002	A	405 (FAILED TO LOOK PROPERLY)						

51

01210318816	TUE 13/07/2021 09:50		LIGHT	NELSON RD, NR JUNCT WTH HOUNSLOW RD.				24 NODE 71	514231/173990
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(38 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(38 YRS - F - REDACT)		MOVING OFF		(P TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(38 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				V002	B	306 (EXCEEDING SPEED LIMIT)	

52

01210329280	SUN 05/09/2021 13:43		LIGHT	WHITTON STATION, 52 METRES NORTH OF JUNCT WTH MONTROSE AVENUE.				24 LINK 67-71	514192/173563
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

53

01210331896	SAT 18/09/2021 04:15		DARK	WHITTON RD, NR JUNCT WTH WHITTON RD.			24 LINK 81-107	515402/174140
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(28 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) UNKNOWN S/R	COMMUTING UNKNOWN S/R

54

01210342299	SAT 06/11/2021 12:15		LIGHT	CHASE GARDENS, NR JUNCT WTH DUKE OF CAMBRIDGE CLOSE.			24 LINK 81-107	514963/174047
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(45 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(22 YRS - F - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(45 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JCT MID
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

55

01210342889	WED 10/11/2021 05:50		DARK	KNELLER RD, NR JUNCT WTH WHITTON DENE.				24 LINK 77-81	514515/174235
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDABOUT	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(62 YRS - F - REDACT)		TURNING RIGHT		(N TO SW) N/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	OTHER VEH BT - NOT REQ		(34 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) O/S HIT FIRST	COMMUTING JCT CLEARED
V001	B	405 (FAILED TO LOOK PROPERLY)				V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

56

01210345877	SUN 21/11/2021 12:40		LIGHT	WHITTON RD, NR JUNCT WTH ARGYLE AVENUE .				25 LINK 67-734	513842/174754
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	T/STAG JUN	GIVEWAY /UNCONT		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(53 YRS - UNKNOWN - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

57

01210346232	FRI 26/11/2021 12:35		LIGHT	PERCY RD, 84 METRES SOUTH OF JUNCT WTH BRDG WAY.			24 LINK 67-71	514194/173571
SELF-REPORTED		ROAD-WET	WEATHER-FINE	SLIP ROAD	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(44 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

58

01210347411	SUN 28/11/2021 18:37		DARK	NELSON RD, NR JUNCT WTH HOUNSLOW RD.			24 NODE 71	514194/173974
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	UNKNOWN S/R	GIVEWAY /UNCONT	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(37 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(38 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

59

01210351654	FRI 24/12/2021 10:20		LIGHT	CHUDLEIGH RD, NR JUNCT WTH WHITTON RD.			24 LINK 107-136	515730/174008
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(40 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(20 YRS - M - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(40 YRS - F - REDACT)		WAITING - TURN RIGHT	(E TO N) DID NOT IMPACT	J/P - UNKN JCT APP
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)						

60

01220367234	THU 24/03/2022 17:20		LIGHT	LONDON RD, TWICKENHAM, 10 METRES SOUTH OF JUNCT WTH BREWERY LANE, TWICKENHAM.			24 LINK 136-675	516060/173682
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(85 YRS - F - REDA)		SERIOUS	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(48 YRS - M - REDACT)		MOVING OFF	(S TO N) DID NOT IMPACT	JCT APP
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)						

61

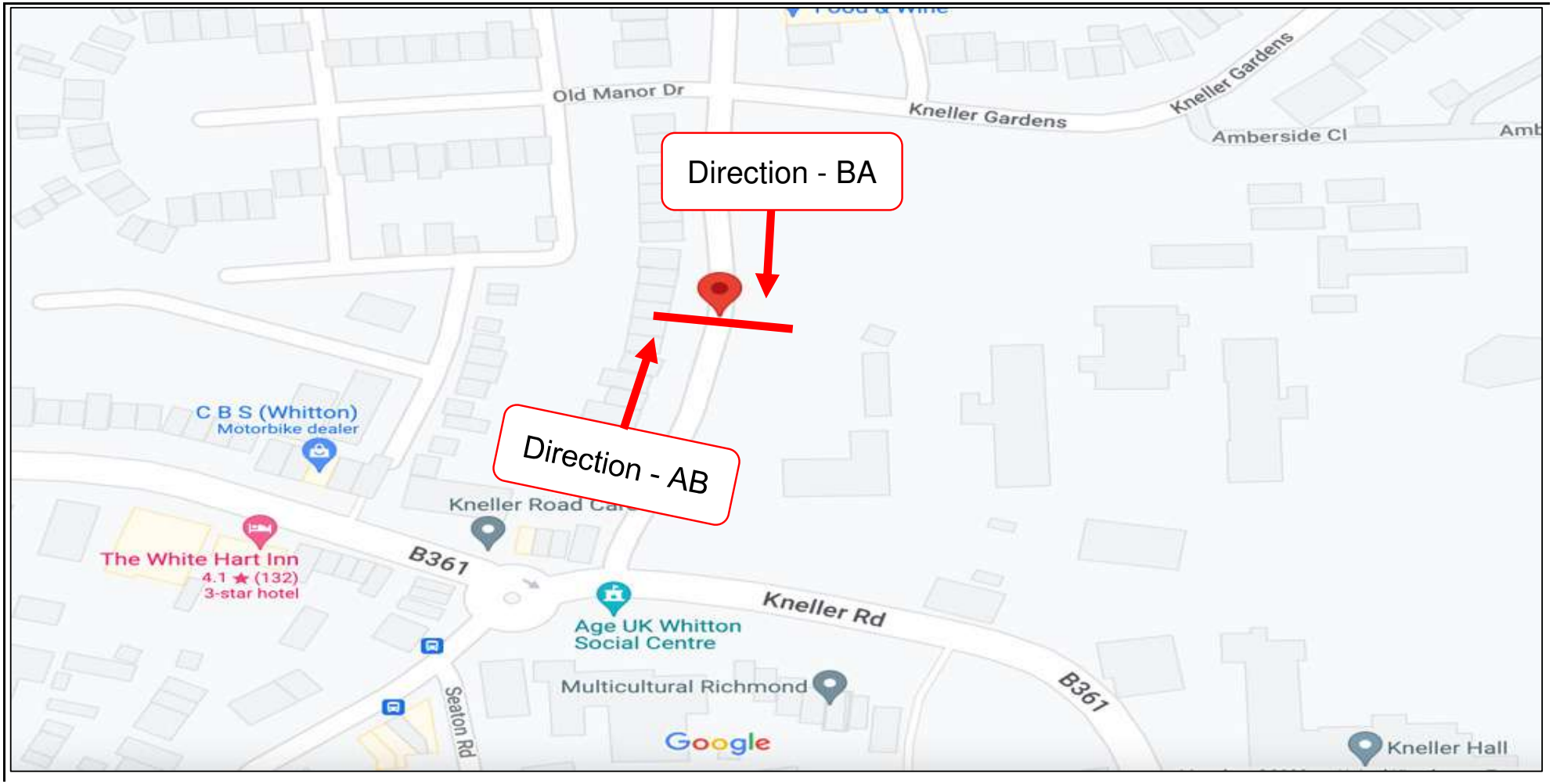
01220370858	THU 14/04/2022 20:42		DARK	HIGH ST WHITTON, 30 METRES SOUTH OF JUNCT WTH TRANMERE RD.				24 LINK 67-71	514198/173718
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(65 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(65 YRS - M - REDACT)		WAITING - HELD UP		(N TO S) O/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	PHV - LICENCED BT - NOT PROVD		(65 YRS - M - REDACT)		MOVING OFF		(N TO S) FRONT HIT FIRST	COMMUTING
V002	B	501 (IMPAIRED BY ALCOHOL)				V002	B	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)	

62

01220373465	FRI 29/04/2022 12:34		LIGHT	WHITTON RD, 3 METRES NORTH OF JUNCT WTH COURT WAY.				24 LINK 107-136	515919/173820
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	STOP SGN		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(18 YRS - M - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(18 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

Appendix L

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0056	Kneller Hall, Twickenham	Whitton Dene	51.456288, -0.352746	25/06/2022 - 01/07/2022	Saturday-Friday	0000-0000hrs on each day



Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

25 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	9	6	0	1	1	0	0	0	0	0	0	0	0	1	0	20.6	-	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	5
0015	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
0030	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	2
0045	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	19	-	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1
0100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-	0	1	0	1	3	2	1	0	0	0	0	0	0	0	0	6
0115	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	5
0130	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	5
0145	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
0215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	-	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0430	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
0445	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0545	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	22.6	-	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1
0600	3	0	0	1	1	0	0	0	0	0	0	0	0	1	0	22.5	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
0615	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	4
0630	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	9
0645	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
0700	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	6
0715	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	4
0730	17	11	0	5	0	0	0	0	0	0	0	0	0	1	0	23.7	26.8	0	0	0	2	9	6	0	0	0	0	0	0	0	0	0	15
0745	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	22.1	25.8	0	0	0	5	12	4	0	0	0	0	0	0	0	0	0	16
0800	23	18	0	4	0	0	0	0	0	0	0	0	0	0	1	20.3	24.5	0	1	2	8	10	2	0	0	0	0	0	0	0	0	0	12
0815	21	15	0	4	0	0	0	0	0	0	0	0	0	1	1	21.6	26.6	0	0	1	6	10	3	1	0	0	0	0	0	0	0	0	14
0830	22	16	0	3	0	0	0	0	0	0	0	0	0	1	2	19.7	27.4	0	0	6	4	7	5	0	0	0	0	0	0	0	0	0	12
0845	26	22	0	2	0	0	0	0	0	0	0	0	0	1	1	20.9	26.2	0	0	3	7	10	6	0	0	0	0	0	0	0	0	0	16
0900	25	20	0	2	0	0	0	0	0	0	0	0	0	2	1	20.5	27.9	0	1	1	8	11	2	2	0	0	0	0	0	0	0	0	15
0915	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	21.2	24.3	0	0	1	8	16	3	0	0	0	0	0	0	0	0	0	19
0930	40	33	1	5	0	0	0	0	0	0	0	0	0	0	1	19.5	25.2	0	1	6	11	16	6	0	0	0	0	0	0	0	0	0	22
0945	32	24	0	5	0	0	0	0	0	0	0	0	0	3	0	20.3	24.8	0	0	3	15	10	3	1	0	0	0	0	0	0	0	0	14
1000	41	36	0	3	0	0	0	0	0	0	0	0	0	0	2	18.9	25.2	0	1	9	14	10	7	0	0	0	0	0	0	0	0	0	17
1015	37	30	0	4	0	0	0	0	0	0	0	0	0	2	1	21.3	26.6	0	0	2	16	12	5	1	1	0	0	0	0	0	0	0	19
1030	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	20.2	23.7	0	0	3	16	19	2	0	0	0	0	0	0	0	0	0	21
1045	49	43	0	4	0	0	0	0	0	0	0	0	0	1	1	22	26.1	0	0	2	9	27	10	1	0	0	0	0	0	0	0	0	38
1100	54	45	0	3	0	0	0	0	0	0	0	0	0	3	3	19.4	24.9	0	0	9	27	10	7	1	0	0	0	0	0	0	0	0	18
1115	57	53	0	2	0	0	0	0	0	0	0	0	0	0	2	17.8	23.8	0	3	12	24	15	3	0	0	0	0	0	0	0	0	0	18
1130	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	21.1	25.6	0	0	3	9	19	7	0	0	0	0	0	0	0	0	0	26
1145	65	59	1	4	0	0	0	0	0	0	0	0	0	0	1	19.5	24.3	0	0	5	39	16	5	0	0	0	0	0	0	0	0	0	21
1200	63	56	1	2	0	0	0	1	0	0	0	0	0	3	0	19.3	23	0	0	6	30	22	5	0	0	0	0	0	0	0	0	0	27
1215	56	51	1	4	0	0	0	0	0	0	0	0	0	0	0	19.5	22.7	0	1	5	23	22	5	0	0	0	0	0	0	0	0	0	27
1230	66	59	0	3	0	0	0	0	0	0	0	0	0	2	2	18.6	23.3	0	1	15	25	20	3	1	0	1	0	0	0	0	0	0	25
1245	76	64	0	10	0	0	0	0	0	0	0	0	0	2	0	19	22.7	0	1	12	36	24	2	1	0	0	0	0	0	0	0	0	27
1300	60	55	1	3	0	0	0	0	0	0	0	0	0	0	1	19.7	23.2	0	0	8	22	24	5	1	0	0	0	0	0	0	0	0	30
1315	53	49	0	3	0	0	0	0	0	0	0	0	0	1	0	20.6	24.3	0	1	3	19	25	5	0	0	0	0	0	0	0	0	0	30
1330	78	67	0	10	0	0	0	0	0	0	0	0	0	1	0	20.4	23.9	0	0	6	30	34	7	1	0	0	0	0	0	0	0	0	42
1345	73	70	0	3	0	0	0	0	0	0	0	0	0	0	0	20.7	24.7	0	0	4	27	33	8	1	0	0	0	0	0	0	0	0	42
1400	68	58	1	5	1	0	0	0	0	0	0	0	0	2	1	20.3	24.8	0	0	8	27	23	8	2	0	0	0	0	0	0	0	0	33
1415	46	40	2	1	0	1	0	0	0	0	0	0	0	2	0	19.1	23.9	0	0	6	22	15	3	0	0	0	0	0	0	0	0	0	18
1430	63	55	0	7	0	0	0	0	0	0	0	0	0	1	0	20.3	23	0	1	1	26	32	3	0	0	0	0	0	0	0	0	0	35
1445	72	68	0	2	0	0	0	0	0	0	0	0	0	1	1	21.2	23.8	0	0	3	25	37	4	3	0	0	0	0	0	0	0	0	44
1500	50	43	0	3	1	0	0	0	0	0	0	0	0	3	0	21.3	26	0	0	2	20	18	9	1	0	0	0	0	0	0	0	0	28
1515	53	39	0	6	0	0	0	0	0	0	0	0	0	6	2	21.9	25.6	0	2	0	11	29	10	0	1	0	0	0	0	0	0	0	40
1530	51	46	0	3	0	0	0	0	0	0	0	0	0	1	1	20.7	26.4	0	0	5	18	17	11	0	0	0	0	0	0	0	0	0	28
1545	47	43	0	2	0	1	0	0	0	0	0	0	0	1	0	21	25.8	0	1	6	12	17	11	0	0	0	0	0	0	0	0	0	28
1600	56	52	1	3	0	0	0	0	0	0	0	0	0	0	0	20.6	24	0	0	2	22	28	3	1	0	0	0	0	0	0	0	0	32
1615	65	58	1	4	0	0	0	0	0	0	0	0	0	2	0	21.4	25.1	0	0	6	17	32	8	2	0	0	0	0	0	0	0	0	42
1630	59	52	1	3	0	0	0	0	0	0	0	0	0	3	0	18.2	21.8	0	1	9	37	9	3	0	0	0	0	0	0	0	0	0	12
1645	48	39	1	4	0	1	0	0	0	0	0	0	0	2	1	21.1	24.3	0	0	3	11	30	4	0	0	0	0	0	0	0	0	0	34
1700	47	41	0	1	1	0	0	0	0	0	0	0	0	2	2	19.2	22.1	0	0	3	26	16	2	0	0	0	0	0	0	0	0	0	18
1715	51	46	0	1	0	0	0	0	0	0	0	0	0	4	0	20.5	23.5	0	0	1	22	24	4	0	0	0	0	0	0	0	0	0	28
1730	41	36	0	3	0	0	0	0	0	0	0	0	0	2	0	20.8	26.8	0	0	1	20	12	5	3	0	0	0	0	0	0	0	0	20
1745	48	39	1	3	0	0	0	0	0	0	0	0	0	5	0	21.3	24.3	0	1	1	12	30	3	1	0	0	0	0	0	0	0	0	34
1800	45	40	0	4	0	0	0	0	0	0	0	0	0	1	0	21.5	24.2	0	0	0	14	26	3	2	0	0	0	0	0	0	0	0	31
1815	53	46	0	2	0	0	0	0	0	0	0	0	0	3	2	20.8	24.4	0	0	4	16	26	6	1	0	0	0	0	0	0	0	0	33
1830	41	38	0	2	0	0	0	0	0	0	0	0	0	1	0	20.9	24.7	0	0	4	11	21	5	0	0	0	0	0	0	0	0	0	26
1845	45	39	1	1	0	0	0	0	0	0	0	0	0	4	0	21.1	24.6	0	0	3	12	24	5	1	0	0	0	0	0	0	0	0	30
1900	44	36	2	3	0	0	0	0	0	0	0	0	0	3	0	20.7	24.8	0	1	1	18	19	5	0	0	0	0	0	0	0	0	0	24
1915	47	42	1	2	0	0	0	0	0	0	0	0	0	2	0	19.2	23.5	0	0	5	26	12	3	1	0	0	0	0	0	0	0	0	16
1930	37	31	1	2	0	0	0	0	0	0	0	0	0	3	0	21.4	24.3	0	0	1	11	21	4	0	0	0	0	0	0	0	0	0	25
1945	46	33	1	5	0	0	0	0	0	0	0	0	0	3	4	19.5	23.7	0	1	5	17	19	4	0	0	0	0	0	0	0	0	0	23
2000	27	23	1	1	0	0	0	0	0	0	0	0	0	2	0	21.1	24.9	0	1	0	6	17	3	0	0	0	0	0	0	0	0	0	20
2015	42	34	0	4	0	0	0	0	0	0	0	0	0	3	1	20.8	25	0	0	3	14	19	6	0	0	0	0	0	0	0	0	0	25
2030	34	29	1	1	0	0	0	0	0	0	0	0	0	3	0	22	25.1	0	0	0	6	23	4	1	0	0	0	0	0	0	0	0	28
2045	26	22	1	1	0	0	0	0	0	0	0	0	0	2	0	21.3	27.1	0	0	1	9	10	5	1	0	0	0	0	0	0	0	0	16
2100	17	13	0	1	0	0	0	0	0	0	0	0	0	3	0	22.9	26.6	0	0	0	4	8	5	0	0	0	0	0	0	0	0	0	13
2115	18	15	0	2	0	0	0	0	0	0	0	0	0	0	1	22	26.1	0	0	1	4	9	2	2	0	0	0	0	0	0	0	0	13
2130	22	19	1	1	0	0	0	0	0	0	0	0	0	1	0	21.9	27.4	0	0	0	8	11	1	1	0	0	0	0	0	0	0	0	14
2145	24	21	0	1	0	0	0	0	0	0	0	0	0	1	1	22.1	26.7	0	0	1	8	11	2	1	1	0	0	0	0	0	0	0	15
2200	18	16	1	0	0	0	0	0	0	0	0	0	0	1	0	22.6	25.6	0	0	0	6	10	1	0	1	0	0	0	0	0	0	0	12
2215	17	14	0	1	1	0	0	0	0	0	0	0	0	1	0	21.9	27.9	0	0	1	5	8	1	1	1	0	0	0	0	0	0	0	11
2230	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	21.2	24.8	0	0	0	6	7	1	1	0	0	0	0	0	0	0	0	9
2245	19	16	1	1	0	0	0	0	0	0	0	0	0	1	0	21.1	23.6	0	0	1	5	12	0	1	0	0	0	0	0	0	0	0	13
2300	16	12	0	3	0	0	0	0	0	0	0	0	0	1	0	22.6	26.9	0	0	0	2	11	3	0	0	0	0	0	0	0	0	0	14
2315	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	27.6	0	0	0	2	7	3	1	0	0	0	0	0	0	0	0	11
2330	16	13	0	2	1	0	0	0	0	0	0	0	0	0	0	21.9	25.7	0	0	0	4	10	2	0	0	0	0	0	0	0	0	0	12
2345	12	9	0	1	1	0	0	0	0	0	0	0	0	1	0	22.6	27.5	0	0	1	4	1	6	0	0	0	0	0	0	0	0	0	7
07-19	**2227**	**1945**	**14**	**160**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**71**	**30**	**20.3**	**24.4**	**0**	**17**	**196**	**827**	**917**	**238**	**29**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1187**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

06-22	2635	2280	23	187	6	3	0	1	0	0	0	0	0	98	37	20.4	24.5	0	20	215	959	1108	290	38	4	1	0	0	0	0	0	0	1441
06-00	2761	2387	25	195	9	3	0	1	0	0	0	0	0	104	37	20.5	24.6	0	20	218	993	1174	307	42	6	1	0	0	0	0	0	0	1530
00-00	2840	2456	25	201	12	3	0	1	0	0	0	0	0	105	37	20.6	24.6	0	21	221	1010	1208	325	47	6	2	0	0	0	0	0	0	1588

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

26 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	28	0	0	0	2	10	2	1	0	0	0	0	0	0	0	0	13
0015	15	12	0	1	0	0	0	0	0	0	0	0	0	2	0	22.6	25.5	0	0	1	5	5	3	1	0	0	0	0	0	0	0	0	9
0030	13	9	0	1	0	1	0	0	0	0	0	0	0	2	0	25.1	31.4	0	0	0	2	6	3	1	1	0	0	0	0	0	0	0	11
0045	13	12	0	0	0	1	0	0	0	0	0	0	0	0	0	22.4	24.7	0	0	0	3	9	1	0	0	0	0	0	0	0	0	0	10
0100	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	7
0115	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	22.7	-	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	5
0130	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	3
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0215	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	24.7	-	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	8
0230	3	1	0	0	0	0	0	0	0	0	0	0	1	1	0	20.7	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0345	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
0415	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	2
0430	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
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	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0615	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0630	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
0645	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0700	11	8	0	1	1	0	0	0	0	0	0	0	0	0	1	20.8	24.1	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0	7
0715	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
0730	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
0745	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0800	8	4	0	1	0	0	0	0	0	0	0	0	0	0	3	17.6	-	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	3
0815	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	21.1	-	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	5
0830	17	15	0	1	0	0	0	0	0	0	0	0	0	0	1	20	27.8	0	1	3	3	6	4	0	0	0	0	0	0	0	0	0	10
0845	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	20.3	25.8	0	0	2	4	4	2	0	0	0	0	0	0	0	0	0	6
0900	14	10	0	0	0	0	0	0	0	0	0	0	0	1	3	16.7	23.7	0	1	4	5	4	0	0	0	0	0	0	0	0	0	0	4
0915	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	21.3	24.2	0	0	0	9	10	2	0	0	0	0	0	0	0	0	0	12
0930	23	19	0	3	0	0	0	0	0	1	0	0	0	0	0	22.1	25.7	0	0	0	6	12	5	0	0	0	0	0	0	0	0	0	17
0945	23	21	0	0	0	0	0	0	0	0	0	0	0	0	2	18.8	24.2	0	1	5	7	8	2	0	0	0	0	0	0	0	0	0	10
1000	27	21	0	4	0	0	0	0	0	0	0	0	0	0	2	21.1	24.1	0	0	1	11	12	2	1	0	0	0	0	0	0	0	0	15
1015	33	27	0	3	0	0	0	0	0	0	0	0	0	0	3	19.6	22.6	0	0	4	12	15	2	0	0	0	0	0	0	0	0	0	17
1030	30	28	0	1	0	0	0	0	0	0	0	0	0	0	1	20.3	24.6	0	0	3	12	12	2	1	0	0	0	0	0	0	0	0	15
1045	42	40	1	1	0	0	0	0	0	0	0	0	0	0	0	18.3	22.1	0	0	12	14	14	2	0	0	0	0	0	0	0	0	0	16
1100	35	32	0	2	0	0	0	0	0	0	0	0	0	1	0	21.2	25.9	0	0	3	9	18	5	0	0	0	0	0	0	0	0	0	23
1115	39	36	0	2	0	0	0	0	0	0	0	0	0	0	1	21.3	24.2	0	0	0	13	21	5	0	0	0	0	0	0	0	0	0	26
1130	39	35	0	2	0	0	0	0	0	0	0	0	0	1	1	20.1	24.7	0	0	8	8	18	5	0	0	0	0	0	0	0	0	0	23
1145	44	39	1	3	0	0	0	0	0	0	0	0	0	1	0	20.8	25.4	0	1	4	18	13	6	1	0	0	1	0	0	0	0	0	21
1200	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	23.5	0	1	2	10	20	3	0	0	0	0	0	0	0	0	0	23
1215	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	21.9	26	0	0	0	17	16	10	0	0	0	0	0	0	0	0	0	26
1230	59	53	0	4	0	0	0	0	0	0	0	0	0	2	0	21.4	25.1	0	0	2	18	30	8	1	0	0	0	0	0	0	0	0	39
1245	68	63	0	1	0	1	0	0	0	0	0	0	0	2	1	21.5	25.2	0	0	1	28	27	9	3	0	0	0	0	0	0	0	0	39
1300	43	35	0	4	0	0	0	0	0	0	0	0	0	4	0	22.8	26.9	0	0	0	13	19	10	1	0	0	0	0	0	0	0	0	30
1315	50	43	1	2	0	0	0	0	0	0	0	0	0	2	2	21	24.7	0	0	1	22	21	4	2	0	0	0	0	0	0	0	0	27
1330	48	35	0	8	0	1	0	0	0	0	0	0	0	4	0	21.8	25.2	0	0	2	12	26	6	1	1	0	0	0	0	0	0	0	34
1345	46	43	0	0	0	0	0	0	0	0	0	0	0	2	1	20.1	22.8	0	0	4	17	21	4	0	0	0	0	0	0	0	0	0	25
1400	36	28	1	3	0	0	0	0	0	0	0	0	0	3	1	20.2	25.7	0	1	4	14	10	6	1	0	0	0	0	0	0	0	0	17
1415	44	39	0	4	0	0	0	0	0	0	0	0	0	1	0	20.9	25.4	0	0	4	14	19	7	0	0	0	0	0	0	0	0	0	26
1430	55	51	0	2	0	0	0	0	0	0	0	0	0	0	2	20.2	23.3	0	0	4	20	27	4	0	0	0	0	0	0	0	0	0	31
1445	46	39	0	2	0	0	0	0	0	0	0	0	0	2	3	20.7	25.4	0	0	7	10	22	6	1	0	0	0	0	0	0	0	0	29
1500	34	28	0	4	0	0	0	0	0	0	0	0	0	2	0	21.4	26	0	1	0	13	13	5	2	0	0	0	0	0	0	0	0	20
1515	49	41	0	4	0	1	0	0	0	0	0	0	0	1	2	21	26.2	0	0	4	17	18	10	0	0	0	0	0	0	0	0	0	28
1530	38	31	1	4	0	0	0	0	0	0	0	0	0	1	1	21.6	25.6	0	0	0	16	14	8	0	0	0	0	0	0	0	0	0	22
1545	40	35	0	2	0	0	0	0	0	0	0	0	0	2	1	22.9	27.4	0	0	2	8	19	9	0	2	0	0	0	0	0	0	0	30
1600	40	36	0	3	0	0	0	0	0	0	0	0	0	1	0	20.1	25.8	0	0	8	11	12	9	0	0	0	0	0	0	0	0	0	21
1615	37	32	0	0	0	0	0	0	0	0	0	0	0	2	3	19.9	24	0	0	7	10	16	2	2	0	0	0	0	0	0	0	0	20
1630	34	29	0	1	0	0	0	0	0	0	0	0	0	4	0	23.8	28.6	0	0	1	5	16	10	2	0	0	0	0	0	0	0	0	28
1645	38	31	0	6	0	0	0	0	0	0	0	0	0	1	0	21.3	25.6	0	0	5	9	17	6	0	1	0	0	0	0	0	0	0	24
1700	31	27	0	2	0	0	0	0	0	0	0	0	0	1	1	21.3	25.9	0	0	4	5	17	5	0	0	0	0	0	0	0	0	0	22
1715	42	34	0	4	0	0	0	0	0	0	0	0	0	4	0	23.1	28.8	0	0	0	9	20	9	4	0	0	0	0	0	0	0	0	33
1730	53	49	1	1	0	0	0	0	0	0	0	0	0	2	0	22.3	25.9	0	0	0	14	28	9	2	0	0	0	0	0	0	0	0	39
1745	41	34	1	2	0	0	0	0	0	0	0	0	0	4	0	20.7	24.3	0	0	3	17	17	1	2	1	0	0	0	0	0	0	0	21
1800	47	40	1	1	0	0	0	0	0	0	0	0	0	4	1	20.6	24.7	0	0	5	15	21	6	0	0	0	0	0	0	0	0	0	27
1815	38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	21.5	25.1	0	0	1	9	22	6	0	0	0	0	0	0	0	0	0	28
1830	37	32	0	3	0	0	0	0	0	0	0	0	0	2	0	22.8	27.2	0	0	0	9	18	8	2	0	0	0	0	0	0	0	0	28
1845	40	34	0	2	0	0	0	0	0	0	0	0	0	3	1	21.6	26.2	0	0	2	11	17	9	1	0	0	0	0	0	0	0	0	27
1900	40	30	0	8	0	0	0	0	0	0	0	0	0	2	0	22.4	25.4	0	0	2	10	20	6	2	0	0	0	0	0	0	0	0	28
1915	43	37	1	3	0	0	0	0	0	0	0	0	0	2	0	22.4	27.3	0	0	0	16	17	8	2	0	0	0	0	0	0	0	0	27
1930	38	28	0	7	0	0	0	0	0	0	0	0	0	2	1	21.7	26.4	0	1	2	7	19	8	0	1	0	0	0	0	0	0	0	28
1945	36	34	0	0	0	0	0	0	0	0	0	0	0	2	0	22.6	25.5	0	0	0	9	17	9	1	0	0	0	0	0	0	0	0	27
2000	41	33	1	2	0	0	0	0	0	0	0	0	0	4	1	22	25.6	0	0	2	9	23	6	1	0	0	0	0	0	0	0	0	30
2015	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	22.6	26.5	0	0	1	4	19	6	0	0	0	0	0	0	0	0	0	25
2030	24	17	2	2	0	0	0	0	0	0	0	0	0	3	0	22.5	26.3	0	0	0	6	13	5	0	0	0	0	0	0	0	0	0	18
2045	26	21	1	1	1	0	0	0	0	0	0	0	0	1	1	21.3	26.3	0	0	2	7	13	3	1	0	0	0	0	0	0	0	0	17
2100	22	21	0	0	0	0	0	0	0	0	0	0	0	1	0	22.6	30.5	0	0	1	7	7	4	3	0	0	0	0	0	0	0	0	14
2115	28	21	0	2	0	0	0	0	0	0	0	0	0	3	2	22.2	27.8	0	0	1	7	13	5	2	0	0	0	0	0	0	0	0	20
2130	19	14	0	2	1	0	0	0	0	0	0	0	0	2	0	22.6	26.5	0	0	0	4	12	2	0	1	0	0	0	0	0	0	0	15
2145	16	12	0	1	0	0	0	0	0	0	0	0	0	2	1	21.9	27.2	0	0	2	1	9	4	0	0	0	0	0	0	0	0	0	13
2200	18	16	0	0	0	0	0	0	0	0	0	0	0	2	0	22.5	25.6	0	0	0	2	11	5	0	0	0	0	0	0	0	0	0	16
2215	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	26.9	0	1	0	8	4	0	1	0	1	0	0	0	0	0	0	6
2230	20	17	0	1	1	0	0	0	0	0	0	0	0	1	0	24.2	29.8	0	1	0	2	7	8	2	0	0	0	0	0	0	0	0	17
2245	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	23.1	26.1	0	0	0	2	9	4	0	0	0	0	0	0	0	0	0	13
2300	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	24.7	-	0	0	1	1	3	2	1	1	0	0	0	0	0	0	0	7
2315	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	5
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2345	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	23.2	-	0	0	1	1	4	3	0	0	0	0	0	0	0	0	0	7
07-19	**1655**	**1434**	**8**	**108**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**60**	**39**	**21.1**	**25.3**	**0**	**7**	**126**	**516**	**735**	**235**	**30**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1006**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

06-22	2027	1735	13	140	4	3	0	0	0	1	0	0	0	86	45	21.3	25.4	0	8	139	604	924	302	42	7	0	1	0	0	0	0	0	0	1276
06-00	2121	1818	13	144	6	3	0	0	0	1	0	0	0	89	47	21.4	25.4	0	10	141	622	968	324	46	8	1	1	0	0	0	0	0	0	1348
00-00	2242	1922	13	148	8	6	0	0	0	1	0	0	0	96	48	21.4	25.5	0	11	144	647	1030	347	52	9	1	1	0	0	0	0	0	0	1440

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

27 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	12	9	0	0	1	0	0	0	0	0	0	0	0	2	0	23.5	26.4	0	0	0	2	6	3	1	0	0	0	0	0	0	0	0	10
0015	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	21.9	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
0045	6	4	0	1	1	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	3
0100	5	4	0	0	0	0	0	0	0	0	0	0	1	0	0	20.3	-	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	4
0115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0430	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0445	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	18.3	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0515	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0530	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
0545	9	6	0	0	1	1	0	0	0	0	0	0	0	0	1	22.5	-	0	0	1	1	3	4	0	0	0	0	0	0	0	0	0	7
0600	14	10	0	0	2	1	0	1	0	0	0	0	0	0	0	24.5	28.4	0	0	0	1	6	6	1	0	0	0	0	0	0	0	0	13
0615	10	8	0	0	2	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	5
0630	21	19	0	0	2	0	0	0	0	0	0	0	0	0	0	23.2	25.9	0	0	1	3	8	9	0	0	0	0	0	0	0	0	0	17
0645	41	36	0	1	1	0	0	0	0	0	0	0	1	2	0	22.4	26	0	0	2	3	29	6	1	0	0	0	0	0	0	0	0	36
0700	52	43	0	2	5	1	0	0	0	0	0	0	0	1	0	22.5	25.3	0	0	1	7	34	9	1	0	0	0	0	0	0	0	0	44
0715	68	56	0	8	1	0	0	0	0	0	0	0	1	2	0	21.5	25.3	0	0	5	13	39	11	0	0	0	0	0	0	0	0	0	50
0730	74	60	0	5	1	0	0	0	0	0	0	0	0	0	8	20.5	24.6	0	0	9	20	38	7	0	0	0	0	0	0	0	0	0	45
0745	80	67	0	7	2	1	0	0	0	0	0	0	1	2	0	21.9	25.2	0	0	7	21	39	11	1	0	0	0	0	0	0	0	0	52
0800	85	66	0	12	1	0	0	0	0	0	0	0	3	3	0	20.3	24.4	0	0	8	30	41	5	1	0	0	0	0	0	0	0	0	47
0815	77	66	0	9	1	0	0	0	0	0	0	0	0	1	0	19.7	23.3	0	0	6	36	35	0	0	0	0	0	0	0	0	0	0	35
0830	66	60	0	4	0	0	0	0	0	0	0	0	1	1	0	20.4	23.3	0	0	5	21	36	3	1	0	0	0	0	0	0	0	0	40
0845	97	88	0	7	0	0	0	0	0	0	0	0	0	2	0	20.1	23.3	0	0	11	27	53	6	0	0	0	0	0	0	0	0	0	59
0900	58	46	1	8	0	0	0	0	0	0	0	0	0	2	1	21.1	24.4	0	0	5	17	28	7	1	0	0	0	0	0	0	0	0	36
0915	51	38	0	11	0	0	0	0	0	0	0	0	0	0	2	19.7	23.8	0	0	7	19	21	4	0	0	0	0	0	0	0	0	0	25
0930	33	23	0	9	0	0	0	1	0	0	0	0	0	0	0	20.2	25.8	0	0	4	13	9	7	0	0	0	0	0	0	0	0	0	16
0945	46	39	0	6	0	0	0	0	0	0	0	0	0	1	0	20.2	24.7	0	0	4	18	18	6	0	0	0	0	0	0	0	0	0	24
1000	43	27	1	10	1	0	0	0	0	0	0	0	0	2	2	20.9	26.2	0	1	3	17	12	9	1	0	0	0	0	0	0	0	0	22
1015	41	37	0	3	0	0	0	0	0	0	0	0	0	0	1	19.4	23.9	0	0	3	23	11	4	0	0	0	0	0	0	0	0	0	15
1030	30	22	0	6	0	0	0	0	0	0	0	0	0	1	1	21.2	26.5	0	1	4	6	13	4	2	0	0	0	0	0	0	0	0	19
1045	30	22	0	5	0	0	0	0	0	0	0	0	1	2	0	20.2	26.2	0	0	4	9	12	5	0	0	0	0	0	0	0	0	0	17
1100	24	20	0	3	0	0	0	0	0	0	0	0	1	0	0	22	24.9	0	0	1	5	15	3	0	0	0	0	0	0	0	0	0	18
1115	29	23	0	6	0	0	0	0	0	0	0	0	0	0	0	19.5	24.6	0	1	5	11	9	3	0	0	0	0	0	0	0	0	0	12
1130	29	23	0	6	0	0	0	0	0	0	0	0	0	0	0	20.5	25.9	0	1	2	10	11	5	0	0	0	0	0	0	0	0	0	16
1145	40	36	0	4	0	0	0	0	0	0	0	0	0	0	0	19.9	23.6	0	0	3	17	18	2	0	0	0	0	0	0	0	0	0	20
1200	32	28	0	3	0	0	0	0	0	0	0	0	1	0	0	18.8	23.1	0	0	4	13	14	1	0	0	0	0	0	0	0	0	0	15
1215	41	32	0	5	0	0	0	0	0	0	0	0	3	1	0	22.2	26.5	0	0	2	11	20	7	0	1	0	0	0	0	0	0	0	28
1230	50	44	1	4	0	0	0	0	0	0	0	0	1	0	0	21.3	25.7	0	0	5	12	25	7	1	0	0	0	0	0	0	0	0	33
1245	36	28	0	6	0	0	0	0	0	0	0	0	1	1	0	20.3	25.2	0	0	6	10	14	6	0	0	0	0	0	0	0	0	0	20
1300	33	28	0	2	0	0	0	0	0	0	0	0	2	1	0	22.2	26.4	0	0	2	6	17	6	2	0	0	0	0	0	0	0	0	25
1315	41	28	0	10	0	0	0	0	0	0	0	0	0	3	0	21.1	26.8	0	0	7	8	16	9	1	0	0	0	0	0	0	0	0	26
1330	30	26	1	1	0	0	0	0	0	0	0	0	1	1	0	23.3	27.4	0	0	1	6	13	7	3	0	0	0	0	0	0	0	0	23
1345	38	34	0	2	0	0	0	0	0	0	0	0	1	1	0	20.6	25.1	0	2	1	13	17	4	1	0	0	0	0	0	0	0	0	22
1400	31	25	0	3	0	0	0	0	0	0	0	0	2	1	0	22.9	30.1	0	0	2	7	13	4	4	1	0	0	0	0	0	0	0	22
1415	24	18	0	5	0	0	0	0	0	0	0	0	1	0	0	19.9	24	0	1	1	9	11	1	1	0	0	0	0	0	0	0	0	13
1430	34	27	0	3	0	0	0	0	0	0	0	0	2	2	0	20.8	24.6	0	1	1	11	17	4	0	0	0	0	0	0	0	0	0	21
1445	42	34	0	6	0	0	0	0	0	0	0	0	2	0	0	20.5	24.6	0	0	2	18	16	6	0	0	0	0	0	0	0	0	0	22
1500	44	41	0	2	1	0	0	0	0	0	0	0	0	0	0	21.4	25.3	0	0	3	14	20	6	1	0	0	0	0	0	0	0	0	27
1515	65	55	0	8	1	0	0	0	0	0	0	0	0	1	0	20.6	24.5	0	0	3	28	25	9	0	0	0	0	0	0	0	0	0	34
1530	65	54	0	9	0	1	0	0	0	0	0	0	1	0	0	20.3	24.5	0	0	3	28	27	7	0	0	0	0	0	0	0	0	0	34
1545	44	34	0	6	0	0	0	0	1	0	0	0	2	1	0	21.1	25.8	0	1	3	17	12	10	1	0	0	0	0	0	0	0	0	23
1600	33	26	1	5	0	1	0	0	0	0	0	0	0	0	0	21.5	24	0	0	2	7	21	2	0	1	0	0	0	0	0	0	0	24
1615	64	53	1	7	0	0	0	0	0	0	0	0	1	2	0	20.4	23.9	0	1	2	26	29	5	1	0	0	0	0	0	0	0	0	35
1630	45	39	0	6	0	0	0	0	0	0	0	0	0	0	0	20.1	23.1	0	0	5	14	24	1	1	0	0	0	0	0	0	0	0	26
1645	43	38	0	3	1	0	0	0	0	0	0	0	1	0	0	21.3	25.5	0	0	1	17	17	7	0	1	0	0	0	0	0	0	0	25
1700	48	43	1	2	0	1	0	0	0	0	0	0	0	1	0	20.6	25.1	0	0	2	22	16	7	1	0	0	0	0	0	0	0	0	24
1715	55	47	0	6	0	0	0	0	0	0	0	0	2	0	0	21.1	24.6	0	0	4	17	27	5	2	0	0	0	0	0	0	0	0	34
1730	41	35	0	4	0	0	0	0	0	0	0	0	0	2	0	21.6	25.4	0	0	1	15	18	5	2	0	0	0	0	0	0	0	0	25
1745	41	33	1	5	0	0	0	0	0	0	0	0	1	1	0	21.2	26.6	0	1	2	13	16	7	2	0	0	0	0	0	0	0	0	25
1800	51	43	0	6	0	0	0	0	0	0	0	0	2	0	0	21.8	24.9	0	0	1	16	27	6	1	0	0	0	0	0	0	0	0	34
1815	49	43	0	4	0	0	0	0	0	0	0	0	0	2	0	20.2	24.7	0	0	6	16	21	5	1	0	0	0	0	0	0	0	0	27
1830	44	38	0	1	1	0	0	0	0	0	0	0	3	1	0	21.1	25.3	0	0	1	16	20	6	1	0	0	0	0	0	0	0	0	27
1845	36	30	0	4	0	0	0	0	0	0	0	0	0	2	0	20.4	24.5	0	0	2	15	15	4	0	0	0	0	0	0	0	0	0	19
1900	50	45	0	2	0	0	0	0	0	0	0	0	2	1	0	20.4	24.2	0	0	6	16	23	5	0	0	0	0	0	0	0	0	0	28
1915	43	38	0	1	1	0	0	1	0	0	0	0	2	0	0	20.9	25.1	0	0	6	11	20	6	0	0	0	0	0	0	0	0	0	26
1930	39	34	0	3	0	0	0	0	0	0	0	0	1	1	0	20.2	24	0	0	1	21	13	4	0	0	0	0	0	0	0	0	0	17
1945	33	24	0	4	0	1	0	0	0	0	0	0	4	0	0	21.1	26.4	0	0	3	9	14	7	0	0	0	0	0	0	0	0	0	21
2000	26	19	0	3	0	0	0	0	0	0	0	0	4	0	0	22.9	27.1	0	0	0	6	12	8	0	0	0	0	0	0	0	0	0	20
2015	30	24	1	3	0	0	0	0	0	0	0	0	0	2	0	19.1	24.8	0	1	4	13	9	3	0	0	0	0	0	0	0	0	0	12
2030	27	21	0	1	1	0	0	0	0	0	0	0	3	1	0	21.7	25.6	0	0	0	9	13	5	0	0	0	0	0	0	0	0	0	18
2045	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	23.4	27.4	0	0	0	6	12	6	2	0	0	0	0	0	0	0	0	20
2100	29	23	0	2	1	0	0	0	0	0	0	0	3	0	0	23.7	29.9	0	0	0	6	13	8	2	0	0	0	0	0	0	0	0	23
2115	20	16	0	1	1	0	0	0	0	0	0	0	2	0	0	23.2	27.1	0	0	0	4	8	8	0	0	0	0	0	0	0	0	0	16
2130	20	18	0	1	0	0	0	0	0	0	0	0	1	0	0	22.8	26.9	0	0	0	2	14	4	0	0	0	0	0	0	0	0	0	18
2145	14	10	0	0	0	0	0	0	0	0	0	0	4	0	0	21.6	26.4	0	0	1	4	5	4	0	0	0	0	0	0	0	0	0	9
2200	12	11	0	0	0	0	0	0	0	0	0	0	0	1	0	22.4	28.3	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	8
2215	12	8	0	2	0	0	0	0	0	0	0	0	2	0	0	20.6	23.5	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	8
2230	9	5	0	0	1	1	0	0	0	0	0	0	2	0	0	22.6	-	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	6
2245	10	8	0	0	1	0	0	0	0	0	0	0	0	1	0	22.1	-	0	0	1	3	3	2	1	0	0	0	0	0	0	0	0	6
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	6
2315	12	10	0	0	1	0	0	0	0	0	0	0	0	1	0	25.6	35	0	0	2	1	3	2	3	1	0	0	0	0	0	0	0	9
2330	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2
2345	7	4	0	0	1	1	0	0	0	0	0	0	1	0	0	27.5	-	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	7
07-19	**2253**	**1866**	**8**	**259**	**16**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**44**	**53**	**20.8**	**24.8**	**0**	**11**	**172**	**745**	**1020**	**265**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1325**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

06-22	2696	2233	9	285	27	6	1	3	1	0	0	0	0	71	60	21	24.9	0	12	197	863	1222	356	41	4	0	0	0	0	0	0	0	1624
06-00	2770	2290	9	288	31	8	1	3	1	0	0	0	0	76	63	21	25.1	0	12	202	880	1253	367	50	5	0	0	0	0	0	0	0	1676
00-00	2839	2346	9	289	35	10	1	3	1	0	0	0	0	80	65	21.1	25.1	0	12	204	891	1286	385	54	6	0	0	0	0	0	0	0	1732

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

28 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	4	1	0	0	1	2	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
0015	5	2	0	0	3	0	0	0	0	0	0	0	0	0	0	22.9	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	4
0030	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	4
0045	8	7	0	0	0	1	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	6
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0215	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0315	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0330	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0415	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15.9	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
0545	5	2	0	0	1	1	0	0	0	0	0	0	0	0	1	23.4	-	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	4
0600	9	8	0	0	0	1	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	9
0615	13	9	0	1	0	3	0	0	0	0	0	0	0	0	0	24	28.3	0	0	0	2	5	6	0	0	0	0	0	0	0	0	0	11
0630	22	18	0	0	2	1	0	0	0	0	0	0	0	1	0	22.5	26.4	0	0	1	2	15	4	0	0	0	0	0	0	0	0	0	19
0645	31	20	0	0	2	6	0	0	0	0	0	0	0	0	3	23.7	26.9	0	0	1	4	16	8	2	0	0	0	0	0	0	0	0	26
0700	47	37	0	3	4	0	0	0	0	0	0	0	0	1	2	22.5	25.9	0	0	2	8	26	10	1	0	0	0	0	0	0	0	0	37
0715	78	61	0	9	4	0	0	0	0	0	0	0	0	1	3	19.8	24.3	0	1	13	25	32	7	0	0	0	0	0	0	0	0	0	39
0730	68	56	0	5	3	0	0	0	0	0	0	0	0	1	3	21	23.9	0	0	2	30	29	6	1	0	0	0	0	0	0	0	0	36
0745	88	65	0	7	5	2	1	1	0	0	0	0	0	2	5	20.6	24.6	0	0	10	24	44	9	1	0	0	0	0	0	0	0	0	54
0800	76	60	0	9	2	0	0	0	0	0	0	0	0	2	3	20.7	24.6	0	0	4	34	28	9	1	0	0	0	0	0	0	0	0	38
0815	69	62	0	4	2	0	0	0	0	0	0	0	0	1	0	20.2	23.7	0	0	6	27	31	5	0	0	0	0	0	0	0	0	0	36
0830	64	56	1	5	0	0	0	0	0	0	0	0	0	0	2	20.3	23.9	0	0	6	26	26	6	0	0	0	0	0	0	0	0	0	32
0845	86	77	0	7	0	0	0	0	0	0	0	0	0	0	2	19.7	24.7	0	1	11	31	33	10	0	0	0	0	0	0	0	0	0	43
0900	92	79	0	10	0	0	0	0	0	0	0	0	0	0	3	19.2	23.3	0	0	8	49	29	5	1	0	0	0	0	0	0	0	0	35
0915	56	48	0	6	0	0	0	0	0	0	0	0	0	2	0	21.3	26.1	0	0	4	15	27	10	0	0	0	0	0	0	0	0	0	37
0930	24	17	0	5	0	0	0	0	0	0	0	0	0	2	0	20.7	24	0	0	2	8	12	1	1	0	0	0	0	0	0	0	0	14
0945	46	34	0	9	0	0	0	0	0	0	0	0	0	2	1	19.6	24.8	0	1	6	15	19	5	0	0	0	0	0	0	0	0	0	24
1000	27	21	0	4	0	0	0	0	0	0	0	0	0	1	1	20.9	24.9	0	0	1	10	12	3	1	0	0	0	0	0	0	0	0	16
1015	36	31	0	3	1	0	0	0	0	0	0	0	0	0	1	19.4	23.4	0	0	4	17	13	2	0	0	0	0	0	0	0	0	0	15
1030	30	25	0	4	0	0	0	0	0	0	0	0	0	1	0	21.1	26	0	0	1	12	11	5	1	0	0	0	0	0	0	0	0	17
1045	34	29	0	4	0	0	0	0	0	0	0	0	0	0	1	21.5	27.3	0	0	5	7	15	6	1	0	0	0	0	0	0	0	0	22
1100	22	16	0	3	0	0	0	0	0	0	0	0	0	2	1	22.2	26.5	0	0	1	3	14	4	0	0	0	0	0	0	0	0	0	18
1115	27	21	0	4	0	0	0	0	0	0	0	0	0	1	1	21.9	25.6	0	0	0	9	11	7	0	0	0	0	0	0	0	0	0	18
1130	35	30	1	3	1	0	0	0	0	0	0	0	0	0	0	21.1	24.9	0	0	1	14	16	4	0	0	0	0	0	0	0	0	0	20
1145	28	23	0	4	0	0	0	0	0	0	0	0	0	1	0	21.7	25	0	0	1	10	13	4	0	0	0	0	0	0	0	0	0	17
1200	44	38	0	3	0	0	0	0	0	0	0	0	0	1	2	21.2	25.8	0	0	2	13	21	8	0	0	0	0	0	0	0	0	0	29
1215	31	25	0	5	0	0	0	0	0	0	0	0	0	0	1	21.3	24.5	0	1	2	8	16	3	0	1	0	0	0	0	0	0	0	20
1230	36	31	1	3	0	0	0	1	0	0	0	0	0	0	0	21.3	24.2	0	0	2	9	23	1	1	0	0	0	0	0	0	0	0	25
1245	45	37	0	3	0	0	0	0	0	0	0	0	0	2	3	20.1	25.1	0	0	11	11	16	5	2	0	0	0	0	0	0	0	0	23
1300	29	26	0	2	0	0	0	0	0	0	0	0	0	1	0	20.9	23.4	0	1	0	10	16	1	1	0	0	0	0	0	0	0	0	18
1315	33	26	0	2	1	1	0	0	0	0	0	0	0	3	0	22.2	24.8	0	0	0	6	23	3	1	0	0	0	0	0	0	0	0	27
1330	35	32	1	2	0	0	0	0	0	0	0	0	0	0	0	21.1	24.4	0	0	3	10	19	3	0	0	0	0	0	0	0	0	0	22
1345	36	29	0	4	0	0	0	0	0	0	0	0	0	2	1	20.6	25	0	1	3	10	17	5	0	0	0	0	0	0	0	0	0	22
1400	44	38	0	3	0	0	0	0	0	0	0	0	0	2	1	21	23.5	0	0	2	16	22	4	0	0	0	0	0	0	0	0	0	26
1415	33	23	0	4	0	0	0	0	0	0	0	0	0	2	4	21.5	26	0	1	3	9	11	6	3	0	0	0	0	0	0	0	0	20
1430	35	28	0	4	0	0	0	0	0	0	0	0	0	1	2	23.2	26.8	0	0	2	5	15	12	1	0	0	0	0	0	0	0	0	28
1445	32	27	0	4	0	0	0	0	0	0	0	0	0	0	1	21.8	24.2	0	0	1	7	21	2	0	1	0	0	0	0	0	0	0	24
1500	41	38	0	2	0	0	0	0	0	0	0	0	0	1	0	21.5	23.7	0	0	0	13	26	1	1	0	0	0	0	0	0	0	0	28
1515	41	34	0	6	0	0	0	0	0	0	0	0	0	0	1	21.6	24.9	0	0	2	10	24	4	1	0	0	0	0	0	0	0	0	29
1530	65	55	0	7	1	0	0	0	0	0	0	0	0	0	2	20.8	24.6	0	0	4	22	31	7	1	0	0	0	0	0	0	0	0	39
1545	38	30	0	6	0	0	0	0	0	0	0	0	0	1	1	20.9	25.6	0	1	3	10	18	5	1	0	0	0	0	0	0	0	0	24
1600	49	37	0	9	0	0	0	1	0	0	0	0	0	1	1	22.1	26.1	0	0	1	10	28	8	2	0	0	0	0	0	0	0	0	38
1615	44	39	0	3	0	0	1	0	0	0	0	0	0	0	1	21.1	24.7	0	0	3	13	25	3	0	0	0	0	0	0	0	0	0	28
1630	53	45	0	5	0	0	0	0	0	0	0	0	0	3	0	21.7	26.2	0	0	4	14	21	14	0	0	0	0	0	0	0	0	0	35
1645	45	38	0	4	0	0	0	0	0	0	0	0	0	1	2	20.1	24.5	0	1	2	18	20	4	0	0	0	0	0	0	0	0	0	24
1700	55	46	1	5	0	0	0	0	1	0	0	0	0	1	1	21.9	25.7	0	1	5	10	29	8	0	0	0	2	0	0	0	0	0	39
1715	65	51	0	9	0	0	0	0	0	0	0	0	0	2	3	20.9	25.3	0	0	3	29	22	9	1	0	1	0	0	0	0	0	0	33
1730	46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	24.7	0	0	1	13	26	6	0	0	0	0	0	0	0	0	0	32
1745	53	47	0	2	0	0	0	0	0	0	0	0	0	0	4	20.5	25.8	0	0	6	16	22	9	0	0	0	0	0	0	0	0	0	31
1800	65	51	2	6	1	1	0	0	0	0	0	0	0	2	2	20.1	23.2	0	1	1	28	30	3	2	0	0	0	0	0	0	0	0	35
1815	54	42	0	7	1	0	0	0	0	0	0	0	0	2	2	18.8	23.6	0	6	6	15	24	2	1	0	0	0	0	0	0	0	0	27
1830	62	50	0	6	0	0	0	0	0	0	0	0	0	4	2	20.5	24.1	0	1	7	14	33	7	0	0	0	0	0	0	0	0	0	40
1845	44	36	0	5	0	0	0	0	0	0	0	0	0	2	1	21.3	25.1	0	0	1	17	19	5	2	0	0	0	0	0	0	0	0	26
1900	43	35	0	4	0	0	0	0	1	0	0	0	1	2	0	20.8	25.4	0	0	6	10	21	5	1	0	0	0	0	0	0	0	0	27
1915	36	28	0	4	0	0	0	0	0	0	0	0	0	2	2	23	26.7	0	0	1	7	20	4	4	0	0	0	0	0	0	0	0	28
1930	40	33	1	5	0	0	0	0	0	0	0	0	0	0	1	20.7	25.6	0	0	5	11	15	9	0	0	0	0	0	0	0	0	0	24
1945	31	28	0	1	1	0	0	0	0	0	0	0	0	0	1	21.5	26.8	0	1	3	7	14	5	1	0	0	0	0	0	0	0	0	20
2000	28	19	0	0	0	0	1	0	0	0	0	0	0	6	2	21.9	25.9	0	0	1	9	13	3	2	0	0	0	0	0	0	0	0	18
2015	27	21	0	3	1	0	0	0	0	0	0	0	0	2	0	22.5	26.3	0	0	1	6	13	6	0	1	0	0	0	0	0	0	0	20
2030	25	19	0	2	0	0	0	0	0	0	0	0	0	1	3	21.6	27.1	0	1	2	3	12	7	0	0	0	0	0	0	0	0	0	19
2045	18	16	0	0	1	0	0	0	0	0	0	0	0	1	0	21.3	24.8	0	0	0	5	12	1	0	0	0	0	0	0	0	0	0	13
2100	20	15	0	0	1	1	0	0	0	0	0	0	0	2	1	20.9	25.4	0	0	1	6	9	4	0	0	0	0	0	0	0	0	0	13
2115	15	13	0	0	1	0	0	0	0	0	0	0	0	1	0	20.3	23.5	0	0	1	5	9	0	0	0	0	0	0	0	0	0	0	9
2130	28	21	1	3	0	0	0	0	0	0	0	0	0	3	0	22.6	25.8	0	0	2	4	13	9	0	0	0	0	0	0	0	0	0	22
2145	15	12	0	0	0	0	0	0	0	0	0	0	0	2	1	21.9	28.7	0	0	2	4	6	2	0	1	0	0	0	0	0	0	0	9
2200	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	20	22.7	0	0	2	8	7	2	0	0	0	0	0	0	0	0	0	9
2215	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	22	-	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	7
2230	13	12	0	0	0	1	0	0	0	0	0	0	0	0	0	21.4	25.4	0	0	0	5	5	3	0	0	0	0	0	0	0	0	0	8
2245	14	9	0	2	1	0	0	0	0	0	0	0	0	0	2	22.6	30.2	0	0	1	3	6	2	2	0	0	0	0	0	0	0	0	10
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	3
2315	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8
2330	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	20.9	-	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	5
2345	11	9	0	1	1	0	0	0	0	0	0	0	0	0	0	21.5	26.9	0	0	1	2	4	4	0	0	0	0	0	0	0	0	0	8
07-19	**2286**	**1891**	**7**	**231**	**26**	**4**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**54**	**67**	**20.8**	**24.7**	**0**	**18**	**168**	**740**	**1059**	**266**	**30**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1360**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

06-22	2687	2206	9	254	35	16	2	4	1	1	0	0	0	76	83	21	24.9	0	20	195	825	1256	343	41	4	1	2	0	0	0	0	0	0	1647
06-00	2773	2279	9	260	38	17	2	4	1	1	0	0	0	77	85	21	24.9	0	21	199	848	1294	361	43	4	1	2	0	0	0	0	0	0	1705
00-00	2829	2318	9	260	46	23	2	4	1	1	0	0	0	77	88	21.1	25.1	0	21	202	855	1319	382	43	4	1	2	0	0	0	0	0	0	1751

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

29 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	2	2	3	3	0	0	0	0	0	0	0	0	8
0015	6	3	0	1	0	0	0	0	0	0	0	0	0	2	0	26.2	-	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	5
0030	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0045	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	1	3	0	0	0	1	0	0	0	0	0	5
0100	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
0145	0	0	0	0	0	0	0	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0215	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
0230	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	28	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0415	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
0430	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
0445	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0530	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	5
0545	5	3	0	0	1	1	0	0	0	0	0	0	0	0	0	23.1	-	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	4
0600	8	5	0	2	0	1	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	7
0615	13	9	0	2	2	0	0	0	0	0	0	0	0	0	0	26.1	32.4	0	0	0	1	6	4	1	1	0	0	0	0	0	0	0	12
0630	25	22	0	1	2	0	0	0	0	0	0	0	0	0	0	22.5	25.5	0	0	0	7	13	5	0	0	0	0	0	0	0	0	0	18
0645	38	33	0	0	1	0	0	0	0	0	0	0	0	2	2	23.2	26.7	0	0	1	6	20	9	2	0	0	0	0	0	0	0	0	31
0700	61	49	0	6	2	0	0	0	0	0	0	0	0	0	4	22.2	25.9	0	0	4	7	39	10	1	0	0	0	0	0	0	0	0	50
0715	60	50	0	7	1	0	0	0	0	0	0	0	0	0	2	21.2	25.5	0	0	2	24	24	9	1	0	0	0	0	0	0	0	0	34
0730	74	60	0	9	0	0	0	0	0	0	0	0	0	2	3	20.8	24	0	0	0	26	41	7	0	0	0	0	0	0	0	0	0	48
0745	78	60	0	9	1	1	0	0	0	0	0	0	0	1	6	20.2	24.4	0	1	8	29	32	6	2	0	0	0	0	0	0	0	0	40
0800	62	53	1	4	0	0	0	0	0	0	0	0	0	2	2	20.1	23.7	0	4	4	13	34	7	0	0	0	0	0	0	0	0	0	41
0815	79	73	0	5	1	0	0	0	0	0	0	0	0	0	0	20.6	24	0	1	5	21	46	5	1	0	0	0	0	0	0	0	0	52
0830	78	67	0	5	1	1	0	0	0	0	0	0	0	1	3	18.9	23	0	1	11	35	26	5	0	0	0	0	0	0	0	0	0	31
0845	63	53	0	2	3	2	1	0	0	0	0	0	0	0	2	19.4	24.8	0	3	10	20	22	8	0	0	0	0	0	0	0	0	0	30
0900	50	39	0	6	1	0	0	0	0	0	0	0	0	1	3	20	23.3	0	0	5	16	26	3	0	0	0	0	0	0	0	0	0	29
0915	50	44	0	0	3	1	0	0	0	0	0	0	0	1	1	19.9	24.3	0	0	3	26	16	5	0	0	0	0	0	0	0	0	0	21
0930	29	20	0	6	2	0	0	0	0	0	0	0	0	0	1	20.1	23.4	0	0	2	11	14	1	1	0	0	0	0	0	0	0	0	16
0945	34	26	0	5	1	1	0	0	0	0	0	0	0	1	0	20.5	24.3	0	1	1	14	15	3	0	0	0	0	0	0	0	0	0	18
1000	32	23	1	6	1	0	0	0	0	0	0	0	0	1	0	20	24.8	0	0	6	10	12	3	1	0	0	0	0	0	0	0	0	16
1015	29	26	0	1	0	0	0	0	0	1	0	0	0	0	1	19.4	23.4	0	1	4	8	14	2	0	0	0	0	0	0	0	0	0	16
1030	33	26	0	5	2	0	0	0	0	0	0	0	0	0	0	20.6	23.7	0	0	1	15	13	4	0	0	0	0	0	0	0	0	0	17
1045	34	23	0	9	1	0	0	0	0	0	0	0	0	1	0	21.6	25.8	0	0	1	11	14	8	0	0	0	0	0	0	0	0	0	22
1100	39	32	0	7	0	0	0	0	0	0	0	0	0	0	0	21.1	24.9	0	0	5	8	21	3	2	0	0	0	0	0	0	0	0	26
1115	28	20	0	6	0	1	0	0	0	0	0	0	0	0	1	20.5	23.8	0	1	1	8	15	2	1	0	0	0	0	0	0	0	0	18
1130	37	27	0	7	0	0	0	0	0	0	0	0	0	3	0	20.9	24.9	0	2	2	7	21	4	1	0	0	0	0	0	0	0	0	26
1145	46	43	0	2	0	0	0	0	0	0	0	0	0	0	1	21.6	25.6	0	0	1	15	23	7	0	0	0	0	0	0	0	0	0	30
1200	38	34	0	2	1	0	0	0	0	0	0	0	0	1	0	19.2	23.7	0	0	6	15	16	1	0	0	0	0	0	0	0	0	0	17
1215	30	24	0	2	1	0	0	0	0	0	0	0	0	1	2	20.6	25.2	0	0	3	11	11	5	0	0	0	0	0	0	0	0	0	16
1230	32	24	0	7	0	0	0	0	0	0	0	0	0	0	1	22.2	27.1	0	1	0	8	17	5	1	0	0	0	0	0	0	0	0	23
1245	29	22	0	6	0	0	0	0	0	0	0	0	0	0	1	20.7	24.4	0	1	0	11	16	1	0	0	0	0	0	0	0	0	0	17
1300	48	42	0	3	0	0	0	0	0	0	0	0	0	0	3	21.4	24.1	0	0	2	13	29	3	1	0	0	0	0	0	0	0	0	33
1315	38	30	1	4	0	0	0	0	0	0	0	0	0	2	1	21	25.7	0	0	3	14	14	5	2	0	0	0	0	0	0	0	0	21
1330	32	27	1	2	0	0	0	0	0	0	0	0	0	1	1	20.3	25.1	0	1	5	6	16	3	1	0	0	0	0	0	0	0	0	20
1345	42	28	0	8	0	0	0	0	0	0	0	0	0	3	3	22.4	27.1	0	0	3	9	20	8	1	1	0	0	0	0	0	0	0	30
1400	43	36	0	6	0	0	0	0	0	0	0	0	0	0	1	20.6	25.6	0	0	4	17	14	6	2	0	0	0	0	0	0	0	0	22
1415	43	31	0	9	0	0	0	0	0	0	0	0	0	1	2	21.4	26.3	0	0	2	16	14	9	2	0	0	0	0	0	0	0	0	25
1430	39	30	0	6	0	0	0	0	0	0	0	0	0	3	0	21.1	26.3	0	1	5	10	14	9	0	0	0	0	0	0	0	0	0	23
1445	43	38	0	4	0	0	0	0	0	0	0	0	0	0	1	20.6	25.6	0	0	3	17	14	9	0	0	0	0	0	0	0	0	0	23
1500	41	31	1	3	1	0	0	0	0	0	0	0	0	1	4	20.7	25.3	0	0	4	13	18	5	1	0	0	0	0	0	0	0	0	24
1515	47	44	0	2	1	0	0	0	0	0	0	0	0	1	0	20.1	23.8	0	1	3	22	16	4	1	0	0	0	0	0	0	0	0	21
1530	69	65	0	2	0	1	0	0	0	0	0	0	0	1	0	20.2	24.4	0	1	7	25	28	8	0	0	0	0	0	0	0	0	0	36
1545	41	33	1	7	0	0	0	0	0	0	0	0	0	0	0	20.8	24.8	0	0	2	14	20	4	1	0	0	0	0	0	0	0	0	25
1600	41	33	1	5	0	0	0	0	0	0	0	0	0	2	0	21.6	24.8	0	0	2	11	23	4	1	0	0	0	0	0	0	0	0	28
1615	55	42	1	11	0	0	0	0	0	0	0	0	0	0	1	21.6	26	0	0	4	14	27	7	3	0	0	0	0	0	0	0	0	37
1630	42	37	0	3	1	0	0	0	0	0	0	0	0	0	1	20	24	0	0	3	23	12	3	1	0	0	0	0	0	0	0	0	16
1645	60	58	0	0	0	0	0	0	0	0	0	0	0	2	0	23.1	26.1	0	0	0	9	39	10	2	0	0	0	0	0	0	0	0	51
1700	35	27	1	5	0	0	0	0	0	1	0	0	0	1	0	20.9	24.5	0	1	1	11	19	2	1	0	0	0	0	0	0	0	0	22
1715	59	49	1	8	0	0	0	0	0	0	0	0	0	1	0	20.7	25.2	0	0	2	24	24	9	0	0	0	0	0	0	0	0	0	33
1730	52	44	0	3	0	0	0	0	0	0	0	0	0	1	4	19.8	23.5	0	2	4	22	20	4	0	0	0	0	0	0	0	0	0	24
1745	57	48	0	6	0	0	0	0	0	0	0	0	0	1	2	20.5	23.7	0	0	6	19	28	2	2	0	0	0	0	0	0	0	0	32
1800	67	55	1	5	0	0	0	0	0	0	0	0	0	5	1	20.9	24.4	0	1	1	21	36	7	1	0	0	0	0	0	0	0	0	44
1815	52	44	1	3	0	0	0	0	0	0	0	0	0	1	3	20.7	24.7	0	1	3	23	20	4	1	0	0	0	0	0	0	0	0	25
1830	46	38	0	6	0	0	0	0	0	0	0	0	0	1	1	20.6	24.8	0	0	2	20	18	5	1	0	0	0	0	0	0	0	0	24
1845	46	37	1	2	0	0	0	0	0	0	0	0	0	2	4	20.5	24.8	0	2	3	17	18	6	0	0	0	0	0	0	0	0	0	24
1900	45	39	2	2	1	0	0	0	0	0	0	0	0	1	0	21	25.8	0	0	0	21	16	6	2	0	0	0	0	0	0	0	0	24
1915	40	37	0	1	1	0	0	0	0	0	0	0	0	0	1	21.6	25.9	0	0	2	10	19	8	1	0	0	0	0	0	0	0	0	28
1930	41	34	1	1	1	0	0	0	0	0	0	0	0	3	1	21	25.2	0	0	5	16	14	4	1	1	0	0	0	0	0	0	0	20
1945	34	28	0	1	0	0	0	0	0	0	0	0	0	4	1	19.8	25.2	0	2	3	12	11	6	0	0	0	0	0	0	0	0	0	17
2000	24	18	0	3	1	0	0	0	0	0	0	0	0	2	0	21.2	26.5	0	0	1	8	9	6	0	0	0	0	0	0	0	0	0	15
2015	38	28	0	2	0	0	0	0	0	0	0	0	0	6	2	21	25.3	0	1	1	14	15	7	0	0	0	0	0	0	0	0	0	22
2030	23	19	0	2	0	0	0	0	0	0	0	0	0	2	0	20.6	25.2	0	0	1	11	7	4	0	0	0	0	0	0	0	0	0	11
2045	21	18	1	0	0	0	0	0	0	0	0	0	0	2	0	23.1	27	0	0	0	5	10	5	1	0	0	0	0	0	0	0	0	16
2100	26	21	0	2	0	1	0	0	0	0	0	0	0	2	0	20.2	21.9	0	0	1	13	11	0	0	1	0	0	0	0	0	0	0	12
2115	23	18	0	2	0	1	0	0	0	0	0	0	0	2	0	21.8	24.8	0	0	1	4	16	2	0	0	0	0	0	0	0	0	0	18
2130	18	13	0	1	2	0	0	0	0	0	0	0	0	1	1	22.3	28.8	0	0	1	7	2	7	1	0	0	0	0	0	0	0	0	10
2145	19	12	0	1	2	0	0	0	0	0	0	0	0	4	0	22.9	29.3	0	0	0	8	4	5	2	0	0	0	0	0	0	0	0	11
2200	17	15	1	1	0	0	0	0	0	0	0	0	0	0	0	23.2	28.4	0	0	0	3	10	2	2	0	0	0	0	0	0	0	0	14
2215	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	24	27.4	0	0	0	2	5	7	1	0	0	0	0	0	0	0	0	13
2230	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	24.5	28	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	10
2245	12	10	0	0	0	1	0	0	0	0	0	0	0	1	0	24.5	28.7	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	12
2300	12	11	0	0	0	0	0	0	0	0	0	0	0	1	0	21.3	24.4	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	8
2315	12	11	0	0	1	0	0	0	0	0	0	0	0	0	0	22.5	25.8	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	8
2330	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
2345	10	6	0	0	2	1	0	0	0	0	0	0	0	0	1	23.8	-	0	1	0	2	1	5	1	0	0	0	0	0	0	0	0	7
07-19	**2263**	**1865**	**13**	**237**	**24**	**8**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**46**	**67**	**20.7**	**24.6**	**0**	**28**	**159**	**759**	**1029**	**250**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1317**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

06-22	2699	2219	17	260	37	11	1	0	0	2	0	0	0	77	75	20.9	24.8	0	31	176	903	1204	333	48	4	0	0	0	0	0	0	0	1589
06-00	2794	2300	18	263	41	13	1	0	0	2	0	0	0	80	76	20.9	24.9	0	32	176	919	1250	360	53	4	0	0	0	0	0	0	0	1667
00-00	2854	2346	18	267	44	16	1	0	0	2	0	0	0	83	77	21	25.2	0	32	176	928	1271	381	61	4	0	1	0	0	0	0	0	1718

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

30 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	8	5	0	0	0	1	0	0	0	0	0	0	0	1	1	23.1	-	0	0	1	0	4	2	1	0	0	0	0	0	0	0	0	7
0015	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
0030	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	22	-	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0045	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0315	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
0430	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0445	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	18.4	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0515	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	2
0530	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	22.7	-	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	2
0545	7	6	0	0	0	1	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	6
0600	7	3	0	2	1	1	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	5
0615	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	22.5	-	0	0	1	1	5	2	1	0	0	0	0	0	0	0	0	8
0630	24	22	0	0	1	0	0	0	0	0	0	0	0	1	0	23.9	26.7	0	0	0	2	13	8	1	0	0	0	0	0	0	0	0	22
0645	33	22	0	6	1	1	0	0	0	0	0	0	0	1	2	23	26.7	0	0	1	5	16	11	0	0	0	0	0	0	0	0	0	27
0700	46	39	0	2	0	2	0	0	0	0	0	0	0	2	1	24	27.6	0	0	1	2	28	14	1	0	0	0	0	0	0	0	0	43
0715	78	71	0	3	2	0	0	0	0	0	0	0	0	0	2	20.5	25.3	0	1	14	17	33	13	0	0	0	0	0	0	0	0	0	46
0730	67	60	0	5	0	0	0	0	0	0	0	0	0	0	2	21.9	25.2	0	0	3	8	45	11	0	0	0	0	0	0	0	0	0	56
0745	77	59	0	10	2	0	0	0	0	0	0	0	0	1	5	20.6	24.9	0	0	8	24	34	11	0	0	0	0	0	0	0	0	0	45
0800	70	53	0	13	1	0	0	0	1	0	0	0	0	1	1	18.6	22.4	0	3	10	30	22	5	0	0	0	0	0	0	0	0	0	27
0815	72	65	0	5	0	0	0	0	0	0	0	0	0	1	1	20.2	23	0	0	7	23	38	3	1	0	0	0	0	0	0	0	0	42
0830	67	58	0	8	0	0	0	0	0	0	0	0	0	1	0	21.1	25.5	0	0	1	27	27	12	0	0	0	0	0	0	0	0	0	39
0845	88	72	0	14	0	0	0	0	0	0	0	0	0	2	0	20	24.5	0	1	10	28	39	10	0	0	0	0	0	0	0	0	0	49
0900	68	55	0	10	0	0	0	0	0	0	0	0	0	1	2	20.6	23.9	0	0	3	25	35	3	2	0	0	0	0	0	0	0	0	40
0915	47	37	0	8	0	0	0	0	0	0	0	0	0	1	1	21.1	25.2	0	0	0	22	18	6	1	0	0	0	0	0	0	0	0	25
0930	40	34	1	4	0	0	0	0	0	0	0	0	0	1	0	20.8	28	0	0	3	19	10	6	2	0	0	0	0	0	0	0	0	18
0945	47	33	0	11	1	0	0	0	0	0	0	0	0	2	0	21.8	25.5	0	0	2	11	25	7	2	0	0	0	0	0	0	0	0	34
1000	26	21	1	2	1	0	0	0	0	0	0	0	0	1	0	20.7	25.2	0	0	3	8	10	5	0	0	0	0	0	0	0	0	0	15
1015	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	20	24	0	0	3	11	12	2	0	0	0	0	0	0	0	0	0	14
1030	32	25	0	4	0	0	0	0	0	0	0	0	0	1	2	21.1	26.8	0	0	2	11	14	4	1	0	0	0	0	0	0	0	0	19
1045	29	24	0	1	1	0	0	0	0	0	0	0	0	0	3	18.9	24	0	0	7	12	8	2	0	0	0	0	0	0	0	0	0	10
1100	32	22	0	6	1	0	0	0	0	0	0	0	0	3	0	20.7	26.6	0	2	1	14	9	4	1	1	0	0	0	0	0	0	0	15
1115	38	32	0	4	0	0	0	0	0	0	0	0	0	0	2	19.8	23.7	0	2	1	20	13	2	0	0	0	0	0	0	0	0	0	15
1130	33	30	0	1	1	0	0	0	0	0	0	0	0	1	0	21.8	24.9	0	0	1	5	23	4	0	0	0	0	0	0	0	0	0	27
1145	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	21	26.7	0	0	0	14	9	6	0	1	0	0	0	0	0	0	0	16
1200	38	33	0	2	1	0	0	0	0	0	0	0	0	2	0	21.5	25.6	0	0	1	15	16	5	1	0	0	0	0	0	0	0	0	22
1215	38	29	0	7	0	0	0	0	0	0	0	0	0	1	1	19.9	24.7	0	0	6	13	14	5	0	0	0	0	0	0	0	0	0	19
1230	47	36	0	7	0	1	0	0	0	0	0	0	0	2	1	19.3	23.8	0	0	8	15	22	2	0	0	0	0	0	0	0	0	0	24
1245	34	27	1	4	0	0	0	0	0	0	0	0	0	1	1	21.4	25.2	0	0	1	10	17	6	0	0	0	0	0	0	0	0	0	23
1300	48	43	1	3	0	0	0	0	0	0	0	0	0	1	0	21	26.5	0	0	3	15	21	9	0	0	0	0	0	0	0	0	0	30
1315	31	23	0	3	0	0	0	0	0	0	0	0	0	3	2	20.5	26.5	0	0	6	8	9	7	0	1	0	0	0	0	0	0	0	17
1330	39	33	0	5	1	0	0	0	0	0	0	0	0	0	0	21.6	24.3	0	0	3	8	24	3	1	0	0	0	0	0	0	0	0	28
1345	52	42	0	7	0	0	0	0	0	0	0	0	0	2	1	22	25.1	0	0	0	18	26	7	1	0	0	0	0	0	0	0	0	34
1400	43	33	0	9	0	0	0	0	0	0	0	0	0	1	0	20.9	25.5	0	0	2	16	18	6	1	0	0	0	0	0	0	0	0	25
1415	39	36	0	2	0	0	0	0	0	0	0	0	0	0	1	20.8	23.9	0	0	2	15	18	3	1	0	0	0	0	0	0	0	0	22
1430	30	22	0	7	0	0	0	0	0	0	0	0	0	0	1	20.8	24.8	0	0	3	10	13	4	0	0	0	0	0	0	0	0	0	17
1445	42	34	0	6	0	0	0	0	0	0	0	0	0	1	1	19.5	23.8	0	0	6	16	17	3	0	0	0	0	0	0	0	0	0	20
1500	50	43	0	3	0	0	0	0	0	0	0	0	0	1	3	20.7	23.9	0	0	5	15	26	2	1	1	0	0	0	0	0	0	0	30
1515	55	49	0	3	0	0	0	0	0	0	0	0	0	2	1	20.4	24.8	0	0	2	27	20	6	0	0	0	0	0	0	0	0	0	26
1530	65	61	1	3	0	0	0	0	0	0	0	0	0	0	0	18.9	22.8	0	0	8	35	17	5	0	0	0	0	0	0	0	0	0	22
1545	47	40	0	6	0	0	0	0	0	0	0	0	0	0	1	18.9	22.3	0	0	8	19	18	2	0	0	0	0	0	0	0	0	0	20
1600	54	47	0	6	0	0	0	0	0	0	0	0	0	0	1	21.5	25.6	0	0	1	20	24	8	1	0	0	0	0	0	0	0	0	33
1615	68	56	0	10	0	0	0	1	0	0	0	0	0	0	1	20.9	24.3	0	0	5	22	32	9	0	0	0	0	0	0	0	0	0	41
1630	54	47	0	5	0	0	0	0	0	0	0	0	0	1	1	21.2	25.2	0	0	3	15	27	8	1	0	0	0	0	0	0	0	0	36
1645	59	53	0	4	0	0	0	0	0	0	0	0	0	1	1	21.1	24.6	0	0	4	19	29	7	0	0	0	0	0	0	0	0	0	36
1700	54	45	0	6	0	0	0	0	0	0	0	0	0	2	1	20.4	24.2	0	1	4	22	22	4	0	1	0	0	0	0	0	0	0	27
1715	63	52	1	9	0	0	0	0	0	0	0	0	0	0	1	21.4	26.2	0	0	4	22	26	9	2	0	0	0	0	0	0	0	0	37
1730	46	38	1	2	0	0	0	0	0	0	0	0	0	3	2	20.7	25	0	1	5	13	20	6	1	0	0	0	0	0	0	0	0	27
1745	72	65	0	4	1	0	0	0	0	0	0	0	0	1	1	21.2	26	0	0	9	15	35	11	2	0	0	0	0	0	0	0	0	48
1800	68	61	0	4	0	0	0	0	0	0	0	0	0	1	2	20.4	23.8	0	0	10	19	31	6	2	0	0	0	0	0	0	0	0	39
1815	62	51	1	4	1	0	0	0	0	0	0	0	0	1	4	19	23.7	0	0	10	28	19	5	0	0	0	0	0	0	0	0	0	24
1830	58	45	2	6	1	0	0	0	0	0	0	0	0	3	1	20.1	24.5	0	0	10	19	23	5	1	0	0	0	0	0	0	0	0	29
1845	47	41	0	2	1	0	0	0	0	0	0	0	0	3	0	19.7	23	0	0	3	23	17	4	0	0	0	0	0	0	0	0	0	21
1900	53	47	0	2	0	0	0	0	0	0	0	0	0	4	0	20.7	24.9	0	1	4	19	23	4	0	1	1	0	0	0	0	0	0	29
1915	40	33	0	2	0	0	0	0	0	1	0	0	0	2	2	20.1	23.5	0	0	4	12	21	3	0	0	0	0	0	0	0	0	0	24
1930	54	47	0	3	0	0	0	0	0	0	0	0	0	4	0	21	24.2	0	0	3	15	29	7	0	0	0	0	0	0	0	0	0	36
1945	39	32	0	1	1	0	0	0	0	0	0	0	0	2	3	21.1	24.4	0	1	2	12	20	2	2	0	0	0	0	0	0	0	0	24
2000	31	28	0	0	2	0	0	0	0	0	0	0	0	1	0	21.9	25.8	0	0	2	6	18	5	0	0	0	0	0	0	0	0	0	23
2015	19	16	0	1	1	0	0	0	0	0	0	0	0	1	0	22.4	26.2	0	0	0	5	9	4	1	0	0	0	0	0	0	0	0	14
2030	36	31	0	2	1	0	0	0	0	0	0	0	0	0	2	21.8	24.4	0	0	1	7	25	3	0	0	0	0	0	0	0	0	0	28
2045	28	25	0	0	1	0	0	0	0	0	0	0	0	2	0	23.1	27.5	0	0	0	10	11	5	1	1	0	0	0	0	0	0	0	18
2100	25	21	0	1	0	0	0	0	0	0	0	0	0	2	1	23.3	28.4	0	0	1	3	14	5	2	0	0	0	0	0	0	0	0	21
2115	27	23	0	1	1	1	0	0	0	0	0	0	0	1	0	21.4	25.2	0	1	0	9	13	3	1	0	0	0	0	0	0	0	0	17
2130	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1	27.6	0	0	1	5	10	5	0	0	0	0	0	0	0	0	0	15
2145	20	19	0	0	1	0	0	0	0	0	0	0	0	0	0	22.6	26.2	0	0	0	4	11	4	1	0	0	0	0	0	0	0	0	16
2200	19	18	0	0	0	1	0	0	0	0	0	0	0	0	0	21.5	25.9	0	0	0	9	5	4	1	0	0	0	0	0	0	0	0	10
2215	20	15	0	0	2	0	0	0	0	0	0	0	0	2	1	22.3	27.1	0	0	2	3	9	5	0	1	0	0	0	0	0	0	0	15
2230	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	22	27.4	0	0	1	4	4	2	1	0	0	0	0	0	0	0	0	7
2245	18	16	0	1	0	1	0	0	0	0	0	0	0	0	0	20.5	24.6	0	0	1	5	10	2	0	0	0	0	0	0	0	0	0	12
2300	15	11	0	1	1	0	0	0	0	0	0	0	0	1	1	22	28.2	0	0	0	5	6	3	1	0	0	0	0	0	0	0	0	10
2315	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	21.3	24.7	0	0	1	5	6	0	1	0	0	0	0	0	0	0	0	7
2330	11	8	0	1	0	1	0	0	0	0	0	0	0	1	0	23.5	29.1	0	0	0	1	7	3	0	0	0	0	0	0	0	0	0	10
2345	10	8	0	0	0	1	0	0	0	0	0	0	0	1	0	22.3	-	0	0	0	4	3	3	0	0	0	0	0	0	0	0	0	6
07-19	**2418**	**2025**	**10**	**257**	**16**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**53**	**52**	**20.6**	**24.7**	**0**	**11**	**212**	**823**	**1053**	**287**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1372**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

06-22	2885	2423	11	278	27	6	0	1	1	1	0	0	0	74	63	20.8	24.8	0	14	232	940	1295	358	38	7	1	0	0	0	0	0	0	1699
06-00	3003	2522	11	282	30	10	0	1	1	1	0	0	0	79	66	20.8	24.9	0	14	237	976	1345	380	42	8	1	0	0	0	0	0	0	1776
00-00	3065	2572	11	285	32	12	0	1	1	1	0	0	0	81	69	20.9	24.9	0	15	239	992	1369	394	46	9	1	0	0	0	0	0	0	1819

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

01 July 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	2
0015	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	23.9	-	0	0	1	0	4	3	1	0	0	0	0	0	0	0	0	8
0030	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
0045	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
0100	6	2	0	0	1	2	0	0	0	0	0	0	0	0	1	21.4	-	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	4
0115	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	30.6	-	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
0130	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0415	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0430	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0445	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	19.7	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0515	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	3
0530	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0545	6	3	0	0	1	2	0	0	0	0	0	0	0	0	0	23.1	-	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	5
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	8
0615	14	13	0	0	0	1	0	0	0	0	0	0	0	0	0	25.1	27.3	0	0	0	1	5	7	1	0	0	0	0	0	0	0	0	13
0630	21	14	0	1	1	2	0	0	0	0	0	0	0	2	1	22.2	27	0	0	1	5	9	5	1	0	0	0	0	0	0	0	0	15
0645	43	33	0	2	3	2	0	0	0	0	0	0	0	0	3	21.6	25.9	0	0	1	16	16	9	1	0	0	0	0	0	0	0	0	26
0700	36	23	0	6	3	0	0	0	0	0	0	0	0	0	4	20	24.8	0	0	5	11	16	4	0	0	0	0	0	0	0	0	0	20
0715	62	53	0	2	1	2	0	0	0	0	0	0	0	1	3	21.3	24.5	0	0	3	16	37	6	0	0	0	0	0	0	0	0	0	43
0730	69	57	1	6	5	0	0	0	0	0	0	0	0	0	0	20.4	23.7	0	1	5	19	38	6	0	0	0	0	0	0	0	0	0	44
0745	53	43	0	4	1	2	0	0	0	0	0	0	0	1	2	21.7	25.3	0	0	2	12	30	8	1	0	0	0	0	0	0	0	0	39
0800	59	50	0	1	2	1	0	0	0	0	0	0	0	2	3	20.2	25.1	0	1	7	19	22	9	1	0	0	0	0	0	0	0	0	32
0815	66	56	1	8	0	0	0	0	0	0	0	0	0	1	0	18.8	22.8	0	0	12	28	22	4	0	0	0	0	0	0	0	0	0	26
0830	56	52	0	3	0	0	0	0	0	0	0	0	0	0	1	19.9	23	0	0	2	29	21	4	0	0	0	0	0	0	0	0	0	25
0845	68	57	1	8	0	0	0	0	0	0	0	0	0	1	1	21.5	24.9	0	0	4	18	37	8	1	0	0	0	0	0	0	0	0	46
0900	55	46	0	9	0	0	0	0	0	0	0	0	0	0	0	20.3	23.6	0	0	1	24	27	3	0	0	0	0	0	0	0	0	0	30
0915	35	32	0	2	0	0	0	0	0	0	0	0	0	1	0	20.7	26.9	0	2	0	14	12	7	0	0	0	0	0	0	0	0	0	19
0930	42	33	0	6	0	0	0	0	0	0	0	0	0	1	2	20.3	24.7	0	0	4	15	19	4	0	0	0	0	0	0	0	0	0	23
0945	44	35	0	6	0	0	0	0	0	0	0	0	0	1	2	20.3	23.7	0	0	4	14	24	2	0	0	0	0	0	0	0	0	0	26
1000	27	18	0	6	0	0	0	0	0	0	0	0	0	3	0	20.5	24.2	0	0	2	11	11	2	1	0	0	0	0	0	0	0	0	14
1015	31	24	1	3	0	0	0	0	0	0	0	0	0	1	2	18.3	21.2	0	1	5	15	8	2	0	0	0	0	0	0	0	0	0	10
1030	39	33	2	1	0	0	0	0	0	0	0	0	0	0	3	20.4	27	0	4	6	8	11	7	2	1	0	0	0	0	0	0	0	21
1045	43	35	0	6	0	0	0	0	0	0	0	0	0	1	1	20.4	25.2	0	0	6	15	14	7	1	0	0	0	0	0	0	0	0	22
1100	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	20.2	23.9	0	0	3	11	18	0	0	0	0	0	0	0	0	0	0	18
1115	37	31	0	6	0	0	0	0	0	0	0	0	0	0	0	18.9	22.3	0	0	8	13	14	1	1	0	0	0	0	0	0	0	0	16
1130	29	25	0	3	0	0	0	0	0	0	0	0	0	0	1	21.2	25.5	0	0	2	9	13	4	1	0	0	0	0	0	0	0	0	18
1145	34	28	0	4	0	0	0	0	0	0	0	0	0	1	1	20.4	24.9	0	0	5	11	14	3	1	0	0	0	0	0	0	0	0	18
1200	42	33	1	5	0	0	0	0	0	0	0	0	0	2	1	20.5	25	0	0	3	14	19	6	0	0	0	0	0	0	0	0	0	25
1215	39	33	0	5	0	0	0	0	0	0	0	0	0	1	0	20.8	23.8	0	0	1	14	19	5	0	0	0	0	0	0	0	0	0	24
1230	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	20.9	24.9	0	1	2	9	20	5	0	0	0	0	0	0	0	0	0	25
1245	51	44	0	5	0	0	0	0	0	0	0	0	0	1	1	19.6	23.7	0	0	9	16	22	4	0	0	0	0	0	0	0	0	0	26
1300	48	36	0	10	0	0	0	0	0	0	0	0	0	1	1	19.9	24.8	0	1	7	18	16	6	0	0	0	0	0	0	0	0	0	22
1315	48	35	0	10	0	0	0	0	0	0	0	0	0	2	1	19.8	23.4	0	1	2	23	20	2	0	0	0	0	0	0	0	0	0	22
1330	42	35	0	3	0	0	0	0	0	0	0	0	0	3	1	22	26	0	1	1	9	22	8	1	0	0	0	0	0	0	0	0	31
1345	49	39	1	5	0	0	0	0	0	0	0	0	0	1	3	19.7	25.2	0	1	7	17	16	7	1	0	0	0	0	0	0	0	0	24
1400	52	46	0	5	0	0	0	0	0	0	0	0	0	1	0	21.7	24.1	0	0	3	9	36	3	1	0	0	0	0	0	0	0	0	40
1415	48	40	0	6	0	0	0	0	0	0	0	0	0	2	0	21.7	25.1	0	0	1	14	26	6	1	0	0	0	0	0	0	0	0	33
1430	46	34	0	7	0	0	0	0	0	0	0	0	0	2	3	19.7	25.1	0	0	4	23	12	7	0	0	0	0	0	0	0	0	0	19
1445	54	42	0	10	0	0	0	0	0	0	0	0	0	0	2	19.8	24.7	0	0	9	18	23	4	0	0	0	0	0	0	0	0	0	27
1500	51	44	1	3	0	0	0	0	0	0	0	0	0	1	2	21.2	24.1	0	1	3	13	29	3	2	0	0	0	0	0	0	0	0	34
1515	63	55	0	6	0	0	0	0	0	0	0	0	0	1	1	19.6	24.1	0	2	13	13	28	6	1	0	0	0	0	0	0	0	0	35
1530	66	54	0	6	0	0	0	0	0	0	0	0	0	3	3	19.8	23.5	0	3	9	14	35	4	1	0	0	0	0	0	0	0	0	40
1545	59	49	1	7	0	0	1	0	0	0	0	0	0	1	0	20.2	25.2	0	2	5	20	23	9	0	0	0	0	0	0	0	0	0	32
1600	62	50	0	8	0	0	0	0	0	0	0	0	0	1	3	20.6	25.2	0	0	5	25	22	8	1	1	0	0	0	0	0	0	0	32
1615	64	51	0	8	0	0	0	1	0	0	0	0	0	3	1	18.2	23.8	0	3	15	18	24	4	0	0	0	0	0	0	0	0	0	28
1630	74	62	1	10	0	0	0	0	0	0	0	0	0	1	0	20	24.2	0	0	10	20	37	6	1	0	0	0	0	0	0	0	0	44
1645	48	42	0	5	0	0	0	0	0	0	0	0	0	1	0	21.7	24.4	0	0	0	10	33	5	0	0	0	0	0	0	0	0	0	38
1700	56	49	0	4	0	0	0	0	0	0	0	0	0	0	3	21.7	25	0	1	2	12	33	7	1	0	0	0	0	0	0	0	0	41
1715	62	50	1	6	1	0	0	0	0	0	0	0	0	3	1	19.5	24.6	0	1	8	28	18	6	1	0	0	0	0	0	0	0	0	25
1730	60	49	0	4	0	0	0	0	0	0	0	0	0	4	3	20.6	24.1	0	0	4	21	31	2	2	0	0	0	0	0	0	0	0	35
1745	70	63	0	4	0	0	0	0	0	0	0	0	0	2	1	20	24.2	0	0	5	32	29	4	0	0	0	0	0	0	0	0	0	33
1800	69	58	1	5	0	1	0	0	0	0	0	0	0	4	0	20.1	25	0	4	3	28	24	8	2	0	0	0	0	0	0	0	0	34
1815	70	58	2	6	0	0	0	1	0	0	0	0	0	1	2	20	25.1	0	1	10	21	28	10	0	0	0	0	0	0	0	0	0	38
1830	49	41	1	3	0	0	0	0	0	0	0	0	0	1	3	21.5	25.6	0	0	2	14	25	7	1	0	0	0	0	0	0	0	0	33
1845	59	50	0	8	0	0	0	0	0	1	0	0	0	0	0	19.8	23.6	0	2	5	21	27	4	0	0	0	0	0	0	0	0	0	31
1900	54	43	1	6	1	0	0	0	0	0	0	0	0	1	2	20.6	24.4	0	0	3	23	21	5	2	0	0	0	0	0	0	0	0	28
1915	50	44	1	4	0	0	0	0	0	0	0	0	0	1	0	23	27.6	0	0	1	7	29	11	1	1	0	0	0	0	0	0	0	42
1930	55	45	1	5	1	0	1	0	0	0	0	0	0	2	0	19.8	23.9	0	1	6	20	25	2	1	0	0	0	0	0	0	0	0	28
1945	50	41	1	2	0	0	0	0	0	1	0	0	0	5	0	21.4	27	0	0	4	15	21	8	2	0	0	0	0	0	0	0	0	31
2000	31	27	0	1	0	0	0	0	0	0	0	0	0	3	0	22.6	27.3	0	0	0	9	14	7	1	0	0	0	0	0	0	0	0	22
2015	40	31	0	4	0	0	0	0	0	0	0	0	0	3	2	21.1	25.8	0	0	5	12	15	6	2	0	0	0	0	0	0	0	0	23
2030	30	22	1	2	0	0	0	0	0	0	0	0	0	4	1	21.9	24.9	0	0	0	5	22	3	0	0	0	0	0	0	0	0	0	25
2045	30	24	1	2	0	0	0	0	0	0	0	0	0	2	1	19.7	23.9	0	0	2	14	12	2	0	0	0	0	0	0	0	0	0	14
2100	25	17	0	0	0	0	0	0	0	0	0	0	0	6	2	23.2	29.4	0	0	3	4	8	9	1	0	0	0	0	0	0	0	0	18
2115	28	17	0	2	1	0	0	0	0	0	0	0	0	6	2	22.8	28	0	0	2	4	16	5	1	0	0	0	0	0	0	0	0	22
2130	27	19	1	1	1	0	0	0	0	0	0	0	0	5	0	22.6	27	0	1	0	4	15	7	0	0	0	0	0	0	0	0	0	22
2145	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	23.8	0	0	0	9	13	2	0	0	0	0	0	0	0	0	0	15
2200	23	18	1	1	0	0	0	0	0	0	0	0	0	2	1	23	29.4	0	0	1	5	9	5	2	1	0	0	0	0	0	0	0	17
2215	18	16	0	1	0	0	0	0	0	0	0	0	0	1	0	22.5	26	0	0	0	4	11	2	1	0	0	0	0	0	0	0	0	14
2230	22	18	0	2	0	1	0	0	0	0	0	0	0	1	0	22	25.2	0	0	2	3	14	2	1	0	0	0	0	0	0	0	0	17
2245	17	12	0	0	0	0	0	0	0	0	0	0	0	4	1	22.2	27.7	0	0	0	5	9	1	2	0	0	0	0	0	0	0	0	12
2300	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	26.2	-	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	7
2315	11	9	0	0	0	1	0	0	0	0	0	0	0	0	1	20.1	25.2	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	5
2330	17	13	0	0	1	0	0	0	0	0	0	0	0	3	0	24.4	32.2	0	0	0	6	4	4	2	1	0	0	0	0	0	0	0	11
2345	18	15	0	1	1	0	0	0	0	0	0	0	0	1	0	20.4	22.9	0	0	1	5	11	1	0	0	0	0	0	0	0	0	0	12
07-19	**2455**	**2038**	**16**	**258**	**13**	**6**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**58**	**62**	**20.3**	**24.4**	**0**	**34**	**234**	**806**	**1105**	**247**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1381**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: AB (Northbound)

06-22	2985	2459	23	291	21	11	2	2	0	2	0	0	0	98	76	20.6	24.7	0	36	262	954	1351	338	41	3	0	0	0	0	0	0	0	1733
06-00	3119	2567	24	296	23	13	2	2	0	2	0	0	0	111	79	20.6	24.7	0	36	267	988	1415	358	50	5	0	0	0	0	0	0	0	1828
00-00	3186	2616	24	297	31	18	2	2	0	2	0	0	0	113	81	20.7	24.8	0	36	270	999	1446	376	53	5	1	0	0	0	0	0	0	1881

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

25 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
0015	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	9
0030	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	21	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
0045	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	3
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	4
0115	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	6
0130	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	4
0145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
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	0
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0230	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	3
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0315	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	20.2	-	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	2
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	1	2	2	0	0	1	0	0	0	0	0	0	5
0515	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0530	8	5	0	1	0	0	0	0	0	0	0	0	0	1	1	23.4	-	0	0	1	1	3	2	0	1	0	0	0	0	0	0	0	6
0545	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
0600	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	3
0615	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	4
0630	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
0645	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	23.3	27.4	0	0	0	4	7	6	0	0	0	0	0	0	0	0	0	13
0700	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	22.2	33	0	0	2	4	3	2	1	1	0	0	0	0	0	0	0	7
0715	19	15	0	1	0	0	0	0	0	0	0	0	0	1	2	24.1	31.7	0	0	1	2	8	4	4	0	0	0	0	0	0	0	0	16
0730	20	16	0	3	0	0	0	0	0	0	0	0	0	0	1	22.5	28.3	0	0	1	4	11	3	1	0	0	0	0	0	0	0	0	15
0745	29	23	0	3	0	0	0	0	0	0	0	0	0	2	1	23.3	26.3	0	0	1	2	18	5	3	0	0	0	0	0	0	0	0	26
0800	27	16	0	6	1	0	0	0	0	0	0	0	0	1	3	19.2	23.4	0	0	6	6	14	1	0	0	0	0	0	0	0	0	0	15
0815	28	23	1	3	0	0	0	0	0	0	0	0	0	1	0	22.3	26	0	0	1	7	12	7	1	0	0	0	0	0	0	0	0	20
0830	31	25	0	3	0	0	0	0	0	0	0	0	0	0	3	20.3	24.2	0	1	3	8	17	2	0	0	0	0	0	0	0	0	0	19
0845	36	29	0	5	0	0	0	0	0	0	0	0	0	1	1	21.9	25.6	0	0	1	12	17	6	0	0	0	0	0	0	0	0	0	23
0900	35	31	0	2	0	0	0	0	0	0	0	0	0	1	1	22.1	24.5	0	0	2	2	28	3	0	0	0	0	0	0	0	0	0	31
0915	43	38	0	2	0	0	0	0	0	0	0	0	0	2	1	20.2	26	0	3	7	5	20	6	2	0	0	0	0	0	0	0	0	28
0930	44	35	0	6	0	0	0	0	0	0	0	0	0	1	2	20.7	25.3	0	0	2	20	15	6	1	0	0	0	0	0	0	0	0	22
0945	48	40	0	6	0	0	0	0	0	0	0	0	0	0	2	19.7	25.1	0	2	7	13	18	7	1	0	0	0	0	0	0	0	0	26
1000	41	34	0	1	0	0	0	0	0	0	0	0	0	3	3	20.4	24.9	0	0	4	13	18	5	1	0	0	0	0	0	0	0	0	24
1015	47	41	1	3	0	0	0	0	0	0	0	0	0	0	2	20.5	23.4	0	0	0	21	24	2	0	0	0	0	0	0	0	0	0	26
1030	51	45	0	4	0	0	0	0	0	0	0	0	0	2	0	19.9	23.4	0	0	6	19	22	4	0	0	0	0	0	0	0	0	0	26
1045	34	29	0	1	0	0	0	0	0	0	0	0	0	3	1	20.7	24.5	0	0	2	10	18	4	0	0	0	0	0	0	0	0	0	22
1100	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	21.2	25.4	0	0	1	21	26	8	1	0	0	0	0	0	0	0	0	35
1115	65	62	0	2	0	0	0	0	0	0	0	0	0	0	1	20.6	24.2	0	0	2	23	36	4	0	0	0	0	0	0	0	0	0	40
1130	45	39	0	3	0	0	0	0	0	0	0	0	0	2	1	20.1	23.2	0	0	5	17	20	3	0	0	0	0	0	0	0	0	0	23
1145	49	43	0	5	0	0	0	0	0	0	0	0	0	0	1	21.7	24.9	0	0	2	10	30	6	0	1	0	0	0	0	0	0	0	37
1200	76	65	3	4	0	0	0	0	0	0	0	0	0	3	1	20.8	23.8	0	0	4	24	42	5	1	0	0	0	0	0	0	0	0	48
1215	89	87	0	1	0	0	0	0	0	0	0	0	0	1	0	19.8	24.8	0	8	7	24	38	10	1	1	0	0	0	0	0	0	0	50
1230	60	53	0	4	0	0	0	0	0	0	0	0	0	2	1	19.1	24.2	0	1	11	24	19	4	1	0	0	0	0	0	0	0	0	24
1245	74	67	0	5	0	0	0	0	0	0	0	0	0	1	1	19.6	22.7	0	2	3	36	30	3	0	0	0	0	0	0	0	0	0	33
1300	64	56	1	3	0	0	0	0	0	0	0	0	0	1	3	18.9	23.7	0	3	14	17	23	4	3	0	0	0	0	0	0	0	0	30
1315	55	50	0	2	0	0	0	0	0	0	0	0	0	1	2	19.9	23	0	3	1	22	23	6	0	0	0	0	0	0	0	0	0	29
1330	50	44	0	3	0	0	0	0	0	0	0	0	0	3	0	21.3	25.5	0	1	0	15	23	11	0	0	0	0	0	0	0	0	0	34
1345	82	76	0	4	0	0	0	0	0	1	0	0	0	1	0	19.3	23.5	0	0	5	44	29	4	0	0	0	0	0	0	0	0	0	33
1400	79	74	0	4	0	0	0	0	0	0	0	0	0	0	1	19.8	22.9	0	0	5	35	33	4	2	0	0	0	0	0	0	0	0	39
1415	85	75	2	6	0	0	0	0	0	0	0	0	0	1	1	19.6	23.4	0	3	9	34	33	5	1	0	0	0	0	0	0	0	0	39
1430	64	56	0	6	0	0	0	0	0	0	0	0	0	1	1	21.8	24.6	0	0	1	12	44	6	1	0	0	0	0	0	0	0	0	51
1445	52	43	0	7	0	0	0	0	0	0	0	0	0	2	0	21.2	24.6	0	0	3	17	27	3	2	0	0	0	0	0	0	0	0	32
1500	52	48	0	1	0	0	0	0	0	0	0	0	0	1	2	21.4	25.6	0	0	6	9	29	8	0	0	0	0	0	0	0	0	0	37
1515	55	48	0	4	0	0	0	0	0	0	0	0	0	3	0	20.2	23.8	0	0	2	25	23	4	1	0	0	0	0	0	0	0	0	28
1530	53	48	2	2	0	0	0	0	0	0	0	0	0	1	0	22.6	25.7	0	0	0	11	32	8	2	0	0	0	0	0	0	0	0	42
1545	46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	22.8	27.6	0	0	0	11	24	9	2	0	0	0	0	0	0	0	0	35
1600	44	42	0	1	0	0	0	0	0	0	0	0	0	1	0	21	24.7	0	0	3	16	20	3	2	0	0	0	0	0	0	0	0	25
1615	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	20.8	23.5	0	0	0	20	19	3	0	0	0	0	0	0	0	0	0	22
1630	41	34	0	3	0	0	0	0	0	0	0	0	0	2	2	20.4	24.6	0	1	3	18	15	4	0	0	0	0	0	0	0	0	0	19
1645	44	39	0	2	0	0	0	0	0	0	0	0	0	3	0	21.5	25.9	0	0	1	18	17	7	1	0	0	0	0	0	0	0	0	25
1700	51	45	0	3	0	0	0	0	0	0	0	0	0	2	1	21.6	25.1	0	0	1	16	25	7	2	0	0	0	0	0	0	0	0	34
1715	39	32	0	1	0	0	0	0	0	0	0	0	0	5	1	21.5	24.7	0	0	1	9	24	4	1	0	0	0	0	0	0	0	0	29
1730	39	30	1	3	0	0	0	0	0	0	0	0	0	3	2	19.9	25.2	0	0	8	10	15	6	0	0	0	0	0	0	0	0	0	21
1745	53	46	0	2	0	0	0	0	0	0	0	0	0	3	2	21.5	24.7	0	0	3	6	37	7	0	0	0	0	0	0	0	0	0	44
1800	32	27	0	3	0	0	0	0	0	0	0	0	0	2	0	20.8	24.3	0	0	1	13	14	4	0	0	0	0	0	0	0	0	0	18
1815	44	40	0	1	0	0	0	0	0	0	0	0	0	2	1	21.3	25.4	0	0	3	13	21	6	1	0	0	0	0	0	0	0	0	28
1830	41	37	0	1	0	0	0	0	0	0	0	0	0	2	1	22	26.3	0	0	3	13	17	6	1	1	0	0	0	0	0	0	0	25
1845	36	30	1	2	0	0	0	0	0	0	0	0	0	3	0	21.2	24.6	0	0	0	11	22	3	0	0	0	0	0	0	0	0	0	25
1900	39	32	1	3	0	0	0	0	0	0	0	0	0	3	0	20.9	23.9	0	0	1	16	18	4	0	0	0	0	0	0	0	0	0	22
1915	50	43	0	1	0	0	0	0	0	0	0	0	0	5	1	20.8	24.6	0	2	3	15	26	4	0	0	0	0	0	0	0	0	0	30
1930	34	28	1	1	0	0	0	0	0	0	0	0	0	3	1	21.5	24.2	0	0	1	6	25	2	0	0	0	0	0	0	0	0	0	27
1945	31	30	0	0	0	0	0	0	0	0	0	0	0	1	0	23.2	28.3	0	0	0	9	12	9	0	1	0	0	0	0	0	0	0	22
2000	36	30	0	2	0	0	0	0	0	0	0	0	0	3	1	22.3	26.2	0	0	1	10	19	5	0	1	0	0	0	0	0	0	0	25
2015	26	22	0	2	0	0	0	0	0	0	0	0	0	1	1	20.9	23.9	0	0	2	8	13	2	1	0	0	0	0	0	0	0	0	16
2030	22	18	0	1	0	0	0	0	0	0	0	0	0	3	0	21.3	27.8	0	1	1	8	8	2	2	0	0	0	0	0	0	0	0	12
2045	28	26	0	1	0	0	0	0	0	0	0	0	0	1	0	23.6	26	0	0	0	3	18	6	0	1	0	0	0	0	0	0	0	25
2100	19	17	1	0	0	0	0	0	0	0	0	0	0	1	0	23.2	27.2	0	0	2	4	10	1	0	1	1	0	0	0	0	0	0	13
2115	15	11	0	1	0	0	0	0	0	0	0	0	0	2	1	21.7	27.2	0	1	0	4	5	5	0	0	0	0	0	0	0	0	0	10
2130	21	15	0	2	0	0	0	0	0	0	0	0	0	3	1	21.7	25.2	0	0	1	5	12	2	1	0	0	0	0	0	0	0	0	15
2145	20	16	1	1	0	0	0	0	0	0	0	0	0	2	0	22	30.5	0	0	0	9	8	0	2	1	0	0	0	0	0	0	0	11
2200	14	13	0	0	0	0	0	0	0	0	0	0	0	1	0	21.7	27	0	0	0	6	5	3	0	0	0	0	0	0	0	0	0	8
2215	26	21	0	1	0	0	0	0	0	0	0	0	0	4	0	22.2	26.2	0	0	3	2	16	4	1	0	0	0	0	0	0	0	0	21
2230	12	9	0	1	0	0	0	0	0	0	0	0	0	2	0	21.4	31	0	0	1	5	4	0	1	1	0	0	0	0	0	0	0	6
2245	18	13	0	2	0	0	0	0	0	0	0	0	0	2	1	21.8	26.4	0	0	0	7	7	3	1	0	0	0	0	0	0	0	0	11
2300	17	13	0	1	0	0	0	0	0	0	0	0	0	3	0	23.7	30.5	0	0	0	2	10	2	3	0	0	0	0	0	0	0	0	15
2315	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	8
2330	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	22.1	25.9	0	0	1	4	7	4	0	0	0	0	0	0	0	0	0	11
2345	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	21	25.7	0	0	0	7	6	2	0	0	0	0	0	0	0	0	0	8
07-19	**2304**	**2024**	**12**	**146**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**70**	**50**	**20.7**	**24.6**	**0**	**28**	**154**	**742**	**1093**	**242**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1380**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

06-22	2680	2339	16	169	1	0	0	0	0	1	0	0	0	98	56	20.9	24.7	0	32	166	848	1280	296	48	9	1	0	0	0	0	0	0	1634
06-00	2807	2445	16	177	1	0	0	0	0	1	0	0	0	110	57	21	24.8	0	32	171	882	1339	317	55	10	1	0	0	0	0	0	0	1722
00-00	2891	2519	16	184	1	0	0	0	0	1	0	0	0	111	59	21	24.8	0	32	175	894	1382	340	55	11	2	0	0	0	0	0	0	1790

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

26 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	22.6	27.7	0	0	0	5	5	2	0	1	0	0	0	0	0	0	0	8
0015	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	23.8	28.7	0	0	0	4	6	5	1	0	0	0	0	0	0	0	0	12
0030	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	24.7	30.4	0	0	0	1	7	2	0	1	0	0	0	0	0	0	0	10
0045	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	3	4	1	1	0	0	0	0	0	0	0	0	6
0100	10	7	0	0	0	0	0	0	0	0	0	0	0	3	0	22	-	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	7
0115	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
0130	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	4
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0215	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	19.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0230	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
0245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0415	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0515	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
0530	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0545	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	22.1	-	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	3
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	6
0645	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	5
0700	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	5
0715	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	8
0730	11	8	0	1	0	0	0	0	0	0	0	0	0	0	2	18.9	23.8	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	4
0745	13	11	0	0	0	0	0	0	0	0	0	0	0	2	0	22.6	29.1	0	0	1	1	8	3	0	0	0	0	0	0	0	0	0	11
0800	17	11	0	3	0	0	0	0	0	0	0	0	0	0	3	20.6	24.1	0	0	3	2	11	0	1	0	0	0	0	0	0	0	0	12
0815	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	22.2	26.8	0	0	0	5	6	3	1	0	0	0	0	0	0	0	0	10
0830	18	14	0	3	0	0	0	0	0	0	0	0	0	0	1	21.9	25.7	0	1	0	2	12	3	0	0	0	0	0	0	0	0	0	15
0845	25	21	0	1	0	0	0	0	0	0	0	0	0	2	1	22.2	25.4	0	0	1	7	13	3	0	1	0	0	0	0	0	0	0	17
0900	31	29	0	1	0	0	0	0	0	0	0	0	0	1	0	21.3	24.6	0	0	2	8	17	4	0	0	0	0	0	0	0	0	0	21
0915	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	20.5	24.2	0	0	3	4	16	1	0	0	0	0	0	0	0	0	0	17
0930	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	25.9	0	0	1	3	9	3	1	0	0	0	0	0	0	0	0	13
0945	30	26	0	1	0	0	0	0	0	0	0	0	0	3	0	21	24.8	0	0	4	7	15	4	0	0	0	0	0	0	0	0	0	19
1000	36	30	0	4	0	0	0	0	0	0	0	0	0	1	1	22	24.5	0	0	1	7	25	2	0	1	0	0	0	0	0	0	0	28
1015	39	36	0	3	0	0	0	0	0	0	0	0	0	0	0	21	25.2	0	1	0	11	20	6	1	0	0	0	0	0	0	0	0	27
1030	38	31	0	3	0	0	0	0	0	0	0	0	0	1	3	21.4	24.8	0	0	2	12	19	5	0	0	0	0	0	0	0	0	0	24
1045	51	46	0	3	0	0	0	0	0	0	0	0	0	0	2	20.6	24.5	0	0	4	21	19	6	1	0	0	0	0	0	0	0	0	26
1100	40	36	1	1	0	0	0	0	0	0	0	0	0	1	1	20.8	25.6	0	1	1	20	10	7	0	1	0	0	0	0	0	0	0	18
1115	36	32	0	1	0	0	0	0	0	0	0	0	0	0	3	19	22.2	0	1	4	16	14	1	0	0	0	0	0	0	0	0	0	15
1130	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	21	24.6	0	0	0	16	16	3	0	0	0	0	0	0	0	0	0	19
1145	50	40	1	4	0	0	0	0	0	0	0	0	0	2	3	21.9	26.8	0	0	2	15	21	12	0	0	0	0	0	0	0	0	0	33
1200	49	48	0	0	0	0	0	0	0	0	0	0	0	0	1	20.4	23.8	0	1	3	16	26	3	0	0	0	0	0	0	0	0	0	29
1215	58	54	0	3	0	0	0	0	0	0	0	0	0	0	1	20.3	24.2	0	0	2	23	27	6	0	0	0	0	0	0	0	0	0	33
1230	42	40	0	1	0	0	0	0	0	0	0	0	0	1	0	20.6	23.4	0	0	2	13	24	3	0	0	0	0	0	0	0	0	0	27
1245	45	41	0	2	0	1	0	0	0	0	0	0	0	1	0	22.6	26.3	0	0	0	8	29	6	2	0	0	0	0	0	0	0	0	37
1300	44	38	0	5	0	0	0	0	0	0	0	0	0	1	0	22	24.6	0	0	1	7	31	4	1	0	0	0	0	0	0	0	0	36
1315	52	48	0	2	0	0	0	0	0	0	0	0	0	1	1	21.7	24.7	0	0	1	12	33	5	1	0	0	0	0	0	0	0	0	39
1330	48	42	1	1	1	0	0	0	0	0	0	0	0	3	0	22.2	25.1	0	0	0	12	28	6	2	0	0	0	0	0	0	0	0	36
1345	40	34	0	1	0	0	0	0	0	1	0	0	0	2	2	22.3	26.3	0	0	2	8	23	5	1	1	0	0	0	0	0	0	0	30
1400	47	43	0	2	0	0	0	0	0	0	0	0	0	2	0	21.2	24.5	0	0	1	15	27	3	1	0	0	0	0	0	0	0	0	31
1415	54	47	0	5	0	0	0	0	0	0	0	0	0	0	2	21.6	24.4	0	0	2	12	36	4	0	0	0	0	0	0	0	0	0	40
1430	44	41	0	2	0	0	0	0	0	0	0	0	0	1	0	20.7	23.6	0	0	2	13	27	1	1	0	0	0	0	0	0	0	0	29
1445	40	34	0	3	0	0	0	0	0	0	0	0	0	2	1	21.3	24.5	0	0	3	7	27	3	0	0	0	0	0	0	0	0	0	30
1500	48	39	0	3	0	0	0	0	0	0	0	0	0	4	2	22.1	27.6	0	1	4	10	20	11	1	1	0	0	0	0	0	0	0	33
1515	29	25	0	2	0	0	0	0	0	0	0	0	0	2	0	23	27.1	0	0	0	3	18	7	1	0	0	0	0	0	0	0	0	26
1530	34	29	0	3	0	0	0	0	0	0	0	0	0	1	1	22.3	25.7	0	0	1	7	16	10	0	0	0	0	0	0	0	0	0	26
1545	36	33	0	1	0	0	0	0	0	0	0	0	0	2	0	23.1	27.9	0	0	2	7	14	13	0	0	0	0	0	0	0	0	0	27
1600	34	24	1	3	0	0	0	0	0	0	0	0	0	5	1	23	27.4	0	0	2	6	16	9	1	0	0	0	0	0	0	0	0	26
1615	26	21	0	1	0	0	0	0	0	0	0	0	0	2	2	22.6	26.1	0	0	2	3	16	5	0	0	0	0	0	0	0	0	0	21
1630	28	22	0	3	0	0	0	0	0	0	0	0	0	3	0	23.7	27.8	0	0	0	3	18	5	2	0	0	0	0	0	0	0	0	25
1645	41	36	1	1	0	1	0	0	0	0	0	0	0	1	1	20.6	25.1	0	0	4	15	16	5	1	0	0	0	0	0	0	0	0	22
1700	44	41	0	2	0	0	0	0	0	0	0	0	0	1	0	21.9	27.1	0	1	2	10	22	8	1	0	0	0	0	0	0	0	0	31
1715	34	29	0	1	0	0	0	0	0	0	0	0	0	3	1	23.3	27.2	0	1	0	4	19	8	2	0	0	0	0	0	0	0	0	29
1730	28	25	0	1	0	0	0	0	0	0	0	0	0	2	0	23.6	28	0	0	0	3	17	6	2	0	0	0	0	0	0	0	0	25
1745	32	30	0	1	0	0	0	0	0	0	0	0	0	1	0	23.5	27.2	0	0	0	4	20	8	0	0	0	0	0	0	0	0	0	28
1800	28	26	0	0	0	0	0	0	0	0	0	0	0	2	0	20.9	24.5	0	0	2	8	15	3	0	0	0	0	0	0	0	0	0	18
1815	34	29	0	2	0	0	0	0	0	0	0	0	0	2	1	21	25.4	0	0	5	10	12	6	1	0	0	0	0	0	0	0	0	19
1830	35	27	1	2	0	0	0	0	0	0	0	0	0	5	0	21.5	25.3	0	0	0	13	16	6	0	0	0	0	0	0	0	0	0	22
1845	36	30	1	2	0	0	0	0	0	0	0	0	0	2	1	23.4	25.9	0	0	1	3	20	11	1	0	0	0	0	0	0	0	0	32
1900	31	26	0	3	0	0	0	0	0	0	0	0	0	2	0	23.2	26.5	0	0	0	6	17	7	0	1	0	0	0	0	0	0	0	25
1915	32	27	0	2	0	0	0	0	0	0	0	0	0	3	0	22.5	25.9	0	0	1	9	15	5	2	0	0	0	0	0	0	0	0	22
1930	32	26	0	2	0	0	0	0	0	0	0	0	0	2	2	21.1	27.5	0	0	4	9	14	4	1	0	0	0	0	0	0	0	0	19
1945	35	29	0	1	0	0	0	0	0	0	0	0	0	5	0	22.8	25.9	0	0	0	5	22	8	0	0	0	0	0	0	0	0	0	30
2000	28	26	0	1	0	0	0	0	0	0	0	0	0	1	0	23.2	27.9	0	0	1	5	15	6	1	0	0	0	0	0	0	0	0	22
2015	28	23	0	0	0	0	0	0	0	0	0	0	0	5	0	22.3	25.8	0	1	0	11	9	5	2	0	0	0	0	0	0	0	0	16
2030	20	17	0	1	0	0	0	0	0	0	0	0	0	2	0	23.7	27.5	0	0	0	2	9	9	0	0	0	0	0	0	0	0	0	18
2045	19	12	0	1	0	0	0	0	0	0	0	0	0	4	2	22.2	28.9	0	1	1	4	8	3	1	1	0	0	0	0	0	0	0	13
2100	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	23.4	28.3	0	0	0	2	9	4	0	0	0	0	0	0	0	0	0	13
2115	14	10	0	1	0	0	0	0	0	0	0	0	0	2	1	21.3	31.3	0	0	2	4	5	1	1	1	0	0	0	0	0	0	0	8
2130	13	11	0	1	0	0	0	0	0	0	0	0	0	1	0	22.5	26.9	0	0	0	5	4	4	0	0	0	0	0	0	0	0	0	8
2145	14	9	0	3	0	0	0	0	0	0	0	0	0	2	0	22.8	28.6	0	0	0	3	7	3	1	0	0	0	0	0	0	0	0	11
2200	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	23.3	26.7	0	0	0	2	9	6	0	0	0	0	0	0	0	0	0	15
2215	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	5
2230	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	27.7	0	0	0	7	4	2	0	0	0	0	0	0	0	0	0	6
2245	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
2315	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	6
2330	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
2345	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07-19	**1654**	**1448**	**7**	**91**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**66**	**38**	**21.7**	**25.3**	**0**	**8**	**75**	**422**	**875**	**242**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1149**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

06-22	1952	1694	7	109	1	2	0	0	0	1	0	0	0	95	43	21.8	25.5	0	10	84	490	1017	306	37	8	0	0	0	0	0	0	0	1368
06-00	2013	1747	7	116	1	2	0	0	0	1	0	0	0	96	43	21.8	25.5	0	10	84	509	1048	317	37	8	0	0	0	0	0	0	0	1410
00-00	2117	1839	8	119	1	2	0	0	0	1	0	0	0	101	46	21.9	25.6	0	10	88	529	1104	334	42	10	0	0	0	0	0	0	0	1490

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

27 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	22.5	-	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	5
0015	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	19.4	-	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
0030	4	2	0	1	0	0	0	0	0	0	0	0	1	0	0	20.9	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
0045	4	2	0	1	0	0	0	0	0	0	0	0	1	0	0	25.3	-	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	3
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
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	0
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
0500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0515	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	3
0530	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	22.3	-	0	1	0	0	4	3	0	0	0	0	0	0	0	0	0	7
0545	14	12	0	0	0	0	0	0	0	0	0	0	0	1	1	23.7	27.5	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	11
0600	13	9	0	2	0	0	0	0	0	0	0	0	0	0	2	22.8	26.7	0	0	2	0	9	1	0	1	0	0	0	0	0	0	0	11
0615	14	11	0	1	0	0	0	0	0	0	0	0	0	0	2	20.8	25.7	0	0	2	4	4	4	0	0	0	0	0	0	0	0	0	8
0630	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	24.2	27.4	0	0	0	2	12	8	1	0	0	0	0	0	0	0	0	21
0645	24	22	0	1	0	0	0	0	0	0	0	0	0	0	1	21.2	26.5	0	0	4	6	8	6	0	0	0	0	0	0	0	0	0	14
0700	33	28	0	4	0	0	0	0	0	0	0	0	0	0	1	20.9	24.8	0	0	2	12	15	3	1	0	0	0	0	0	0	0	0	19
0715	40	33	1	4	0	0	0	0	0	0	0	0	0	0	2	20.9	24.9	0	0	4	12	19	4	1	0	0	0	0	0	0	0	0	24
0730	42	34	0	7	0	0	0	0	0	0	0	0	0	1	0	21.5	25.8	0	0	3	7	25	7	0	0	0	0	0	0	0	0	0	32
0745	52	43	0	4	0	0	0	0	0	0	0	0	0	0	5	19.8	24.2	0	0	7	17	26	2	0	0	0	0	0	0	0	0	0	28
0800	62	53	0	5	1	0	0	0	0	0	0	0	0	3	0	21.4	25.7	0	0	5	10	36	11	0	0	0	0	0	0	0	0	0	47
0815	74	66	0	7	0	0	0	0	0	0	0	0	0	0	1	21.1	24.5	0	0	1	21	45	7	0	0	0	0	0	0	0	0	0	52
0830	70	63	0	6	0	0	0	0	0	0	0	0	0	1	0	21	23.8	0	0	1	23	43	3	0	0	0	0	0	0	0	0	0	46
0845	50	48	0	2	0	0	0	0	0	0	0	0	0	0	0	19.9	23.6	0	0	2	30	13	4	1	0	0	0	0	0	0	0	0	18
0900	35	31	0	4	0	0	0	0	0	0	0	0	0	0	0	21.1	24.2	0	0	2	8	21	4	0	0	0	0	0	0	0	0	0	25
0915	32	24	1	4	0	0	0	0	0	0	0	0	0	0	3	20	24.6	0	0	4	13	11	3	1	0	0	0	0	0	0	0	0	15
0930	29	25	0	2	0	0	0	0	0	0	0	0	0	0	2	20.6	24.4	0	0	4	6	16	3	0	0	0	0	0	0	0	0	0	19
0945	34	26	0	7	0	0	0	0	0	0	0	0	0	1	0	21	25.4	0	0	3	8	18	3	2	0	0	0	0	0	0	0	0	23
1000	44	37	0	4	0	0	0	0	0	0	0	0	0	3	0	20.5	24.2	0	1	0	20	21	2	0	0	0	0	0	0	0	0	0	23
1015	31	22	1	7	0	0	0	0	0	0	0	0	0	0	1	19.6	24.4	0	1	1	15	11	3	0	0	0	0	0	0	0	0	0	14
1030	35	27	0	5	0	0	0	0	0	0	0	0	0	1	2	19.2	25.4	0	0	9	10	10	6	0	0	0	0	0	0	0	0	0	16
1045	34	28	1	5	0	0	0	0	0	0	0	0	0	0	0	19.9	23.1	0	0	1	17	13	3	0	0	0	0	0	0	0	0	0	16
1100	34	30	0	2	0	0	0	0	0	0	0	0	0	2	0	21.6	25.2	0	0	3	7	17	7	0	0	0	0	0	0	0	0	0	24
1115	37	32	0	5	0	0	0	0	0	0	0	0	0	0	0	21.1	25.3	0	0	0	16	15	6	0	0	0	0	0	0	0	0	0	21
1130	42	36	0	5	0	0	0	0	0	0	0	0	0	1	0	21.4	25.5	0	0	1	13	20	8	0	0	0	0	0	0	0	0	0	28
1145	39	34	0	2	0	0	0	0	0	0	0	0	0	3	0	20.9	24.3	0	0	1	17	17	3	1	0	0	0	0	0	0	0	0	21
1200	50	44	0	3	0	0	0	0	0	0	0	0	0	1	2	20.3	24.3	0	1	2	23	19	4	1	0	0	0	0	0	0	0	0	24
1215	45	39	0	4	0	0	0	0	0	0	0	0	0	2	0	21.6	24.9	0	0	2	10	27	6	0	0	0	0	0	0	0	0	0	33
1230	37	33	0	3	0	0	0	0	0	0	0	0	0	1	0	21.8	27.3	0	0	3	10	15	8	0	1	0	0	0	0	0	0	0	24
1245	37	29	0	3	0	0	0	0	0	0	0	0	0	3	2	21.7	26.5	0	1	3	5	18	9	1	0	0	0	0	0	0	0	0	28
1300	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	24.8	0	0	0	10	19	4	0	0	0	0	0	0	0	0	0	23
1315	35	29	0	4	0	0	0	0	0	0	0	0	0	1	1	20.3	25.1	0	0	1	17	12	5	0	0	0	0	0	0	0	0	0	17
1330	35	27	0	4	0	0	0	0	0	0	0	0	0	1	3	21.7	27.2	0	1	2	7	18	6	1	0	0	0	0	0	0	0	0	25
1345	38	33	0	2	0	0	0	0	0	0	0	0	0	2	1	21.5	24.2	0	0	2	7	25	3	1	0	0	0	0	0	0	0	0	29
1400	31	19	0	7	0	0	0	0	0	0	0	0	0	2	3	22.4	27.5	0	1	1	8	11	8	2	0	0	0	0	0	0	0	0	21
1415	37	27	0	9	0	0	0	0	0	0	0	0	0	1	0	20.6	24	0	0	3	11	21	2	0	0	0	0	0	0	0	0	0	23
1430	58	46	0	7	0	0	0	0	0	0	0	0	0	3	2	21.9	26	0	0	2	19	27	8	2	0	0	0	0	0	0	0	0	37
1445	59	44	0	14	0	0	0	0	0	0	0	0	0	1	0	20.6	23.6	0	0	2	23	29	4	1	0	0	0	0	0	0	0	0	34
1500	59	54	0	3	0	0	0	0	0	0	0	0	0	1	1	20.8	23.9	0	0	3	19	31	5	1	0	0	0	0	0	0	0	0	37
1515	56	48	0	7	0	0	0	0	0	0	0	0	0	0	1	20.8	24.9	0	0	6	15	28	7	0	0	0	0	0	0	0	0	0	35
1530	37	31	0	2	0	0	0	0	0	0	0	0	0	1	3	19.7	24.2	0	2	1	14	17	3	0	0	0	0	0	0	0	0	0	20
1545	54	43	0	7	0	0	0	0	0	0	0	0	0	3	1	21.1	26.1	0	0	6	14	22	10	2	0	0	0	0	0	0	0	0	34
1600	67	59	0	4	0	0	0	0	0	0	0	0	0	2	2	20.7	23.8	0	0	2	22	40	3	0	0	0	0	0	0	0	0	0	43
1615	71	54	0	15	0	0	0	0	0	0	0	0	0	2	0	21.6	24.4	0	0	2	17	44	8	0	0	0	0	0	0	0	0	0	52
1630	92	78	0	10	0	0	0	0	0	0	0	0	0	1	3	19.8	23.4	0	0	18	17	51	5	1	0	0	0	0	0	0	0	0	57
1645	68	60	0	3	0	0	0	0	0	0	0	0	0	1	4	22.1	24.8	0	1	2	9	49	7	0	0	0	0	0	0	0	0	0	56
1700	84	74	1	5	0	0	0	0	0	0	0	0	0	2	2	20.6	23.7	0	0	7	24	47	6	0	0	0	0	0	0	0	0	0	53
1715	55	47	1	5	0	0	0	0	0	0	0	0	0	1	1	21.6	26.4	0	0	5	15	23	9	3	0	0	0	0	0	0	0	0	35
1730	52	47	0	2	0	0	0	0	0	0	0	0	0	2	1	21.9	26.1	0	1	0	16	24	11	0	0	0	0	0	0	0	0	0	35
1745	80	70	0	5	0	0	0	0	0	0	0	0	0	4	1	21.4	25.1	0	0	5	19	44	11	1	0	0	0	0	0	0	0	0	56
1800	64	56	0	5	0	0	1	0	0	0	0	0	0	2	0	21.3	24.3	0	0	5	14	37	8	0	0	0	0	0	0	0	0	0	45
1815	53	47	0	4	0	0	0	0	0	0	0	0	0	1	1	21.5	25.1	0	0	4	10	30	8	1	0	0	0	0	0	0	0	0	39
1830	58	50	0	5	0	0	1	0	0	0	0	0	0	1	1	20.8	24.5	0	1	2	18	32	5	0	0	0	0	0	0	0	0	0	37
1845	42	37	0	3	0	0	0	0	0	0	0	0	0	0	2	21.6	24.7	0	0	3	9	25	4	1	0	0	0	0	0	0	0	0	30
1900	37	32	0	3	0	0	0	0	0	0	0	0	0	1	1	21.3	24.4	0	0	0	15	18	4	0	0	0	0	0	0	0	0	0	22
1915	34	26	1	3	0	0	0	0	0	0	0	0	0	3	1	21	24.8	0	1	2	10	17	3	0	1	0	0	0	0	0	0	0	21
1930	28	24	0	2	0	0	0	0	0	0	0	0	0	1	1	21	25.1	0	0	4	7	13	3	1	0	0	0	0	0	0	0	0	17
1945	36	27	0	1	0	0	0	0	0	0	0	0	0	4	4	20.7	25.1	0	0	3	10	17	6	0	0	0	0	0	0	0	0	0	23
2000	26	22	1	1	0	0	0	0	0	0	0	0	0	2	0	21	25.7	0	0	2	7	13	3	1	0	0	0	0	0	0	0	0	17
2015	32	28	0	3	0	0	0	0	0	0	0	0	0	1	0	22.5	25.5	0	0	0	8	18	6	0	0	0	0	0	0	0	0	0	24
2030	27	22	0	2	0	0	0	0	0	0	0	0	0	3	0	20.8	24.4	0	0	0	11	13	3	0	0	0	0	0	0	0	0	0	16
2045	26	20	0	4	0	0	0	0	0	0	0	0	0	2	0	23.1	26.2	0	0	0	7	14	3	1	1	0	0	0	0	0	0	0	19
2100	18	16	0	0	0	0	0	0	0	0	0	0	0	1	1	22.8	28.6	0	0	1	2	9	5	1	0	0	0	0	0	0	0	0	15
2115	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	23.2	26.5	0	0	0	3	13	6	0	0	0	0	0	0	0	0	0	19
2130	14	11	0	1	0	0	0	0	0	0	0	0	0	2	0	23.8	29.2	0	0	0	6	0	7	1	0	0	0	0	0	0	0	0	8
2145	19	18	0	0	0	0	0	0	0	0	0	0	0	1	0	22.7	26.7	0	0	0	4	10	4	1	0	0	0	0	0	0	0	0	15
2200	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	27.9	0	0	0	7	4	3	0	0	0	0	0	0	0	0	0	7
2215	12	9	0	1	0	0	0	0	0	0	0	0	0	2	0	23.5	27.4	0	0	0	3	4	5	0	0	0	0	0	0	0	0	0	9
2230	9	5	0	3	0	0	0	0	0	0	0	0	0	0	1	20.4	-	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	6
2245	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	23.3	-	0	0	1	2	2	1	0	1	0	0	0	0	0	0	0	4
2300	6	4	0	0	0	0	0	0	0	0	0	0	0	1	1	21.9	-	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	5
2315	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	4
2330	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	21	-	0	0	1	3	3	0	1	0	0	0	0	0	0	0	0	4
2345	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07-19	**2336**	**1977**	**6**	**237**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**58**	**55**	**21**	**24.6**	**0**	**11**	**148**	**684**	**1197**	**269**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1493**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

06-22	2729	2305	8	266	1	0	0	2	0	0	0	0	0	79	68	21.1	24.8	0	12	168	786	1385	341	33	4	0	0	0	0	0	0	0	1763
06-00	2795	2357	8	274	1	0	0	2	0	0	0	0	0	83	70	21.1	24.8	0	12	172	806	1410	356	34	5	0	0	0	0	0	0	0	1805
00-00	2857	2405	8	281	1	0	0	2	0	0	0	0	0	87	73	21.2	24.9	0	13	173	818	1437	373	38	5	0	0	0	0	0	0	0	1853

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

28 June 2022

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 20
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0045	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0100	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	23.1	-	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	5
0115	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12.8	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0
0415	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	4
0430	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
0530	6	2	0	2	0	0	0	0	0	0	0	0	0	1	1	22	-	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0545	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	7
0600	9	6	0	2	0	0	0	0	0	0	0	0	0	0	1	24.2	-	0	0	1	0	3	4	1	0	0	0	0	0	0	0	0	0	8
0615	16	14	0	1	1	0	0	0	0	0	0	0	0	0	0	23.6	28.6	0	0	0	4	5	7	0	0	0	0	0	0	0	0	0	0	12
0630	24	20	0	1	0	0	0	0	0	0	0	0	0	0	3	21.3	25.8	0	1	3	4	10	5	1	0	0	0	0	0	0	0	0	0	16
0645	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	24.2	28.1	0	0	0	4	11	12	0	0	0	0	0	0	0	0	0	0	23
0700	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	22.1	26.2	0	0	0	9	17	6	1	0	0	0	0	0	0	0	0	0	24
0715	43	28	0	9	0	0	0	0	0	0	0	0	0	1	5	19.6	23.3	0	1	4	16	20	2	0	0	0	0	0	0	0	0	0	0	22
0730	56	47	0	7	0	0	0	0	0	0	0	0	0	0	2	20.9	24.2	0	0	3	15	32	6	0	0	0	0	0	0	0	0	0	0	38
0745	49	38	0	5	0	0	0	0	0	0	0	0	0	3	3	21	26.7	0	0	8	13	16	11	1	0	0	0	0	0	0	0	0	0	28
0800	69	55	1	8	0	0	0	0	0	0	0	0	0	1	4	20.8	24.6	0	0	4	21	36	8	0	0	0	0	0	0	0	0	0	0	44
0815	77	66	1	7	0	0	1	0	0	0	0	0	0	2	0	19.4	23.3	0	0	9	32	31	5	0	0	0	0	0	0	0	0	0	0	36
0830	66	60	0	4	0	0	0	0	0	0	0	0	0	2	0	20.2	22.8	0	0	2	26	34	4	0	0	0	0	0	0	0	0	0	0	38
0845	50	47	0	3	0	0	0	0	0	0	0	0	0	0	0	21.3	24.3	0	0	2	16	27	4	0	1	0	0	0	0	0	0	0	0	32
0900	45	40	0	3	0	0	0	0	0	0	0	0	0	1	1	20.4	24.1	0	1	5	17	18	2	2	0	0	0	0	0	0	0	0	0	22
0915	26	19	0	5	0	0	0	0	0	0	0	0	0	1	1	20.4	24	0	0	2	10	12	1	0	1	0	0	0	0	0	0	0	0	14
0930	35	31	0	2	0	0	0	0	0	0	0	0	0	1	1	20.2	24.9	0	1	6	8	16	4	0	0	0	0	0	0	0	0	0	0	20
0945	44	31	0	5	0	1	0	0	0	0	0	0	0	4	3	19.8	24.9	0	2	6	14	17	5	0	0	0	0	0	0	0	0	0	0	22
1000	38	32	0	5	0	0	0	0	0	0	0	0	0	0	1	20.7	25	0	0	5	10	18	5	0	0	0	0	0	0	0	0	0	0	23
1015	34	27	0	6	0	0	0	0	0	0	0	0	0	0	1	20.1	24.9	0	0	7	9	14	4	0	0	0	0	0	0	0	0	0	0	18
1030	38	33	1	4	0	0	0	0	0	0	0	0	0	0	0	20.7	25.3	0	0	0	17	15	5	1	0	0	0	0	0	0	0	0	0	21
1045	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	22.3	26.5	0	0	3	6	12	8	0	0	0	0	0	0	0	0	0	0	20
1100	34	27	0	6	0	0	0	0	0	0	0	0	0	1	0	22.4	25.7	0	0	0	13	13	6	2	0	0	0	0	0	0	0	0	0	21
1115	39	36	0	2	0	0	0	0	0	0	0	0	0	0	1	21.9	24.5	0	0	1	7	26	5	0	0	0	0	0	0	0	0	0	0	31
1130	20	16	0	3	1	0	0	0	0	0	0	0	0	0	0	22.6	24.9	0	0	0	4	14	2	0	0	0	0	0	0	0	0	0	0	16
1145	30	24	0	4	0	0	0	0	0	0	0	0	0	1	1	20.1	24.3	0	1	1	10	14	4	0	0	0	0	0	0	0	0	0	0	18
1200	32	28	1	1	0	0	0	0	0	0	0	0	0	1	1	21.9	26.9	0	0	3	7	15	6	1	0	0	0	0	0	0	0	0	0	22
1215	36	32	0	3	0	0	0	0	0	0	0	0	0	0	1	20.5	23.6	0	1	1	13	17	3	1	0	0	0	0	0	0	0	0	0	21
1230	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	23.3	27.5	0	1	0	2	15	8	1	0	0	0	0	0	0	0	0	0	24
1245	39	32	0	3	0	0	0	1	0	0	0	0	0	2	1	21.6	25.6	0	1	0	12	17	8	1	0	0	0	0	0	0	0	0	0	26
1300	42	36	0	6	0	0	0	0	0	0	0	0	0	0	0	21.3	26.3	0	0	3	16	14	7	2	0	0	0	0	0	0	0	0	0	23
1315	40	32	0	4	0	0	0	0	0	0	0	0	0	3	1	22.1	26.4	0	0	2	10	16	11	1	0	0	0	0	0	0	0	0	0	28
1330	35	28	0	7	0	0	0	0	0	0	0	0	0	0	0	21.3	26.1	0	0	1	18	11	4	1	0	0	0	0	0	0	0	0	0	16
1345	37	27	0	4	0	0	0	0	0	0	0	0	0	4	2	21.1	23.4	0	2	0	4	28	3	0	0	0	0	0	0	0	0	0	0	31
1400	38	29	0	6	0	0	0	0	0	0	0	0	0	2	1	22.5	27.2	0	0	3	3	24	6	2	0	0	0	0	0	0	0	0	0	32
1415	38	33	0	4	0	0	0	0	0	0	0	0	0	1	0	21.8	24.9	0	0	0	9	24	5	0	0	0	0	0	0	0	0	0	0	29
1430	47	39	0	4	0	0	0	0	0	0	0	0	0	2	2	22.5	26.5	0	1	1	8	29	6	1	1	0	0	0	0	0	0	0	0	37
1445	59	48	0	9	0	0	0	0	0	0	0	0	0	0	2	20.1	24.2	0	0	0	2	31	21	5	0	0	0	0	0	0	0	0	0	26
1500	53	47	0	4	0	0	0	0	0	0	0	0	0	1	1	21.5	24.9	0	0	0	2	14	30	6	1	0	0	0	0	0	0	0	0	37
1515	40	35	1	4	0	0	0	0	0	0	0	0	0	0	0	22.2	25	0	0	1	8	25	6	0	0	0	0	0	0	0	0	0	0	31
1530	39	30	0	5	0	0	0	0	0	0	0	0	0	3	1	20.7	24.8	0	1	4	11	18	5	0	0	0	0	0	0	0	0	0	0	23
1545	57	43	0	8	0	0	0	0	0	0	0	0	0	3	3	19.7	24.5	0	3	6	22	20	4	2	0	0	0	0	0	0	0	0	0	26
1600	65	53	0	4	0	0	0	0	0	0	0	0	0	2	6	20.8	24.9	0	0	6	16	34	8	1	0	0	0	0	0	0	0	0	0	43
1615	58	49	0	5	0	0	0	0	0	0	0	0	0	2	2	22.4	26.1	0	0	2	13	28	12	3	0	0	0	0	0	0	0	0	0	43
1630	66	62	0	4	0	0	0	0	0	0	0	0	0	0	0	22.4	25.7	0	0	1	16	32	15	2	0	0	0	0	0	0	0	0	0	49
1645	59	53	1	1	0	0	0	0	0	0	0	0	0	0	4	21	26.3	0	1	11	10	22	13	2	0	0	0	0	0	0	0	0	0	37
1700	79	72	0	3	0	0	0	0	0	0	0	0	0	1	3	20.2	23.3	0	2	15	25	28	5	1	0	0	3	0	0	0	0	0	0	37
1715	83	71	0	6	0	0	0	0	0	0	0	0	0	1	5	20.8	24.4	0	0	5	28	42	8	0	0	0	0	0	0	0	0	0	0	50
1730	54	49	0	4	0	0	0	0	0	0	0	0	0	1	0	22.3	26.4	0	0	1	13	29	10	1	0	0	0	0	0	0	0	0	0	40
1745	58	50	0	6	0	0	0	0	0	0	0	0	0	0	2	21.6	27	0	0	3	18	26	10	1	0	0	0	0	0	0	0	0	0	37
1800	78	70	0	4	0	0	0	0	0	0	0	0	0	3	1	19.6	23.8	0	1	10	27	36	4	0	0	0	0	0	0	0	0	0	0	40
1815	59	49	0	2	0	1	0	0	0	0	0	0	0	5	2	21	25.5	0	0	3	19	28	9	0	0	0	0	0	0	0	0	0	0	37
1830	48	42	0	2	0	0	0	0	0	0	0	1	0	1	2	20.7	24.7	0	0	8	8	26	6	0	0	0	0	0	0	0	0	0	0	32
1845	43	37	1	2	0	0	0	0	0	0	0	0	0	2	1	21.9	26.6	0	0	1	13	20	7	1	0	1	0	0	0	0	0	0	0	29
1900	44	41	0	1	0	0	0	0	0	0	0	0	0	2	0	21.4	25.6	0	1	2	12	21	7	1	0	0	0	0	0	0	0	0	0	29
1915	33	30	0	1	0	0	0	0	0	0	0	0	0	2	0	22.3	24.7	0	0	2	5	22	3	0	1	0	0	0	0	0	0	0	0	26
1930	39	29	0	3	0	0	0	0	0	0	0	0	0	2	5	21.8	30.8	0	1	5	12	10	5	4	2	0	0	0	0	0	0	0	0	21
1945	28	23	0	2	0	0	0	0	0	0	0	0	0	1	2	21.3	26.1	0	1	1	6	14	6	0	0	0	0	0	0	0	0	0	0	20
2000	32	28	1	2	0	0	0	0	0	0	0	0	0	0	1	22.9	27.3	0	0	0	9	14	7	2	0	0	0	0	0	0	0	0	0	23
2015	25	18	0	2	0	0	0	0	0	0	0	0	0	5	0	19.6	23.3	0	0	3	9	12	1	0	0	0	0	0	0	0	0	0	0	13
2030	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	23.3	25.4	0	0	0	4	13	2	1	0	0	0	0	0	0	0	0	0	16
2045	26	20	0	3	0	0	0	0	0	0	0	0	0	2	1	21.1	25.8	0	1	1	8	12	2	2	0	0	0	0	0	0	0	0	0	16
2100	14	11	0	0	0	0	0	0	0	0	0	0	0	2	1	22.1	27	0	1	0	4	5	4	0	0	0	0	0	0	0	0	0	0	9
2115	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4
2130	16	9	0	2	0	0	0	0	0	0	0	0	0	5	0	21.9	28.7	0	0	0	8	4	3	1	0	0	0	0	0	0	0	0	0	8
2145	15	12	0	1	0	0	0	0	0	0	0	0	0	2	0	22.6	26.3	0	0	0	3	9	2	1	0	0	0	0	0	0	0	0	0	12
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	2	1	4	1	0	0	0	0	0	0	0	0	0	6
2215	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	22.9	29.9	0	0	1	5	10	1	1	1	1	0	0	0	0	0	0	0	14
2230	10	6	0	2	0	0	0	0	0	0	0	0	0	1	1	20.6	-	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	5
2245	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	3	4	1	1	0	0	0	0	0	0	0	0	0	6
2300	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7	26.6	0	0	0	1	8	1	1	0	0	0	0	0	0	0	0	0	10
2315	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	1	5	0	2	0	0	0	0	0	0	0	0	0	7
2330	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	2
2345	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	4
07-19	**2264**	**1915**	**7**	**210**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**58**	**68**	**21**	**24.9**	**0**	**20**	**163**	**667**	**1077**	**297**	**33**	**3**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1414**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

06-22	2640	2225	8	237	2	2	1	1	0	0	0	1	0	81	82	21.2	25.2	0	26	181	763	1246	367	47	6	1	3	0	0	0	0	0	0	1670
06-00	2716	2289	8	246	2	2	1	1	0	0	0	1	0	83	83	21.2	25.2	0	26	184	782	1281	378	53	7	2	3	0	0	0	0	0	0	1724
00-00	2768	2326	8	256	2	2	1	1	0	0	0	1	0	85	86	21.2	25.3	0	26	188	792	1304	391	54	7	3	3	0	0	0	0	0	0	1762

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

29 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0030	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	3
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
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	0
0315	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0415	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0515	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	22.9	-	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
0530	12	9	0	2	0	0	0	0	0	0	0	0	0	0	1	24	32.2	0	1	0	1	3	5	1	1	0	0	0	0	0	0	0	10
0545	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	6
0600	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	22.2	29.4	0	0	1	4	4	3	1	0	0	0	0	0	0	0	0	8
0615	15	12	0	2	0	0	0	0	0	0	0	0	0	1	0	24.7	28.9	0	0	0	2	5	7	1	0	0	0	0	0	0	0	0	13
0630	24	18	0	2	1	0	0	0	0	0	0	0	0	0	3	21.3	24.6	0	0	2	6	14	2	0	0	0	0	0	0	0	0	0	16
0645	19	17	0	1	0	0	0	0	0	0	0	0	0	0	1	22.8	27.3	0	0	1	3	11	3	0	1	0	0	0	0	0	0	0	15
0700	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.6	0	0	0	4	17	2	0	0	0	0	0	0	0	0	0	19
0715	37	34	0	2	0	0	0	0	0	0	0	0	0	0	1	21.4	24.7	0	0	0	12	20	5	0	0	0	0	0	0	0	0	0	25
0730	51	42	0	4	0	0	0	0	0	0	0	0	0	1	4	21.4	25.7	0	1	3	12	24	9	2	0	0	0	0	0	0	0	0	35
0745	54	46	0	3	0	0	0	0	0	0	0	0	0	1	4	21.1	25.4	0	1	5	13	27	4	3	1	0	0	0	0	0	0	0	35
0800	68	53	0	9	0	0	0	0	0	0	0	0	0	2	4	20.9	25.4	0	0	7	22	28	10	1	0	0	0	0	0	0	0	0	39
0815	92	83	1	4	0	0	0	0	0	0	0	0	0	2	2	20.5	23	0	0	3	39	43	6	1	0	0	0	0	0	0	0	0	50
0830	72	67	0	4	0	0	0	0	0	0	0	0	0	1	0	21.8	24.9	0	0	0	24	41	6	1	0	0	0	0	0	0	0	0	48
0845	48	42	0	5	0	0	0	0	0	0	0	0	0	1	0	21.6	24.4	0	0	2	13	27	6	0	0	0	0	0	0	0	0	0	33
0900	49	43	1	2	0	0	0	0	0	0	0	0	0	1	2	21.2	25	0	0	4	15	23	7	0	0	0	0	0	0	0	0	0	30
0915	47	40	0	5	0	0	0	0	0	0	0	0	0	1	1	21.6	24.9	0	0	3	10	28	6	0	0	0	0	0	0	0	0	0	34
0930	47	41	0	2	1	0	0	0	0	0	0	0	0	2	1	20.6	24.2	0	1	1	18	24	3	0	0	0	0	0	0	0	0	0	27
0945	42	35	0	6	0	0	0	0	0	0	0	0	0	1	0	20.9	23.6	0	0	2	14	24	2	0	0	0	0	0	0	0	0	0	26
1000	36	31	0	5	0	0	0	0	0	0	0	0	0	0	0	20.9	24.2	0	0	4	11	18	3	0	0	0	0	0	0	0	0	0	21
1015	30	25	0	3	0	0	0	0	0	0	0	0	0	1	1	20.8	26.1	0	0	5	9	11	5	0	0	0	0	0	0	0	0	0	16
1030	33	24	1	6	0	0	0	0	0	0	0	0	0	1	1	21.5	25.4	0	0	1	11	16	5	0	0	0	0	0	0	0	0	0	21
1045	40	35	0	4	0	0	0	0	0	0	0	0	0	0	1	20.7	24.7	0	0	2	15	18	5	0	0	0	0	0	0	0	0	0	23
1100	25	18	0	5	0	0	0	0	0	0	0	0	0	1	1	22.8	27.3	0	0	1	7	11	4	1	1	0	0	0	0	0	0	0	17
1115	31	26	0	4	0	0	0	0	0	0	0	0	0	0	1	21.2	24.9	0	0	2	9	16	4	0	0	0	0	0	0	0	0	0	20
1130	24	20	0	2	0	0	0	0	0	0	0	0	0	2	0	22	25.8	0	0	1	6	13	3	1	0	0	0	0	0	0	0	0	17
1145	30	25	0	4	1	0	0	0	0	0	0	0	0	0	0	20.3	23.7	0	0	1	13	12	4	0	0	0	0	0	0	0	0	0	16
1200	34	28	0	4	0	0	0	0	0	0	0	0	0	0	2	22	25.6	0	0	1	13	12	6	1	1	0	0	0	0	0	0	0	20
1215	31	26	0	2	0	0	0	0	0	0	0	0	0	1	2	19.5	24.3	0	0	7	9	12	3	0	0	0	0	0	0	0	0	0	15
1230	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	22.6	26.8	0	0	1	8	15	4	1	1	0	0	0	0	0	0	0	21
1245	48	39	2	3	0	0	0	0	0	0	0	0	0	2	2	21.3	24.5	0	0	3	11	28	5	1	0	0	0	0	0	0	0	0	34
1300	50	37	0	9	0	0	0	0	0	0	0	0	0	1	3	20.8	24.1	0	0	4	18	22	5	1	0	0	0	0	0	0	0	0	28
1315	57	49	0	6	0	0	0	0	0	0	0	0	0	1	1	22	26.5	0	1	1	16	28	7	3	1	0	0	0	0	0	0	0	39
1330	58	45	0	9	0	0	0	0	0	0	0	0	0	3	1	21.2	24.7	0	0	4	15	31	7	1	0	0	0	0	0	0	0	0	39
1345	42	33	1	5	0	0	0	1	0	0	0	0	0	2	0	21.2	24.9	0	0	1	14	21	6	0	0	0	0	0	0	0	0	0	27
1400	38	34	0	4	0	0	0	0	0	0	0	0	0	0	0	22.1	24.9	0	0	1	7	25	2	3	0	0	0	0	0	0	0	0	30
1415	39	32	0	7	0	0	0	0	0	0	0	0	0	0	0	21.8	25.5	0	0	0	13	20	6	0	0	0	0	0	0	0	0	0	26
1430	40	32	0	5	0	0	0	0	0	0	0	0	0	2	1	22.1	25.9	0	0	3	8	19	9	1	0	0	0	0	0	0	0	0	29
1445	57	44	2	7	0	0	0	0	0	0	0	0	0	3	1	21.9	26.5	0	0	0	16	31	10	0	0	0	0	0	0	0	0	0	41
1500	39	33	0	3	0	1	0	0	0	0	0	0	0	1	1	21.3	25.3	0	0	3	8	21	7	0	0	0	0	0	0	0	0	0	28
1515	64	57	0	3	0	0	0	0	0	0	0	0	0	3	1	20	24.7	0	0	7	30	19	8	0	0	0	0	0	0	0	0	0	27
1530	48	41	0	5	0	0	0	0	0	0	0	0	0	2	0	20.9	25.6	0	0	4	19	17	7	0	1	0	0	0	0	0	0	0	25
1545	50	41	0	6	0	1	0	0	0	0	0	0	0	0	2	21.3	25.9	0	2	1	15	22	10	0	0	0	0	0	0	0	0	0	32
1600	58	48	0	7	0	0	0	0	0	0	0	0	0	1	2	21.2	25.4	0	0	3	16	30	9	0	0	0	0	0	0	0	0	0	39
1615	60	51	1	5	0	0	0	0	0	0	0	0	0	1	2	21	24.8	0	0	10	7	36	7	0	0	0	0	0	0	0	0	0	43
1630	75	64	0	7	0	1	0	0	0	0	0	0	0	2	1	21.4	25.3	0	0	4	23	35	10	3	0	0	0	0	0	0	0	0	48
1645	73	59	1	7	0	0	0	0	0	0	0	0	0	2	4	21.1	24.7	0	0	5	19	39	8	2	0	0	0	0	0	0	0	0	49
1700	73	62	0	7	0	0	0	0	0	0	0	0	0	2	2	21.1	24.4	0	0	3	26	36	7	1	0	0	0	0	0	0	0	0	44
1715	74	68	0	4	0	0	0	0	0	0	0	0	0	0	2	21.1	25.7	0	1	5	21	32	15	0	0	0	0	0	0	0	0	0	47
1730	63	54	0	8	0	0	0	0	0	0	0	0	0	0	1	20.7	24.9	0	0	5	18	31	9	0	0	0	0	0	0	0	0	0	40
1745	68	56	1	5	0	0	0	0	0	0	0	0	0	1	5	20.8	26.1	0	0	8	23	22	15	0	0	0	0	0	0	0	0	0	37
1800	62	54	0	3	0	0	0	0	0	0	0	0	0	4	1	21.7	25.3	0	1	2	16	31	11	1	0	0	0	0	0	0	0	0	43
1815	54	42	0	6	0	0	0	0	0	0	0	0	0	3	3	20.6	25.6	0	0	4	20	21	9	0	0	0	0	0	0	0	0	0	30
1830	56	46	0	6	0	0	0	0	0	0	0	0	0	0	4	21.1	25.4	0	0	5	16	27	7	0	1	0	0	0	0	0	0	0	35
1845	43	34	0	1	0	0	0	0	0	0	0	0	0	6	2	22	24.9	0	0	2	10	25	4	2	0	0	0	0	0	0	0	0	31
1900	28	23	0	2	0	0	0	0	0	0	0	0	0	3	0	22.2	25.7	0	0	0	6	18	2	1	1	0	0	0	0	0	0	0	22
1915	47	43	0	2	0	0	0	0	0	0	0	0	0	2	0	21.8	25.5	0	0	2	11	26	8	0	0	0	0	0	0	0	0	0	34
1930	32	28	0	2	0	0	0	0	0	0	0	0	0	2	0	22.1	25.9	0	0	1	8	16	6	1	0	0	0	0	0	0	0	0	23
1945	26	20	0	2	1	0	0	0	0	0	0	0	0	1	2	20.8	25.5	0	0	5	2	14	5	0	0	0	0	0	0	0	0	0	19
2000	31	27	0	2	0	0	0	0	0	0	0	0	0	1	1	22.5	25.2	0	0	1	3	23	3	1	0	0	0	0	0	0	0	0	27
2015	31	24	0	3	0	0	0	0	0	0	0	0	0	3	1	24	26.9	0	0	0	6	14	9	1	1	0	0	0	0	0	0	0	25
2030	30	25	0	1	0	0	0	0	0	0	0	0	0	4	0	24.1	26.8	0	0	0	4	15	8	2	1	0	0	0	0	0	0	0	26
2045	30	22	0	1	0	0	0	0	0	0	0	0	0	5	2	23.5	28.3	0	0	1	5	15	7	1	1	0	0	0	0	0	0	0	24
2100	18	15	0	1	0	0	0	0	0	0	0	0	0	2	0	20.3	26	0	0	3	6	6	2	0	1	0	0	0	0	0	0	0	9
2115	17	13	0	2	0	0	0	0	0	0	0	0	0	1	1	21.3	26.9	0	0	0	8	6	1	2	0	0	0	0	0	0	0	0	9
2130	17	14	0	1	0	0	0	0	0	0	0	0	0	1	1	23.2	27.9	0	0	0	3	9	4	1	0	0	0	0	0	0	0	0	14
2145	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	21.5	25.3	0	0	1	5	12	3	0	0	0	0	0	0	0	0	0	15
2200	12	10	0	0	0	0	0	0	0	0	0	0	0	2	0	23.5	29.6	0	0	0	3	7	1	0	1	0	0	0	0	0	0	0	9
2215	14	10	0	1	0	0	0	0	0	0	0	0	0	1	2	21.3	25.1	0	0	2	2	8	1	1	0	0	0	0	0	0	0	0	10
2230	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	22.6	-	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	8
2245	14	11	0	1	0	0	0	0	0	0	0	0	0	1	1	21.7	26.9	0	1	1	2	5	5	0	0	0	0	0	0	0	0	0	10
2300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	3
2315	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	25.4	-	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	3
2330	9	5	0	2	0	0	0	0	0	0	0	0	0	2	0	23.3	-	0	0	0	4	2	2	1	0	0	0	0	0	0	0	0	5
2345	8	5	0	1	0	0	0	0	0	0	0	0	0	1	1	21.4	-	0	0	2	0	3	3	0	0	0	0	0	0	0	0	0	6
07-19	**2363**	**1989**	**11**	**225**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**62**	**70**	**21.2**	**24.9**	**0**	**8**	**144**	**712**	**1149**	**312**	**31**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1499**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

06-22	2762	2319	11	253	4	1	2	1	0	0	0	0	0	89	82	21.4	25.3	0	8	162	794	1357	385	43	13	0	0	0	0	0	0	0	1798
06-00	2841	2377	11	261	4	1	2	1	0	0	0	0	0	98	86	21.4	25.3	0	9	167	813	1391	401	46	14	0	0	0	0	0	0	0	1852
00-00	2894	2417	11	271	4	1	2	1	0	0	0	0	0	98	89	21.5	25.4	0	10	169	819	1413	418	50	15	0	0	0	0	0	0	0	1896

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

30 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
0015	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0045	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	19.7	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	2
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
0115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
0130	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	3
0145	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0315	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0345	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
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	0
0415	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	25.2	-	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	3
0430	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0500	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
0515	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	3
0530	6	3	0	1	0	0	0	0	0	0	0	0	0	0	2	20.8	-	0	1	1	0	2	1	1	0	0	0	0	0	0	0	0	4
0545	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	7
0600	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	2	1	5	1	0	0	0	0	0	0	0	0	0	6
0615	12	9	0	2	0	0	0	0	0	0	0	0	0	0	1	23.7	28.9	0	0	1	1	4	6	0	0	0	0	0	0	0	0	0	10
0630	14	12	0	0	0	0	0	0	0	0	0	0	0	0	2	22	26.7	0	0	1	2	9	1	1	0	0	0	0	0	0	0	0	11
0645	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	22.4	27.3	0	0	3	2	10	6	1	0	0	0	0	0	0	0	0	17
0700	32	27	0	5	0	0	0	0	0	0	0	0	0	0	0	22.9	27.4	0	0	0	7	15	8	2	0	0	0	0	0	0	0	0	25
0715	40	35	0	5	0	0	0	0	0	0	0	0	0	0	0	22.7	28.8	0	0	2	10	12	13	3	0	0	0	0	0	0	0	0	28
0730	36	29	0	7	0	0	0	0	0	0	0	0	0	0	0	21.6	25.9	0	0	0	13	13	10	0	0	0	0	0	0	0	0	0	23
0745	56	42	1	8	0	0	1	0	0	0	0	0	0	1	3	20.2	24.4	0	0	4	25	22	5	0	0	0	0	0	0	0	0	0	27
0800	69	54	0	9	1	0	0	0	0	0	0	0	0	0	5	19.7	24.6	0	1	8	28	24	8	0	0	0	0	0	0	0	0	0	32
0815	71	61	0	7	0	0	0	0	0	0	0	0	0	2	1	21.1	24.4	0	1	3	21	38	6	2	0	0	0	0	0	0	0	0	46
0830	66	59	0	3	0	0	0	0	0	1	0	0	0	0	3	19.6	23.3	0	1	7	29	23	6	0	0	0	0	0	0	0	0	0	29
0845	38	34	0	3	0	0	0	0	0	0	0	0	0	0	1	20.1	24.4	0	0	3	15	17	3	0	0	0	0	0	0	0	0	0	20
0900	44	38	0	3	0	0	0	0	0	0	0	0	0	1	2	21.2	25.7	0	0	3	14	19	6	2	0	0	0	0	0	0	0	0	27
0915	44	35	0	6	0	0	0	0	0	0	0	0	0	3	0	19.9	23.9	0	1	4	15	21	3	0	0	0	0	0	0	0	0	0	24
0930	40	33	0	5	0	0	0	0	0	0	0	0	0	1	1	20.8	24.4	0	0	4	12	20	4	0	0	0	0	0	0	0	0	0	24
0945	34	28	0	4	1	0	0	0	0	0	0	0	0	1	0	20.8	24.6	0	0	1	15	17	1	0	0	0	0	0	0	0	0	0	18
1000	44	37	0	6	0	0	0	0	0	0	0	0	0	0	1	20.2	23.7	0	0	5	14	20	4	1	0	0	0	0	0	0	0	0	25
1015	30	26	0	2	0	0	0	0	0	0	0	0	0	1	1	19.8	24.4	0	1	4	9	13	3	0	0	0	0	0	0	0	0	0	16
1030	29	22	0	4	0	0	0	0	0	0	0	0	0	1	2	21.2	24.7	0	0	0	10	17	2	0	0	0	0	0	0	0	0	0	19
1045	35	26	0	7	1	0	0	0	0	0	0	0	0	1	0	20.8	24	0	1	0	9	21	4	0	0	0	0	0	0	0	0	0	25
1100	36	27	0	3	0	0	0	0	0	0	0	0	0	3	3	20.9	24.7	0	0	3	8	20	5	0	0	0	0	0	0	0	0	0	25
1115	38	32	0	5	0	0	0	0	0	0	0	0	0	1	0	19.9	24.6	0	0	4	17	13	3	1	0	0	0	0	0	0	0	0	17
1130	41	31	0	10	0	0	0	0	0	0	0	0	0	0	0	21.5	25.6	0	0	1	12	20	8	0	0	0	0	0	0	0	0	0	28
1145	44	40	0	3	0	0	0	0	0	0	0	0	0	1	0	22.5	25.5	0	0	1	10	24	9	0	0	0	0	0	0	0	0	0	33
1200	38	30	0	6	0	0	0	0	0	0	0	0	0	1	1	21.2	24.8	0	0	2	11	21	4	0	0	0	0	0	0	0	0	0	25
1215	31	26	0	2	0	0	0	0	0	0	0	0	0	3	0	21.7	26.1	0	0	1	9	15	6	0	0	0	0	0	0	0	0	0	21
1230	34	26	0	8	0	0	0	0	0	0	0	0	0	0	0	21.1	25.6	0	0	1	14	13	5	1	0	0	0	0	0	0	0	0	19
1245	46	41	0	5	0	0	0	0	0	0	0	0	0	0	0	20.6	24.3	0	0	4	11	28	3	0	0	0	0	0	0	0	0	0	31
1300	36	29	0	5	0	0	0	0	0	0	0	0	0	0	2	19.3	23.6	0	0	2	20	10	4	0	0	0	0	0	0	0	0	0	14
1315	42	30	1	4	0	0	0	1	0	0	0	0	0	5	1	20.2	24.9	0	1	6	12	17	4	2	0	0	0	0	0	0	0	0	23
1330	30	27	0	2	0	0	0	0	0	0	0	0	0	0	1	21.9	25.2	0	0	1	9	16	4	0	0	0	0	0	0	0	0	0	20
1345	42	34	0	7	1	0	0	0	0	0	0	0	0	0	0	21.2	24.6	0	0	0	16	22	4	0	0	0	0	0	0	0	0	0	26
1400	30	20	0	6	0	0	0	0	0	0	0	0	0	2	2	20.8	25.3	0	0	2	13	11	3	1	0	0	0	0	0	0	0	0	15
1415	43	33	0	8	0	0	0	0	0	0	0	0	0	2	0	22.6	25.5	0	0	1	11	21	9	0	1	0	0	0	0	0	0	0	31
1430	60	52	0	4	0	0	0	0	0	0	0	0	0	1	3	21.7	26.2	0	0	4	18	28	8	2	0	0	0	0	0	0	0	0	38
1445	50	39	0	7	0	0	0	0	0	0	0	0	0	1	3	20.3	23.1	0	0	3	21	23	2	0	1	0	0	0	0	0	0	0	26
1500	58	46	0	7	0	0	0	0	0	0	0	0	0	2	3	19.4	24.1	0	2	10	12	30	4	0	0	0	0	0	0	0	0	0	34
1515	51	46	0	4	0	0	0	0	0	0	0	0	0	1	0	22.3	26.1	0	0	1	9	29	12	0	0	0	0	0	0	0	0	0	41
1530	69	58	1	7	0	0	0	0	0	0	0	0	0	2	1	20.8	24.4	0	1	3	18	38	9	0	0	0	0	0	0	0	0	0	47
1545	48	35	0	6	0	0	0	0	0	0	0	0	0	3	4	21.7	24.8	0	1	3	6	32	6	0	0	0	0	0	0	0	0	0	38
1600	77	67	0	6	0	0	0	0	0	0	0	0	0	3	1	20.3	24	0	1	9	21	39	7	0	0	0	0	0	0	0	0	0	46
1615	63	57	0	5	0	0	0	0	0	0	0	0	0	0	1	20.7	24.7	0	0	1	23	31	8	0	0	0	0	0	0	0	0	0	39
1630	65	61	0	1	1	0	0	0	0	0	0	0	0	2	0	21.3	25.5	0	0	6	13	35	10	1	0	0	0	0	0	0	0	0	46
1645	72	61	0	6	0	1	0	0	0	0	0	0	0	0	4	21	25.2	0	2	6	14	38	11	1	0	0	0	0	0	0	0	0	50
1700	88	78	0	5	0	0	0	0	0	0	0	0	0	2	3	21.3	24.8	0	0	6	21	49	12	0	0	0	0	0	0	0	0	0	61
1715	56	50	0	5	0	0	0	0	0	1	0	0	0	0	0	21.7	24.8	0	0	1	11	36	7	1	0	0	0	0	0	0	0	0	44
1730	74	64	0	7	0	0	0	0	0	0	0	0	0	0	3	20.9	25.2	0	2	6	17	37	11	0	1	0	0	0	0	0	0	0	49
1745	65	54	1	6	0	0	0	0	0	0	0	0	0	2	2	19.7	24.1	0	2	7	24	27	5	0	0	0	0	0	0	0	0	0	32
1800	73	60	1	6	0	0	0	0	0	0	0	0	0	6	0	22	26.8	0	0	1	25	32	12	3	0	0	0	0	0	0	0	0	47
1815	65	56	0	5	0	0	0	0	0	0	0	0	0	3	1	22.2	26.3	0	1	0	17	34	10	2	1	0	0	0	0	0	0	0	47
1830	51	43	1	4	0	0	0	0	0	0	0	0	0	2	1	20.8	23.4	0	0	2	17	27	3	1	1	0	0	0	0	0	0	0	32
1845	40	33	0	3	0	1	0	0	0	0	0	0	0	2	1	21	25.3	0	0	1	16	17	6	0	0	0	0	0	0	0	0	0	23
1900	47	40	0	5	0	0	0	0	0	0	0	0	0	2	0	21.5	25.5	0	0	2	13	22	10	0	0	0	0	0	0	0	0	0	32
1915	41	34	0	2	0	0	0	0	0	0	0	0	0	2	3	20.4	24.2	0	0	4	12	20	5	0	0	0	0	0	0	0	0	0	25
1930	57	49	0	2	0	0	0	0	0	0	0	0	0	4	2	20.3	24.6	0	1	5	20	26	3	2	0	0	0	0	0	0	0	0	31
1945	33	25	0	1	0	0	0	0	0	0	0	0	0	6	1	23.2	28	0	0	1	6	16	9	0	1	0	0	0	0	0	0	0	26
2000	28	22	0	3	0	0	0	0	0	0	0	0	0	3	0	24.2	27.6	0	0	0	1	17	10	0	0	0	0	0	0	0	0	0	27
2015	42	37	1	1	0	0	0	0	0	0	0	0	0	2	1	22.2	25.7	0	0	1	11	20	9	1	0	0	0	0	0	0	0	0	30
2030	32	28	0	1	0	0	0	0	0	0	0	0	0	3	0	22.7	25.8	0	0	0	4	22	5	1	0	0	0	0	0	0	0	0	28
2045	26	23	0	2	0	0	0	0	0	0	0	0	0	0	1	22.2	24.7	0	1	0	4	18	3	0	0	0	0	0	0	0	0	0	21
2100	16	12	0	0	0	0	0	0	0	0	0	0	0	4	0	24	30.4	0	0	0	5	5	4	2	0	0	0	0	0	0	0	0	11
2115	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	25.2	0	0	4	4	12	5	0	0	0	0	0	0	0	0	0	17
2130	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	20.9	24.2	0	0	2	2	8	1	0	0	0	0	0	0	0	0	0	9
2145	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	25	0	0	0	7	11	3	0	0	0	0	0	0	0	0	0	14
2200	14	12	0	0	0	0	0	0	0	0	0	0	0	2	0	24	28.7	0	0	0	2	8	3	1	0	0	0	0	0	0	0	0	12
2215	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	25.3	0	0	2	3	9	3	0	0	0	0	0	0	0	0	0	12
2230	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	22.3	25.4	0	0	0	4	5	2	1	0	0	0	0	0	0	0	0	8
2245	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	20.4	-	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	4
2300	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	22.3	26	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	13
2315	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	7
2330	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	21.7	-	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	5
2345	5	2	0	2	0	0	0	0	0	0	0	0	0	1	0	21.8	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	4
07-19	**2364**	**1972**	**6**	**252**	**5**	**2**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**62**	**61**	**21**	**24.8**	**0**	**19**	**147**	**722**	**1145**	**300**	**26**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1476**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

06-22	2802	2344	7	278	6	2	1	1	0	2	0	0	0	89	72	21.1	25.1	0	21	173	817	1370	381	34	5	1	0	0	0	0	0	0	1791
06-00	2892	2419	7	286	6	2	1	1	0	2	0	0	0	94	74	21.1	25.1	0	21	178	837	1419	395	36	5	1	0	0	0	0	0	0	1856
00-00	2954	2465	7	296	6	2	1	1	0	2	0	0	0	95	79	21.2	25.1	0	22	181	849	1450	406	39	6	1	0	0	0	0	0	0	1902

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

01 July 2022

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 20
0000	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	0	10
0015	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
0030	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3
0045	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	24.2	-	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	3
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0
0315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16.5	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2
0430	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	18.9	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	3
0515	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	4
0530	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	21.5	-	0	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
0545	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	21.8	-	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	4
0600	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	23	26	0	0	0	2	11	3	0	0	0	0	0	0	0	0	0	0	14
0615	10	7	0	2	0	0	0	0	0	0	0	0	0	0	1	21.8	-	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	6
0630	23	16	0	4	0	0	0	0	0	0	0	0	0	0	3	22.6	26.8	0	0	2	3	11	7	0	0	0	0	0	0	0	0	0	0	18
0645	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	24.1	28.4	0	0	1	1	9	4	1	0	0	0	0	0	0	0	0	0	14
0700	34	31	0	2	0	0	0	0	0	0	0	0	0	0	1	20.7	23.8	0	0	3	6	22	3	0	0	0	0	0	0	0	0	0	0	25
0715	37	30	0	5	0	0	0	0	0	0	0	0	1	1	1	21.5	24.9	0	0	2	11	19	3	2	0	0	0	0	0	0	0	0	0	24
0730	48	40	0	8	0	0	0	0	0	0	0	0	0	0	0	21.4	24.5	0	1	1	9	36	1	0	0	0	0	0	0	0	0	0	0	37
0745	39	29	0	8	0	0	0	0	0	0	0	0	0	0	2	21.2	27.8	0	0	4	14	11	8	2	0	0	0	0	0	0	0	0	0	21
0800	68	55	0	10	0	0	0	1	0	0	0	0	0	1	1	21	24	0	0	3	20	41	4	0	0	0	0	0	0	0	0	0	0	45
0815	49	45	0	2	0	0	0	0	0	0	0	0	0	1	1	20.6	22.9	0	1	0	21	23	4	0	0	0	0	0	0	0	0	0	0	27
0830	68	66	0	1	0	0	0	0	0	0	0	0	0	0	1	19.4	22.7	0	1	3	35	25	4	0	0	0	0	0	0	0	0	0	0	29
0845	52	48	0	3	0	1	0	0	0	0	0	0	0	0	0	21.2	25	0	0	2	17	26	6	1	0	0	0	0	0	0	0	0	0	33
0900	37	28	0	6	0	0	0	0	0	0	0	0	0	2	1	21.1	24.1	0	0	1	13	19	3	0	1	0	0	0	0	0	0	0	0	23
0915	41	37	0	2	1	0	0	0	0	0	0	0	0	1	0	22	26.4	0	1	0	10	20	10	0	0	0	0	0	0	0	0	0	0	30
0930	38	32	0	4	0	0	0	0	0	0	0	0	0	2	0	22.7	25.8	0	0	1	4	26	7	0	0	0	0	0	0	0	0	0	0	33
0945	34	26	0	3	0	0	0	1	0	0	0	0	0	3	1	20.5	26	0	0	2	17	7	8	0	0	0	0	0	0	0	0	0	0	15
1000	48	40	1	5	0	0	0	0	0	0	0	0	0	2	0	21.9	24.7	0	0	1	9	33	4	1	0	0	0	0	0	0	0	0	0	38
1015	38	32	0	3	0	0	0	0	0	0	0	0	0	2	1	21.7	25.8	0	0	0	13	17	8	0	0	0	0	0	0	0	0	0	0	25
1030	44	35	0	6	0	0	0	0	0	0	0	0	0	1	2	20.2	26.6	0	1	7	12	14	9	1	0	0	0	0	0	0	0	0	0	24
1045	31	28	1	2	0	0	0	0	0	0	0	0	0	0	0	21.5	26	0	0	0	11	15	5	0	0	0	0	0	0	0	0	0	0	20
1100	44	38	0	5	0	0	0	0	0	0	0	0	0	0	1	21.6	27	0	0	1	18	13	11	1	0	0	0	0	0	0	0	0	0	25
1115	32	29	0	2	0	0	0	0	0	0	0	0	0	0	1	21.8	26.3	0	1	2	9	8	12	0	0	0	0	0	0	0	0	0	0	20
1130	48	36	0	9	0	0	0	1	0	0	0	0	0	1	1	20.8	24.6	0	1	2	13	27	5	0	0	0	0	0	0	0	0	0	0	32
1145	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	21	26.1	0	3	1	10	12	10	0	0	0	0	0	0	0	0	0	0	22
1200	49	40	0	8	0	0	0	0	0	0	0	0	0	1	0	21.5	25.8	0	0	1	15	25	6	2	0	0	0	0	0	0	0	0	0	33
1215	35	28	0	6	0	0	0	0	0	0	0	0	0	0	1	22.5	27	0	0	1	7	20	7	0	0	0	0	0	0	0	0	0	0	27
1230	41	34	1	5	0	0	0	0	0	0	0	0	0	0	1	20.3	23.9	0	0	7	6	24	4	0	0	0	0	0	0	0	0	0	0	28
1245	41	34	0	5	0	0	0	0	0	0	0	0	0	1	1	22.4	26.6	0	1	1	7	25	7	0	0	0	0	0	0	0	0	0	0	32
1300	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	20.7	24.1	0	1	2	13	24	4	0	0	0	0	0	0	0	0	0	0	28
1315	39	30	1	5	0	0	0	0	0	0	0	0	0	2	1	21.4	25.9	0	0	3	12	18	5	0	1	0	0	0	0	0	0	0	0	24
1330	34	27	0	6	0	0	0	0	0	0	0	0	0	0	1	21.7	26.1	0	2	2	6	14	9	1	0	0	0	0	0	0	0	0	0	24
1345	52	41	1	9	0	0	0	0	0	0	0	0	0	1	0	19.1	22.4	0	0	6	29	14	2	1	0	0	0	0	0	0	0	0	0	17
1400	46	38	1	3	0	0	0	0	0	0	0	0	0	2	2	21.6	25.1	0	1	1	13	24	6	1	0	0	0	0	0	0	0	0	0	31
1415	43	39	0	3	0	0	0	0	0	0	0	0	0	1	0	22.1	24.3	0	1	1	7	29	4	1	0	0	0	0	0	0	0	0	0	34
1430	51	48	0	1	0	0	0	0	0	0	0	0	0	0	2	21.2	25.6	0	0	3	17	19	12	0	0	0	0	0	0	0	0	0	0	31
1445	75	59	0	11	1	0	0	0	0	0	0	0	0	1	3	19.5	22.4	0	1	4	39	26	4	1	0	0	0	0	0	0	0	0	0	31
1500	57	49	0	4	0	0	0	0	0	0	0	0	0	3	1	22	26.2	0	1	3	13	25	11	4	0	0	0	0	0	0	0	0	0	40
1515	44	40	0	3	0	0	0	0	0	0	0	0	0	0	1	20	24.5	0	1	3	18	19	3	0	0	0	0	0	0	0	0	0	0	22
1530	64	52	0	4	1	0	0	0	0	0	0	0	0	3	4	19.9	25.6	0	5	6	22	18	11	1	1	0	0	0	0	0	0	0	0	31
1545	61	51	2	7	0	0	0	0	0	0	0	0	0	1	0	21.7	24.5	0	0	1	10	43	6	1	0	0	0	0	0	0	0	0	0	50
1600	62	57	0	3	0	0	0	0	0	0	0	0	0	1	1	21.8	25.9	0	0	5	8	39	9	1	0	0	0	0	0	0	0	0	0	49
1615	78	68	0	6	0	0	0	0	0	0	0	0	0	2	2	18.9	23.8	0	2	11	36	21	6	2	0	0	0	0	0	0	0	0	0	29
1630	52	43	0	4	0	0	0	0	0	0	0	0	0	2	3	21.6	25.6	0	0	4	14	21	13	0	0	0	0	0	0	0	0	0	0	34
1645	70	60	0	3	1	0	0	0	0	0	0	0	0	3	3	21.3	25.4	0	1	3	21	33	9	1	1	1	0	0	0	0	0	0	0	45
1700	61	53	0	5	0	0	0	0	0	0	0	0	0	1	2	20.9	23.6	0	0	2	18	38	3	0	0	0	0	0	0	0	0	0	0	41
1715	68	57	1	5	0	0	0	0	0	0	0	0	0	3	2	21	25.8	0	2	8	18	27	11	2	0	0	0	0	0	0	0	0	0	40
1730	74	63	3	2	0	0	0	0	0	0	0	0	0	2	4	20.1	24.9	0	1	6	30	26	11	0	0	0	0	0	0	0	0	0	0	37
1745	73	64	2	4	0	0	0	0	0	0	0	0	0	0	3	18.7	23.7	0	5	16	17	28	5	2	0	0	0	0	0	0	0	0	0	35
1800	54	48	0	3	0	0	0	0	0	0	0	0	0	2	1	20.2	23.6	0	1	3	17	29	3	1	0	0	0	0	0	0	0	0	0	33
1815	47	39	3	2	0	0	0	0	0	0	0	0	0	2	1	19.7	24.6	0	2	2	24	14	5	0	0	0	0	0	0	0	0	0	0	19
1830	48	39	0	2	0	1	0	0	0	0	0	0	0	3	3	20.9	24.8	0	0	3	14	25	5	1	0	0	0	0	0	0	0	0	0	31
1845	54	46	0	4	0	0	0	0	0	0	0	0	0	4	0	21.2	25.2	0	0	0	22	23	9	0	0	0	0	0	0	0	0	0	0	32
1900	33	30	0	1	0	0	0	0	0	0	0	0	0	2	0	21.1	23	0	0	1	10	21	0	0	0	1	0	0	0	0	0	0	0	22
1915	37	31	1	2	0	0	0	0	0	0	0	0	0	3	0	21.9	26	0	0	2	10	16	9	0	0	0	0	0	0	0	0	0	0	25
1930	43	37	0	2	0	1	0	0	0	0	0	0	0	2	1	19	23.1	0	0	8	19	13	1	2	0	0	0	0	0	0	0	0	0	16
1945	36	28	0	1	0	0	0	0	0	1	0	0	0	5	1	21	25	0	0	2	13	16	3	2	0	0	0	0	0	0	0	0	0	21
2000	30	23	0	3	0	0	0	0	0	0	0	0	0	3	1	22.4	26	0	0	1	5	19	5	0	0	0	0	0	0	0	0	0	0	24
2015	31	25	0	1	0	0	0	0	0	0	0	0	0	4	1	22.6	26.1	0	0	0	7	16	6	2	0	0	0	0	0	0	0	0	0	24
2030	29	24	1	1	0	0	0	0	0	0	0	0	0	3	0	25	29.4	0	0	0	3	15	8	2	0	1	0	0	0	0	0	0	0	26
2045	34	27	0	1	0	0	0	0	0	0	0	0	0	6	0	22.8	27	0	0	0	9	17	7	0	1	0	0	0	0	0	0	0	0	25
2100	22	18	1	1	0	0	0	0	0	0	0	0	0	2	0	24.2	27.9	0	0	0	3	12	5	1	1	0	0	0	0	0	0	0	0	19
2115	20	13	1	3	0	0	0	0	0	0	0	0	0	3	0	21.7	26.7	0	0	1	7	9	2	1	0	0	0	0	0	0	0	0	0	12
2130	18	13	0	1	0	0	0	0	0	0	0	0	0	2	2	20.9	24.5	0	0	1	6	9	2	0	0	0	0	0	0	0	0	0	0	11
2145	28	23	0	1	0	0	0	0	0	0	0	0	0	4	0	22.7	26.6	0	0	1	8	10	7	2	0	0	0	0	0	0	0	0	0	19
2200	22	20	0	1	0	0	0	0	0	0	0	0	0	0	1	19.5	23.9	0	0	2	10	10	0	0	0	0	0	0	0	0	0	0	0	10
2215	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	22.2	24.5	0	0	0	3	10	1	0	0	0	0	0	0	0	0	0	0	11
2230	13	9	0	1	0	0	0	0	0	0	0	0	0	3	0	22.7	26.5	0	0	0	4	5	4	0	0	0	0	0	0	0	0	0	0	9
2245	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	20.5	24.8	0	0	1	7	6	1	1	0	0	0	0	0	0	0	0	0	8
2300	11	9	0	0	0	0	0	0	0	0	0	0	0	1	1	23.7	32.7	0	0	1	0	7	1	1	1	0	0	0	0	0	0	0	0	10
2315	11	6	0	1	0	0	0	0	0	0	0	0	0	4	0	24.7	32.3	0	0	0	4	2	1	4	0	0	0	0	0	0	0	0	0	7
2330	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	25.4	-	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	7
2345	14	12	0	1	0	0	0	0	0	0	0	0	0	1	0	23.2	32.4	0	0	0	5	5	2	1	1	0	0	0	0	0	0	0	0	9
07-19	**2383**	**2025**	**17**	**216**	**4**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**58**	**58**	**20.9**	**24.9**	**0**	**38**	**144**	**745**	**1105**	**315**	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1456**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 1
Location Name Whitton Dene
Direction: BA (Southbound)

06-22	2809	2368	21	244	4	3	0	3	0	1	0	0	0	97	68	21.1	25.2	0	38	165	854	1313	386	44	6	3	0	0	0	0	0	0	1752
06-00	2917	2454	21	253	4	3	0	3	0	1	0	0	0	108	70	21.1	25.2	0	38	169	887	1362	398	52	8	3	0	0	0	0	0	0	1823
00-00	2979	2501	21	263	4	3	0	3	0	1	0	0	0	108	75	21.1	25.2	0	39	172	899	1391	413	54	8	3	0	0	0	0	0	0	1869

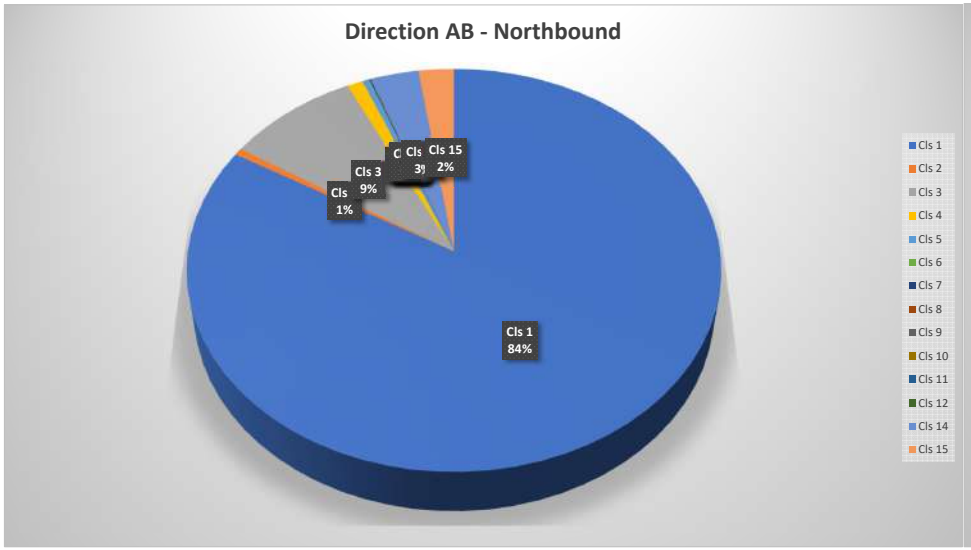
Project ID and Name: **IW0056 Kneller Hall, Twickenham**
Site No: **1**
Location Name **Whitton Dene**
Direction: **AB (Northbound) + BA (Southbound)**

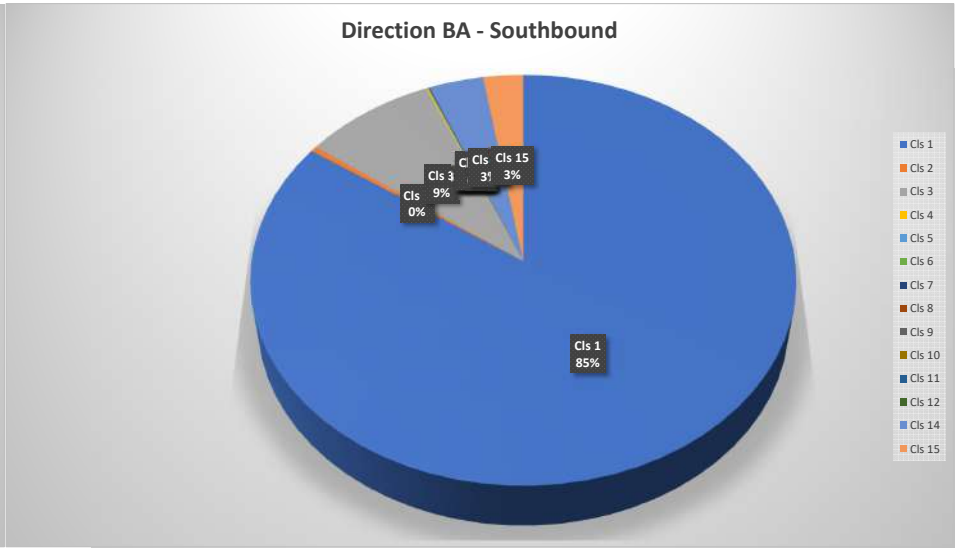
LDV	HDV	HDV%
4937	541	11%

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (20mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	19855	11929	**60%**
Direction BA - Southbound	19460	12562	**65%**

Direction - AB	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	16576	109	1747	208	88	6	11	3	7	0	0	0	635	465
Vehicle Proportion - %	83.5%	0.5%	8.8%	1.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	2.3%

Direction - BA	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	16472	79	1670	19	10	4	8	0	5	0	1	0	685	507
Vehicle Proportion - %	84.6%	0.4%	8.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	2.6%
	Average Daily Across Week													
	4721	27	488	32	14	1	3	0	2	0	0	0	189	139

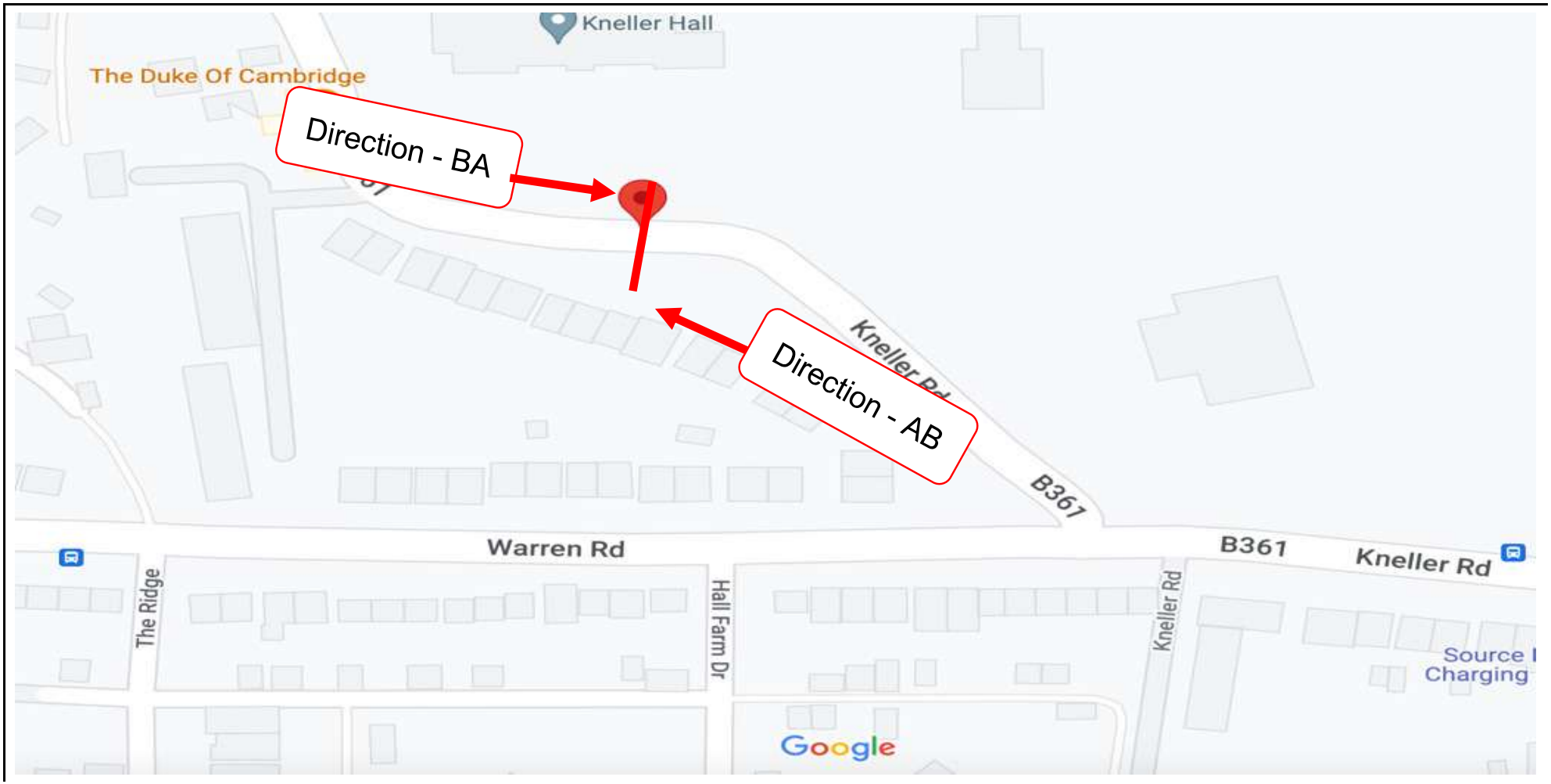




Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0056	Kneller Hall, Twickenham	Kneller Road	51.454593, -0.350490	25/06/2022 - 01/07/2022	Saturday-Friday	0000-0000hrs on each day



Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

25 June 2022

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 20
0000	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	18.2	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	1
0015	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	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	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0245	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	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	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	17	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0745	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12.5	-	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	2
0815	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0830	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19	-	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0845	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0900	4	2	0	1	0	0	0	0	0	0	0	0	0	1	0	20.1	-	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1
0915	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	3
0930	13	9	0	2	0	0	0	0	0	0	0	0	0	1	1	19.7	23.1	0	0	1	5	7	0	0	0	0	0	0	0	0	0	0	0	7
0945	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	5
1000	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	19	-	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	2
1015	10	8	0	0	0	0	0	0	0	0	0	0	0	1	1	20.5	-	0	0	2	3	3	2	0	0	0	0	0	0	0	0	0	0	5
1030	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	5
1045	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	17	-	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	3
1100	15	10	0	2	0	0	0	0	0	0	0	0	0	0	3	17.5	21	0	0	2	10	3	0	0	0	0	0	0	0	0	0	0	0	3
1115	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	16.9	-	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	2
1130	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	19.2	-	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	4
1145	14	10	0	1	0	0	0	0	0	0	0	0	0	2	1	17.8	22.7	0	0	4	8	1	1	0	0	0	0	0	0	0	0	0	0	2
1200	17	13	0	1	0	0	0	0	0	0	0	0	0	1	2	17.2	20.9	0	1	4	8	3	1	0	0	0	0	0	0	0	0	0	0	4
1215	5	3	0	0	0	0	0	0	0	0	0	0	0	1	1	23	-	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	4
1230	11	8	0	2	0	0	0	0	0	0	0	0	0	0	1	19.2	22.6	0	0	2	3	6	0	0	0	0	0	0	0	0	0	0	0	6
1245	18	11	0	5	0	0	0	0	0	0	0	0	0	2	0	18.2	21.9	0	1	3	6	8	0	0	0	0	0	0	0	0	0	0	0	8
1300	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	19.3	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	2
1315	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	2
1330	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	18.7	22.2	0	1	1	8	5	0	0	0	0	0	0	0	0	0	0	0	5
1345	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	17	-	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	2
1400	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	18.5	-	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	4
1415	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	19.2	-	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	4
1430	12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	19.1	24.3	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	5
1445	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	5
1500	15	11	0	0	0	1	0	0	0	0	0	0	0	1	2	17.4	21.9	0	2	1	7	5	0	0	0	0	0	0	0	0	0	0	0	5
1515	10	6	0	2	0	0	0	0	0	0	0	0	0	0	2	17.1	-	0	1	1	6	2	0	0	0	0	0	0	0	0	0	0	0	2
1530	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	1	3	6	0	0	0	0	0	0	0	0	0	0	0	6
1545	12	7	0	1	0	0	0	0	0	0	0	0	0	1	3	16.8	22.8	0	2	3	1	6	0	0	0	0	0	0	0	0	0	0	0	6
1600	19	17	0	1	0	0	0	0	0	0	0	0	0	1	0	19.2	23.6	0	0	2	7	10	0	0	0	0	0	0	0	0	0	0	0	10
1615	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21.2	0	0	2	7	3	1	0	0	0	0	0	0	0	0	0	0	4
1630	9	7	0	1	0	1	0	0	0	0	0	0	0	0	0	17.9	-	0	1	2	2	4	0	0	0	0	0	0	0	0	0	0	0	4
1645	11	8	0	1	0	1	0	0	0	0	0	0	0	0	1	17.1	21.3	0	1	2	6	1	1	0	0	0	0	0	0	0	0	0	0	2
1700	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	16.3	19.8	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	0	1
1715	16	12	0	1	0	0	0	0	0	0	0	0	0	2	1	18.2	22	0	1	3	4	8	0	0	0	0	0	0	0	0	0	0	0	8
1730	15	12	0	1	0	0	0	0	0	0	0	0	0	1	1	18.6	22.9	0	0	2	8	5	0	0	0	0	0	0	0	0	0	0	0	5
1745	15	11	0	0	0	0	0	0	0	0	0	0	0	3	1	19.6	23.9	0	1	2	3	8	1	0	0	0	0	0	0	0	0	0	0	9
1800	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	20.2	-	0	0	1	5	2	0	1	0	0	0	0	0	0	0	0	0	3
1815	14	9	0	0	0	1	0	0	0	0	0	0	0	0	4	13.6	22.9	0	7	1	3	3	0	0	0	0	0	0	0	0	0	0	0	3
1830	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	18	-	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	4
1845	12	9	0	0	0	0	0	0	0	0	0	0	0	2	1	18.9	26.6	0	2	0	5	2	3	0	0	0	0	0	0	0	0	0	0	5
1900	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	17.1	-	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	3
1915	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	19.6	-	0	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	5
1930	10	7	0	1	0	0	0	0	0	0	0	0	0	2	0	20	-	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	4
1945	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	22.3	0	0	0	7	6	1	0	0	0	0	0	0	0	0	0	0	7
2000	12	7	0	2	0	0	0	0	0	0	0	0	0	3	0	20.3	23.4	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	8
2015	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	3
2030	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	1	0	4	3	1	1	0	0	0	0	0	0	0	0	0	5
2045	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	16	-	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	1
2100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	3
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2130	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	17.6	-	0	1	1	5	0	0	1	0	0	0	0	0	0	0	0	0	1
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	5
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	3
2215	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	20.7	-	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	4
2230	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	20.8	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

2245	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	2
2315	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
2330	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
2345	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	20.5	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07-19	**450**	**343**	**0**	**47**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**33**	**18.4**	**22.5**	**0**	**25**	**66**	**182**	**160**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**177**
06-22	**556**	**435**	**0**	**52**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**35**	**18.5**	**22.5**	**0**	**29**	**77**	**225**	**202**	**19**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**225**
06-00	**594**	**468**	**0**	**54**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**35**	**18.5**	**22.6**	**0**	**30**	**78**	**247**	**213**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**239**
00-00	**628**	**501**	**0**	**54**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**36**	**18.6**	**22.7**	**0**	**30**	**81**	**263**	**226**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**254**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

26 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	19	-	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	3
0015	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0100	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	3
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0145	0	0	0	0	0	0	0	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	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2
0215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	26.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	17.2	-	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	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	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	15.6	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0745	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0815	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	18	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0830	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1
0845	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	-	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	1
0915	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1
0930	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	12.2	-	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	1	0	5	3	0	0	0	0	0	0	0	0	0	0	3
1015	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
1030	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	2
1045	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	3
1100	14	12	0	1	0	0	0	0	0	0	0	0	0	0	1	17.5	22.1	0	0	3	7	4	0	0	0	0	0	0	0	0	0	0	4
1115	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	3
1130	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	17.5	-	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	1
1145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1
1200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	1	6	2	1	0	0	0	0	0	0	0	0	0	3
1215	8	5	0	2	0	0	0	0	0	0	0	0	1	0	0	20.7	-	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	4
1230	12	10	0	0	0	0	0	0	0	1	0	0	0	1	0	16.8	22.2	0	1	3	5	3	0	0	0	0	0	0	0	0	0	0	3
1245	15	10	0	0	0	0	0	0	0	0	0	0	0	1	4	17.7	23.1	0	1	3	4	6	1	0	0	0	0	0	0	0	0	0	7
1300	10	8	0	0	0	0	0	0	0	0	0	0	0	1	1	18.5	-	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	3
1315	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	6
1330	8	6	0	0	0	0	0	0	0	0	0	0	0	2	0	21.2	-	0	1	0	3	3	0	1	0	0	0	0	0	0	0	0	4
1345	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	18.3	-	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	3
1400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	1
1415	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	19.8	21.9	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	6
1430	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22.8	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	4
1445	12	6	0	0	0	0	0	0	0	0	0	0	0	2	4	17.8	24.7	0	0	6	1	4	1	0	0	0	0	0	0	0	0	0	5
1500	11	7	0	1	0	0	0	0	0	0	0	0	0	1	2	14.8	18.7	0	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0
1515	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	18.7	23.3	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	4
1530	9	6	0	1	0	0	0	0	0	0	0	0	0	0	2	17.5	-	0	1	1	5	2	0	0	0	0	0	0	0	0	0	0	2
1545	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	15.6	-	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
1600	14	11	0	1	0	0	0	0	0	0	0	0	0	1	1	18.7	22.3	0	0	2	7	5	0	0	0	0	0	0	0	0	0	0	5
1615	9	7	0	0	0	0	0	0	0	0	0	0	0	1	1	18.4	-	0	1	2	2	3	1	0	0	0	0	0	0	0	0	0	4
1630	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	2
1645	12	10	0	0	0	0	0	0	0	0	0	0	0	1	1	20.3	23.9	0	0	2	2	7	0	1	0	0	0	0	0	0	0	0	8
1700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	2	2	5	0	0	0	0	0	0	0	0	0	0	5
1715	9	4	0	2	0	0	0	0	0	0	0	0	0	3	0	20.3	-	0	0	1	4	2	2	0	0	0	0	0	0	0	0	0	4
1730	11	8	0	0	0	0	0	0	0	0	0	0	0	2	1	19.7	24.3	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	6
1745	10	8	0	0	0	0	0	0	0	0	0	0	0	2	0	19.8	-	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	5
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	5
1815	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	17.8	-	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	3
1830	6	5	0	0	0	0	0	0	0	0	0	0	1	0	0	20.8	-	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	5
1845	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	2
1900	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	2	1	5	1	0	0	0	0	0	0	0	0	0	0	1
1915	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	4	5	0	1	0	0	0	0	0	0	0	0	6
1930	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	2
1945	10	8	0	0	0	0	0	0	0	0	0	0	0	1	1	19.3	-	0	0	2	4	2	1	1	0	0	0	0	0	0	0	0	4
2000	18	14	0	2	0	0	0	0	0	0	0	0	0	0	2	18.2	23.3	0	2	2	8	5	1	0	0	0	0	0	0	0	0	0	6
2015	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	2
2030	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	17	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	1
2045	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	20.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
2100	6	4	0	0	0	0	0	0	0	0	0	0	0	1	1	18.4	-	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	3
2115	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	20.1	-	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	3
2130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2145	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	3
2200	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	18.3	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1
2215	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	2

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

2230	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	20	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16.3	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2315	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	16.9	-	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07-19	**352**	**283**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**22**	**27**	**18.6**	**22.6**	**0**	**15**	**54**	**147**	**119**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**136**
06-22	**443**	**357**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**26**	**32**	**18.6**	**22.7**	**0**	**19**	**64**	**190**	**147**	**17**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**
06-00	**470**	**380**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**26**	**34**	**18.6**	**22.6**	**0**	**19**	**68**	**205**	**154**	**18**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**178**
00-00	**504**	**408**	**1**	**31**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**27**	**36**	**18.7**	**22.8**	**0**	**20**	**69**	**219**	**167**	**23**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**196**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

27 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
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	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
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	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14.3	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	2
0715	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
0730	13	8	0	2	0	0	0	0	0	0	0	0	0	1	2	18.1	21.7	0	1	1	5	6	0	0	0	0	0	0	0	0	0	0	6
0745	11	8	0	0	0	0	0	0	0	0	0	0	0	0	3	14.6	21.3	0	2	4	3	2	0	0	0	0	0	0	0	0	0	0	2
0800	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	20	23.1	0	0	1	7	7	0	0	0	0	0	0	0	0	0	0	7
0815	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	3
0830	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	4
0845	31	25	0	2	0	0	0	0	0	0	0	0	0	1	3	17.8	20.8	0	1	5	13	12	0	0	0	0	0	0	0	0	0	0	12
0900	13	11	0	0	0	0	0	0	0	0	0	0	0	0	2	18.2	22.3	0	1	2	5	5	0	0	0	0	0	0	0	0	0	0	5
0915	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
0930	11	9	0	0	0	1	0	0	0	0	0	0	0	1	0	16.1	22.2	0	2	2	3	3	1	0	0	0	0	0	0	0	0	0	4
0945	14	12	0	1	0	0	0	0	0	0	0	0	0	0	1	17.9	21.3	0	0	3	7	3	1	0	0	0	0	0	0	0	0	0	4
1000	10	4	0	3	0	0	0	0	0	0	0	0	0	2	1	18.1	-	0	1	1	5	3	0	0	0	0	0	0	0	0	0	0	3
1015	15	7	0	7	0	0	0	0	0	0	0	0	0	0	1	15	18.6	0	1	7	6	1	0	0	0	0	0	0	0	0	0	0	1
1030	14	8	0	5	0	0	0	0	0	0	0	0	0	0	1	16.3	22.3	0	1	5	4	3	1	0	0	0	0	0	0	0	0	0	4
1045	8	4	0	3	0	0	0	0	0	0	0	0	0	0	1	17	-	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	2
1100	10	6	0	3	0	0	0	0	0	0	0	0	0	0	1	16.2	-	0	1	2	6	1	0	0	0	0	0	0	0	0	0	0	1
1115	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	1
1130	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	17.4	-	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
1145	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	19.6	22.6	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	6
1200	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	20.1	24.2	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	5
1215	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	4
1230	11	8	0	1	0	0	0	0	0	0	0	0	0	0	2	17.1	22.7	0	2	1	4	4	0	0	0	0	0	0	0	0	0	0	4
1245	15	12	0	1	0	0	0	0	0	0	0	0	0	0	2	16.4	23.7	0	2	3	7	2	1	0	0	0	0	0	0	0	0	0	3
1300	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	18.6	-	0	0	3	3	3	1	0	0	0	0	0	0	0	0	0	4
1315	4	1	0	1	0	1	0	0	0	0	0	0	0	1	0	19.3	-	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	2
1330	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	21.2	-	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	5
1345	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	20.1	22.7	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	6
1400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	5
1415	10	5	0	3	0	0	0	0	0	0	0	0	0	1	1	18	-	0	1	0	7	2	0	0	0	0	0	0	0	0	0	0	2
1430	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	17.3	-	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	1
1445	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	5
1500	22	16	0	3	0	0	0	0	0	0	0	0	0	0	3	17.6	20.7	0	2	2	15	3	0	0	0	0	0	0	0	0	0	0	3
1515	34	30	0	3	0	0	0	0	0	0	0	0	0	0	1	16.3	19.4	0	1	8	23	2	0	0	0	0	0	0	0	0	0	0	2
1530	24	15	1	6	0	0	0	0	0	0	0	0	0	0	2	17.3	21	0	1	5	12	5	1	0	0	0	0	0	0	0	0	0	6
1545	13	10	0	1	0	0	0	0	0	0	0	0	0	1	1	17.1	20.9	0	2	2	4	5	0	0	0	0	0	0	0	0	0	0	5
1600	14	10	0	3	1	0	0	0	0	0	0	0	0	0	0	18.2	20	0	0	1	11	2	0	0	0	0	0	0	0	0	0	0	2
1615	18	15	0	1	0	1	0	0	0	0	0	0	0	0	1	18.5	22.5	0	2	2	5	9	0	0	0	0	0	0	0	0	0	0	9
1630	21	16	0	4	0	0	0	0	0	0	0	0	0	1	0	20.6	23.2	0	0	0	10	9	2	0	0	0	0	0	0	0	0	0	11
1645	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	18.3	-	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	3
1700	21	16	0	1	0	0	0	0	0	0	0	0	0	0	4	17.2	21.4	0	4	0	11	5	1	0	0	0	0	0	0	0	0	0	6
1715	20	15	0	0	0	0	0	0	0	0	0	0	0	2	3	17.6	21.6	0	1	4	9	6	0	0	0	0	0	0	0	0	0	0	6
1730	14	11	0	0	0	0	0	0	0	0	0	0	0	0	3	17	21.8	0	1	3	7	2	1	0	0	0	0	0	0	0	0	0	3
1745	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	22.2	0	0	2	8	8	0	0	0	0	0	0	0	0	0	0	8
1800	19	16	0	0	0	0	0	0	0	0	0	0	0	2	1	18	20.7	0	1	1	13	4	0	0	0	0	0	0	0	0	0	0	4
1815	16	11	0	2	0	0	0	0	0	0	0	0	0	0	3	17	21	0	1	2	10	3	0	0	0	0	0	0	0	0	0	0	3
1830	17	12	0	3	0	0	0	0	0	0	0	0	0	1	1	20.2	27.2	0	0	2	6	6	3	0	0	0	0	0	0	0	0	0	9
1845	10	6	0	1	0	0	0	0	0	0	0	0	0	0	3	17.9	-	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	5
1900	10	5	0	2	0	0	0	0	0	0	0	0	0	1	2	19	-	0	1	1	3	4	1	0	0	0	0	0	0	0	0	0	5
1915	10	6	0	2	0	0	0	0	0	0	0	0	0	2	0	20.7	-	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	4
1930	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	17.3	-	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0
1945	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	20	30	0	0	1	8	2	0	2	0	0	0	0	0	0	0	0	4
2000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20	-	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	3
2015	14	10	0	1	0	0	0	0	0	0	0	0	0	1	2	19.6	22.6	0	0	3	1	10	0	0	0	0	0	0	0	0	0	0	10
2030	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	20.4	-	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	2
2045	13	11	0	0	0	0	0	0	0	0	0	0	0	1	1	19.9	24	0	0	2	5	5	0	0	1	0	0	0	0	0	0	0	6
2100	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	19.1	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	2
2115	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2
2130	9	6	0	0	0	0	0	0	0	0	0	0	0	2	1	20.1	-	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	6
2145	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	19.9	-	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1
2200	4	2	0	0	0	0	0	0	0	0	0	0	0	1	1	21.4	-	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	3
2215	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15.5	-	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

2230	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	22.4	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	18.2	-	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	1
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07-19	**631**	**479**	**1**	**79**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**50**	**18.1**	**21.8**	**0**	**35**	**88**	**302**	**183**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**206**
06-22	**744**	**565**	**1**	**89**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**58**	**18.3**	**22.1**	**0**	**36**	**100**	**355**	**221**	**28**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**253**
06-00	**765**	**579**	**1**	**90**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**62**	**18.3**	**22.3**	**0**	**37**	**103**	**362**	**227**	**32**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**263**
00-00	**775**	**588**	**1**	**91**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**62**	**18.4**	**22.3**	**0**	**37**	**104**	**365**	**232**	**33**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**269**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

28 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0245	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0615	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0645	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12.1	-	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	17.5	-	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	2
0715	19	17	0	1	0	0	0	0	0	0	0	0	0	0	1	19.6	21.7	0	0	2	8	8	1	0	0	0	0	0	0	0	0	0	9
0730	12	8	0	2	0	0	0	0	0	0	0	0	0	1	1	19.3	26.4	0	0	1	7	2	2	0	0	0	0	0	0	0	0	0	4
0745	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	18.1	22.3	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	3
0800	19	15	0	2	1	0	0	0	0	0	0	0	0	0	1	18.2	22.7	0	0	6	6	5	2	0	0	0	0	0	0	0	0	0	7
0815	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	19.6	24.5	0	0	3	9	6	2	0	0	0	0	0	0	0	0	0	8
0830	12	11	0	0	0	0	0	0	0	0	0	0	0	1	0	19.3	22.7	0	1	0	5	6	0	0	0	0	0	0	0	0	0	0	6
0845	25	23	0	1	0	1	0	0	0	0	0	0	0	0	0	18.4	21.6	0	0	3	15	7	0	0	0	0	0	0	0	0	0	0	7
0900	19	17	0	0	0	0	0	0	0	0	0	0	0	1	1	19.9	23.9	0	2	0	6	9	2	0	0	0	0	0	0	0	0	0	11
0915	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	19.4	-	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	3
0930	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	19.8	-	0	0	2	3	4	0	1	0	0	0	0	0	0	0	0	5
0945	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	22	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	4
1000	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	17.6	21.4	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	2
1015	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	16.2	-	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	1
1030	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1
1045	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	2
1100	7	5	0	0	0	0	0	0	0	0	0	0	0	1	1	17.8	-	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	2
1115	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	6
1130	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	2
1145	10	4	0	4	0	0	0	0	0	0	0	0	0	0	2	13.4	-	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0
1200	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	21.2	-	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	6
1215	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
1230	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	19.4	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	1
1245	9	6	0	2	0	0	0	0	0	0	0	0	0	0	1	19	-	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	3
1300	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	22	-	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	2
1315	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	4
1330	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	5
1345	10	7	0	1	0	0	0	0	0	0	0	0	0	1	1	18.3	-	0	0	2	5	2	1	0	0	0	0	0	0	0	0	0	3
1400	10	6	0	2	0	0	0	0	0	0	0	0	0	1	1	17.9	-	0	0	2	6	1	1	0	0	0	0	0	0	0	0	0	2
1415	11	3	0	3	0	0	0	0	0	0	0	0	0	3	2	17.7	22.1	0	1	1	4	5	0	0	0	0	0	0	0	0	0	0	5
1430	10	8	0	0	0	0	0	0	0	0	0	0	0	0	2	17.1	-	0	1	2	3	4	0	0	0	0	0	0	0	0	0	0	4
1445	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	16	-	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	1
1500	17	13	0	3	0	0	0	0	0	0	0	0	0	0	1	17.3	21.8	0	3	1	6	6	1	0	0	0	0	0	0	0	0	0	7
1515	22	19	0	2	0	0	0	0	0	0	0	0	0	0	1	17.8	22.3	0	1	3	13	3	2	0	0	0	0	0	0	0	0	0	5
1530	25	23	0	0	0	0	0	0	0	0	0	0	0	0	2	19.7	24.4	0	0	4	10	9	2	0	0	0	0	0	0	0	0	0	11
1545	14	11	0	2	0	0	0	0	0	0	0	0	0	1	0	18.6	23.4	0	0	2	7	4	1	0	0	0	0	0	0	0	0	0	5
1600	27	19	0	2	0	0	0	0	0	0	0	0	0	0	6	17.4	20.5	0	1	6	15	4	1	0	0	0	0	0	0	0	0	0	5
1615	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	19.3	22.2	0	0	2	11	8	1	0	0	0	0	0	0	0	0	0	9
1630	18	14	0	2	0	0	0	0	0	0	0	0	0	2	0	20	23.3	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	7
1645	18	15	0	1	0	0	0	0	0	0	0	0	0	0	2	18.3	22.3	0	1	3	7	7	0	0	0	0	0	0	0	0	0	0	7
1700	23	17	0	4	0	0	0	0	0	0	0	0	0	0	2	18.1	22.9	0	2	4	7	9	1	0	0	0	0	0	0	0	0	0	10
1715	16	13	0	1	0	0	0	0	0	0	0	0	0	0	2	18.1	22.7	0	1	1	10	3	1	0	0	0	0	0	0	0	0	0	4
1730	12	10	0	0	0	0	0	0	0	0	0	0	0	0	2	16.8	22.2	0	2	2	4	4	0	0	0	0	0	0	0	0	0	0	4
1745	20	15	0	2	0	0	0	0	0	0	0	0	0	2	1	18.4	21.1	0	1	0	14	5	0	0	0	0	0	0	0	0	0	0	5
1800	22	16	0	0	0	0	0	0	0	0	0	0	0	2	4	18.4	23.4	0	1	6	6	8	1	0	0	0	0	0	0	0	0	0	9
1815	18	15	0	1	0	0	0	0	0	0	0	0	0	0	2	16.9	21.5	0	1	5	8	4	0	0	0	0	0	0	0	0	0	0	4
1830	14	11	0	0	0	0	0	0	0	0	0	0	0	0	3	16.3	21.6	0	0	5	6	3	0	0	0	0	0	0	0	0	0	0	3
1845	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	20	24.7	0	0	1	8	6	0	1	0	0	0	0	0	0	0	0	7
1900	14	10	0	2	0	0	0	0	0	0	0	0	0	0	2	20	22.6	0	0	2	6	5	0	1	0	0	0	0	0	0	0	0	6
1915	14	9	0	2	0	0	0	0	0	0	0	0	0	2	1	19.9	22.3	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	7
1930	12	9	0	0	0	0	0	0	0	0	0	0	0	0	3	17.9	21.6	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	3
1945	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	20	24	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	6
2000	9	6	0	1	0	0	0	0	0	0	0	0	0	1	1	16.4	-	0	1	1	6	1	0	0	0	0	0	0	0	0	0	0	1
2015	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
2030	10	7	0	2	0	0	0	0	0	0	0	0	0	0	1	19.3	-	0	1	0	3	6	0	0	0	0	0	0	0	0	0	0	6
2045	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	17.7	-	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	1
2100	11	7	0	0	0	0	0	0	0	0	0	0	0	4	0	19.7	22.1	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	6
2115	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	17.5	-	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1
2130	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	19.2	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	2
2145	8	6	0	0	0	0	0	0	0	0	0	0	0	2	0	19.5	-	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	4
2200	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	14.3	-	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2215	9	5	0	1	0	0	0	0	0	0	0	0	0	3	0	19	-	0	0	1	6	1	1	0	0	0	0	0	0	0	0	0	2

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

2230	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	2
2245	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	18.9	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	2
2300	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	21.8	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
2315	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	22.1	-	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1
2330	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	17.5	-	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	18.4	-	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	3
07-19	**637**	**504**	**0**	**63**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**45**	**18.5**	**22.3**	**0**	**23**	**87**	**301**	**198**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**226**
06-22	**759**	**592**	**0**	**75**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**58**	**18.6**	**22.3**	**0**	**26**	**96**	**362**	**246**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**275**
06-00	**800**	**623**	**0**	**76**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**62**	**18.6**	**22.4**	**0**	**28**	**101**	**383**	**257**	**26**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**288**
00-00	**813**	**636**	**0**	**76**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**62**	**18.7**	**22.5**	**0**	**28**	**101**	**388**	**264**	**27**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**296**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

29 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
0015	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	19.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0615	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0645	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
0700	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	19.4	-	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	2
0715	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	16.3	-	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	2
0730	15	11	0	1	0	0	0	0	0	0	0	0	0	1	2	18.9	21.2	0	0	1	9	4	1	0	0	0	0	0	0	0	0	0	5
0745	11	8	0	2	0	0	0	0	0	0	0	0	0	0	1	18.5	22.9	0	0	3	4	4	0	0	0	0	0	0	0	0	0	0	4
0800	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	20.1	22.9	0	0	1	5	9	0	0	0	0	0	0	0	0	0	0	9
0815	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.3	0	1	3	14	1	0	0	0	0	0	0	0	0	0	0	1
0830	24	21	0	0	2	0	0	0	0	0	0	0	0	0	1	17.2	20.9	0	2	3	12	7	0	0	0	0	0	0	0	0	0	0	7
0845	17	15	0	1	0	0	0	0	0	0	0	0	0	0	1	18.7	22.1	0	0	3	7	7	0	0	0	0	0	0	0	0	0	0	7
0900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.6	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	1
0915	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	5
0930	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	18.9	-	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	3
0945	5	2	0	2	0	0	0	0	0	0	0	0	0	1	0	18	-	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1
1000	8	6	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	-	0	2	1	4	1	0	0	0	0	0	0	0	0	0	0	1
1015	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	18.4	22.9	0	0	2	7	3	1	0	0	0	0	0	0	0	0	0	4
1030	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	17.5	-	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0
1045	11	8	0	1	1	0	0	0	0	0	0	0	0	1	0	20.2	24.7	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	6
1100	13	9	0	4	0	0	0	0	0	0	0	0	0	0	0	18.5	24.4	0	0	3	5	5	0	0	0	0	0	0	0	0	0	0	5
1115	10	6	0	3	0	0	0	0	0	0	0	0	0	0	1	17.5	-	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	2
1130	13	9	0	2	1	0	0	0	0	0	0	0	0	1	0	18.3	22.3	0	1	1	6	5	0	0	0	0	0	0	0	0	0	0	5
1145	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	19.4	22.8	0	0	1	8	7	0	0	0	0	0	0	0	0	0	0	7
1200	6	4	0	0	1	0	0	0	0	0	0	0	0	0	1	17.4	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	1
1215	17	14	0	2	1	0	0	0	0	0	0	0	0	0	0	16.1	20	0	2	3	10	2	0	0	0	0	0	0	0	0	0	0	2
1230	15	9	0	4	0	0	0	0	0	0	0	0	0	2	0	20.6	24	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	10
1245	12	10	0	1	0	0	0	0	0	0	0	0	0	0	1	19.9	23.9	0	1	1	3	6	1	0	0	0	0	0	0	0	0	0	7
1300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	2
1315	12	9	0	0	0	0	0	0	0	0	0	0	0	1	2	19.1	24.5	0	1	2	3	6	0	0	0	0	0	0	0	0	0	0	6
1330	16	12	0	1	0	0	0	0	0	0	0	0	0	1	2	16.6	22.8	0	1	4	8	3	0	0	0	0	0	0	0	0	0	0	3
1345	12	7	0	2	0	0	0	0	0	0	0	0	0	1	2	18.2	22.5	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	4
1400	11	8	0	1	0	0	0	0	0	0	0	0	0	0	2	18	23.2	0	0	4	4	2	1	0	0	0	0	0	0	0	0	0	3
1415	16	13	0	2	0	0	0	0	0	0	0	0	0	0	1	16.3	19.6	0	1	4	9	2	0	0	0	0	0	0	0	0	0	0	2
1430	9	6	0	1	0	0	0	0	0	0	0	0	0	1	1	18.5	-	0	1	1	3	4	0	0	0	0	0	0	0	0	0	0	4
1445	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	16.8	21.4	0	2	2	8	2	1	0	0	0	0	0	0	0	0	0	3
1500	14	9	0	1	0	0	0	0	0	0	0	0	0	2	2	18.2	22.3	0	0	4	4	5	1	0	0	0	0	0	0	0	0	0	6
1515	35	32	0	2	0	0	0	0	0	0	0	0	0	0	1	17.3	19.4	0	1	3	28	3	0	0	0	0	0	0	0	0	0	0	3
1530	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	16.6	21	0	1	8	9	5	0	0	0	0	0	0	0	0	0	0	5
1545	12	8	0	2	0	0	0	0	0	0	0	0	0	1	1	17.8	21.7	0	0	3	5	3	1	0	0	0	0	0	0	0	0	0	4
1600	17	15	0	0	0	0	0	0	0	0	0	0	0	0	2	15.9	19.5	0	2	3	10	2	0	0	0	0	0	0	0	0	0	0	2
1615	20	13	0	1	0	0	0	0	0	0	0	0	0	2	4	17.7	21.7	0	2	3	8	6	1	0	0	0	0	0	0	0	0	0	7
1630	21	17	0	2	0	0	0	0	0	0	0	0	0	0	2	19.2	23.9	0	1	1	11	8	0	0	0	0	0	0	0	0	0	0	8
1645	16	13	0	1	0	0	0	0	0	0	0	0	0	0	2	17.9	21.6	0	2	1	7	6	0	0	0	0	0	0	0	0	0	0	6
1700	13	10	0	1	0	0	0	0	0	0	0	0	0	1	1	17.6	22	0	1	1	7	3	1	0	0	0	0	0	0	0	0	0	4
1715	20	17	0	1	0	0	0	0	0	0	0	0	0	1	1	19.7	22.8	0	1	0	8	11	0	0	0	0	0	0	0	0	0	0	11
1730	24	18	0	1	0	0	0	0	0	0	0	0	0	1	4	17.9	23.2	0	2	4	9	7	2	0	0	0	0	0	0	0	0	0	9
1745	19	16	0	1	0	0	0	0	0	0	0	0	0	2	0	18.8	22.4	0	0	5	6	7	1	0	0	0	0	0	0	0	0	0	8
1800	16	11	0	0	0	0	0	0	0	0	0	0	0	1	4	16.7	22.2	0	1	5	6	4	0	0	0	0	0	0	0	0	0	0	4
1815	23	19	0	2	0	0	0	0	0	0	0	0	0	0	2	18.5	20.8	0	1	0	15	6	1	0	0	0	0	0	0	0	0	0	7
1830	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	3
1845	13	7	0	2	0	0	0	0	0	0	0	0	0	1	3	16.9	20.8	0	1	2	7	3	0	0	0	0	0	0	0	0	0	0	3
1900	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	18.5	22.6	0	0	2	8	6	0	0	0	0	0	0	0	0	0	0	6
1915	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	6
1930	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	3
1945	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	19	-	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	3
2000	15	10	0	1	0	0	0	0	0	0	0	0	0	2	2	17.6	21.7	0	0	2	9	4	0	0	0	0	0	0	0	0	0	0	4
2015	12	5	0	0	0	0	0	0	0	0	0	0	0	4	3	17.4	22.8	0	2	3	1	6	0	0	0	0	0	0	0	0	0	0	6
2030	9	7	0	0	0	0	0	0	0	0	0	0	0	1	1	18.6	-	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	3
2045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
2100	8	5	0	1	0	0	0	0	0	0	0	0	0	1	1	17.3	-	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	2
2115	6	3	0	1	0	0	0	0	0	0	0	0	0	1	1	18.8	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	2
2130	5	3	0	0	0	0	0	0	0	0	0	0	0	1	1	19.9	-	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	3
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	4
2200	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.8	-	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2215	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	19.6	-	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	4

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2245	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	19.3	-	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1
2315	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07-19	**686**	**544**	**0**	**61**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**53**	**18**	**21.9**	**0**	**32**	**103**	**337**	**197**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**214**
06-22	**799**	**627**	**0**	**72**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**62**	**18.1**	**22.1**	**0**	**35**	**116**	**384**	**244**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**264**
06-00	**826**	**650**	**0**	**72**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**65**	**18.2**	**22.1**	**0**	**35**	**121**	**395**	**254**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**275**
00-00	**847**	**668**	**0**	**74**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**65**	**18.2**	**22.3**	**0**	**35**	**122**	**404**	**262**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**286**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

30 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
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	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
0645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0715	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	19	-	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	3
0730	13	10	0	1	0	0	0	0	0	0	0	0	0	0	2	17.9	21.6	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	4
0745	8	6	0	0	0	0	0	0	0	0	0	0	0	0	2	14.7	-	0	2	3	1	2	0	0	0	0	0	0	0	0	0	0	2
0800	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	22.5	0	0	2	5	6	0	0	0	0	0	0	0	0	0	0	6
0815	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	24.1	0	0	1	8	6	1	0	0	0	0	0	0	0	0	0	7
0830	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	20.6	22.7	0	0	0	7	8	1	0	0	0	0	0	0	0	0	0	9
0845	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	17.9	22.3	0	1	7	13	7	1	0	0	0	0	0	0	0	0	0	8
0900	20	17	0	1	0	1	0	0	0	0	0	0	0	1	0	18	21.4	0	1	2	12	5	0	0	0	0	0	0	0	0	0	0	5
0915	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	20	22.8	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	8
0930	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	6
0945	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3
1000	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	23.2	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	5
1015	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	17.2	-	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	2
1030	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	4
1045	10	7	0	1	0	0	0	0	0	0	0	0	0	0	2	18.4	-	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	3
1100	7	3	0	3	0	0	0	0	0	0	0	0	0	1	0	17.1	-	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	1
1115	13	10	0	2	0	0	0	0	0	0	0	0	0	0	1	17.9	21.2	0	1	0	9	3	0	0	0	0	0	0	0	0	0	0	3
1130	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	3
1145	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
1200	8	4	0	2	0	0	0	0	0	0	0	0	0	1	1	17.6	-	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	3
1215	8	5	0	2	0	0	0	0	0	0	0	0	0	1	0	22	-	0	0	0	3	4	0	1	0	0	0	0	0	0	0	0	5
1230	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	20.9	-	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	7
1245	11	8	0	1	0	0	0	0	0	0	0	0	0	1	1	18.2	23.1	0	1	1	6	2	1	0	0	0	0	0	0	0	0	0	3
1300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	3
1315	8	5	0	1	0	0	0	0	0	0	0	0	0	1	1	16.6	-	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	1
1330	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5
1345	14	10	0	3	0	0	0	0	0	0	0	0	0	1	0	18.1	22.6	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	4
1400	10	8	0	0	0	0	0	0	0	0	0	0	0	1	1	16.5	-	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	2
1415	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1
1430	9	6	0	1	0	0	0	0	0	0	0	0	0	0	2	16.9	-	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	2
1445	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	19.2	-	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	4
1500	20	14	0	3	0	0	0	0	0	0	0	0	0	0	3	18.1	22.3	0	1	3	10	6	0	0	0	0	0	0	0	0	0	0	6
1515	30	24	0	3	0	1	0	0	0	0	0	0	0	0	2	17.4	20.8	0	1	6	15	8	0	0	0	0	0	0	0	0	0	0	8
1530	21	17	0	2	0	0	0	0	0	0	0	0	0	0	2	17.4	20.9	0	1	3	12	5	0	0	0	0	0	0	0	0	0	0	5
1545	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	19.5	23.2	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	5
1600	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	19.7	21.7	0	0	0	12	7	0	0	0	0	0	0	0	0	0	0	7
1615	18	14	0	1	0	0	0	0	0	0	0	0	0	0	3	18.4	21.8	0	2	0	10	4	2	0	0	0	0	0	0	0	0	0	6
1630	18	13	0	2	0	0	0	0	0	0	0	0	0	0	3	18	21.5	0	1	2	8	7	0	0	0	0	0	0	0	0	0	0	7
1645	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	19.5	22.4	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	4
1700	22	17	0	2	0	0	0	0	0	0	0	0	0	0	3	18.3	21.9	0	1	2	12	7	0	0	0	0	0	0	0	0	0	0	7
1715	19	12	0	3	0	0	0	0	0	0	0	0	0	1	3	18.7	24.8	0	3	1	6	7	1	1	0	0	0	0	0	0	0	0	9
1730	17	11	0	2	0	0	0	0	0	0	0	0	0	2	2	17.2	22.7	0	3	1	7	5	1	0	0	0	0	0	0	0	0	0	6
1745	22	19	0	2	0	0	0	0	0	0	0	0	0	0	1	19.1	21.9	0	0	3	9	10	0	0	0	0	0	0	0	0	0	0	10
1800	14	11	0	1	0	0	0	0	0	0	0	0	0	1	1	21.2	28.8	0	0	1	6	3	3	1	0	0	0	0	0	0	0	0	7
1815	23	15	0	2	0	0	0	0	0	0	0	0	0	1	5	17.1	20.8	0	2	4	11	5	1	0	0	0	0	0	0	0	0	0	6
1830	12	10	0	0	0	0	0	0	0	0	0	0	0	1	1	20	25.1	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	7
1845	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	20.3	-	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	5
1900	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	3
1915	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	18.6	23	0	0	1	7	5	0	0	0	0	0	0	0	0	0	0	5
1930	20	17	0	2	0	0	0	0	0	0	0	0	0	0	1	19.2	23	0	1	1	11	6	1	0	0	0	0	0	0	0	0	0	7
1945	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	18	22.2	0	0	2	6	2	1	0	0	0	0	0	0	0	0	0	3
2000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
2015	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	19.4	-	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	4
2030	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	18.2	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	2
2045	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	17.5	-	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2100	7	4	0	0	0	0	0	0	0	0	0	0	0	1	2	18.4	-	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	2
2115	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	1
2130	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	19.1	-	0	1	0	3	1	2	0	0	0	0	0	0	0	0	0	3
2145	8	5	0	0	0	0	0	0	0	0	0	0	0	1	2	19.4	-	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	4
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	6
2215	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	20.6	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

2230	6	4	0	0	0	0	0	0	0	0	0	0	0	2	0	18.2	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	1
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
2330	6	3	0	0	0	0	0	0	0	0	0	0	0	2	1	22	-	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	4
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**617**	**486**	**0**	**65**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**46**	**18.5**	**22**	**0**	**24**	**66**	**300**	**206**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**227**
06-22	**725**	**572**	**0**	**75**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**54**	**18.6**	**22.2**	**0**	**27**	**76**	**353**	**241**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**269**
06-00	**763**	**604**	**0**	**75**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**56**	**18.7**	**22.4**	**0**	**27**	**79**	**367**	**258**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**290**
00-00	**769**	**609**	**0**	**75**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**56**	**18.7**	**22.4**	**0**	**27**	**79**	**368**	**263**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**295**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

01 July 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
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	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16.3	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0145	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14.5	-	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11.1	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0700	7	2	0	3	0	0	0	0	0	0	0	0	0	0	2	16	-	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	1
0715	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0730	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	3
0745	8	5	0	1	0	0	0	0	0	0	0	0	0	0	2	18.3	-	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	3
0800	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	19.1	24.5	0	1	0	8	5	2	0	0	0	0	0	0	0	0	0	7
0815	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	21.6	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	5
0830	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	2
0845	31	27	0	3	0	0	0	0	0	0	0	0	0	0	1	17.1	20.5	0	1	8	16	6	0	0	0	0	0	0	0	0	0	0	6
0900	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	23.3	0	0	3	6	4	0	0	0	0	0	0	0	0	0	0	4
0915	8	5	0	2	0	0	0	0	0	0	0	0	0	0	1	17.9	-	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	3
0930	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	16.7	-	0	1	3	0	2	1	0	0	0	0	0	0	0	0	0	3
0945	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	19.9	23.5	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	6
1000	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	18.2	-	0	0	4	4	1	0	1	0	0	0	0	0	0	0	0	2
1015	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	15.4	-	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0
1030	11	8	0	0	0	0	0	0	0	0	0	0	0	3	0	21.6	27.9	0	0	1	4	3	3	0	0	0	0	0	0	0	0	0	6
1045	13	11	0	1	0	0	0	0	0	0	0	0	0	0	1	17.4	20.7	0	1	2	7	3	0	0	0	0	0	0	0	0	0	0	3
1100	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	20.3	-	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	2
1115	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	1
1130	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2
1145	11	8	0	1	0	0	0	0	0	0	0	0	0	1	1	17.5	23.8	0	2	3	2	4	0	0	0	0	0	0	0	0	0	0	4
1200	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	22.1	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	11
1215	8	5	0	1	0	0	0	0	0	0	0	0	0	0	2	16.3	-	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	4
1230	9	6	0	2	0	0	0	0	0	0	0	0	0	0	1	18.6	-	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	5
1245	12	9	0	2	0	0	0	0	0	0	0	0	0	0	1	16.3	22.4	0	2	3	3	4	0	0	0	0	0	0	0	0	0	0	4
1300	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	19.3	-	0	1	1	3	4	1	0	0	0	0	0	0	0	0	0	5
1315	12	8	0	2	0	0	0	0	0	0	0	0	0	2	0	20.6	23.4	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	7
1330	17	10	0	3	0	0	0	0	0	0	0	0	0	1	3	19.1	25	0	3	0	5	7	2	0	0	0	0	0	0	0	0	0	9
1345	14	8	0	2	0	1	0	0	0	0	0	0	0	0	3	16.2	20.5	0	2	3	7	1	1	0	0	0	0	0	0	0	0	0	2
1400	14	10	0	1	0	0	0	0	0	0	0	0	0	0	3	14.9	18.1	0	2	4	7	1	0	0	0	0	0	0	0	0	0	0	1
1415	15	11	0	3	0	0	0	0	0	0	0	0	0	0	1	19.2	25.8	0	1	1	8	2	3	0	0	0	0	0	0	0	0	0	5
1430	8	6	0	0	0	0	0	0	0	0	0	0	0	0	2	15.8	-	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	1
1445	13	9	0	4	0	0	0	0	0	0	0	0	0	0	0	19	22.7	0	0	2	5	6	0	0	0	0	0	0	0	0	0	0	6
1500	23	20	0	1	0	0	0	0	0	0	0	0	0	1	1	16.1	20.2	0	2	7	11	2	1	0	0	0	0	0	0	0	0	0	3
1515	31	27	0	2	0	0	0	0	0	0	0	0	0	1	1	17	20.2	0	2	2	22	5	0	0	0	0	0	0	0	0	0	0	5
1530	24	19	1	2	0	0	0	0	0	0	0	0	0	1	1	17.5	22.3	0	1	9	5	9	0	0	0	0	0	0	0	0	0	0	9
1545	20	15	0	1	0	0	0	0	0	0	0	0	0	2	2	17.9	21.8	0	2	2	11	4	1	0	0	0	0	0	0	0	0	0	5
1600	13	4	0	2	0	0	0	0	0	0	0	0	0	3	4	17.5	27.2	0	3	2	3	3	1	1	0	0	0	0	0	0	0	0	5
1615	16	10	0	3	0	0	0	0	0	0	0	0	0	2	1	19.6	26.4	0	1	1	8	3	3	0	0	0	0	0	0	0	0	0	6
1630	19	15	0	1	0	0	0	0	0	0	0	0	0	2	1	19.2	23.9	0	1	3	7	7	1	0	0	0	0	0	0	0	0	0	8
1645	16	13	0	1	0	0	0	0	0	0	0	0	0	0	2	17.3	22.3	0	0	4	9	2	1	0	0	0	0	0	0	0	0	0	3
1700	16	12	0	2	0	0	0	0	0	0	0	0	0	2	0	20.1	24.2	0	0	0	9	6	1	0	0	0	0	0	0	0	0	0	7
1715	18	15	0	1	0	0	0	0	0	0	0	0	0	0	2	17.8	23.6	0	0	6	6	5	1	0	0	0	0	0	0	0	0	0	6
1730	20	16	0	1	0	0	0	0	0	0	0	0	0	1	2	19.8	24.6	0	0	3	8	8	1	0	0	0	0	0	0	0	0	0	9
1745	17	14	0	1	0	0	0	0	0	0	0	0	0	1	1	17.2	20.5	0	1	3	8	5	0	0	0	0	0	0	0	0	0	0	5
1800	15	11	0	0	0	0	0	0	0	0	0	0	0	2	2	18.3	23.9	0	1	2	9	2	1	0	0	0	0	0	0	0	0	0	3
1815	17	12	0	3	0	0	0	0	0	0	0	0	0	1	1	19.9	25.1	0	0	3	6	5	3	0	0	0	0	0	0	0	0	0	8
1830	13	10	0	0	0	0	0	0	0	0	0	0	0	0	3	15.7	20.3	0	3	2	5	3	0	0	0	0	0	0	0	0	0	0	3
1845	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	19	23	0	1	0	6	5	0	0	0	0	0	0	0	0	0	0	5
1900	12	7	0	3	0	0	0	0	0	0	0	0	0	0	2	17.3	22	0	1	3	4	4	0	0	0	0	0	0	0	0	0	0	4
1915	14	10	0	2	0	0	0	0	0	0	0	0	0	2	0	19.8	22.1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	7
1930	15	11	0	4	0	0	0	0	0	0	0	0	0	0	0	19	22	0	0	1	8	6	0	0	0	0	0	0	0	0	0	0	6
1945	10	8	0	0	0	0	0	0	0	0	0	0	0	2	0	20.3	-	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5
2000	11	7	0	2	0	0	0	0	0	0	0	0	0	2	0	22	27.4	0	0	0	4	4	2	1	0	0	0	0	0	0	0	0	7
2015	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	18.7	-	0	1	0	3	2	1	0	0	0	0	0	0	0	0	0	3
2030	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	4
2045	12	7	0	0	0	0	0	0	0	0	0	0	0	2	3	18.4	23.6	0	0	3	4	5	0	0	0	0	0	0	0	0	0	0	5
2100	6	3	0	0	0	0	0	0	0	0	0	0	0	2	1	17.4	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	2
2115	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	18.1	20.9	0	1	0	7	3	0	0	0	0	0	0	0	0	0	0	3
2130	10	7	0	0	0	0	0	0	0	0	0	0	0	2	1	17	-	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	1
2145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
2200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	2
2215	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	17.3	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	1

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: AB (Northbound)

2230	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	3
2245	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	19	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	2
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	17.3	-	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1
2330	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	21.5	-	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	4
2345	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
07-19	**634**	**482**	**1**	**69**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**50**	**18.1**	**22.4**	**0**	**40**	**105**	**276**	**181**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**213**
06-22	**755**	**569**	**1**	**82**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**59**	**18.3**	**22.3**	**0**	**43**	**114**	**332**	**229**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**266**
06-00	**796**	**604**	**1**	**84**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**60**	**18.4**	**22.5**	**0**	**44**	**119**	**351**	**240**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**282**
00-00	**816**	**621**	**1**	**84**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**63**	**18.4**	**22.5**	**0**	**45**	**121**	**355**	**253**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**295**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

25 June 2022

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 20
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	1
0015	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	4
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0315	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16.7	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0630	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	17.7	-	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0730	9	6	0	2	0	0	0	0	0	0	0	0	0	0	1	18.5	-	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	4
0745	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	22.8	24.9	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	10
0800	7	4	0	1	0	0	0	0	0	0	0	0	0	0	2	15.5	-	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	1
0815	10	6	0	4	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	4
0830	15	11	0	3	0	0	0	0	0	0	0	0	0	0	1	19.9	24.5	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	0	7
0845	6	5	0	0	0	0	0	1	0	0	0	0	0	0	0	19.4	-	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	2
0900	12	9	0	0	0	0	0	0	0	0	0	0	0	1	2	18.5	21.2	0	0	1	7	4	0	0	0	0	0	0	0	0	0	0	0	4
0915	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	18.4	22.2	0	0	2	9	5	1	0	0	0	0	0	0	0	0	0	0	6
0930	14	9	0	4	0	1	0	0	0	0	0	0	0	0	0	19.5	24.4	0	0	2	5	6	1	0	0	0	0	0	0	0	0	0	0	7
0945	11	8	0	1	0	0	0	0	0	0	0	0	0	1	1	19	22.3	0	0	1	7	2	1	0	0	0	0	0	0	0	0	0	0	3
1000	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	18.2	-	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	2
1015	11	8	0	1	0	1	0	0	0	0	0	0	0	0	1	17.1	20.6	0	1	1	6	3	0	0	0	0	0	0	0	0	0	0	0	3
1030	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	16.7	-	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	1
1045	7	5	0	0	0	0	0	0	0	0	0	0	0	0	2	15	-	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	1
1100	15	10	0	3	0	0	0	0	0	0	0	0	0	1	1	18.2	20.8	0	0	3	7	5	0	0	0	0	0	0	0	0	0	0	0	5
1115	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	18	22.7	0	0	3	4	5	0	0	0	0	0	0	0	0	0	0	0	5
1130	15	10	0	2	0	0	0	0	0	0	0	0	0	0	3	18.1	22.9	0	1	2	6	5	1	0	0	0	0	0	0	0	0	0	0	6
1145	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	16.9	-	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	2
1200	21	14	0	2	0	1	0	0	0	0	0	0	0	0	4	16.9	20.2	0	1	3	13	4	0	0	0	0	0	0	0	0	0	0	0	4
1215	22	18	0	2	0	0	0	0	0	0	0	0	0	2	0	20.4	24.1	0	1	0	9	10	2	0	0	0	0	0	0	0	0	0	0	12
1230	22	14	0	3	0	0	0	0	0	0	0	0	0	1	4	19.3	22.1	0	0	3	10	7	2	0	0	0	0	0	0	0	0	0	0	9
1245	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	20	23.8	0	0	0	7	4	1	0	0	0	0	0	0	0	0	0	0	5
1300	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	20	23.5	0	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	5
1315	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	1
1330	13	11	0	0	0	0	0	0	0	0	0	0	0	0	2	18.5	23.1	0	0	3	5	4	1	0	0	0	0	0	0	0	0	0	0	5
1345	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	20.6	24.8	0	0	1	8	2	1	0	0	1	0	0	0	0	0	0	0	4
1400	9	6	0	2	0	0	0	0	0	0	0	0	0	1	0	18.9	-	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	4
1415	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	20.2	24.2	0	0	1	5	7	1	0	0	0	0	0	0	0	0	0	0	8
1430	17	12	0	3	0	0	0	0	0	0	0	0	0	0	2	18.1	22.1	0	1	2	7	7	0	0	0	0	0	0	0	0	0	0	0	7
1445	8	5	0	1	0	0	0	0	0	0	0	0	0	1	1	20.5	-	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	4
1500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	2
1515	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	18.2	-	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	2
1530	9	8	0	0	0	0	0	1	0	0	0	0	0	0	0	19	-	0	0	1	6	1	1	0	0	0	0	0	0	0	0	0	0	2
1545	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	19.1	-	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	4
1600	12	8	0	1	0	0	0	0	0	0	0	0	0	0	3	18.7	24.5	0	1	2	4	4	1	0	0	0	0	0	0	0	0	0	0	5
1615	12	9	0	1	0	0	0	0	0	0	1	0	0	0	1	15.9	20.4	0	2	2	5	3	0	0	0	0	0	0	0	0	0	0	0	3
1630	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	18.2	-	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	3
1645	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	2
1700	14	9	0	3	0	0	0	0	0	0	0	0	0	2	0	19.3	22.8	0	0	1	7	6	0	0	0	0	0	0	0	0	0	0	0	6
1715	8	6	0	0	0	0	0	0	0	0	0	0	0	0	2	17.7	-	0	2	0	2	3	1	0	0	0	0	0	0	0	0	0	0	4
1730	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	19.9	24	0	0	0	7	3	1	0	0	0	0	0	0	0	0	0	0	4
1745	11	7	0	1	0	0	0	0	0	0	0	0	0	3	0	19.5	24.6	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	4
1800	14	11	0	2	0	0	0	0	0	0	0	0	0	1	0	18.7	22.8	0	1	0	7	6	0	0	0	0	0	0	0	0	0	0	0	6
1815	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	16.2	-	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	1
1830	20	18	0	1	0	0	0	0	0	0	0	0	0	0	1	18.3	22.1	0	0	5	7	7	1	0	0	0	0	0	0	0	0	0	0	8
1845	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	2
1900	11	7	0	3	0	0	0	0	0	0	0	0	0	1	0	20.2	24.7	0	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	5
1915	12	8	0	1	0	0	0	0	0	0	0	0	0	1	2	17.1	21.2	0	1	2	6	3	0	0	0	0	0	0	0	0	0	0	0	3
1930	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1
1945	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	19.2	-	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	2
2000	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	20.3	-	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	5
2015	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	2
2030	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20	-	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	3
2045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3
2100	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	17.8	-	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	2
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1
2130	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	19.7	-	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	3
2145	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	22.1	-	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1
2215	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	20.4	-	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	3
2230	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	14.1	-	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

2245	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	4	0	0	0	0	0	1	0	0	0	0	0	0	0	19.6	-	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	2
2315	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	16.2	-	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
07-19	**535**	**406**	**0**	**61**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**22**	**40**	**18.7**	**22.7**	**0**	**13**	**73**	**248**	**175**	**25**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**201**
06-22	**627**	**481**	**0**	**68**	**1**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**28**	**43**	**18.8**	**22.7**	**0**	**14**	**81**	**296**	**206**	**28**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**236**
06-00	**659**	**507**	**0**	**69**	**1**	**3**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**30**	**45**	**18.8**	**22.7**	**0**	**15**	**84**	**316**	**212**	**29**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**244**
00-00	**693**	**538**	**0**	**71**	**1**	**3**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**30**	**46**	**18.9**	**22.9**	**0**	**15**	**88**	**327**	**228**	**31**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**263**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

26 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0015	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
0030	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	3
0115	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	4
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0230	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
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	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0545	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0645	0	0	0	0	0	0	0	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0715	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0730	3	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13.6	-	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0745	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	21.4	-	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
0800	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	14	-	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0815	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	1
0830	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	16.7	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	1
0845	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	25.3	-	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
0900	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	2
0915	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	15	-	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1
0930	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	3
0945	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	18.1	-	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	2
1000	9	6	0	2	0	0	0	0	0	0	0	0	0	1	0	21.1	-	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	5
1015	13	10	0	2	0	1	0	0	0	0	0	0	0	0	0	17.1	21.1	0	1	1	8	2	1	0	0	0	0	0	0	0	0	0	3
1030	12	9	0	1	0	0	0	0	0	0	0	0	0	0	2	17.9	26.5	0	0	2	8	0	2	0	0	0	0	0	0	0	0	0	2
1045	17	14	0	1	0	0	0	0	0	0	0	0	0	0	2	17.5	21.5	0	2	2	8	5	0	0	0	0	0	0	0	0	0	0	5
1100	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	17.1	-	0	1	2	4	1	1	0	0	0	0	0	0	0	0	0	2
1115	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5	-	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	4
1130	12	10	0	0	0	0	0	0	0	0	0	0	0	0	2	17	21.1	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	2
1145	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	17.2	-	0	1	0	7	2	0	0	0	0	0	0	0	0	0	0	2
1200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	5
1215	8	5	0	0	0	0	0	0	0	0	0	0	0	2	1	19.2	-	0	1	0	4	2	1	0	0	0	0	0	0	0	0	0	3
1230	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	18.1	21.9	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	2
1245	12	9	0	0	0	0	0	0	0	0	0	0	0	0	3	18	22.7	0	0	4	4	3	1	0	0	0	0	0	0	0	0	0	4
1300	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	18	24.6	0	0	3	8	1	2	0	0	0	0	0	0	0	0	0	3
1315	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	17.6	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	1
1330	13	8	0	2	0	2	0	0	0	0	0	0	0	1	0	19.7	25.3	0	1	0	7	2	2	1	0	0	0	0	0	0	0	0	5
1345	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	19.8	-	0	0	2	5	2	0	1	0	0	0	0	0	0	0	0	3
1400	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	19.3	23.2	0	0	2	3	6	0	0	0	0	0	0	0	0	0	0	6
1415	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	1	2	4	1	1	0	0	0	0	0	0	0	0	6
1430	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	5
1445	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	17.3	-	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	1
1500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	1
1515	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	3
1530	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	4
1545	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	5
1600	9	6	0	0	0	0	0	0	0	0	0	0	0	2	1	16.3	-	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	1
1615	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	22.7	-	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	4
1630	6	3	0	1	0	0	0	0	0	0	0	0	0	2	0	19.5	-	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	3
1645	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	18.9	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	1
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
1715	9	7	0	0	0	0	0	0	0	0	0	0	0	1	1	19.9	-	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	5
1730	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	22.3	-	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
1745	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	1
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
1815	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	4
1830	5	2	0	1	0	0	0	0	0	0	0	0	0	2	0	21.2	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	3
1845	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
1900	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	3
1915	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
1930	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	2
1945	5	3	0	0	0	0	0	0	0	0	0	0	0	2	0	17.7	-	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	1
2000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	3
2015	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	18.3	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
2030	3	1	0	0	0	0	0	0	0	0	0	0	0	1	1	17.9	-	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1
2045	5	3	0	0	0	0	0	0	0	0	0	0	0	1	1	14.5	-	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2115	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	17	-	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	1
2145	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	20.2	-	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3
2200	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	18.4	-	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	2
2215	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	22.3	-	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	5

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	19.4	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**362**	**288**	**0**	**27**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**28**	**18.9**	**22.9**	**0**	**7**	**51**	**171**	**103**	**26**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**
06-22	**427**	**342**	**0**	**29**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**33**	**18.8**	**22.9**	**0**	**8**	**62**	**202**	**123**	**28**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**155**
06-00	**446**	**358**	**0**	**29**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**35**	**18.8**	**22.9**	**0**	**8**	**67**	**207**	**131**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**164**
00-00	**484**	**393**	**0**	**32**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**35**	**19**	**23.2**	**0**	**8**	**68**	**217**	**153**	**34**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**191**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

27 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.3	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	19.7	-	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1
0600	8	4	0	4	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	1	1	3	2	0	1	0	0	0	0	0	0	0	0	3
0615	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	17.3	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
0630	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	19.2	-	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	3
0645	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0700	14	12	0	1	0	0	0	0	0	0	0	0	0	0	1	18.9	23.5	0	0	2	8	3	0	1	0	0	0	0	0	0	0	0	4
0715	16	11	0	2	0	0	0	0	0	0	0	0	0	0	3	17.4	22.3	0	0	5	6	5	0	0	0	0	0	0	0	0	0	0	5
0730	14	11	0	1	0	0	0	0	0	0	0	0	0	0	2	16.2	20.4	0	1	6	5	2	0	0	0	0	0	0	0	0	0	0	2
0745	15	9	0	2	0	0	0	0	0	0	0	0	0	0	4	17.4	22.5	0	1	3	6	4	1	0	0	0	0	0	0	0	0	0	5
0800	16	13	1	1	1	0	0	0	0	0	0	0	0	0	0	18.4	19.8	0	0	1	14	1	0	0	0	0	0	0	0	0	0	0	1
0815	39	29	0	5	0	0	0	0	0	0	0	0	0	0	5	17.9	21.3	0	1	5	21	12	0	0	0	0	0	0	0	0	0	0	12
0830	27	23	0	1	0	1	0	0	0	0	0	0	0	0	2	18.4	21.9	0	2	1	13	11	0	0	0	0	0	0	0	0	0	0	11
0845	21	18	0	0	0	0	0	0	0	0	0	0	0	1	2	16.3	19.9	0	1	4	14	2	0	0	0	0	0	0	0	0	0	0	2
0900	14	8	0	4	0	0	0	0	0	0	0	0	0	0	2	18.5	20.4	0	1	1	9	2	1	0	0	0	0	0	0	0	0	0	3
0915	11	8	0	0	0	0	0	0	0	0	0	0	0	2	1	19.3	23.1	0	1	0	4	6	0	0	0	0	0	0	0	0	0	0	6
0930	7	3	0	2	0	0	0	0	0	0	0	0	0	1	1	15.4	-	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	2
0945	7	6	0	0	0	1	0	0	0	0	0	0	0	0	0	16.8	-	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	2
1000	15	6	0	3	0	0	1	0	0	0	0	0	0	3	2	18.2	22.2	0	0	3	7	4	1	0	0	0	0	0	0	0	0	0	5
1015	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	15.8	-	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
1030	10	6	0	0	1	0	0	0	0	0	0	0	0	0	3	14.3	-	0	1	5	2	2	0	0	0	0	0	0	0	0	0	0	2
1045	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0
1100	13	9	0	3	1	0	0	0	0	0	0	0	0	0	0	18.2	23	0	0	2	9	2	0	0	0	0	0	0	0	0	0	0	2
1115	13	11	0	1	0	0	0	0	0	0	0	0	0	1	0	18.3	22.1	0	0	1	10	2	0	0	0	0	0	0	0	0	0	0	2
1130	6	3	0	2	0	0	0	0	0	0	0	0	0	1	0	18.2	-	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	2
1145	10	8	0	1	0	0	0	0	0	0	0	0	0	0	1	18.3	-	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	3
1200	19	15	0	2	0	0	0	0	0	0	0	0	0	1	1	21.3	24.2	0	0	1	5	12	1	0	0	0	0	0	0	0	0	0	13
1215	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	3
1230	14	10	0	2	1	0	0	0	0	0	0	0	0	1	0	19.5	23.8	0	0	2	4	8	0	0	0	0	0	0	0	0	0	0	8
1245	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	1
1300	11	8	1	1	0	0	0	0	0	0	0	0	0	0	1	17.9	21.3	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	2
1315	8	5	0	2	0	0	0	0	0	0	0	0	0	1	0	19.5	-	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	4
1330	10	7	0	1	0	0	0	0	0	0	0	0	0	0	2	17.5	-	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	2
1345	12	8	0	1	0	0	0	0	0	0	0	0	0	1	2	17.9	20.7	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	4
1400	8	6	0	1	0	0	1	0	0	0	0	0	0	0	0	18.2	-	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	1
1415	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	18.9	22.6	0	0	0	11	1	1	0	0	0	0	0	0	0	0	0	2
1430	20	13	1	3	0	0	0	0	0	0	0	0	0	1	2	18.5	21.8	0	0	4	8	7	1	0	0	0	0	0	0	0	0	0	8
1445	28	22	0	6	0	0	0	0	0	0	0	0	0	0	0	19.8	21.6	0	0	0	15	12	1	0	0	0	0	0	0	0	0	0	13
1500	26	21	0	3	0	0	0	0	0	0	0	0	0	0	2	18.2	23.1	0	2	4	12	7	1	0	0	0	0	0	0	0	0	0	8
1515	23	19	0	2	1	0	0	0	0	0	0	0	0	1	0	17.7	21.9	0	1	3	13	6	0	0	0	0	0	0	0	0	0	0	6
1530	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	21.9	27.2	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	7
1545	16	10	0	3	0	0	0	0	0	0	0	0	0	2	1	19.6	24.1	0	1	3	2	9	1	0	0	0	0	0	0	0	0	0	10
1600	13	11	1	1	0	0	0	0	0	0	0	0	0	0	0	19.2	21.1	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	5
1615	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	18.5	21.7	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	5
1630	15	9	0	2	0	0	1	0	0	0	0	0	0	0	3	17.2	22.1	0	0	2	10	3	0	0	0	0	0	0	0	0	0	0	3
1645	22	18	0	3	0	0	0	0	0	0	0	0	0	0	1	19.7	23.7	0	1	1	9	9	2	0	0	0	0	0	0	0	0	0	11
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	3
1715	13	10	0	1	0	0	0	0	0	0	0	0	0	2	0	21	23.6	0	0	0	5	7	1	0	0	0	0	0	0	0	0	0	8
1730	20	17	0	1	0	0	0	0	0	0	0	0	0	1	1	18.9	22.3	0	0	2	11	6	1	0	0	0	0	0	0	0	0	0	7
1745	22	19	1	1	0	0	0	0	0	0	0	0	0	0	1	20.7	25.1	0	0	1	9	8	4	0	0	0	0	0	0	0	0	0	12
1800	19	15	1	2	0	0	0	0	0	0	0	0	0	1	0	21.2	26.3	0	0	1	6	9	3	0	0	0	0	0	0	0	0	0	12
1815	16	14	0	0	0	0	0	0	0	0	0	0	0	2	0	21	26.7	0	0	0	9	5	1	1	0	0	0	0	0	0	0	0	7
1830	11	8	0	1	0	0	0	0	0	0	0	0	0	1	1	18.3	22.8	0	1	1	6	2	1	0	0	0	0	0	0	0	0	0	3
1845	9	5	0	2	0	0	0	0	0	0	0	0	0	0	2	19.6	-	0	0	1	4	3	0	1	0	0	0	0	0	0	0	0	4
1900	9	6	0	1	0	0	0	0	0	0	0	0	0	1	1	18.2	-	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	1
1915	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	20.1	-	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	5
1930	17	11	0	1	0	0	0	0	0	0	0	0	0	1	4	18	22.2	0	1	4	5	7	0	0	0	0	0	0	0	0	0	0	7
1945	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	17.9	-	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	2
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2015	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	22.7	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	3
2030	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	20.5	23.2	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	7
2045	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	16.5	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	5	0	0	0	0	0	0	0	0	0	0	0	2	1	20.3	-	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	4
2115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2130	4	2	0	0	0	0	0	0	0	0	0	0	0	1	1	18.6	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
2145	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	19.3	-	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	2
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	3
2215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15.3	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**698**	**525**	**6**	**83**	**5**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**49**	**18.6**	**22.4**	**0**	**16**	**94**	**345**	**214**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**243**
06-22	**810**	**612**	**6**	**90**	**5**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**60**	**18.7**	**22.4**	**0**	**18**	**109**	**395**	**254**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**288**
06-00	**824**	**624**	**6**	**91**	**5**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**61**	**18.7**	**22.4**	**0**	**18**	**111**	**403**	**258**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**292**
00-00	**838**	**634**	**6**	**93**	**5**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**62**	**18.7**	**22.4**	**0**	**18**	**115**	**409**	**262**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**296**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

28 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
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	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	17.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0515	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0530	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16.4	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0545	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	20.4	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0615	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6
0630	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	6
0645	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	17.3	-	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	1
0700	14	10	0	2	1	0	0	0	0	0	0	0	0	0	1	17.5	20	0	0	2	10	2	0	0	0	0	0	0	0	0	0	0	2
0715	15	13	0	0	0	0	0	0	0	0	0	0	0	0	2	19.9	24	0	1	2	4	7	0	1	0	0	0	0	0	0	0	0	8
0730	18	12	0	3	0	0	0	0	0	0	0	0	0	1	2	18.6	21.7	0	1	2	8	7	0	0	0	0	0	0	0	0	0	0	7
0745	28	22	0	2	0	0	0	0	0	0	0	0	0	0	4	19.2	25	0	1	7	6	10	4	0	0	0	0	0	0	0	0	0	14
0800	23	19	0	1	0	0	0	0	0	0	0	0	0	1	2	19	21.6	0	0	1	16	6	0	0	0	0	0	0	0	0	0	0	6
0815	39	31	0	3	0	1	0	0	0	0	0	0	0	1	3	18.4	21.6	0	0	6	20	12	1	0	0	0	0	0	0	0	0	0	13
0830	32	24	1	2	2	1	0	0	0	0	0	0	0	0	2	18.3	21.8	0	2	1	22	6	1	0	0	0	0	0	0	0	0	0	7
0845	24	18	0	2	0	0	0	0	0	0	0	0	0	1	3	17.5	21.8	0	1	4	12	7	0	0	0	0	0	0	0	0	0	0	7
0900	9	6	0	0	0	0	0	0	0	0	0	0	0	0	3	17	-	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	3
0915	19	14	0	4	0	0	0	0	0	0	0	0	0	0	1	19.9	23.4	0	0	1	8	9	1	0	0	0	0	0	0	0	0	0	10
0930	12	8	0	2	0	0	0	0	0	0	0	0	0	1	1	16.5	20.1	0	1	2	8	1	0	0	0	0	0	0	0	0	0	0	1
0945	14	8	0	3	1	0	0	0	0	0	0	0	0	0	2	17.4	21.8	0	2	1	7	4	0	0	0	0	0	0	0	0	0	0	4
1000	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	19.1	22.3	0	0	2	6	7	1	0	0	0	0	0	0	0	0	0	8
1015	6	3	0	1	0	0	0	0	0	0	0	0	0	1	1	17.4	-	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0
1030	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	2
1045	11	9	0	1	1	0	0	0	0	0	0	0	0	0	0	18.2	21.9	0	0	2	6	2	1	0	0	0	0	0	0	0	0	0	3
1100	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	18.1	-	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	1
1115	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	3
1130	12	9	0	1	1	0	0	0	0	0	0	0	0	0	1	17.5	20.1	0	1	0	9	2	0	0	0	0	0	0	0	0	0	0	2
1145	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	16.3	-	0	2	2	3	2	0	0	0	0	0	0	0	0	0	0	2
1200	8	3	0	2	0	0	0	0	0	0	0	0	0	3	0	20.7	-	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	6
1215	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	2
1230	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	22	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0	7
1245	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	2
1300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	20.9	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	4
1315	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	2
1330	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	16.8	-	0	2	2	1	4	1	0	0	0	0	0	0	0	0	0	5
1345	8	5	0	2	0	0	0	0	0	0	0	0	0	1	0	18.7	-	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	1
1400	13	8	0	4	0	1	0	0	0	0	0	0	0	0	0	19.5	25.3	0	1	1	6	2	3	0	0	0	0	0	0	0	0	0	5
1415	13	10	0	1	0	0	0	0	0	0	0	0	0	1	1	19.2	22.6	0	0	3	5	4	1	0	0	0	0	0	0	0	0	0	5
1430	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	20.5	24.4	0	1	0	3	11	1	0	0	0	0	0	0	0	0	0	12
1445	21	17	0	1	1	0	0	0	0	0	0	0	0	1	1	18.7	21.2	0	0	2	13	6	0	0	0	0	0	0	0	0	0	0	6
1500	19	14	0	0	0	0	0	0	0	0	0	0	0	0	5	18.1	23.8	0	1	5	6	7	0	0	0	0	0	0	0	0	0	0	7
1515	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	18.4	21.1	0	0	4	13	6	1	0	0	0	0	0	0	0	0	0	7
1530	14	8	0	5	0	0	0	0	0	1	0	0	0	0	0	18	21.4	0	0	3	7	4	0	0	0	0	0	0	0	0	0	0	4
1545	19	17	0	1	1	0	0	0	0	0	0	0	0	0	0	19.6	23	0	0	2	10	6	1	0	0	0	0	0	0	0	0	0	7
1600	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	19.6	23.5	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	5
1615	19	15	0	2	0	0	0	0	0	0	0	0	0	0	2	18.5	22.9	0	0	4	8	6	1	0	0	0	0	0	0	0	0	0	7
1630	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	18.9	23.7	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	5
1645	17	14	0	0	0	0	0	0	0	0	0	0	0	0	3	18.1	24.3	0	2	1	8	4	2	0	0	0	0	0	0	0	0	0	6
1700	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	19.4	22.1	0	0	1	10	10	0	0	0	0	0	0	0	0	0	0	10
1715	13	9	0	2	0	0	0	0	0	0	0	0	0	0	2	18.9	21.3	0	1	1	4	7	0	0	0	0	0	0	0	0	0	0	7
1730	19	16	0	1	1	0	0	0	0	0	0	0	0	0	1	19.5	23.7	0	0	4	6	7	2	0	0	0	0	0	0	0	0	0	9
1745	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	18.8	22.9	0	1	0	11	3	1	0	0	0	0	0	0	0	0	0	4
1800	25	22	0	1	0	0	0	0	0	0	0	0	0	1	1	19.1	22.6	0	0	3	14	7	1	0	0	0	0	0	0	0	0	0	8
1815	17	15	0	1	0	0	0	0	0	0	0	0	0	0	1	19.1	24.2	0	1	0	10	4	2	0	0	0	0	0	0	0	0	0	6
1830	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	23.2	0	0	0	10	4	0	1	0	0	0	0	0	0	0	0	5
1845	12	10	0	1	0	0	0	0	0	0	0	0	0	0	1	19.7	25.9	0	0	2	6	2	1	1	0	0	0	0	0	0	0	0	4
1900	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	18.7	-	0	1	1	4	3	1	0	0	0	0	0	0	0	0	0	4
1915	12	9	0	1	0	0	0	0	0	0	0	0	0	1	1	19	23.8	0	0	2	4	5	1	0	0	0	0	0	0	0	0	0	6
1930	12	9	0	1	0	0	0	0	0	0	0	0	0	0	2	18	22.3	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	4
1945	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	17	-	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	3
2015	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	16.1	-	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	2
2030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
2100	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	19.7	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2130	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	19.1	-	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	3
2145	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	16.1	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2215	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
2330	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07-19	**740**	**585**	**2**	**75**	**9**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**15**	**50**	**18.7**	**22.1**	**0**	**23**	**87**	**369**	**229**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**261**
06-22	**837**	**666**	**2**	**78**	**9**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**18**	**60**	**18.7**	**22.3**	**0**	**27**	**102**	**407**	**262**	**36**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**301**
06-00	**858**	**684**	**2**	**81**	**9**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**18**	**60**	**18.7**	**22.3**	**0**	**27**	**104**	**414**	**273**	**37**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**313**
00-00	**875**	**695**	**2**	**83**	**9**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**19**	**63**	**18.7**	**22.3**	**0**	**27**	**108**	**418**	**280**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**322**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

29 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0315	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.4	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0545	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
0600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	4
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	6	2	0	1	1	0	0	0	0	0	0	0	0	0	2	17.9	-	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	3
0645	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	20.1	-	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	5
0700	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	3
0715	16	14	0	0	0	0	0	0	0	0	0	0	0	0	2	20.5	25.9	0	0	1	6	6	3	0	0	0	0	0	0	0	0	0	9
0730	14	12	0	0	0	0	0	0	0	0	0	0	0	0	2	18.5	22.9	0	0	2	6	6	0	0	0	0	0	0	0	0	0	0	6
0745	19	13	0	2	0	0	0	0	0	0	0	0	0	1	3	18.1	25.2	0	1	2	10	3	3	0	0	0	0	0	0	0	0	0	6
0800	26	22	0	1	0	0	0	0	1	0	0	0	0	1	1	19	22.3	0	1	1	16	7	1	0	0	0	0	0	0	0	0	0	8
0815	46	39	0	3	1	1	0	0	0	0	0	0	0	0	2	17.6	21.1	0	0	11	23	12	0	0	0	0	0	0	0	0	0	0	12
0830	42	33	0	3	1	1	0	0	0	0	0	0	0	1	3	18.1	22.9	0	2	9	20	8	3	0	0	0	0	0	0	0	0	0	11
0845	31	29	0	0	0	0	0	0	0	0	0	0	0	0	2	19.2	23.5	0	1	3	16	9	1	1	0	0	0	0	0	0	0	0	11
0900	13	11	0	1	0	0	0	0	0	0	0	0	0	0	1	18.1	20.6	0	1	0	9	2	1	0	0	0	0	0	0	0	0	0	3
0915	21	17	0	1	0	0	0	0	0	0	0	0	0	0	3	17.9	23.3	0	0	5	10	5	1	0	0	0	0	0	0	0	0	0	6
0930	13	10	0	2	1	0	0	0	0	0	0	0	0	0	0	16.7	21.2	0	0	6	4	3	0	0	0	0	0	0	0	0	0	0	3
0945	24	20	0	3	0	0	0	0	0	0	0	0	0	1	0	20.2	23.5	0	0	2	9	12	1	0	0	0	0	0	0	0	0	0	13
1000	17	12	0	3	0	0	0	0	0	0	0	0	0	1	1	19.9	23.8	0	0	1	8	8	0	0	0	0	0	0	0	0	0	0	8
1015	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	21.9	0	0	3	4	5	1	0	0	0	0	0	0	0	0	0	6
1030	13	10	0	1	0	0	0	0	0	0	0	0	0	2	0	17.9	22.6	0	1	3	5	4	0	0	0	0	0	0	0	0	0	0	4
1045	15	12	0	2	0	0	0	0	0	0	0	0	0	0	1	18.2	20.7	0	0	2	10	3	0	0	0	0	0	0	0	0	0	0	3
1100	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	18.6	24.2	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	4
1115	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	18.4	23.2	0	1	2	6	3	1	0	0	0	0	0	0	0	0	0	4
1130	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	16	-	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	1
1145	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	15.9	-	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0
1200	13	9	0	2	1	0	0	0	0	0	0	0	0	0	1	17	20.1	0	0	3	8	2	0	0	0	0	0	0	0	0	0	0	2
1215	11	6	0	2	0	0	0	0	0	0	0	0	0	1	2	18.5	25.3	0	0	4	2	4	0	1	0	0	0	0	0	0	0	0	5
1230	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	20.4	27.6	0	0	1	6	4	2	0	0	0	0	0	0	0	0	0	6
1245	13	11	0	1	0	0	0	0	0	0	0	0	0	0	1	19	22.7	0	0	1	9	3	0	0	0	0	0	0	0	0	0	0	3
1300	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	19.6	-	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	4
1315	21	18	0	0	1	0	0	0	0	0	0	0	0	2	0	20.7	24.3	0	1	2	8	8	0	2	0	0	0	0	0	0	0	0	10
1330	26	22	1	2	0	0	0	0	0	0	0	0	0	1	0	18.3	21.1	0	0	4	14	8	0	0	0	0	0	0	0	0	0	0	8
1345	11	7	1	2	0	0	0	0	0	0	0	0	0	0	1	18.2	20.2	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	1
1400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	1	6	1	1	0	0	0	0	0	0	0	0	0	2
1415	14	12	0	1	1	0	0	0	0	0	0	0	0	0	0	17	23.4	0	0	5	5	3	1	0	0	0	0	0	0	0	0	0	4
1430	13	7	0	4	0	0	0	0	0	0	0	0	0	0	2	18.4	23.1	0	0	2	9	2	0	0	0	0	0	0	0	0	0	0	2
1445	30	25	0	3	0	0	0	0	0	0	0	0	0	1	1	19.8	23.6	0	0	2	14	12	1	1	0	0	0	0	0	0	0	0	14
1500	16	9	0	5	0	0	0	0	0	0	0	0	0	0	2	16.7	20.3	0	1	3	10	2	0	0	0	0	0	0	0	0	0	0	2
1515	17	15	0	1	0	0	0	0	0	0	0	0	0	0	1	17.4	20.6	0	0	4	10	3	0	0	0	0	0	0	0	0	0	0	3
1530	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	23.8	0	0	2	4	6	1	0	0	0	0	0	0	0	0	0	7
1545	18	14	0	4	0	0	0	0	0	0	0	0	0	0	0	18.6	22.7	0	0	2	10	5	1	0	0	0	0	0	0	0	0	0	6
1600	29	23	1	1	0	0	0	0	0	0	0	0	0	1	3	18.4	21.6	0	0	4	18	6	1	0	0	0	0	0	0	0	0	0	7
1615	13	10	1	1	0	0	0	0	0	0	0	0	0	1	0	18.9	22.2	0	0	1	6	6	0	0	0	0	0	0	0	0	0	0	6
1630	15	12	0	2	0	0	0	0	0	0	0	0	0	1	0	20.4	24	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	8
1645	20	15	0	2	0	0	0	0	0	0	0	0	0	1	2	17.8	19.8	0	1	1	16	2	0	0	0	0	0	0	0	0	0	0	2
1700	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	19	23.5	0	1	2	8	9	0	0	0	0	0	0	0	0	0	0	9
1715	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	19.6	-	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	4
1730	26	20	0	3	0	0	0	0	0	0	0	0	0	3	0	20.7	23.7	0	0	1	7	16	2	0	0	0	0	0	0	0	0	0	18
1745	24	21	0	2	0	0	0	0	0	0	0	0	0	1	0	19.9	22.9	0	0	0	15	9	0	0	0	0	0	0	0	0	0	0	9
1800	19	14	0	2	0	0	0	0	0	0	0	0	0	1	2	18.5	22.7	0	0	4	11	3	1	0	0	0	0	0	0	0	0	0	4
1815	17	12	0	1	0	0	0	0	0	0	0	0	0	1	3	17.4	21.6	0	2	2	7	6	0	0	0	0	0	0	0	0	0	0	6
1830	14	11	0	1	0	0	0	0	0	0	0	0	0	0	2	19.1	23.2	0	0	3	4	6	1	0	0	0	0	0	0	0	0	0	7
1845	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	18.2	-	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	3
1900	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	2	4	0	2	0	0	0	0	0	0	0	0	0	2
1915	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	22.9	-	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	6
1930	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	19.6	23.1	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	6
1945	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	5
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	2
2015	7	5	0	0	0	0	0	0	0	0	0	0	0	2	0	21.4	-	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	5
2030	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	19.2	-	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	4
2045	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	18.5	-	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	3
2100	6	4	0	0	1	0	0	0	0	0	0	0	0	0	1	16.2	-	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	1
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
2130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2145	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15.4	-	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
2215	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17.7	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2245	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14.9	-	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2315	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	16.6	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
2345	2	1	0	0	0	0	0	0	0	0	0	0	1	0	18.7	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**833**	**668**	**4**	**78**	**6**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**26**	**48**	**18.7**	**22.4**	**0**	**14**	**119**	**417**	**246**	**32**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**283**
06-22	**933**	**747**	**4**	**84**	**8**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**	**56**	**18.7**	**22.6**	**0**	**16**	**131**	**455**	**288**	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**331**
06-00	**951**	**760**	**4**	**85**	**8**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**32**	**59**	**18.7**	**22.6**	**0**	**17**	**133**	**462**	**295**	**39**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**339**
00-00	**963**	**768**	**4**	**88**	**8**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**32**	**60**	**18.7**	**22.6**	**0**	**17**	**137**	**464**	**300**	**40**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**345**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

30 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10.6	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	18.1	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0545	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	21.4	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0600	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0630	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0645	6	2	0	1	1	1	0	0	0	0	0	0	0	0	1	17.9	-	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	2
0700	11	9	0	1	0	0	0	0	0	0	0	0	0	0	1	18.4	21.1	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	4
0715	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	20.1	23.4	0	1	0	5	11	1	0	0	0	0	0	0	0	0	0	12
0730	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	19.3	22.1	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	5
0745	28	19	0	5	0	0	0	0	0	0	0	0	0	1	3	18.6	22.1	0	0	6	7	14	1	0	0	0	0	0	0	0	0	0	15
0800	29	22	1	3	1	0	0	0	0	0	0	0	0	1	1	18.8	23.4	0	0	6	12	10	1	0	0	0	0	0	0	0	0	0	11
0815	39	29	1	5	0	0	0	0	0	0	0	0	0	1	3	19.2	23.7	0	1	5	16	16	1	0	0	0	0	0	0	0	0	0	17
0830	20	16	0	0	0	1	0	0	0	0	0	0	0	0	3	17.4	21.5	0	0	4	12	4	0	0	0	0	0	0	0	0	0	0	4
0845	27	23	0	1	0	0	0	0	0	0	0	0	0	1	2	16.9	21.1	0	2	6	14	5	0	0	0	0	0	0	0	0	0	0	5
0900	11	6	0	2	0	0	0	0	0	0	0	0	0	0	3	16.7	20.2	0	1	0	8	2	0	0	0	0	0	0	0	0	0	0	2
0915	14	11	0	0	0	1	0	0	0	0	0	0	0	1	1	19.9	25	0	0	3	2	7	2	0	0	0	0	0	0	0	0	0	9
0930	15	9	0	5	0	0	0	0	0	0	0	0	0	0	1	19.2	24.6	0	0	2	7	4	2	0	0	0	0	0	0	0	0	0	6
0945	8	5	1	2	0	0	0	0	0	0	0	0	0	0	0	21.2	-	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	7
1000	13	10	0	0	0	0	0	0	0	0	0	0	0	0	3	18.3	25.5	0	0	6	1	4	2	0	0	0	0	0	0	0	0	0	6
1015	9	5	0	3	0	0	0	0	0	0	0	0	0	0	1	18.5	-	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	3
1030	9	5	0	3	0	0	0	0	0	0	0	0	0	1	0	20.4	-	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	4
1045	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	19.4	22.3	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	4
1100	8	6	0	0	0	0	0	0	0	0	0	0	0	1	1	19.4	-	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	4
1115	9	3	0	5	0	0	0	0	0	0	0	0	0	1	0	20	-	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	4
1130	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	20.5	-	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	5
1145	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	19.9	22.7	0	0	0	9	7	0	0	0	0	0	0	0	0	0	0	7
1200	9	3	0	4	1	0	0	0	0	0	0	0	0	1	0	19.7	-	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	3
1215	11	8	0	1	0	0	0	0	0	0	0	0	0	2	0	19.8	24.6	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	6
1230	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	19.8	22.6	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	6
1245	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	2
1300	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	19.6	23	0	0	3	3	6	1	0	0	0	0	0	0	0	0	0	7
1315	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	21.2	24.4	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	7
1330	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	20.6	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
1345	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	4
1400	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	18.3	-	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	4
1415	12	8	0	2	0	0	0	0	0	0	0	0	0	2	0	20	25.1	0	0	1	5	4	2	0	0	0	0	0	0	0	0	0	6
1430	15	10	0	3	0	0	0	0	0	0	0	0	0	0	2	19.3	22.7	0	0	2	7	6	0	0	0	0	0	0	0	0	0	0	6
1445	19	18	0	0	0	0	0	0	0	0	0	0	0	0	1	18.8	23.2	0	1	1	10	6	1	0	0	0	0	0	0	0	0	0	7
1500	30	22	0	3	1	0	0	0	0	0	0	0	0	0	4	18	21.6	0	0	7	16	6	1	0	0	0	0	0	0	0	0	0	7
1515	17	13	0	3	0	0	0	0	0	0	0	0	0	1	0	18.1	22.1	0	0	1	13	3	0	0	0	0	0	0	0	0	0	0	3
1530	19	15	0	2	0	0	0	0	0	0	0	0	0	1	1	19.6	22.7	0	0	2	7	9	1	0	0	0	0	0	0	0	0	0	10
1545	25	19	0	1	1	0	0	0	0	0	0	0	0	0	4	17.4	20.6	0	0	4	15	6	0	0	0	0	0	0	0	0	0	0	6
1600	14	13	0	0	0	0	0	0	0	0	0	0	0	1	0	20.1	23.2	0	0	0	6	7	1	0	0	0	0	0	0	0	0	0	8
1615	14	11	0	0	0	0	0	0	0	0	0	0	0	0	3	18.3	21.9	0	1	1	7	5	0	0	0	0	0	0	0	0	0	0	5
1630	14	10	0	2	1	0	0	0	0	0	0	0	0	0	1	18.5	21.3	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	4
1645	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	20.6	24.4	0	0	1	8	11	2	1	0	0	0	0	0	0	0	0	14
1700	15	10	1	3	0	0	0	0	0	0	0	0	0	0	1	20.3	23.2	0	0	0	8	6	1	0	0	0	0	0	0	0	0	0	7
1715	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	27	0	0	0	5	2	4	0	0	0	0	0	0	0	0	0	6
1730	22	15	0	4	0	0	0	0	0	0	0	0	0	1	2	18.8	22.9	0	2	1	12	6	0	1	0	0	0	0	0	0	0	0	7
1745	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	23	0	0	0	6	7	1	0	0	0	0	0	0	0	0	0	8
1800	13	10	0	2	0	0	0	0	0	0	0	0	0	0	1	20	22.9	0	0	0	8	4	0	1	0	0	0	0	0	0	0	0	5
1815	17	13	0	1	0	0	0	0	0	0	0	0	0	2	1	19.3	24.3	0	1	3	5	8	0	0	0	0	0	0	0	0	0	0	8
1830	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	18.4	22.1	0	0	1	10	5	0	0	0	0	0	0	0	0	0	0	5
1845	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	21	26.9	0	0	2	4	4	2	1	0	0	0	0	0	0	0	0	7
1900	7	3	0	2	0	0	0	0	0	0	0	0	0	2	0	19.8	-	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	3
1915	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.8	0	0	1	9	3	0	0	0	0	0	0	0	0	0	0	3
1930	11	8	0	2	0	0	0	0	0	0	0	0	0	0	1	17.5	22.3	0	1	3	2	4	1	0	0	0	0	0	0	0	0	0	5
1945	10	8	0	1	0	0	0	0	0	0	0	0	0	0	1	19.8	-	0	1	0	3	5	1	0	0	0	0	0	0	0	0	0	6
2000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	5
2015	14	13	0	0	0	0	0	0	0	0	0	0	0	0	1	18.1	22.8	0	0	2	9	3	0	0	0	0	0	0	0	0	0	0	3
2030	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	15.1	-	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2045	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
2115	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
2130	3	1	0	1	0	0	0	0	0	0	0	0	0	0	1	16.4	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2145	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	17.3	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2215	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	4

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	19.5	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	2
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	3
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07-19	**723**	**553**	**4**	**91**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**47**	**19.1**	**22.7**	**0**	**10**	**81**	**327**	**268**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**
06-22	**825**	**635**	**4**	**100**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**54**	**19.1**	**22.7**	**0**	**13**	**93**	**378**	**301**	**36**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**341**
06-00	**846**	**655**	**4**	**100**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**55**	**19.1**	**22.8**	**0**	**13**	**96**	**383**	**311**	**39**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**354**
00-00	**858**	**662**	**4**	**102**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**58**	**19.1**	**22.8**	**0**	**13**	**98**	**386**	**318**	**39**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**361**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

01 July 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
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	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14.8	-	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
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	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	20	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3
0615	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
0630	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	19.3	-	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	3
0645	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
0700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	4
0715	14	11	0	2	0	0	0	0	0	0	0	0	0	0	1	18.1	22.1	0	0	4	5	5	0	0	0	0	0	0	0	0	0	0	5
0730	13	11	0	0	0	0	0	0	0	0	0	0	0	0	2	18.1	23.3	0	1	1	7	3	1	0	0	0	0	0	0	0	0	0	4
0745	17	13	0	2	0	0	0	0	0	0	0	0	0	0	2	19.7	22.4	0	0	1	6	10	0	0	0	0	0	0	0	0	0	0	10
0800	20	14	0	2	0	0	0	0	0	0	0	0	0	1	3	18.2	21.5	0	0	4	11	5	0	0	0	0	0	0	0	0	0	0	5
0815	29	25	0	2	0	0	0	0	0	0	0	0	0	0	2	18.8	21.6	0	0	4	14	11	0	0	0	0	0	0	0	0	0	0	11
0830	30	24	0	2	0	1	0	0	0	0	0	0	0	0	3	18.5	21.8	0	0	3	18	9	0	0	0	0	0	0	0	0	0	0	9
0845	20	18	0	1	0	0	0	0	0	0	0	0	0	0	1	16.3	21.7	0	2	6	6	6	0	0	0	0	0	0	0	0	0	0	6
0900	15	6	0	2	0	0	0	0	0	0	0	0	0	2	5	17.9	23.6	0	0	6	3	6	0	0	0	0	0	0	0	0	0	0	6
0915	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19.9	22.5	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	5
0930	10	3	0	5	0	0	0	0	0	0	0	0	0	1	1	18.1	-	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	5
0945	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	20.2	-	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	3
1000	12	7	0	1	0	0	0	0	0	0	0	0	0	2	2	20.3	25.6	0	0	3	3	4	2	0	0	0	0	0	0	0	0	0	6
1015	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	20.6	-	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	6
1030	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	20.2	22.8	0	0	0	8	4	0	1	0	0	0	0	0	0	0	0	5
1045	15	10	1	3	0	0	0	0	0	0	0	0	0	1	0	18.8	25	0	1	2	6	4	2	0	0	0	0	0	0	0	0	0	6
1100	9	6	0	2	0	0	0	0	0	0	0	0	0	0	1	19.9	-	0	1	0	3	4	1	0	0	0	0	0	0	0	0	0	5
1115	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	1
1130	15	12	0	1	0	0	0	0	0	0	0	0	0	0	2	19.6	25.5	0	0	4	3	6	2	0	0	0	0	0	0	0	0	0	8
1145	11	8	0	2	0	0	0	0	0	0	0	0	0	0	1	16.6	20.4	0	1	2	7	1	0	0	0	0	0	0	0	0	0	0	1
1200	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	23.9	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	6
1215	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	16.3	-	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	1
1230	9	7	1	0	0	1	0	0	0	0	0	0	0	0	0	17.9	-	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	2
1245	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	6
1300	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	19	-	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	5
1315	16	8	0	4	0	0	0	0	0	0	0	0	0	2	2	19.4	24.9	0	0	3	4	7	2	0	0	0	0	0	0	0	0	0	9
1330	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	5
1345	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	17.1	21.5	0	1	2	7	1	1	0	0	0	0	0	0	0	0	0	2
1400	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	18.5	20.8	0	0	1	8	3	0	0	0	0	0	0	0	0	0	0	3
1415	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	19.6	-	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	4
1430	17	13	0	2	0	0	0	0	0	0	0	0	0	0	2	18.1	20.6	0	0	2	10	5	0	0	0	0	0	0	0	0	0	0	5
1445	23	17	0	2	0	0	0	0	0	0	0	0	0	0	4	16.9	20.3	0	1	8	10	4	0	0	0	0	0	0	0	0	0	0	4
1500	34	26	1	7	0	0	0	0	0	0	0	0	0	0	0	18.1	20.1	0	0	5	23	4	2	0	0	0	0	0	0	0	0	0	6
1515	17	14	0	2	0	0	0	0	0	0	0	0	0	1	0	16.2	19.4	0	0	6	9	2	0	0	0	0	0	0	0	0	0	0	2
1530	16	11	0	4	0	0	0	0	0	0	0	0	0	0	1	17.8	21.6	0	0	2	10	3	1	0	0	0	0	0	0	0	0	0	4
1545	20	16	0	2	0	0	0	0	0	0	0	0	0	2	0	19.4	23.9	0	0	3	8	9	0	0	0	0	0	0	0	0	0	0	9
1600	18	11	0	3	0	0	0	0	0	0	0	0	0	2	2	20.3	24.1	0	0	1	9	6	2	0	0	0	0	0	0	0	0	0	8
1615	15	10	0	1	0	0	0	0	0	0	0	0	0	1	3	17.8	21.2	0	0	4	7	3	1	0	0	0	0	0	0	0	0	0	4
1630	9	5	0	0	0	0	0	0	0	0	0	0	0	3	1	23.8	-	0	0	0	3	3	0	3	0	0	0	0	0	0	0	0	6
1645	16	14	0	0	0	0	0	0	0	0	0	0	0	1	1	18.3	23.7	0	1	2	7	5	1	0	0	0	0	0	0	0	0	0	6
1700	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	-	0	0	0	6	2	2	0	0	0	0	0	0	0	0	0	4
1715	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	19.8	26.5	0	1	3	6	5	4	0	0	0	0	0	0	0	0	0	9
1730	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	18.2	21	0	0	3	8	5	0	0	0	0	0	0	0	0	0	0	5
1745	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	22.5	0	0	1	10	6	0	0	0	0	0	0	0	0	0	0	6
1800	13	8	0	3	0	0	0	0	0	0	0	0	0	2	0	18.5	22.6	0	0	1	8	4	0	0	0	0	0	0	0	0	0	0	4
1815	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	17.8	-	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	2
1830	13	11	0	1	0	0	0	0	0	0	0	0	0	1	0	17.7	21	0	1	1	9	1	1	0	0	0	0	0	0	0	0	0	2
1845	8	6	0	1	0	1	0	0	0	0	0	0	0	0	0	18.4	-	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	2
1900	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	16.8	18.8	0	0	2	10	1	0	0	0	0	0	0	0	0	0	0	1
1915	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1
1930	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	19	23	0	0	0	10	2	1	0	0	0	0	0	0	0	0	0	3
1945	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	3
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2015	14	10	1	0	0	0	0	0	0	0	0	0	0	2	1	20.6	28.5	0	2	0	6	3	2	0	1	0	0	0	0	0	0	0	6
2030	12	11	0	0	0	0	0	1	0	0	0	0	0	0	0	21.3	25.5	0	0	0	4	6	2	0	0	0	0	0	0	0	0	0	8
2045	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	17.7	-	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	1
2100	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	21.9	-	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	5
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2130	11	9	0	0	0	0	0	0	0	0	0	0	0	2	0	17	20.4	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	2
2145	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	20.5	-	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	4
2200	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	17.9	-	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	2
2215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 2
Location Name Whitton Dene
Direction: BA (Southbound)

2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	1
2330	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	5
2345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
07-19	**678**	**517**	**3**	**86**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**45**	**18.7**	**22.3**	**0**	**11**	**101**	**324**	**211**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**242**
06-22	**791**	**612**	**5**	**91**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**31**	**48**	**18.8**	**22.4**	**0**	**14**	**109**	**381**	**246**	**36**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**287**
06-00	**822**	**642**	**5**	**91**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**31**	**49**	**18.8**	**22.4**	**0**	**14**	**111**	**398**	**257**	**37**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**299**
00-00	**836**	**653**	**5**	**92**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**31**	**50**	**18.8**	**22.4**	**0**	**15**	**112**	**404**	**263**	**37**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**

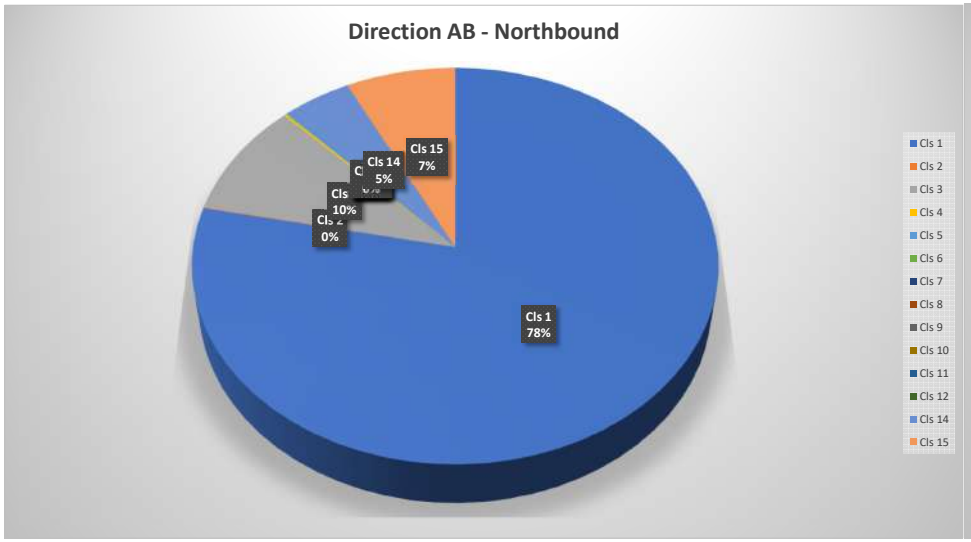
Project ID and Name: **IW0056 Kneller Hall, Twickenham**
Site No: **2**
Location Name **Whitton Dene**
Direction: **AB (Northbound) + BA (Southbound)**

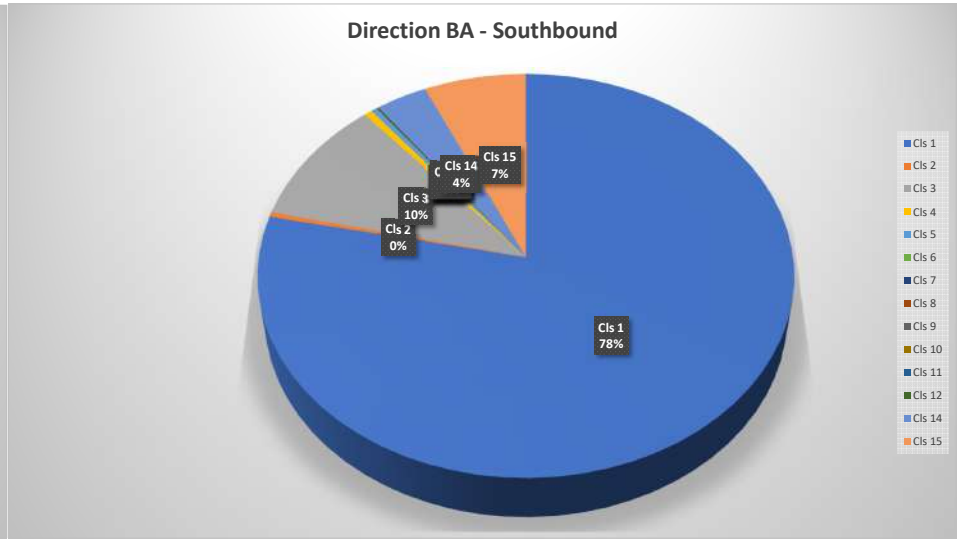
LDV	HDV	HDV%
1260	161	13%

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (20mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	5152	1891	**37%**
Direction BA - Southbound	5547	2083	**38%**

Direction - AB	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	4031	3	485	9	11	0	0	0	1	0	0	0	232	380
Vehicle Proportion - %	78.2%	0.1%	9.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	7.4%

Direction - BA	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
	650		**89**											
Total Vehicle Proportion	4343	21	561	29	20	3	4	1	1	1	0	0	189	374
Vehicle Proportion - %	78.3%	0.4%	10.1%	0.5%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	6.7%
	Average Daily Across Week													
	1196	3	149	5	4	0	1	0	0	0	0	0	60	108

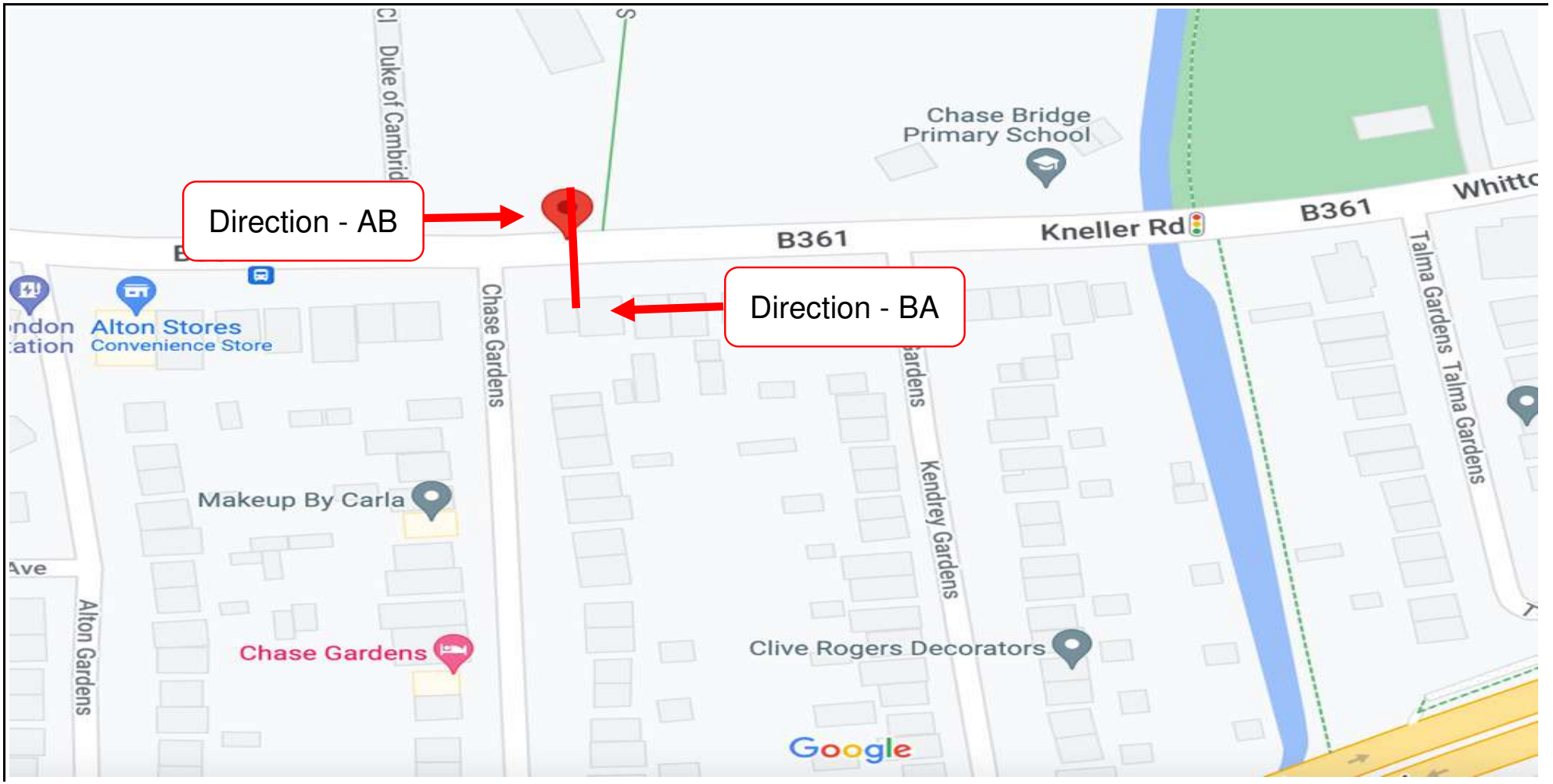




Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0056	Kneller Hall, Twickenham	Kneller Road	51.453768, -0.346368	25/06/2022 - 01/07/2022	Saturday-Friday	0000-0000hrs on each day



Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

25 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	34.1	0	0	0	2	6	9	5	1	0	0	1	0	0	0	0	22
0015	21	17	0	3	0	0	0	0	0	0	0	0	0	1	0	28.5	32.3	0	0	0	0	5	9	7	0	0	0	0	0	0	0	0	21
0030	20	15	0	5	0	0	0	0	0	0	0	0	0	0	0	28.7	31.6	0	0	0	1	3	6	10	0	0	0	0	0	0	0	0	19
0045	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	30.8	42	0	0	0	1	3	3	5	1	3	0	0	0	0	0	0	15
0100	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	28.5	33.7	0	0	0	0	3	7	5	1	0	0	0	0	0	0	0	16
0115	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	31	38	0	0	0	1	2	9	2	5	2	0	0	0	0	0	0	20
0130	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	1	1	0	7	0	0	0	0	0	0	0	0	8
0145	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	45.2	0	0	0	0	1	2	4	2	1	0	1	0	0	0	0	11
0200	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	29.3	35.3	0	0	0	1	1	6	4	2	0	0	0	0	0	0	0	13
0215	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	1	0	0	5	4	0	0	0	0	0	0	0	0	9
0230	9	4	0	5	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	3	2	4	0	0	0	0	0	0	0	9
0245	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	1	1	1	4	0	0	0	1	0	0	0	0	7
0300	8	3	0	5	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	4	2	1	1	0	0	0	0	0	0	8
0315	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	29.4	34	0	0	0	0	2	4	5	0	1	0	0	0	0	0	0	12
0330	8	4	0	2	0	0	0	0	0	0	0	0	0	0	2	27.2	-	0	0	1	1	0	3	2	1	0	0	0	0	0	0	0	6
0345	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	9
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
0415	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	5
0430	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	7
0445	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	2	2	3	3	0	0	0	0	0	0	0	10
0500	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	32.4	35.8	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	12
0515	19	12	0	7	0	0	0	0	0	0	0	0	0	0	0	30.7	37.1	0	0	0	1	2	6	5	4	0	1	0	0	0	0	0	18
0530	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	28.8	33	0	0	0	0	3	6	3	0	1	0	0	0	0	0	0	13
0545	17	13	0	1	0	0	0	0	0	0	0	0	0	0	3	29.1	34.7	0	0	1	2	2	3	7	1	0	0	1	0	0	0	0	14
0600	24	8	0	12	0	0	0	0	0	0	0	0	0	2	2	30.5	36	0	0	0	1	3	9	7	3	0	0	0	1	0	0	0	23
0615	31	22	0	7	0	0	0	0	0	0	0	0	0	2	0	29	34.1	0	0	0	1	5	14	7	3	0	1	0	0	0	0	0	30
0630	34	26	0	6	1	0	0	0	0	0	0	0	0	1	0	30	36.4	0	0	0	1	4	17	7	4	0	0	1	0	0	0	0	33
0645	34	27	0	4	0	0	0	1	0	0	0	0	0	0	2	28.9	33.8	0	0	0	2	9	9	11	1	2	0	0	0	0	0	0	32
0700	37	30	0	4	0	0	0	0	0	0	0	0	0	2	1	29.5	33.3	0	0	0	0	7	11	15	3	1	0	0	0	0	0	0	37
0715	37	28	0	4	0	0	0	0	0	0	0	0	0	2	3	26.6	32.2	0	0	1	5	7	12	12	0	0	0	0	0	0	0	0	31
0730	53	41	0	9	0	1	0	0	0	0	0	0	0	1	1	27.4	33.8	0	0	0	12	9	16	10	3	2	1	0	0	0	0	0	41
0745	58	45	0	7	0	0	0	0	0	0	0	0	0	5	1	28.4	36.2	0	0	1	6	15	9	17	8	0	2	0	0	0	0	0	51
0800	54	40	1	7	0	0	0	1	0	0	0	0	0	2	3	25.2	31.3	0	0	1	7	16	21	7	2	0	0	0	0	0	0	0	46
0815	77	66	0	8	0	0	0	1	0	0	0	0	0	1	1	24.6	29.9	0	0	1	12	37	18	6	3	0	0	0	0	0	0	0	64
0830	85	64	0	15	0	0	0	0	0	1	0	0	0	2	3	26.6	32	0	0	1	10	22	30	17	5	0	0	0	0	0	0	0	74
0845	90	79	1	4	0	1	0	1	0	0	0	0	0	2	2	25.9	30.9	0	0	3	9	22	36	15	5	0	0	0	0	0	0	0	78
0900	78	65	1	3	0	0	0	0	0	0	0	0	0	3	6	26	31.8	0	0	2	13	16	32	11	2	1	1	0	0	0	0	0	63
0915	93	75	2	13	0	0	0	0	0	0	0	0	0	2	1	24.8	29.3	0	0	1	13	38	32	7	2	0	0	0	0	0	0	0	79
0930	107	92	0	12	0	0	0	0	0	0	0	0	0	1	2	24.7	30.4	0	0	7	8	39	36	14	3	0	0	0	0	0	0	0	92
0945	85	71	0	8	0	0	0	0	0	0	0	0	0	5	1	26	30.7	0	0	2	6	31	32	11	3	0	0	0	0	0	0	0	77
1000	73	58	0	10	0	0	0	0	0	1	0	0	0	2	2	25.3	28.6	0	0	2	6	26	33	4	0	1	1	0	0	0	0	0	65
1015	67	61	0	3	0	0	0	0	0	0	0	0	0	0	3	25.4	28.7	0	0	2	6	21	31	5	2	0	0	0	0	0	0	0	59
1030	101	84	2	10	0	0	0	0	0	0	0	0	0	4	1	24.8	28.1	0	0	1	7	45	40	7	1	0	0	0	0	0	0	0	93
1045	83	66	0	8	0	0	0	0	0	0	0	0	0	4	5	24.6	28.6	0	0	3	6	35	32	6	1	0	0	0	0	0	0	0	74
1100	90	78	1	8	0	0	0	0	0	0	0	0	0	2	1	24.3	27.9	0	1	0	10	35	35	7	2	0	0	0	0	0	0	0	79
1115	95	81	0	8	0	0	0	1	0	0	0	0	0	1	4	24.9	30.2	0	1	0	16	30	33	12	3	0	0	0	0	0	0	0	78
1130	86	75	0	5	0	0	0	0	0	0	0	0	0	2	4	26.6	31	0	0	1	3	26	38	14	4	0	0	0	0	0	0	0	82
1145	95	81	1	7	0	1	0	0	0	0	0	0	0	3	2	24.3	28.6	0	0	4	7	43	32	7	1	1	0	0	0	0	0	0	84
1200	97	82	0	10	0	0	0	0	0	0	0	0	0	3	2	25.5	30	0	0	1	14	28	40	14	0	0	0	0	0	0	0	0	82
1215	102	82	0	7	0	0	0	0	0	0	0	0	0	8	5	25.5	31	0	1	0	14	33	35	15	3	0	0	1	0	0	0	0	87
1230	101	85	1	6	1	0	0	0	0	0	0	0	0	4	4	25.1	28.5	0	0	1	9	44	37	7	1	1	1	0	0	0	0	0	91
1245	75	67	0	5	0	0	0	0	0	0	0	0	0	3	0	28.2	34	0	0	0	5	17	32	15	4	0	1	1	0	0	0	0	70
1300	77	69	0	8	0	0	0	0	0	0	0	0	0	0	0	26.5	30.6	0	0	0	2	23	39	11	2	0	0	0	0	0	0	0	75
1315	74	66	0	3	0	0	0	0	0	0	0	0	0	3	2	26.3	30.5	0	0	0	2	27	31	12	1	0	1	0	0	0	0	0	72
1330	84	73	1	4	0	0	0	0	0	0	0	0	0	2	4	26.4	31.7	0	0	3	4	24	36	14	3	0	0	0	0	0	0	0	77
1345	92	84	0	4	0	0	0	0	0	0	0	0	0	2	2	24.9	29	0	0	1	13	29	39	9	1	0	0	0	0	0	0	0	78
1400	87	73	2	6	1	0	0	0	0	0	0	0	0	4	1	25.8	29.3	0	0	0	7	28	42	9	0	1	0	0	0	0	0	0	80
1415	85	76	0	6	0	0	0	0	0	0	0	0	0	1	2	25.3	29.9	0	0	1	11	24	37	9	2	0	1	0	0	0	0	0	73
1430	79	67	0	5	0	0	0	0	0	0	0	0	0	7	0	27.3	32.3	0	0	0	2	22	38	12	5	0	0	0	0	0	0	0	77
1445	69	57	0	6	0	1	0	0	0	0	0	0	0	2	3	25.8	31.8	0	0	1	9	26	17	11	3	1	1	0	0	0	0	0	59
1500	72	63	0	6	0	0	0	0	0	0	0	0	0	3	0	26.7	31.3	0	0	0	10	14	29	16	1	2	0	0	0	0	0	0	62
1515	67	60	2	4	0	0	0	0	0	0	0	0	0	1	0	24.9	29.4	0	0	0	16	11	35	5	0	0	0	0	0	0	0	0	51
1530	83	74	1	5	0	0	0	0	0	0	0	0	0	2	1	24.4	28.3	0	0	1	11	34	30	7	0	0	0	0	0	0	0	0	71
1545	65	56	0	5	0	0	0	0	0	0	0	0	0	3	1	25.8	31.2	0	0	0	7	25	20	9	3	1	0	0	0	0	0	0	58
1600	69	60	1	5	0	0	0	0	0	0	0	0	0	2	1	25.8	31.9	0	0	0	8	22	26	10	3	0	0	0	0	0	0	0	61
1615	73	66	1	3	0	0	0	0	0	0	0	0	0	1	2	25.5	31.7	0	0	2	14	21	16	15	2	3	0	0	0	0	0	0	57
1630	69	60	1	2	0	0	0	0	0	0	0	0	0	5	1	25.6	31.8	0	0	1	10	21	24	10	3	0	0	0	0	0	0	0	58
1645	89	77	2	4	0	0	0	0	0	1	0	0	0	4	1	25	29.3	0	0	0	11	36	30	10	2	0	0	0	0	0	0	0	78
1700	69	56	0	7	0	0	0	0	0	0	0	0	0	4	2	24.9	29.8	0	1	0	9	24	25	9	1	0	0	0	0	0	0	0	59
1715	62	52	0	1	0	0	0	0	0	0	0	0	0	7	2	27	32.4	0	0	1	4	15	26	13	3	0	0	0	0	0	0	0	57
1730	83	71	1	4	0	0	0	0	0	0	0	0	0	6	1	25.6	31.5	0	0	2	11	22	31	16	1	0	0	0	0	0	0	0	70
1745	66	59	0	3	0	0	0	0	0	0	0	0	0	4	0	26.5	30.9	0	0	0	6	19	25	13	3	0	0	0	0	0	0	0	60
1800	71	55	1	6	0	0	0	0	0	0	0	0	0	8	1	25.4	29.9	0	0	2	8	18	33	8	2	0	0	0	0	0	0	0	61
1815	80	63	1	7	0	0	0	0	0	0	0	0	0	8	1	26.8	31.8	0	0	0	1	32	33	6	6	2	0	0	0	0	0	0	79
1830	75	66	0	3	0	0	0	0	0	0	0	0	0	4	2	26.9	31.3	0	0	0	3	22	34	14	2	0	0	0	0	0	0	0	72
1845	80	71	1	1	0	0	0	1	0	0	0	0	0	6	0	26.2	31.9	0	0	1	13	16	31	12	5	2	0	0	0	0	0	0	66
1900	72	60	3	7	0	0	0	0	0	0	0	0	0	2	0	26.4	30.4	0	0	0	6	19	34	11	1	1	0	0	0	0	0	0	66
1915	75	62	0	5	0	1	0	0	0	0	0	0	0	6	1	26.7	32.3	0	0	0	11	19	22	18	4	1	0	0	0	0	0	0	64
1930	60	48	0	1	0	0	0	1	0	0	0	0	0	9	1	26.8	31.5	0	0	0	4	12	34	8	2	0	0	0	0	0	0	0	56
1945	66	53	1	5	0	0	0	0	0	0	0	0	0	7	0	27.2	31.1	0	0	0	1	21	30	10	1	3	0	0	0	0	0	0	65
2000	55	47	1	2	0	0	0	0	0	0	0	0	0	5	0	26.7	30.4	0	0	2	3	15	25	6	3	1	0	0	0	0	0	0	50
2015	48	38	0	2	0	1	0	0	0	0	0	0	0	7	0	29.5	34.2	0	0	0	0	7	23	13	4	0	1	0	0	0	0	0	48
2030	58	51	0	4	0	0	0	0	0	0	0	0	0	3	0	27.8	33.2	0	0	0	4	12	26	9	4	1	1	0	0	0	0	0	54
2045	41	33	0	3	0	0	0	0	0	0	0	0	0	5	0	28.4	32.9	0	0	2	0	5	19	10	4	1	0	0	0	0	0	0	39
2100	44	37	0	4	0	0	0	0	0	0	0	0	0	3	0	29	32.6	0	0	0	0	9	20	12	2	0	1	0	0	0	0	0	44
2115	41	33	0	4	0	0	0	0	0	0	0	0	0	3	1	27.8	33.8	0	0	0	2	10	17	9	3	0	0	0	0	0	0	0	39
2130	37	33	0	2	0	1	0	0	0	0	0	0	0	0	1	26.3	32	0	0	1	4	12	13	6	0	1	0	0	0	0	0	0	32
2145	43	38	0	3	0	0	0	0	0	0	0	0	0	2	0	26.4	30.6	0	0	0	1	16	18	7	0	0	0	1	0	0	0	0	42
2200	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	26.9	32.5	0	0	0	2	7	13	7	1	0	0	0	0	0	0	0	28
2215	43	38	0	3	0	0	0	0	0	0	0	0	0	2	0	26.8	29.2	0	0	0	2	9	27	4	0	1	0	0	0	0	0	0	41
2230	31	27	0	2	0	0	0	0	0	0	0	0	0	2	0	28.8	36	0	0	0	1	8	10	7	4	1	0	0	0	0	0	0	30

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

2245	26	22	0	3	0	0	0	0	0	0	0	0	0	1	0	27.5	30.8	0	0	0	2	4	14	5	1	0	0	0	0	0	0	0	24
2300	27	20	0	3	0	0	0	1	0	0	0	0	0	2	1	27.6	33.4	0	0	1	0	4	16	6	0	0	0	0	0	0	0	0	26
2315	33	30	0	1	0	0	0	0	0	0	0	0	0	0	2	26.2	29.7	0	0	0	1	11	17	3	1	0	0	0	0	0	0	0	32
2330	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	30	34.9	0	0	0	0	3	14	8	3	0	1	0	0	0	0	0	29
2345	20	16	0	3	0	0	0	0	0	0	0	0	0	1	0	29.6	35.1	0	0	0	1	4	8	4	2	0	0	1	0	0	0	0	19
07-19	**3739**	**3170**	**25**	**289**	**2**	**4**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**153**	**88**	**25.7**	**30.5**	**0**	**4**	**51**	**396**	**1197**	**1430**	**515**	**115**	**19**	**10**	**2**	**0**	**0**	**0**	**0**	**3288**
06-22	**4502**	**3786**	**30**	**360**	**3**	**7**	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**210**	**96**	**26.1**	**30.9**	**0**	**4**	**56**	**437**	**1375**	**1760**	**666**	**154**	**30**	**14**	**4**	**2**	**0**	**0**	**0**	**4005**
06-00	**4741**	**3992**	**30**	**381**	**3**	**7**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**218**	**99**	**26.2**	**30.9**	**0**	**4**	**57**	**446**	**1425**	**1879**	**710**	**166**	**32**	**15**	**5**	**2**	**0**	**0**	**0**	**4234**
00-00	**5045**	**4222**	**30**	**448**	**3**	**7**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**220**	**104**	**26.4**	**31.3**	**0**	**4**	**60**	**458**	**1465**	**1983**	**807**	**199**	**42**	**16**	**8**	**3**	**0**	**0**	**0**	**4523**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

26 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	22	18	0	2	0	0	0	0	0	0	0	0	0	2	0	30.6	35.6	0	0	0	0	5	4	9	3	1	0	0	0	0	0	0	22
0015	28	25	0	2	0	0	0	0	0	0	0	0	0	0	1	29.7	34.6	0	0	0	0	2	14	9	2	0	1	0	0	0	0	0	28
0030	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	28.9	32.6	0	0	0	0	4	14	4	2	0	0	0	0	0	0	0	24
0045	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	31.9	0	0	0	3	6	8	6	0	0	0	0	0	0	0	0	20
0100	22	17	0	4	0	0	0	0	0	0	0	0	0	1	0	29.7	34.3	0	0	0	0	5	7	8	2	0	0	0	0	0	0	0	22
0115	19	16	0	1	0	0	0	0	0	0	0	0	0	2	0	31.1	35.2	0	0	0	0	1	10	5	2	0	1	0	0	0	0	0	19
0130	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	29.5	0	0	0	1	2	10	1	0	0	0	0	0	0	0	0	13
0145	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	2	0	1	4	1	0	0	0	0	0	0	0	6
0215	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	33	0	0	0	1	3	3	8	1	0	0	0	0	0	0	0	15
0230	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	2	3	3	0	1	0	0	0	0	0	0	9
0245	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	6
0300	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	1	1	2	2	2	0	0	0	0	0	0	0	7
0315	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
0330	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7
0345	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
0415	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	21	-	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	3
0430	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
0445	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	1	0	2	0	1	0	1	0	0	0	0	5
0500	7	4	0	2	0	0	0	0	0	0	0	0	0	0	1	29.2	-	0	0	0	1	2	1	1	1	1	0	0	0	0	0	0	6
0515	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	7
0530	13	9	0	3	0	0	0	0	0	0	0	0	0	1	0	31.5	40.1	0	0	0	0	2	4	3	2	2	0	0	0	0	0	0	13
0545	16	14	0	1	0	0	0	0	0	0	0	0	0	0	1	31.9	40	0	0	0	1	0	5	7	1	1	0	1	0	0	0	0	15
0600	10	8	0	1	0	0	0	0	0	0	0	0	0	0	1	29.5	-	0	0	0	0	3	1	5	1	0	0	0	0	0	0	0	10
0615	19	11	0	4	0	0	0	0	0	0	0	0	0	2	2	28.6	35	0	0	2	0	3	6	5	1	1	1	0	0	0	0	0	17
0630	15	11	0	3	0	0	0	0	0	0	0	0	0	1	0	27.4	35.1	0	0	1	1	3	5	2	3	0	0	0	0	0	0	0	13
0645	16	12	0	2	0	0	0	0	0	0	0	0	0	1	1	29.3	36.1	0	0	0	1	3	5	4	3	0	0	0	0	0	0	0	15
0700	24	17	0	5	0	0	0	0	0	0	0	0	0	1	1	27.4	32.4	0	0	1	1	4	12	5	1	0	0	0	0	0	0	0	22
0715	29	22	0	1	0	0	0	0	0	0	0	0	0	3	3	25.3	32	0	0	3	4	7	7	6	1	1	0	0	0	0	0	0	22
0730	25	16	0	6	0	0	0	1	0	0	0	0	0	0	2	24.5	31.6	0	0	0	10	3	8	2	2	0	0	0	0	0	0	0	15
0745	31	24	1	2	0	0	0	0	0	0	0	0	0	3	1	29.2	34	0	0	0	1	2	19	5	3	0	1	0	0	0	0	0	30
0800	34	29	0	3	0	0	0	0	0	0	0	0	0	0	2	27.7	32.2	0	0	0	2	6	17	8	1	0	0	0	0	0	0	0	32
0815	40	30	0	6	0	0	0	0	0	0	0	0	0	3	1	26.8	32.8	0	0	0	6	12	13	5	1	2	0	1	0	0	0	0	34
0830	52	41	0	7	0	0	0	0	0	0	0	0	0	1	3	26.6	31.3	0	0	1	5	12	24	7	3	0	0	0	0	0	0	0	46
0845	36	27	1	5	0	0	0	0	0	0	0	0	0	3	0	28.1	34.9	0	0	0	0	11	15	5	4	1	0	0	0	0	0	0	36
0900	52	49	0	1	0	0	0	0	0	0	0	0	0	1	1	26.6	30.8	0	0	0	3	19	21	7	2	0	0	0	0	0	0	0	49
0915	72	64	0	6	0	0	0	0	0	0	0	0	0	1	1	26.2	30.8	0	0	0	6	26	26	12	1	0	0	1	0	0	0	0	66
0930	68	62	0	3	0	0	0	0	0	0	0	0	0	0	3	26.3	30.4	0	0	2	4	19	33	8	1	1	0	0	0	0	0	0	62
0945	74	63	0	8	0	0	0	0	0	0	0	0	0	2	1	25.3	30.8	0	0	1	9	24	26	12	0	2	0	0	0	0	0	0	64
1000	84	71	0	7	0	0	0	1	0	0	0	0	0	4	1	26.4	31.1	0	0	1	8	23	33	15	3	0	1	0	0	0	0	0	75
1015	92	77	1	7	0	0	0	0	0	0	0	0	0	5	2	25.4	29.4	0	0	2	6	31	45	7	1	0	0	0	0	0	0	0	84
1030	81	68	1	8	0	0	0	0	0	0	0	0	0	1	3	25.3	30.2	0	0	0	13	27	29	8	3	1	0	0	0	0	0	0	68
1045	96	85	0	6	0	0	0	0	0	0	0	0	0	3	2	24.6	30.1	0	0	2	17	33	28	16	0	0	0	0	0	0	0	0	77
1100	82	77	1	3	0	0	0	0	0	0	0	0	0	0	1	25.2	30	0	0	0	10	31	29	12	0	0	0	0	0	0	0	0	72
1115	71	60	2	6	0	0	0	0	0	0	0	0	0	3	0	25.1	30	0	0	0	11	27	23	9	1	0	0	0	0	0	0	0	60
1130	93	84	1	3	0	0	0	0	0	0	0	0	0	2	3	25.7	29.2	0	0	1	9	26	46	9	2	0	0	0	0	0	0	0	83
1145	120	111	0	6	0	0	0	0	0	0	0	0	0	1	2	24.5	30.2	0	0	1	28	32	39	18	2	0	0	0	0	0	0	0	91
1200	87	79	0	1	0	0	0	0	0	0	0	0	0	6	1	26.1	31.1	0	0	0	10	21	37	17	2	0	0	0	0	0	0	0	77
1215	94	88	0	3	0	0	0	0	0	0	0	0	0	3	0	25.4	30.7	0	0	0	6	47	26	11	4	0	0	0	0	0	0	0	88
1230	95	90	0	3	0	0	0	0	0	0	0	0	0	1	1	25.4	29.9	0	0	1	11	32	37	14	0	0	0	0	0	0	0	0	83
1245	87	79	0	4	0	0	0	0	0	0	0	0	0	3	1	25.9	31.6	0	0	2	9	22	37	15	2	0	0	0	0	0	0	0	76
1300	100	94	1	2	0	0	0	0	0	0	0	0	0	1	2	23.8	27.7	0	0	1	10	55	31	3	0	0	0	0	0	0	0	0	89
1315	78	69	1	4	0	0	0	0	0	0	0	0	0	3	1	24.8	30.4	0	0	1	8	41	15	10	3	0	0	0	0	0	0	0	69
1330	78	68	1	5	0	0	0	0	0	0	0	0	0	3	1	26	32.1	0	0	1	11	24	25	12	5	0	0	0	0	0	0	0	66
1345	98	89	0	3	0	0	0	0	0	0	0	0	0	4	2	25	30.3	0	0	0	13	44	25	11	3	2	0	0	0	0	0	0	85
1400	90	82	0	0	0	1	0	0	0	0	0	0	0	6	1	26.4	31	0	0	0	5	31	34	18	1	1	0	0	0	0	0	0	85
1415	79	69	0	7	0	0	0	0	0	0	0	0	0	2	1	24.6	29.2	0	0	3	6	33	28	6	2	1	0	0	0	0	0	0	70
1430	88	81	0	2	0	0	0	0	0	0	0	0	0	4	1	26.4	30.6	0	0	1	2	31	39	11	2	1	1	0	0	0	0	0	85
1445	84	75	0	3	0	0	0	0	0	0	0	0	0	3	3	26.6	30.3	0	0	0	4	23	42	12	3	0	0	0	0	0	0	0	80
1500	66	54	0	6	0	0	0	0	0	0	0	0	0	3	3	26.9	32.1	0	0	1	5	17	24	15	3	1	0	0	0	0	0	0	60
1515	76	67	0	6	0	0	0	0	0	0	0	0	0	3	0	28.1	31.8	0	0	0	2	12	39	21	0	2	0	0	0	0	0	0	74
1530	62	50	1	3	0	0	0	1	0	0	0	0	0	5	2	25.8	32.7	0	0	4	5	24	10	14	4	1	0	0	0	0	0	0	53
1545	80	72	1	3	0	0	0	0	0	0	0	0	0	1	3	24.7	29.3	0	0	1	11	32	28	6	1	1	0	0	0	0	0	0	68
1600	76	72	0	2	0	0	0	0	0	0	0	0	0	1	1	26	30.4	0	0	1	2	29	30	14	0	0	0	0	0	0	0	0	73
1615	67	56	0	6	0	0	0	0	0	0	0	0	0	5	0	27	33.6	0	0	2	8	16	19	17	4	1	0	0	0	0	0	0	57
1630	66	53	2	5	0	0	0	0	0	0	0	0	0	5	1	26.7	32.5	0	0	1	5	25	17	12	5	0	0	1	0	0	0	0	60
1645	68	55	1	2	0	0	0	0	0	0	0	0	0	6	4	26.8	32	0	0	1	8	19	22	14	2	1	1	0	0	0	0	0	59
1700	58	53	1	2	0	1	0	0	0	0	0	0	0	1	0	27.7	33.2	0	0	0	2	16	21	14	5	0	0	0	0	0	0	0	56
1715	63	52	1	3	0	0	0	0	0	0	0	0	0	6	1	26.2	30.4	0	0	2	2	23	24	9	1	2	0	0	0	0	0	0	59
1730	64	54	0	4	0	0	0	0	0	0	0	0	0	5	1	27.3	32.9	0	0	0	4	24	18	12	2	2	1	1	0	0	0	0	60
1745	52	43	1	2	0	0	0	0	0	0	0	0	0	4	2	26	31	0	0	2	2	21	16	9	2	0	0	0	0	0	0	0	48
1800	54	39	0	4	0	1	0	0	0	0	0	0	0	9	1	28.2	32	0	0	0	0	15	27	7	3	1	0	0	0	1	0	0	54
1815	59	50	1	4	0	0	0	0	0	0	0	0	0	3	1	27.5	33.1	0	0	0	3	17	20	16	2	1	0	0	0	0	0	0	56
1830	56	41	0	3	0	0	0	0	0	0	0	0	0	10	2	27.5	31.1	0	0	1	1	9	33	10	1	0	0	1	0	0	0	0	54
1845	50	43	0	1	0	0	0	0	0	0	0	0	0	6	0	28	32.1	0	0	0	1	13	18	14	2	1	1	0	0	0	0	0	49
1900	51	43	1	4	0	0	0	0	0	0	0	0	0	3	0	26.4	31.7	0	0	0	6	11	24	8	1	1	0	0	0	0	0	0	45
1915	69	57	2	3	0	1	0	0	0	0	0	0	0	5	1	26.6	30.4	0	0	0	7	21	30	5	4	0	1	1	0	0	0	0	62
1930	41	32	1	5	0	0	0	0	0	0	0	0	0	1	2	26.1	32.7	0	2	0	5	10	9	13	2	0	0	0	0	0	0	0	34
1945	41	31	1	2	0	0	0	0	0	0	0	0	0	7	0	28.9	34.9	0	0	0	2	8	14	12	2	3	0	0	0	0	0	0	39
2000	46	38	0	5	0	0	0	0	0	0	0	0	0	3	0	28.1	33.2	0	0	0	3	10	15	15	2	0	0	1	0	0	0	0	43
2015	48	41	2	3	0	0	0	0	0	0	0	0	0	1	1	27.9	33	0	0	0	3	11	19	11	3	0	0	0	1	0	0	0	45
2030	46	36	0	3	0	0	0	0	0	0	0	0	0	5	2	27.2	32.6	0	0	1	7	6	15	15	1	1	0	0	0	0	0	0	38
2045	37	27	0	3	0	0	0	0	0	0	0	0	0	3	4	26.6	31.7	0	0	1	4	10	15	4	1	1	0	0	0	1	0	0	32
2100	38	31	0	1	0	0	0	0	0	0	0	0	0	4	2	28.3	32.1	0	0	1	2	9	13	9	2	0	1	0	0	1	0	0	35
2115	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	36.6	0	0	0	1	9	10	5	2	0	2	0	0	0	0	0	28
2130	45	36	0	5	0	0	0	0	0	0	0	0	0	2	2	26.3	30.4	0	0	0	1	17	18	9	0	0	0	0	0	0	0	0	44
2145	26	19	0	6	0	0	0	0	0	0	0	0	0	1	0	26.4	31	0	0	1	0	8	12	4	1	0	0	0	0	0	0	0	25
2200	42	35	0	5	0	0	0	0	0	0	0	0	0	2	0	25.6	30.2	0	0	0	3	18	14	7	0	0	0	0	0	0	0	0	39
2215	24	17	1	4	0	0	0	0	0	0	0	0	0	1	1	26	33.4	0	0	0	4	8	7	4	0	0	1	0	0	0	0	0	20

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

2230	24	19	0	3	0	0	0	0	0	0	0	0	0	1	1	27.9	32.4	0	0	0	0	6	10	7	0	1	0	0	0	0	0	0	0	24
2245	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	34.2	0	0	0	1	5	10	4	2	1	0	0	0	0	0	0	0	22
2300	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	34.4	0	0	0	1	3	7	3	2	0	0	0	0	0	0	0	0	15
2315	27	20	0	5	0	0	0	0	0	0	0	0	0	1	1	28.2	33.7	0	0	0	2	5	9	10	1	0	0	0	0	0	0	0	0	25
2330	18	12	0	6	0	0	0	0	0	0	0	0	0	0	0	31.4	37.5	0	0	0	0	2	6	7	2	0	1	0	0	0	0	0	0	18
2345	12	8	0	3	0	0	0	0	0	0	0	0	0	1	0	28.8	36.1	0	0	1	0	2	4	3	2	0	0	0	0	0	0	0	0	11
07-19	**3331**	**2894**	**20**	**192**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**149**	**70**	**26**	**30.9**	**0**	**0**	**41**	**309**	**1091**	**1235**	**520**	**96**	**27**	**6**	**5**	**0**	**0**	**1**	**0**	**0**	**2981**
06-22	**3908**	**3354**	**27**	**244**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**188**	**88**	**26.2**	**31.1**	**0**	**2**	**48**	**352**	**1233**	**1446**	**646**	**125**	**34**	**11**	**7**	**1**	**2**	**1**	**0**	**0**	**3506**
06-00	**4094**	**3500**	**28**	**274**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**194**	**91**	**26.3**	**31.2**	**0**	**2**	**49**	**363**	**1282**	**1513**	**691**	**134**	**36**	**13**	**7**	**1**	**2**	**1**	**0**	**0**	**3680**
00-00	**4373**	**3740**	**28**	**303**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**201**	**94**	**26.5**	**31.5**	**0**	**2**	**50**	**373**	**1324**	**1619**	**775**	**155**	**47**	**15**	**9**	**1**	**2**	**1**	**0**	**0**	**3948**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

27 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	20	11	0	9	0	0	0	0	0	0	0	0	0	0	0	28.1	33.9	0	0	0	1	6	6	5	2	0	0	0	0	0	0	0	19
0015	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	1	2	6	1	0	0	0	0	0	0	0	10
0030	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	31.4	-	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6
0045	8	5	0	2	0	0	0	0	0	0	0	0	0	1	0	32.8	-	0	0	0	0	0	2	5	0	1	0	0	0	0	0	0	8
0100	5	2	0	2	1	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	5
0115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	2
0130	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	23.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0215	3	1	0	1	0	0	0	0	0	0	0	0	0	0	1	28.2	-	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	2
0230	5	1	0	3	0	0	0	0	0	0	0	0	0	1	0	36.3	-	0	0	0	0	0	1	3	0	0	0	1	0	0	0	0	5
0245	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
0300	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	5
0315	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	30.8	-	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
0330	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
0345	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
0415	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	5
0430	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	32.3	39.3	0	0	0	0	0	5	4	2	0	1	0	0	0	0	0	12
0445	11	7	0	2	0	0	0	0	0	0	0	0	0	1	1	29	35.1	0	0	0	1	2	2	5	0	1	0	0	0	0	0	0	10
0500	11	6	0	4	0	0	0	0	0	0	0	0	0	0	1	32	41.5	0	0	0	0	2	3	1	3	2	0	0	0	0	0	0	11
0515	17	10	0	4	0	0	0	0	0	0	0	0	0	1	2	26.6	33.4	0	0	1	1	4	6	3	2	0	0	0	0	0	0	0	15
0530	22	14	0	6	0	0	0	0	0	0	0	0	0	2	0	30.4	38.6	0	0	0	1	2	10	3	5	1	0	0	0	0	0	0	21
0545	40	31	0	4	0	0	0	0	0	0	0	0	0	2	3	29.7	36.1	0	0	0	2	8	11	12	5	1	0	0	1	0	0	0	38
0600	56	40	0	7	0	0	0	0	0	0	0	0	0	4	5	27.3	32.6	0	0	2	4	14	22	8	4	1	1	0	0	0	0	0	50
0615	52	44	0	6	0	0	0	0	0	0	0	0	0	2	0	29.7	35.3	0	0	0	1	12	13	18	5	3	0	0	0	0	0	0	51
0630	69	56	0	9	0	0	0	0	0	0	0	0	0	2	2	26.4	32.8	0	0	0	8	23	22	14	2	0	0	0	0	0	0	0	61
0645	68	56	0	9	0	1	0	0	0	1	0	0	0	1	0	28.8	35	0	0	1	1	13	33	10	8	2	0	0	0	0	0	0	66
0700	87	67	0	13	1	0	0	0	0	0	0	0	0	1	5	26.9	31.7	0	0	3	5	22	34	19	3	1	0	0	0	0	0	0	79
0715	111	83	0	21	0	1	0	0	0	0	0	0	0	3	3	26.1	30.5	0	0	1	5	38	47	17	3	0	0	0	0	0	0	0	105
0730	103	75	1	15	0	1	0	1	0	0	0	0	0	2	8	25.4	30.3	0	0	2	21	29	35	12	3	0	0	0	0	0	0	0	80
0745	89	69	0	13	0	0	0	0	0	0	0	0	0	2	5	24.4	29.7	0	1	5	8	33	31	9	2	0	0	0	0	0	0	0	75
0800	102	87	0	10	1	0	0	1	0	1	0	0	0	0	2	23.1	28.6	0	5	3	17	36	31	7	3	0	0	0	0	0	0	0	77
0815	112	90	0	13	0	0	1	2	1	0	0	0	0	3	2	21.5	27.4	0	0	7	46	32	21	5	0	0	0	1	0	0	0	0	59
0830	138	117	0	6	2	3	0	1	0	0	0	0	0	3	6	19.2	25.1	0	7	17	55	38	19	2	0	0	0	0	0	0	0	0	59
0845	126	100	2	14	0	0	0	0	0	0	0	0	0	3	7	19.4	24.2	0	1	18	48	45	14	0	0	0	0	0	0	0	0	0	59
0900	103	84	0	13	0	0	0	0	0	1	0	0	0	1	4	22.5	27	0	0	3	31	43	23	2	1	0	0	0	0	0	0	0	69
0915	75	56	0	10	0	0	0	0	1	0	0	0	0	5	3	26.4	31.4	0	0	1	5	23	30	11	4	1	0	0	0	0	0	0	69
0930	91	71	0	15	0	0	0	0	0	0	0	0	0	3	2	24.8	29.7	0	0	0	13	33	34	10	1	0	0	0	0	0	0	0	78
0945	80	65	0	13	0	0	0	0	0	0	0	0	0	2	0	24.5	29.4	0	0	1	10	36	24	8	1	0	0	0	0	0	0	0	69
1000	87	65	0	15	1	0	1	0	0	0	0	0	0	2	3	24	28.7	0	0	2	14	40	23	6	1	1	0	0	0	0	0	0	71
1015	89	72	0	13	0	0	0	1	0	0	0	0	0	2	1	24.2	29.6	0	0	0	17	38	23	9	2	0	0	0	0	0	0	0	72
1030	69	59	0	8	0	0	1	0	0	0	0	0	0	1	0	25.2	29.5	0	0	0	6	27	29	6	1	0	0	0	0	0	0	0	63
1045	71	59	0	10	0	0	0	1	0	0	0	0	0	1	0	25	30.6	0	0	0	10	29	18	11	1	2	0	0	0	0	0	0	61
1100	105	82	1	17	0	0	0	3	0	0	0	0	0	2	0	24	27.9	0	0	0	12	57	28	5	3	0	0	0	0	0	0	0	93
1115	89	64	0	17	1	0	0	2	0	0	0	0	0	3	2	23	26.8	0	0	2	15	42	27	2	1	0	0	0	0	0	0	0	72
1130	67	45	0	11	0	0	0	4	1	0	0	1	0	4	1	23.3	27.6	0	0	2	9	37	12	7	0	0	0	0	0	0	0	0	56
1145	68	56	2	9	1	0	0	0	0	0	0	0	0	0	0	24	29	0	0	0	19	23	18	5	1	2	0	0	0	0	0	0	49
1200	82	68	0	9	0	0	0	0	0	0	0	0	0	3	2	23.9	27.5	0	0	2	5	49	23	3	0	0	0	0	0	0	0	0	75
1215	62	51	1	7	0	0	0	1	0	0	0	0	0	2	0	25.9	30.4	0	0	1	3	21	26	11	0	0	0	0	0	0	0	0	58
1230	77	65	0	8	1	0	0	0	0	0	0	0	0	3	0	24.8	29.5	0	1	0	11	33	22	7	0	3	0	0	0	0	0	0	65
1245	74	59	2	9	0	0	0	0	0	0	0	0	0	3	1	24.9	29.2	0	0	1	12	25	28	6	0	1	1	0	0	0	0	0	61
1300	70	57	1	6	0	0	0	0	0	0	0	0	0	5	1	27.1	31.1	0	0	1	5	17	28	14	4	1	0	0	0	0	0	0	64
1315	83	71	3	8	0	0	0	0	0	0	0	0	0	0	1	25	30.5	0	1	1	8	31	28	14	0	0	0	0	0	0	0	0	73
1330	61	51	0	7	0	0	0	0	0	0	0	0	0	1	2	24.2	29.5	0	0	0	14	21	20	5	1	0	0	0	0	0	0	0	47
1345	80	63	2	9	0	0	0	0	0	0	0	0	0	2	4	24.6	29.3	0	0	2	11	28	31	7	1	0	0	0	0	0	0	0	67
1400	74	60	1	8	0	0	1	0	0	1	0	0	0	2	1	26.1	30.1	0	0	1	6	21	35	10	0	0	0	0	1	0	0	0	67
1415	73	63	0	9	1	0	0	0	0	0	0	0	0	0	0	24.2	30	0	1	0	13	28	21	10	0	0	0	0	0	0	0	0	59
1430	91	78	1	9	0	0	0	0	0	0	0	0	0	2	1	25.1	30.2	0	0	1	8	37	31	11	3	0	0	0	0	0	0	0	82
1445	116	103	1	9	0	0	0	1	0	0	0	0	0	0	2	21.8	27.2	0	2	14	26	41	29	4	0	0	0	0	0	0	0	0	74
1500	94	85	2	5	0	0	0	1	0	0	0	0	0	0	1	18	22.1	0	6	19	41	22	4	2	0	0	0	0	0	0	0	0	28
1515	105	89	1	11	0	0	0	0	0	0	0	0	0	3	1	21	23.7	0	0	7	34	52	9	3	0	0	0	0	0	0	0	0	64
1530	79	68	0	9	0	0	0	0	0	0	0	0	0	1	1	25.2	30	0	0	2	2	40	23	10	1	0	1	0	0	0	0	0	75
1545	88	72	0	8	0	1	1	0	0	0	0	0	0	4	2	26	30.3	0	0	2	6	29	38	10	3	0	0	0	0	0	0	0	80
1600	93	74	0	17	0	0	0	0	0	0	0	0	0	1	1	24.7	27.8	0	0	0	7	43	37	3	3	0	0	0	0	0	0	0	86
1615	86	75	0	6	0	0	0	0	0	0	0	0	0	3	2	24.3	29.3	0	0	1	10	42	25	6	1	0	1	0	0	0	0	0	75
1630	70	52	0	12	0	0	1	0	0	0	0	0	0	2	3	27	31.6	0	0	0	4	23	27	12	3	1	0	0	0	0	0	0	66
1645	87	71	0	10	0	0	0	0	0	0	0	0	0	2	4	25.5	30.8	0	0	1	7	37	27	11	4	0	0	0	0	0	0	0	79
1700	78	66	0	6	0	0	0	0	0	0	0	0	0	4	2	26.5	30.8	0	0	1	6	21	32	14	3	1	0	0	0	0	0	0	71
1715	83	69	0	7	0	0	0	0	0	0	0	0	0	5	2	25.7	29.8	0	0	1	2	30	38	9	2	1	0	0	0	0	0	0	80
1730	85	77	0	4	0	0	0	1	0	0	0	0	0	2	1	23.9	28.7	0	0	0	18	39	21	7	0	0	0	0	0	0	0	0	67
1745	101	85	3	9	0	0	0	0	0	0	0	0	0	3	1	24.3	29.2	0	2	6	13	30	41	6	2	1	0	0	0	0	0	0	80
1800	93	73	2	12	0	0	0	0	0	0	0	0	0	5	1	26.8	31.2	0	0	1	2	35	37	12	5	0	1	0	0	0	0	0	90
1815	84	70	0	10	0	0	0	0	0	0	0	0	0	2	2	26	29.3	0	0	2	2	24	46	6	3	1	0	0	0	0	0	0	80
1830	90	74	0	11	0	0	0	0	0	0	0	0	0	3	2	24.8	29.9	0	0	2	12	36	27	13	0	0	0	0	0	0	0	0	76
1845	72	59	1	4	0	0	1	0	0	0	0	0	0	5	2	28.5	34.6	0	1	0	2	21	20	18	7	2	0	0	0	0	1	0	69
1900	75	66	0	5	0	0	0	0	0	0	0	0	0	4	0	26.2	30.1	0	0	0	6	23	35	11	0	0	0	0	0	0	0	0	69
1915	83	73	1	2	0	1	0	0	0	0	0	0	0	4	2	27.3	32.1	0	0	1	4	20	35	19	3	1	0	0	0	0	0	0	78
1930	59	46	1	5	0	0	0	0	0	0	0	0	0	4	3	26.8	33.2	0	0	2	4	15	21	13	4	0	0	0	0	0	0	0	53
1945	71	65	1	4	0	0	0	0	0	0	0	0	0	1	0	27.5	34.5	0	0	0	3	31	12	16	6	2	1	0	0	0	0	0	68
2000	59	45	1	6	0	0	0	0	0	0	0	0	0	4	3	25.9	29.1	0	0	2	0	15	38	4	0	0	0	0	0	0	0	0	57
2015	61	56	0	1	0	0	0	0	0	0	0	0	0	3	1	27.9	31.4	0	0	0	2	15	25	15	2	1	0	1	0	0	0	0	59
2030	55	49	0	2	0	0	0	1	0	0	0	0	0	3	0	27.4	32.7	0	0	0	0	18	18	18	0	1	0	0	0	0	0	0	55
2045	42	33	1	5	0	0	0	0	0	0	0	0	0	2	1	26.5	32.6	0	0	0	7	11	14	7	2	1	0	0	0	0	0	0	35
2100	37	30	0	3	0	0	0	0	0	0	0	0	0	3	1	25.9	32.6	0	1	0	6	11	9	6	1	3	0	0	0	0	0	0	30
2115	29	25	0	2	0	0	0	0	0	0	0	0	0	2	0	26.5	30.9	0	0	0	4	9	10	4	0	1	0	1	0	0	0	0	25
2130	33	27	0	5	0	0	0	0	0	0	0	0	0	1	0	29.6	35.6	0	0	0	1	9	14	3	4	1	0	0	0	0	0	0	32
2145	33	26	1	3	0	0	0	0	0	0	0	0	0	1	2	27.3	29.7	0	0	1	1	8	19	2	1	0	0	0	1	0	0	0	31
2200	33	26	0	4	0	0	0	0	0	0	0	0	0	3	0	29.1	33.1	0	0	0	0	6	13	11	2	1	0	0	0	0	0	0	33
2215	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	27.8	33	0	0	0	1	8	12	7	2	0	0	0	0	0	0	0	29

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

2230	31	18	0	8	0	0	0	0	0	0	0	0	0	5	0	29.2	35.2	0	0	0	0	7	14	6	2	2	0	0	0	0	0	0	0	31
2245	27	23	0	3	0	0	0	0	0	0	0	0	0	1	0	27	32.7	0	0	0	3	8	9	5	1	0	1	0	0	0	0	0	0	24
2300	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	28.2	33.5	0	0	0	0	6	8	7	0	1	0	0	0	0	0	0	0	22
2315	26	18	0	6	0	0	0	0	0	0	0	0	0	2	0	27.4	31.6	0	0	1	0	11	8	3	1	1	0	1	0	0	0	0	0	25
2330	17	12	0	5	0	0	0	0	0	0	0	0	0	0	0	31.2	36.8	0	0	0	0	2	9	3	1	1	0	0	0	1	0	0	0	17
2345	19	14	0	3	0	0	0	0	0	0	0	0	0	2	0	29.5	35.8	0	0	0	0	5	5	5	4	0	0	0	0	0	0	0	0	19
07-19	**4193**	**3414**	**27**	**495**	**9**	**6**	**7**	**20**	**3**	**3**	**0**	**1**	**0**	**111**	**97**	**24.2**	**29.3**	**0**	**28**	**136**	**656**	**1577**	**1295**	**397**	**77**	**19**	**4**	**1**	**1**	**0**	**1**	**0**	**0**	**3373**
06-22	**5075**	**4151**	**33**	**569**	**9**	**8**	**7**	**21**	**3**	**4**	**0**	**1**	**0**	**152**	**117**	**24.7**	**29.9**	**0**	**29**	**145**	**708**	**1824**	**1635**	**565**	**119**	**36**	**6**	**3**	**2**	**0**	**1**	**0**	**0**	**4193**
06-00	**5280**	**4307**	**33**	**605**	**9**	**8**	**7**	**21**	**3**	**4**	**0**	**1**	**0**	**163**	**119**	**24.9**	**30.1**	**0**	**29**	**146**	**712**	**1877**	**1713**	**612**	**132**	**42**	**7**	**4**	**2**	**1**	**1**	**0**	**0**	**4393**
00-00	**5492**	**4445**	**33**	**660**	**10**	**8**	**7**	**21**	**3**	**4**	**0**	**1**	**0**	**173**	**127**	**25.1**	**30.3**	**0**	**29**	**147**	**721**	**1908**	**1783**	**675**	**158**	**50**	**9**	**5**	**3**	**1**	**1**	**0**	**0**	**4595**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

28 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	15	10	0	5	0	0	0	0	0	0	0	0	0	0	0	29.3	34.9	0	0	0	1	1	6	5	2	0	0	0	0	0	0	0	14
0015	12	8	0	2	0	0	0	0	0	0	0	0	0	2	0	34.4	43.6	0	0	0	0	0	4	4	1	2	1	0	0	0	0	0	12
0030	15	8	0	5	0	0	0	0	0	0	0	0	0	1	1	29.4	34.4	0	0	0	1	0	9	4	0	1	0	0	0	0	0	0	14
0045	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	1	0	0	2	2	1	0	0	0	0	0	0	0	5
0100	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	4	2	0	0	1	0	0	0	0	0	7
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0130	4	1	0	2	0	0	0	0	0	0	0	0	0	0	1	24.9	-	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	3
0145	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	32.8	-	0	0	0	0	0	4	1	1	1	1	0	0	0	0	0	8
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0215	4	0	0	3	0	0	0	0	0	0	0	0	0	1	0	33.3	-	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	4
0230	4	0	0	2	1	0	0	0	0	0	0	0	0	1	0	44.6	-	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	4
0245	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	1	2	2	0	1	0	0	0	0	0	6
0300	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
0315	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
0330	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
0345	9	3	0	6	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	1	5	2	1	0	0	0	0	0	0	9
0400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
0415	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	1	0	1	1	2	1	0	0	0	0	0	0	5
0430	8	3	0	4	0	0	0	0	0	0	0	0	0	1	0	30.3	-	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	8
0445	16	11	0	4	0	0	0	0	0	0	0	0	0	1	0	33.4	38.5	0	0	0	0	0	4	6	5	1	0	0	0	0	0	0	16
0500	11	6	0	4	0	0	0	0	0	0	0	0	0	0	1	30.5	34.7	0	0	0	0	2	2	7	0	0	0	0	0	0	0	0	11
0515	15	9	0	5	0	0	0	0	0	0	0	0	0	0	1	32.4	41.3	0	0	1	0	1	2	6	1	4	0	0	0	0	0	0	14
0530	22	13	0	6	0	0	0	0	0	0	0	0	0	2	1	30.8	36.8	0	0	0	2	1	5	5	9	0	0	0	0	0	0	0	20
0545	40	30	0	5	0	0	0	0	0	0	0	0	0	1	4	28.8	37	0	0	1	6	5	8	10	10	0	0	0	0	0	0	0	33
0600	52	32	1	13	0	0	0	0	0	0	0	0	0	3	3	28.9	36.4	0	0	0	5	10	18	10	5	3	1	0	0	0	0	0	47
0615	59	45	0	12	0	0	0	0	0	0	0	0	0	0	2	28	34.6	0	0	2	3	10	27	10	6	1	0	0	0	0	0	0	54
0630	70	54	1	11	0	0	0	0	0	0	0	0	0	2	2	27.4	32.3	0	0	0	3	25	26	11	2	1	1	1	0	0	0	0	67
0645	78	58	1	14	0	0	0	0	0	0	0	0	0	0	5	27.7	32.2	0	0	1	4	11	41	16	3	1	1	0	0	0	0	0	73
0700	98	81	0	11	0	0	0	1	0	0	0	0	0	2	3	25.7	31.5	0	0	1	10	35	32	17	3	0	0	0	0	0	0	0	87
0715	103	86	1	11	0	0	0	0	0	0	0	0	0	2	3	24.6	29.3	0	0	1	17	44	27	12	2	0	0	0	0	0	0	0	85
0730	97	72	0	17	0	0	1	0	0	0	0	0	0	2	5	24.6	29.5	0	0	1	11	46	26	10	3	0	0	0	0	0	0	0	85
0745	120	98	1	10	0	0	0	1	0	0	0	0	0	3	7	22	26.4	0	2	10	19	61	24	4	0	0	0	0	0	0	0	0	89
0800	124	97	0	17	1	0	0	0	0	0	0	0	0	2	7	22.7	27.1	0	0	9	20	61	24	10	0	0	0	0	0	0	0	0	95
0815	134	113	1	9	0	0	1	0	0	0	0	0	0	4	6	24	29.1	0	1	3	21	58	37	10	3	0	1	0	0	0	0	0	109
0830	118	92	2	16	1	0	0	0	0	0	0	0	0	2	5	20.2	24.4	0	0	10	47	47	13	0	1	0	0	0	0	0	0	0	61
0845	111	96	1	12	0	0	0	0	0	0	0	0	0	0	2	21.1	25.4	0	1	10	29	53	14	3	1	0	0	0	0	0	0	0	71
0900	91	72	0	10	0	1	0	0	0	0	0	0	0	0	8	23.9	28.7	0	1	4	15	26	37	7	1	0	0	0	0	0	0	0	71
0915	97	79	0	14	0	0	0	0	0	0	0	0	0	2	2	25	29.7	0	0	1	12	41	31	9	3	0	0	0	0	0	0	0	84
0930	93	71	0	19	0	1	0	0	0	0	0	0	0	0	2	24.4	29.2	0	0	1	14	41	24	12	1	0	0	0	0	0	0	0	78
0945	85	65	0	16	1	0	0	0	0	0	0	0	0	1	2	24.5	28.3	0	0	2	13	29	35	6	0	0	0	0	0	0	0	0	70
1000	84	66	1	12	0	1	0	0	0	0	0	0	0	2	2	23.2	28.3	0	0	4	24	28	19	4	5	0	0	0	0	0	0	0	56
1015	87	72	1	10	0	0	0	1	0	0	0	0	0	2	1	26.1	31	0	0	1	9	27	35	11	3	1	0	0	0	0	0	0	77
1030	79	64	0	14	0	0	0	0	0	0	0	0	0	1	0	23.3	26.6	0	0	0	13	44	16	4	2	0	0	0	0	0	0	0	66
1045	79	61	0	12	1	0	0	0	0	0	0	0	0	3	2	23.9	28.6	0	0	1	11	45	15	4	1	1	0	1	0	0	0	0	67
1100	66	53	1	6	0	0	0	0	0	0	0	0	0	2	4	24.1	30.6	0	0	6	13	18	16	9	4	0	0	0	0	0	0	0	47
1115	75	62	0	8	0	0	0	0	0	0	0	0	0	5	0	24.6	29.8	0	0	0	9	39	17	8	2	0	0	0	0	0	0	0	66
1130	66	54	0	6	1	1	0	0	0	0	0	0	0	2	2	24.5	30	0	0	3	6	24	23	10	0	0	0	0	0	0	0	0	57
1145	75	61	1	12	0	0	0	0	0	0	0	0	0	1	0	24.1	30	0	0	0	15	29	20	10	1	0	0	0	0	0	0	0	60
1200	70	56	0	8	0	0	0	0	0	0	0	0	0	6	0	25.7	30.4	0	0	1	2	34	22	8	3	0	0	0	0	0	0	0	67
1215	79	63	0	11	0	0	0	0	0	1	0	0	0	4	0	25.7	28.4	0	0	0	2	34	38	4	0	0	0	1	0	0	0	0	77
1230	74	56	0	14	0	0	0	0	0	0	0	0	0	4	0	25.6	30.2	0	0	0	5	30	27	10	2	0	0	0	0	0	0	0	69
1245	84	64	3	14	0	0	0	0	0	0	0	0	0	2	1	25	30.2	0	0	1	4	42	24	11	1	1	0	0	0	0	0	0	79
1300	69	59	0	6	0	0	0	0	0	0	0	0	0	4	0	25.7	30.4	0	0	0	3	32	23	10	1	0	0	0	0	0	0	0	66
1315	82	71	1	6	0	0	0	0	0	0	0	0	0	3	1	25	30.7	0	0	0	12	34	19	14	3	0	0	0	0	0	0	0	70
1330	75	59	0	12	0	0	0	0	0	0	0	0	0	4	0	24.8	28.7	0	0	0	10	27	32	6	0	0	0	0	0	0	0	0	65
1345	90	72	0	13	0	0	0	0	0	0	0	0	0	3	2	25.7	30.6	0	0	2	9	27	35	15	2	0	0	0	0	0	0	0	79
1400	63	53	0	8	1	0	0	0	0	0	0	0	0	0	1	26.2	30.7	0	1	0	3	19	30	6	4	0	0	0	0	0	0	0	59
1415	82	67	0	10	0	0	0	0	0	0	0	0	0	4	1	26.5	31	0	0	1	6	24	36	10	4	0	0	1	0	0	0	0	75
1430	92	78	1	10	0	0	0	0	0	0	0	0	0	3	0	23.2	27.2	0	0	0	25	41	20	5	0	0	1	0	0	0	0	0	67
1445	102	91	0	7	1	0	0	1	0	0	0	0	0	1	1	25	29	0	0	0	12	40	40	10	0	0	0	0	0	0	0	0	90
1500	72	59	0	5	0	1	0	0	0	0	0	0	0	2	5	21.7	26.8	0	0	2	29	24	13	3	1	0	0	0	0	0	0	0	41
1515	75	62	0	10	0	0	0	0	0	0	0	0	0	2	1	20.8	25	0	1	4	30	29	10	1	0	0	0	0	0	0	0	0	40
1530	84	72	0	7	0	0	0	0	0	0	0	0	0	1	4	23.1	27	0	0	3	21	33	22	5	0	0	0	0	0	0	0	0	60
1545	75	63	0	11	0	1	0	0	0	0	0	0	0	0	0	24.3	28.5	0	0	0	14	32	22	6	1	0	0	0	0	0	0	0	61
1600	95	80	1	8	1	0	0	1	0	0	0	0	0	2	2	23.2	27.5	0	0	1	15	52	22	4	1	0	0	0	0	0	0	0	79
1615	87	74	1	7	0	0	0	0	0	0	0	0	0	2	3	22.6	27.4	0	2	5	13	44	18	5	0	0	0	0	0	0	0	0	67
1630	84	68	1	11	0	0	0	0	0	0	0	0	0	3	1	25	30.1	0	0	2	13	33	24	10	2	0	0	0	0	0	0	0	69
1645	86	75	0	7	0	0	0	0	0	0	0	0	0	3	1	26.7	30.8	0	0	0	3	19	47	16	1	0	0	0	0	0	0	0	83
1700	85	72	1	4	0	0	0	0	0	0	0	0	0	8	0	26.2	30.2	0	0	0	3	27	42	10	1	2	0	0	0	0	0	0	82
1715	71	62	1	7	0	1	0	0	0	0	0	0	0	0	0	24.9	29.7	0	0	0	12	31	18	7	1	1	0	1	0	0	0	0	59
1730	86	73	1	7	1	0	0	0	0	0	0	0	0	2	2	25	29.6	0	0	1	15	26	34	10	0	0	0	0	0	0	0	0	70
1745	80	70	0	5	0	0	0	0	0	0	0	0	0	3	2	23.3	26.9	0	0	3	9	46	19	3	0	0	0	0	0	0	0	0	68
1800	87	71	1	8	0	0	0	0	0	0	0	0	0	6	1	25.5	30.3	0	0	0	12	28	31	14	1	1	0	0	0	0	0	0	75
1815	90	79	2	3	0	0	0	0	0	0	0	0	0	4	2	25	29	0	0	3	10	31	36	8	1	0	0	1	0	0	0	0	77
1830	80	61	0	12	0	0	0	0	0	0	0	0	0	6	1	26	30.3	0	0	1	9	19	38	11	1	0	0	1	0	0	0	0	70
1845	72	61	0	3	0	1	0	0	0	0	0	0	0	4	3	25.8	31.2	0	0	1	10	19	24	15	2	1	0	0	0	0	0	0	61
1900	79	72	2	2	0	0	0	0	0	0	0	0	0	3	0	25.4	29.6	0	0	0	7	25	38	7	2	0	0	0	0	0	0	0	72
1915	75	64	1	7	0	0	0	0	0	0	0	0	0	1	2	24.5	28.8	0	0	0	18	25	23	6	1	2	0	0	0	0	0	0	57
1930	79	65	2	6	0	0	0	0	0	0	0	0	0	4	2	25.4	29.6	0	0	2	6	26	36	7	2	0	0	0	0	0	0	0	71
1945	52	43	2	3	0	0	0	0	0	0	0	0	0	3	1	27.1	31.6	0	0	0	3	11	26	9	3	0	0	0	0	0	0	0	49
2000	48	41	1	6	0	0	0	0	0	0	0	0	0	0	0	28	33.3	0	0	0	1	18	15	8	3	2	1	0	0	0	0	0	47
2015	45	34	0	2	0	0	0	0	0	0	0	0	0	5	4	27.1	32.4	0	0	2	4	6	23	6	3	0	0	1	0	0	0	0	39
2030	52	44	0	4	0	0	0	0	0	0	0	0	0	3	1	27.5	31.9	0	0	1	2	12	22	13	2	0	0	0	0	0	0	0	49
2045	50	44	0	4	0	0	0	0	0	0	0	0	0	1	1	28.8	34.7	0	0	1	1	6	21	15	5	1	0	0	0	0	0	0	48
2100	45	34	0	6	0	0	0	0	0	0	0	0	0	5	0	29.2	32.1	0	0	0	3	16	13	9	1	0	0	1	0	0	0	1	42
2115	38	29	0	5	0	0	0	0	0	0	0	0	0	3	1	27	31.3	0	0	0	1	13	14	8	1	1	0	0	0	0	0	0	37
2130	32	25	0	5	0	0	0	0	0	0	0	0	0	1	1	27.4	32.4	0	0	1	2	9	13	5	1	0	0	1	0	0	0	0	29
2145	36	29	0	3	0	0	0	0	0	0	0	0	0	4	0	26.3	31.3	0	0	0	3	14	12	5	1	1	0	0	0	0	0	0	33
2200	42	37	0	5	0	0	0	0	0	0	0	0	0	0	0	27.9	31.6	0	0	0	1	11	19	9	0	1	1	0	0	0	0	0	41
2215	31	25	0	5	0	0	0	0	0	0	0	0	0	1	0	27.3	34.5	0	0	1	1	8	12	5	4	0	0	0	0	0	0	0	29

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

2230	29	23	0	5	0	0	0	0	0	0	0	0	0	1	0	29.3	35.5	0	0	0	0	4	16	5	2	2	0	0	0	0	0	0	0	29
2245	32	22	0	6	0	0	0	0	0	0	0	0	0	4	0	29.6	35.8	0	0	0	0	7	11	9	4	0	1	0	0	0	0	0	0	32
2300	15	12	0	2	0	0	0	0	0	0	0	0	0	0	1	26.4	33	0	0	1	2	3	4	4	0	1	0	0	0	0	0	0	0	12
2315	20	16	0	4	0	0	0	0	0	0	0	0	0	0	0	26.2	29.4	0	0	0	0	9	9	1	1	0	0	0	0	0	0	0	0	20
2330	29	23	0	4	0	0	0	0	0	0	0	0	0	1	1	28.6	34.4	0	0	0	0	7	13	6	2	1	0	0	0	0	0	0	0	29
2345	17	12	0	4	0	0	0	0	0	0	0	0	0	1	0	27.7	31.1	0	0	0	0	6	8	2	1	0	0	0	0	0	0	0	0	17
07-19	**4153**	**3406**	**24**	**476**	**9**	**8**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**124**	**98**	**24.3**	**29.1**	**0**	**9**	**99**	**639**	**1673**	**1251**	**397**	**69**	**8**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**3406**
06-22	**5043**	**4119**	**35**	**579**	**9**	**8**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**162**	**123**	**24.8**	**29.6**	**0**	**9**	**109**	**705**	**1910**	**1619**	**542**	**110**	**21**	**6**	**10**	**0**	**0**	**0**	**0**	**1**	**4220**
06-00	**5258**	**4289**	**35**	**614**	**9**	**8**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**170**	**125**	**24.9**	**29.9**	**0**	**9**	**111**	**709**	**1965**	**1711**	**583**	**124**	**26**	**8**	**10**	**0**	**0**	**0**	**0**	**1**	**4429**
00-00	**5486**	**4426**	**35**	**684**	**10**	**8**	**2**	**5**	**0**	**1**	**0**	**0**	**0**	**181**	**134**	**25.2**	**30.2**	**0**	**9**	**114**	**721**	**1981**	**1778**	**652**	**167**	**38**	**12**	**10**	**1**	**1**	**0**	**0**	**1**	**4642**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

29 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	29.8	35.9	0	0	0	0	0	8	1	3	0	0	0	0	0	0	0	12
0015	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	31	41.1	0	0	0	0	2	5	2	1	0	0	1	0	0	0	0	11
0030	8	3	0	5	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	1	1	0	3	2	0	1	0	0	0	0	0	0	6
0045	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
0100	7	4	0	2	0	0	0	0	0	0	0	0	0	1	0	30.4	-	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7
0115	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	31.3	-	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	5
0130	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
0145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	3
0215	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
0230	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	1	1	0	3	0	1	0	0	0	0	0	0	5
0245	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
0300	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	6
0315	7	3	0	3	0	0	0	0	0	0	0	0	0	0	1	28.9	-	0	0	0	1	0	3	1	2	0	0	0	0	0	0	0	6
0330	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	1	1	1	1	0	0	1	0	0	0	0	0	4
0345	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0400	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	6
0415	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	30.5	-	0	0	1	0	0	4	1	1	1	0	0	0	0	0	0	7
0430	9	5	0	3	0	0	0	0	0	0	0	0	0	1	0	29.2	-	0	0	0	0	2	4	2	0	1	0	0	0	0	0	0	9
0445	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	32.8	0	0	0	0	1	4	6	1	0	0	0	0	0	0	0	12
0500	12	6	0	6	0	0	0	0	0	0	0	0	0	0	0	32	33.9	0	0	0	0	0	3	8	1	0	0	0	0	0	0	0	12
0515	18	9	0	8	0	0	0	0	0	0	0	0	0	0	1	28.9	36.3	0	0	1	0	4	6	2	5	0	0	0	0	0	0	0	17
0530	24	18	0	4	0	0	0	0	0	0	0	0	0	2	0	31	35.7	0	0	0	0	2	9	9	2	1	1	0	0	0	0	0	24
0545	48	35	0	10	0	0	0	0	0	0	0	0	0	1	2	29.6	34.1	0	0	0	3	4	18	19	3	0	0	1	0	0	0	0	45
0600	46	27	0	14	0	0	0	0	0	0	0	0	0	2	3	28.1	32.7	0	0	1	2	11	12	17	2	1	0	0	0	0	0	0	43
0615	51	43	0	8	0	0	0	0	0	0	0	0	0	0	0	28.4	33.2	0	0	0	5	10	17	17	1	0	0	1	0	0	0	0	46
0630	63	42	0	13	1	1	0	0	0	0	0	0	0	3	3	27.7	32.5	0	0	1	2	13	28	14	4	1	0	0	0	0	0	0	60
0645	90	76	0	8	0	1	0	0	0	0	0	0	0	2	3	27.1	31.8	0	0	2	4	23	39	15	6	1	0	0	0	0	0	0	84
0700	80	70	0	10	0	0	0	0	0	0	0	0	0	0	0	25.5	29.7	0	0	0	8	33	28	9	2	0	0	0	0	0	0	0	72
0715	118	95	0	14	0	0	0	1	1	0	0	0	0	2	5	24.3	28.9	0	0	0	20	51	35	11	1	0	0	0	0	0	0	0	98
0730	99	74	0	14	0	0	0	0	0	0	0	0	0	2	9	24.3	28.1	0	0	4	9	45	33	8	0	0	0	0	0	0	0	0	86
0745	102	83	1	12	1	0	0	0	0	0	0	0	0	1	4	21.8	25.8	0	0	7	29	42	18	6	0	0	0	0	0	0	0	0	66
0800	114	92	0	14	1	0	0	1	0	0	0	1	0	4	1	24.2	27.8	0	0	1	8	61	32	12	0	0	0	0	0	0	0	0	105
0815	146	118	1	19	0	0	1	0	0	0	0	0	0	0	7	18.3	25.2	0	10	36	37	41	22	0	0	0	0	0	0	0	0	0	63
0830	134	112	0	15	0	1	1	0	0	0	0	0	0	2	3	19.6	23.1	0	2	10	61	50	10	1	0	0	0	0	0	0	0	0	61
0845	112	100	1	9	0	0	0	0	0	1	0	0	0	0	1	19.1	24.2	0	2	25	35	43	5	2	0	0	0	0	0	0	0	0	50
0900	102	83	0	11	1	0	0	0	0	0	0	0	0	1	6	23.1	27.3	0	0	6	14	51	31	0	0	0	0	0	0	0	0	0	82
0915	81	62	0	13	0	0	0	0	0	0	0	0	0	2	4	24.5	28.9	0	0	1	11	33	30	5	1	0	0	0	0	0	0	0	69
0930	96	86	0	7	0	0	0	0	0	0	0	0	0	3	0	23.7	28.9	0	0	3	14	44	23	11	1	0	0	0	0	0	0	0	79
0945	89	74	0	10	1	1	0	0	1	1	0	0	0	1	0	22.4	26.8	0	0	2	25	40	19	3	0	0	0	0	0	0	0	0	62
1000	94	78	0	12	0	0	0	0	0	0	0	0	0	2	2	23.5	27.5	0	0	5	12	36	35	5	1	0	0	0	0	0	0	0	77
1015	85	68	0	15	1	0	0	0	0	0	0	0	0	1	0	23.3	27.6	0	0	2	15	47	13	7	1	0	0	0	0	0	0	0	68
1030	65	59	0	3	0	0	0	0	0	0	0	0	0	2	1	24.7	29.5	0	1	2	6	22	26	7	1	0	0	0	0	0	0	0	56
1045	81	65	1	12	0	0	0	0	0	0	0	0	0	1	2	23.1	27.4	0	1	0	16	38	18	8	0	0	0	0	0	0	0	0	64
1100	77	65	0	10	1	0	0	0	0	0	0	0	0	1	0	23.9	29.2	0	0	0	23	27	18	6	2	1	0	0	0	0	0	0	54
1115	91	76	0	7	0	0	0	0	0	1	0	0	0	3	4	23.9	29	0	0	4	9	47	23	6	2	0	0	0	0	0	0	0	78
1130	86	64	2	12	0	0	0	0	0	1	0	0	0	3	4	25.6	29.6	0	0	2	9	31	33	8	2	0	0	0	0	0	0	0	75
1145	79	63	0	11	1	0	0	0	0	0	0	0	0	2	2	23.9	28.5	0	0	1	16	37	18	6	0	1	0	0	0	0	0	0	62
1200	85	72	0	6	2	0	0	0	0	1	0	0	0	2	2	24.4	30.1	0	0	2	14	29	27	13	0	0	0	0	0	0	0	0	69
1215	80	63	0	9	1	1	0	0	0	0	0	0	0	4	2	24.7	28.4	0	1	2	13	23	34	4	1	2	0	0	0	0	0	0	64
1230	75	60	0	10	1	0	0	0	0	0	0	0	0	3	1	24.8	30.4	0	1	0	12	26	24	9	2	1	0	0	0	0	0	0	62
1245	89	74	0	8	2	0	0	1	0	0	0	0	0	2	2	25.3	30.4	0	0	1	4	44	25	13	1	1	0	0	0	0	0	0	84
1300	69	53	1	9	0	0	0	2	0	0	0	0	0	2	2	26.2	31.2	0	0	1	3	23	29	12	1	0	0	0	0	0	0	0	65
1315	89	74	1	10	0	0	0	0	0	0	0	0	0	3	1	25.1	28.7	0	0	0	13	31	33	8	3	1	0	0	0	0	0	0	76
1330	72	56	2	9	0	1	0	0	0	0	0	0	1	2	1	22.9	27.2	0	0	6	10	28	25	3	0	0	0	0	0	0	0	0	56
1345	76	58	3	7	0	0	0	0	0	0	0	0	0	5	3	23.3	28.7	0	0	2	12	42	12	7	1	0	0	0	0	0	0	0	62
1400	73	64	1	5	0	0	0	0	0	0	0	0	0	3	0	23.9	28.5	0	0	0	12	37	19	4	1	0	0	0	0	0	0	0	61
1415	77	64	0	8	1	0	0	0	0	0	0	0	0	4	0	24.9	29.7	0	0	2	11	33	21	6	2	1	1	0	0	0	0	0	64
1430	62	51	1	7	0	0	0	0	0	0	0	0	0	2	1	26	31.4	0	0	0	8	19	22	10	3	0	0	0	0	0	0	0	54
1445	99	82	1	11	0	0	0	2	0	1	0	0	0	1	1	22.5	28.2	0	0	10	28	25	28	6	2	0	0	0	0	0	0	0	61
1500	83	69	1	9	0	0	1	1	0	0	0	0	0	0	2	22.5	27.2	0	0	3	25	29	21	5	0	0	0	0	0	0	0	0	55
1515	95	83	0	5	0	0	0	0	0	0	0	0	0	5	2	20.8	25	0	0	6	38	37	11	3	0	0	0	0	0	0	0	0	51
1530	88	78	1	7	0	0	0	0	0	0	0	0	0	2	0	24.9	28.4	0	0	1	9	39	33	3	2	1	0	0	0	0	0	0	78
1545	84	73	0	10	0	0	0	0	0	0	0	0	0	1	0	25.5	29.4	0	0	0	7	37	29	10	0	0	1	0	0	0	0	0	77
1600	89	81	0	2	0	0	0	0	0	0	0	0	0	3	3	23.6	27.4	0	0	2	19	43	18	4	0	1	2	0	0	0	0	0	68
1615	87	74	1	8	0	0	0	0	0	0	0	0	0	3	1	24.3	29.6	0	0	1	16	36	24	8	2	0	0	0	0	0	0	0	70
1630	81	65	3	8	0	0	0	0	0	0	0	0	0	4	1	25.2	30.7	0	0	0	10	33	25	11	1	1	0	0	0	0	0	0	71
1645	94	72	0	11	0	0	0	0	0	0	0	0	0	8	3	25.7	31.3	0	0	1	9	43	20	14	5	1	0	1	0	0	0	0	84
1700	80	74	1	2	0	0	0	0	0	0	0	0	0	2	1	25.5	29.5	0	0	2	5	32	34	5	1	0	1	0	0	0	0	0	73
1715	88	72	0	7	0	1	0	0	0	0	0	0	0	4	4	23.6	29	0	1	3	17	37	21	9	0	0	0	0	0	0	0	0	67
1730	113	94	1	12	0	1	0	0	0	0	0	0	0	4	1	24.4	28.5	0	0	0	16	48	39	8	1	1	0	0	0	0	0	0	97
1745	92	86	1	2	0	0	0	1	0	0	0	0	0	1	1	24.3	28	0	0	0	11	45	31	5	0	0	0	0	0	0	0	0	81
1800	87	72	1	6	0	0	0	0	0	0	0	0	0	5	3	24.7	31.4	0	1	3	19	27	20	13	2	1	1	0	0	0	0	0	64
1815	80	64	1	8	0	0	0	0	0	0	0	0	0	4	3	25.7	29.7	0	0	2	1	35	34	7	1	0	0	0	0	0	0	0	77
1830	87	72	1	8	0	0	0	0	0	0	0	0	0	3	3	24.1	29.7	0	0	3	18	30	24	10	2	0	0	0	0	0	0	0	66
1845	92	76	0	6	0	1	0	0	0	0	0	0	0	7	2	26.5	31.7	0	0	0	9	33	28	17	3	1	1	0	0	0	0	0	83
1900	84	65	3	7	0	1	0	0	0	1	0	0	0	7	0	25.8	31.1	0	0	0	17	20	29	13	3	2	0	0	0	0	0	0	67
1915	51	46	1	3	0	0	0	0	0	0	0	0	0	1	0	28.3	33.6	0	0	0	5	13	18	8	5	1	0	0	0	0	1	0	46
1930	61	53	1	4	0	0	0	1	0	0	0	0	0	2	0	26.3	31.2	0	0	0	2	27	21	6	5	0	0	0	0	0	0	0	59
1945	63	52	0	6	0	0	0	0	0	0	0	0	0	2	3	27.5	31.8	0	0	1	2	13	30	14	3	0	0	0	0	0	0	0	60
2000	47	39	0	3	0	0	0	0	0	0	0	0	0	5	0	28.1	33.2	0	0	0	0	16	13	13	5	0	0	0	0	0	0	0	47
2015	51	40	0	1	0	0	0	0	0	0	0	0	0	7	3	27	33.7	0	0	0	7	14	14	11	3	2	0	0	0	0	0	0	44
2030	55	46	0	4	0	0	0	0	0	0	0	0	0	5	0	27.4	32	0	0	0	0	16	25	10	3	1	0	0	0	0	0	0	55
2045	29	24	0	2	0	0	0	0	0	0	0	0	0	2	1	28.4	31.6	0	0	1	0	4	15	7	1	1	0	0	0	0	0	0	28
2100	51	40	0	5	0	0	0	1	0	0	0	0	0	4	1	26	29.4	0	0	0	4	19	23	3	1	0	1	0	0	0	0	0	47
2115	39	32	0	4	0	0	0	0	0	0	0	0	0	3	0	29.6	36.4	0	0	0	0	8	15	7	9	0	0	0	0	0	0	0	39
2130	32	22	0	6	0	0	1	0	0	0	0	0	0	2	1	27.9	32.9	0	0	0	2	4	17	5	4	0	0	0	0	0	0	0	30
2145	30	23	0	4	0	0	0	0	0	0	0	0	0	2	1	27	32.4	0	0	1	1	7	14	7	0	0	0	0	0	0	0	0	28
2200	34	33	0	0	0	0	0	0	0	0	0	0	0	1	0	28.8	33.3	0	0	0	0	8	14	10	1	0	1	0	0	0	0	0	34
2215	30	23	0	6	0	0	0	0	0	0	0	0	0	0	1	27	30.2	0	0	0	2	5	16	6	1	0	0	0	0	0	0	0	28

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

2230	38	29	0	7	0	0	0	0	0	0	0	0	0	1	1	28	32.1	0	0	0	2	3	24	7	2	0	0	0	0	0	0	0	0	36
2245	23	16	0	6	0	1	0	0	0	0	0	0	0	0	0	27.6	31.7	0	0	0	1	4	14	3	1	0	0	0	0	0	0	0	0	22
2300	25	21	0	2	0	0	0	0	0	0	0	0	0	2	0	27.2	33.2	0	1	1	1	5	7	8	2	0	0	0	0	0	0	0	0	22
2315	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	31.3	38	0	0	0	0	1	6	6	2	1	0	0	0	0	0	0	0	16
2330	24	19	0	4	1	0	0	0	0	0	0	0	0	0	0	29.2	33	0	0	0	0	7	8	7	1	0	0	1	0	0	0	0	0	24
2345	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	28.2	36.4	0	0	0	1	6	9	2	3	1	0	0	0	0	0	0	0	21
07-19	**4297**	**3563**	**28**	**440**	**14**	**7**	**3**	**9**	**2**	**6**	**0**	**1**	**1**	**122**	**101**	**23.7**	**28.5**	**0**	**20**	**164**	**746**	**1763**	**1181**	**348**	**51**	**15**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**3367**
06-22	**5140**	**4233**	**33**	**532**	**15**	**10**	**4**	**11**	**2**	**7**	**0**	**1**	**1**	**171**	**120**	**24.3**	**29.5**	**0**	**20**	**171**	**799**	**1981**	**1511**	**515**	**106**	**25**	**8**	**2**	**0**	**0**	**0**	**1**	**0**	**4150**
06-00	**5352**	**4405**	**33**	**564**	**16**	**11**	**4**	**11**	**2**	**7**	**0**	**1**	**1**	**175**	**122**	**24.5**	**29.6**	**0**	**21**	**172**	**806**	**2020**	**1609**	**564**	**119**	**27**	**9**	**3**	**0**	**0**	**0**	**1**	**0**	**4353**
00-00	**5583**	**4546**	**33**	**643**	**16**	**11**	**4**	**11**	**2**	**7**	**0**	**1**	**1**	**181**	**127**	**24.7**	**30**	**0**	**21**	**175**	**814**	**2042**	**1699**	**638**	**142**	**34**	**11**	**5**	**0**	**0**	**0**	**1**	**0**	**4573**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

30 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	12	7	0	2	0	0	0	0	0	0	0	0	0	2	1	27.6	32.2	0	0	1	0	1	6	4	0	0	0	0	0	0	0	0	11
0015	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	29.1	32.5	0	0	0	0	2	8	6	1	0	0	0	0	0	0	0	17
0030	7	3	0	4	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	1	0	2	3	1	0	0	0	0	0	0	0	0	6
0045	8	4	0	3	0	0	0	0	0	0	0	0	0	0	1	28.8	-	0	0	0	1	1	2	2	2	0	0	0	0	0	0	0	7
0100	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	1	0	4	2	1	0	0	0	0	0	0	8
0115	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	3
0130	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	1	4	0	0	0	1	0	0	0	0	0	6
0145	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
0230	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	1	0	0	1	3	3	0	0	0	0	0	0	0	7
0245	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	6
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
0315	6	2	0	3	0	0	0	0	0	0	0	0	0	0	1	30.1	-	0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	5
0330	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
0345	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
0400	6	3	0	2	0	0	0	0	0	0	0	0	0	1	0	32.6	-	0	0	0	0	0	3	2	0	0	1	0	0	0	0	0	6
0415	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	9
0430	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7
0445	14	12	0	1	0	0	0	0	0	0	0	0	0	1	0	30.4	39.1	0	0	0	0	2	7	2	2	1	0	0	0	0	0	0	14
0500	13	5	0	6	1	0	0	0	0	0	0	0	0	0	1	30.7	34	0	0	0	0	1	3	9	0	0	0	0	0	0	0	0	13
0515	17	8	0	8	0	0	0	0	0	0	0	0	0	0	1	28.1	40.1	0	0	1	3	3	4	2	2	1	1	0	0	0	0	0	13
0530	28	18	0	6	0	0	0	0	0	0	0	0	0	3	1	29.7	35.2	0	0	0	1	4	10	9	3	1	0	0	0	0	0	0	27
0545	40	26	0	5	0	1	0	0	0	0	0	0	0	5	3	27.9	34.9	0	0	0	6	5	9	14	6	0	0	0	0	0	0	0	34
0600	48	30	0	12	2	0	0	0	0	0	0	0	0	3	1	29.2	37.3	0	0	1	1	10	18	8	8	2	0	0	0	0	0	0	46
0615	53	36	0	11	1	0	0	0	0	0	0	0	0	2	3	27.6	33.5	0	0	1	4	13	16	13	5	0	1	0	0	0	0	0	48
0630	65	48	0	13	1	0	0	0	0	0	0	0	0	3	0	27.6	32	0	0	0	4	15	32	8	4	1	1	0	0	0	0	0	61
0645	71	55	0	11	1	1	0	0	0	0	0	0	0	1	2	29.2	34.7	0	0	2	1	10	26	22	8	1	1	0	0	0	0	0	68
0700	101	78	1	14	0	0	0	0	0	0	0	0	1	1	6	23.9	30.4	0	4	10	13	24	32	16	2	0	0	0	0	0	0	0	74
0715	121	101	1	15	0	0	0	0	0	0	0	0	0	3	1	25	29.9	0	0	0	14	53	36	15	3	0	0	0	0	0	0	0	107
0730	91	72	0	10	0	0	0	0	0	0	0	0	0	2	7	24.2	28.5	0	0	3	9	44	27	7	1	0	0	0	0	0	0	0	79
0745	111	90	0	12	0	0	0	0	0	0	0	0	0	4	5	23.7	28.5	0	0	2	17	54	26	12	0	0	0	0	0	0	0	0	92
0800	133	111	1	11	0	0	1	0	0	0	0	0	0	5	4	23.3	27.7	0	0	0	24	73	30	5	1	0	0	0	0	0	0	0	109
0815	134	110	0	13	0	0	0	1	0	0	0	0	0	4	6	22.9	27.1	0	0	3	34	63	24	8	1	1	0	0	0	0	0	0	97
0830	117	97	0	12	0	2	1	0	0	0	0	0	0	2	3	21.6	26.7	0	1	8	38	46	20	3	1	0	0	0	0	0	0	0	70
0845	112	98	1	9	0	0	0	1	0	0	0	0	0	0	3	14.9	22.5	0	31	24	33	18	4	2	0	0	0	0	0	0	0	0	24
0900	93	74	0	8	0	0	0	0	0	2	0	0	0	3	6	22.1	26	0	0	6	26	37	22	0	2	0	0	0	0	0	0	0	61
0915	84	66	1	11	0	0	0	0	0	0	0	0	0	2	4	25.8	29.4	0	0	0	5	33	35	9	2	0	0	0	0	0	0	0	79
0930	90	70	1	17	0	0	0	0	0	0	0	0	0	2	0	24.7	27.4	0	0	0	3	52	28	5	0	2	0	0	0	0	0	0	87
0945	83	66	1	14	0	0	0	0	0	0	0	0	0	1	1	23.8	28.1	0	0	0	14	41	22	6	0	0	0	0	0	0	0	0	69
1000	100	80	0	13	0	0	0	0	0	0	0	0	0	3	4	24.3	28.7	0	0	3	16	45	23	9	2	1	1	0	0	0	0	0	81
1015	97	79	0	15	0	1	0	0	0	0	0	0	0	1	1	22.9	26.8	0	0	8	12	41	32	4	0	0	0	0	0	0	0	0	77
1030	90	70	0	17	0	0	0	0	0	0	0	0	0	2	1	24.6	29	0	0	0	19	29	33	9	0	0	0	0	0	0	0	0	71
1045	76	60	1	9	0	0	0	0	0	0	0	0	0	5	1	26.3	30.8	0	0	0	6	25	29	16	0	0	0	0	0	0	0	0	70
1100	80	65	0	11	0	0	0	0	0	0	0	0	0	2	2	24.8	29.9	0	0	1	10	35	23	9	2	0	0	0	0	0	0	0	69
1115	81	61	1	14	0	0	0	0	0	0	0	0	0	4	1	24.2	29.4	0	0	1	23	20	28	7	2	0	0	0	0	0	0	0	57
1130	81	72	0	7	0	0	0	0	0	0	0	0	0	2	0	24.8	28.5	0	0	0	11	34	25	7	2	2	0	0	0	0	0	0	70
1145	89	71	0	16	0	0	0	0	0	1	0	0	0	1	0	25.4	31.5	0	0	0	4	47	23	13	2	0	0	0	0	0	0	0	85
1200	65	53	0	5	0	0	0	0	0	0	0	0	0	5	2	24.9	29.8	0	0	0	11	20	25	8	1	0	0	0	0	0	0	0	54
1215	88	66	1	16	0	0	0	0	0	0	0	0	0	4	1	25.9	30.1	0	0	1	3	35	35	11	3	0	0	0	0	0	0	0	84
1230	87	67	1	16	0	0	0	0	0	0	0	0	0	2	1	24.6	28	0	0	3	11	33	32	5	2	0	1	0	0	0	0	0	73
1245	76	60	1	12	1	0	0	1	0	0	0	0	0	1	0	24.8	28.8	0	0	1	7	29	30	9	0	0	0	0	0	0	0	0	68
1300	78	63	1	10	0	0	0	0	0	0	0	0	0	4	0	25.3	30.5	0	0	0	8	30	27	10	2	1	0	0	0	0	0	0	70
1315	76	62	0	8	0	0	0	0	0	0	0	0	0	3	3	24.8	30.3	0	1	0	12	25	26	11	0	0	1	0	0	0	0	0	63
1330	78	67	0	7	0	0	0	0	0	0	0	0	0	3	1	24.3	30.4	0	0	1	12	34	19	11	1	0	0	0	0	0	0	0	65
1345	84	73	3	6	0	0	0	0	0	0	0	0	0	1	1	25	29	0	0	0	7	35	36	6	0	0	0	0	0	0	0	0	77
1400	74	59	2	9	1	0	0	0	0	0	0	0	0	0	3	23.9	29.5	0	0	3	13	25	25	7	1	0	0	0	0	0	0	0	58
1415	80	61	2	10	0	0	0	0	0	0	0	0	0	5	2	25	30.7	0	0	0	15	31	21	8	3	1	0	0	1	0	0	0	65
1430	79	64	0	10	0	0	0	1	0	0	0	0	0	2	2	24.4	28.3	0	0	1	9	33	31	3	1	0	1	0	0	0	0	0	69
1445	99	89	0	7	0	0	0	0	0	0	0	0	0	0	3	23	27.2	0	0	1	26	45	22	3	1	1	0	0	0	0	0	0	72
1500	108	89	0	14	1	0	0	0	0	0	0	0	0	3	1	20.2	25.5	0	6	13	27	44	16	1	1	0	0	0	0	0	0	0	62
1515	88	76	0	8	1	0	0	0	0	0	0	0	0	3	0	20.6	25.3	0	0	7	37	31	10	2	1	0	0	0	0	0	0	0	44
1530	86	70	0	10	0	0	0	0	0	0	0	0	0	3	3	24	27.6	0	0	2	15	30	34	4	1	0	0	0	0	0	0	0	69
1545	86	71	1	8	0	0	0	0	0	0	0	1	0	1	4	24.6	30.2	0	0	3	13	34	23	11	2	0	0	0	0	0	0	0	70
1600	85	75	2	6	0	0	0	0	0	0	0	0	0	1	1	22.1	26.7	0	0	9	22	32	16	4	0	1	1	0	0	0	0	0	54
1615	110	93	0	11	0	0	0	0	0	0	1	0	0	2	3	21.5	26.2	0	1	6	36	45	19	2	1	0	0	0	0	0	0	0	67
1630	93	81	0	6	1	0	0	0	0	0	0	0	0	2	3	24.2	29.2	0	0	2	18	32	30	11	0	0	0	0	0	0	0	0	73
1645	96	84	0	7	0	1	0	0	0	0	0	0	0	4	0	27.1	31.1	0	0	0	2	27	47	17	3	0	0	0	0	0	0	0	94
1700	86	72	0	7	0	0	0	0	0	0	0	0	0	3	4	24.8	29.5	0	0	0	15	31	30	10	0	0	0	0	0	0	0	0	71
1715	86	72	1	5	0	0	0	0	0	0	1	0	0	4	3	25.2	30.3	0	0	2	7	33	30	12	2	0	0	0	0	0	0	0	77
1730	101	84	0	9	0	0	0	0	0	0	0	0	0	3	5	22.4	26.7	0	0	4	21	55	15	4	2	0	0	0	0	0	0	0	76
1745	96	81	2	8	0	1	0	1	0	0	0	0	0	2	1	24.6	29.3	0	0	1	16	38	29	9	3	0	0	0	0	0	0	0	79
1800	80	70	1	5	0	0	0	0	0	0	0	0	0	3	1	26.7	31.6	0	0	0	3	21	38	17	1	0	0	0	0	0	0	0	77
1815	99	83	0	8	0	0	0	1	0	0	0	0	0	6	1	27	31	0	0	1	2	32	45	14	3	1	1	0	0	0	0	0	96
1830	83	75	0	8	0	0	0	0	0	0	0	0	0	0	0	26.3	30.2	0	0	0	3	22	44	14	0	0	0	0	0	0	0	0	80
1845	89	72	1	12	0	0	0	0	0	0	0	0	0	2	2	25.1	29.4	0	0	1	7	35	36	9	1	0	0	0	0	0	0	0	81
1900	78	61	0	6	0	0	0	0	0	0	0	0	0	11	0	27.9	33.4	0	0	0	7	19	25	18	7	1	1	0	0	0	0	0	71
1915	75	69	0	2	0	0	0	0	0	0	0	0	0	4	0	27.4	31.7	0	0	0	0	23	35	12	4	0	1	0	0	0	0	0	75
1930	72	60	2	7	0	0	0	0	0	1	0	0	0	2	0	24.1	28.9	0	0	1	17	17	29	7	1	0	0	0	0	0	0	0	54
1945	56	47	0	5	0	0	0	0	0	0	0	0	0	2	2	27.2	32.3	0	0	2	5	6	25	14	4	0	0	0	0	0	0	0	49
2000	60	52	0	5	0	0	0	0	0	0	0	0	0	3	0	27.4	30.9	0	0	0	1	15	30	12	2	0	0	0	0	0	0	0	59
2015	67	56	0	5	0	0	0	0	0	0	0	0	0	5	1	26.5	30.8	0	0	1	5	17	33	7	3	0	1	0	0	0	0	0	61
2030	48	41	0	2	0	0	0	0	0	0	0	0	0	3	2	28.1	35.8	0	0	0	5	10	19	6	4	2	2	0	0	0	0	0	43
2045	46	34	1	4	0	0	0	0	0	0	0	0	0	3	4	26.3	31	0	0	1	3	13	19	9	1	0	0	0	0	0	0	0	42
2100	36	32	0	2	0	0	0	0	0	0	0	0	0	2	0	27.5	34.3	0	0	0	4	11	10	6	2	3	0	0	0	0	0	0	32
2115	47	39	0	5	0	0	0	0	0	0	0	0	0	3	0	28	33.2	0	0	0	1	16	12	13	3	1	1	0	0	0	0	0	46
2130	43	36	0	5	0	0	0	0	0	0	0	0	0	0	2	25.5	31.8	0	0	2	3	12	18	7	1	0	0	0	0	0	0	0	38
2145	35	32	0	2	0	1	0	0	0	0	0	0	0	0	0	25.8	29.3	0	0	0	2	11	18	4	0	0	0	0	0	0	0	0	33
2200	31	25	0	5	0	0	0	0	0	0	0	0	0	1	0	27.5	29.5	0	0	0	0	7	21	1	1	0	1	0	0	0	0	0	31
2215	27	22	0	3	1	0	0	0	0	0	0	0	0	1	0	28.5	34.1	0	0	0	3	2	9	12	1	0	0	0	0	0	0	0	24

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

2230	32	25	0	5	0	0	0	0	0	0	0	0	0	2	0	27.2	30.5	0	0	0	1	9	16	4	2	0	0	0	0	0	0	0	0	31
2245	29	24	0	4	0	0	0	0	0	0	0	0	0	0	1	29.1	35.1	0	0	0	2	5	7	10	5	0	0	0	0	0	0	0	0	27
2300	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	36.2	0	0	0	1	4	9	8	4	1	0	0	1	0	0	0	0	27
2315	36	33	0	2	0	0	0	0	0	0	0	0	0	1	0	29	33.7	0	0	0	2	6	15	10	1	1	1	0	0	0	0	0	0	34
2330	21	16	0	3	1	0	0	0	0	0	0	0	0	1	0	29.6	37.4	0	0	0	0	6	8	1	5	0	1	0	0	0	0	0	0	21
2345	20	17	0	2	1	0	0	0	0	0	0	0	0	0	0	27.8	33.4	0	0	0	2	2	10	4	2	0	0	0	0	0	0	0	0	18
07-19	**4400**	**3623**	**28**	**496**	**5**	**5**	**2**	**6**	**0**	**5**	**0**	**1**	**1**	**121**	**107**	**23.9**	**28.9**	**0**	**44**	**131**	**709**	**1731**	**1313**	**395**	**59**	**11**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**3516**
06-22	**5300**	**4351**	**31**	**593**	**10**	**7**	**2**	**6**	**0**	**6**	**0**	**1**	**1**	**168**	**124**	**24.5**	**29.6**	**0**	**44**	**142**	**772**	**1949**	**1678**	**561**	**116**	**22**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**4342**
06-00	**5524**	**4539**	**31**	**619**	**13**	**7**	**2**	**6**	**0**	**6**	**0**	**1**	**1**	**174**	**125**	**24.7**	**29.9**	**0**	**44**	**142**	**783**	**1990**	**1773**	**611**	**137**	**24**	**18**	**0**	**2**	**0**	**0**	**0**	**0**	**4555**
00-00	**5761**	**4687**	**31**	**685**	**14**	**8**	**2**	**6**	**0**	**6**	**0**	**1**	**1**	**186**	**134**	**24.9**	**30.2**	**0**	**44**	**147**	**795**	**2015**	**1854**	**685**	**168**	**30**	**21**	**0**	**2**	**0**	**0**	**0**	**0**	**4775**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

01 July 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	28.9	33.6	0	0	0	0	4	5	6	1	0	0	0	0	0	0	0	16
0015	12	8	0	3	0	0	0	0	0	0	0	0	0	1	0	27.6	33.9	0	0	0	0	3	5	3	1	0	0	0	0	0	0	0	12
0030	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	36.8	0	0	0	1	3	4	5	3	0	0	0	0	0	0	0	15
0045	6	4	0	0	1	0	0	0	0	0	0	0	0	1	0	29.1	-	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
0100	6	3	0	2	0	0	0	0	0	0	0	0	0	0	1	27.3	-	0	0	1	0	0	3	1	1	0	0	0	0	0	0	0	5
0115	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
0130	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	9
0145	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	9
0200	7	4	0	2	0	0	0	0	0	0	0	0	0	0	1	26.9	-	0	0	1	0	2	2	1	0	1	0	0	0	0	0	0	6
0215	6	3	0	2	0	0	0	0	0	0	0	0	0	1	0	27.3	-	0	1	0	0	1	1	2	1	0	0	0	0	0	0	0	5
0230	8	4	0	4	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	8
0245	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	4	3	0	0	1	0	0	0	0	0	8
0300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	3
0315	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	35.4	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
0330	7	3	0	3	1	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	7
0345	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	7
0400	11	4	0	6	0	0	1	0	0	0	0	0	0	0	0	28.8	32.6	0	0	0	0	2	5	4	0	0	0	0	0	0	0	0	11
0415	8	4	0	4	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	8
0430	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	2	3	2	0	1	0	0	0	0	0	8
0445	15	11	0	2	1	0	0	0	0	0	0	0	0	1	0	32.5	40	0	0	0	0	0	4	8	1	2	0	0	0	0	0	0	15
0500	18	10	0	7	0	0	0	0	0	0	0	0	0	0	1	29.4	34.1	0	0	0	1	1	8	7	0	1	0	0	0	0	0	0	17
0515	18	9	0	8	0	0	0	0	0	0	0	0	0	0	1	30	37.5	0	0	1	0	2	7	3	4	1	0	0	0	0	0	0	17
0530	31	20	0	8	0	0	0	0	0	0	0	0	0	2	1	29.7	36.3	0	0	0	1	8	7	8	5	1	1	0	0	0	0	0	30
0545	49	32	0	8	0	0	0	0	0	0	0	0	0	5	4	28.4	34	0	0	2	3	7	17	16	3	0	1	0	0	0	0	0	44
0600	48	32	0	13	0	0	0	0	0	0	0	0	0	1	2	26.6	32.8	0	0	2	1	14	19	8	4	0	0	0	0	0	0	0	45
0615	39	29	1	7	0	0	0	0	0	0	0	0	0	1	1	28.9	34.8	0	0	0	4	5	14	11	3	2	0	0	0	0	0	0	35
0630	64	48	0	12	1	1	0	0	0	0	0	0	0	1	1	26.5	31.7	0	0	1	9	10	27	16	1	0	0	0	0	0	0	0	54
0645	69	57	0	7	0	0	0	0	0	0	0	0	0	2	3	27.6	33.1	0	0	1	5	8	39	13	1	2	0	0	0	0	0	0	63
0700	71	58	0	10	0	0	0	0	0	0	0	0	0	2	1	27	32.1	0	0	0	2	25	29	12	2	0	0	1	0	0	0	0	69
0715	81	62	0	16	0	0	0	0	0	0	0	0	0	2	1	26	30.8	0	0	0	5	32	26	14	2	1	0	0	1	0	0	0	76
0730	93	72	0	11	0	1	0	0	0	0	0	0	0	1	8	24.2	29.6	0	0	6	11	35	28	12	1	0	0	0	0	0	0	0	76
0745	105	87	0	17	0	0	0	0	0	0	0	0	0	0	1	24.4	28.8	0	0	0	15	45	34	9	2	0	0	0	0	0	0	0	90
0800	109	83	2	13	0	0	0	0	0	0	0	0	0	5	6	25	29.8	0	0	2	15	38	39	11	4	0	0	0	0	0	0	0	92
0815	109	96	0	11	0	0	0	0	0	0	0	0	0	0	2	22.1	27.3	0	0	7	34	32	32	4	0	0	0	0	0	0	0	0	68
0830	131	110	1	12	0	1	0	0	0	1	0	0	0	4	2	19.8	24	0	0	18	55	43	12	3	0	0	0	0	0	0	0	0	58
0845	120	102	1	12	0	0	0	0	0	0	0	0	0	1	4	19.7	24	0	3	16	39	50	11	1	0	0	0	0	0	0	0	0	62
0900	88	71	0	10	0	1	0	1	0	0	0	0	0	2	3	24.1	29.4	0	0	2	23	21	31	10	1	0	0	0	0	0	0	0	63
0915	78	66	0	8	0	0	0	1	0	0	0	0	0	2	1	25.2	29.1	0	0	0	9	30	30	7	2	0	0	0	0	0	0	0	69
0930	96	80	1	10	0	0	0	0	0	0	0	0	1	3	1	23.5	28.2	0	0	0	19	51	17	8	1	0	0	0	0	0	0	0	77
0945	85	68	1	12	0	0	0	0	0	0	0	0	0	2	2	25	29.5	0	0	0	11	33	35	4	2	0	0	0	0	0	0	0	74
1000	105	85	0	13	1	0	0	0	0	0	0	0	0	5	1	23.9	29.6	0	0	9	22	33	28	9	2	1	0	1	0	0	0	0	74
1015	93	74	0	15	0	0	0	0	0	1	0	0	0	2	1	24.3	28.9	0	0	0	22	33	27	10	0	0	1	0	0	0	0	0	71
1030	77	65	0	10	0	0	0	0	0	0	0	0	0	1	1	25.6	30.2	0	0	1	5	28	31	12	0	0	0	0	0	0	0	0	71
1045	91	67	1	18	0	0	0	1	0	0	0	0	0	2	2	26.3	30	0	0	0	6	29	43	10	2	1	0	0	0	0	0	0	85
1100	84	70	0	13	0	0	0	0	0	0	0	0	0	0	1	25	28.9	0	0	0	3	41	33	5	2	0	0	0	0	0	0	0	81
1115	85	69	0	13	0	0	0	0	0	0	0	0	0	2	1	24.5	29.3	0	0	6	8	29	32	8	1	1	0	0	0	0	0	0	71
1130	81	63	2	11	0	0	0	0	0	0	0	0	0	2	3	24.5	28.7	0	1	1	19	29	22	7	0	0	0	0	0	0	1	1	60
1145	99	79	0	16	1	0	0	0	0	0	0	0	0	2	1	24.3	28.7	0	0	1	12	44	34	8	0	0	0	0	0	0	0	0	86
1200	85	72	0	11	0	0	0	0	0	0	0	0	0	2	0	25.1	29.8	0	0	0	10	35	29	9	2	0	0	0	0	0	0	0	75
1215	71	49	1	13	0	0	0	1	0	0	0	0	1	6	0	26.2	30.6	0	0	0	11	13	35	9	2	1	0	0	0	0	0	0	60
1230	79	65	1	6	0	0	0	0	0	0	0	0	0	5	2	25.4	30.5	0	0	1	4	39	22	10	2	0	1	0	0	0	0	0	74
1245	78	68	1	7	0	0	0	0	0	0	0	0	0	1	1	24.9	29.2	0	0	0	9	27	35	6	1	0	0	0	0	0	0	0	69
1300	91	74	0	13	0	1	0	1	0	0	0	0	0	1	1	25.2	29.8	0	0	1	10	40	27	11	1	1	0	0	0	0	0	0	80
1315	80	58	2	15	0	0	0	0	0	0	0	0	0	4	1	25.1	31.3	0	0	1	6	37	20	14	2	0	0	0	0	0	0	0	73
1330	90	75	5	8	0	1	0	0	0	0	0	0	0	1	0	24.4	29.1	0	0	0	9	44	27	9	1	0	0	0	0	0	0	0	81
1345	94	78	0	13	0	0	0	0	0	0	0	0	0	3	0	23.9	28.2	0	0	0	19	40	26	6	3	0	0	0	0	0	0	0	75
1400	99	84	1	8	0	0	0	0	0	0	0	0	0	2	4	23.6	29.6	0	0	1	21	44	22	11	0	0	0	0	0	0	0	0	77
1415	97	79	0	11	0	0	0	0	0	0	0	0	0	6	1	25.6	31.1	0	0	0	9	40	30	12	6	0	0	0	0	0	0	0	88
1430	92	75	1	9	0	0	0	0	0	0	0	0	0	4	3	25.3	29.2	0	0	0	4	43	35	7	3	0	0	0	0	0	0	0	88
1445	113	95	1	8	0	0	0	0	0	0	0	0	0	6	3	23.4	27.9	0	0	3	25	47	28	7	2	1	0	0	0	0	0	0	85
1500	114	92	2	14	0	0	0	0	0	0	0	0	0	4	2	18	23.2	0	17	16	34	38	7	1	0	0	1	0	0	0	0	0	47
1515	102	93	0	4	0	1	0	0	0	0	0	0	0	1	3	20.6	25	0	2	5	38	43	13	1	0	0	0	0	0	0	0	0	57
1530	80	65	3	11	1	0	0	0	0	0	0	0	0	0	0	23.2	28.5	0	1	8	11	35	18	3	3	0	0	1	0	0	0	0	60
1545	102	95	1	3	0	0	0	0	0	0	0	0	0	0	3	24.1	29.4	0	0	4	13	40	33	12	0	0	0	0	0	0	0	0	85
1600	100	80	2	9	0	0	0	0	0	0	0	0	0	4	5	23.2	28	0	0	3	17	51	20	8	1	0	0	0	0	0	0	0	80
1615	91	77	0	5	0	0	0	0	0	0	0	0	0	5	4	24.7	28.7	0	0	4	5	36	37	9	0	0	0	0	0	0	0	0	82
1630	103	81	2	6	0	0	0	0	0	0	0	0	0	12	2	25.6	28.8	0	0	0	14	33	46	8	0	0	2	0	0	0	0	0	89
1645	88	75	1	6	0	0	0	1	0	0	0	0	0	5	0	26.4	30.3	0	0	1	3	29	42	11	1	0	0	1	0	0	0	0	84
1700	88	73	2	8	0	0	0	0	0	0	0	0	0	3	2	24.7	28.8	0	1	0	10	35	32	10	0	0	0	0	0	0	0	0	77
1715	87	75	2	8	0	0	0	0	0	0	0	0	0	0	2	24.1	29.9	0	0	2	13	40	19	8	5	0	0	0	0	0	0	0	72
1730	100	80	1	9	0	0	0	0	0	0	0	0	0	8	2	24.7	28.4	0	0	0	8	51	33	3	4	1	0	0	0	0	0	0	92
1745	117	96	3	10	0	0	0	0	0	0	0	0	0	8	0	25.7	29.6	0	0	0	3	49	52	13	0	0	0	0	0	0	0	0	114
1800	85	65	1	8	1	0	0	0	0	0	0	0	0	8	2	25.5	30.2	0	0	1	7	33	31	9	3	1	0	0	0	0	0	0	77
1815	84	70	2	6	0	0	0	0	0	1	0	0	0	3	2	24.8	29.7	0	0	0	17	25	33	7	2	0	0	0	0	0	0	0	67
1830	85	72	0	8	0	0	0	0	0	0	0	0	0	4	1	25.4	31.2	0	0	2	7	37	25	10	3	1	0	0	0	0	0	0	76
1845	79	63	2	7	0	1	0	0	0	0	0	0	0	5	1	25.9	30.5	0	0	0	3	34	28	10	2	2	0	0	0	0	0	0	76
1900	93	79	0	8	0	0	0	0	0	0	0	0	0	3	3	24.1	29.1	0	0	4	13	40	27	9	0	0	0	0	0	0	0	0	76
1915	63	49	2	4	0	0	0	0	0	1	0	0	0	7	0	26.9	31.1	0	1	0	5	14	30	9	2	1	1	0	0	0	0	0	57
1930	69	55	1	7	0	0	0	0	0	0	0	0	0	5	1	25.7	29.4	0	0	0	8	22	31	5	3	0	0	0	0	0	0	0	61
1945	64	53	0	4	0	0	0	0	0	0	0	0	0	6	1	27.3	31.9	0	0	0	1	22	28	8	4	1	0	0	0	0	0	0	63
2000	43	34	0	2	0	0	0	0	0	0	0	0	0	6	1	28.6	33.4	0	0	0	3	8	16	12	2	1	1	0	0	0	0	0	40
2015	73	62	0	4	0	0	0	0	0	0	0	0	0	4	3	26.5	31.2	0	0	3	5	17	32	10	4	0	1	1	0	0	0	0	65
2030	68	54	1	4	0	0	0	0	0	0	0	0	0	9	0	29.4	36.5	0	0	0	1	19	21	13	8	5	1	0	0	0	0	0	67
2045	41	29	0	4	0	0	0	0	0	0	0	0	0	8	0	28.3	32.4	0	0	0	5	6	17	10	1	0	0	2	0	0	0	0	36
2100	52	46	1	2	0	0	0	0	0	0	0	0	0	3	0	27.9	33.3	0	0	0	1	10	30	6	4	1	0	0	0	0	0	0	51
2115	45	36	0	3	0	0	0	0	0	0	0	0	0	4	2	27.7	34.8	0	1	0	1	18	10	10	3	1	0	0	1	0	0	0	43
2130	51	48	0	1	0	0	0	0	0	0	0	0	0	2	0	26.8	31.7	0	0	0	0	20	22	5	3	1	0	0	0	0	0	0	51
2145	48	42	0	2	0	0	0	0	0	0	0	0	0	4	0	26.2	30.9	0	0	0	4	19	17	6	1	0	1	0	0	0	0	0	44
2200	42	40	0	2	0	0	0	0	0	0	0	0	0	0	0	28.2	32.7	0	0	0	0	8	22	10	2	0	0	0	0	0	0	0	42
2215	28	23	0	3	0	0	0	0	0	0	0	0	0	2	0	28.3	31.3	0	0	0	0	4	14	8	1	1	0	0	0	0	0	0	28

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: AB (Eastbound)

2230	38	31	0	2	0	0	0	0	0	0	0	0	0	5	0	28.6	31.1	0	0	0	2	11	18	3	1	0	1	1	1	0	0	0	0	36
2245	37	28	0	7	0	0	0	0	0	0	0	0	0	2	0	27.4	32.1	0	0	0	1	11	16	6	3	0	0	0	0	0	0	0	0	36
2300	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	31.5	0	0	0	3	3	13	8	0	0	0	0	0	0	0	0	0	24
2315	25	21	0	2	0	0	0	0	0	0	0	0	0	2	0	31.5	35.2	0	0	0	0	1	5	15	4	0	0	0	0	0	0	0	0	25
2330	34	29	0	3	0	0	0	0	0	0	0	0	0	2	0	27.4	32.4	0	0	0	2	12	10	7	1	1	1	0	0	0	0	0	0	32
2345	34	29	0	3	0	0	0	0	0	0	0	0	0	2	0	28.5	31.3	0	0	0	2	3	17	10	1	1	0	0	0	0	0	0	0	32
07-19	**4455**	**3651**	**46**	**495**	**4**	**7**	**0**	**6**	**0**	**3**	**0**	**0**	**2**	**151**	**90**	**24.2**	**29.1**	**0**	**25**	**122**	**675**	**1759**	**1379**	**398**	**73**	**12**	**2**	**7**	**1**	**0**	**0**	**1**	**1**	**3633**
06-22	**5385**	**4404**	**52**	**579**	**5**	**8**	**0**	**6**	**0**	**4**	**0**	**0**	**2**	**217**	**108**	**24.7**	**29.6**	**0**	**27**	**133**	**741**	**2011**	**1759**	**549**	**117**	**27**	**7**	**10**	**1**	**1**	**0**	**1**	**1**	**4484**
06-00	**5650**	**4630**	**52**	**603**	**5**	**8**	**0**	**6**	**0**	**4**	**0**	**0**	**2**	**232**	**108**	**24.9**	**29.9**	**0**	**27**	**133**	**751**	**2064**	**1874**	**616**	**130**	**30**	**9**	**11**	**2**	**1**	**0**	**1**	**1**	**4739**
00-00	**5940**	**4824**	**52**	**675**	**8**	**8**	**1**	**6**	**0**	**4**	**0**	**0**	**2**	**243**	**117**	**25.1**	**30.2**	**0**	**28**	**138**	**758**	**2103**	**1975**	**706**	**165**	**38**	**13**	**11**	**2**	**1**	**0**	**1**	**1**	**5016**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

25 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	33	27	0	3	0	0	0	0	0	0	0	0	0	2	1	26.6	32.8	0	0	1	5	4	14	7	1	1	0	0	0	0	0	0	27
0015	38	28	0	9	0	0	0	0	0	0	0	0	0	1	0	24.9	31.4	0	0	1	3	19	8	6	1	0	0	0	0	0	0	0	34
0030	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	26.3	31.8	0	0	0	2	7	12	3	0	1	0	0	0	0	0	0	23
0045	33	28	0	4	0	0	0	0	0	0	0	0	0	1	0	24.9	34.8	0	0	1	12	5	8	4	2	0	1	0	0	0	0	0	20
0100	30	24	0	5	0	0	0	0	0	0	0	0	0	1	0	28.5	36.7	0	0	0	0	11	12	2	3	0	1	0	0	1	0	0	30
0115	26	22	1	1	0	0	0	0	0	0	0	0	0	2	0	27.6	32.1	0	0	0	0	5	13	8	0	0	0	0	0	0	0	0	26
0130	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	28.2	35.1	0	0	0	1	3	11	2	3	0	0	0	0	0	0	0	19
0145	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	32.6	0	0	0	0	6	10	5	0	0	0	0	0	0	0	0	21
0200	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	30	0	0	0	1	2	8	1	0	0	0	0	0	0	0	0	11
0215	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	10
0230	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	30.1	-	0	0	0	1	4	0	3	0	1	1	0	0	0	0	0	9
0245	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	29.1	37.6	0	0	0	0	3	5	2	2	0	0	0	0	0	0	0	12
0300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	1	0	1	2	5	1	0	0	0	0	0	0	0	0	8
0315	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	27.4	33.3	0	0	0	0	4	4	3	1	0	0	0	0	0	0	0	12
0330	8	4	0	3	0	0	0	0	0	0	0	0	0	1	0	25.6	-	0	0	0	3	1	1	2	1	0	0	0	0	0	0	0	5
0345	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
0400	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	28.8	32.9	0	0	0	1	0	6	4	0	0	0	0	0	0	0	0	10
0415	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	2	4	2	0	1	0	0	0	0	0	0	9
0430	14	6	0	8	0	0	0	0	0	0	0	0	0	0	0	29.1	36	0	0	0	2	1	5	4	1	0	1	0	0	0	0	0	12
0445	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
0500	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	1	2	6	0	0	0	0	0	0	0	9
0515	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	6
0530	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	10
0545	13	8	0	4	1	0	0	0	0	0	0	0	0	0	0	27.3	37.2	0	0	0	1	4	5	1	2	0	0	0	0	0	0	0	12
0600	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	34.4	-	0	0	0	0	2	2	0	1	1	2	0	0	0	0	0	8
0615	13	7	0	6	0	0	0	0	0	0	0	0	0	0	0	31.2	37.8	0	0	0	0	2	4	3	3	1	0	0	0	0	0	0	13
0630	17	9	0	7	0	0	0	0	0	0	0	0	0	0	1	30.7	41.6	0	0	1	1	2	6	2	3	0	1	1	0	0	0	0	15
0645	21	18	0	1	0	0	0	0	0	0	0	0	0	0	2	29	34.7	0	0	0	3	3	5	9	0	0	1	0	0	0	0	0	18
0700	16	10	0	4	1	0	0	0	0	0	0	0	0	1	0	29.5	36.7	0	0	0	1	4	5	2	3	0	1	0	0	0	0	0	15
0715	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	29.1	36.8	0	0	0	2	3	2	7	1	1	0	0	0	0	0	0	14
0730	21	15	0	3	0	0	0	0	0	0	0	0	0	1	2	27.6	36.8	0	0	1	5	2	4	5	3	1	0	0	0	0	0	0	15
0745	20	17	0	1	0	0	0	0	0	0	0	0	0	1	1	25	33.6	0	0	1	6	2	6	4	1	0	0	0	0	0	0	0	13
0800	32	26	0	6	0	0	0	0	0	0	0	0	0	0	0	25.5	30.3	0	0	0	5	7	15	5	0	0	0	0	0	0	0	0	27
0815	40	32	0	6	0	0	0	0	0	0	0	0	0	1	1	25.4	29.7	0	0	2	2	17	15	3	0	0	1	0	0	0	0	0	36
0830	32	27	0	5	0	0	0	0	0	0	0	0	0	0	0	25.8	32.9	0	0	0	3	15	9	3	1	0	1	0	0	0	0	0	29
0845	34	27	0	5	0	0	0	0	0	0	0	0	0	1	1	25	29.7	0	0	2	1	16	11	3	0	1	0	0	0	0	0	0	31
0900	46	39	0	5	0	0	0	0	0	0	0	0	0	0	2	25.3	31.4	0	0	3	8	9	15	9	2	0	0	0	0	0	0	0	35
0915	60	51	0	3	0	0	0	0	0	0	0	0	0	5	1	24.6	29.1	0	0	2	6	26	18	7	1	0	0	0	0	0	0	0	52
0930	66	60	0	4	0	0	0	0	0	0	0	0	0	1	1	23	26.6	0	0	0	11	41	10	4	0	0	0	0	0	0	0	0	55
0945	69	56	0	9	0	0	0	0	0	0	0	0	0	1	3	25.6	31.3	0	0	3	8	18	27	8	5	0	0	0	0	0	0	0	58
1000	58	50	1	3	0	1	0	0	0	0	0	0	0	0	3	24.1	30.8	0	2	4	5	20	17	8	2	0	0	0	0	0	0	0	47
1015	61	53	0	5	0	1	0	0	0	1	0	0	0	1	0	24.2	30.8	0	0	0	14	25	7	15	0	0	0	0	0	0	0	0	47
1030	61	53	0	5	1	0	0	0	0	0	0	0	0	0	2	22.9	27.2	0	0	1	13	30	15	1	1	0	0	0	0	0	0	0	47
1045	70	56	1	7	0	0	0	0	0	0	0	0	0	3	3	23.1	28.4	0	0	2	18	32	11	5	2	0	0	0	0	0	0	0	50
1100	65	52	0	9	0	0	0	0	0	0	0	0	0	1	3	24.7	29.4	0	0	3	8	17	30	7	0	0	0	0	0	0	0	0	54
1115	69	64	0	3	0	0	0	0	0	0	0	0	0	1	1	24.4	28.3	0	0	3	6	28	27	5	0	0	0	0	0	0	0	0	60
1130	80	71	0	5	0	0	0	0	0	0	0	0	0	2	2	24.4	28.7	0	0	2	14	27	29	5	2	1	0	0	0	0	0	0	64
1145	75	67	0	5	0	0	0	0	0	0	0	0	0	1	2	23	26.9	0	0	1	18	30	24	1	1	0	0	0	0	0	0	0	56
1200	76	68	0	6	0	0	0	0	0	0	0	0	0	2	0	23.4	27.4	0	0	1	13	35	23	4	0	0	0	0	0	0	0	0	62
1215	89	78	0	4	1	0	0	0	0	0	0	0	0	1	5	22.7	28.4	0	1	4	28	29	19	7	1	0	0	0	0	0	0	0	56
1230	97	85	0	7	1	1	0	0	0	0	0	0	0	2	1	23.3	28.1	0	1	7	14	42	26	6	1	0	0	0	0	0	0	0	75
1245	102	85	0	13	0	0	0	1	0	0	0	0	0	2	1	24	29.2	0	1	1	20	40	28	12	0	0	0	0	0	0	0	0	80
1300	68	56	1	4	0	0	0	0	0	0	0	0	0	4	3	23.8	28.4	0	0	1	14	29	16	5	2	1	0	0	0	0	0	0	53
1315	84	75	1	4	0	1	0	0	0	0	0	0	0	3	0	24	28.3	0	0	1	11	44	21	6	1	0	0	0	0	0	0	0	72
1330	62	51	0	8	0	0	0	0	0	0	0	0	0	2	1	24.8	29.8	0	0	0	8	26	20	6	2	0	0	0	0	0	0	0	54
1345	68	57	1	5	0	0	0	0	0	0	0	0	0	3	2	23.4	28.7	0	0	4	18	16	23	7	0	0	0	0	0	0	0	0	46
1400	83	73	0	5	0	0	0	0	0	0	0	0	0	3	2	22.8	27.2	0	0	5	21	26	27	4	0	0	0	0	0	0	0	0	57
1415	82	75	0	3	0	0	0	0	0	0	0	0	0	3	1	25.2	31.5	0	0	1	17	25	22	15	2	0	0	0	0	0	0	0	64
1430	67	56	0	7	0	1	0	0	0	0	0	0	0	1	2	24.3	27.9	0	0	1	10	28	24	3	0	0	0	1	0	0	0	0	56
1445	68	58	0	4	0	0	0	0	0	0	0	0	0	3	3	25	29.5	0	0	2	9	24	25	4	3	1	0	0	0	0	0	0	57
1500	57	46	0	5	0	0	0	0	0	0	0	0	0	3	3	23.9	27.9	0	0	2	10	22	17	5	1	0	0	0	0	0	0	0	45
1515	77	64	0	9	0	0	0	0	0	0	0	0	0	3	1	24.6	28.9	0	1	0	12	25	30	7	2	0	0	0	0	0	0	0	64
1530	73	62	1	4	0	0	0	0	0	0	0	0	0	4	2	25	30.2	0	0	1	10	25	25	11	0	1	0	0	0	0	0	0	62
1545	88	78	0	6	0	1	0	0	0	0	0	0	0	2	1	22.9	27.1	0	1	3	17	44	16	5	1	1	0	0	0	0	0	0	67
1600	81	69	1	5	1	0	0	1	0	0	0	0	0	3	1	24.2	29	0	0	1	18	26	29	6	0	0	1	0	0	0	0	0	62
1615	59	52	0	3	0	0	0	0	0	0	0	0	0	3	1	24.3	28.6	0	0	1	12	31	8	2	3	1	0	0	0	1	0	0	46
1630	87	76	0	6	0	0	0	0	0	0	0	0	0	3	2	22.7	27.1	0	0	2	17	48	14	4	2	0	0	0	0	0	0	0	68
1645	76	70	0	0	0	1	0	0	0	0	0	0	0	2	3	23.9	28.2	0	0	2	11	39	15	7	1	0	1	0	0	0	0	0	63
1700	72	58	0	7	0	0	0	0	0	0	0	0	0	5	2	23.7	28.9	0	0	2	15	29	20	3	2	1	0	0	0	0	0	0	55
1715	87	76	0	5	0	0	0	0	0	0	0	0	0	4	2	26	30.6	0	0	2	5	34	27	15	2	2	0	0	0	0	0	0	80
1730	75	70	0	3	0	0	0	0	0	0	0	0	0	1	1	24.9	29.4	0	0	1	8	27	33	6	0	0	0	0	0	0	0	0	66
1745	76	66	2	5	0	0	0	0	0	0	0	0	0	3	0	21.9	25.8	0	0	8	11	37	19	0	1	0	0	0	0	0	0	0	57
1800	70	62	0	3	0	0	0	0	0	0	0	0	0	4	1	25.5	31.6	0	1	1	8	30	16	8	3	2	0	0	1	0	0	0	60
1815	92	80	1	2	0	0	0	0	0	0	0	0	0	3	6	22.5	28.3	0	1	4	32	23	24	6	2	0	0	0	0	0	0	0	55
1830	79	65	2	7	0	1	0	0	0	0	0	0	0	4	0	25.5	30.4	0	0	0	15	25	27	9	1	0	2	0	0	0	0	0	64
1845	70	62	2	1	0	0	0	0	0	0	0	0	0	4	1	26.6	31.3	0	0	0	7	22	23	15	3	0	0	0	0	0	0	0	63
1900	88	78	1	4	0	0	0	0	0	0	0	0	0	4	1	22.6	26.8	0	0	3	21	35	26	3	0	0	0	0	0	0	0	0	64
1915	57	47	0	4	0	0	0	0	0	0	0	0	0	5	1	26.6	31.8	0	1	0	1	23	17	11	4	0	0	0	0	0	0	0	55
1930	76	57	4	6	0	0	0	0	0	0	0	0	0	9	0	25.2	30.9	0	0	1	10	26	25	9	3	2	0	0	0	0	0	0	65
1945	78	70	0	2	0	0	0	0	0	0	0	0	0	5	1	24.5	29.3	0	0	2	11	34	20	7	4	0	0	0	0	0	0	0	65
2000	66	48	2	7	0	0	0	0	0	0	0	0	0	8	1	26.5	32.8	0	0	1	3	28	17	15	2	0	0	0	0	0	0	0	62
2015	60	51	1	5	0	0	0	0	0	0	0	0	0	3	0	27.4	31.8	0	0	1	3	15	26	10	3	2	0	0	0	0	0	0	56
2030	60	51	0	1	0	0	0	0	0	0	0	0	0	7	1	26.2	33.5	0	0	1	12	15	13	12	6	1	0	0	0	0	0	0	47
2045	40	35	0	3	0	0	0	0	0	0	0	0	0	1	1	25.8	30.2	0	1	0	1	15	17	4	2	0	0	0	0	0	0	0	38
2100	45	38	0	3	0	0	0	0	0	1	0	0	0	2	1	26.4	30.3	0	0	0	2	16	20	5	2	0	0	0	0	0	0	0	43
2115	47	37	0	4	0	0	0	0	0	0	0	0	0	6	0	24.6	29.1	0	1	1	11	12	16	4	1	1	0	0	0	0	0	0	34
2130	48	41	0	3	0	0	0	0	0	0	0	0	0	3	1	25.9	31.3	0	0	1	7	11	21	5	2	0	1	0	0	0	0	0	40
2145	56	47	0	4	1	0	0	0	0	0	0	0	0	2	2	22.8	27.6	0	0	3	11	21	19	2	0	0	0	0	0	0	0	0	42
2200	56	52	0	1	0	0	0	0	0	0	0	0	0	2	1	24.5	29	0	0	2	4	28	15	6	0	0	1	0	0	0	0	0	50
2215	55	51	0	2	0	0	0	0	0	0	0	0	0	2	0	27	33.1	0	0	0	1	21	20	8	3	1	1	0	0	0	0	0	54
2230	34	25	0	2	0	1	0	0	0	0	0	0	0	6	0	27.2	32.6	0	0	0	2	8	18	4	2	0	0	0	0	0	0	0	32

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

2245	43	33	0	5	0	0	0	0	0	0	0	0	0	5	0	26	33	0	0	0	3	19	10	9	1	1	0	0	0	0	0	0	0	40
2300	46	44	0	1	0	0	0	0	0	0	0	0	0	1	0	26.5	31.2	0	0	0	8	9	20	5	3	1	0	0	0	0	0	0	0	38
2315	39	32	1	4	0	0	0	0	0	0	0	0	0	1	1	24.2	29.4	0	1	2	3	19	9	3	2	0	0	0	0	0	0	0	0	33
2330	28	25	0	2	0	0	0	0	0	0	0	0	0	1	0	23.7	29.3	0	0	1	5	13	5	2	1	1	0	0	0	0	0	0	0	22
2345	32	25	0	3	0	0	0	0	0	0	0	0	0	3	1	25.5	29.7	0	0	1	0	12	15	3	1	0	0	0	0	0	0	0	0	31
07-19	**3156**	**2711**	**14**	**238**	**5**	**8**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**101**	**76**	**24.2**	**29.3**	**0**	**9**	**88**	**545**	**1220**	**914**	**295**	**61**	**14**	**7**	**1**	**1**	**1**	**0**	**0**	**0**	**2514**
06-22	**3936**	**3350**	**22**	**301**	**6**	**8**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**156**	**89**	**24.5**	**29.6**	**0**	**12**	**103**	**642**	**1480**	**1168**	**396**	**97**	**22**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**3179**
06-00	**4269**	**3637**	**23**	**321**	**6**	**9**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**177**	**92**	**24.6**	**29.6**	**0**	**13**	**109**	**668**	**1609**	**1280**	**436**	**110**	**26**	**14**	**2**	**1**	**1**	**0**	**0**	**0**	**3479**
00-00	**4648**	**3937**	**24**	**387**	**7**	**9**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**187**	**93**	**24.8**	**30**	**0**	**14**	**112**	**701**	**1697**	**1425**	**507**	**138**	**31**	**18**	**2**	**1**	**2**	**0**	**0**	**0**	**3821**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

26 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	35	29	0	2	0	0	0	0	0	0	0	0	0	1	3	24.5	28.5	0	0	2	4	11	15	2	1	0	0	0	0	0	0	0	29
0015	34	28	0	5	0	0	0	0	0	0	0	0	0	0	1	27.3	31.3	0	0	0	1	12	15	4	1	0	0	1	0	0	0	0	33
0030	20	15	0	3	0	0	0	0	0	0	0	0	0	2	0	27.1	35.9	0	0	0	3	5	6	2	4	0	0	0	0	0	0	0	17
0045	32	26	0	4	0	0	0	0	0	0	0	0	0	1	1	28	33.2	0	0	0	4	9	6	11	1	0	0	1	0	0	0	0	28
0100	26	22	0	3	0	0	0	1	0	0	0	0	0	0	0	23.8	28.5	0	0	1	3	12	8	1	1	0	0	0	0	0	0	0	22
0115	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	25.6	31.4	0	0	1	3	11	9	5	1	0	0	0	0	0	0	0	26
0130	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	34.1	0	0	0	0	4	8	3	2	0	0	0	0	0	0	0	17
0145	14	11	0	2	0	0	0	0	0	0	0	0	0	0	1	27.7	30.5	0	0	1	0	1	9	2	0	1	0	0	0	0	0	0	13
0200	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	33.2	0	0	0	3	4	9	3	1	1	0	0	0	0	0	0	18
0215	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	25.9	32.6	0	0	0	2	6	6	3	0	1	0	0	0	0	0	0	16
0230	16	12	0	2	0	0	0	0	0	0	0	0	0	2	0	28.7	37	0	0	0	1	3	6	2	3	1	0	0	0	0	0	0	15
0245	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	33.2	-	0	0	0	0	1	1	2	1	2	0	0	0	0	0	0	7
0300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	7
0315	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	28	-	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	3
0330	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	1	2	5	1	1	0	0	0	0	0	0	0	9
0345	0	0	0	0	0	0	0	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	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	24.9	30.2	0	0	1	1	2	6	1	0	0	0	0	0	0	0	0	9
0415	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	26.7	31.7	0	0	0	1	2	6	2	0	0	0	0	0	0	0	0	10
0430	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	1	0	2	0	4	1	0	0	0	0	0	0	7
0445	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
0500	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	33.4	-	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	5
0515	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	6
0530	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	5
0545	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	7
0600	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	9
0615	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	35.3	0	0	0	1	2	4	4	0	0	1	0	0	0	0	0	11
0630	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	34.5	0	0	0	1	1	3	11	1	0	0	0	0	0	0	0	16
0645	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	1	4	3	0	1	1	0	0	0	0	0	0	9
0700	7	4	0	0	0	0	0	0	0	0	0	0	0	1	2	24.4	-	0	0	1	1	2	1	1	0	1	0	0	0	0	0	0	5
0715	13	7	0	4	0	1	0	0	0	0	0	0	0	0	1	27.2	31.4	0	0	1	0	2	7	3	0	0	0	0	0	0	0	0	12
0730	20	12	0	4	1	0	0	0	0	0	0	0	0	1	2	26.1	33.1	0	0	1	2	5	6	5	1	0	0	0	0	0	0	0	17
0745	20	17	0	2	0	0	0	0	0	0	0	0	0	0	1	27.8	33.2	0	0	0	1	4	7	7	1	0	0	0	0	0	0	0	19
0800	28	20	0	5	0	0	0	0	0	0	0	0	0	1	2	23.8	27.5	0	0	0	7	6	15	0	0	0	0	0	0	0	0	0	21
0815	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	27.6	34.7	0	0	0	2	3	5	4	0	1	0	0	0	0	0	0	13
0830	24	19	0	3	0	1	0	0	0	0	0	0	0	1	0	28.2	33.6	0	0	0	2	5	10	4	3	0	0	0	0	0	0	0	22
0845	33	28	0	4	0	0	0	0	0	0	0	0	0	1	0	25.8	30.9	0	0	1	5	8	12	5	1	1	0	0	0	0	0	0	27
0900	36	32	0	3	0	0	0	0	0	0	0	0	0	0	1	27.3	32.9	0	0	1	3	7	15	7	3	0	0	0	0	0	0	0	32
0915	43	36	0	4	0	1	0	0	0	0	0	0	0	1	1	26.5	33.8	0	0	0	6	13	15	4	4	1	0	0	0	0	0	0	37
0930	47	45	0	0	0	0	0	0	0	0	0	0	0	0	2	25.2	29.2	0	0	1	5	20	18	1	1	0	0	1	0	0	0	0	41
0945	57	51	0	5	0	0	0	0	0	0	0	0	0	1	0	25.9	29.7	0	0	0	5	18	26	6	2	0	0	0	0	0	0	0	52
1000	27	22	0	4	0	0	0	0	0	0	0	0	0	1	0	24.2	28.7	0	0	0	5	10	9	3	0	0	0	0	0	0	0	0	22
1015	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	24.8	29.2	0	0	0	6	15	8	2	1	1	0	0	0	0	0	0	27
1030	53	48	0	3	0	0	0	0	0	0	0	0	0	1	1	25.6	29.9	0	0	1	3	21	20	7	0	1	0	0	0	0	0	0	49
1045	46	36	1	5	0	0	0	0	0	0	0	0	0	0	4	24.4	29.4	0	1	3	2	14	21	5	0	0	0	0	0	0	0	0	40
1100	59	51	0	5	0	0	0	0	0	0	0	0	0	2	1	25	28.7	0	0	1	4	24	24	5	1	0	0	0	0	0	0	0	54
1115	75	65	0	8	0	0	0	0	0	0	0	0	0	1	1	23.6	27.5	0	0	1	16	30	24	3	0	1	0	0	0	0	0	0	58
1130	73	70	0	2	0	0	0	0	0	0	0	0	0	1	0	23.8	28.9	0	0	0	18	25	21	6	3	0	0	0	0	0	0	0	55
1145	66	60	0	3	0	0	0	0	0	0	0	0	0	2	1	25.9	28.8	0	0	0	4	29	26	3	3	0	0	0	0	1	0	0	62
1200	88	78	0	8	0	0	0	0	0	0	0	0	0	1	1	23.6	27.6	0	0	1	17	37	27	5	0	0	1	0	0	0	0	0	70
1215	80	72	1	4	0	0	0	0	0	0	0	0	0	2	1	23.7	28.3	0	0	0	17	41	15	7	0	0	0	0	0	0	0	0	63
1230	86	79	0	3	0	1	0	0	0	0	0	0	0	2	1	23.6	27.4	0	0	1	10	51	19	4	1	0	0	0	0	0	0	0	75
1245	84	71	2	6	0	0	0	0	0	0	0	0	0	3	2	23.9	27.9	0	0	2	14	38	22	5	2	1	0	0	0	0	0	0	68
1300	82	74	0	2	0	0	0	0	0	0	0	0	0	4	2	25.3	29.4	0	0	3	12	22	34	8	2	0	1	0	0	0	0	0	67
1315	84	77	2	2	0	0	0	0	0	0	0	0	0	2	1	23.5	28.5	0	2	2	15	34	29	1	1	0	0	0	0	0	0	0	65
1330	79	71	0	5	0	0	0	0	0	0	0	0	0	3	0	25.1	29.2	0	0	2	8	37	26	4	0	1	0	0	0	0	1	0	69
1345	85	76	0	2	0	0	0	0	0	0	0	0	0	5	2	25.1	29.2	0	0	0	4	39	32	8	1	1	0	0	0	0	0	0	81
1400	82	72	0	6	0	0	0	0	0	1	0	0	0	1	2	22.4	27.7	0	0	9	13	37	21	1	1	0	0	0	0	0	0	0	60
1415	87	75	1	3	0	0	0	0	0	0	0	0	0	6	2	25.4	30.4	0	0	1	10	32	30	11	2	1	0	0	0	0	0	0	76
1430	81	69	2	5	0	0	0	0	0	0	0	0	0	4	1	25.2	30.9	0	0	1	13	30	24	10	1	1	1	0	0	0	0	0	67
1445	64	51	0	4	0	0	0	0	0	0	0	0	0	4	5	24.7	28.6	0	0	2	9	18	28	4	2	1	0	0	0	0	0	0	53
1500	87	76	0	5	0	0	0	0	0	0	0	0	0	5	1	24.5	28.7	0	0	0	21	29	26	7	3	0	1	0	0	0	0	0	66
1515	89	84	0	2	0	0	0	0	0	0	0	0	0	1	2	24.6	29.8	0	0	2	14	35	25	10	1	2	0	0	0	0	0	0	73
1530	89	82	0	3	0	0	0	0	0	0	0	0	0	2	2	23.4	28.1	0	0	0	18	46	16	7	1	1	0	0	0	0	0	0	71
1545	81	74	0	4	0	0	0	0	0	0	0	0	0	3	0	24.7	28.2	0	0	1	7	46	18	5	2	0	2	0	0	0	0	0	73
1600	85	75	1	5	0	0	0	0	0	0	0	0	0	4	0	24.1	29.1	0	1	1	12	41	20	6	4	0	0	0	0	0	0	0	71
1615	61	54	0	3	1	0	0	0	0	0	0	0	0	1	2	24.7	29.2	0	1	2	5	23	22	7	0	1	0	0	0	0	0	0	53
1630	82	76	0	2	0	0	0	0	0	0	0	0	0	3	1	23.7	27.7	0	0	0	12	40	24	4	1	1	0	0	0	0	0	0	70
1645	70	61	1	5	0	0	0	0	0	0	0	0	0	2	1	25.9	31.8	0	0	2	10	19	24	10	2	1	2	0	0	0	0	0	58
1700	92	85	0	2	0	0	0	0	0	0	0	0	0	4	1	25.1	29.4	0	0	1	8	38	36	8	1	0	0	0	0	0	0	0	83
1715	86	76	0	5	0	0	0	1	0	0	0	0	0	4	0	24.4	29	0	0	0	8	45	24	7	1	1	0	0	0	0	0	0	78
1730	62	50	0	3	0	0	0	0	0	0	0	0	0	6	3	23.6	30.2	0	0	5	13	17	18	8	1	0	0	0	0	0	0	0	44
1745	81	71	0	5	1	0	0	0	0	0	0	0	0	2	2	23.1	28.3	0	0	8	4	42	22	5	0	0	0	0	0	0	0	0	69
1800	56	51	0	2	0	0	0	0	0	0	0	0	0	1	2	25.3	31.6	0	0	2	5	21	17	6	5	0	0	0	0	0	0	0	49
1815	58	47	0	4	0	0	0	0	0	0	0	0	0	4	3	24.6	28.9	0	1	1	7	16	29	3	0	1	0	0	0	0	0	0	49
1830	61	47	1	4	0	0	0	0	0	0	0	0	0	5	4	23.3	29.2	0	0	7	6	29	14	3	2	0	0	0	0	0	0	0	48
1845	55	45	0	4	0	0	0	0	0	0	0	0	0	3	3	24.4	29.8	0	0	3	10	18	16	5	1	1	0	0	1	0	0	0	42
1900	74	63	0	5	0	0	0	0	0	0	0	0	0	6	0	25.5	29.9	0	0	0	10	26	28	8	0	0	1	1	0	0	0	0	64
1915	48	41	1	2	0	1	0	0	0	0	0	0	0	3	0	24.7	29.4	0	0	0	9	15	19	3	2	0	0	0	0	0	0	0	39
1930	64	50	1	8	0	0	0	0	0	0	0	0	0	4	1	25.6	28.7	0	2	0	2	30	23	3	2	0	2	0	0	0	0	0	60
1945	64	55	3	3	0	0	0	0	0	0	0	0	0	3	0	25.8	29.5	0	0	1	3	24	29	5	0	1	1	0	0	0	0	0	60
2000	58	43	0	10	0	0	0	0	0	0	0	0	0	4	1	25	30.1	0	1	0	9	19	20	8	1	0	0	0	0	0	0	0	48
2015	49	41	0	4	0	0	0	0	0	0	0	0	0	3	1	26.3	30.4	0	0	0	2	21	18	7	1	0	0	0	0	0	0	0	47
2030	52	40	0	4	0	0	0	0	0	0	0	0	0	6	2	26.1	31.4	0	0	2	5	16	19	6	1	1	0	2	0	0	0	0	45
2045	35	28	0	0	0	0	0	0	0	0	0	0	0	7	0	25.9	29.8	0	0	0	2	13	16	4	0	0	0	0	0	0	0	0	33
2100	41	30	0	5	0	0	0	0	0	0	0	0	0	4	2	28.3	35.5	0	0	2	1	14	6	11	4	2	0	1	0	0	0	0	38
2115	53	44	0	3	0	0	0	0	0	0	0	0	0	6	0	26.3	31.1	0	0	0	7	14	22	5	4	1	0	0	0	0	0	0	46
2130	35	27	0	4	0	0	0	0	0	0	0	0	0	3	1	26.2	31.5	0	1	0	5	11	12	2	2	1	0	0	1	0	0	0	29
2145	39	33	0	3	0	0	0	0	0	0	0	0	0	2	1	25.6	31.2	0	0	1	9	6	13	8	1	0	1	0	0	0	0	0	29
2200	43	33	1	4	0	0	0	0	0	0	0	0	0	2	3	26.2	31.9	0	0	3	9	5	18	6	0	0	1	0	0	0	1	0	31
2215	40	29	0	5	0	0	0	0	0	0	0	0	0	4	2	26.6	33.1	0	0	0	4	18	10	3	3	1	0	1	0	0	0	0	36

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

2230	33	22	0	6	0	0	0	0	0	0	0	0	0	3	2	26.3	31.8	0	0	2	4	8	13	4	0	1	0	1	0	0	0	0	0	27
2245	29	17	0	10	0	0	0	0	0	0	0	0	0	2	0	26.3	28.8	0	0	0	1	7	19	1	1	0	0	0	0	0	0	0	0	28
2300	30	24	0	3	0	0	0	0	0	0	0	0	0	3	0	27.8	32.8	0	0	0	2	10	11	4	1	1	0	0	0	1	0	0	0	28
2315	36	27	0	6	0	0	0	0	0	0	0	0	0	2	1	26	32.8	0	0	1	4	10	14	5	1	1	0	0	0	0	0	0	0	31
2330	21	17	0	2	0	0	0	0	0	0	0	0	0	2	0	25.1	27.8	0	0	0	1	10	9	1	0	0	0	0	0	0	0	0	0	20
2345	24	19	0	2	0	0	0	0	0	0	0	0	0	2	1	28.4	36.2	0	0	0	3	3	10	4	2	2	0	0	0	0	0	0	0	21
07-19	**2952**	**2585**	**12**	**176**	**3**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**102**	**68**	**24.6**	**29.2**	**0**	**6**	**71**	**399**	**1182**	**948**	**250**	**62**	**22**	**8**	**1**	**1**	**0**	**2**	**0**	**0**	**2476**
06-22	**3612**	**3124**	**17**	**231**	**3**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**153**	**77**	**24.9**	**29.5**	**0**	**10**	**77**	**466**	**1399**	**1186**	**339**	**83**	**29**	**14**	**5**	**2**	**0**	**2**	**0**	**0**	**3059**
06-00	**3868**	**3312**	**18**	**269**	**3**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**173**	**86**	**25**	**29.6**	**0**	**10**	**83**	**494**	**1470**	**1290**	**367**	**91**	**35**	**15**	**7**	**2**	**1**	**2**	**1**	**0**	**3281**
00-00	**4220**	**3609**	**18**	**306**	**3**	**5**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**183**	**93**	**25.1**	**30**	**0**	**10**	**89**	**525**	**1560**	**1423**	**424**	**115**	**43**	**16**	**9**	**2**	**1**	**2**	**1**	**0**	**3596**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

27 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	19	13	0	3	0	0	0	0	0	0	0	0	0	1	2	26.9	36.1	0	0	1	1	6	6	1	4	0	0	0	0	0	0	0	17
0015	19	14	0	5	0	0	0	0	0	0	0	0	0	0	0	28.1	35.8	0	0	0	3	2	8	3	3	0	0	0	0	0	0	0	16
0030	14	11	0	2	0	0	0	0	0	0	0	0	0	1	0	27	34.7	0	0	0	2	5	4	1	2	0	0	0	0	0	0	0	12
0045	14	10	0	1	0	0	0	0	0	0	0	0	0	3	0	27.8	41.4	0	0	0	1	6	4	0	1	1	0	1	0	0	0	0	13
0100	15	9	0	6	0	0	0	0	0	0	0	0	0	0	0	27	31.9	0	0	0	1	5	3	6	0	0	0	0	0	0	0	0	14
0115	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	2	2	3	0	1	0	0	0	0	0	0	8
0130	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	26.9	-	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	8
0145	8	4	0	2	0	0	0	0	0	0	0	0	0	2	0	31.8	-	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	8
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	4	1	0	0	0	0	1	0	0	0	6
0215	7	4	0	1	0	0	0	0	0	0	0	0	0	1	1	30.3	-	0	0	1	0	1	2	0	2	1	0	0	0	0	0	0	6
0230	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
0300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
0315	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	48.9	-	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3
0330	6	3	0	2	0	0	0	0	0	0	0	0	0	1	0	29.6	-	0	0	0	1	1	1	1	2	0	0	0	0	0	0	0	5
0345	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	24.3	-	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	2
0400	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	2	0	4	0	1	0	0	0	0	0	0	0	5
0415	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
0430	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
0445	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	1	1	2	2	1	0	0	0	1	0	0	0	7
0515	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	27.1	-	0	0	0	2	2	3	0	0	0	1	0	0	0	0	0	6
0530	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	4	4	0	1	0	0	0	0	0	0	9
0545	11	6	0	4	1	0	0	0	0	0	0	0	0	0	0	30	40.6	0	0	0	0	4	2	2	1	2	0	0	0	0	0	0	11
0600	21	14	1	5	1	0	0	0	0	0	0	0	0	0	0	27.2	33	0	0	0	0	9	5	6	1	0	0	0	0	0	0	0	21
0615	21	16	0	4	0	0	0	0	0	0	0	0	0	0	1	29.8	39.8	0	0	0	2	4	4	6	2	3	0	0	0	0	0	0	19
0630	18	11	0	7	0	0	0	0	0	0	0	0	0	0	0	29	34.4	0	0	0	0	5	5	7	1	0	0	0	0	0	0	0	18
0645	27	23	0	3	0	0	0	0	0	0	0	0	0	0	1	26.2	31.1	0	0	0	3	8	10	4	2	0	0	0	0	0	0	0	24
0700	41	33	0	4	0	0	0	0	0	0	0	0	0	2	2	27	34.7	0	0	1	5	12	15	2	3	2	0	0	1	0	0	0	35
0715	30	23	0	5	0	0	0	0	0	0	0	0	0	0	2	24.6	30.3	0	0	3	1	13	9	3	1	0	0	0	0	0	0	0	26
0730	39	30	0	4	0	0	0	0	0	0	0	0	0	0	5	24.9	30.8	0	0	2	11	4	15	4	1	2	0	0	0	0	0	0	26
0745	39	26	1	8	1	0	0	0	0	0	0	0	0	1	2	24.1	29.3	0	0	2	3	18	14	2	0	0	0	0	0	0	0	0	34
0800	73	60	0	8	0	0	0	0	0	0	0	0	0	4	1	21	26.4	0	2	7	18	32	12	0	2	0	0	0	0	0	0	0	46
0815	67	57	0	5	0	0	0	0	0	0	0	0	0	1	4	23.5	27.9	0	0	4	11	26	22	3	1	0	0	0	0	0	0	0	52
0830	61	58	0	2	1	0	0	0	0	0	0	0	0	0	0	21.1	25.6	0	0	1	25	24	10	1	0	0	0	0	0	0	0	0	35
0845	71	59	0	8	0	0	0	0	0	0	0	0	0	2	2	21.9	26.6	0	0	8	16	30	14	3	0	0	0	0	0	0	0	0	47
0900	76	70	0	4	0	0	0	0	0	0	0	0	0	0	2	23.1	27.3	0	0	5	12	29	28	2	0	0	0	0	0	0	0	0	59
0915	52	37	0	11	1	0	0	0	0	0	0	0	0	2	1	22.8	27.2	0	0	1	12	19	20	0	0	0	0	0	0	0	0	0	39
0930	59	47	0	6	1	0	0	0	0	0	0	0	0	4	1	24.5	31.2	0	0	1	11	27	10	8	1	0	1	0	0	0	0	0	47
0945	79	64	0	13	0	1	0	0	0	0	0	0	0	0	1	24	27.3	0	0	1	16	32	24	6	0	0	0	0	0	0	0	0	62
1000	49	41	0	6	1	0	0	0	0	0	0	0	0	0	1	25.9	30	0	0	2	1	16	23	6	1	0	0	0	0	0	0	0	46
1015	68	51	0	14	1	0	0	0	0	0	1	0	0	0	1	20.8	24.6	0	1	3	28	27	7	2	0	0	0	0	0	0	0	0	36
1030	81	65	0	14	0	0	0	0	0	0	0	0	0	2	0	23.1	28.7	0	0	0	21	37	16	5	1	0	1	0	0	0	0	0	60
1045	60	47	0	9	0	0	0	0	0	0	0	0	0	2	2	22.8	26.9	0	1	1	14	27	13	3	1	0	0	0	0	0	0	0	44
1100	65	53	0	9	0	0	0	0	0	1	0	0	0	0	2	21.5	26.4	0	0	4	28	18	12	2	1	0	0	0	0	0	0	0	33
1115	72	60	0	10	1	0	0	0	0	0	0	0	0	0	1	22.8	27.2	0	0	2	16	32	19	2	1	0	0	0	0	0	0	0	54
1130	64	49	0	11	2	0	0	0	0	0	0	0	0	1	1	22.5	26.6	0	0	1	15	35	11	2	0	0	0	0	0	0	0	0	48
1145	82	70	0	12	0	0	0	0	0	0	0	0	0	0	0	22	26.7	0	0	2	27	31	19	3	0	0	0	0	0	0	0	0	53
1200	82	66	1	10	0	0	0	0	0	0	0	0	0	3	2	23.1	28.2	0	0	2	14	41	21	4	0	0	0	0	0	0	0	0	66
1215	83	66	0	11	1	0	0	0	0	0	0	0	0	3	2	22.4	28	0	0	4	27	24	24	4	0	0	0	0	0	0	0	0	52
1230	69	55	0	8	0	0	0	0	0	0	0	0	0	3	3	24.5	28.7	0	2	1	8	33	16	5	2	1	1	0	0	0	0	0	58
1245	70	55	1	12	0	0	0	0	0	0	0	0	0	2	0	24.3	28.7	0	0	0	7	34	23	6	0	0	0	0	0	0	0	0	63
1300	86	68	1	8	0	0	0	0	0	0	0	0	0	5	4	23.9	28.4	0	2	4	13	27	32	5	2	1	0	0	0	0	0	0	67
1315	78	55	0	16	0	0	0	0	0	0	0	0	0	3	4	23.7	28.9	0	0	5	15	23	30	3	1	1	0	0	0	0	0	0	58
1330	79	68	0	8	0	0	0	0	0	0	0	0	0	3	0	24.3	28.9	0	0	0	17	34	18	8	0	1	1	0	0	0	0	0	62
1345	51	38	1	9	0	0	0	0	0	0	0	0	0	3	0	24.9	31.2	0	0	0	10	21	10	7	0	3	0	0	0	0	0	0	41
1400	74	63	0	8	0	0	0	0	0	0	0	0	0	1	2	22.9	27.9	0	1	5	13	30	23	2	0	0	0	0	0	0	0	0	55
1415	65	49	0	10	1	1	0	0	0	0	0	0	0	0	4	21.6	27.7	0	1	5	21	20	14	4	0	0	0	0	0	0	0	0	38
1430	71	56	0	8	0	0	0	0	0	0	0	0	0	2	5	22.5	28.7	0	0	8	15	23	20	4	0	1	0	0	0	0	0	0	48
1445	66	59	0	7	0	0	0	0	0	0	0	0	0	0	0	22.3	25.7	0	0	1	13	39	12	1	0	0	0	0	0	0	0	0	52
1500	112	100	1	9	0	0	0	0	0	0	0	0	0	1	1	19.3	23.6	0	3	18	35	47	7	2	0	0	0	0	0	0	0	0	56
1515	91	81	0	7	0	0	0	0	0	0	0	0	0	1	2	19.7	23.8	0	1	6	45	30	9	0	0	0	0	0	0	0	0	0	39
1530	98	80	1	13	0	0	0	0	0	0	0	0	0	2	2	23	27.7	0	0	8	20	37	24	5	4	0	0	0	0	0	0	0	70
1545	84	66	0	11	0	0	0	0	0	0	0	0	0	2	5	25.1	30.5	0	0	4	10	24	33	11	1	1	0	0	0	0	0	0	70
1600	91	75	1	7	2	1	0	0	0	0	0	0	0	2	3	22.3	26.9	0	2	2	18	46	20	2	1	0	0	0	0	0	0	0	69
1615	108	91	0	11	0	0	0	1	0	0	0	0	0	1	4	20.9	25.9	0	1	8	37	41	19	2	0	0	0	0	0	0	0	0	62
1630	95	78	0	10	0	1	0	0	0	0	0	0	0	2	4	22.3	26.5	0	0	1	24	51	17	2	0	0	0	0	0	0	0	0	70
1645	93	78	1	10	1	0	0	0	0	0	0	0	0	0	3	24.3	28.4	0	0	0	10	51	27	3	2	0	0	0	0	0	0	0	83
1700	104	91	0	7	0	0	0	0	0	0	0	0	0	2	4	23	27.5	0	1	2	20	48	30	3	0	0	0	0	0	0	0	0	81
1715	99	83	0	5	1	0	0	2	0	0	0	0	0	4	4	22.1	25.8	0	1	1	23	52	20	2	0	0	0	0	0	0	0	0	74
1730	91	73	0	11	0	0	0	0	0	0	0	0	0	2	5	22.7	25.9	0	0	3	22	43	18	5	0	0	0	0	0	0	0	0	66
1745	104	92	0	3	0	0	0	0	0	0	0	0	0	4	5	21.9	25.4	0	2	5	22	58	13	3	0	1	0	0	0	0	0	0	75
1800	88	78	1	5	0	0	0	0	0	0	0	0	0	2	2	23.2	28	0	0	1	20	42	18	6	1	0	0	0	0	0	0	0	67
1815	87	72	0	9	0	0	0	0	0	0	0	0	0	1	5	22.5	27.2	0	0	5	19	41	18	3	1	0	0	0	0	0	0	0	63
1830	105	82	1	13	0	0	0	0	0	0	0	0	0	5	4	22	26.2	0	0	5	26	54	13	6	1	0	0	0	0	0	0	0	74
1845	86	63	0	10	0	0	0	0	0	0	0	1	0	5	7	23.1	29.6	0	3	6	12	32	21	10	2	0	0	0	0	0	0	0	65
1900	71	58	1	4	0	0	0	1	0	0	0	0	0	4	3	24.5	29.5	0	1	0	12	25	25	8	0	0	0	0	0	0	0	0	58
1915	71	50	3	10	0	0	0	1	0	0	0	0	0	4	3	24.7	29.8	0	0	3	9	24	25	7	3	0	0	0	0	0	0	0	59
1930	77	63	2	4	0	0	0	0	0	0	0	0	0	4	4	23.9	29	0	0	5	18	17	30	2	4	0	1	0	0	0	0	0	54
1945	89	71	3	4	0	0	0	1	0	0	0	0	0	6	4	24.7	29.6	0	0	5	10	31	31	9	0	3	0	0	0	0	0	0	74
2000	67	53	0	6	0	2	0	0	0	0	0	0	0	4	2	25.5	30	0	0	1	7	25	24	9	0	0	0	1	0	0	0	0	59
2015	75	62	1	5	0	0	0	0	0	0	0	0	0	2	5	23.9	28.3	0	0	4	12	31	18	7	1	2	0	0	0	0	0	0	59
2030	54	42	0	4	0	0	0	0	0	0	0	0	0	8	0	25.3	33.1	0	0	0	10	23	11	5	4	1	0	0	0	0	0	0	44
2045	72	59	0	8	0	0	0	0	0	0	0	0	0	2	3	25.2	30.2	0	0	3	7	30	21	8	2	0	0	0	1	0	0	0	62
2100	55	47	1	3	0	0	0	0	0	0	0	0	0	1	3	24.6	31.7	0	1	2	9	20	12	6	3	1	1	0	0	0	0	0	43
2115	46	34	0	5	0	0	0	0	0	0	0	0	0	5	2	24.5	31.5	0	0	3	13	6	14	7	1	1	1	0	0	0	0	0	30
2130	45	39	1	3	0	0	0	0	0	0	0	0	0	2	0	27.1	30.3	0	0	0	0	16	21	5	0	3	0	0	0	0	0	0	45
2145	54	45	0	3	1	0	0	0	0	0	0	0	0	4	1	25.1	30.7	0	0	2	5	21	17	7	1	1	0	0	0	0	0	0	47
2200	48	34	0	9	0	0	0	0	0	0	0	0	0	4	1	27.1	33.1	0	0	1	1	21	12	7	4	0	2	0	0	0	0	0	46
2215	38	29	0	1	1	0	0	0	0	0	0	0	0	4	3	23.9	32.1	0	0	3	11	9	8	4	1	1	1	0	0	0	0	0	24

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

2230	35	30	0	3	0	0	0	0	0	0	0	0	0	2	0	26.6	32.9	0	0	0	5	7	14	6	3	0	0	0	0	0	0	0	0	30
2245	29	25	0	1	0	0	0	0	0	0	0	0	0	2	1	25.9	31.8	0	0	0	2	11	10	5	1	0	0	0	0	0	0	0	0	27
2300	21	15	0	4	0	0	0	0	0	0	0	0	0	1	1	24.4	29.9	0	1	0	1	10	7	1	1	0	0	0	0	0	0	0	0	19
2315	32	25	0	4	0	0	0	0	0	0	0	0	0	2	1	26.1	35.2	0	0	0	8	7	10	2	5	0	0	0	0	0	0	0	0	24
2330	25	16	0	6	0	0	0	0	0	0	0	0	0	3	0	28.1	33.2	0	0	0	0	9	9	5	1	0	0	1	0	0	0	0	0	25
2345	18	12	0	5	0	0	0	0	0	0	0	0	0	1	0	30.3	36.7	0	0	0	0	3	6	6	1	2	0	0	0	0	0	0	0	18
07-19	**3638**	**2981**	**11**	**419**	**15**	**4**	**0**	**3**	**0**	**2**	**0**	**1**	**0**	**85**	**117**	**22.8**	**27.5**	**0**	**24**	**161**	**827**	**1535**	**863**	**177**	**32**	**14**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**2626**
06-22	**4501**	**3668**	**24**	**497**	**17**	**6**	**0**	**6**	**0**	**2**	**0**	**1**	**0**	**131**	**149**	**23.2**	**28.1**	**0**	**26**	**189**	**944**	**1830**	**1136**	**280**	**57**	**29**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**3342**
06-00	**4747**	**3854**	**24**	**530**	**18**	**6**	**0**	**6**	**0**	**2**	**0**	**1**	**0**	**150**	**156**	**23.4**	**28.3**	**0**	**27**	**193**	**972**	**1907**	**1212**	**316**	**74**	**32**	**10**	**1**	**3**	**0**	**0**	**0**	**0**	**3555**
00-00	**4942**	**3989**	**24**	**575**	**19**	**6**	**0**	**6**	**0**	**2**	**0**	**1**	**0**	**161**	**159**	**23.6**	**28.6**	**0**	**27**	**195**	**987**	**1953**	**1271**	**353**	**96**	**39**	**13**	**2**	**4**	**1**	**1**	**0**	**0**	**3733**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

28 June 2022

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 20
0000	23	15	0	6	0	0	0	0	0	0	0	0	0	1	1	27.6	32	0	0	1	2	6	8	4	0	1	1	0	0	0	0	0	0	20
0015	22	18	0	2	0	0	0	1	0	0	0	0	0	1	0	29.6	34	0	0	0	3	4	6	7	0	0	0	1	0	1	0	0	0	19
0030	13	9	0	4	0	0	0	0	0	0	0	0	0	0	0	25.5	30.5	0	0	0	2	3	5	2	1	0	0	0	0	0	0	0	0	11
0045	15	11	0	3	0	0	0	0	0	0	0	0	0	1	0	31.2	39.9	0	0	0	0	2	5	4	2	1	1	0	0	0	0	0	0	15
0100	9	5	0	2	0	0	0	0	0	0	0	0	0	2	0	29.2	-	0	0	0	2	1	2	1	2	1	0	0	0	0	0	0	0	7
0115	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	6
0130	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	28.4	-	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
0145	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	28.7	-	0	0	0	0	3	2	2	0	1	0	0	0	0	0	0	0	8
0200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	4
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0230	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	24	-	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0245	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
0315	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	3	0	1	0	1	0	0	0	0	0	0	5
0330	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	5
0345	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	5
0400	8	4	0	4	0	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	8
0415	12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	32.6	46	0	0	0	0	3	1	5	1	0	2	0	0	0	0	0	0	12
0430	10	5	0	5	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	1	1	6	2	0	0	0	0	0	0	0	0	10
0445	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	1	1	1	1	2	0	0	0	0	0	0	0	0	5
0500	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	2	5	2	1	0	0	0	0	0	0	0	10
0515	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	29.8	-	0	0	0	1	2	2	4	0	0	1	0	0	0	0	0	0	9
0530	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	1	2	2	4	1	0	0	0	0	0	0	0	10
0545	17	11	0	5	0	0	0	0	0	0	0	0	0	0	1	31.2	38.4	0	0	0	1	0	6	6	3	0	1	0	0	0	0	0	0	16
0600	16	9	0	6	0	0	0	0	0	0	0	0	0	0	1	26.1	36.3	0	0	1	1	7	3	2	2	0	0	0	0	0	0	0	0	14
0615	23	15	1	6	0	0	0	0	0	0	0	0	0	0	1	29.5	39	0	0	1	3	1	8	4	3	3	0	0	0	0	0	0	0	19
0630	26	16	0	9	0	0	0	0	0	0	0	0	0	1	0	29.2	33.6	0	0	0	0	4	11	8	2	1	0	0	0	0	0	0	0	26
0645	22	16	0	5	0	0	0	0	0	0	0	0	0	0	1	28.1	34.1	0	0	0	2	3	10	4	3	0	0	0	0	0	0	0	0	20
0700	36	29	0	5	0	0	0	0	0	0	0	0	0	2	0	27.1	32.5	0	0	0	5	10	12	5	3	0	0	0	1	0	0	0	0	31
0715	44	33	0	6	0	0	0	0	0	0	0	0	0	1	4	25.8	32.1	0	0	1	4	14	14	10	0	1	0	0	0	0	0	0	0	39
0730	42	30	0	8	0	0	0	0	0	0	0	0	0	1	3	24.9	30.1	0	0	1	3	16	15	7	0	0	0	0	0	0	0	0	0	38
0745	68	54	0	11	0	0	0	0	0	0	0	0	0	1	2	23.7	27.8	0	0	1	14	27	22	3	1	0	0	0	0	0	0	0	0	53
0800	59	50	0	3	2	1	0	0	0	0	0	0	0	1	2	21.6	24.8	0	0	2	18	31	6	2	0	0	0	0	0	0	0	0	0	39
0815	75	63	1	8	0	0	0	0	0	0	0	0	0	0	3	24.3	28.8	0	0	3	8	33	25	5	0	1	0	0	0	0	0	0	0	64
0830	62	54	0	5	0	0	0	0	0	0	0	0	0	2	1	22.4	26.1	0	0	3	12	33	13	1	0	0	0	0	0	0	0	0	0	47
0845	72	65	0	5	0	0	0	0	0	0	0	0	0	1	1	23.3	27.4	0	0	1	11	37	21	2	0	0	0	0	0	0	0	0	0	60
0900	59	54	0	4	0	1	0	0	0	0	0	0	0	0	0	23.6	27.8	0	0	0	7	34	15	3	0	0	0	0	0	0	0	0	0	52
0915	49	35	0	13	0	0	0	0	0	0	0	0	0	1	0	24.2	28.8	0	0	2	8	15	19	5	0	0	0	0	0	0	0	0	0	39
0930	62	52	0	7	0	0	0	0	0	0	0	0	0	2	1	23	27.9	0	1	2	12	26	19	1	1	0	0	0	0	0	0	0	0	47
0945	58	46	0	5	0	1	0	0	0	0	0	0	0	4	2	24.5	28.3	0	0	1	6	25	22	3	0	1	0	0	0	0	0	0	0	51
1000	64	53	0	11	0	0	0	0	0	0	0	0	0	0	0	24.5	28.7	0	0	1	6	31	21	3	2	0	0	0	0	0	0	0	0	57
1015	66	54	0	11	0	0	0	0	0	0	0	0	0	1	0	25	29.6	0	1	1	8	22	26	7	1	0	0	0	0	0	0	0	0	56
1030	56	47	0	5	1	0	0	0	0	0	0	0	0	0	3	24.4	30	0	0	1	12	17	18	7	0	1	0	0	0	0	0	0	0	43
1045	68	55	1	8	0	0	0	0	0	0	0	0	0	2	2	23.4	28.9	0	0	1	17	25	18	5	2	0	0	0	0	0	0	0	0	50
1100	45	39	1	3	1	0	0	0	0	0	0	0	0	0	1	22.9	27.1	0	1	0	11	20	11	2	0	0	0	0	0	0	0	0	0	33
1115	69	60	1	5	0	0	0	1	0	0	0	0	0	1	1	22.9	28.3	0	0	3	17	31	10	5	3	0	0	0	0	0	0	0	0	49
1130	55	43	0	9	0	1	0	0	0	0	0	0	0	1	1	24	30	0	0	4	12	16	15	4	2	2	0	0	0	0	0	0	0	39
1145	66	52	1	10	0	0	0	0	0	0	0	0	0	1	2	22.6	27.8	0	0	4	15	28	15	3	1	0	0	0	0	0	0	0	0	47
1200	74	62	0	8	1	1	0	0	0	0	0	0	0	1	1	23.2	28.4	0	1	3	14	31	19	3	3	0	0	0	0	0	0	0	0	56
1215	82	66	0	10	0	0	0	0	0	0	0	0	0	3	3	24.9	29.9	0	0	3	8	26	34	10	1	0	0	0	0	0	0	0	0	71
1230	71	62	1	5	0	0	0	0	1	0	0	0	0	1	1	22.2	27.8	0	0	3	22	24	18	4	0	0	0	0	0	0	0	0	0	46
1245	66	55	1	7	0	0	0	0	0	0	0	0	0	3	0	23.9	29.2	0	0	2	15	26	15	4	3	1	0	0	0	0	0	0	0	49
1300	73	63	0	7	0	0	0	0	0	0	0	0	0	3	0	23.8	28.2	0	0	1	16	26	24	6	0	0	0	0	0	0	0	0	0	56
1315	57	45	1	8	0	0	0	0	0	0	0	0	0	2	1	23.6	28.4	0	0	1	10	26	15	5	0	0	0	0	0	0	0	0	0	46
1330	76	62	1	8	0	0	0	0	0	0	0	0	0	2	3	24.6	31.1	0	0	4	5	36	19	10	0	1	0	0	1	0	0	0	0	67
1345	73	59	0	6	0	0	0	0	0	0	0	0	0	4	4	25.3	30.4	0	1	2	8	21	28	11	1	0	0	0	1	0	0	0	0	62
1400	85	73	0	10	0	0	0	0	0	0	0	0	0	1	1	24.4	27.7	0	0	1	4	49	26	2	2	1	0	0	0	0	0	0	0	80
1415	72	57	0	8	0	0	0	1	0	0	0	0	0	5	1	25.1	31.2	0	0	2	11	25	21	11	1	1	0	0	0	0	0	0	0	59
1430	75	63	0	5	0	0	0	0	0	0	0	0	0	2	5	22.5	27.9	0	1	5	21	27	15	6	0	0	0	0	0	0	0	0	0	48
1445	66	55	0	10	0	0	0	0	0	0	0	0	0	0	1	22.8	26.6	0	0	1	16	30	18	1	0	0	0	0	0	0	0	0	0	49
1500	84	72	0	8	0	0	0	0	0	0	0	0	0	3	1	22	26	0	1	2	20	43	16	2	0	0	0	0	0	0	0	0	0	61
1515	97	84	0	7	0	0	0	1	0	0	0	0	0	2	3	22.2	26.8	0	1	3	29	39	22	2	0	1	0	0	0	0	0	0	0	64
1530	95	79	1	12	0	0	1	0	0	0	0	0	0	0	2	21.8	25.1	0	1	1	22	57	13	1	0	0	0	0	0	0	0	0	0	71
1545	99	83	0	11	1	0	0	0	0	0	1	0	0	1	2	22	25.5	0	0	6	20	56	13	4	0	0	0	0	0	0	0	0	0	73
1600	102	89	0	6	0	0	0	0	0	0	0	0	0	1	6	22.3	26.1	0	0	4	26	52	18	1	1	0	0	0	0	0	0	0	0	72
1615	97	82	0	9	0	0	1	0	0	0	0	0	0	5	0	22.9	27.2	0	0	1	28	45	17	2	2	1	0	1	0	0	0	0	0	68
1630	97	81	0	10	0	1	0	1	0	0	0	0	0	1	3	22.8	26.8	0	2	3	14	49	23	6	0	0	0	0	0	0	0	0	0	78
1645	92	71	2	13	0	0	0	0	0	0	0	0	0	2	4	22.9	26.6	0	2	1	8	59	22	0	0	0	0	0	0	0	0	0	0	81
1700	93	74	0	9	0	0	0	0	0	0	0	0	0	4	6	23.6	28.5	0	0	5	18	32	32	4	0	2	0	0	0	0	0	0	0	70
1715	100	83	1	10	0	0	0	0	0	0	0	0	0	3	3	23.2	26.7	0	1	1	16	58	17	5	0	1	1	0	0	0	0	0	0	82
1730	103	86	1	8	0	0	0	0	0	0	0	0	0	2	6	22.2	25.7	0	2	3	27	52	16	1	0	1	1	0	0	0	0	0	0	71
1745	111	88	0	8	0	0	0	0	0	1	0	0	0	6	8	20.9	27	0	2	10	40	38	15	5	1	0	0	0	0	0	0	0	0	59
1800	104	87	1	6	0	0	0	1	0	0	0	0	0	2	7	21.6	26.1	0	1	5	31	47	13	6	1	0	0	0	0	0	0	0	0	67
1815	87	69	0	11	0	0	0	0	0	0	0	0	0	3	4	21.8	28.7	0	0	15	16	31	18	6	1	0	0	0	0	0	0	0	0	56
1830	80	66	0	4	0	0	0	0	0	0	0	0	0	6	4	22.3	27.2	0	1	5	17	32	23	1	1	0	0	0	0	0	0	0	0	57
1845	99	76	0	12	0	0	0	0	0	0	0	0	0	6	5	23.6	27.7	0	0	0	17	47	28	7	0	0	0	0	0	0	0	0	0	82
1900	87	71	0	8	0	1	0	0	0	0	0	0	0	5	2	24.5	28.9	0	1	2	12	27	40	4	1	0	0	0	0	0	0	0	0	72
1915	71	51	1	10	0	1	0	1	0	0	0	0	0	5	2	25.3	30.4	0	1	1	5	29	22	9	4	0	0	0	0	0	0	0	0	64
1930	67	52	0	7	1	0	0	0	0	0	0	0	0	1	6	22.9	26.3	0	0	4	11	28	21	3	0	0	0	0	0	0	0	0	0	52
1945	89	72	1	6	0	0	0	0	0	0	0	0	0	5	5	23.3	28.4	0	0	5	16	41	18	8	1	0	0	0	0	0	0	0	0	68
2000	63	51	1	6	0	0	0	0	0	0	0	0	0	5	0	24.7	29.9	0	0	0	7	31	17	8	0	0	0	0	0	0	0	0	0	56
2015	68	56	0	7	0	0	0	0	0	0	0	0	0	3	2	25	30.7	0	0	2	11	23	20	10	0	0	0	2	0	0	0	0	0	55
2030	61	48	0	6	0	0	0	0	0	1	0	0	0	3	3	23.9	28.9	0	0	2	14	24	13	6	2	0	0	0	0	0	0	0	0	45
2045	62	52	0	5	0	0	0	0	0	0	0	0	0	3	2	26.4	33.2	0	0	0	6	22	18	11	5	0	0	0	0	0	0	0	0	56
2100	45	36	1	1	1	0	0	0	0	0	0	0	0	6	0	26.4	32.2	0	0	0	8	11	14	10	0	0	0	2	0	0	0	0	0	37
2115	71	61	0	5	0	0	0	0	0	0	0	0	0	3	2	24.5	29.2	0	0	0	14	29	20	5	2	0	1	0	0	0	0	0	0	57
2130	63	52	0	3	0	1	0	0	0	0	0	0	0	7	0	25.7	31	0	0	2	5	23	22	8	2	1	0	0	0	0	0	0	0	56
2145	57	48	0	5	0	0	0	0	0	0	0	0	0	3	1	23.3	27	0	0	0	10	32	10	4	1	0	0	0	0	0	0	0	0	47
2200	42	33	1	4	0	0	0	0	0	0	0	0	0	2	2	24.3	29.3	0	0	2	8	21	6	3	1	1	0	0	0	0	0	0	0	32
2215	49	38	1	3	0	0	0	0	0	0	0	0	0	6	1	24.6	29.2	0	0	1	6	23	12	4	3	0	0	0	0	0	0	0	0	42

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

2230	41	33	2	5	0	0	0	0	0	0	0	0	0	1	0	28	35.5	0	0	0	1	17	11	6	3	1	2	0	0	0	0	0	0	40
2245	35	30	0	1	0	0	0	0	0	0	0	0	0	3	1	26.6	32.3	0	0	1	4	10	10	7	1	1	1	0	0	0	0	0	0	30
2300	37	31	0	4	0	0	0	0	0	0	0	0	0	1	1	24.9	29.6	0	0	1	7	8	16	5	0	0	0	0	0	0	0	0	0	29
2315	29	24	0	3	0	0	0	0	0	0	0	0	0	2	0	26.8	31	0	0	0	3	6	15	3	2	0	0	0	0	0	0	0	0	26
2330	40	30	0	8	0	1	0	0	0	0	0	0	0	1	0	28.6	33.7	0	0	0	1	10	18	7	2	1	0	0	1	0	0	0	0	39
2345	27	18	0	5	0	0	0	0	0	0	0	0	0	0	4	26	30	0	0	3	2	4	14	3	0	1	0	0	0	0	0	0	0	22
07-19	**3585**	**2960**	**15**	**378**	**6**	**6**	**2**	**5**	**1**	**2**	**0**	**0**	**0**	**96**	**114**	**23.2**	**27.8**	**0**	**20**	**125**	**705**	**1575**	**895**	**209**	**34**	**16**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**2735**
06-22	**4476**	**3666**	**20**	**473**	**8**	**9**	**2**	**6**	**1**	**3**	**0**	**0**	**0**	**146**	**142**	**23.6**	**28.3**	**0**	**22**	**145**	**830**	**1910**	**1162**	**313**	**62**	**21**	**3**	**5**	**3**	**0**	**0**	**0**	**0**	**3479**
06-00	**4776**	**3903**	**24**	**506**	**8**	**10**	**2**	**6**	**1**	**3**	**0**	**0**	**0**	**162**	**151**	**23.7**	**28.6**	**0**	**22**	**153**	**862**	**2009**	**1264**	**351**	**74**	**26**	**6**	**5**	**4**	**0**	**0**	**0**	**0**	**3739**
00-00	**4991**	**4047**	**24**	**565**	**9**	**10**	**2**	**7**	**1**	**3**	**0**	**0**	**0**	**169**	**154**	**24**	**29**	**0**	**23**	**154**	**876**	**2047**	**1328**	**406**	**100**	**33**	**12**	**7**	**4**	**1**	**0**	**0**	**0**	**3938**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

29 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	21	12	0	5	1	0	0	0	0	0	0	0	0	2	1	27.8	39.2	0	0	0	3	7	5	3	0	2	1	0	0	0	0	0	18
0015	18	11	0	6	0	0	0	0	0	0	0	0	0	1	0	27.9	35.2	0	0	0	0	4	9	2	3	0	0	0	0	0	0	0	18
0030	11	6	0	5	0	0	0	0	0	0	0	0	0	0	0	23.8	30.8	0	0	0	4	3	3	0	0	1	0	0	0	0	0	0	7
0045	11	7	0	3	0	0	0	0	0	0	0	0	0	1	0	28.9	37.9	0	0	0	0	5	1	3	1	1	0	0	0	0	0	0	11
0100	16	11	0	4	0	0	0	0	0	0	0	0	0	1	0	29.5	45.1	0	0	0	3	2	5	2	1	1	1	1	0	0	0	0	13
0115	10	5	0	4	0	0	0	0	0	0	0	0	0	1	0	27.2	-	0	0	0	1	1	6	2	0	0	0	0	0	0	0	0	9
0130	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	30.6	35	0	0	0	0	1	7	3	0	0	1	0	0	0	0	0	12
0145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4
0200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	1	2	7	0	0	0	0	0	0	0	0	10
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0230	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0245	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
0315	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	7
0330	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	6
0345	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	3
0400	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
0415	10	5	0	4	0	0	0	0	0	0	0	0	0	0	1	26.2	-	0	1	0	0	2	6	0	1	0	0	0	0	0	0	0	9
0430	16	6	0	9	0	0	0	0	0	0	0	0	0	1	0	33.5	41	0	0	0	0	1	3	7	2	3	0	0	0	0	0	0	16
0445	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	2	0	3	1	0	1	0	0	0	0	0	7
0500	13	8	0	5	0	0	0	0	0	0	0	0	0	0	0	31.6	37.7	0	0	0	0	0	4	7	1	1	0	0	0	0	0	0	13
0515	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	28	-	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
0530	9	4	0	4	1	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	3	3	2	0	1	0	0	0	0	0	0	9
0545	14	9	0	5	0	0	0	0	0	0	0	0	0	0	0	29.1	33.8	0	0	0	0	1	8	4	1	0	0	0	0	0	0	0	14
0600	22	12	1	8	0	0	1	0	0	0	0	0	0	0	0	27	32.3	0	0	0	1	7	9	4	1	0	0	0	0	0	0	0	21
0615	29	19	0	9	0	0	0	0	0	0	0	0	0	0	1	28.9	35.1	0	0	0	4	1	13	7	4	0	0	0	0	0	0	0	25
0630	17	9	0	7	1	0	0	0	0	0	0	0	0	0	0	30	36.2	0	0	0	1	1	7	5	3	0	0	0	0	0	0	0	16
0645	26	18	0	6	0	1	0	0	0	0	0	0	0	0	1	27	31.2	0	0	0	1	7	13	5	0	0	0	0	0	0	0	0	25
0700	29	25	0	4	0	0	0	0	0	0	0	0	0	0	0	27.8	31.8	0	0	0	1	4	17	7	0	0	0	0	0	0	0	0	28
0715	49	44	0	3	0	0	0	0	0	0	0	0	0	0	2	23.2	28.2	0	1	1	6	27	12	2	0	0	0	0	0	0	0	0	41
0730	40	28	0	11	0	0	0	0	0	0	0	0	0	0	1	25.4	31.4	0	0	1	5	13	15	5	1	0	0	0	0	0	0	0	34
0745	55	39	0	11	0	0	0	0	0	0	0	0	0	2	3	23.3	29.1	0	0	3	18	13	17	3	1	0	0	0	0	0	0	0	34
0800	63	54	0	8	0	0	0	0	0	0	0	0	0	0	1	24	28.4	0	0	1	9	27	20	6	0	0	0	0	0	0	0	0	53
0815	69	61	0	4	1	0	0	0	0	0	0	0	0	0	3	21.1	25.2	0	0	4	24	30	11	0	0	0	0	0	0	0	0	0	41
0830	72	67	0	2	0	0	0	0	0	0	0	0	0	0	3	20.4	24.8	0	0	6	29	27	10	0	0	0	0	0	0	0	0	0	37
0845	81	71	0	8	0	0	0	0	1	0	0	0	0	1	0	20	22.9	0	1	2	40	34	4	0	0	0	0	0	0	0	0	0	38
0900	74	63	0	8	0	0	0	0	0	0	0	0	0	1	2	23.8	27.5	0	1	2	10	35	20	4	0	2	0	0	0	0	0	0	61
0915	57	48	0	8	0	0	0	0	0	0	0	0	0	1	0	23.4	28.3	0	0	0	11	24	20	2	0	0	0	0	0	0	0	0	46
0930	68	62	0	4	0	0	0	0	0	0	0	0	0	0	2	20.5	24.3	0	1	5	20	35	6	1	0	0	0	0	0	0	0	0	42
0945	57	45	1	9	0	1	0	0	0	0	0	0	0	1	0	21.6	25.8	0	0	5	12	29	9	2	0	0	0	0	0	0	0	0	40
1000	70	59	0	9	1	0	0	0	0	0	0	0	0	0	1	20.8	24.1	0	2	5	13	43	7	0	0	0	0	0	0	0	0	0	50
1015	76	63	0	8	1	0	0	1	0	0	0	0	0	1	2	21.5	26.3	0	0	9	19	27	17	4	0	0	0	0	0	0	0	0	48
1030	56	47	0	9	0	0	0	0	0	0	0	0	0	0	0	23.3	28.5	0	0	0	16	21	15	4	0	0	0	0	0	0	0	0	40
1045	58	44	0	10	2	0	0	0	0	0	0	0	0	2	0	21.9	28.1	0	1	2	16	25	12	2	0	0	0	0	0	0	0	0	39
1100	78	66	0	9	0	0	0	0	0	0	0	0	0	3	0	23.3	30.2	0	1	7	21	19	18	11	1	0	0	0	0	0	0	0	49
1115	65	55	0	7	0	0	0	0	0	0	0	0	0	2	1	21.9	26.7	0	1	1	19	32	10	2	0	0	0	0	0	0	0	0	44
1130	70	56	1	8	1	0	0	0	0	0	0	0	0	2	2	23.7	27.3	0	2	1	17	28	16	3	2	0	0	0	0	0	0	0	50
1145	76	63	1	9	0	0	0	0	0	0	0	0	0	1	2	22.9	27.4	0	0	5	15	31	22	2	1	0	0	0	0	0	0	0	56
1200	72	62	0	7	0	0	0	0	1	0	0	0	0	2	0	22.1	26.9	0	0	6	17	31	14	4	0	0	0	0	0	0	0	0	49
1215	78	65	0	10	0	0	0	0	0	0	0	0	0	1	2	22.9	27.1	0	1	2	14	36	23	2	0	0	0	0	0	0	0	0	61
1230	75	62	1	9	1	0	0	0	0	0	0	0	0	1	1	23.4	28.6	0	1	1	14	30	21	8	0	0	0	0	0	0	0	0	59
1245	78	61	1	11	0	0	0	0	0	0	0	0	0	1	4	23.2	27.4	0	0	2	16	36	18	5	1	0	0	0	0	0	0	0	60
1300	89	74	0	10	0	0	0	0	1	0	0	0	0	2	2	23.9	28	0	0	3	21	27	28	6	2	0	1	1	0	0	0	0	65
1315	90	74	0	9	0	1	0	0	0	0	0	0	0	3	3	22.4	27.3	0	1	3	25	31	23	7	0	0	0	0	0	0	0	0	61
1330	89	66	2	14	1	1	0	0	0	0	0	0	0	3	2	21	27	0	1	9	27	27	20	5	0	0	0	0	0	0	0	0	52
1345	71	60	0	6	0	0	0	0	0	0	0	0	0	2	3	23.4	28.1	0	0	3	15	31	14	6	1	1	0	0	0	0	0	0	53
1400	70	55	2	8	0	0	0	0	0	0	0	0	0	2	3	24.1	28.5	0	0	3	12	20	32	3	0	0	0	0	0	0	0	0	55
1415	65	50	0	12	0	0	0	0	0	0	0	0	0	2	1	24.1	29.6	0	2	0	12	22	22	6	1	0	0	0	0	0	0	0	51
1430	75	61	0	10	0	0	0	0	0	0	0	0	0	2	2	23.4	27.7	0	0	5	18	18	29	5	0	0	0	0	0	0	0	0	52
1445	84	71	0	9	0	0	0	0	0	0	0	0	0	0	4	21.8	26.3	0	0	6	21	34	20	3	0	0	0	0	0	0	0	0	57
1500	82	65	1	9	0	0	0	0	0	0	0	0	0	4	3	22.7	27.9	0	1	4	23	29	19	4	1	1	0	0	0	0	0	0	54
1515	127	113	0	8	0	0	0	0	0	0	0	0	0	4	2	19.5	23	0	1	16	50	55	5	0	0	0	0	0	0	0	0	0	60
1530	69	59	1	7	0	0	0	0	0	0	0	0	0	1	1	23.4	27.7	0	0	6	11	22	26	3	1	0	0	0	0	0	0	0	52
1545	96	80	0	12	0	0	0	0	0	1	0	0	0	2	1	23.4	28.1	0	0	2	19	47	20	8	0	0	0	0	0	0	0	0	75
1600	120	106	1	8	0	1	0	0	0	0	0	0	0	2	2	22.8	28.8	0	0	2	9	26	50	22	8	2	0	1	0	0	0	0	83
1615	101	87	2	5	0	0	0	0	0	0	0	0	0	6	1	21.6	26.5	0	3	7	22	49	13	5	2	0	0	0	0	0	0	0	69
1630	90	78	0	9	0	0	0	0	0	0	0	0	0	1	2	22.8	26.6	0	0	3	16	47	24	0	0	0	0	0	0	0	0	0	71
1645	102	91	0	6	0	0	0	0	0	0	0	0	0	2	3	23.8	27.5	0	3	3	7	43	41	4	1	0	0	0	0	0	0	0	89
1700	92	76	0	10	0	0	0	0	0	0	0	0	0	3	3	23.7	27.1	0	0	3	14	37	34	3	1	0	0	0	0	0	0	0	75
1715	99	84	0	7	0	0	0	0	0	0	0	0	0	4	4	23	27.6	0	1	4	20	41	26	6	1	0	0	0	0	0	0	0	74
1730	94	82	1	7	0	0	0	0	0	0	0	0	0	1	3	22.7	25.8	0	1	2	18	50	20	3	0	0	0	0	0	0	0	0	73
1745	108	90	1	8	0	0	0	0	0	1	0	1	0	3	4	22.4	26.6	0	1	2	28	49	24	2	2	0	0	0	0	0	0	0	77
1800	94	74	1	8	0	1	0	0	0	0	0	0	0	4	6	21.9	27.7	0	1	9	27	29	22	5	1	0	0	0	0	0	0	0	57
1815	97	84	1	9	0	0	0	0	0	0	0	0	0	2	1	24.3	29.7	0	0	2	13	46	25	10	0	1	0	0	0	0	0	0	82
1830	90	73	1	8	0	0	0	0	0	1	0	0	0	3	4	23.5	28.5	0	0	3	16	35	32	4	0	0	0	0	0	0	0	0	71
1845	92	75	0	7	0	0	0	0	0	0	0	0	0	5	5	23.9	28.9	0	0	4	19	37	19	9	2	1	0	0	1	0	0	0	69
1900	80	62	1	7	2	0	0	0	0	0	0	0	0	5	3	22.9	27.7	0	1	3	22	35	10	6	1	1	0	1	0	0	0	0	54
1915	74	59	0	5	1	0	0	0	0	0	0	0	0	4	5	24	27.8	0	1	2	11	29	25	4	2	0	0	0	0	0	0	0	60
1930	65	49	1	4	0	1	0	0	0	0	0	0	0	5	5	24.6	29	0	0	1	12	19	27	3	3	0	0	0	0	0	0	0	52
1945	50	42	0	3	0	0	0	0	0	0	0	0	0	2	3	25.8	31.7	0	0	2	5	19	14	5	4	0	0	0	1	0	0	0	43
2000	79	57	2	8	1	0	0	0	0	0	0	0	0	9	2	24.9	29.5	0	0	4	5	37	23	5	5	0	0	0	0	0	0	0	70
2015	62	45	3	4	0	0	0	0	0	0	0	0	0	6	4	27.3	32.3	0	0	2	4	14	25	13	2	1	0	1	0	0	0	0	56
2030	64	45	1	10	0	0	1	0	0	0	0	0	0	4	3	23.9	28.6	0	0	0	15	24	19	3	2	0	1	0	0	0	0	0	49
2045	62	50	0	9	0	0	0	0	0	0	0	0	0	3	0	25.9	29.2	0	0	0	5	26	24	2	3	2	0	0	0	0	0	0	57
2100	52	47	0	3	0	0	0	0	0	0	0	0	0	2	0	24.9	28	0	0	0	3	23	22	4	0	0	0	0	0	0	0	0	49
2115	54	44	0	5	0	0	0	1	0	0	0	0	0	2	2	25.6	30.3	0	0	2	3	18	23	5	3	0	0	0	0	0	0	0	49
2130	55	47	0	4	0	0	0	1	0	0	0	0	0	2	1	26	29.3	0	0	0	9	10	29	6	1	0	0	0	0	0	0	0	46
2145	45	39	1	2	0	0	0	0	0	0	0	0	0	2	1	26.9	32.8	0	0	0	5	16	15	5	3	0	1	0	0	0	0	0	40
2200	51	43	0	3	0	0	0	0	0	0	0	0	0	1	4	24.6	29.4	0	0	2	8	16	18	7	0	0	0	0	0	0	0	0	41
2215	47	35	0	3	0	0	0	0	0	0	0	0	0	6	3	26.7	30.6	0	0	1	2	13	22	6	2	1	0	0	0	0	0	0	44

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

2230	32	24	0	4	0	0	0	0	0	0	0	0	0	2	2	25.8	29.7	0	0	1	2	11	14	3	0	1	0	0	0	0	0	0	0	29
2245	31	27	0	2	0	0	0	0	0	0	0	0	0	0	2	24.7	30.8	0	0	0	4	12	10	5	0	0	0	0	0	0	0	0	0	27
2300	42	32	1	6	0	0	0	0	0	0	0	0	0	2	1	24.9	29.9	0	1	1	5	15	14	4	1	0	1	0	0	0	0	0	0	35
2315	29	24	0	3	0	0	0	0	0	0	0	0	0	2	0	25.4	32.4	0	0	0	4	13	4	6	2	0	0	0	0	0	0	0	0	25
2330	25	20	0	5	0	0	0	0	0	0	0	0	0	0	0	27	31.7	0	0	0	2	7	9	6	1	0	0	0	0	0	0	0	0	23
2345	29	20	0	8	0	0	0	0	0	0	0	0	0	1	0	24.8	29.7	0	0	0	6	7	12	4	0	0	0	0	0	0	0	0	0	23
07-19	**3752**	**3138**	**19**	**392**	**8**	**5**	**0**	**1**	**3**	**3**	**0**	**1**	**0**	**85**	**97**	**22.7**	**27.4**	**0**	**31**	**182**	**862**	**1533**	**914**	**194**	**25**	**6**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**2677**
06-22	**4588**	**3782**	**29**	**486**	**13**	**7**	**2**	**3**	**3**	**3**	**0**	**1**	**0**	**131**	**128**	**23.2**	**28**	**0**	**33**	**198**	**968**	**1819**	**1212**	**276**	**62**	**10**	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**3389**
06-00	**4874**	**4007**	**30**	**520**	**13**	**7**	**2**	**3**	**3**	**3**	**0**	**1**	**0**	**145**	**140**	**23.3**	**28.2**	**0**	**34**	**203**	**1001**	**1913**	**1315**	**317**	**68**	**12**	**5**	**3**	**2**	**0**	**0**	**0**	**0**	**3636**
00-00	**5095**	**4143**	**30**	**593**	**15**	**7**	**2**	**3**	**3**	**3**	**0**	**1**	**0**	**153**	**142**	**23.6**	**28.5**	**0**	**35**	**203**	**1013**	**1956**	**1395**	**373**	**80**	**23**	**10**	**4**	**2**	**0**	**0**	**0**	**0**	**3844**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

30 June 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	22	17	0	4	0	0	0	0	0	0	0	0	0	1	0	25.3	27.6	0	0	0	3	8	9	1	0	1	0	0	0	0	0	0	19
0015	14	9	0	5	0	0	0	0	0	0	0	0	0	0	0	27.1	30	0	0	0	1	2	9	1	1	0	0	0	0	0	0	0	13
0030	28	19	0	8	0	0	0	0	0	0	0	0	0	1	0	27.4	30.8	0	0	0	1	6	14	5	2	0	0	0	0	0	0	0	27
0045	20	14	0	4	0	0	0	0	0	0	0	0	0	2	0	29.3	33.2	0	0	0	0	5	8	5	0	1	1	0	0	0	0	0	20
0100	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	3	5	1	0	0	1	0	0	0	0	10
0115	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	28.6	-	0	0	0	1	1	5	0	2	0	0	0	0	0	0	0	8
0130	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	29	34.7	0	0	0	1	2	4	4	1	0	0	0	0	0	0	0	11
0145	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
0200	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	7
0215	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	6
0230	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0245	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2
0300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	5
0315	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	34.4	-	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
0330	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
0345	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	5
0400	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	3	1	3	0	0	0	0	0	0	0	7
0415	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0430	16	7	0	9	0	0	0	0	0	0	0	0	0	0	0	32.7	40	0	0	0	0	1	2	8	3	2	0	0	0	0	0	0	16
0445	6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	6
0500	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	1	5	2	0	1	0	0	0	0	0	9
0515	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
0530	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	32.6	35.9	0	0	0	0	1	0	7	3	0	0	0	0	0	0	0	11
0545	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	31.3	40.6	0	0	0	0	2	8	3	1	0	2	0	0	0	0	0	16
0600	31	21	0	9	0	0	0	0	0	0	0	0	0	0	1	29.5	36	0	0	0	3	4	9	9	5	1	0	0	0	0	0	0	28
0615	24	8	0	14	0	0	0	0	0	0	0	0	0	1	1	32.6	40.7	0	0	0	2	4	5	5	3	3	0	1	0	0	1	0	22
0630	22	15	0	7	0	0	0	0	0	0	0	0	0	0	0	29	35.2	0	0	0	1	3	9	6	2	1	0	0	0	0	0	0	21
0645	26	20	0	5	0	0	0	0	0	0	0	0	0	0	1	28.4	34.7	0	0	0	1	8	7	7	3	0	0	0	0	0	0	0	25
0700	35	26	0	7	0	1	0	0	0	0	0	0	0	1	0	25.6	31	0	0	0	4	11	14	5	1	0	0	0	0	0	0	0	31
0715	54	45	0	5	0	0	0	0	0	0	0	0	0	2	2	26.2	32.9	0	0	1	3	21	18	8	3	0	0	0	0	0	0	0	50
0730	44	31	1	6	1	0	0	0	0	0	0	0	0	2	3	24	31.7	0	0	1	10	21	2	7	1	1	1	0	0	0	0	0	33
0745	59	46	0	9	0	1	0	0	0	0	0	0	0	1	2	22.9	27.4	0	0	5	9	22	18	5	0	0	0	0	0	0	0	0	45
0800	62	48	0	10	0	0	0	1	0	0	0	0	0	1	2	22.7	27.7	0	0	2	13	29	15	2	1	0	0	0	0	0	0	0	47
0815	69	61	0	6	1	1	0	0	0	0	0	0	0	0	0	22.6	27.1	0	0	1	22	25	19	2	0	0	0	0	0	0	0	0	46
0830	80	69	0	9	1	0	0	0	0	0	0	0	0	0	1	20.1	26.5	0	6	10	21	27	14	2	0	0	0	0	0	0	0	0	43
0845	92	86	0	5	0	1	0	0	0	0	0	0	0	0	0	19.8	22.7	0	1	5	45	33	5	3	0	0	0	0	0	0	0	0	41
0900	81	67	1	8	1	2	0	0	0	0	0	0	0	2	0	21.7	25.3	0	1	2	21	44	13	0	0	0	0	0	0	0	0	0	57
0915	65	56	1	4	0	2	0	0	0	0	0	0	0	1	1	24.1	28	0	0	0	9	36	15	4	1	0	0	0	0	0	0	0	56
0930	58	51	0	7	0	0	0	0	0	0	0	0	0	0	0	23.9	27.4	0	0	0	11	29	14	3	1	0	0	0	0	0	0	0	47
0945	56	41	0	14	0	0	0	0	0	0	0	0	0	1	0	23.6	29.2	0	0	0	14	22	14	6	0	0	0	0	0	0	0	0	42
1000	67	55	1	10	0	0	0	0	0	0	0	0	0	0	1	24.4	29.4	0	0	3	11	26	18	7	2	0	0	0	0	0	0	0	53
1015	63	47	1	11	1	0	0	0	0	0	0	0	0	1	2	20.1	24.1	0	0	7	26	22	5	3	0	0	0	0	0	0	0	0	30
1030	76	58	0	15	0	0	0	0	0	0	0	0	0	2	1	24.4	29.4	0	0	0	15	28	26	6	1	0	0	0	0	0	0	0	61
1045	66	52	0	9	0	0	0	0	0	0	0	0	0	4	1	25.3	29.4	0	0	1	11	16	30	5	2	1	0	0	0	0	0	0	54
1100	76	59	1	13	0	0	0	0	0	0	0	0	0	2	1	23	26.4	0	0	1	9	43	22	1	0	0	0	0	0	0	0	0	66
1115	59	48	0	8	0	0	0	0	0	0	0	0	0	0	3	22.7	27.6	0	1	1	15	24	15	3	0	0	0	0	0	0	0	0	42
1130	77	64	0	12	0	0	0	0	0	0	0	0	0	0	1	23.4	27	0	0	0	14	33	28	2	0	0	0	0	0	0	0	0	63
1145	70	54	0	11	0	0	0	0	0	0	0	0	0	2	3	21.9	26	0	0	4	15	36	14	1	0	0	0	0	0	0	0	0	51
1200	75	62	0	10	0	0	0	0	0	0	0	0	0	2	1	23.1	27.5	0	1	0	14	38	19	3	0	0	0	0	0	0	0	0	60
1215	55	38	1	11	1	0	0	0	0	0	0	0	0	4	0	24.2	28.4	0	0	0	9	23	20	2	1	0	0	0	0	0	0	0	46
1230	71	57	0	9	0	0	0	0	0	0	0	0	0	4	1	24.2	29.3	0	0	3	8	29	24	7	0	0	0	0	0	0	0	0	60
1245	74	62	0	10	0	0	0	0	0	0	0	0	0	1	1	23	28.5	0	0	2	15	36	17	4	0	0	0	0	0	0	0	0	57
1300	90	72	2	12	0	0	0	0	0	0	0	0	0	4	0	23.5	28.9	0	0	4	15	37	28	6	0	0	0	0	0	0	0	0	71
1315	74	57	1	8	1	0	0	0	0	1	0	0	0	4	2	24.6	30.6	0	0	2	9	32	19	9	1	2	0	0	0	0	0	0	63
1330	84	73	1	9	0	0	0	0	0	0	0	0	0	1	0	23.4	28.2	0	0	1	22	27	27	6	1	0	0	0	0	0	0	0	61
1345	86	69	1	13	0	0	0	0	0	0	0	0	0	2	1	24.6	28.5	0	0	1	5	43	31	5	1	0	0	0	0	0	0	0	80
1400	89	78	2	4	0	0	0	0	0	0	0	0	0	4	1	23	27.5	0	0	1	19	43	23	3	0	0	0	0	0	0	0	0	69
1415	65	56	0	2	0	0	0	1	0	0	0	0	0	4	2	26	31.5	0	1	1	3	24	23	11	1	0	1	0	0	0	0	0	60
1430	81	70	0	7	0	0	0	0	0	0	0	0	0	1	3	23.2	28	0	0	1	22	37	12	5	2	2	0	0	0	0	0	0	58
1445	83	67	0	11	0	0	0	0	0	0	0	0	0	3	2	23.7	27.4	0	0	1	13	39	26	3	1	0	0	0	0	0	0	0	69
1500	88	78	0	6	0	0	0	0	0	0	0	0	0	2	2	18.5	24.3	0	5	15	37	22	8	1	0	0	0	0	0	0	0	0	31
1515	112	91	2	15	0	0	0	0	0	0	0	0	0	2	2	20.8	25.3	0	0	10	46	38	16	0	1	1	0	0	0	0	0	0	56
1530	93	80	0	8	0	0	0	0	0	0	0	0	0	2	3	22.9	25.9	0	0	3	12	53	23	0	2	0	0	0	0	0	0	0	78
1545	110	97	0	9	0	0	0	0	0	0	0	0	0	4	0	22.4	26.2	0	0	2	26	53	27	1	0	1	0	0	0	0	0	0	82
1600	113	96	0	11	0	0	0	0	0	0	0	0	0	1	5	21.1	24.3	0	0	4	31	69	8	1	0	0	0	0	0	0	0	0	78
1615	105	82	2	12	0	2	0	0	1	0	0	0	0	0	6	21.9	26.6	0	0	4	33	47	14	7	0	0	0	0	0	0	0	0	68
1630	101	90	0	7	0	0	1	1	0	0	0	0	0	0	2	22.7	27.4	0	0	4	23	45	24	5	0	0	0	0	0	0	0	0	74
1645	95	82	2	8	0	0	0	0	0	0	0	0	0	1	2	22.2	27.1	0	0	7	22	35	27	3	1	0	0	0	0	0	0	0	66
1700	110	92	0	8	0	1	0	1	0	0	0	0	0	4	4	23	29.2	0	1	5	26	45	22	10	1	0	0	0	0	0	0	0	78
1715	114	91	0	11	0	0	0	0	0	0	0	0	0	7	5	22.6	27	0	0	7	28	44	27	6	2	0	0	0	0	0	0	0	79
1730	86	70	4	9	0	0	0	0	0	0	0	0	0	2	1	22.9	27.2	0	0	1	21	37	20	6	1	0	0	0	0	0	0	0	64
1745	95	78	2	8	0	1	0	0	0	0	0	0	0	1	5	22.7	26.2	0	0	5	16	44	27	2	1	0	0	0	0	0	0	0	74
1800	103	88	2	6	0	0	0	0	0	1	0	0	0	3	3	24	28.6	0	0	0	16	53	28	4	1	0	0	1	0	0	0	0	87
1815	118	91	3	11	1	0	0	0	0	0	0	0	0	3	9	21.9	27	0	2	8	31	46	25	6	0	0	0	0	0	0	0	0	77
1830	94	78	1	7	0	0	0	0	0	1	0	0	0	2	5	22.8	27.2	0	1	2	22	41	23	5	0	0	0	0	0	0	0	0	69
1845	71	58	1	6	1	0	0	0	0	0	0	0	0	1	4	22.9	28.7	0	1	4	14	24	23	5	0	0	0	0	0	0	0	0	52
1900	70	59	1	4	0	0	0	0	0	0	0	0	0	4	2	24.5	28.3	0	0	2	9	29	22	5	3	0	0	0	0	0	0	0	59
1915	84	65	0	13	0	0	0	0	0	0	0	0	0	6	0	26	31.7	0	0	0	9	28	32	10	3	2	0	0	0	0	0	0	75
1930	90	70	2	11	0	0	0	0	0	0	0	0	0	4	3	22.3	26.7	0	0	4	25	38	18	5	0	0	0	0	0	0	0	0	61
1945	71	55	0	7	0	0	0	0	0	0	0	0	0	5	4	26	32.7	0	0	4	10	23	18	10	3	0	1	1	1	0	0	0	57
2000	46	38	0	4	0	0	0	0	0	0	0	0	0	4	0	25.6	30.9	0	0	1	7	7	23	6	2	0	0	0	0	0	0	0	38
2015	35	26	0	6	0	0	0	0	0	0	0	0	0	2	1	25.7	29.4	0	0	1	1	14	15	2	2	0	0	0	0	0	0	0	33
2030	46	33	1	2	0	0	0	0	0	0	0	0	0	6	4	24.6	28.7	0	0	4	3	12	23	3	1	0	0	0	0	0	0	0	39
2045	27	20	0	3	0	0	0	0	0	0	0	0	0	3	1	27.4	34.4	0	0	1	2	7	10	5	2	0	0	0	0	0	0	0	24
2100	36	23	1	2	0	0	0	0	0	0	0	0	0	5	5	26.9	34.3	0	1	4	1	5	14	8	2	0	1	0	0	0	0	0	30
2115	58	46	1	6	0	0	0	0	0	0	0	0	0	3	2	24.9	28.4	0	0	2	4	25	21	4	1	1	0	0	0	0	0	0	52
2130	61	51	0	4	0	0	0	0	0	0	0	0	0	2	4	23.7	28.6	0	1	5	12	13	23	4	2	1	0	0	0	0	0	0	43
2145	52	44	0	3	0	0	0	0	0	0	0	0	0	3	2	24.1	28.5	0	0	1	9	24	15	0	2	0	1	0	0	0	0	0	42
2200	52	48	0	1	0	0	0	0	0	0	0	0	0	3	0	25.5	29.8	0	0	0	4	22	19	5	0	2	0	0	0	0	0	0	48
2215	43	35	0	4	0	0	0	0	0	0	0	0	0	3	1	26.3	33.8	0	0	0	9	11	10	8	3	2	0	0	0	0	0	0	34

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

2230	44	35	1	3	0	1	0	0	0	0	0	0	0	4	0	25.8	30.8	0	0	0	4	19	14	5	1	0	0	1	0	0	0	0	0	40
2245	25	17	0	4	0	0	0	0	0	0	0	0	0	2	2	26	31.8	0	0	1	3	6	10	3	2	0	0	0	0	0	0	0	0	21
2300	32	26	0	3	0	0	0	0	0	0	0	0	0	2	1	25.7	33.6	0	0	1	4	13	6	5	2	1	0	0	0	0	0	0	0	27
2315	32	23	0	5	0	0	0	0	0	0	0	0	0	1	3	25.4	31.7	0	0	2	4	8	12	3	3	0	0	0	0	0	0	0	0	26
2330	37	32	0	2	0	0	0	0	0	0	0	0	0	2	1	26.5	34	0	0	1	3	9	17	2	5	0	0	0	0	0	0	0	0	33
2345	29	20	0	6	0	0	0	0	0	0	0	0	0	2	1	27.2	31.9	0	0	0	1	8	11	8	1	0	0	0	0	0	0	0	0	28
07-19	**3844**	**3167**	**33**	**427**	**9**	**12**	**1**	**4**	**1**	**3**	**0**	**0**	**0**	**91**	**96**	**22.8**	**27.4**	**0**	**21**	**142**	**856**	**1652**	**930**	**201**	**31**	**8**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**2825**
06-22	**4623**	**3761**	**39**	**527**	**9**	**12**	**1**	**4**	**1**	**3**	**0**	**0**	**0**	**139**	**127**	**23.3**	**28.1**	**0**	**23**	**171**	**955**	**1896**	**1194**	**290**	**67**	**17**	**5**	**2**	**2**	**0**	**1**	**0**	**0**	**3474**
06-00	**4917**	**3997**	**40**	**555**	**9**	**13**	**1**	**4**	**1**	**3**	**0**	**0**	**0**	**158**	**136**	**23.4**	**28.3**	**0**	**23**	**176**	**987**	**1992**	**1293**	**329**	**84**	**22**	**5**	**3**	**2**	**0**	**1**	**0**	**0**	**3731**
00-00	**5145**	**4148**	**40**	**627**	**9**	**13**	**1**	**4**	**1**	**3**	**0**	**0**	**0**	**163**	**136**	**23.7**	**28.6**	**0**	**23**	**176**	**995**	**2027**	**1379**	**388**	**111**	**29**	**10**	**4**	**2**	**0**	**1**	**0**	**0**	**3951**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

01 July 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	20
0000	20	16	0	4	0	0	0	0	0	0	0	0	0	0	0	27	33.5	0	0	0	2	5	8	4	0	1	0	0	0	0	0	0	18
0015	24	16	0	6	0	0	0	0	0	0	0	0	0	2	0	26.4	31.5	0	0	0	2	8	9	4	1	0	0	0	0	0	0	0	22
0030	33	27	0	5	0	0	0	0	0	0	0	0	0	1	0	26.7	30.9	0	0	0	3	8	13	7	2	0	0	0	0	0	0	0	30
0045	13	10	0	1	0	0	0	0	0	0	0	0	0	1	1	30.3	44.5	0	0	1	1	2	3	2	1	3	0	0	0	0	0	0	11
0100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	40.5	0	0	0	2	2	4	5	1	1	1	0	0	0	0	0	14
0115	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8
0130	14	12	0	1	0	0	0	0	0	0	0	0	0	1	0	33.4	41	0	0	0	1	1	3	3	4	1	0	0	1	0	0	0	13
0145	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	27.2	35	0	0	1	1	1	7	3	2	0	0	0	0	0	0	0	13
0200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	-	0	0	0	0	2	3	0	2	1	0	0	0	0	1	0	9
0215	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	4
0230	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	4
0245	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	30.9	-	0	0	0	1	0	2	4	1	1	0	0	0	0	0	0	8
0300	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	2	2	1	3	0	1	0	0	0	0	0	0	7
0315	5	4	0	0	0	0	0	0	0	0	0	0	0	1	0	26.9	-	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	4
0330	9	4	0	4	0	0	1	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	2	5	0	0	2	0	0	0	0	0	0	9
0345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0400	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
0415	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	8
0430	18	9	0	9	0	0	0	0	0	0	0	0	0	0	0	31.4	37.5	0	0	0	1	0	8	5	2	1	1	0	0	0	0	0	17
0445	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	1	0	1	2	2	0	0	0	0	0	0	0	5
0500	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	35.5	-	0	0	0	0	1	0	4	1	3	0	0	0	0	0	0	9
0515	14	10	0	3	0	0	0	0	0	0	0	0	0	1	0	27.5	35.9	0	0	0	1	5	3	2	3	0	0	0	0	0	0	0	13
0530	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	29.3	35.5	0	0	0	0	2	9	0	1	1	0	0	0	0	0	0	13
0545	12	7	0	4	0	0	0	0	0	0	0	0	0	0	1	29.3	40.3	0	0	1	1	3	1	3	1	2	0	0	0	0	0	0	10
0600	15	9	0	6	0	0	0	0	0	0	0	0	0	0	0	27.9	37.3	0	0	0	1	5	5	2	0	2	0	0	0	0	0	0	14
0615	14	6	0	6	0	0	0	0	0	0	0	0	0	1	1	30.2	38.8	0	0	0	1	4	2	2	5	0	0	0	0	0	0	0	13
0630	17	9	0	8	0	0	0	0	0	0	0	0	0	0	0	27	32.6	0	0	0	2	6	3	5	1	0	0	0	0	0	0	0	15
0645	21	15	0	6	0	0	0	0	0	0	0	0	0	0	0	27.5	31.5	0	0	0	2	4	10	4	1	0	0	0	0	0	0	0	19
0700	39	30	0	5	0	0	0	0	0	0	0	0	0	0	4	25.7	32	0	1	2	5	11	5	12	3	0	0	0	0	0	0	0	31
0715	36	24	0	10	0	0	0	0	0	0	0	0	0	0	2	25	29.4	0	0	3	2	12	15	2	2	0	0	0	0	0	0	0	31
0730	40	33	0	6	0	0	0	0	0	0	0	0	0	0	1	24.6	28.5	0	0	2	3	16	15	4	0	0	0	0	0	0	0	0	35
0745	62	47	1	9	0	0	0	0	0	0	0	0	0	2	3	24.3	30.1	0	1	1	8	27	15	8	1	0	1	0	0	0	0	0	52
0800	51	38	0	9	0	0	0	0	0	0	0	0	0	1	3	24.1	30.9	0	0	6	6	11	16	11	1	0	0	0	0	0	0	0	39
0815	65	51	0	7	1	0	0	0	0	0	0	0	0	1	5	22	26.8	0	1	6	11	28	18	1	0	0	0	0	0	0	0	0	47
0830	72	60	0	10	0	0	0	0	0	0	0	0	0	1	1	21.6	25.3	0	0	8	12	41	9	2	0	0	0	0	0	0	0	0	52
0845	92	82	0	9	0	0	0	0	0	0	0	0	0	0	1	20.9	24	0	0	4	31	51	4	2	0	0	0	0	0	0	0	0	57
0900	90	78	0	10	1	0	0	0	0	0	0	0	0	0	1	22.8	27.1	0	0	8	17	38	25	1	1	0	0	0	0	0	0	0	65
0915	57	46	0	8	0	0	0	0	0	0	0	0	0	1	2	23.2	28.3	0	0	2	14	20	19	1	1	0	0	0	0	0	0	0	41
0930	54	43	0	9	0	0	0	0	0	0	0	0	0	2	0	23.1	27.7	0	1	0	9	26	16	2	0	0	0	0	0	0	0	0	44
0945	51	43	0	7	0	0	0	0	0	0	0	0	0	1	0	23.9	28.2	0	0	0	10	24	14	2	1	0	0	0	0	0	0	0	41
1000	64	54	0	7	0	0	0	0	0	0	0	0	0	2	1	23.4	28.8	0	0	4	9	32	12	5	1	1	0	0	0	0	0	0	51
1015	51	44	0	6	0	0	0	0	0	0	0	0	0	0	1	24	28.7	0	0	2	5	25	14	4	1	0	0	0	0	0	0	0	44
1030	61	46	0	11	1	0	0	1	0	0	0	0	0	1	1	24.4	28.5	0	0	1	5	30	23	1	1	0	0	0	0	0	0	0	55
1045	63	53	0	9	0	0	0	0	0	0	0	0	0	0	1	24.3	28.5	0	0	1	14	19	22	7	0	0	0	0	0	0	0	0	48
1100	79	66	0	6	0	1	0	0	0	0	0	0	0	3	3	23.1	28.6	0	0	8	9	37	16	7	1	1	0	0	0	0	0	0	62
1115	80	65	0	14	0	0	0	0	0	0	0	0	0	0	1	23	28.4	0	1	2	17	33	23	4	0	0	0	0	0	0	0	0	60
1130	58	44	0	11	0	0	0	0	0	0	0	0	0	1	2	23.7	30.8	0	2	1	9	29	8	7	1	1	0	0	0	0	0	0	46
1145	72	59	1	10	0	0	0	0	0	0	0	0	0	1	1	23.1	28.4	0	0	1	25	22	19	5	0	0	0	0	0	0	0	0	46
1200	86	76	0	7	0	0	0	0	0	0	0	0	0	3	0	23.9	27.6	0	0	0	17	36	28	4	0	0	1	0	0	0	0	0	69
1215	74	58	1	11	0	0	0	0	0	1	0	0	0	2	1	23.1	27.7	0	0	3	12	37	17	4	0	1	0	0	0	0	0	0	59
1230	91	71	1	15	0	0	0	0	0	0	0	0	0	3	1	23.1	28.6	0	0	2	23	34	28	2	1	1	0	0	0	0	0	0	66
1245	88	71	1	11	0	0	0	0	0	1	0	0	0	2	2	22.4	26.5	0	0	5	26	35	13	6	2	0	0	1	0	0	0	0	57
1300	69	53	0	11	0	0	0	0	0	0	0	0	0	4	1	25.4	30.5	0	0	1	6	24	26	12	0	0	0	0	0	0	0	0	62
1315	81	58	0	14	0	0	0	0	0	0	0	0	0	7	2	24.6	29.9	0	0	5	14	22	31	3	5	1	0	0	0	0	0	0	62
1330	86	77	0	5	0	0	0	0	0	0	0	0	0	2	2	23	26.9	0	0	8	10	39	23	5	1	0	0	0	0	0	0	0	68
1345	78	66	0	7	0	0	0	0	0	0	0	0	0	3	2	22.2	27.4	0	1	6	21	31	11	6	1	1	0	0	0	0	0	0	50
1400	88	73	1	8	1	0	0	0	0	0	0	0	0	2	3	21.9	26.8	0	1	2	31	32	16	5	1	0	0	0	0	0	0	0	54
1415	90	76	0	9	0	0	0	0	0	0	0	0	0	5	0	22.7	25.5	0	0	3	20	48	13	4	2	0	0	0	0	0	0	0	67
1430	79	64	0	7	0	0	0	0	0	0	0	0	0	6	2	23.5	29.4	0	0	2	21	31	15	7	1	1	1	0	0	0	0	0	56
1445	83	67	0	11	0	0	0	0	0	0	0	0	0	2	3	22.2	26.5	0	1	3	28	32	14	4	0	0	1	0	0	0	0	0	51
1500	99	84	0	9	0	0	0	0	0	0	0	0	0	5	1	19.7	25.8	0	6	10	40	25	15	2	1	0	0	0	0	0	0	0	43
1515	111	91	3	13	0	0	0	0	0	0	0	0	0	3	1	20	23.4	0	1	7	48	48	6	1	0	0	0	0	0	0	0	0	55
1530	108	89	1	7	0	1	0	0	0	0	0	0	0	5	5	22.9	26.8	0	1	4	18	52	30	1	1	0	1	0	0	0	0	0	85
1545	102	90	0	10	0	0	0	0	0	0	0	0	0	1	1	22.9	26.7	0	1	3	16	51	29	1	0	1	0	0	0	0	0	0	82
1600	96	77	1	11	0	2	0	0	0	0	0	0	0	3	2	23.6	28.9	0	1	4	14	34	33	10	0	0	0	0	0	0	0	0	77
1615	105	83	2	10	1	0	0	1	0	1	0	0	0	5	2	22.6	28.2	0	1	10	20	39	27	7	1	0	0	0	0	0	0	0	74
1630	80	70	1	5	0	0	0	0	0	0	0	0	0	3	1	24.1	28.3	0	0	3	10	32	29	5	0	0	1	0	0	0	0	0	67
1645	106	87	2	11	0	0	0	0	0	0	0	0	0	4	2	23.3	28.5	0	0	4	22	47	23	9	1	0	0	0	0	0	0	0	80
1700	102	83	0	7	0	1	0	0	0	0	0	0	0	7	4	22.8	27.2	0	2	7	12	53	24	3	1	0	0	0	0	0	0	0	81
1715	105	90	0	9	0	0	0	0	0	0	0	0	0	3	3	22.8	27.6	0	0	3	26	45	29	1	1	0	0	0	0	0	0	0	76
1730	93	75	0	10	0	0	0	0	0	0	0	0	0	3	5	22.2	27.4	0	0	2	37	27	22	4	0	1	0	0	0	0	0	0	54
1745	90	79	0	5	0	0	0	0	0	0	0	0	0	4	2	23.2	27.5	0	0	3	23	27	35	1	1	0	0	0	0	0	0	0	64
1800	103	80	1	6	1	0	0	0	0	0	0	0	0	7	8	22.1	26.7	0	4	8	20	46	18	2	2	3	0	0	0	0	0	0	71
1815	95	84	1	9	0	0	0	0	0	0	0	0	0	1	0	23.7	27.5	0	0	3	12	45	28	6	0	0	1	0	0	0	0	0	80
1830	94	77	1	8	0	1	0	1	0	0	0	0	0	2	4	23.3	28.1	0	0	5	23	40	17	7	0	0	0	1	1	0	0	0	66
1845	100	83	0	9	0	0	0	0	0	0	0	0	0	4	4	23.3	28.1	0	0	3	22	37	30	7	1	0	0	0	0	0	0	0	75
1900	86	62	4	7	0	1	0	0	0	0	0	0	0	7	5	24.2	29.3	0	0	7	11	28	30	8	2	0	0	0	0	0	0	0	68
1915	118	94	1	10	0	0	0	0	0	0	0	0	0	12	1	24.3	27.7	0	0	4	11	56	41	2	2	2	0	0	0	0	0	0	103
1930	76	61	3	7	0	0	0	1	0	0	0	0	0	4	0	23.6	27.7	0	0	0	16	37	17	5	0	1	0	0	0	0	0	0	60
1945	75	63	1	3	0	0	0	0	0	1	0	0	0	7	0	25.6	29.8	0	0	0	6	30	29	10	0	0	0	0	0	0	0	0	69
2000	73	56	1	7	0	0	0	0	0	0	0	0	0	8	1	26.7	31.5	0	0	0	4	22	29	13	5	0	0	0	0	0	0	0	69
2015	64	54	1	4	0	0	0	0	0	0	0	0	0	3	2	25.5	29.6	0	0	3	4	19	31	7	0	0	0	0	0	0	0	0	57
2030	65	51	1	7	0	0	0	0	0	0	0	0	0	6	0	26.1	30.7	0	0	1	2	22	29	8	3	0	0	0	0	0	0	0	62
2045	68	49	1	5	0	0	0	0	0	0	0	0	0	12	1	25	31.6	0	0	2	12	26	14	9	2	1	1	1	0	0	0	0	54
2100	63	50	0	4	0	0	0	0	0	0	0	0	0	8	1	24.7	28.8	0	0	2	5	37	12	3	2	1	1	0	0	0	0	0	56
2115	59	44	1	5	0	0	0	0	0	0	0	0	0	6	3	25.2	32.3	0	1	1	6	24	17	5	4	1	0	0	0	0	0	0	51
2130	56	46	1	3	0	0	0	1	0	0	0	0	0	4	1	24.5	30.8	0	0	1	9	26	10	8	1	1	0	0	0	0	0	0	46
2145	50	48	0	2	0	0	0	0	0	0	0	0	0	0	0	24.4	27.9	0	0	0	3	27	18	2	0	0	0	0	0	0	0	0	47
2200	57	45	0	6	1	1	0	0	0	0	0	0	0	4	0	25.2	30.6	0	0	1	4	28	15	6	2	1	0	0	0	0	0	0	52
2215	49	34	1	3	1	0	0	0	0	0	0	0	0	8	2	25.8	31	0	0	2	5	18	16	2	4	2	0	0	0	0	0	0	42

Project ID and Name: IW0056 Kneller Hall, Twickenham
Site No: 3
Location Name Whitton Dene
Direction: BA (Westbound)

2230	51	43	0	2	0	0	0	0	0	0	0	0	0	6	0	26.1	31.5	0	0	0	8	19	13	7	2	1	1	0	0	0	0	0	0	43
2245	38	32	1	3	0	0	0	0	0	0	0	0	0	2	0	25.6	29.9	0	0	0	2	19	13	3	0	0	0	1	0	0	0	0	0	36
2300	45	38	0	2	0	0	0	0	0	0	0	0	0	5	0	25.1	29.3	0	0	0	6	18	16	3	1	1	0	0	0	0	0	0	0	39
2315	43	36	1	3	0	0	0	0	0	0	0	0	0	1	2	25.7	30.6	0	0	0	5	11	19	7	1	0	0	0	0	0	0	0	0	38
2330	46	38	0	5	0	0	0	0	0	0	0	0	0	2	1	27.4	34.5	0	1	0	3	13	17	7	2	3	0	0	0	0	0	0	0	42
2345	46	33	0	8	0	0	0	0	0	0	0	0	0	4	1	26.4	30.5	0	0	1	3	7	28	6	1	0	0	0	0	0	0	0	0	42
07-19	**3819**	**3138**	**19**	**428**	**6**	**6**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**118**	**98**	**23**	**27.8**	**0**	**27**	**181**	**813**	**1581**	**938**	**217**	**39**	**13**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**2798**
06-22	**4739**	**3855**	**34**	**518**	**6**	**7**	**0**	**5**	**0**	**4**	**0**	**0**	**0**	**196**	**114**	**23.4**	**28.3**	**0**	**28**	**202**	**908**	**1954**	**1235**	**310**	**67**	**22**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**3601**
06-00	**5114**	**4154**	**37**	**550**	**8**	**8**	**0**	**5**	**0**	**4**	**0**	**0**	**0**	**228**	**120**	**23.6**	**28.4**	**0**	**29**	**206**	**944**	**2087**	**1372**	**351**	**80**	**30**	**9**	**5**	**1**	**0**	**0**	**0**	**0**	**3935**
00-00	**5393**	**4365**	**37**	**606**	**8**	**8**	**1**	**5**	**0**	**4**	**0**	**0**	**0**	**236**	**123**	**23.9**	**28.9**	**0**	**29**	**209**	**965**	**2139**	**1461**	**416**	**105**	**49**	**11**	**6**	**2**	**0**	**1**	**0**	**0**	**4190**

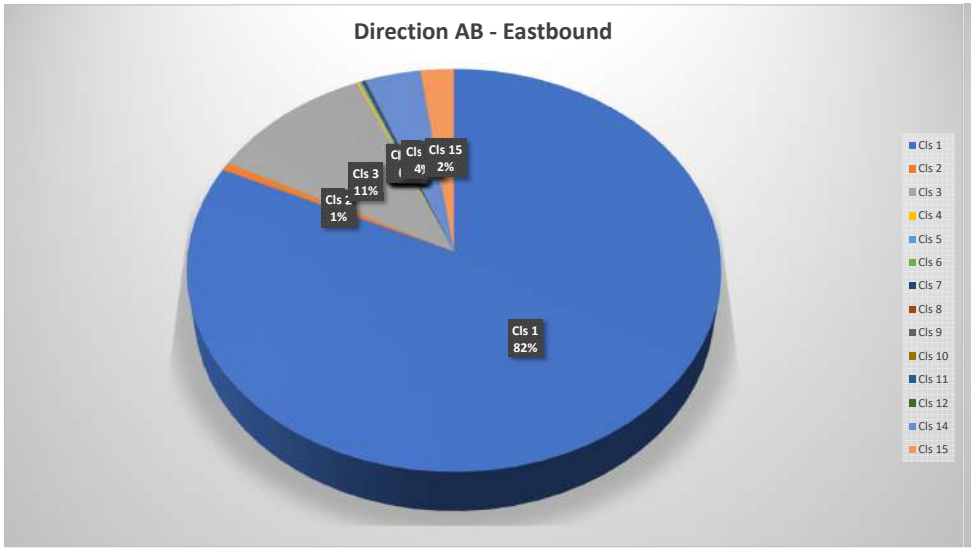
Project ID and Name: **IW0056 Kneller Hall, Twickenham**
Site No: **3**
Location Name **Whitton Dene**
Direction: **AB (Eastbound) + BA (Westbound)**

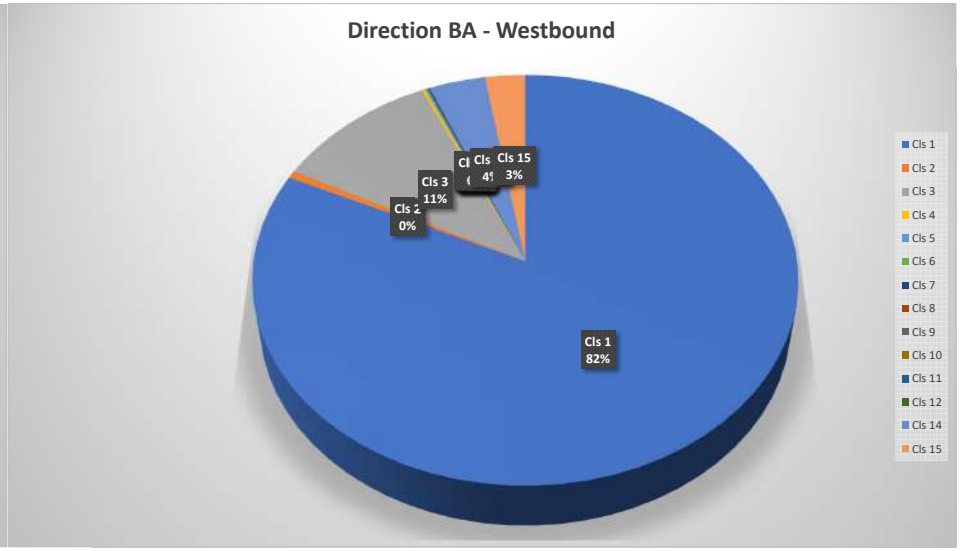
LDV	HDV	HDV%
8886	1168	13%

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (20mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	37680	32072	**85%**
Direction BA - Westbound	34434	27073	**79%**

Direction - AB	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	30890	242	4098	61	54	16	60	5	25	0	3	4	1385	837
Vehicle Proportion - %	82.0%	0.6%	10.9%	0.2%	0.1%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	3.7%	2.2%

Direction - BA	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	28238	197	3659	70	58	6	29	5	18	0	2	0	1252	900
Vehicle Proportion - %	82.0%	0.6%	10.6%	0.2%	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	3.6%	2.6%
Average Daily Across Week														
	8447	63	1108	19	16	3	13	1	6	0	1	1	377	248

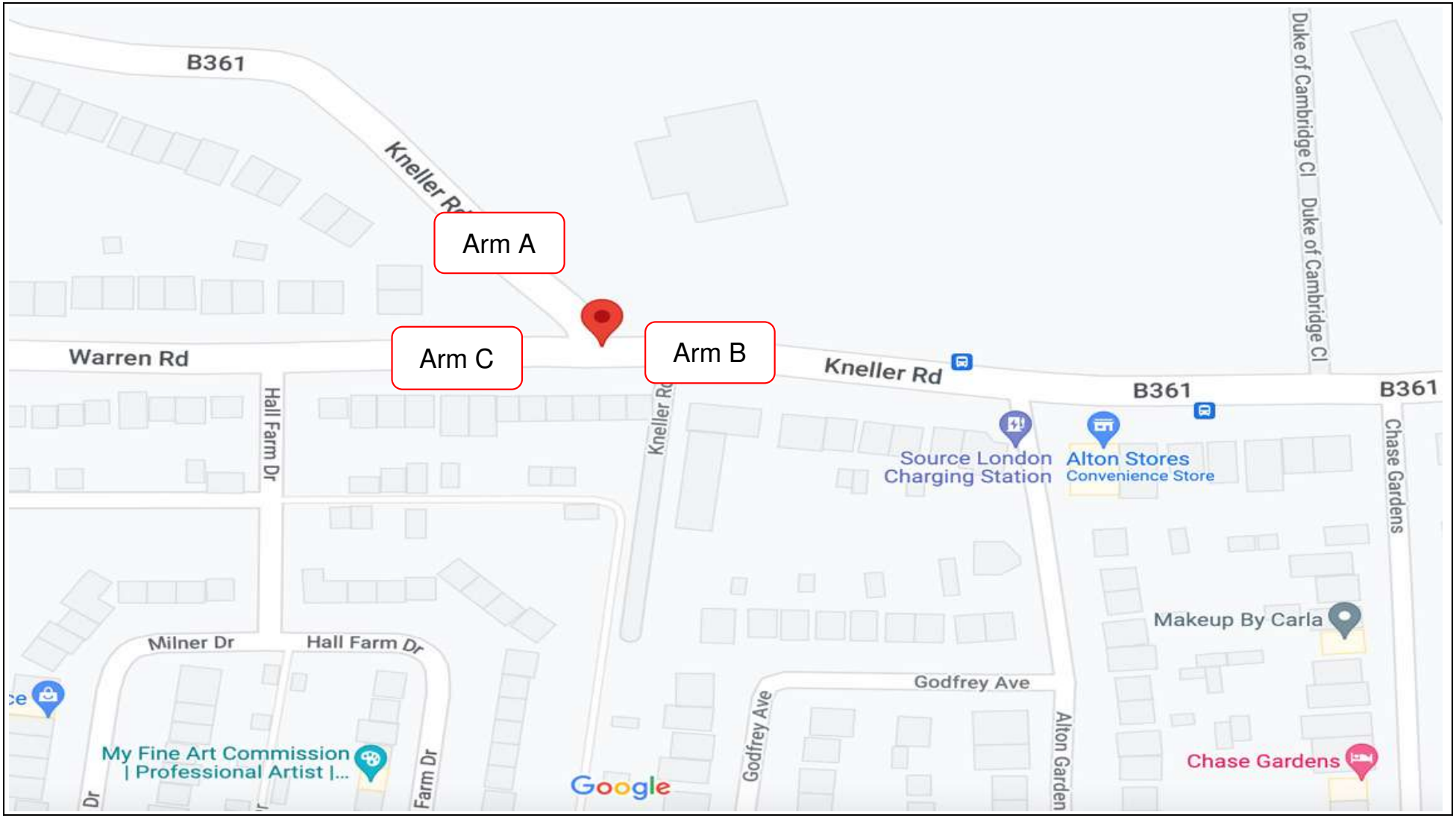




Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0056	Kneller Hall, Twickenham	Kneller Road/Warren Road	51.453848, -0.349185	28/06/2022	Tuesday	0700-1000 & 1500-1900hrs	Sunny	Sunny



Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Kneller Road / Warren Road

Survey Date: 28/06/2022
Survey Day: Tuesday

		A - B (15-minute intervals)										A - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	5	3	1	0	1	0	1	**11**	**11.7**	07:00	07:15	1	0	0	0	0	0	0	**1**	**1**
07:15	07:30	13	2	0	0	0	0	2	**17**	**15.4**	07:15	07:30	2	0	0	0	0	0	0	**2**	**2**
07:30	07:45	12	2	0	0	1	1	4	**20**	**17.2**	07:30	07:45	2	0	0	0	0	0	0	**2**	**2**
07:45	08:00	19	1	0	0	0	0	3	**23**	**20.6**	07:45	08:00	4	0	0	0	0	0	0	**4**	**4**
08:00	08:15	21	0	0	0	1	1	2	**25**	**23.8**	08:00	08:15	1	0	0	0	0	0	0	**1**	**1**
08:15	08:30	27	2	0	0	1	1	4	**35**	**32.2**	08:15	08:30	3	0	0	0	1	0	0	**4**	**5**
08:30	08:45	22	1	1	0	1	1	2	**28**	**27.3**	08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	21	1	0	0	0	0	2	**24**	**22.4**	08:45	09:00	2	0	0	0	0	1	0	**3**	**2.4**
09:00	09:15	4	0	0	0	0	0	3	**7**	**4.6**	09:00	09:15	3	0	0	0	0	0	0	**3**	**3**
09:15	09:30	12	3	0	0	1	0	1	**17**	**17.2**	09:15	09:30	2	0	0	0	0	0	0	**2**	**2**
09:30	09:45	6	2	0	0	2	0	1	**11**	**12.2**	09:30	09:45	1	0	0	0	0	1	0	**2**	**1.4**
09:45	10:00	7	2	1	0	0	2	1	**13**	**11.5**	09:45	10:00	1	1	0	0	0	0	0	**2**	**2**
15:00	15:15	12	1	0	0	0	1	3	**17**	**14**	15:00	15:15	1	0	0	0	0	0	1	**2**	**1.2**
15:15	15:30	19	0	0	0	1	0	0	**20**	**21**	15:15	15:30	2	0	0	0	0	0	0	**2**	**2**
15:30	15:45	7	2	0	0	1	0	3	**13**	**11.6**	15:30	15:45	1	2	0	0	0	0	0	**3**	**3**
15:45	16:00	16	1	0	0	1	0	0	**18**	**19**	15:45	16:00	1	0	0	0	0	0	0	**1**	**1**
16:00	16:15	10	1	0	0	0	1	1	**13**	**11.6**	16:00	16:15	0	1	0	0	0	0	0	**1**	**1**
16:15	16:30	12	1	0	0	2	0	2	**17**	**17.4**	16:15	16:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	10	1	0	0	0	0	1	**12**	**11.2**	16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	8	2	0	0	0	0	2	**12**	**10.4**	16:45	17:00	2	0	0	0	0	0	0	**2**	**2**
17:00	17:15	11	1	0	0	1	1	0	**14**	**14.4**	17:00	17:15	5	1	0	0	0	0	0	**6**	**6**
17:15	17:30	10	2	0	0	0	0	1	**13**	**12.2**	17:15	17:30	0	0	0	0	0	0	1	**1**	**0.2**
17:30	17:45	14	0	0	0	1	0	1	**16**	**16.2**	17:30	17:45	2	0	0	0	0	0	0	**2**	**2**
17:45	18:00	8	1	0	0	0	0	1	**10**	**9.2**	17:45	18:00	3	1	0	0	0	0	0	**4**	**4**
18:00	18:15	19	0	0	0	1	2	1	**23**	**22**	18:00	18:15	4	0	0	0	0	0	0	**4**	**4**
18:15	18:30	12	2	0	0	0	0	1	**15**	**14.2**	18:15	18:30	2	0	0	0	0	0	0	**2**	**2**
18:30	18:45	9	1	0	0	1	0	0	**11**	**12**	18:30	18:45	4	0	0	0	0	0	0	**4**	**4**
18:45	19:00	9	0	0	0	0	0	0	**9**	**9**	18:45	19:00	3	0	0	0	0	0	0	**3**	**3**
Total (AM & PM)		**355**	**35**	**3**	**0**	**17**	**11**	**43**	**464**	**441.5**	**Total**		**52**	**6**	**0**	**0**	**1**	**2**	**2**	**63**	**61.2**

		A - B (rolling hour)										A - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	**08:00**	**49**	**8**	**1**	**0**	**2**	**1**	**10**	**71**	**64.9**	**07:00**	**08:00**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
07:15	08:15	65	5	0	0	2	2	11	**85**	**77**	07:15	08:15	9	0	0	0	0	0	0	**9**	**9**
07:30	08:30	79	5	0	0	3	3	13	**103**	**93.8**	07:30	08:30	10	0	0	0	1	0	0	**11**	**12**
07:45	08:45	89	4	1	0	3	3	11	**111**	**103.9**	07:45	08:45	8	0	0	0	1	0	0	**9**	**10**
08:00	**09:00**	**91**	**4**	**1**	**0**	**3**	**3**	**10**	**112**	**105.7**	**08:00**	**09:00**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**8**	**8.4**
08:15	09:15	74	4	1	0	2	2	11	**94**	**86.5**	08:15	09:15	8	0	0	0	1	1	0	**10**	**10.4**
08:30	09:30	59	5	1	0	2	1	8	**76**	**71.5**	08:30	09:30	7	0	0	0	0	1	0	**8**	**7.4**
08:45	09:45	43	6	0	0	3	0	7	**59**	**56.4**	08:45	09:45	8	0	0	0	0	2	0	**10**	**8.8**
09:00	**10:00**	**29**	**7**	**1**	**0**	**3**	**2**	**6**	**48**	**45.5**	**09:00**	**10:00**	**7**	**1**	**0**	**0**	**0**	**1**	**0**	**9**	**8.4**
09:15	10:15	25	7	1	0	3	2	3	**41**	**40.9**	09:15	10:15	4	1	0	0	0	1	0	**6**	**5.4**
09:30	10:30	13	4	1	0	2	2	2	**24**	**23.7**	09:30	10:30	2	1	0	0	0	1	0	**4**	**3.4**
09:45	10:45	7	2	1	0	0	2	1	**13**	**11.5**	09:45	10:45	1	1	0	0	0	0	0	**2**	**2**
15:00	**16:00**	**54**	**4**	**0**	**0**	**3**	**1**	**6**	**68**	**65.6**	**15:00**	**16:00**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	**7.2**
15:15	16:15	52	4	0	0	3	1	4	**64**	**63.2**	15:15	16:15	4	3	0	0	0	0	0	**7**	**7**
15:30	16:30	45	5	0	0	4	1	6	**61**	**59.6**	15:30	16:30	2	3	0	0	0	0	0	**5**	**5**
15:45	16:45	48	4	0	0	3	1	4	**60**	**59.2**	15:45	16:45	1	1	0	0	0	0	0	**2**	**2**
16:00	**17:00**	**40**	**5**	**0**	**0**	**2**	**1**	**6**	**54**	**50.6**	**16:00**	**17:00**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
16:15	17:15	41	5	0	0	3	1	5	**55**	**53.4**	16:15	17:15	7	1	0	0	0	0	0	**8**	**8**
16:30	17:30	39	6	0	0	1	1	4	**51**	**48.2**	16:30	17:30	7	1	0	0	0	0	1	**9**	**8.2**
16:45	17:45	43	5	0	0	2	1	4	**55**	**53.2**	16:45	17:45	9	1	0	0	0	0	1	**11**	**10.2**
17:00	**18:00**	**43**	**4**	**0**	**0**	**2**	**1**	**3**	**53**	**52**	**17:00**	**18:00**	**10**	**2**	**0**	**0**	**0**	**0**	**1**	**13**	**12.2**
17:15	18:15	51	3	0	0	2	2	4	**62**	**59.6**	17:15	18:15	9	1	0	0	0	0	1	**11**	**10.2**
17:30	18:30	53	3	0	0	2	2	4	**64**	**61.6**	17:30	18:30	11	1	0	0	0	0	0	**12**	**12**
17:45	18:45	48	4	0	0	2	2	3	**59**	**57.4**	17:45	18:45	13	1	0	0	0	0	0	**14**	**14**
18:00	**19:00**	**49**	**3**	**0**	**0**	**2**	**2**	**2**	**58**	**57.2**	**18:00**	**19:00**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**13**
18:15	19:15	30	3	0	0	1	0	1	**35**	**35.2**	18:15	19:15	9	0	0	0	0	0	0	**9**	**9**
18:30	19:30	18	1	0	0	1	0	0	**20**	**21**	18:30	19:30	7	0	0	0	0	0	0	**7**	**7**
18:45	19:45	9	0	0	0	0	0	0	**9**	**9**	18:45	19:45	3	0	0	0	0	0	0	**3**	**3**
TOTAL		**355**	**35**	**3**	**0**	**17**	**11**	**43**	**396**	**375.9**	**TOTAL**		**52**	**6**	**0**	**0**	**1**	**2**	**2**	**55**	**54**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Kneller Road / Warren Road

Survey Date: 28/06/2022
Survey Day: Tuesday

B - A (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	3	1	0	0	0	0	0	**4**	**4**
07:15	07:30	11	1	0	0	0	0	1	**13**	**12.2**
07:30	07:45	7	0	0	0	1	1	1	**10**	**9.6**
07:45	08:00	7	2	0	0	0	0	2	**11**	**9.4**
08:00	08:15	10	1	0	0	1	0	0	**12**	**13**
08:15	08:30	12	2	0	0	0	1	0	**15**	**14.4**
08:30	08:45	10	0	0	0	0	1	0	**11**	**10.4**
08:45	09:00	19	0	0	0	1	0	1	**21**	**21.2**
09:00	09:15	12	0	0	0	0	1	0	**13**	**12.4**
09:15	09:30	2	2	0	0	0	0	0	**4**	**4**
09:30	09:45	4	1	0	0	0	0	0	**5**	**5**
09:45	10:00	9	2	0	0	1	0	1	**13**	**13.2**
15:00	15:15	11	1	0	0	3	0	1	**16**	**18.2**
15:15	15:30	20	0	0	0	1	0	1	**22**	**22.2**
15:30	15:45	20	0	0	0	0	0	1	**21**	**20.2**
15:45	16:00	11	1	0	0	1	1	1	**15**	**14.6**
16:00	16:15	17	3	0	0	0	1	5	**26**	**21.4**
16:15	16:30	17	1	0	0	1	1	0	**20**	**20.4**
16:30	16:45	8	2	0	0	1	1	2	**14**	**12.8**
16:45	17:00	11	3	0	0	0	0	3	**17**	**14.6**
17:00	17:15	13	3	0	0	1	0	2	**19**	**18.4**
17:15	17:30	5	1	0	0	0	0	2	**8**	**6.4**
17:30	17:45	9	0	0	0	0	0	0	**9**	**9**
17:45	18:00	11	1	0	0	1	3	2	**18**	**15.6**
18:00	18:15	15	2	0	0	0	2	2	**21**	**18.2**
18:15	18:30	11	1	0	0	1	0	3	**16**	**14.6**
18:30	18:45	10	0	0	0	0	0	2	**12**	**10.4**
18:45	19:00	10	2	0	0	1	0	1	**14**	**14.2**
Total		**305**	**33**	**0**	**0**	**15**	**13**	**34**	**400**	**380**

B - C (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	27	4	2	0	2	2	1	**38**	**39**
07:15	07:30	23	4	0	0	2	1	3	**33**	**32**
07:30	07:45	25	6	1	0	2	0	2	**36**	**36.9**
07:45	08:00	40	9	1	0	3	1	2	**56**	**57.3**
08:00	08:15	40	6	2	0	2	0	2	**52**	**53.4**
08:15	08:30	48	5	0	0	3	0	3	**59**	**59.6**
08:30	08:45	47	4	0	0	2	1	1	**55**	**55.6**
08:45	09:00	48	6	1	0	2	1	1	**59**	**60.1**
09:00	09:15	44	4	0	1	3	0	0	**52**	**56.3**
09:15	09:30	34	6	0	0	4	1	0	**45**	**48.4**
09:30	09:45	50	4	0	0	2	2	1	**59**	**59**
09:45	10:00	34	3	1	1	1	4	1	**45**	**44.6**
15:00	15:15	62	8	1	0	0	3	2	**76**	**73.1**
15:15	15:30	62	12	0	0	3	3	3	**83**	**81.8**
15:30	15:45	61	10	1	0	6	1	0	**79**	**84.9**
15:45	16:00	70	11	0	0	4	2	3	**90**	**90.4**
16:00	16:15	58	12	0	0	2	2	0	**74**	**74.8**
16:15	16:30	65	13	0	0	2	4	0	**84**	**83.6**
16:30	16:45	76	8	0	0	3	3	3	**93**	**91.8**
16:45	17:00	58	9	1	0	5	1	4	**78**	**79.7**
17:00	17:15	64	6	0	0	3	3	3	**79**	**77.8**
17:15	17:30	68	9	0	0	2	4	5	**88**	**83.6**
17:30	17:45	64	17	1	0	2	2	6	**92**	**88.5**
17:45	18:00	75	8	0	0	3	4	5	**95**	**91.6**
18:00	18:15	70	8	0	0	3	4	5	**90**	**86.6**
18:15	18:30	56	9	0	0	3	3	3	**74**	**72.8**
18:30	18:45	57	3	1	0	1	4	2	**68**	**65.5**
18:45	19:00	61	5	0	0	5	6	4	**81**	**79.2**
Total		**1487**	**209**	**13**	**2**	**75**	**62**	**65**	**1913**	**1907.9**

B - A (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	**08:00**	**28**	**4**	**0**	**0**	**1**	**1**	**4**	**38**	**35.2**
07:15	08:15	35	4	0	0	2	1	4	**46**	**44.2**
07:30	08:30	36	5	0	0	2	2	3	**48**	**46.4**
07:45	08:45	39	5	0	0	1	2	2	**49**	**47.2**
08:00	**09:00**	**51**	**3**	**0**	**0**	**2**	**2**	**1**	**59**	**59**
08:15	09:15	53	2	0	0	1	3	1	**60**	**58.4**
08:30	09:30	43	2	0	0	1	2	1	**49**	**48**
08:45	09:45	37	3	0	0	1	1	1	**43**	**42.6**
09:00	**10:00**	**27**	**5**	**0**	**0**	**1**	**1**	**1**	**35**	**34.6**
09:15	10:15	15	5	0	0	1	0	1	**22**	**22.2**
09:30	10:30	13	3	0	0	1	0	1	**18**	**18.2**
09:45	10:45	9	2	0	0	1	0	1	**13**	**13.2**
15:00	**16:00**	**62**	**2**	**0**	**0**	**5**	**1**	**4**	**74**	**75.2**
15:15	16:15	68	4	0	0	2	2	8	**84**	**78.4**
15:30	16:30	65	5	0	0	2	3	7	**82**	**76.6**
15:45	16:45	53	7	0	0	3	4	8	**75**	**69.2**
16:00	**17:00**	**53**	**9**	**0**	**0**	**2**	**3**	**10**	**77**	**69.2**
16:15	17:15	49	9	0	0	3	2	7	**70**	**66.2**
16:30	17:30	37	9	0	0	2	1	9	**58**	**52.2**
16:45	17:45	38	7	0	0	1	0	7	**53**	**48.4**
17:00	**18:00**	**38**	**5**	**0**	**0**	**2**	**3**	**6**	**54**	**49.4**
17:15	18:15	40	4	0	0	1	5	6	**56**	**49.2**
17:30	18:30	46	4	0	0	2	5	7	**64**	**57.4**
17:45	18:45	47	4	0	0	2	5	9	**67**	**58.8**
18:00	**19:00**	**46**	**5**	**0**	**0**	**2**	**2**	**8**	**63**	**57.4**
18:15	19:15	31	3	0	0	2	0	6	**42**	**39.2**
18:30	19:30	20	2	0	0	1	0	3	**26**	**24.6**
18:45	19:45	10	2	0	0	1	0	1	**14**	**14.2**
TOTAL		**305**	**33**	**0**	**0**	**15**	**13**	**34**	**326**	**304.8**

B - C (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	**08:00**	**115**	**23**	**4**	**0**	**9**	**4**	**8**	**163**	**165.2**
07:15	08:15	128	25	4	0	9	2	9	**177**	**179.6**
07:30	08:30	153	26	4	0	10	1	9	**203**	**207.2**
07:45	08:45	175	24	3	0	10	2	8	**222**	**225.9**
08:00	**09:00**	**183**	**21**	**3**	**0**	**9**	**2**	**7**	**225**	**228.7**
08:15	09:15	187	19	1	1	10	2	5	**225**	**231.6**
08:30	09:30	173	20	1	1	11	3	2	**211**	**220.4**
08:45	09:45	176	20	1	1	11	4	2	**215**	**223.8**
09:00	**10:00**	**162**	**17**	**1**	**2**	**10**	**7**	**2**	**201**	**208.3**
09:15	10:15	118	13	1	1	7	7	2	**149**	**152**
09:30	10:30	84	7	1	1	3	6	2	**104**	**103.6**
09:45	10:45	34	3	1	1	1	4	1	**45**	**44.6**
15:00	**16:00**	**255**	**41**	**2**	**0**	**13**	**9**	**8**	**328**	**330.2**
15:15	16:15	251	45	1	0	15	8	6	**326**	**331.9**
15:30	16:30	254	46	1	0	14	9	3	**327**	**333.7**
15:45	16:45	269	44	0	0	11	11	6	**341**	**340.6**
16:00	**17:00**	**257**	**42**	**1**	**0**	**12**	**10**	**7**	**329**	**329.9**
16:15	17:15	263	36	1	0	13	11	10	**334**	**332.9**
16:30	17:30	266	32	1	0	13	11	15	**338**	**332.9**
16:45	17:45	254	41	2	0	12	10	18	**337**	**329.6**
17:00	**18:00**	**271**	**40**	**1**	**0**	**10**	**13**	**19**	**354**	**341.5**
17:15	18:15	277	42	1	0	10	14	21	**365**	**350.3**
17:30	18:30	265	42	1	0	11	13	19	**351**	**339.5**
17:45	18:45	258	28	1	0	10	15	15	**327**	**316.5**
18:00	**19:00**	**244**	**25**	**1**	**0**	**12**	**17**	**14**	**313**	**304.1**
18:15	19:15	174	17	1	0	9	13	9	**223**	**217.5**
18:30	19:30	118	8	1	0	6	10	6	**149**	**144.7**
18:45	19:45	61	5	0	0	5	6	4	**81**	**79.2**
TOTAL		**1487**	**209**	**13**	**2**	**75**	**62**	**65**	**1585**	**1577.7**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Kneller Road / Warren Road

Survey Date: 28/06/2022
Survey Day: Tuesday

Time Interval		C - A (15-minute intervals)									Time Interval		C - B (15-minute intervals)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	3	0	0	0	0	0	0	**3**	**3**	07:00	07:15	70	9	1	1	6	2	2	**91**	**96**
07:15	07:30	3	1	0	0	0	0	0	**4**	**4**	07:15	07:30	62	9	0	1	2	2	2	**78**	**78.5**
07:30	07:45	3	1	0	0	0	0	0	**4**	**4**	07:30	07:45	60	14	1	0	5	1	4	**85**	**86.7**
07:45	08:00	1	0	0	0	0	0	0	**1**	**1**	07:45	08:00	73	13	0	0	2	2	7	**97**	**92.2**
08:00	08:15	6	0	1	0	0	0	0	**7**	**7.5**	08:00	08:15	67	15	2	0	4	2	3	**93**	**94.4**
08:15	08:30	5	0	0	0	0	0	0	**5**	**5**	08:15	08:30	83	7	1	0	3	4	4	**102**	**99.9**
08:30	08:45	2	0	0	0	0	0	0	**2**	**2**	08:30	08:45	76	13	0	0	3	0	5	**97**	**96**
08:45	09:00	5	0	0	0	0	0	0	**5**	**5**	08:45	09:00	76	15	0	0	3	0	4	**98**	**97.8**
09:00	09:15	3	1	0	0	0	0	0	**4**	**4**	09:00	09:15	66	10	0	2	2	0	3	**83**	**85.2**
09:15	09:30	4	0	0	0	0	0	0	**4**	**4**	09:15	09:30	59	10	1	0	3	2	1	**76**	**77.5**
09:30	09:45	1	0	0	0	0	1	0	**2**	**1.4**	09:30	09:45	54	11	2	0	5	0	3	**75**	**78.6**
09:45	10:00	0	0	0	0	0	0	0	**0**	**0**	09:45	10:00	57	12	1	0	3	2	0	**75**	**77.3**
15:00	15:15	1	0	0	0	0	0	0	**1**	**1**	15:00	15:15	48	4	1	0	2	2	2	**59**	**58.7**
15:15	15:30	0	0	0	0	0	0	0	**0**	**0**	15:15	15:30	39	8	0	0	5	3	1	**56**	**58.4**
15:30	15:45	2	1	0	0	0	0	0	**3**	**3**	15:30	15:45	57	5	1	0	1	0	1	**65**	**65.7**
15:45	16:00	0	0	0	0	0	0	0	**0**	**0**	15:45	16:00	47	5	1	0	3	0	2	**58**	**59.9**
16:00	16:15	0	1	0	0	0	0	0	**1**	**1**	16:00	16:15	64	9	2	0	5	5	1	**86**	**88.2**
16:15	16:30	4	0	0	0	0	0	0	**4**	**4**	16:15	16:30	51	7	1	0	3	2	1	**65**	**66.5**
16:30	16:45	2	0	0	0	0	0	0	**2**	**2**	16:30	16:45	59	6	1	0	4	5	0	**75**	**76.5**
16:45	17:00	2	0	0	0	0	0	1	**3**	**2.2**	16:45	17:00	68	7	0	0	3	2	1	**81**	**82**
17:00	17:15	2	3	0	0	0	0	0	**5**	**5**	17:00	17:15	62	5	1	0	2	6	1	**77**	**75.1**
17:15	17:30	4	1	0	0	0	0	0	**5**	**5**	17:15	17:30	48	5	1	0	3	3	1	**61**	**61.9**
17:30	17:45	3	0	0	0	0	0	0	**3**	**3**	17:30	17:45	62	3	1	0	2	3	2	**73**	**72.1**
17:45	18:00	3	0	0	0	0	0	0	**3**	**3**	17:45	18:00	55	1	1	0	2	1	4	**64**	**62.7**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**	18:00	18:15	47	5	3	0	2	4	0	**61**	**62.1**
18:15	18:30	2	0	0	0	0	0	1	**3**	**2.2**	18:15	18:30	60	5	1	0	3	4	4	**77**	**74.9**
18:30	18:45	1	0	0	0	0	0	0	**1**	**1**	18:30	18:45	54	6	2	0	3	5	0	**70**	**71**
18:45	19:00	1	0	0	0	0	0	0	**1**	**1**	18:45	19:00	53	0	0	0	2	2	3	**60**	**58.4**
Total		**64**	**9**	**1**	**0**	**0**	**1**	**2**	**77**	**75.3**	**Total**		**1677**	**219**	**26**	**4**	**86**	**64**	**62**	**2138**	**2154.2**

Time Interval		C - A (rolling hour)									Time Interval		C - B (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	**08:00**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**07:00**	**08:00**	**265**	**45**	**2**	**2**	**15**	**7**	**15**	**351**	**353.4**
07:15	08:15	13	2	1	0	0	0	0	**16**	**16.5**	07:15	08:15	262	51	3	1	13	7	16	**353**	**351.8**
07:30	08:30	15	1	1	0	0	0	0	**17**	**17.5**	07:30	08:30	283	49	4	0	14	9	18	**377**	**373.2**
07:45	08:45	14	0	1	0	0	0	0	**15**	**15.5**	07:45	08:45	299	48	3	0	12	8	19	**389**	**382.5**
08:00	**09:00**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**19.5**	**08:00**	**09:00**	**302**	**50**	**3**	**0**	**13**	**6**	**16**	**390**	**388.1**
08:15	09:15	15	1	0	0	0	0	0	**16**	**16**	08:15	09:15	301	45	1	2	11	4	16	**380**	**378.9**
08:30	09:30	14	1	0	0	0	0	0	**15**	**15**	08:30	09:30	277	48	1	2	11	2	13	**354**	**356.5**
08:45	09:45	13	1	0	0	0	1	0	**15**	**14.4**	08:45	09:45	255	46	3	2	13	2	11	**332**	**339.1**
09:00	**10:00**	**8**	**1**	**0**	**0**	**0**	**1**	**0**	**10**	**9.4**	**09:00**	**10:00**	**236**	**43**	**4**	**2**	**13**	**4**	**7**	**309**	**318.6**
09:15	10:15	5	0	0	0	0	1	0	**6**	**5.4**	09:15	10:15	170	33	4	0	11	4	4	**226**	**233.4**
09:30	10:30	1	0	0	0	0	1	0	**2**	**1.4**	09:30	10:30	111	23	3	0	8	2	3	**150**	**155.9**
09:45	10:45	0	0	0	0	0	0	0	**0**	**0**	09:45	10:45	57	12	1	0	3	2	0	**75**	**77.3**
15:00	**16:00**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**15:00**	**16:00**	**191**	**22**	**3**	**0**	**11**	**5**	**6**	**238**	**242.7**
15:15	16:15	2	2	0	0	0	0	0	**4**	**4**	15:15	16:15	207	27	4	0	14	8	5	**265**	**272.2**
15:30	16:30	6	2	0	0	0	0	0	**8**	**8**	15:30	16:30	219	26	5	0	12	7	5	**274**	**280.3**
15:45	16:45	6	1	0	0	0	0	0	**7**	**7**	15:45	16:45	221	27	5	0	15	12	4	**284**	**291.1**
16:00	**17:00**	**8**	**1**	**0**	**0**	**0**	**0**	**1**	**10**	**9.2**	**16:00**	**17:00**	**242**	**29**	**4**	**0**	**15**	**14**	**3**	**307**	**313.2**
16:15	17:15	10	3	0	0	0	0	1	**14**	**13.2**	16:15	17:15	240	25	3	0	12	15	3	**298**	**300.1**
16:30	17:30	10	4	0	0	0	0	1	**15**	**14.2**	16:30	17:30	237	23	3	0	12	16	3	**294**	**295.5**
16:45	17:45	11	4	0	0	0	0	1	**16**	**15.2**	16:45	17:45	240	20	3	0	10	14	5	**292**	**291.1**
17:00	**18:00**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**17:00**	**18:00**	**227**	**14**	**4**	**0**	**9**	**13**	**8**	**275**	**271.8**
17:15	18:15	11	1	0	0	0	0	0	**12**	**12**	17:15	18:15	212	14	6	0	9	11	7	**259**	**258.8**
17:30	18:30	9	0	0	0	0	0	1	**10**	**9.2**	17:30	18:30	224	14	6	0	9	12	10	**275**	**271.8**
17:45	18:45	7	0	0	0	0	0	1	**8**	**7.2**	17:45	18:45	216	17	7	0	10	14	8	**272**	**270.7**
18:00	**19:00**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**5.2**	**18:00**	**19:00**	**214**	**16**	**6**	**0**	**10**	**15**	**7**	**268**	**266.4**
18:15	19:15	4	0	0	0	0	0	1	**5**	**4.2**	18:15	19:15	167	11	3	0	8	11	7	**207**	**204.3**
18:30	19:30	2	0	0	0	0	0	0	**2**	**2**	18:30	19:30	107	6	2	0	5	7	3	**130**	**129.4**
18:45	19:45	1	0	0	0	0	0	0	**1**	**1**	18:45	19:45	53	0	0	0	2	2	3	**60**	**58.4**
TOTAL		**64**	**9**	**1**	**0**	**0**	**1**	**2**	**73**	**71.3**	**TOTAL**		**1677**	**219**	**26**	**4**	**86**	**64**	**62**	**1900**	**1911.5**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Kneller Road / Warren Road

Survey Date: 28/06/2022
Survey Day: Tuesday

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Kneller Road / Warren Road

		Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)										Arm B - E			
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2
07:00	07:15	6	3	1	0	1	0	1	**12**	**12.7**	07:00 07:15	6	1	0	0	0	0	0	**7**	**7**	07:00 07:15	30	5	2	0
07:15	07:30	15	2	0	0	0	0	2	**19**	**17.4**	07:15 07:30	14	2	0	0	0	0	1	**17**	**16.2**	07:15 07:30	34	5	0	0
07:30	07:45	14	2	0	0	1	1	4	**22**	**19.2**	07:30 07:45	10	1	0	0	1	1	1	**14**	**13.6**	07:30 07:45	32	6	1	0
07:45	08:00	23	1	0	0	0	0	3	**27**	**24.6**	07:45 08:00	8	2	0	0	0	0	2	**12**	**10.4**	07:45 08:00	47	11	1	0
08:00	08:15	22	0	0	0	1	1	2	**26**	**24.8**	08:00 08:15	16	1	1	0	1	0	0	**19**	**20.5**	08:00 08:15	50	7	2	0
08:15	08:30	30	2	0	0	2	1	4	**39**	**37.2**	08:15 08:30	17	2	0	0	0	1	0	**20**	**19.4**	08:15 08:30	60	7	0	0
08:30	08:45	22	1	1	0	1	1	2	**28**	**27.3**	08:30 08:45	12	0	0	0	0	1	0	**13**	**12.4**	08:30 08:45	57	4	0	0
08:45	09:00	23	1	0	0	0	1	2	**27**	**24.8**	08:45 09:00	24	0	0	0	1	0	1	**26**	**26.2**	08:45 09:00	67	6	1	0
09:00	09:15	7	0	0	0	0	0	3	**10**	**7.6**	09:00 09:15	15	1	0	0	0	1	0	**17**	**16.4**	09:00 09:15	56	4	0	1
09:15	09:30	14	3	0	0	1	0	1	**19**	**19.2**	09:15 09:30	6	2	0	0	0	0	0	**8**	**8**	09:15 09:30	36	8	0	0
09:30	09:45	7	2	0	0	2	1	1	**13**	**13.6**	09:30 09:45	5	1	0	0	0	1	0	**7**	**6.4**	09:30 09:45	54	5	0	0
09:45	10:00	8	3	1	0	0	2	1	**15**	**13.5**	09:45 10:00	9	2	0	0	1	0	1	**13**	**13.2**	09:45 10:00	43	5	1	1
15:00	15:15	13	1	0	0	0	1	4	**19**	**15.2**	15:00 15:15	12	1	0	0	3	0	1	**17**	**19.2**	15:00 15:15	73	9	1	0
15:15	15:30	21	0	0	0	1	0	0	**22**	**23**	15:15 15:30	20	0	0	0	1	0	1	**22**	**22.2**	15:15 15:30	82	12	0	0
15:30	15:45	8	4	0	0	1	0	3	**16**	**14.6**	15:30 15:45	22	1	0	0	0	0	1	**24**	**23.2**	15:30 15:45	81	10	1	0
15:45	16:00	17	1	0	0	1	0	0	**19**	**20**	15:45 16:00	11	1	0	0	1	1	1	**15**	**14.6**	15:45 16:00	81	12	0	0
16:00	16:15	10	2	0	0	0	1	1	**14**	**12.6**	16:00 16:15	17	4	0	0	0	1	5	**27**	**22.4**	16:00 16:15	75	15	0	0
16:15	16:30	12	1	0	0	2	0	2	**17**	**17.4**	16:15 16:30	21	1	0	0	1	1	0	**24**	**24.4**	16:15 16:30	82	14	0	0
16:30	16:45	10	1	0	0	0	0	1	**12**	**11.2**	16:30 16:45	10	2	0	0	1	1	2	**16**	**14.8**	16:30 16:45	84	10	0	0
16:45	17:00	10	2	0	0	0	0	2	**14**	**12.4**	16:45 17:00	13	3	0	0	0	0	4	**20**	**16.8**	16:45 17:00	69	12	1	0
17:00	17:15	16	2	0	0	1	1	0	**20**	**20.4**	17:00 17:15	15	6	0	0	1	0	2	**24**	**23.4**	17:00 17:15	77	9	0	0
17:15	17:30	10	2	0	0	0	0	2	**14**	**12.4**	17:15 17:30	9	2	0	0	0	0	2	**13**	**11.4**	17:15 17:30	73	10	0	0
17:30	17:45	16	0	0	0	1	0	1	**18**	**18.2**	17:30 17:45	12	0	0	0	0	0	0	**12**	**12**	17:30 17:45	73	17	1	0
17:45	18:00	11	2	0	0	0	0	1	**14**	**13.2**	17:45 18:00	14	1	0	0	1	3	2	**21**	**18.6**	17:45 18:00	86	9	0	0
18:00	18:15	23	0	0	0	1	2	1	**27**	**26**	18:00 18:15	16	2	0	0	0	2	2	**22**	**19.2**	18:00 18:15	85	10	0	0
18:15	18:30	14	2	0	0	0	0	1	**17**	**16.2**	18:15 18:30	13	1	0	0	1	0	4	**19**	**16.8**	18:15 18:30	67	10	0	0
18:30	18:45	13	1	0	0	1	0	0	**15**	**16**	18:30 18:45	11	0	0	0	0	0	2	**13**	**11.4**	18:30 18:45	67	3	1	0
18:45	19:00	12	0	0	0	0	0	0	**12**	**12**	18:45 19:00	11	2	0	0	1	0	1	**15**	**15.2**	18:45 19:00	71	7	0	0
Total		**407**	**41**	**3**	**0**	**18**	**13**	**45**	**527**	**502.7**	**Total**	**369**	**42**	**1**	**0**	**15**	**14**	**36**	**477**	**455.3**	**Total**	**1792**	**242**	**13**	**2**

		Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)										Arm B			
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2
07:00	**08:00**	**58**	**8**	**1**	**0**	**2**	**1**	**10**	**80**	**73.9**	**07:00 08:00**	**38**	**6**	**0**	**0**	**1**	**1**	**4**	**50**	**47.2**	**07:00 08:00**	**143**	**27**	**4**	**0**
07:15	08:15	74	5	0	0	2	2	11	**94**	**86**	07:15 08:15	48	6	1	0	2	1	4	**62**	**60.7**	07:15 08:15	163	29	4	0
07:30	08:30	89	5	0	0	4	3	13	**114**	**105.8**	07:30 08:30	51	6	1	0	2	2	3	**65**	**63.9**	07:30 08:30	189	31	4	0
07:45	08:45	97	4	1	0	4	3	11	**120**	**113.9**	07:45 08:45	53	5	1	0	1	2	2	**64**	**62.7**	07:45 08:45	214	29	3	0
08:00	**09:00**	**97**	**4**	**1**	**0**	**4**	**4**	**10**	**120**	**114.1**	**08:00 09:00**	**69**	**3**	**1**	**0**	**2**	**2**	**1**	**78**	**78.5**	**08:00 09:00**	**234**	**24**	**3**	**0**
08:15	09:15	82	4	1	0	3	3	11	**104**	**96.9**	08:15 09:15	68	3	0	0	1	3	1	**76**	**74.4**	08:15 09:15	240	21	1	1
08:30	09:30	66	5	1	0	2	2	8	**84**	**78.9**	08:30 09:30	57	3	0	0	1	2	1	**64**	**63**	08:30 09:30	216	22	1	1
08:45	09:45	51	6	0	0	3	2	7	**69**	**65.2**	08:45 09:45	50	4	0	0	1	2	1	**58**	**57**	08:45 09:45	213	23	1	1
09:00	**10:00**	**36**	**8**	**1**	**0**	**3**	**3**	**6**	**57**	**53.9**	**09:00 10:00**	**35**	**6**	**0**	**0**	**1**	**2**	**1**	**45**	**44**	**09:00 10:00**	**189**	**22**	**1**	**2**
09:15	10:15	29	8	1	0	3	3	3	**47**	**46.3**	09:15 10:15	20	5	0	0	1	1	1	**28**	**27.6**	09:15 10:15	133	18	1	1
09:30	10:30	15	5	1	0	2	3	2	**28**	**27.1**	09:30 10:30	14	3	0	0	1	1	1	**20**	**19.6**	09:30 10:30	97	10	1	1
09:45	10:45	8	3	1	0	0	2	1	**15**	**13.5**	09:45 10:45	9	2	0	0	1	0	1	**13**	**13.2**	09:45 10:45	43	5	1	1
15:00	**16:00**	**59**	**6**	**0**	**0**	**3**	**1**	**7**	**76**	**72.8**	**15:00 16:00**	**65**	**3**	**0**	**0**	**5**	**1**	**4**	**78**	**79.2**	**15:00 16:00**	**317**	**43**	**2**	**0**
15:15	16:15	56	7	0	0	3	1	4	**71**	**70.2**	15:15 16:15	70	6	0	0	2	2	8	**88**	**82.4**	15:15 16:15	319	49	1	0
15:30	16:30	47	8	0	0	4	1	6	**66**	**64.6**	15:30 16:30	71	7	0	0	2	3	7	**90**	**84.6**	15:30 16:30	319	51	1	0
15:45	16:45	49	5	0	0	3	1	4	**62**	**61.2**	15:45 16:45	59	8	0	0	3	4	8	**82**	**76.2**	15:45 16:45	322	51	0	0
16:00	**17:00**	**42**	**6**	**0**	**0**	**2**	**1**	**6**	**57**	**53.6**	**16:00 17:00**	**61**	**10**	**0**	**0**	**2**	**3**	**11**	**87**	**78.4**	**16:00 17:00**	**310**	**51**	**1**	**0**
16:15	17:15	48	6	0	0	3	1	5	**63**	**61.4**	16:15 17:15	59	12	0	0	3	2	8	**84**	**79.4**	16:15 17:15	312	45	1	0
16:30	17:30	46	7	0	0	1	1	5	**60**	**56.4**	16:30 17:30	47	13	0	0	2	1	10	**73**	**66.4**	16:30 17:30	303	41	1	0
16:45	17:45	52	6	0	0	2	1	5	**66**	**63.4**	16:45 17:45	49	11	0	0	1	0	8	**69**	**63.6**	16:45 17:45	292	48	2	0
17:00	**18:00**	**53**	**6**	**0**	**0**	**2**	**1**	**4**	**66**	**64.2**	**17:00 18:00**	**50**	**9**	**0**	**0**	**2**	**3**	**6**	**70**	**65.4**	**17:00 18:00**	**309**	**45**	**1**	**0**
17:15	18:15	60	4	0	0	2	2	5	**73**	**69.8**	17:15 18:15	51	5	0	0	1	5	6	**68**	**61.2**	17:15 18:15	317	46	1	0
17:30	18:30	64	4	0	0	2	2	4	**76**	**73.6**	17:30 18:30	55	4	0	0	2	5	8	**74**	**66.6**	17:30 18:30	311	46	1	0
17:45	18:45	61	5	0	0	2	2	3	**73**	**71.4**	17:45 18:45	54	4	0	0	2	5	10	**75**	**66**	17:45 18:45	305	32	1	0
18:00	**19:00**	**62**	**3**	**0**	**0**	**2**	**2**	**2**	**71**	**70.2**	**18:00 19:00**	**51**	**5**	**0**	**0**	**2**	**2**	**9**	**69**	**62.6**	**18:00 19:00**	**290**	**30**	**1**	**0**
18:15	19:15	39	3	0	0	1	0	1	**44**	**44.2**	18:15 19:15	35	3	0	0	2	0	7	**47**	**43.4**	18:15 19:15	205	20	1	0
18:30	19:30	25	1	0	0	1	0	0	**27**	**28**	18:30 19:30	22	2	0	0	1	0	3	**28**	**26.6**	18:30 19:30	138	10	1	0
18:45	19:45	12	0	0	0	0	0	0	**12**	**12**	18:45 19:45	11	2	0	0	1	0	1	**15**	**15.2**	18:45 19:45	71	7	0	0
TOTAL		**407**	**41**	**3**	**0**	**18**	**13**	**45**	**451**	**429.9**	**TOTAL**	**369**	**42**	**1**	**0**	**15**	**14**	**36**	**399**	**376.1**	**TOTAL**	**1792**	**242**	**13**	**2**

Survey Date: 28/06/2022 Project ID and Name: IW0056 Kneller Hall, Twickenham
Survey Day: Tuesday Junction name: Kneller Road / Warren Road

ntry (15-minute intervals)							Arm B - Exit (15-minute intervals)											Arm C - Entry (15-minute intervals)									
PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
2	2	1	**42**	**43**	07:00	07:15	75	12	2	1	7	2	3	**102**	**107.7**	07:00	07:15	73	9	1	1	6	2	2	**94**	**99**	07:00
2	1	4	**46**	**44.2**	07:15	07:30	75	11	0	1	2	2	4	**95**	**93.9**	07:15	07:30	65	10	0	1	2	2	2	**82**	**82.5**	07:15
3	1	3	**46**	**46.5**	07:30	07:45	72	16	1	0	6	2	8	**105**	**103.9**	07:30	07:45	63	15	1	0	5	1	4	**89**	**90.7**	07:30
3	1	4	**67**	**66.7**	07:45	08:00	92	14	0	0	2	2	10	**120**	**112.8**	07:45	08:00	74	13	0	0	2	2	7	**98**	**93.2**	07:45
3	0	2	**64**	**66.4**	08:00	08:15	88	15	2	0	5	3	5	**118**	**118.2**	08:00	08:15	73	15	3	0	4	2	3	**100**	**101.9**	08:00
3	1	3	**74**	**74**	08:15	08:30	110	9	1	0	4	5	8	**137**	**132.1**	08:15	08:30	88	7	1	0	3	4	4	**107**	**104.9**	08:15
2	2	1	**66**	**66**	08:30	08:45	98	14	1	0	4	1	7	**125**	**123.3**	08:30	08:45	78	13	0	0	3	0	5	**99**	**98**	08:30
3	1	2	**80**	**81.3**	08:45	09:00	97	16	0	0	3	0	6	**122**	**120.2**	08:45	09:00	81	15	0	0	3	0	4	**103**	**102.8**	08:45
3	1	0	**65**	**68.7**	09:00	09:15	70	10	0	2	2	0	6	**90**	**89.8**	09:00	09:15	69	11	0	2	2	0	3	**87**	**89.2**	09:00
4	1	0	**49**	**52.4**	09:15	09:30	71	13	1	0	4	2	2	**93**	**94.7**	09:15	09:30	63	10	1	0	3	2	1	**80**	**81.5**	09:15
2	2	1	**64**	**64**	09:30	09:45	60	13	2	0	7	0	4	**86**	**90.8**	09:30	09:45	55	11	2	0	5	1	3	**77**	**80**	09:30
2	4	2	**58**	**57.8**	09:45	10:00	64	14	2	0	3	4	1	**88**	**88.8**	09:45	10:00	57	12	1	0	3	2	0	**75**	**77.3**	09:45
3	3	3	**92**	**91.3**	15:00	15:15	60	5	1	0	2	3	5	**76**	**72.7**	15:00	15:15	49	4	1	0	2	2	2	**60**	**59.7**	15:00
4	3	4	**105**	**104**	15:15	15:30	58	8	0	0	6	3	1	**76**	**79.4**	15:15	15:30	39	8	0	0	5	3	1	**56**	**58.4**	15:15
6	1	1	**100**	**105.1**	15:30	15:45	64	7	1	0	2	0	4	**78**	**77.3**	15:30	15:45	59	6	1	0	1	0	1	**68**	**68.7**	15:30
5	3	4	**105**	**105**	15:45	16:00	63	6	1	0	4	0	2	**76**	**78.9**	15:45	16:00	47	5	1	0	3	0	2	**58**	**59.9**	15:45
2	3	5	**100**	**96.2**	16:00	16:15	74	10	2	0	5	6	2	**99**	**99.8**	16:00	16:15	64	10	2	0	5	5	1	**87**	**89.2**	16:00
3	5	0	**104**	**104**	16:15	16:30	63	8	1	0	5	2	3	**82**	**83.9**	16:15	16:30	55	7	1	0	3	2	1	**69**	**70.5**	16:15
4	4	5	**107**	**104.6**	16:30	16:45	69	7	1	0	4	5	1	**87**	**87.7**	16:30	16:45	61	6	1	0	4	5	0	**77**	**78.5**	16:30
5	1	7	**95**	**94.3**	16:45	17:00	76	9	0	0	3	2	3	**93**	**92.4**	16:45	17:00	70	7	0	0	3	2	2	**84**	**84.2**	16:45
4	3	5	**98**	**96.2**	17:00	17:15	73	6	1	0	3	7	1	**91**	**89.5**	17:00	17:15	64	8	1	0	2	6	1	**82**	**80.1**	17:00
2	4	7	**96**	**90**	17:15	17:30	58	7	1	0	3	3	2	**74**	**74.1**	17:15	17:30	52	6	1	0	3	3	1	**66**	**66.9**	17:15
2	2	6	**101**	**97.5**	17:30	17:45	76	3	1	0	3	3	3	**89**	**88.3**	17:30	17:45	65	3	1	0	2	3	2	**76**	**75.1**	17:30
4	7	7	**113**	**107.2**	17:45	18:00	63	2	1	0	2	1	5	**74**	**71.9**	17:45	18:00	58	1	1	0	2	1	4	**67**	**65.7**	17:45
3	6	7	**111**	**104.8**	18:00	18:15	66	5	3	0	3	6	1	**84**	**84.1**	18:00	18:15	48	5	3	0	2	4	0	**62**	**63.1**	18:00
4	3	6	**90**	**87.4**	18:15	18:30	72	7	1	0	3	4	5	**92**	**89.1**	18:15	18:30	62	5	1	0	3	4	5	**80**	**77.1**	18:15
1	4	4	**80**	**75.9**	18:30	18:45	63	7	2	0	4	5	0	**81**	**83**	18:30	18:45	55	6	2	0	3	5	0	**71**	**72**	18:30
6	6	5	**95**	**93.4**	18:45	19:00	62	0	0	0	2	2	3	**69**	**67.4**	18:45	19:00	54	0	0	0	2	2	3	**61**	**59.4**	18:45
90	**75**	**99**	**2313**	**2287.9**	**Total**		**2032**	**254**	**29**	**4**	**103**	**75**	**105**	**2602**	**2595.7**	**Total**		**1741**	**228**	**27**	**4**	**86**	**65**	**64**	**2215**	**2229.5**	**To**

- Entry (rolling hour)							Arm B - Exit (rolling hour)											Arm C - Entry (rolling hour)									
PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
10	**5**	**12**	**201**	**200.4**	**07:00**	**08:00**	**314**	**53**	**3**	**2**	**17**	**8**	**25**	**422**	**418.3**	**07:00**	**08:00**	**275**	**47**	**2**	**2**	**15**	**7**	**15**	**363**	**365.4**	**07:00**
11	3	13	**223**	**223.8**	07:15	08:15	327	56	3	1	15	9	27	**438**	**428.8**	07:15	08:15	275	53	4	1	13	7	16	**369**	**368.3**	07:15
12	3	12	**251**	**253.6**	07:30	08:30	362	54	4	0	17	12	31	**480**	**467**	07:30	08:30	298	50	5	0	14	9	18	**394**	**390.7**	07:30
11	4	10	**271**	**273.1**	07:45	08:45	388	52	4	0	15	11	30	**500**	**486.4**	07:45	08:45	313	48	4	0	12	8	19	**404**	**398**	07:45
11	**4**	**8**	**284**	**287.7**	**08:00**	**09:00**	**393**	**54**	**4**	**0**	**16**	**9**	**26**	**502**	**493.8**	**08:00**	**09:00**	**320**	**50**	**4**	**0**	**13**	**6**	**16**	**409**	**407.6**	**08:00**
11	5	6	**285**	**290**	08:15	09:15	375	49	2	2	13	6	27	**474**	**465.4**	08:15	09:15	316	46	1	2	11	4	16	**396**	**394.9**	08:15
12	5	3	**260**	**268.4**	08:30	09:30	336	53	2	2	13	3	21	**430**	**428**	08:30	09:30	291	49	1	2	11	2	13	**369**	**371.5**	08:30
12	5	3	**258**	**266.4**	08:45	09:45	298	52	3	2	16	2	18	**391**	**395.5**	08:45	09:45	268	47	3	2	13	3	11	**347**	**353.5**	08:45
11	**8**	**3**	**236**	**242.9**	**09:00**	**10:00**	**265**	**50**	**5**	**2**	**16**	**6**	**13**	**357**	**364.1**	**09:00**	**10:00**	**244**	**44**	**4**	**2**	**13**	**5**	**7**	**319**	**328**	**09:00**
8	7	3	**171**	**174.2**	09:15	10:15	195	40	5	0	14	6	7	**267**	**274.3**	09:15	10:15	175	33	4	0	11	5	4	**232**	**238.8**	09:15
4	6	3	**122**	**121.8**	09:30	10:30	124	27	4	0	10	4	5	**174**	**179.6**	09:30	10:30	112	23	3	0	8	3	3	**152**	**157.3**	09:30
2	4	2	**58**	**57.8**	09:45	10:45	64	14	2	0	3	4	1	**88**	**88.8**	09:45	10:45	57	12	1	0	3	2	0	**75**	**77.3**	09:45
18	**10**	**12**	**402**	**405.4**	**15:00**	**16:00**	**245**	**26**	**3**	**0**	**14**	**6**	**12**	**306**	**308.3**	**15:00**	**16:00**	**194**	**23**	**3**	**0**	**11**	**5**	**6**	**242**	**246.7**	**15:00**
17	10	14	**410**	**410.3**	15:15	16:15	259	31	4	0	17	9	9	**329**	**335.4**	15:15	16:15	209	29	4	0	14	8	5	**269**	**276.2**	15:15
16	12	10	**409**	**410.3**	15:30	16:30	264	31	5	0	16	8	11	**335**	**339.9**	15:30	16:30	225	28	5	0	12	7	5	**282**	**288.3**	15:30
14	15	14	**416**	**409.8**	15:45	16:45	269	31	5	0	18	13	8	**344**	**350.3**	15:45	16:45	227	28	5	0	15	12	4	**291**	**298.1**	15:45
14	**13**	**17**	**406**	**399.1**	**16:00**	**17:00**	**282**	**34**	**4**	**0**	**17**	**15**	**9**	**361**	**363.8**	**16:00**	**17:00**	**250**	**30**	**4**	**0**	**15**	**14**	**4**	**317**	**322.4**	**16:00**
16	13	17	**404**	**399.1**	16:15	17:15	281	30	3	0	15	16	8	**353**	**353.5**	16:15	17:15	250	28	3	0	12	15	4	**312**	**313.3**	16:15
15	12	24	**396**	**385.1**	16:30	17:30	276	29	3	0	13	17	7	**345**	**343.7**	16:30	17:30	247	27	3	0	12	16	4	**309**	**309.7**	16:30
13	10	25	**390**	**378**	16:45	17:45	283	25	3	0	12	15	9	**347**	**344.3**	16:45	17:45	251	24	3	0	10	14	6	**308**	**306.3**	16:45
12	**16**	**25**	**408**	**390.9**	**17:00**	**18:00**	**270**	**18**	**4**	**0**	**11**	**14**	**11**	**328**	**323.8**	**17:00**	**18:00**	**239**	**18**	**4**	**0**	**9**	**13**	**8**	**291**	**287.8**	**17:00**
11	19	27	**421**	**399.5**	17:15	18:15	263	17	6	0	11	13	11	**321**	**318.4**	17:15	18:15	223	15	6	0	9	11	7	**271**	**270.8**	17:15
13	18	26	**415**	**396.9**	17:30	18:30	277	17	6	0	11	14	14	**339**	**333.4**	17:30	18:30	233	14	6	0	9	12	11	**285**	**281**	17:30
12	20	24	**394**	**375.3**	17:45	18:45	264	21	7	0	12	16	11	**331**	**328.1**	17:45	18:45	223	17	7	0	10	14	9	**280**	**277.9**	17:45
14	**19**	**22**	**376**	**361.5**	**18:00**	**19:00**	**263**	**19**	**6**	**0**	**12**	**17**	**9**	**326**	**323.6**	**18:00**	**19:00**	**219**	**16**	**6**	**0**	**10**	**15**	**8**	**274**	**271.6**	**18:00**
11	13	15	**265**	**256.7**	18:15	19:15	197	14	3	0	9	11	8	**242**	**239.5**	18:15	19:15	171	11	3	0	8	11	8	**212**	**208.5**	18:15
7	10	9	**175**	**169.3**	18:30	19:30	125	7	2	0	6	7	3	**150**	**150.4**	18:30	19:30	109	6	2	0	5	7	3	**132**	**131.4**	18:30
6	6	5	**95**	**93.4**	18:45	19:45	62	0	0	0	2	2	3	**69**	**67.4**	18:45	19:45	54	0	0	0	2	2	3	**61**	**59.4**	18:45
90	**75**	**99**	**1911**	**1882.5**	**TOTAL**		**2032**	**254**	**29**	**4**	**103**	**75**	**105**	**2296**	**2287.4**	**TOTAL**		**1741**	**228**	**27**	**4**	**86**	**65**	**64**	**1973**	**1982.8**	**TO**

Survey Date: 28/06/2022 Project ID and Name: IW0056 Kneller Hall, Twickenham Survey Date: 28/06/2022
Survey Day: Tuesday Junction name: Kneller Road / Warren Road Survey Day: Tuesday

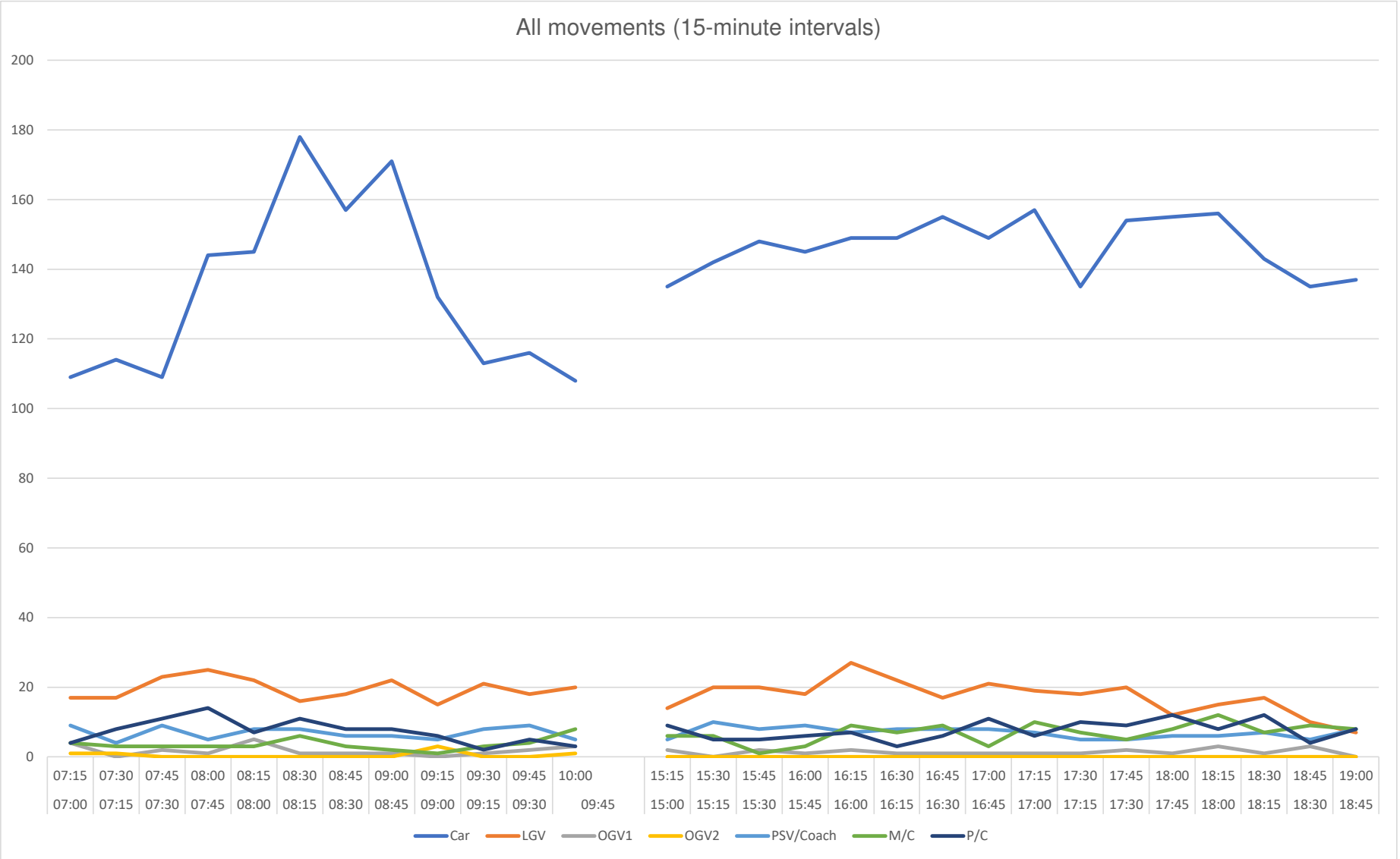
	Arm C - Exit (15-minute intervals)											All movements (15-minute intervals)								
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:15	28	4	2	0	2	2	1	**39**	**40**	07:00	07:15	109	17	4	1	9	4	4	**148**	**154.7**
07:30	25	4	0	0	2	1	3	**35**	**34**	07:15	07:30	114	17	0	1	4	3	8	**147**	**144.1**
07:45	27	6	1	0	2	0	2	**38**	**38.9**	07:30	07:45	109	23	2	0	9	3	11	**157**	**156.4**
08:00	44	9	1	0	3	1	2	**60**	**61.3**	07:45	08:00	144	25	1	0	5	3	14	**192**	**184.5**
08:15	41	6	2	0	2	0	2	**53**	**54.4**	08:00	08:15	145	22	5	0	8	3	7	**190**	**193.1**
08:30	51	5	0	0	4	0	3	**63**	**64.6**	08:15	08:30	178	16	1	0	8	6	11	**220**	**216.1**
08:45	47	4	0	0	2	1	1	**55**	**55.6**	08:30	08:45	157	18	1	0	6	3	8	**193**	**191.3**
09:00	50	6	1	0	2	2	1	**62**	**62.5**	08:45	09:00	171	22	1	0	6	2	8	**210**	**208.9**
09:15	47	4	0	1	3	0	0	**55**	**59.3**	09:00	09:15	132	15	0	3	5	1	6	**162**	**165.5**
09:30	36	6	0	0	4	1	0	**47**	**50.4**	09:15	09:30	113	21	1	0	8	3	2	**148**	**153.1**
09:45	51	4	0	0	2	3	1	**61**	**60.4**	09:30	09:45	116	18	2	0	9	4	5	**154**	**157.6**
10:00	35	4	1	1	1	4	1	**47**	**46.6**	09:45	10:00	108	20	3	1	5	8	3	**148**	**148.6**
15:15	63	8	1	0	0	3	3	**78**	**74.3**	15:00	15:15	135	14	2	0	5	6	9	**171**	**166.2**
15:30	64	12	0	0	3	3	3	**85**	**83.8**	15:15	15:30	142	20	0	0	10	6	5	**183**	**185.4**
15:45	62	12	1	0	6	1	0	**82**	**87.9**	15:30	15:45	148	20	2	0	8	1	5	**184**	**188.4**
16:00	71	11	0	0	4	2	3	**91**	**91.4**	15:45	16:00	145	18	1	0	9	3	6	**182**	**184.9**
16:15	58	13	0	0	2	2	0	**75**	**75.8**	16:00	16:15	149	27	2	0	7	9	7	**201**	**198**
16:30	65	13	0	0	2	4	0	**84**	**83.6**	16:15	16:30	149	22	1	0	8	7	3	**190**	**191.9**
16:45	76	8	0	0	3	3	3	**93**	**91.8**	16:30	16:45	155	17	1	0	8	9	6	**196**	**194.3**
17:00	60	9	1	0	5	1	4	**80**	**81.7**	16:45	17:00	149	21	1	0	8	3	11	**193**	**190.9**
17:15	69	7	0	0	3	3	3	**85**	**83.8**	17:00	17:15	157	19	1	0	7	10	6	**200**	**196.7**
17:30	68	9	0	0	2	4	6	**89**	**83.8**	17:15	17:30	135	18	1	0	5	7	10	**176**	**169.3**
17:45	66	17	1	0	2	2	6	**94**	**90.5**	17:30	17:45	154	20	2	0	5	5	9	**195**	**190.8**
18:00	78	9	0	0	3	4	5	**99**	**95.6**	17:45	18:00	155	12	1	0	6	8	12	**194**	**186.1**
18:15	74	8	0	0	3	4	5	**94**	**90.6**	18:00	18:15	156	15	3	0	6	12	8	**200**	**193.9**
18:30	58	9	0	0	3	3	3	**76**	**74.8**	18:15	18:30	143	17	1	0	7	7	12	**187**	**180.7**
18:45	61	3	1	0	1	4	2	**72**	**69.5**	18:30	18:45	135	10	3	0	5	9	4	**166**	**163.9**
19:00	64	5	0	0	5	6	4	**84**	**82.2**	18:45	19:00	137	7	0	0	8	8	8	**168**	**164.8**
tal	**1539**	**215**	**13**	**2**	**76**	**64**	**67**	**1976**	**1969.1**	**Total**		**3940**	**511**	**43**	**6**	**194**	**153**	**208**	**5055**	**5020.1**

	Arm C - Exit (rolling hour)											All movements (rolling hour)								
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	**124**	**23**	**4**	**0**	**9**	**4**	**8**	**172**	**174.2**	**07:00**	**08:00**	**476**	**82**	**7**	**2**	**27**	**13**	**37**	**644**	**639.7**
08:15	137	25	4	0	9	2	9	**186**	**188.6**	07:15	08:15	512	87	8	1	26	12	40	**686**	**678.1**
08:30	163	26	4	0	11	1	9	**214**	**219.2**	07:30	08:30	576	86	9	0	30	15	43	**759**	**750.1**
08:45	183	24	3	0	11	2	8	**231**	**235.9**	07:45	08:45	624	81	8	0	27	15	40	**795**	**785**
09:00	**189**	**21**	**3**	**0**	**10**	**3**	**7**	**233**	**237.1**	**08:00**	**09:00**	**651**	**78**	**8**	**0**	**28**	**14**	**34**	**813**	**809.4**
09:15	195	19	1	1	11	3	5	**235**	**242**	08:15	09:15	638	71	3	3	25	12	33	**785**	**781.8**
09:30	180	20	1	1	11	4	2	**219**	**227.8**	08:30	09:30	573	76	3	3	25	9	24	**713**	**718.8**
09:45	184	20	1	1	11	6	2	**225**	**232.6**	08:45	09:45	532	76	4	3	28	10	21	**674**	**685.1**
10:00	**169**	**18**	**1**	**2**	**10**	**8**	**2**	**210**	**216.7**	**09:00**	**10:00**	**469**	**74**	**6**	**4**	**27**	**16**	**16**	**612**	**624.8**
10:15	122	14	1	1	7	8	2	**155**	**157.4**	09:15	10:15	337	59	6	1	22	15	10	**450**	**459.3**
10:30	86	8	1	1	3	7	2	**108**	**107**	09:30	10:30	224	38	5	1	14	12	8	**302**	**306.2**
10:45	35	4	1	1	1	4	1	**47**	**46.6**	09:45	10:45	108	20	3	1	5	8	3	**148**	**148.6**
16:00	**260**	**43**	**2**	**0**	**13**	**9**	**9**	**336**	**337.4**	**15:00**	**16:00**	**570**	**72**	**5**	**0**	**32**	**16**	**25**	**720**	**724.9**
16:15	255	48	1	0	15	8	6	**333**	**338.9**	15:15	16:15	584	85	5	0	34	19	23	**750**	**756.7**
16:30	256	49	1	0	14	9	3	**332**	**338.7**	15:30	16:30	591	87	6	0	32	20	21	**757**	**763.2**
16:45	270	45	0	0	11	11	6	**343**	**342.6**	15:45	16:45	598	84	5	0	32	28	22	**769**	**769.1**
17:00	**259**	**43**	**1**	**0**	**12**	**10**	**7**	**332**	**332.9**	**16:00**	**17:00**	**602**	**87**	**5**	**0**	**31**	**28**	**27**	**780**	**775.1**
17:15	270	37	1	0	13	11	10	**342**	**340.9**	16:15	17:15	610	79	4	0	31	29	26	**779**	**773.8**
17:30	273	33	1	0	13	11	16	**347**	**341.1**	16:30	17:30	596	75	4	0	28	29	33	**765**	**751.2**
17:45	263	42	2	0	12	10	19	**348**	**339.8**	16:45	17:45	595	78	5	0	25	25	36	**764**	**747.7**
18:00	**281**	**42**	**1**	**0**	**10**	**13**	**20**	**367**	**353.7**	**17:00**	**18:00**	**601**	**69**	**5**	**0**	**23**	**30**	**37**	**765**	**742.9**
18:15	286	43	1	0	10	14	22	**376**	**360.5**	17:15	18:15	600	65	7	0	22	32	39	**765**	**740.1**
18:30	276	43	1	0	11	13	19	**363**	**351.5**	17:30	18:30	608	64	7	0	24	32	41	**776**	**751.5**
18:45	271	29	1	0	10	15	15	**341**	**330.5**	17:45	18:45	589	54	8	0	24	36	36	**747**	**724.6**
19:00	**257**	**25**	**1**	**0**	**12**	**17**	**14**	**326**	**317.1**	**18:00**	**19:00**	**571**	**49**	**7**	**0**	**26**	**36**	**32**	**721**	**703.3**
19:15	183	17	1	0	9	13	9	**232**	**226.5**	18:15	19:15	415	34	4	0	20	24	24	**521**	**509.4**
19:30	125	8	1	0	6	10	6	**156**	**151.7**	18:30	19:30	272	17	3	0	13	17	12	**334**	**328.7**
19:45	64	5	0	0	5	6	4	**84**	**82.2**	18:45	19:45	137	7	0	0	8	8	8	**168**	**164.8**
TAL	**1539**	**215**	**13**	**2**	**76**	**64**	**67**	**1640**	**1631.7**	**TOTAL**		**3940**	**511**	**43**	**6**	**194**	**153**	**208**	**4335**	**4295.2**

Project ID and Name:	IW0056 Kneller Hall, Twickenham	Survey Date:	28/06/2022
Junction name:	Kneller Road / Warren Road	Survey Day:	Tuesday

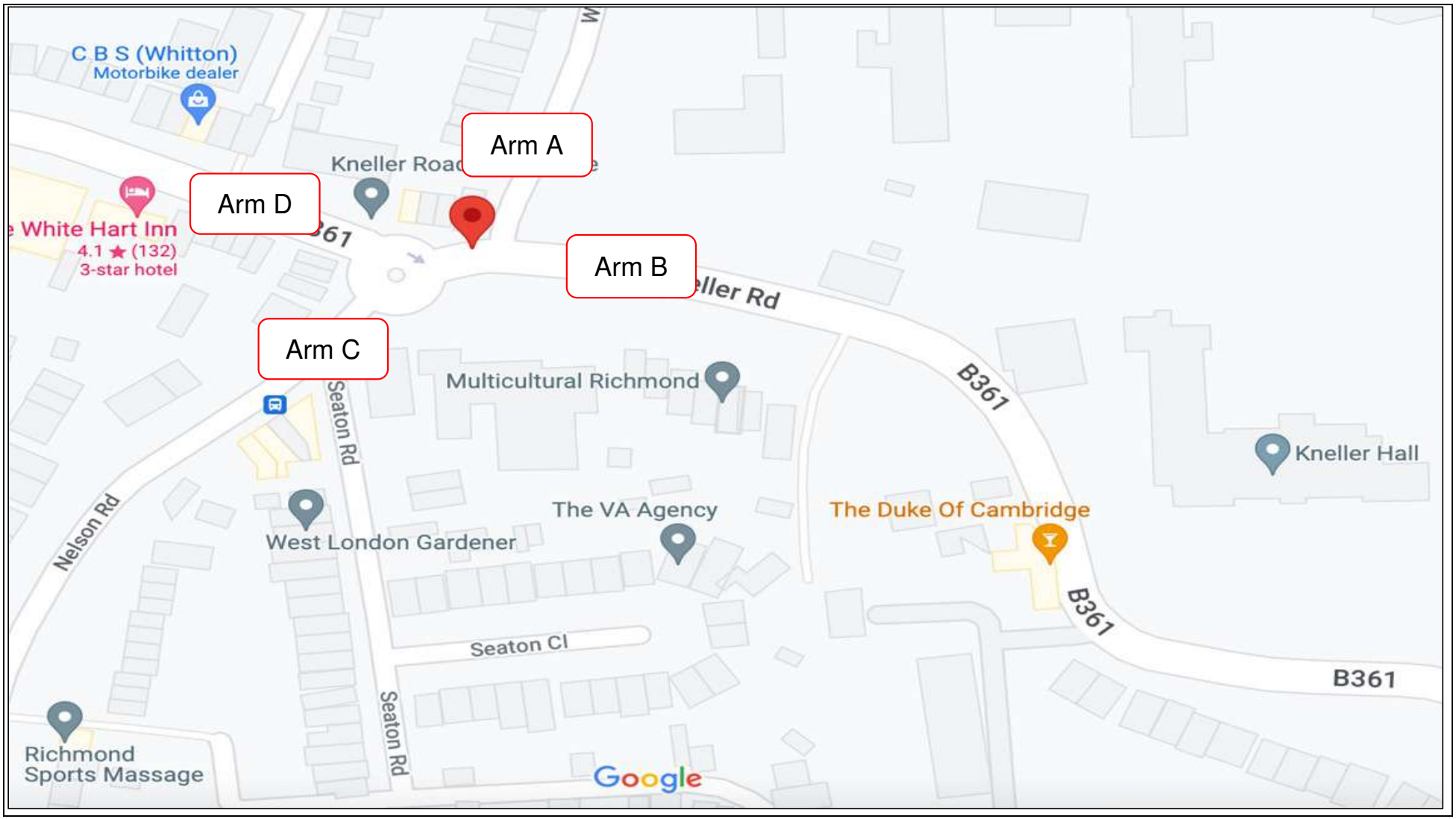
		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	145	22	5	0	8	3	7	190	193.1
08:15	08:30	178	16	1	0	8	6	11	220	216.1
08:30	08:45	157	18	1	0	6	3	8	193	191.3
08:45	09:00	171	22	1	0	6	2	8	210	208.9

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:00	16:15	149	27	2	0	7	9	7	201	198
16:15	16:30	149	22	1	0	8	7	3	190	191.9
16:30	16:45	155	17	1	0	8	9	6	196	194.3
16:45	17:00	149	21	1	0	8	3	11	193	190.9


All movements (15-minute intervals)
200
180
160
140
120
100
80
60
40
20
0
07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45 10:00
07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45
15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30 18:45 19:00
15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30 18:45
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0056	Kneller Hall, Twickenham	Whitton Dene / Kneller Road / Nelson Road	51.455570, -0.353160	28/06/2022	Tuesday	0700-1000 & 1500-1900hrs	Sunny	Sunny



Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Whitton Dene / Kneller Road / Nelson Road

		A - A (15-minute intervals)										A - B (15-minute intervals)										A - C (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	07:15	1	0	0	0	0	0	0	**1**	**1**	07:00 07:15	1	3	0	0	0	0	0	**4**	**4**	07:00 07:15	19	6	0	0	1	0	0	**26**	**27**	07:00
07:15	07:30	0	0	0	0	0	0	0	**0**	**0**	07:15 07:30	6	0	0	0	0	0	1	**7**	**6.2**	07:15 07:30	16	8	0	0	3	1	3	**31**	**31**	07:15
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**	07:30 07:45	7	1	0	0	1	0	0	**9**	**10**	07:30 07:45	34	7	0	0	1	0	1	**43**	**43.2**	07:30
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**	07:45 08:00	8	2	0	0	0	0	3	**13**	**10.6**	07:45 08:00	25	3	0	0	2	0	1	**31**	**32.2**	07:45
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**	08:00 08:15	12	0	0	0	0	1	2	**15**	**12.8**	08:00 08:15	40	5	0	0	2	0	2	**49**	**49.4**	08:00
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**	08:15 08:30	25	1	0	0	0	1	0	**27**	**26.4**	08:15 08:30	31	9	2	0	2	1	1	**46**	**47.6**	08:15
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**	08:30 08:45	12	0	0	0	0	1	0	**13**	**12.4**	08:30 08:45	42	4	0	0	1	1	0	**48**	**48.4**	08:30
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**	08:45 09:00	13	0	0	0	0	0	0	**13**	**13**	08:45 09:00	24	4	0	0	1	0	0	**29**	**30**	08:45
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**	09:00 09:15	4	0	0	0	0	0	1	**5**	**4.2**	09:00 09:15	30	5	0	0	1	1	0	**37**	**37.4**	09:00
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**	09:15 09:30	5	0	0	0	0	0	0	**5**	**5**	09:15 09:30	11	3	0	0	2	1	1	**18**	**18.6**	09:15
09:30	09:45	0	0	0	0	0	0	0	**0**	**0**	09:30 09:45	3	0	0	0	0	0	1	**4**	**3.2**	09:30 09:45	26	3	0	0	0	1	0	**30**	**29.4**	09:30
09:45	10:00	0	0	0	0	0	0	0	**0**	**0**	09:45 10:00	5	1	0	0	0	0	1	**7**	**6.2**	09:45 10:00	19	4	1	0	3	4	1	**32**	**32.3**	09:45
15:00	15:15	0	0	0	0	0	0	0	**0**	**0**	15:00 15:15	7	1	0	0	0	0	2	**10**	**8.4**	15:00 15:15	34	3	1	0	1	1	0	**40**	**40.9**	15:00
15:15	15:30	0	0	0	0	0	0	0	**0**	**0**	15:15 15:30	9	0	0	0	0	0	0	**9**	**9**	15:15 15:30	26	2	1	0	1	1	0	**31**	**31.9**	15:15
15:30	15:45	0	0	0	0	0	0	0	**0**	**0**	15:30 15:45	6	2	0	0	0	1	1	**10**	**8.6**	15:30 15:45	19	3	0	0	2	1	3	**28**	**27**	15:30
15:45	16:00	0	0	0	0	0	0	0	**0**	**0**	15:45 16:00	9	1	0	0	0	0	1	**11**	**10.2**	15:45 16:00	29	7	0	0	1	1	2	**40**	**38.8**	15:45
16:00	16:15	0	0	0	0	0	0	0	**0**	**0**	16:00 16:15	8	1	0	0	0	0	0	**9**	**9**	16:00 16:15	40	4	0	0	2	1	6	**53**	**49.6**	16:00
16:15	16:30	0	0	0	0	0	0	0	**0**	**0**	16:15 16:30	4	1	0	0	0	0	1	**6**	**5.2**	16:15 16:30	36	9	0	0	1	1	2	**49**	**47.8**	16:15
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**	16:30 16:45	5	1	0	0	0	0	1	**7**	**6.2**	16:30 16:45	50	7	0	0	1	0	0	**58**	**59**	16:30
16:45	17:00	1	0	0	0	0	0	0	**1**	**1**	16:45 17:00	4	1	0	0	0	0	1	**6**	**5.2**	16:45 17:00	40	3	0	0	1	1	2	**47**	**45.8**	16:45
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**	17:00 17:15	12	2	0	0	0	0	1	**15**	**14.2**	17:00 17:15	55	5	0	0	2	1	3	**66**	**65**	17:00
17:15	17:30	1	0	0	0	0	0	0	**1**	**1**	17:15 17:30	7	0	0	0	0	0	1	**8**	**7.2**	17:15 17:30	55	8	0	0	1	1	2	**67**	**65.8**	17:15
17:30	17:45	1	0	0	0	0	0	0	**1**	**1**	17:30 17:45	9	1	0	0	0	0	0	**10**	**10**	17:30 17:45	32	5	0	0	1	1	1	**40**	**39.6**	17:30
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**	17:45 18:00	10	0	0	0	0	0	1	**11**	**10.2**	17:45 18:00	34	5	0	0	2	1	1	**43**	**43.6**	17:45
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**	18:00 18:15	11	0	0	0	0	2	1	**14**	**12**	18:00 18:15	55	5	0	0	2	0	1	**63**	**64.2**	18:00
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**	18:15 18:30	7	1	0	0	0	0	1	**9**	**8.2**	18:15 18:30	39	2	0	0	1	7	1	**50**	**46**	18:15
18:30	18:45	0	0	0	0	0	0	0	**0**	**0**	18:30 18:45	8	0	0	0	0	0	0	**8**	**8**	18:30 18:45	29	1	0	0	2	2	8	**42**	**36.4**	18:30
18:45	19:00	0	0	0	0	0	0	0	**0**	**0**	18:45 19:00	5	0	0	0	0	0	0	**5**	**5**	18:45 19:00	31	0	0	0	1	3	1	**36**	**34.4**	18:45
Total (AM & PM)		**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**Total**	**222**	**20**	**0**	**0**	**1**	**6**	**21**	**270**	**250.6**	**Total**	**921**	**130**	**5**	**0**	**41**	**33**	**43**	**1173**	**1162.3**	**To**

		A - A (rolling hour)										A - B (rolling hour)										A - C (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	**08:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**07:00 08:00**	**22**	**6**	**0**	**0**	**1**	**0**	**4**	**33**	**30.8**	**07:00 08:00**	**94**	**24**	**0**	**0**	**7**	**1**	**5**	**131**	**133.4**	**07:00**
07:15	08:15	0	0	0	0	0	0	0	**0**	**0**	07:15 08:15	33	3	0	0	1	1	6	**44**	**39.6**	07:15 08:15	115	23	0	0	8	1	7	**154**	**155.8**	07:15
07:30	08:30	0	0	0	0	0	0	0	**0**	**0**	07:30 08:30	52	4	0	0	1	2	5	**64**	**59.8**	07:30 08:30	130	24	2	0	7	1	5	**169**	**172.4**	07:30
07:45	08:45	0	0	0	0	0	0	0	**0**	**0**	07:45 08:45	57	3	0	0	0	3	5	**68**	**62.2**	07:45 08:45	138	21	2	0	7	2	4	**174**	**177.6**	07:45
08:00	**09:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**08:00 09:00**	**62**	**1**	**0**	**0**	**0**	**3**	**2**	**68**	**64.6**	**08:00 09:00**	**137**	**22**	**2**	**0**	**6**	**2**	**3**	**172**	**175.4**	**08:00**
08:15	09:15	0	0	0	0	0	0	0	**0**	**0**	08:15 09:15	54	1	0	0	0	2	1	**58**	**56**	08:15 09:15	127	22	2	0	5	3	1	**160**	**163.4**	08:15
08:30	09:30	0	0	0	0	0	0	0	**0**	**0**	08:30 09:30	34	0	0	0	0	1	1	**36**	**34.6**	08:30 09:30	107	16	0	0	5	3	1	**132**	**134.4**	08:30
08:45	09:45	0	0	0	0	0	0	0	**0**	**0**	08:45 09:45	25	0	0	0	0	0	2	**27**	**25.4**	08:45 09:45	91	15	0	0	4	3	1	**114**	**115.4**	08:45
09:00	**10:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**09:00 10:00**	**17**	**1**	**0**	**0**	**0**	**0**	**3**	**21**	**18.6**	**09:00 10:00**	**86**	**15**	**1**	**0**	**6**	**7**	**2**	**117**	**117.7**	**09:00**
09:15	10:15	0	0	0	0	0	0	0	**0**	**0**	09:15 10:15	13	1	0	0	0	0	2	**16**	**14.4**	09:15 10:15	56	10	1	0	5	6	2	**80**	**80.3**	09:15
09:30	10:30	0	0	0	0	0	0	0	**0**	**0**	09:30 10:30	8	1	0	0	0	0	2	**11**	**9.4**	09:30 10:30	45	7	1	0	3	5	1	**62**	**61.7**	09:30
09:45	10:45	0	0	0	0	0	0	0	**0**	**0**	09:45 10:45	5	1	0	0	0	0	1	**7**	**6.2**	09:45 10:45	19	4	1	0	3	4	1	**32**	**32.3**	09:45
15:00	**16:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15:00 16:00**	**31**	**4**	**0**	**0**	**0**	**1**	**4**	**40**	**36.2**	**15:00 16:00**	**108**	**15**	**2**	**0**	**5**	**4**	**5**	**139**	**138.6**	**15:00**
15:15	16:15	0	0	0	0	0	0	0	**0**	**0**	15:15 16:15	32	4	0	0	0	1	2	**39**	**36.8**	15:15 16:15	114	16	1	0	6	4	11	**152**	**147.3**	15:15
15:30	16:30	0	0	0	0	0	0	0	**0**	**0**	15:30 16:30	27	5	0	0	0	1	3	**36**	**33**	15:30 16:30	124	23	0	0	6	4	13	**170**	**163.2**	15:30
15:45	16:45	0	0	0	0	0	0	0	**0**	**0**	15:45 16:45	26	4	0	0	0	0	3	**33**	**30.6**	15:45 16:45	155	27	0	0	5	3	10	**200**	**195.2**	15:45
16:00	**17:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**16:00 17:00**	**21**	**4**	**0**	**0**	**0**	**0**	**3**	**28**	**25.6**	**16:00 17:00**	**166**	**23**	**0**	**0**	**5**	**3**	**10**	**207**	**202.2**	**16:00**
16:15	17:15	1	0	0	0	0	0	0	**1**	**1**	16:15 17:15	25	5	0	0	0	0	4	**34**	**30.8**	16:15 17:15	181	24	0	0	5	3	7	**220**	**217.6**	16:15
16:30	17:30	2	0	0	0	0	0	0	**2**	**2**	16:30 17:30	28	4	0	0	0	0	4	**36**	**32.8**	16:30 17:30	200	23	0	0	5	3	7	**238**	**235.6**	16:30
16:45	17:45	3	0	0	0	0	0	0	**3**	**3**	16:45 17:45	32	4	0	0	0	0	3	**39**	**36.6**	16:45 17:45	182	21	0	0	5	4	8	**220**	**216.2**	16:45
17:00	**18:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**17:00 18:00**	**38**	**3**	**0**	**0**	**0**	**0**	**3**	**44**	**41.6**	**17:00 18:00**	**176**	**23**	**0**	**0**	**6**	**4**	**7**	**216**	**214**	**17:00**
17:15	18:15	2	0	0	0	0	0	0	**2**	**2**	17:15 18:15	37	1	0	0	0	2	3	**43**	**39.4**	17:15 18:15	176	23	0	0	6	3	5	**213**	**213.2**	17:15
17:30	18:30	1	0	0	0	0	0	0	**1**	**1**	17:30 18:30	37	2	0	0	0	2	3	**44**	**40.4**	17:30 18:30	160	17	0	0	6	9	4	**196**	**193.4**	17:30
17:45	18:45	0	0	0	0	0	0	0	**0**	**0**	17:45 18:45	36	1	0	0	0	2	3	**42**	**38.4**	17:45 18:45	157	13	0	0	7	10	11	**198**	**190.2**	17:45
18:00	**19:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18:00 19:00**	**31**	**1**	**0**	**0**	**0**	**2**	**2**	**36**	**33.2**	**18:00 19:00**	**154**	**8**	**0**	**0**	**6**	**12**	**11**	**191**	**181**	**18:00**
18:15	19:15	0	0	0	0	0	0	0	**0**	**0**	18:15 19:15	20	1	0	0	0	0	1	**22**	**21.2**	18:15 19:15	99	3	0	0	4	12	10	**128**	**116.8**	18:15
18:30	19:30	0	0	0	0	0	0	0	**0**	**0**	18:30 19:30	13	0	0	0	0	0	0	**13**	**13**	18:30 19:30	60	1	0	0	3	5	9	**78**	**70.8**	18:30
18:45	19:45	0	0	0	0	0	0	0	**0**	**0**	18:45 19:45	5	0	0	0	0	0	0	**5**	**5**	18:45 19:45	31	0	0	0	1	3	1	**36**	**34.4**	18:45
TOTAL		**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**TOTAL**	**222**	**20**	**0**	**0**	**1**	**6**	**21**	**230**	**214.4**	**TOTAL**	**921**	**130**	**5**	**0**	**41**	**33**	**43**	**1034**	**1023.7**	**TOT**

Survey Date: 28/06/2022
Survey Day: Tuesday

	A - D (15-minute intervals)								
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:15	1	0	0	0	0	0	0	**1**	**1**
07:30	0	0	0	0	0	0	0	**0**	**0**
07:45	1	0	0	0	0	0	0	**1**	**1**
08:00	2	0	0	0	0	1	0	**3**	**2.4**
08:15	0	1	0	0	0	0	0	**1**	**1**
08:30	3	0	0	0	0	0	0	**3**	**3**
08:45	2	0	0	0	0	0	0	**2**	**2**
09:00	1	2	0	0	0	0	0	**3**	**3**
09:15	1	1	0	0	0	0	0	**2**	**2**
09:30	1	1	0	0	0	0	0	**2**	**2**
09:45	0	1	0	0	0	0	0	**1**	**1**
10:00	0	2	0	0	0	0	0	**2**	**2**
15:15	2	0	0	0	0	0	1	**3**	**2.2**
15:30	0	0	0	0	0	0	0	**0**	**0**
15:45	2	0	0	0	0	1	0	**3**	**2.4**
16:00	4	0	0	0	0	1	1	**6**	**4.6**
16:15	1	1	0	0	0	0	0	**2**	**2**
16:30	3	0	0	0	0	0	0	**3**	**3**
16:45	2	0	0	0	0	0	0	**2**	**2**
17:00	5	0	0	0	0	0	1	**6**	**5.2**
17:15	1	0	0	0	0	0	1	**2**	**1.2**
17:30	3	1	0	0	0	0	1	**5**	**4.2**
17:45	1	1	0	0	0	0	0	**2**	**2**
18:00	2	1	0	0	0	0	0	**3**	**3**
18:15	2	0	0	0	0	0	0	**2**	**2**
18:30	2	1	0	0	0	1	0	**4**	**3.4**
18:45	1	1	0	0	0	0	1	**3**	**2.2**
19:00	2	0	0	0	0	0	0	**2**	**2**
tal	**45**	**14**	**0**	**0**	**0**	**4**	**6**	**69**	**61.8**

	A - D (rolling hour)								
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**4.4**
08:15	3	1	0	0	0	1	0	**5**	**4.4**
08:30	6	1	0	0	0	1	0	**8**	**7.4**
08:45	7	1	0	0	0	1	0	**9**	**8.4**
09:00	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
09:15	7	3	0	0	0	0	0	**10**	**10**
09:30	5	4	0	0	0	0	0	**9**	**9**
09:45	3	5	0	0	0	0	0	**8**	**8**
10:00	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
10:15	1	4	0	0	0	0	0	**5**	**5**
10:30	0	3	0	0	0	0	0	**3**	**3**
10:45	0	2	0	0	0	0	0	**2**	**2**
16:00	**8**	**0**	**0**	**0**	**0**	**2**	**2**	**12**	**9.2**
16:15	7	1	0	0	0	2	1	**11**	**9**
16:30	10	1	0	0	0	2	1	**14**	**12**
16:45	10	1	0	0	0	1	1	**13**	**11.6**
17:00	**11**	**1**	**0**	**0**	**0**	**0**	**1**	**13**	**12.2**
17:15	11	0	0	0	0	0	2	**13**	**11.4**
17:30	11	1	0	0	0	0	3	**15**	**12.6**
17:45	10	2	0	0	0	0	3	**15**	**12.6**
18:00	**7**	**3**	**0**	**0**	**0**	**0**	**2**	**12**	**10.4**
18:15	8	3	0	0	0	0	1	**12**	**11.2**
18:30	7	3	0	0	0	1	0	**11**	**10.4**
18:45	7	3	0	0	0	1	1	**12**	**10.6**
19:00	**7**	**2**	**0**	**0**	**0**	**1**	**1**	**11**	**9.6**
19:15	5	2	0	0	0	1	1	**9**	**7.6**
19:30	3	1	0	0	0	0	1	**5**	**4.2**
19:45	2	0	0	0	0	0	0	**2**	**2**
TAL	**45**	**14**	**0**	**0**	**0**	**4**	**6**	**57**	**52.6**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Whitton Dene / Kneller Road / Nelson Road

B - A (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	1	0	0	0	0	0	**1**	**1**
07:15	07:30	7	1	0	0	0	0	1	**9**	**8.2**
07:30	07:45	6	1	0	0	0	1	1	**9**	**7.6**
07:45	08:00	5	0	0	0	0	0	0	**5**	**5**
08:00	08:15	12	1	0	0	0	0	1	**14**	**13.2**
08:15	08:30	15	1	0	0	0	1	0	**17**	**16.4**
08:30	08:45	8	0	0	0	0	0	0	**8**	**8**
08:45	09:00	12	0	0	0	0	0	1	**13**	**12.2**
09:00	09:15	12	1	0	0	0	0	1	**14**	**13.2**
09:15	09:30	3	1	0	0	0	1	0	**5**	**4.4**
09:30	09:45	2	1	0	0	0	1	0	**4**	**3.4**
09:45	10:00	4	0	0	0	0	0	1	**5**	**4.2**
15:00	15:15	8	0	0	0	0	0	0	**8**	**8**
15:15	15:30	10	1	0	0	0	0	0	**11**	**11**
15:30	15:45	16	1	0	0	0	0	0	**17**	**17**
15:45	16:00	6	0	0	0	0	0	0	**6**	**6**
16:00	16:15	9	4	0	0	0	0	1	**14**	**13.2**
16:15	16:30	9	1	0	0	0	0	0	**10**	**10**
16:30	16:45	10	1	0	0	0	1	0	**12**	**11.4**
16:45	17:00	7	1	0	0	0	0	2	**10**	**8.4**
17:00	17:15	11	3	0	0	0	0	1	**15**	**14.2**
17:15	17:30	6	1	0	0	0	0	1	**8**	**7.2**
17:30	17:45	5	0	0	0	0	0	1	**6**	**5.2**
17:45	18:00	6	1	0	0	0	0	2	**9**	**7.4**
18:00	18:15	8	1	0	0	0	2	1	**12**	**10**
18:15	18:30	10	1	0	0	0	0	1	**12**	**11.2**
18:30	18:45	8	0	0	0	0	0	0	**8**	**8**
18:45	19:00	4	2	0	0	0	0	0	**6**	**6**
Total		**219**	**26**	**0**	**0**	**0**	**7**	**16**	**268**	**251**

B - B (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	1	0	0	0	0	0	0	**1**	**1**
07:15	07:30	0	0	0	0	0	0	0	**0**	**0**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
09:30	09:45	0	0	0	0	0	0	0	**0**	**0**
09:45	10:00	0	0	0	0	0	0	0	**0**	**0**
15:00	15:15	0	0	0	0	0	0	0	**0**	**0**
15:15	15:30	0	0	0	0	0	0	0	**0**	**0**
15:30	15:45	0	0	0	0	0	0	0	**0**	**0**
15:45	16:00	1	0	0	0	0	0	0	**1**	**1**
16:00	16:15	0	0	0	0	0	0	0	**0**	**0**
16:15	16:30	1	0	0	0	0	0	0	**1**	**1**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	1	0	0	0	0	0	0	**1**	**1**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
18:30	18:45	0	0	0	0	0	0	0	**0**	**0**
18:45	19:00	0	0	0	0	0	0	0	**0**	**0**
Total		**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**

B - C (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	07:15	1	0	0	0	0	0	0	**1**	**1**	07:00
07:15	07:30	0	0	0	0	0	0	0	**0**	**0**	07:15
07:30	07:45	0	0	0	0	1	0	0	**1**	**2**	07:30
07:45	08:00	2	0	0	0	0	0	0	**2**	**2**	07:45
08:00	08:15	0	0	0	0	1	0	0	**1**	**2**	08:00
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**	08:15
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**	08:30
08:45	09:00	3	0	0	0	1	0	0	**4**	**5**	08:45
09:00	09:15	1	0	0	0	0	0	0	**1**	**1**	09:00
09:15	09:30	2	0	0	0	0	0	0	**2**	**2**	09:15
09:30	09:45	2	1	0	0	0	0	0	**3**	**3**	09:30
09:45	10:00	2	0	0	0	1	0	0	**3**	**4**	09:45
15:00	15:15	0	0	0	0	2	0	0	**2**	**4**	15:00
15:15	15:30	0	3	0	0	1	0	0	**4**	**5**	15:15
15:30	15:45	1	0	0	0	0	1	0	**2**	**1.4**	15:30
15:45	16:00	1	0	0	0	0	0	0	**1**	**1**	15:45
16:00	16:15	3	0	0	0	1	0	0	**4**	**5**	16:00
16:15	16:30	1	0	0	0	0	0	0	**1**	**1**	16:15
16:30	16:45	1	0	0	0	1	1	0	**3**	**3.4**	16:30
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**	16:45
17:00	17:15	0	1	0	0	1	0	0	**2**	**3**	17:00
17:15	17:30	1	0	0	0	0	0	0	**1**	**1**	17:15
17:30	17:45	3	0	0	0	0	0	0	**3**	**3**	17:30
17:45	18:00	1	0	0	0	1	0	0	**2**	**3**	17:45
18:00	18:15	2	0	0	0	0	0	1	**3**	**2.2**	18:00
18:15	18:30	0	0	0	0	1	0	0	**1**	**2**	18:15
18:30	18:45	0	0	0	0	0	0	0	**0**	**0**	18:30
18:45	19:00	2	1	0	0	1	0	0	**4**	**5**	18:45
Total		**29**	**6**	**0**	**0**	**13**	**2**	**1**	**51**	**62**	**To**

B - A (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	**08:00**	**18**	**3**	**0**	**0**	**0**	**1**	**2**	**24**	**21.8**
07:15	08:15	30	3	0	0	0	1	3	**37**	**34**
07:30	08:30	38	3	0	0	0	2	2	**45**	**42.2**
07:45	08:45	40	2	0	0	0	1	1	**44**	**42.6**
08:00	**09:00**	**47**	**2**	**0**	**0**	**0**	**1**	**2**	**52**	**49.8**
08:15	09:15	47	2	0	0	0	1	2	**52**	**49.8**
08:30	09:30	35	2	0	0	0	1	2	**40**	**37.8**
08:45	09:45	29	3	0	0	0	2	2	**36**	**33.2**
09:00	**10:00**	**21**	**3**	**0**	**0**	**0**	**2**	**2**	**28**	**25.2**
09:15	10:15	9	2	0	0	0	2	1	**14**	**12**
09:30	10:30	6	1	0	0	0	1	1	**9**	**7.6**
09:45	10:45	4	0	0	0	0	0	1	**5**	**4.2**
15:00	**16:00**	**40**	**2**	**0**	**0**	**0**	**0**	**0**	**42**	**42**
15:15	16:15	41	6	0	0	0	0	1	**48**	**47.2**
15:30	16:30	40	6	0	0	0	0	1	**47**	**46.2**
15:45	16:45	34	6	0	0	0	1	1	**42**	**40.6**
16:00	**17:00**	**35**	**7**	**0**	**0**	**0**	**1**	**3**	**46**	**43**
16:15	17:15	37	6	0	0	0	1	3	**47**	**44**
16:30	17:30	34	6	0	0	0	1	4	**45**	**41.2**
16:45	17:45	29	5	0	0	0	0	5	**39**	**35**
17:00	**18:00**	**28**	**5**	**0**	**0**	**0**	**0**	**5**	**38**	**34**
17:15	18:15	25	3	0	0	0	2	5	**35**	**29.8**
17:30	18:30	29	3	0	0	0	2	5	**39**	**33.8**
17:45	18:45	32	3	0	0	0	2	4	**41**	**36.6**
18:00	**19:00**	**30**	**4**	**0**	**0**	**0**	**2**	**2**	**38**	**35.2**
18:15	19:15	22	3	0	0	0	0	1	**26**	**25.2**
18:30	19:30	12	2	0	0	0	0	0	**14**	**14**
18:45	19:45	4	2	0	0	0	0	0	**6**	**6**
TOTAL		**219**	**26**	**0**	**0**	**0**	**7**	**16**	**226**	**209**

B - B (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	**08:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
07:15	08:15	0	0	0	0	0	0	0	**0**	**0**
07:30	08:30	0	0	0	0	0	0	0	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	**0**	**0**
08:00	**09:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	09:15	0	0	0	0	0	0	0	**0**	**0**
08:30	09:30	0	0	0	0	0	0	0	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	**0**	**0**
09:00	**10:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:15	10:15	0	0	0	0	0	0	0	**0**	**0**
09:30	10:30	0	0	0	0	0	0	0	**0**	**0**
09:45	10:45	0	0	0	0	0	0	0	**0**	**0**
15:00	**16:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
15:15	16:15	1	0	0	0	0	0	0	**1**	**1**
15:30	16:30	2	0	0	0	0	0	0	**2**	**2**
15:45	16:45	2	0	0	0	0	0	0	**2**	**2**
16:00	**17:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:15	17:15	1	0	0	0	0	0	0	**1**	**1**
16:30	17:30	1	0	0	0	0	0	0	**1**	**1**
16:45	17:45	1	0	0	0	0	0	0	**1**	**1**
17:00	**18:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:15	18:15	2	0	0	0	0	0	0	**2**	**2**
17:30	18:30	1	0	0	0	0	0	0	**1**	**1**
17:45	18:45	1	0	0	0	0	0	0	**1**	**1**
18:00	**19:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:15	19:15	0	0	0	0	0	0	0	**0**	**0**
18:30	19:30	0	0	0	0	0	0	0	**0**	**0**
18:45	19:45	0	0	0	0	0	0	0	**0**	**0**
TOTAL		**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**

B - C (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	**08:00**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**5**	**07:00**
07:15	08:15	2	0	0	0	2	0	0	**4**	**6**	07:15
07:30	08:30	2	0	0	0	2	0	0	**4**	**6**	07:30
07:45	08:45	2	0	0	0	1	0	0	**3**	**4**	07:45
08:00	**09:00**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**7**	**08:00**
08:15	09:15	4	0	0	0	1	0	0	**5**	**6**	08:15
08:30	09:30	6	0	0	0	1	0	0	**7**	**8**	08:30
08:45	09:45	8	1	0	0	1	0	0	**10**	**11**	08:45
09:00	**10:00**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**9**	**10**	**09:00**
09:15	10:15	6	1	0	0	1	0	0	**8**	**9**	09:15
09:30	10:30	4	1	0	0	1	0	0	**6**	**7**	09:30
09:45	10:45	2	0	0	0	1	0	0	**3**	**4**	09:45
15:00	**16:00**	**2**	**3**	**0**	**0**	**3**	**1**	**0**	**9**	**11.4**	**15:00**
15:15	16:15	5	3	0	0	2	1	0	**11**	**12.4**	15:15
15:30	16:30	6	0	0	0	1	1	0	**8**	**8.4**	15:30
15:45	16:45	6	0	0	0	2	1	0	**9**	**10.4**	15:45
16:00	**17:00**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**8**	**9.4**	**16:00**
16:15	17:15	2	1	0	0	2	1	0	**6**	**7.4**	16:15
16:30	17:30	2	1	0	0	2	1	0	**6**	**7.4**	16:30
16:45	17:45	4	1	0	0	1	0	0	**6**	**7**	16:45
17:00	**18:00**	**5**	**1**	**0**	**0**	**2**	**0**	**0**	**8**	**10**	**17:00**
17:15	18:15	7	0	0	0	1	0	1	**9**	**9.2**	17:15
17:30	18:30	6	0	0	0	2	0	1	**9**	**10.2**	17:30
17:45	18:45	3	0	0	0	2	0	1	**6**	**7.2**	17:45
18:00	**19:00**	**4**	**1**	**0**	**0**	**2**	**0**	**1**	**8**	**9.2**	**18:00**
18:15	19:15	2	1	0	0	2	0	0	**5**	**7**	18:15
18:30	19:30	2	1	0	0	1	0	0	**4**	**5**	18:30
18:45	19:45	2	1	0	0	1	0	0	**4**	**5**	18:45
TOTAL		**29**	**6**	**0**	**0**	**13**	**2**	**1**	**42**	**50.6**	**TOT**

Survey Date: 28/06/2022 Project ID and Name: IW0056 Kneller Hall, Twickenham
Survey Day: Tuesday Junction name: Whitton Dene / Kneller Road / Nelson Road

	B - D (15-minute intervals)											C - A (15-minute intervals)											C - B (15-minute intervals)										
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	
07:15	1	0	0	0	0	0	1	**2**	**1.2**	07:00	07:15	39	5	0	0	1	1	2	**48**	**46.8**	07:00	07:15	0	0	0	0	1	0	1	**2**	**2.2**	07:00	07:15
07:30	2	1	0	0	0	0	0	**3**	**3**	07:15	07:30	46	16	0	0	1	1	0	**64**	**64.4**	07:15	07:30	0	1	0	0	0	0	0	**1**	**1**	07:15	07:30
07:45	3	0	0	0	0	0	1	**4**	**3.2**	07:30	07:45	45	14	0	0	1	0	3	**63**	**61.6**	07:30	07:45	1	0	0	0	0	1	0	**2**	**1.4**	07:30	07:45
08:00	2	0	0	0	0	0	0	**2**	**2**	07:45	08:00	53	14	1	0	2	2	3	**75**	**73.9**	07:45	08:00	3	0	0	0	0	0	0	**3**	**3**	07:45	08:00
08:15	1	2	1	0	0	0	0	**4**	**4.5**	08:00	08:15	42	6	1	0	2	0	2	**53**	**53.9**	08:00	08:15	2	0	0	0	1	0	0	**3**	**4**	08:00	08:15
08:30	2	1	0	0	0	0	0	**3**	**3**	08:15	08:30	40	6	1	0	1	0	0	**48**	**49.5**	08:15	08:30	0	1	1	0	1	1	0	**4**	**4.9**	08:15	08:30
08:45	3	0	0	0	0	1	0	**4**	**3.4**	08:30	08:45	38	10	1	0	2	1	1	**53**	**54.1**	08:30	08:45	2	0	0	0	1	1	0	**4**	**4.4**	08:30	08:45
09:00	6	0	0	0	0	0	0	**6**	**6**	08:45	09:00	53	11	1	0	1	0	1	**67**	**67.7**	08:45	09:00	0	1	0	0	0	0	0	**1**	**1**	08:45	09:00
09:15	4	0	0	0	1	1	0	**6**	**4.6**	09:00	09:15	48	14	0	0	2	0	2	**66**	**66.4**	09:00	09:15	1	0	0	0	0	0	0	**1**	**1**	09:00	09:15
09:30	0	0	0	0	0	0	0	**0**	**0**	09:15	09:30	41	3	0	0	1	1	0	**46**	**46.4**	09:15	09:30	2	3	0	0	1	0	0	**6**	**7**	09:15	09:30
09:45	2	0	0	0	0	0	0	**2**	**2**	09:30	09:45	14	2	0	0	3	1	1	**21**	**22.6**	09:30	09:45	1	3	0	0	1	0	0	**5**	**6**	09:30	09:45
10:00	4	1	0	0	0	0	0	**5**	**5**	09:45	10:00	24	8	1	0	3	2	0	**38**	**40.3**	09:45	10:00	1	0	1	0	1	0	0	**3**	**4.5**	09:45	10:00
15:15	1	0	0	0	0	0	0	**1**	**1**	15:00	15:15	26	4	0	0	1	1	0	**32**	**32.4**	15:00	15:15	1	2	0	0	0	0	0	**3**	**3**	15:00	15:15
15:30	9	0	0	0	0	0	0	**9**	**9**	15:15	15:30	25	3	0	0	1	0	1	**30**	**30.2**	15:15	15:30	3	0	0	0	1	0	0	**4**	**5**	15:15	15:30
15:45	6	0	0	0	0	1	0	**7**	**6.2**	15:30	15:45	27	7	2	0	2	1	4	**43**	**42.2**	15:30	15:45	0	0	0	0	1	0	1	**2**	**2.2**	15:30	15:45
16:00	6	1	0	0	0	1	0	**8**	**7.4**	15:45	16:00	20	5	0	0	2	0	1	**28**	**29.2**	15:45	16:00	2	0	0	0	1	0	0	**3**	**4**	15:45	16:00
16:15	5	1	0	0	0	0	5	**11**	**7**	16:00	16:15	23	5	0	0	1	2	1	**32**	**31**	16:00	16:15	1	0	0	0	0	0	0	**1**	**1**	16:00	16:15
16:30	2	0	0	0	1	0	0	**3**	**4**	16:15	16:30	23	6	0	0	2	0	1	**32**	**33.2**	16:15	16:30	0	0	0	0	1	0	0	**1**	**2**	16:15	16:30
16:45	2	1	0	0	0	0	0	**3**	**3**	16:30	16:45	27	4	0	0	1	1	0	**33**	**33.4**	16:30	16:45	1	0	0	0	0	0	0	**1**	**1**	16:30	16:45
17:00	5	1	0	0	0	0	2	**8**	**6.4**	16:45	17:00	21	6	0	0	2	0	1	**30**	**31.2**	16:45	17:00	1	1	0	0	0	0	0	**2**	**2**	16:45	17:00
17:15	5	0	0	0	0	0	0	**5**	**5**	17:00	17:15	20	2	1	0	2	2	0	**27**	**28.3**	17:00	17:15	3	0	0	0	1	0	0	**4**	**5**	17:00	17:15
17:30	2	1	0	0	0	0	3	**6**	**3.6**	17:15	17:30	38	8	0	0	1	2	3	**52**	**49.4**	17:15	17:30	1	1	0	0	1	0	0	**3**	**4**	17:15	17:30
17:45	4	0	0	0	0	0	1	**5**	**4.2**	17:30	17:45	35	3	0	0	1	0	0	**39**	**40**	17:30	17:45	2	0	0	0	0	0	0	**2**	**2**	17:30	17:45
18:00	7	0	0	0	0	3	0	**10**	**8.2**	17:45	18:00	37	2	0	0	1	0	1	**41**	**41.2**	17:45	18:00	3	0	0	0	0	0	0	**3**	**3**	17:45	18:00
18:15	3	1	0	0	0	0	0	**4**	**4**	18:00	18:15	33	2	0	0	2	3	1	**41**	**40.4**	18:00	18:15	1	0	0	0	1	0	0	**2**	**3**	18:00	18:15
18:30	2	1	0	0	0	0	3	**6**	**3.6**	18:15	18:30	26	4	1	0	1	2	1	**35**	**34.5**	18:15	18:30	2	0	0	0	0	0	1	**3**	**2.2**	18:15	18:30
18:45	3	0	0	0	0	0	2	**5**	**3.4**	18:30	18:45	38	6	0	0	1	3	2	**50**	**47.6**	18:30	18:45	0	0	0	0	1	0	0	**1**	**2**	18:30	18:45
19:00	9	0	0	0	0	0	0	**9**	**9**	18:45	19:00	25	4	0	0	1	2	0	**32**	**31.8**	18:45	19:00	1	0	0	0	0	0	0	**1**	**1**	18:45	19:00
tal	**101**	**12**	**1**	**0**	**1**	**6**	**20**	**141**	**122.9**	**Total**		**927**	**180**	**10**	**0**	**42**	**28**	**32**	**1219**	**1223.6**	**Total**		**35**	**13**	**2**	**0**	**15**	**3**	**3**	**71**	**82.8**	**Total**	

	B - D (rolling hour)											C - A (rolling hour)											C - B (rolling hour)										
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	
08:00	**8**	**1**	**0**	**0**	**0**	**0**	**2**	**11**	**9.4**	**07:00**	**08:00**	**183**	**49**	**1**	**0**	**5**	**4**	**8**	**250**	**246.7**	**07:00**	**08:00**	**4**	**1**	**0**	**0**	**1**	**1**	**1**	**8**	**7.6**	**07:00**	**08:00**
08:15	8	3	1	0	0	0	1	**13**	**12.7**	07:15	08:15	186	50	2	0	6	3	8	**255**	**253.8**	07:15	08:15	6	1	0	0	1	1	0	**9**	**9.4**	07:15	08:15
08:30	8	3	1	0	0	0	1	**13**	**12.7**	07:30	08:30	180	40	3	0	6	2	8	**239**	**238.9**	07:30	08:30	6	1	1	0	2	2	0	**12**	**13.3**	07:30	08:30
08:45	8	3	1	0	0	1	0	**13**	**12.9**	07:45	08:45	173	36	4	0	7	3	6	**229**	**231.4**	07:45	08:45	7	1	1	0	3	2	0	**14**	**16.3**	07:45	08:45
09:00	**12**	**3**	**1**	**0**	**0**	**1**	**0**	**17**	**16.9**	**08:00**	**09:00**	**173**	**33**	**4**	**0**	**6**	**1**	**4**	**221**	**225.2**	**08:00**	**09:00**	**4**	**2**	**1**	**0**	**3**	**2**	**0**	**12**	**14.3**	**08:00**	**09:00**
09:15	15	1	0	0	0	2	1	**19**	**17**	08:15	09:15	179	41	3	0	6	1	4	**234**	**237.7**	08:15	09:15	3	2	1	0	2	2	0	**10**	**11.3**	08:15	09:15
09:30	13	0	0	0	0	2	1	**16**	**14**	08:30	09:30	180	38	2	0	6	2	4	**232**	**234.6**	08:30	09:30	5	4	0	0	2	1	0	**12**	**13.4**	08:30	09:30
09:45	12	0	0	0	0	1	1	**14**	**12.6**	08:45	09:45	156	30	1	0	7	2	4	**200**	**203.1**	08:45	09:45	4	7	0	0	2	0	0	**13**	**15**	08:45	09:45
10:00	**10**	**1**	**0**	**0**	**0**	**1**	**1**	**13**	**11.6**	**09:00**	**10:00**	**127**	**27**	**1**	**0**	**9**	**4**	**3**	**171**	**175.7**	**09:00**	**10:00**	**5**	**6**	**1**	**0**	**3**	**0**	**0**	**15**	**18.5**	**09:00**	**10:00**
10:15	6	1	0	0	0	0	0	**7**	**7**	09:15	10:15	79	13	1	0	7	4	1	**105**	**109.3**	09:15	10:15	4	6	1	0	3	0	0	**14**	**17.5**	09:15	10:15
10:30	6	1	0	0	0	0	0	**7**	**7**	09:30	10:30	38	10	1	0	6	3	1	**59**	**62.9**	09:30	10:30	2	3	1	0	2	0	0	**8**	**10.5**	09:30	10:30
10:45	4	1	0	0	0	0	0	**5**	**5**	09:45	10:45	24	8	1	0	3	2	0	**38**	**40.3**	09:45	10:45	1	0	1	0	1	0	0	**3**	**4.5**	09:45	10:45
16:00	**22**	**1**	**0**	**0**	**0**	**1**	**1**	**25**	**23.6**	**15:00**	**16:00**	**98**	**19**	**2**	**0**	**6**	**2**	**6**	**133**	**134**	**15:00**	**16:00**	**6**	**2**	**0**	**0**	**3**	**0**	**1**	**12**	**14.2**	**15:00**	**16:00**
16:15	26	2	0	0	0	1	6	**35**	**29.6**	15:15	16:15	95	20	2	0	6	3	7	**133**	**132.6**	15:15	16:15	6	0	0	0	3	0	1	**10**	**12.2**	15:15	16:15
16:30	19	2	0	0	1	1	6	**29**	**24.6**	15:30	16:30	93	23	2	0	7	3	7	**135**	**135.6**	15:30	16:30	3	0	0	0	3	0	1	**7**	**9.2**	15:30	16:30
16:45	15	3	0	0	1	1	5	**25**	**21.4**	15:45	16:45	93	20	0	0	6	3	3	**125**	**126.8**	15:45	16:45	4	0	0	0	2	0	0	**6**	**8**	15:45	16:45
17:00	**14**	**3**	**0**	**0**	**1**	**0**	**7**	**25**	**20.4**	**16:00**	**17:00**	**94**	**21**	**0**	**0**	**6**	**3**	**3**	**127**	**128.8**	**16:00**	**17:00**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**6**	**16:00**	**17:00**
17:15	14	2	0	0	1	0	2	**19**	**18.4**	16:15	17:15	91	18	1	0	7	3	2	**122**	**126.1**	16:15	17:15	5	1	0	0	2	0	0	**8**	**10**	16:15	17:15
17:30	14	3	0	0	0	0	5	**22**	**18**	16:30	17:30	106	20	1	0	6	5	4	**142**	**142.3**	16:30	17:30	6	2	0	0	2	0	0	**10**	**12**	16:30	17:30
17:45	16	2	0	0	0	0	6	**24**	**19.2**	16:45	17:45	114	19	1	0	6	4	4	**148**	**148.9**	16:45	17:45	7	2	0	0	2	0	0	**11**	**13**	16:45	17:45
18:00	**18**	**1**	**0**	**0**	**0**	**3**	**4**	**26**	**21**	**17:00**	**18:00**	**130**	**15**	**1**	**0**	**5**	**4**	**4**	**159**	**158.9**	**17:00**	**18:00**	**9**	**1**	**0**	**0**	**2**	**0**	**0**	**12**	**14**	**17:00**	**18:00**
18:15	16	2	0	0	0	3	4	**25**	**20**	17:15	18:15	143	15	0	0	5	5	5	**173**	**171**	17:15	18:15	7	1	0	0	2	0	0	**10**	**12**	17:15	18:15
18:30	16	2	0	0	0	3	4	**25**	**20**	17:30	18:30	131	11	1	0	5	5	3	**156**	**156.1**	17:30	18:30	8	0	0	0	1	0	1	**10**	**10.2**	17:30	18:30
18:45	15	2	0	0	0	3	5	**25**	**19.2**	17:45	18:45	134	14	1	0	5	8	5	**167**	**163.7**	17:45	18:45	6	0	0	0	2	0	1	**9**	**10.2**	17:45	18:45
19:00	**17**	**2**	**0**	**0**	**0**	**0**	**5**	**24**	**20**	**18:00**	**19:00**	**122**	**16**	**1**	**0**	**5**	**10**	**4**	**158**	**154.3**	**18:00**	**19:00**	**4**	**0**	**0**	**0**	**2**	**0**	**1**	**7**	**8.2**	**18:00**	**19:00**
19:15	14	1	0	0	0	0	5	**20**	**16**	18:15	19:15	89	14	1	0	3	7	3	**117**	**113.9**	18:15	19:15	3	0	0	0	1	0	1	**5**	**5.2**	18:15	19:15
19:30	12	0	0	0	0	0	2	**14**	**12.4**	18:30	19:30	63	10	0	0	2	5	2	**82**	**79.4**	18:30	19:30	1	0	0	0	1	0	0	**2**	**3**	18:30	19:30
19:45	9	0	0	0	0	0	0	**9**	**9**	18:45	19:45	25	4	0	0	1	2	0	**32**	**31.8**	18:45	19:45	1	0	0	0	0	0	0	**1**	**1**	18:45	19:45
TAL	**101**	**12**	**1**	**0**	**1**	**6**	**20**	**116**	**99.3**	**TOTAL**		**927**	**180**	**10**	**0**	**42**	**28**	**32**	**1086**	**1089.6**	**TOTAL**		**35**	**13**	**2**	**0**	**15**	**3**	**3**	**59**	**68.6**	**TOTAL**	

Survey Date: 28/06/2022
Survey Day: Tuesday

C - C (15-minute intervals)											C - D (15-minute intervals)								
Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
0	0	0	0	0	0	0	**0**	**0**	07:00	07:15	1	0	0	0	0	0	0	**1**	**1**
0	0	0	0	0	0	0	**0**	**0**	07:15	07:30	0	0	0	0	0	0	0	**0**	**0**
0	0	0	0	0	0	0	**0**	**0**	07:30	07:45	1	0	0	0	0	0	0	**1**	**1**
0	0	0	0	1	0	0	**1**	**2**	07:45	08:00	2	1	0	0	0	0	1	**4**	**3.2**
1	0	0	0	0	0	0	**1**	**1**	08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
0	1	0	0	0	0	0	**1**	**1**	08:15	08:30	3	2	0	0	0	0	0	**5**	**5**
0	1	0	0	0	0	0	**1**	**1**	08:30	08:45	4	0	0	0	0	0	0	**4**	**4**
1	0	0	0	0	0	0	**1**	**1**	08:45	09:00	5	1	0	0	0	0	1	**7**	**6.2**
0	0	0	0	0	0	0	**0**	**0**	09:00	09:15	2	1	0	0	0	0	0	**3**	**3**
0	0	0	0	0	0	0	**0**	**0**	09:15	09:30	1	0	0	0	0	0	0	**1**	**1**
0	0	0	0	0	0	0	**0**	**0**	09:30	09:45	1	0	0	0	0	1	0	**2**	**1.4**
0	0	0	0	0	0	0	**0**	**0**	09:45	10:00	2	1	0	0	0	0	0	**3**	**3**
0	0	0	0	0	0	0	**0**	**0**	15:00	15:15	2	0	1	0	0	0	0	**3**	**3.5**
0	0	0	0	0	0	0	**0**	**0**	15:15	15:30	4	0	0	0	0	1	0	**5**	**4.4**
1	0	0	0	0	0	0	**1**	**1**	15:30	15:45	3	0	0	0	0	0	0	**3**	**3**
2	0	0	0	0	0	0	**2**	**2**	15:45	16:00	4	0	0	0	1	0	0	**5**	**6**
0	0	0	0	1	0	0	**1**	**2**	16:00	16:15	2	6	0	0	0	0	0	**8**	**8**
0	0	0	0	0	0	0	**0**	**0**	16:15	16:30	4	1	0	0	0	1	0	**6**	**5.4**
0	0	0	0	0	0	0	**0**	**0**	16:30	16:45	1	1	0	0	0	0	0	**2**	**2**
0	0	0	0	0	0	0	**0**	**0**	16:45	17:00	9	0	0	0	0	0	0	**9**	**9**
0	0	0	0	0	0	0	**0**	**0**	17:00	17:15	3	0	0	0	0	0	0	**3**	**3**
0	0	0	0	0	0	0	**0**	**0**	17:15	17:30	1	1	0	0	0	0	1	**3**	**2.2**
2	0	0	0	0	0	0	**2**	**2**	17:30	17:45	3	0	0	0	0	1	0	**4**	**3.4**
0	0	0	0	0	0	0	**0**	**0**	17:45	18:00	2	0	0	0	0	0	0	**2**	**2**
0	0	0	0	0	0	0	**0**	**0**	18:00	18:15	4	0	0	0	0	0	1	**5**	**4.2**
0	0	0	0	0	0	0	**0**	**0**	18:15	18:30	1	0	0	0	0	0	1	**2**	**1.2**
0	0	0	0	0	0	0	**0**	**0**	18:30	18:45	0	0	0	0	0	0	0	**0**	**0**
1	0	0	0	0	0	0	**1**	**1**	18:45	19:00	2	0	0	0	0	0	0	**2**	**2**
8	**2**	**0**	**0**	**2**	**0**	**0**	**12**	**14**	**Total**		**67**	**15**	**1**	**0**	**1**	**4**	**5**	**93**	**88.1**

C - C (rolling hour)											C - D (rolling hour)								
Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
0	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**07:00**	**08:00**	**4**	**1**	**0**	**0**	**0**	**0**	**1**	**6**	**5.2**
1	0	0	0	1	0	0	**2**	**3**	07:15	08:15	3	1	0	0	0	0	1	**5**	**4.2**
1	1	0	0	1	0	0	**3**	**4**	07:30	08:30	6	3	0	0	0	0	1	**10**	**9.2**
1	2	0	0	1	0	0	**4**	**5**	07:45	08:45	9	3	0	0	0	0	1	**13**	**12.2**
2	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**08:00**	**09:00**	**12**	**3**	**0**	**0**	**0**	**0**	**1**	**16**	**15.2**
1	2	0	0	0	0	0	**3**	**3**	08:15	09:15	14	4	0	0	0	0	1	**19**	**18.2**
1	1	0	0	0	0	0	**2**	**2**	08:30	09:30	12	2	0	0	0	0	1	**15**	**14.2**
1	0	0	0	0	0	0	**1**	**1**	08:45	09:45	9	2	0	0	0	1	1	**13**	**11.6**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**09:00**	**10:00**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**9**	**8.4**
0	0	0	0	0	0	0	**0**	**0**	09:15	10:15	4	1	0	0	0	1	0	**6**	**5.4**
0	0	0	0	0	0	0	**0**	**0**	09:30	10:30	3	1	0	0	0	1	0	**5**	**4.4**
0	0	0	0	0	0	0	**0**	**0**	09:45	10:45	2	1	0	0	0	0	0	**3**	**3**
3	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**15:00**	**16:00**	**13**	**0**	**1**	**0**	**1**	**1**	**0**	**16**	**16.9**
3	0	0	0	1	0	0	**4**	**5**	15:15	16:15	13	6	0	0	1	1	0	**21**	**21.4**
3	0	0	0	1	0	0	**4**	**5**	15:30	16:30	13	7	0	0	1	1	0	**22**	**22.4**
2	0	0	0	1	0	0	**3**	**4**	15:45	16:45	11	8	0	0	1	1	0	**21**	**21.4**
0	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**16:00**	**17:00**	**16**	**8**	**0**	**0**	**0**	**1**	**0**	**25**	**24.4**
0	0	0	0	0	0	0	**0**	**0**	16:15	17:15	17	2	0	0	0	1	0	**20**	**19.4**
0	0	0	0	0	0	0	**0**	**0**	16:30	17:30	14	2	0	0	0	0	1	**17**	**16.2**
2	0	0	0	0	0	0	**2**	**2**	16:45	17:45	16	1	0	0	0	1	1	**19**	**17.6**
2	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**17:00**	**18:00**	**9**	**1**	**0**	**0**	**0**	**1**	**1**	**12**	**10.6**
2	0	0	0	0	0	0	**2**	**2**	17:15	18:15	10	1	0	0	0	1	2	**14**	**11.8**
2	0	0	0	0	0	0	**2**	**2**	17:30	18:30	10	0	0	0	0	1	2	**13**	**10.8**
0	0	0	0	0	0	0	**0**	**0**	17:45	18:45	7	0	0	0	0	0	2	**9**	**7.4**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**18:00**	**19:00**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**7.4**
1	0	0	0	0	0	0	**1**	**1**	18:15	19:15	3	0	0	0	0	0	1	**4**	**3.2**
1	0	0	0	0	0	0	**1**	**1**	18:30	19:30	2	0	0	0	0	0	0	**2**	**2**
1	0	0	0	0	0	0	**1**	**1**	18:45	19:45	2	0	0	0	0	0	0	**2**	**2**
8	**2**	**0**	**0**	**2**	**0**	**0**	**9**	**11**	**TOTAL**		**67**	**15**	**1**	**0**	**1**	**4**	**5**	**77**	**71.2**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Whitton Dene / Kneller Road / Nelson Road

		D - A (15-minute intervals)											D - B (15-minute intervals)											D - C (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	07:15	1	0	0	0	0	0	0	**1**	**1**	07:00	07:15	5	1	0	0	0	0	0	**6**	**6**	07:00	07:15	0	0	0	0	0	0	1	**1**	**0.2**	07:00
07:15	07:30	1	0	0	0	0	0	1	**2**	**1.2**	07:15	07:30	4	0	0	0	0	0	1	**5**	**4.2**	07:15	07:30	0	0	0	0	0	0	1	**1**	**0.2**	07:15
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**	07:30	07:45	4	1	0	0	0	0	1	**6**	**5.2**	07:30	07:45	2	1	0	0	0	0	1	**4**	**3.2**	07:30
07:45	08:00	3	3	0	0	0	0	1	**7**	**6.2**	07:45	08:00	9	0	0	0	0	0	0	**9**	**9**	07:45	08:00	2	1	0	0	0	0	0	**3**	**3**	07:45
08:00	08:15	1	2	0	0	0	1	0	**4**	**3.4**	08:00	08:15	6	0	0	0	0	0	1	**7**	**6.2**	08:00	08:15	1	0	0	0	0	0	0	**1**	**1**	08:00
08:15	08:30	2	0	0	0	0	0	1	**3**	**2.2**	08:15	08:30	5	1	0	0	0	0	2	**8**	**6.4**	08:15	08:30	0	0	0	0	0	0	0	**0**	**0**	08:15
08:30	08:45	6	0	0	0	0	0	0	**6**	**6**	08:30	08:45	9	1	0	0	0	0	3	**13**	**10.6**	08:30	08:45	2	0	0	0	0	0	0	**2**	**2**	08:30
08:45	09:00	6	1	0	0	0	0	0	**7**	**7**	08:45	09:00	6	0	0	0	0	0	0	**6**	**6**	08:45	09:00	1	0	0	0	0	1	0	**2**	**1.4**	08:45
09:00	09:15	7	0	0	0	0	0	0	**7**	**7**	09:00	09:15	4	0	0	0	0	0	2	**6**	**4.4**	09:00	09:15	3	1	0	0	0	0	0	**4**	**4**	09:00
09:15	09:30	3	0	0	0	0	0	0	**3**	**3**	09:15	09:30	6	2	0	0	1	0	0	**9**	**10**	09:15	09:30	0	1	0	0	0	0	0	**1**	**1**	09:15
09:30	09:45	1	0	0	0	0	0	0	**1**	**1**	09:30	09:45	1	0	0	0	0	0	0	**1**	**1**	09:30	09:45	4	1	0	0	0	0	1	**6**	**5.2**	09:30
09:45	10:00	3	2	0	0	0	0	0	**5**	**5**	09:45	10:00	3	0	0	0	0	2	0	**5**	**3.8**	09:45	10:00	1	1	0	0	0	0	0	**2**	**2**	09:45
15:00	15:15	1	0	0	0	0	0	0	**1**	**1**	15:00	15:15	5	0	0	0	0	0	3	**8**	**5.6**	15:00	15:15	3	1	0	0	0	0	0	**4**	**4**	15:00
15:15	15:30	3	0	0	0	0	0	0	**3**	**3**	15:15	15:30	7	0	0	0	0	0	0	**7**	**7**	15:15	15:30	2	0	0	0	0	0	0	**2**	**2**	15:15
15:30	15:45	2	0	0	0	0	0	0	**2**	**2**	15:30	15:45	2	1	0	0	0	0	0	**3**	**3**	15:30	15:45	1	1	0	0	0	0	0	**2**	**2**	15:30
15:45	16:00	5	1	0	0	0	1	0	**7**	**6.4**	15:45	16:00	4	1	0	0	0	0	0	**5**	**5**	15:45	16:00	3	1	0	0	0	0	0	**4**	**4**	15:45
16:00	16:15	3	0	0	0	0	0	0	**3**	**3**	16:00	16:15	0	3	0	0	0	1	0	**4**	**3.4**	16:00	16:15	0	1	0	0	0	0	0	**1**	**1**	16:00
16:15	16:30	1	1	0	0	0	0	0	**2**	**2**	16:15	16:30	8	1	0	0	1	0	1	**11**	**11.2**	16:15	16:30	4	0	0	0	0	0	0	**4**	**4**	16:15
16:30	16:45	4	1	0	0	0	1	0	**6**	**5.4**	16:30	16:45	4	0	0	0	0	0	1	**5**	**4.2**	16:30	16:45	0	0	0	0	0	0	0	**0**	**0**	16:30
16:45	17:00	3	1	0	0	0	1	0	**5**	**4.4**	16:45	17:00	2	2	0	0	0	0	1	**5**	**4.2**	16:45	17:00	4	0	0	0	0	0	0	**4**	**4**	16:45
17:00	17:15	9	3	0	0	0	0	0	**12**	**12**	17:00	17:15	5	0	0	0	0	1	0	**6**	**5.4**	17:00	17:15	3	1	0	0	0	1	0	**5**	**4.4**	17:00
17:15	17:30	8	0	0	0	0	1	0	**9**	**8.4**	17:15	17:30	2	1	0	0	0	0	0	**3**	**3**	17:15	17:30	1	0	0	0	0	0	0	**1**	**1**	17:15
17:30	17:45	3	0	0	0	0	0	0	**3**	**3**	17:30	17:45	8	0	0	0	0	0	0	**8**	**8**	17:30	17:45	4	0	0	0	0	0	0	**4**	**4**	17:30
17:45	18:00	2	0	0	0	0	0	0	**2**	**2**	17:45	18:00	2	0	0	0	0	0	0	**2**	**2**	17:45	18:00	1	0	0	0	0	0	0	**1**	**1**	17:45
18:00	18:15	8	2	0	0	0	1	0	**11**	**10.4**	18:00	18:15	10	1	0	0	0	0	2	**13**	**11.4**	18:00	18:15	3	0	0	0	0	0	0	**3**	**3**	18:00
18:15	18:30	5	2	0	0	0	0	0	**7**	**7**	18:15	18:30	4	0	0	0	0	0	0	**4**	**4**	18:15	18:30	1	0	0	0	0	0	0	**1**	**1**	18:15
18:30	18:45	3	0	0	0	0	1	0	**4**	**3.4**	18:30	18:45	3	1	0	0	0	0	0	**4**	**4**	18:30	18:45	2	0	0	0	0	0	0	**2**	**2**	18:30
18:45	19:00	4	0	0	0	0	0	1	**5**	**4.2**	18:45	19:00	2	0	0	0	0	0	1	**3**	**2.2**	18:45	19:00	2	0	0	0	0	0	0	**2**	**2**	18:45
Total		**98**	**19**	**0**	**0**	**0**	**7**	**4**	**128**	**120.6**	**Total**		**130**	**17**	**0**	**0**	**2**	**4**	**19**	**172**	**156.4**	**Total**		**50**	**11**	**0**	**0**	**0**	**2**	**4**	**67**	**62.6**	**To**

		D - A (rolling hour)											D - B (rolling hour)											D - C (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	**08:00**	**5**	**3**	**0**	**0**	**0**	**0**	**2**	**10**	**8.4**	**07:00**	**08:00**	**22**	**2**	**0**	**0**	**0**	**0**	**2**	**26**	**24.4**	**07:00**	**08:00**	**4**	**2**	**0**	**0**	**0**	**0**	**3**	**9**	**6.6**	**07:00**
07:15	08:15	5	5	0	0	0	1	2	**13**	**10.8**	07:15	08:15	23	1	0	0	0	0	3	**27**	**24.6**	07:15	08:15	5	2	0	0	0	0	2	**9**	**7.4**	07:15
07:30	08:30	6	5	0	0	0	1	2	**14**	**11.8**	07:30	08:30	24	2	0	0	0	0	4	**30**	**26.8**	07:30	08:30	5	2	0	0	0	0	1	**8**	**7.2**	07:30
07:45	08:45	12	5	0	0	0	1	2	**20**	**17.8**	07:45	08:45	29	2	0	0	0	0	6	**37**	**32.2**	07:45	08:45	5	1	0	0	0	0	0	**6**	**6**	07:45
08:00	**09:00**	**15**	**3**	**0**	**0**	**0**	**1**	**1**	**20**	**18.6**	**08:00**	**09:00**	**26**	**2**	**0**	**0**	**0**	**0**	**6**	**34**	**29.2**	**08:00**	**09:00**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**4.4**	**08:00**
08:15	09:15	21	1	0	0	0	0	1	**23**	**22.2**	08:15	09:15	24	2	0	0	0	0	7	**33**	**27.4**	08:15	09:15	6	1	0	0	0	1	0	**8**	**7.4**	08:15
08:30	09:30	22	1	0	0	0	0	0	**23**	**23**	08:30	09:30	25	3	0	0	1	0	5	**34**	**31**	08:30	09:30	6	2	0	0	0	1	0	**9**	**8.4**	08:30
08:45	09:45	17	1	0	0	0	0	0	**18**	**18**	08:45	09:45	17	2	0	0	1	0	2	**22**	**21.4**	08:45	09:45	8	3	0	0	0	1	1	**13**	**11.6**	08:45
09:00	**10:00**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**09:00**	**10:00**	**14**	**2**	**0**	**0**	**1**	**2**	**2**	**21**	**19.2**	**09:00**	**10:00**	**8**	**4**	**0**	**0**	**0**	**0**	**1**	**13**	**12.2**	**09:00**
09:15	10:15	7	2	0	0	0	0	0	**9**	**9**	09:15	10:15	10	2	0	0	1	2	0	**15**	**14.8**	09:15	10:15	5	3	0	0	0	0	1	**9**	**8.2**	09:15
09:30	10:30	4	2	0	0	0	0	0	**6**	**6**	09:30	10:30	4	0	0	0	0	2	0	**6**	**4.8**	09:30	10:30	5	2	0	0	0	0	1	**8**	**7.2**	09:30
09:45	10:45	3	2	0	0	0	0	0	**5**	**5**	09:45	10:45	3	0	0	0	0	2	0	**5**	**3.8**	09:45	10:45	1	1	0	0	0	0	0	**2**	**2**	09:45
15:00	**16:00**	**11**	**1**	**0**	**0**	**0**	**1**	**0**	**13**	**12.4**	**15:00**	**16:00**	**18**	**2**	**0**	**0**	**0**	**0**	**3**	**23**	**20.6**	**15:00**	**16:00**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**15:00**
15:15	16:15	13	1	0	0	0	1	0	**15**	**14.4**	15:15	16:15	13	5	0	0	0	1	0	**19**	**18.4**	15:15	16:15	6	3	0	0	0	0	0	**9**	**9**	15:15
15:30	16:30	11	2	0	0	0	1	0	**14**	**13.4**	15:30	16:30	14	6	0	0	1	1	1	**23**	**22.6**	15:30	16:30	8	3	0	0	0	0	0	**11**	**11**	15:30
15:45	16:45	13	3	0	0	0	2	0	**18**	**16.8**	15:45	16:45	16	5	0	0	1	1	2	**25**	**23.8**	15:45	16:45	7	2	0	0	0	0	0	**9**	**9**	15:45
16:00	**17:00**	**11**	**3**	**0**	**0**	**0**	**2**	**0**	**16**	**14.8**	**16:00**	**17:00**	**14**	**6**	**0**	**0**	**1**	**1**	**3**	**25**	**23**	**16:00**	**17:00**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**16:00**
16:15	17:15	17	6	0	0	0	2	0	**25**	**23.8**	16:15	17:15	19	3	0	0	1	1	3	**27**	**25**	16:15	17:15	11	1	0	0	0	1	0	**13**	**12.4**	16:15
16:30	17:30	24	5	0	0	0	3	0	**32**	**30.2**	16:30	17:30	13	3	0	0	0	1	2	**19**	**16.8**	16:30	17:30	8	1	0	0	0	1	0	**10**	**9.4**	16:30
16:45	17:45	23	4	0	0	0	2	0	**29**	**27.8**	16:45	17:45	17	3	0	0	0	1	1	**22**	**20.6**	16:45	17:45	12	1	0	0	0	1	0	**14**	**13.4**	16:45
17:00	**18:00**	**22**	**3**	**0**	**0**	**0**	**1**	**0**	**26**	**25.4**	**17:00**	**18:00**	**17**	**1**	**0**	**0**	**0**	**1**	**0**	**19**	**18.4**	**17:00**	**18:00**	**9**	**1**	**0**	**0**	**0**	**1**	**0**	**11**	**10.4**	**17:00**
17:15	18:15	21	2	0	0	0	2	0	**25**	**23.8**	17:15	18:15	22	2	0	0	0	0	2	**26**	**24.4**	17:15	18:15	9	0	0	0	0	0	0	**9**	**9**	17:15
17:30	18:30	18	4	0	0	0	1	0	**23**	**22.4**	17:30	18:30	24	1	0	0	0	0	2	**27**	**25.4**	17:30	18:30	9	0	0	0	0	0	0	**9**	**9**	17:30
17:45	18:45	18	4	0	0	0	2	0	**24**	**22.8**	17:45	18:45	19	2	0	0	0	0	2	**23**	**21.4**	17:45	18:45	7	0	0	0	0	0	0	**7**	**7**	17:45
18:00	**19:00**	**20**	**4**	**0**	**0**	**0**	**2**	**1**	**27**	**25**	**18:00**	**19:00**	**19**	**2**	**0**	**0**	**0**	**0**	**3**	**24**	**21.6**	**18:00**	**19:00**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**18:00**
18:15	19:15	12	2	0	0	0	1	1	**16**	**14.6**	18:15	19:15	9	1	0	0	0	0	1	**11**	**10.2**	18:15	19:15	5	0	0	0	0	0	0	**5**	**5**	18:15
18:30	19:30	7	0	0	0	0	1	1	**9**	**7.6**	18:30	19:30	5	1	0	0	0	0	1	**7**	**6.2**	18:30	19:30	4	0	0	0	0	0	0	**4**	**4**	18:30
18:45	19:45	4	0	0	0	0	0	1	**5**	**4.2**	18:45	19:45	2	0	0	0	0	0	1	**3**	**2.2**	18:45	19:45	2	0	0	0	0	0	0	**2**	**2**	18:45
TOTAL		**98**	**19**	**0**	**0**	**0**	**7**	**4**	**115**	**108.2**	**TOTAL**		**130**	**17**	**0**	**0**	**2**	**4**	**19**	**149**	**135.8**	**TOTAL**		**50**	**11**	**0**	**0**	**0**	**2**	**4**	**55**	**50.6**	**TOT**

Survey Date: 28/06/2022
Survey Day: Tuesday

	D - D (15-minute intervals)								
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:15	0	0	0	0	0	0	0	**0**	**0**
07:30	0	0	0	0	0	0	0	**0**	**0**
07:45	0	0	0	0	0	0	0	**0**	**0**
08:00	0	0	0	0	0	0	0	**0**	**0**
08:15	0	0	0	0	0	0	0	**0**	**0**
08:30	0	0	0	0	0	0	0	**0**	**0**
08:45	0	0	0	0	0	0	0	**0**	**0**
09:00	0	0	0	0	0	0	0	**0**	**0**
09:15	0	0	0	0	0	0	0	**0**	**0**
09:30	0	0	0	0	0	0	0	**0**	**0**
09:45	0	0	0	0	0	0	0	**0**	**0**
10:00	0	0	0	0	0	0	0	**0**	**0**
15:15	0	0	0	0	0	0	0	**0**	**0**
15:30	0	0	0	0	0	0	0	**0**	**0**
15:45	0	0	0	0	0	0	0	**0**	**0**
16:00	0	0	0	0	0	0	0	**0**	**0**
16:15	0	0	0	0	0	0	0	**0**	**0**
16:30	0	0	0	0	0	0	0	**0**	**0**
16:45	0	0	0	0	0	0	0	**0**	**0**
17:00	0	0	0	0	0	0	0	**0**	**0**
17:15	0	0	0	0	0	0	0	**0**	**0**
17:30	0	0	0	0	0	0	0	**0**	**0**
17:45	0	0	0	0	0	0	0	**0**	**0**
18:00	0	0	0	0	0	0	0	**0**	**0**
18:15	0	0	0	0	0	0	0	**0**	**0**
18:30	1	0	0	0	0	0	0	**1**	**1**
18:45	0	0	0	0	0	0	0	**0**	**0**
19:00	0	0	0	0	0	0	0	**0**	**0**
tal	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

	D - D (rolling hour)								
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	0	0	0	0	0	0	0	**0**	**0**
08:30	0	0	0	0	0	0	0	**0**	**0**
08:45	0	0	0	0	0	0	0	**0**	**0**
09:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:15	0	0	0	0	0	0	0	**0**	**0**
09:30	0	0	0	0	0	0	0	**0**	**0**
09:45	0	0	0	0	0	0	0	**0**	**0**
10:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:15	0	0	0	0	0	0	0	**0**	**0**
10:30	0	0	0	0	0	0	0	**0**	**0**
10:45	0	0	0	0	0	0	0	**0**	**0**
16:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:15	0	0	0	0	0	0	0	**0**	**0**
16:30	0	0	0	0	0	0	0	**0**	**0**
16:45	0	0	0	0	0	0	0	**0**	**0**
17:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:15	0	0	0	0	0	0	0	**0**	**0**
17:30	0	0	0	0	0	0	0	**0**	**0**
17:45	0	0	0	0	0	0	0	**0**	**0**
18:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:15	0	0	0	0	0	0	0	**0**	**0**
18:30	1	0	0	0	0	0	0	**1**	**1**
18:45	1	0	0	0	0	0	0	**1**	**1**
19:00	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
19:15	1	0	0	0	0	0	0	**1**	**1**
19:30	0	0	0	0	0	0	0	**0**	**0**
19:45	0	0	0	0	0	0	0	**0**	**0**
TAL	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Whitton Dene / Kneller Road / Nelson Road

Survey Date: 28/06/2022
Survey Day: Tuesday

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Whitton Dene / Kneller Road / Nelson Road

		Arm A - Entry (15-minute intervals)											Arm A - Exit (15-minute intervals)											Arm B - Entry (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	07:15	22	9	0	0	1	0	0	**32**	**33**	07:00	07:15	41	6	0	0	1	1	2	**51**	**49.8**	07:00	07:15	3	1	0	0	0	0	1	**5**	**4.2**	07:00
07:15	07:30	22	8	0	0	3	1	4	**38**	**37.2**	07:15	07:30	54	17	0	0	1	1	2	**75**	**73.8**	07:15	07:30	9	2	0	0	0	0	1	**12**	**11.2**	07:15
07:30	07:45	42	8	0	0	2	0	1	**53**	**54.2**	07:30	07:45	51	15	0	0	1	1	4	**72**	**69.2**	07:30	07:45	9	1	0	0	1	1	2	**14**	**12.8**	07:30
07:45	08:00	35	5	0	0	2	1	4	**47**	**45.2**	07:45	08:00	61	17	1	0	2	2	4	**87**	**85.1**	07:45	08:00	9	0	0	0	0	0	0	**9**	**9**	07:45
08:00	08:15	52	6	0	0	2	1	4	**65**	**63.2**	08:00	08:15	55	9	1	0	2	1	3	**71**	**70.5**	08:00	08:15	13	3	1	0	1	0	1	**19**	**19.7**	08:00
08:15	08:30	59	10	2	0	2	2	1	**76**	**77**	08:15	08:30	57	7	1	0	1	1	1	**68**	**68.1**	08:15	08:30	17	2	0	0	0	1	0	**20**	**19.4**	08:15
08:30	08:45	56	4	0	0	1	2	0	**63**	**62.8**	08:30	08:45	52	10	1	0	2	1	1	**67**	**68.1**	08:30	08:45	11	0	0	0	0	1	0	**12**	**11.4**	08:30
08:45	09:00	38	6	0	0	1	0	0	**45**	**46**	08:45	09:00	71	12	1	0	1	0	2	**87**	**86.9**	08:45	09:00	21	0	0	0	1	0	1	**23**	**23.2**	08:45
09:00	09:15	35	6	0	0	1	1	1	**44**	**43.6**	09:00	09:15	67	15	0	0	2	0	3	**87**	**86.6**	09:00	09:15	17	1	0	0	0	1	2	**21**	**18.8**	09:00
09:15	09:30	17	4	0	0	2	1	1	**25**	**25.6**	09:15	09:30	47	4	0	0	1	2	0	**54**	**53.8**	09:15	09:30	5	1	0	0	0	1	0	**7**	**6.4**	09:15
09:30	09:45	29	4	0	0	0	1	1	**35**	**33.6**	09:30	09:45	17	3	0	0	3	2	1	**26**	**27**	09:30	09:45	6	2	0	0	0	1	0	**9**	**8.4**	09:30
09:45	10:00	24	7	1	0	3	4	2	**41**	**40.5**	09:45	10:00	31	10	1	0	3	2	1	**48**	**49.5**	09:45	10:00	10	1	0	0	1	0	1	**13**	**13.2**	09:45
15:00	15:15	43	4	1	0	1	1	3	**53**	**51.5**	15:00	15:15	35	4	0	0	1	1	0	**41**	**41.4**	15:00	15:15	9	0	0	0	2	0	0	**11**	**13**	15:00
15:15	15:30	35	2	1	0	1	1	0	**40**	**40.9**	15:15	15:30	38	4	0	0	1	0	1	**44**	**44.2**	15:15	15:30	19	4	0	0	1	0	0	**24**	**25**	15:15
15:30	15:45	27	5	0	0	2	3	4	**41**	**38**	15:30	15:45	45	8	2	0	2	1	4	**62**	**61.2**	15:30	15:45	23	1	0	0	0	1	1	**26**	**24.6**	15:30
15:45	16:00	42	8	0	0	1	2	4	**57**	**53.6**	15:45	16:00	31	6	0	0	2	1	1	**41**	**41.6**	15:45	16:00	14	1	0	0	0	1	0	**16**	**15.4**	15:45
16:00	16:15	49	6	0	0	2	1	6	**64**	**60.6**	16:00	16:15	35	9	0	0	1	2	2	**49**	**47.2**	16:00	16:15	17	5	0	0	1	0	6	**29**	**25.2**	16:00
16:15	16:30	43	10	0	0	1	1	3	**58**	**56**	16:15	16:30	33	8	0	0	2	0	1	**44**	**45.2**	16:15	16:30	13	1	0	0	1	0	0	**15**	**16**	16:15
16:30	16:45	57	8	0	0	1	0	1	**67**	**67.2**	16:30	16:45	41	6	0	0	1	3	0	**51**	**50.2**	16:30	16:45	13	2	0	0	1	2	0	**18**	**17.8**	16:30
16:45	17:00	50	4	0	0	1	1	4	**60**	**57.2**	16:45	17:00	32	8	0	0	2	1	3	**46**	**45**	16:45	17:00	12	2	0	0	0	0	4	**18**	**14.8**	16:45
17:00	17:15	68	7	0	0	2	1	5	**83**	**80.4**	17:00	17:15	40	8	1	0	2	2	1	**54**	**54.5**	17:00	17:15	16	4	0	0	1	0	1	**22**	**22.2**	17:00
17:15	17:30	66	9	0	0	1	1	4	**81**	**78.2**	17:15	17:30	53	9	0	0	1	3	4	**70**	**66**	17:15	17:30	10	2	0	0	0	0	4	**16**	**12.8**	17:15
17:30	17:45	43	7	0	0	1	1	1	**53**	**52.6**	17:30	17:45	44	3	0	0	1	0	1	**49**	**49.2**	17:30	17:45	12	0	0	0	0	0	2	**14**	**12.4**	17:30
17:45	18:00	46	6	0	0	2	1	2	**57**	**56.8**	17:45	18:00	45	3	0	0	1	0	3	**52**	**50.6**	17:45	18:00	14	1	0	0	1	3	2	**21**	**18.6**	17:45
18:00	18:15	68	5	0	0	2	2	2	**79**	**78.2**	18:00	18:15	49	5	0	0	2	6	2	**64**	**60.8**	18:00	18:15	14	2	0	0	0	2	2	**20**	**17.2**	18:00
18:15	18:30	48	4	0	0	1	8	2	**63**	**57.6**	18:15	18:30	41	7	1	0	1	2	2	**54**	**52.7**	18:15	18:30	12	2	0	0	1	0	4	**19**	**16.8**	18:15
18:30	18:45	38	2	0	0	2	2	9	**53**	**46.6**	18:30	18:45	49	6	0	0	1	4	2	**62**	**59**	18:30	18:45	11	0	0	0	0	0	2	**13**	**11.4**	18:30
18:45	19:00	38	0	0	0	1	3	1	**43**	**41.4**	18:45	19:00	33	6	0	0	1	2	1	**43**	**42**	18:45	19:00	15	3	0	0	1	0	0	**19**	**20**	18:45
Total		**1192**	**164**	**5**	**0**	**42**	**43**	**70**	**1516**	**1478.7**	**Total**		**1248**	**225**	**10**	**0**	**42**	**42**	**52**	**1619**	**1599.2**	**Total**		**354**	**44**	**1**	**0**	**14**	**15**	**37**	**465**	**440.9**	**To**

		Arm A - Entry (rolling hour)											Arm A - Exit (rolling hour)											Arm B - Entry (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time I
07:00	**08:00**	**121**	**30**	**0**	**0**	**8**	**2**	**9**	**170**	**169.6**	**07:00**	**08:00**	**207**	**55**	**1**	**0**	**5**	**5**	**12**	**285**	**277.9**	**07:00**	**08:00**	**30**	**4**	**0**	**0**	**1**	**1**	**4**	**40**	**37.2**	**07:00**
07:15	08:15	151	27	0	0	9	3	13	**203**	**199.8**	07:15	08:15	221	58	2	0	6	5	13	**305**	**298.6**	07:15	08:15	40	6	1	0	2	1	4	**54**	**52.7**	07:15
07:30	08:30	188	29	2	0	8	4	10	**241**	**239.6**	07:30	08:30	224	48	3	0	6	5	12	**298**	**292.9**	07:30	08:30	48	6	1	0	2	2	3	**62**	**60.9**	07:30
07:45	08:45	202	25	2	0	7	6	9	**251**	**248.2**	07:45	08:45	225	43	4	0	7	5	9	**293**	**291.8**	07:45	08:45	50	5	1	0	1	2	1	**60**	**59.5**	07:45
08:00	**09:00**	**205**	**26**	**2**	**0**	**6**	**5**	**5**	**249**	**249**	**08:00**	**09:00**	**235**	**38**	**4**	**0**	**6**	**3**	**7**	**293**	**293.6**	**08:00**	**09:00**	**62**	**5**	**1**	**0**	**2**	**2**	**2**	**74**	**73.7**	**08:00**
08:15	09:15	188	26	2	0	5	5	2	**228**	**229.4**	08:15	09:15	247	44	3	0	6	2	7	**309**	**309.7**	08:15	09:15	66	3	0	0	1	3	3	**76**	**72.8**	08:15
08:30	09:30	146	20	0	0	5	4	2	**177**	**178**	08:30	09:30	237	41	2	0	6	3	6	**295**	**295.4**	08:30	09:30	54	2	0	0	1	3	3	**63**	**59.8**	08:30
08:45	09:45	119	20	0	0	4	3	3	**149**	**148.8**	08:45	09:45	202	34	1	0	7	4	6	**254**	**254.3**	08:45	09:45	49	4	0	0	1	3	3	**60**	**56.8**	08:45
09:00	**10:00**	**105**	**21**	**1**	**0**	**6**	**7**	**5**	**145**	**143.3**	**09:00**	**10:00**	**162**	**32**	**1**	**0**	**9**	**6**	**5**	**215**	**216.9**	**09:00**	**10:00**	**38**	**5**	**0**	**0**	**1**	**3**	**3**	**50**	**46.8**	**09:00**
09:15	10:15	70	15	1	0	5	6	4	**101**	**99.7**	09:15	10:15	95	17	1	0	7	6	2	**128**	**130.3**	09:15	10:15	21	4	0	0	1	2	1	**29**	**28**	09:15
09:30	10:30	53	11	1	0	3	5	3	**76**	**74.1**	09:30	10:30	48	13	1	0	6	4	2	**74**	**76.5**	09:30	10:30	16	3	0	0	1	1	1	**22**	**21.6**	09:30
09:45	10:45	24	7	1	0	3	4	2	**41**	**40.5**	09:45	10:45	31	10	1	0	3	2	1	**48**	**49.5**	09:45	10:45	10	1	0	0	1	0	1	**13**	**13.2**	09:45
15:00	**16:00**	**147**	**19**	**2**	**0**	**5**	**7**	**11**	**191**	**184**	**15:00**	**16:00**	**149**	**22**	**2**	**0**	**6**	**3**	**6**	**188**	**188.4**	**15:00**	**16:00**	**65**	**6**	**0**	**0**	**3**	**2**	**1**	**77**	**78**	**15:00**
15:15	16:15	153	21	1	0	6	7	14	**202**	**193.1**	15:15	16:15	149	27	2	0	6	4	8	**196**	**194.2**	15:15	16:15	73	11	0	0	2	2	7	**95**	**90.2**	15:15
15:30	16:30	161	29	0	0	6	7	17	**220**	**208.2**	15:30	16:30	144	31	2	0	7	4	8	**196**	**195.2**	15:30	16:30	67	8	0	0	2	2	7	**86**	**81.2**	15:30
15:45	16:45	191	32	0	0	5	4	14	**246**	**237.4**	15:45	16:45	140	29	0	0	6	6	4	**185**	**184.2**	15:45	16:45	57	9	0	0	3	3	6	**78**	**74.4**	15:45
16:00	**17:00**	**199**	**28**	**0**	**0**	**5**	**3**	**14**	**249**	**241**	**16:00**	**17:00**	**141**	**31**	**0**	**0**	**6**	**6**	**6**	**190**	**187.6**	**16:00**	**17:00**	**55**	**10**	**0**	**0**	**3**	**2**	**10**	**80**	**73.8**	**16:00**
16:15	17:15	218	29	0	0	5	3	13	**268**	**260.8**	16:15	17:15	146	30	1	0	7	6	5	**195**	**194.9**	16:15	17:15	54	9	0	0	3	2	5	**73**	**70.8**	16:15
16:30	17:30	241	28	0	0	5	3	14	**291**	**283**	16:30	17:30	166	31	1	0	6	9	8	**221**	**215.7**	16:30	17:30	51	10	0	0	2	2	9	**74**	**67.6**	16:30
16:45	17:45	227	27	0	0	5	4	14	**277**	**268.4**	16:45	17:45	169	28	1	0	6	6	9	**219**	**214.7**	16:45	17:45	50	8	0	0	1	0	11	**70**	**62.2**	16:45
17:00	**18:00**	**223**	**29**	**0**	**0**	**6**	**4**	**12**	**274**	**268**	**17:00**	**18:00**	**182**	**23**	**1**	**0**	**5**	**5**	**9**	**225**	**220.3**	**17:00**	**18:00**	**52**	**7**	**0**	**0**	**2**	**3**	**9**	**73**	**66**	**17:00**
17:15	18:15	223	27	0	0	6	5	9	**270**	**265.8**	17:15	18:15	191	20	0	0	5	9	10	**235**	**226.6**	17:15	18:15	50	5	0	0	1	5	10	**71**	**61**	17:15
17:30	18:30	205	22	0	0	6	12	7	**252**	**245.2**	17:30	18:30	179	18	1	0	5	8	8	**219**	**213.3**	17:30	18:30	52	5	0	0	2	5	10	**74**	**65**	17:30
17:45	18:45	200	17	0	0	7	13	15	**252**	**239.2**	17:45	18:45	184	21	1	0	5	12	9	**232**	**223.1**	17:45	18:45	51	5	0	0	2	5	10	**73**	**64**	17:45
18:00	**19:00**	**192**	**11**	**0**	**0**	**6**	**15**	**14**	**238**	**223.8**	**18:00**	**19:00**	**172**	**24**	**1**	**0**	**5**	**14**	**7**	**223**	**214.5**	**18:00**	**19:00**	**52**	**7**	**0**	**0**	**2**	**2**	**8**	**71**	**65.4**	**18:00**
18:15	19:15	124	6	0	0	4	13	12	**159**	**145.6**	18:15	19:15	123	19	1	0	3	8	5	**159**	**153.7**	18:15	19:15	38	5	0	0	2	0	6	**51**	**48.2**	18:15
18:30	19:30	76	2	0	0	3	5	10	**96**	**88**	18:30	19:30	82	12	0	0	2	6	3	**105**	**101**	18:30	19:30	26	3	0	0	1	0	2	**32**	**31.4**	18:30
18:45	19:45	38	0	0	0	1	3	1	**43**	**41.4**	18:45	19:45	33	6	0	0	1	2	1	**43**	**42**	18:45	19:45	15	3	0	0	1	0	0	**19**	**20**	18:45
TOTAL		**1192**	**164**	**5**	**0**	**42**	**43**	**70**	**1325**	**1294.7**	**TOTAL**		**1248**	**225**	**10**	**0**	**42**	**42**	**52**	**1431**	**1410.8**	**TOTAL**		**354**	**44**	**1**	**0**	**14**	**15**	**37**	**388**	**362.9**	**TO**

Survey Date: 28/06/2022 Project ID and Name: IW0056 Kneller Hall, Twickenham
Survey Day: Tuesday Junction name: Whitton Dene / Kneller Road / Nelson Road

	Arm B - Exit (15-minute intervals)											Arm C - Entry (15-minute intervals)											Arm C - Exit (15-minute intervals)										
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	
07:15	7	4	0	0	1	0	1	**13**	**13.2**	07:00	07:15	40	5	0	0	2	1	3	**51**	**50**	07:00	07:15	20	6	0	0	1	0	1	**28**	**28.2**	07:00	07:15
07:30	10	1	0	0	0	0	2	**13**	**11.4**	07:15	07:30	46	17	0	0	1	1	0	**65**	**65.4**	07:15	07:30	16	8	0	0	3	1	4	**32**	**31.2**	07:15	07:30
07:45	12	2	0	0	1	1	1	**17**	**16.6**	07:30	07:45	47	14	0	0	1	1	3	**66**	**64**	07:30	07:45	36	8	0	0	2	0	2	**48**	**48.4**	07:30	07:45
08:00	20	2	0	0	0	0	3	**25**	**22.6**	07:45	08:00	58	15	1	0	3	2	4	**83**	**82.1**	07:45	08:00	29	4	0	0	3	0	1	**37**	**39.2**	07:45	08:00
08:15	20	0	0	0	1	1	3	**25**	**23**	08:00	08:15	45	6	1	0	3	0	2	**57**	**58.9**	08:00	08:15	42	5	0	0	3	0	2	**52**	**53.4**	08:00	08:15
08:30	30	3	1	0	1	2	2	**39**	**37.7**	08:15	08:30	43	10	2	0	2	1	0	**58**	**60.4**	08:15	08:30	31	10	2	0	2	1	1	**47**	**48.6**	08:15	08:30
08:45	23	1	0	0	1	2	3	**30**	**27.4**	08:30	08:45	44	11	1	0	3	2	1	**62**	**63.5**	08:30	08:45	44	5	0	0	1	1	0	**51**	**51.4**	08:30	08:45
09:00	19	1	0	0	0	0	0	**20**	**20**	08:45	09:00	59	13	1	0	1	0	2	**76**	**75.9**	08:45	09:00	29	4	0	0	2	1	0	**36**	**37.4**	08:45	09:00
09:15	9	0	0	0	0	0	3	**12**	**9.6**	09:00	09:15	51	15	0	0	2	0	2	**70**	**70.4**	09:00	09:15	34	6	0	0	1	1	0	**42**	**42.4**	09:00	09:15
09:30	13	5	0	0	2	0	0	**20**	**22**	09:15	09:30	44	6	0	0	2	1	0	**53**	**54.4**	09:15	09:30	13	4	0	0	2	1	1	**21**	**21.6**	09:15	09:30
09:45	5	3	0	0	1	0	1	**10**	**10.2**	09:30	09:45	16	5	0	0	4	2	1	**28**	**30**	09:30	09:45	32	5	0	0	0	1	1	**39**	**37.6**	09:30	09:45
10:00	9	1	1	0	1	2	1	**15**	**14.5**	09:45	10:00	27	9	2	0	4	2	0	**44**	**47.8**	09:45	10:00	22	5	1	0	4	4	1	**37**	**38.3**	09:45	10:00
15:15	13	3	0	0	0	0	5	**21**	**17**	15:00	15:15	29	6	1	0	1	1	0	**38**	**38.9**	15:00	15:15	37	4	1	0	3	1	0	**46**	**48.9**	15:00	15:15
15:30	19	0	0	0	1	0	0	**20**	**21**	15:15	15:30	32	3	0	0	2	1	1	**39**	**39.6**	15:15	15:30	28	5	1	0	2	1	0	**37**	**38.9**	15:15	15:30
15:45	8	3	0	0	1	1	2	**15**	**13.8**	15:30	15:45	31	7	2	0	3	1	5	**49**	**48.4**	15:30	15:45	22	4	0	0	2	2	3	**33**	**31.4**	15:30	15:45
16:00	16	2	0	0	1	0	1	**20**	**20.2**	15:45	16:00	28	5	0	0	4	0	1	**38**	**41.2**	15:45	16:00	35	8	0	0	1	1	2	**47**	**45.8**	15:45	16:00
16:15	9	4	0	0	0	1	0	**14**	**13.4**	16:00	16:15	26	11	0	0	2	2	1	**42**	**42**	16:00	16:15	43	5	0	0	4	1	6	**59**	**57.6**	16:00	16:15
16:30	13	2	0	0	2	0	2	**19**	**19.4**	16:15	16:30	27	7	0	0	3	1	1	**39**	**40.6**	16:15	16:30	41	9	0	0	1	1	2	**54**	**52.8**	16:15	16:30
16:45	10	1	0	0	0	0	2	**13**	**11.4**	16:30	16:45	29	5	0	0	1	1	0	**36**	**36.4**	16:30	16:45	51	7	0	0	2	1	0	**61**	**62.4**	16:30	16:45
17:00	7	4	0	0	0	0	2	**13**	**11.4**	16:45	17:00	31	7	0	0	2	0	1	**41**	**42.2**	16:45	17:00	44	3	0	0	1	1	2	**51**	**49.8**	16:45	17:00
17:15	20	2	0	0	1	1	1	**25**	**24.6**	17:00	17:15	26	2	1	0	3	2	0	**34**	**36.3**	17:00	17:15	58	7	0	0	3	2	3	**73**	**72.4**	17:00	17:15
17:30	11	2	0	0	1	0	1	**15**	**15.2**	17:15	17:30	40	10	0	0	2	2	4	**58**	**55.6**	17:15	17:30	57	8	0	0	1	1	2	**69**	**67.8**	17:15	17:30
17:45	19	1	0	0	0	0	0	**20**	**20**	17:30	17:45	42	3	0	0	1	1	0	**47**	**47.4**	17:30	17:45	41	5	0	0	1	1	1	**49**	**48.6**	17:30	17:45
18:00	15	0	0	0	0	0	1	**16**	**15.2**	17:45	18:00	42	2	0	0	1	0	1	**46**	**46.2**	17:45	18:00	36	5	0	0	3	1	1	**46**	**47.6**	17:45	18:00
18:15	23	1	0	0	1	2	3	**30**	**27.4**	18:00	18:15	38	2	0	0	3	3	2	**48**	**47.6**	18:00	18:15	60	5	0	0	2	0	2	**69**	**69.4**	18:00	18:15
18:30	13	1	0	0	0	0	2	**16**	**14.4**	18:15	18:30	29	4	1	0	1	2	3	**40**	**37.9**	18:15	18:30	40	2	0	0	2	7	1	**52**	**49**	18:15	18:30
18:45	11	1	0	0	1	0	0	**13**	**14**	18:30	18:45	38	6	0	0	2	3	2	**51**	**49.6**	18:30	18:45	31	1	0	0	2	2	8	**44**	**38.4**	18:30	18:45
19:00	8	0	0	0	0	0	1	**9**	**8.2**	18:45	19:00	29	4	0	0	1	2	0	**36**	**35.8**	18:45	19:00	36	1	0	0	2	3	1	**43**	**42.4**	18:45	19:00
tal	**392**	**50**	**2**	**0**	**18**	**13**	**43**	**518**	**494.8**	**Total**		**1037**	**210**	**13**	**0**	**60**	**35**	**40**	**1395**	**1408.5**	**Total**		**1008**	**149**	**5**	**0**	**56**	**37**	**48**	**1303**	**1300.9**	**Total**	

	Arm B - Exit (rolling hour)											Arm C - Entry (rolling hour)											Arm C - Exit (rolling hour)										
nterval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	
08:00	**49**	**9**	**0**	**0**	**2**	**1**	**7**	**68**	**63.8**	**07:00**	**08:00**	**191**	**51**	**1**	**0**	**7**	**5**	**10**	**265**	**261.5**	**07:00**	**08:00**	**101**	**26**	**0**	**0**	**9**	**1**	**8**	**145**	**147**	**07:00**	**08:00**
08:15	62	5	0	0	2	2	9	**80**	**73.6**	07:15	08:15	196	52	2	0	8	4	9	**271**	**270.4**	07:15	08:15	123	25	0	0	11	1	9	**169**	**172.2**	07:15	08:15
08:30	82	7	1	0	3	4	9	**106**	**99.9**	07:30	08:30	193	45	4	0	9	4	9	**264**	**265.4**	07:30	08:30	138	27	2	0	10	1	6	**184**	**189.6**	07:30	08:30
08:45	93	6	1	0	3	5	11	**119**	**110.7**	07:45	08:45	190	42	5	0	11	5	7	**260**	**264.9**	07:45	08:45	146	24	2	0	9	2	4	**187**	**192.6**	07:45	08:45
09:00	**92**	**5**	**1**	**0**	**3**	**5**	**8**	**114**	**108.1**	**08:00**	**09:00**	**191**	**40**	**5**	**0**	**9**	**3**	**5**	**253**	**258.7**	**08:00**	**09:00**	**146**	**24**	**2**	**0**	**8**	**3**	**3**	**186**	**190.8**	**08:00**	**09:00**
09:15	81	5	1	0	2	4	8	**101**	**94.7**	08:15	09:15	197	49	4	0	8	3	5	**266**	**270.2**	08:15	09:15	138	25	2	0	6	4	1	**176**	**179.8**	08:15	09:15
09:30	64	7	0	0	3	2	6	**82**	**79**	08:30	09:30	198	45	2	0	8	3	5	**261**	**264.2**	08:30	09:30	120	19	0	0	6	4	1	**150**	**152.8**	08:30	09:30
09:45	46	9	0	0	3	0	4	**62**	**61.8**	08:45	09:45	170	39	1	0	9	3	5	**227**	**230.7**	08:45	09:45	108	19	0	0	5	4	2	**138**	**139**	08:45	09:45
10:00	**36**	**9**	**1**	**0**	**4**	**2**	**5**	**57**	**56.3**	**09:00**	**10:00**	**138**	**35**	**2**	**0**	**12**	**5**	**3**	**195**	**202.6**	**09:00**	**10:00**	**101**	**20**	**1**	**0**	**7**	**7**	**3**	**139**	**139.9**	**09:00**	**10:00**
10:15	27	9	1	0	4	2	2	**45**	**46.7**	09:15	10:15	87	20	2	0	10	5	1	**125**	**132.2**	09:15	10:15	67	14	1	0	6	6	3	**97**	**97.5**	09:15	10:15
10:30	14	4	1	0	2	2	2	**25**	**24.7**	09:30	10:30	43	14	2	0	8	4	1	**72**	**77.8**	09:30	10:30	54	10	1	0	4	5	2	**76**	**75.9**	09:30	10:30
10:45	9	1	1	0	1	2	1	**15**	**14.5**	09:45	10:45	27	9	2	0	4	2	0	**44**	**47.8**	09:45	10:45	22	5	1	0	4	4	1	**37**	**38.3**	09:45	10:45
16:00	**56**	**8**	**0**	**0**	**3**	**1**	**8**	**76**	**72**	**15:00**	**16:00**	**120**	**21**	**3**	**0**	**10**	**3**	**7**	**164**	**168.1**	**15:00**	**16:00**	**122**	**21**	**2**	**0**	**8**	**5**	**5**	**163**	**165**	**15:00**	**16:00**
16:15	52	9	0	0	3	2	3	**69**	**68.4**	15:15	16:15	117	26	2	0	11	4	8	**168**	**171.2**	15:15	16:15	128	22	1	0	9	5	11	**176**	**173.7**	15:15	16:15
16:30	46	11	0	0	4	2	5	**68**	**66.8**	15:30	16:30	112	30	2	0	12	4	8	**168**	**172.2**	15:30	16:30	141	26	0	0	8	5	13	**193**	**187.6**	15:30	16:30
16:45	48	9	0	0	3	1	5	**66**	**64.4**	15:45	16:45	110	28	0	0	10	4	3	**155**	**160.2**	15:45	16:45	170	29	0	0	8	4	10	**221**	**218.6**	15:45	16:45
17:00	**39**	**11**	**0**	**0**	**2**	**1**	**6**	**59**	**55.6**	**16:00**	**17:00**	**113**	**30**	**0**	**0**	**8**	**4**	**3**	**158**	**161.2**	**16:00**	**17:00**	**179**	**24**	**0**	**0**	**8**	**4**	**10**	**225**	**222.6**	**16:00**	**17:00**
17:15	50	9	0	0	3	1	7	**70**	**66.8**	16:15	17:15	113	21	1	0	9	4	2	**150**	**155.5**	16:15	17:15	194	26	0	0	7	5	7	**239**	**237.4**	16:15	17:15
17:30	48	9	0	0	2	1	6	**66**	**62.6**	16:30	17:30	126	24	1	0	8	5	5	**169**	**170.5**	16:30	17:30	210	25	0	0	7	5	7	**254**	**252.4**	16:30	17:30
17:45	57	9	0	0	2	1	4	**73**	**71.2**	16:45	17:45	139	22	1	0	8	5	5	**180**	**181.5**	16:45	17:45	200	23	0	0	6	5	8	**242**	**238.6**	16:45	17:45
18:00	**65**	**5**	**0**	**0**	**2**	**1**	**3**	**76**	**75**	**17:00**	**18:00**	**150**	**17**	**1**	**0**	**7**	**5**	**5**	**185**	**185.5**	**17:00**	**18:00**	**192**	**25**	**0**	**0**	**8**	**5**	**7**	**237**	**236.4**	**17:00**	**18:00**
18:15	68	4	0	0	2	2	5	**81**	**77.8**	17:15	18:15	162	17	0	0	7	6	7	**199**	**196.8**	17:15	18:15	194	23	0	0	7	3	6	**233**	**233.4**	17:15	18:15
18:30	70	3	0	0	1	2	6	**82**	**77**	17:30	18:30	151	11	1	0	6	6	6	**181**	**179.1**	17:30	18:30	177	17	0	0	8	9	5	**216**	**214.6**	17:30	18:30
18:45	62	3	0	0	2	2	6	**75**	**71**	17:45	18:45	147	14	1	0	7	8	8	**185**	**181.3**	17:45	18:45	167	13	0	0	9	10	12	**211**	**204.4**	17:45	18:45
19:00	**55**	**3**	**0**	**0**	**2**	**2**	**6**	**68**	**64**	**18:00**	**19:00**	**134**	**16**	**1**	**0**	**7**	**10**	**7**	**175**	**170.9**	**18:00**	**19:00**	**167**	**9**	**0**	**0**	**8**	**12**	**12**	**208**	**199.2**	**18:00**	**19:00**
19:15	32	2	0	0	1	0	3	**38**	**36.6**	18:15	19:15	96	14	1	0	4	7	5	**127**	**123.3**	18:15	19:15	107	4	0	0	6	12	10	**139**	**129.8**	18:15	19:15
19:30	19	1	0	0	1	0	1	**22**	**22.2**	18:30	19:30	67	10	0	0	3	5	2	**87**	**85.4**	18:30	19:30	67	2	0	0	4	5	9	**87**	**80.8**	18:30	19:30
19:45	8	0	0	0	0	0	1	**9**	**8.2**	18:45	19:45	29	4	0	0	1	2	0	**36**	**35.8**	18:45	19:45	36	1	0	0	2	3	1	**43**	**42.4**	18:45	19:45
TAL	**392**	**50**	**2**	**0**	**18**	**13**	**43**	**442**	**422.8**	**TOTAL**		**1037**	**210**	**13**	**0**	**60**	**35**	**40**	**1231**	**1240.4**	**TOTAL**		**1008**	**149**	**5**	**0**	**56**	**37**	**48**	**1140**	**1135.9**	**TOTAL**	

IW0056 Kneller Hall, Twickenham
Whitton Dene / Kneller Road / Nelson Road

Survey Date: 28/06/2022
Survey Day: Tuesday

Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Whitton Dene / Kneller Road / Nelson Road

Survey Date: 28/06/2022
Survey Day: Tuesday

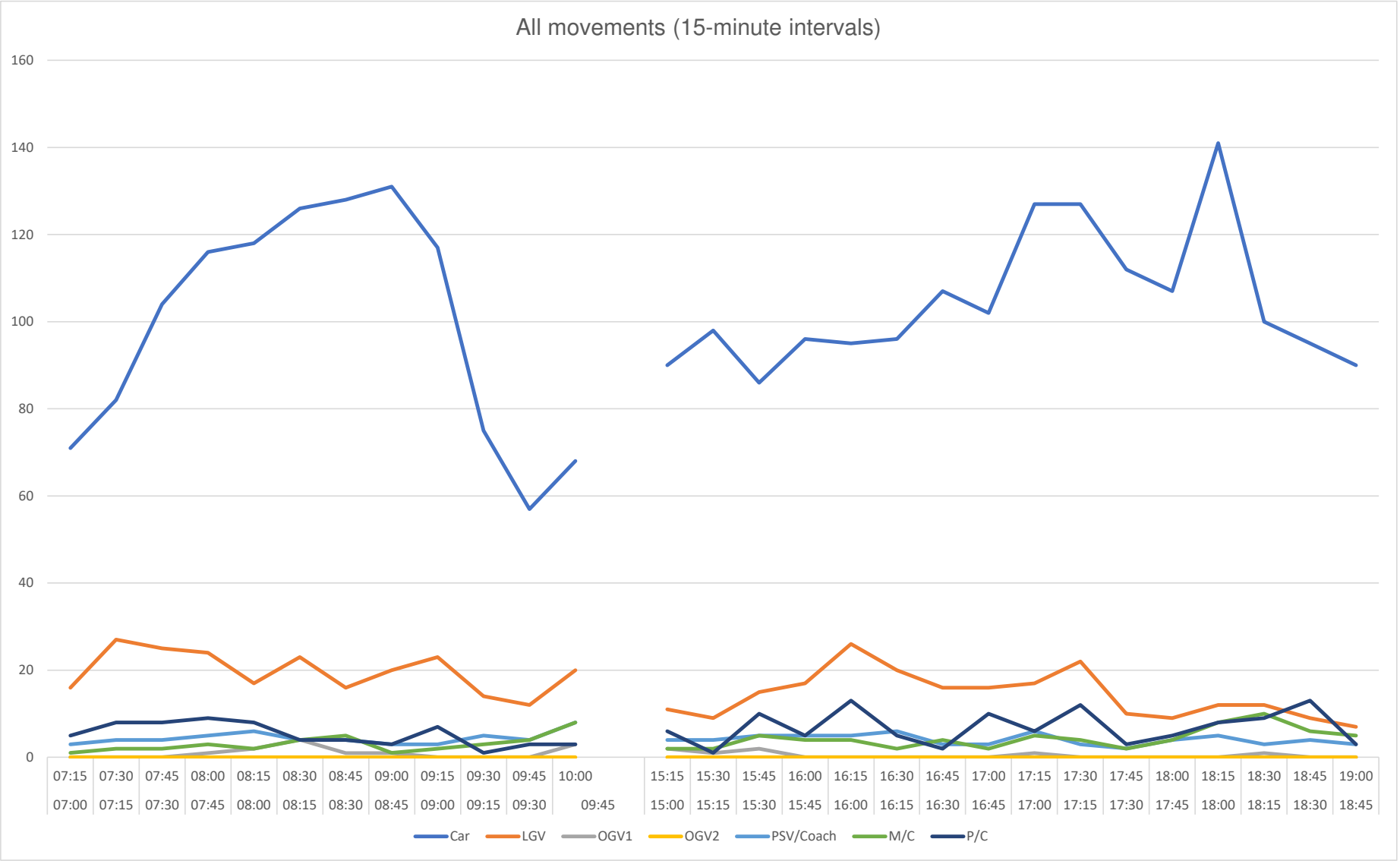
Arm D - Entry (15-minute intervals)											Arm D - Exit (15-minute intervals)										All movements (15-minute intervals)								
Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
6	1	0	0	0	0	1	**8**	**7.2**	07:00	07:15	3	0	0	0	0	0	1	**4**	**3.2**	07:00 07:15	71	16	0	0	3	1	5	**96**	**94.4**
5	0	0	0	0	0	3	**8**	**5.6**	07:15	07:30	2	1	0	0	0	0	0	**3**	**3**	07:15 07:30	82	27	0	0	4	2	8	**123**	**119.4**
6	2	0	0	0	0	2	**10**	**8.4**	07:30	07:45	5	0	0	0	0	0	1	**6**	**5.2**	07:30 07:45	104	25	0	0	4	2	8	**143**	**139.4**
14	4	0	0	0	0	1	**19**	**18.2**	07:45	08:00	6	1	0	0	0	1	1	**9**	**7.6**	07:45 08:00	116	24	1	0	5	3	9	**158**	**154.5**
8	2	0	0	0	1	1	**12**	**10.6**	08:00	08:15	1	3	1	0	0	0	0	**5**	**5.5**	08:00 08:15	118	17	2	0	6	2	8	**153**	**152.4**
7	1	0	0	0	0	3	**11**	**8.6**	08:15	08:30	8	3	0	0	0	0	0	**11**	**11**	08:15 08:30	126	23	4	0	4	4	4	**165**	**165.4**
17	1	0	0	0	0	3	**21**	**18.6**	08:30	08:45	9	0	0	0	0	1	0	**10**	**9.4**	08:30 08:45	128	16	1	0	4	5	4	**158**	**156.3**
13	1	0	0	0	1	0	**15**	**14.4**	08:45	09:00	12	3	0	0	0	0	1	**16**	**15.2**	08:45 09:00	131	20	1	0	3	1	3	**159**	**159.5**
14	1	0	0	0	0	2	**17**	**15.4**	09:00	09:15	7	2	0	0	0	1	1	**11**	**9.6**	09:00 09:15	117	23	0	0	3	2	7	**152**	**148.2**
9	3	0	0	1	0	0	**13**	**14**	09:15	09:30	2	1	0	0	0	0	0	**3**	**3**	09:15 09:30	75	14	0	0	5	3	1	**98**	**100.4**
6	1	0	0	0	0	1	**8**	**7.2**	09:30	09:45	3	1	0	0	0	1	0	**5**	**4.4**	09:30 09:45	57	12	0	0	4	4	3	**80**	**79.2**
7	3	0	0	0	2	0	**12**	**10.8**	09:45	10:00	6	4	0	0	0	0	0	**10**	**10**	09:45 10:00	68	20	3	0	8	8	3	**110**	**112.3**
9	1	0	0	0	0	3	**13**	**10.6**	15:00	15:15	5	0	1	0	0	0	1	**7**	**6.7**	15:00 15:15	90	11	2	0	4	2	6	**115**	**114**
12	0	0	0	0	0	0	**12**	**12**	15:15	15:30	13	0	0	0	0	1	0	**14**	**13.4**	15:15 15:30	98	9	1	0	4	2	1	**115**	**117.5**
5	2	0	0	0	0	0	**7**	**7**	15:30	15:45	11	0	0	0	0	1	1	**13**	**11.6**	15:30 15:45	86	15	2	0	5	5	10	**123**	**118**
12	3	0	0	0	1	0	**16**	**15.4**	15:45	16:00	14	1	0	0	1	2	1	**19**	**18**	15:45 16:00	96	17	0	0	5	4	5	**127**	**125.6**
3	4	0	0	0	1	0	**8**	**7.4**	16:00	16:15	8	8	0	0	0	0	5	**21**	**17**	16:00 16:15	95	26	0	0	5	4	13	**143**	**135.2**
13	2	0	0	1	0	1	**17**	**17.2**	16:15	16:30	9	1	0	0	1	1	0	**12**	**12.4**	16:15 16:30	96	20	0	0	6	2	5	**129**	**129.8**
8	1	0	0	0	1	1	**11**	**9.6**	16:30	16:45	5	2	0	0	0	0	0	**7**	**7**	16:30 16:45	107	16	0	0	3	4	2	**132**	**131**
9	3	0	0	1	1	1	**14**	**12.6**	16:45	17:00	19	1	0	0	0	0	3	**23**	**20.6**	16:45 17:00	102	16	0	0	3	2	10	**133**	**126.8**
17	4	0	0	0	2	0	**23**	**21.8**	17:00	17:15	9	0	0	0	0	0	1	**10**	**9.2**	17:00 17:15	127	17	1	0	6	5	6	**162**	**160.7**
11	1	0	0	0	1	0	**13**	**12.4**	17:15	17:30	6	3	0	0	0	0	5	**14**	**10**	17:15 17:30	127	22	0	0	3	4	12	**168**	**159**
15	0	0	0	0	0	0	**15**	**15**	17:30	17:45	8	1	0	0	0	1	1	**11**	**9.6**	17:30 17:45	112	10	0	0	2	2	3	**129**	**127.4**
5	0	0	0	0	0	0	**5**	**5**	17:45	18:00	11	1	0	0	0	3	0	**15**	**13.2**	17:45 18:00	107	9	0	0	4	4	5	**129**	**126.6**
21	3	0	0	0	1	2	**27**	**24.8**	18:00	18:15	9	1	0	0	0	0	1	**11**	**10.2**	18:00 18:15	141	12	0	0	5	8	8	**174**	**167.8**
11	2	0	0	0	0	0	**13**	**13**	18:15	18:30	6	2	0	0	0	1	4	**13**	**9.2**	18:15 18:30	100	12	1	0	3	10	9	**135**	**125.3**
8	1	0	0	0	1	0	**10**	**9.4**	18:30	18:45	4	1	0	0	0	0	3	**8**	**5.6**	18:30 18:45	95	9	0	0	4	6	13	**127**	**117**
8	0	0	0	0	0	2	**10**	**8.4**	18:45	19:00	13	0	0	0	0	0	0	**13**	**13**	18:45 19:00	90	7	0	0	3	5	3	**108**	**105.6**
279	**47**	**0**	**0**	**2**	**13**	**27**	**368**	**340.6**	**Total**		**214**	**41**	**2**	**0**	**2**	**14**	**31**	**304**	**273.8**	**Total**	**2862**	**465**	**19**	**0**	**118**	**106**	**174**	**3744**	**3668.7**

Arm D - Entry (rolling hour)											Arm D - Exit (rolling hour)										All movements (rolling hour)								
Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
31	**7**	**0**	**0**	**0**	**0**	**7**	**45**	**39.4**	**07:00**	**08:00**	**16**	**2**	**0**	**0**	**0**	**1**	**3**	**22**	**19**	**07:00 08:00**	**373**	**92**	**1**	**0**	**16**	**8**	**30**	**520**	**507.7**
33	8	0	0	0	1	7	**49**	**42.8**	07:15	08:15	14	5	1	0	0	1	2	**23**	**21.3**	07:15 08:15	420	93	3	0	19	9	33	**577**	**565.7**
35	9	0	0	0	1	7	**52**	**45.8**	07:30	08:30	20	7	1	0	0	1	2	**31**	**29.3**	07:30 08:30	464	89	7	0	19	11	29	**619**	**611.7**
46	8	0	0	0	1	8	**63**	**56**	07:45	08:45	24	7	1	0	0	2	1	**35**	**33.5**	07:45 08:45	488	80	8	0	19	14	25	**634**	**628.6**
45	**5**	**0**	**0**	**0**	**2**	**7**	**59**	**52.2**	**08:00**	**09:00**	**30**	**9**	**1**	**0**	**0**	**1**	**1**	**42**	**41.1**	**08:00 09:00**	**503**	**76**	**8**	**0**	**17**	**12**	**19**	**635**	**633.6**
51	4	0	0	0	1	8	**64**	**57**	08:15	09:15	36	8	0	0	0	2	2	**48**	**45.2**	08:15 09:15	502	82	6	0	14	12	18	**634**	**629.4**
53	6	0	0	1	1	5	**66**	**62.4**	08:30	09:30	30	6	0	0	0	2	2	**40**	**37.2**	08:30 09:30	451	73	2	0	15	11	15	**567**	**564.4**
42	6	0	0	1	1	3	**53**	**51**	08:45	09:45	24	7	0	0	0	2	2	**35**	**32.2**	08:45 09:45	380	69	1	0	15	10	14	**489**	**487.3**
36	**8**	**0**	**0**	**1**	**2**	**3**	**50**	**47.4**	**09:00**	**10:00**	**18**	**8**	**0**	**0**	**0**	**2**	**1**	**29**	**27**	**09:00 10:00**	**317**	**69**	**3**	**0**	**20**	**17**	**14**	**440**	**440.1**
22	7	0	0	1	2	1	**33**	**32**	09:15	10:15	11	6	0	0	0	1	0	**18**	**17.4**	09:15 10:15	200	46	3	0	17	15	7	**288**	**291.9**
13	4	0	0	0	2	1	**20**	**18**	09:30	10:30	9	5	0	0	0	1	0	**15**	**14.4**	09:30 10:30	125	32	3	0	12	12	6	**190**	**191.5**
7	3	0	0	0	2	0	**12**	**10.8**	09:45	10:45	6	4	0	0	0	0	0	**10**	**10**	09:45 10:45	68	20	3	0	8	8	3	**110**	**112.3**
38	**6**	**0**	**0**	**0**	**1**	**3**	**48**	**45**	**15:00**	**16:00**	**43**	**1**	**1**	**0**	**1**	**4**	**3**	**53**	**49.7**	**15:00 16:00**	**370**	**52**	**5**	**0**	**18**	**13**	**22**	**480**	**475.1**
32	9	0	0	0	2	0	**43**	**41.8**	15:15	16:15	46	9	0	0	1	4	7	**67**	**60**	15:15 16:15	375	67	3	0	19	15	29	**508**	**496.3**
33	11	0	0	1	2	1	**48**	**47**	15:30	16:30	42	10	0	0	2	4	7	**65**	**59**	15:30 16:30	373	78	2	0	21	15	33	**522**	**508.6**
36	10	0	0	1	3	2	**52**	**49.6**	15:45	16:45	36	12	0	0	2	3	6	**59**	**54.4**	15:45 16:45	394	79	0	0	19	14	25	**531**	**521.6**
33	**10**	**0**	**0**	**1**	**3**	**3**	**50**	**46.8**	**16:00**	**17:00**	**41**	**12**	**0**	**0**	**1**	**1**	**8**	**63**	**57**	**16:00 17:00**	**400**	**78**	**0**	**0**	**17**	**12**	**30**	**537**	**522.8**
47	10	0	0	1	4	3	**65**	**61.2**	16:15	17:15	42	4	0	0	1	1	4	**52**	**49.2**	16:15 17:15	432	69	1	0	18	13	23	**556**	**548.3**
45	9	0	0	0	5	2	**61**	**56.4**	16:30	17:30	39	6	0	0	0	0	9	**54**	**46.8**	16:30 17:30	463	71	1	0	15	15	30	**595**	**577.5**
52	8	0	0	0	4	1	**65**	**61.8**	16:45	17:45	42	5	0	0	0	1	10	**58**	**49.4**	16:45 17:45	468	65	1	0	14	13	31	**592**	**573.9**
48	**5**	**0**	**0**	**0**	**3**	**0**	**56**	**54.2**	**17:00**	**18:00**	**34**	**5**	**0**	**0**	**0**	**4**	**7**	**50**	**42**	**17:00 18:00**	**473**	**58**	**1**	**0**	**15**	**15**	**26**	**588**	**573.7**
52	4	0	0	0	2	2	**60**	**57.2**	17:15	18:15	34	6	0	0	0	4	7	**51**	**43**	17:15 18:15	487	53	0	0	14	18	28	**600**	**580.8**
52	5	0	0	0	1	2	**60**	**57.8**	17:30	18:30	34	5	0	0	0	5	6	**50**	**42.2**	17:30 18:30	460	43	1	0	14	24	25	**567**	**547.1**
45	6	0	0	0	2	2	**55**	**52.2**	17:45	18:45	30	5	0	0	0	4	8	**47**	**38.2**	17:45 18:45	443	42	1	0	16	28	35	**565**	**536.7**
48	**6**	**0**	**0**	**0**	**2**	**4**	**60**	**55.6**	**18:00**	**19:00**	**32**	**4**	**0**	**0**	**0**	**1**	**8**	**45**	**38**	**18:00 19:00**	**426**	**40**	**1**	**0**	**15**	**29**	**33**	**544**	**515.7**
27	3	0	0	0	1	2	**33**	**30.8**	18:15	19:15	23	3	0	0	0	1	7	**34**	**27.8**	18:15 19:15	285	28	1	0	10	21	25	**370**	**347.9**
16	1	0	0	0	1	2	**20**	**17.8**	18:30	19:30	17	1	0	0	0	0	3	**21**	**18.6**	18:30 19:30	185	16	0	0	7	11	16	**235**	**222.6**
8	0	0	0	0	0	2	**10**	**8.4**	18:45	19:45	13	0	0	0	0	0	0	**13**	**13**	18:45 19:45	90	7	0	0	3	5	3	**108**	**105.6**
279	**47**	**0**	**0**	**2**	**13**	**27**	**320**	**295.6**	**TOTAL**		**214**	**41**	**2**	**0**	**2**	**14**	**31**	**251**	**224.1**	**TOTAL**	**2862**	**465**	**19**	**0**	**118**	**106**	**174**	**3264**	**3193.6**

Project ID and Name:	IW0056 Kneller Hall, Twickenham	Survey Date:	28/06/2022
Junction name:	Whitton Dene / Kneller Road / Nelson Road	Survey Day:	Tuesday

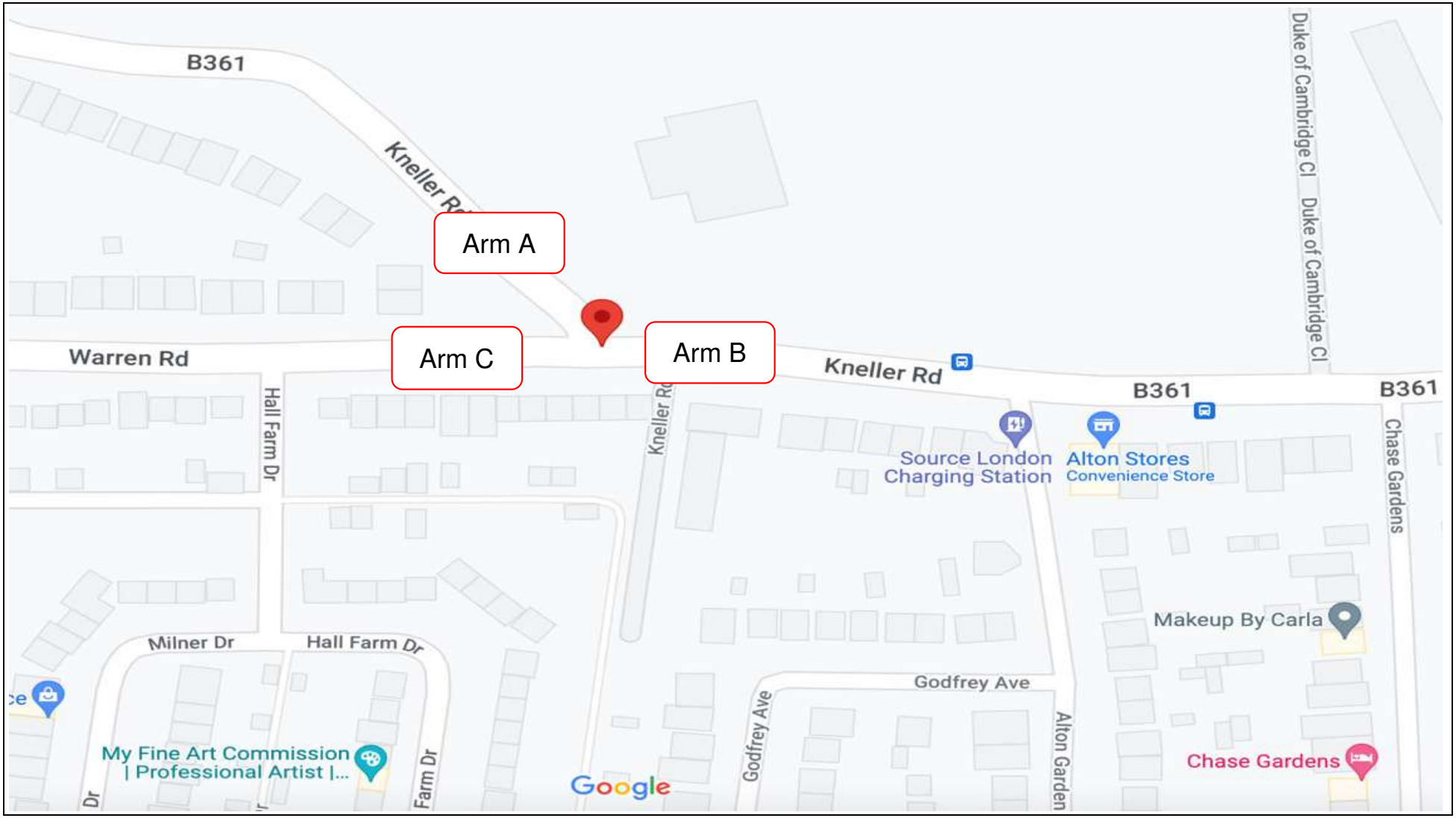
		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	118	17	2	0	6	2	8	153	152.4
08:15	08:30	126	23	4	0	4	4	4	165	165.4
08:30	08:45	128	16	1	0	4	5	4	158	156.3
08:45	09:00	131	20	1	0	3	1	3	159	159.5

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
17:15	17:30	127	22	0	0	3	4	12	168	159
17:30	17:45	112	10	0	0	2	2	3	129	127.4
17:45	18:00	107	9	0	0	4	4	5	129	126.6
18:00	18:15	141	12	0	0	5	8	8	174	167.8


All movements (15-minute intervals)
160
140
120
100
80
60
40
20
0
07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45 10:00
07:00 07:15 07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30 09:45
15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30 18:45 19:00
15:00 15:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30 18:45
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0056	Kneller Hall, Twickenham	Kneller Road/Warren Road	51.453848, -0.349185	28/06/2022	Tuesday	0700-1000 & 1500-1900hrs	Sunny	Sunny



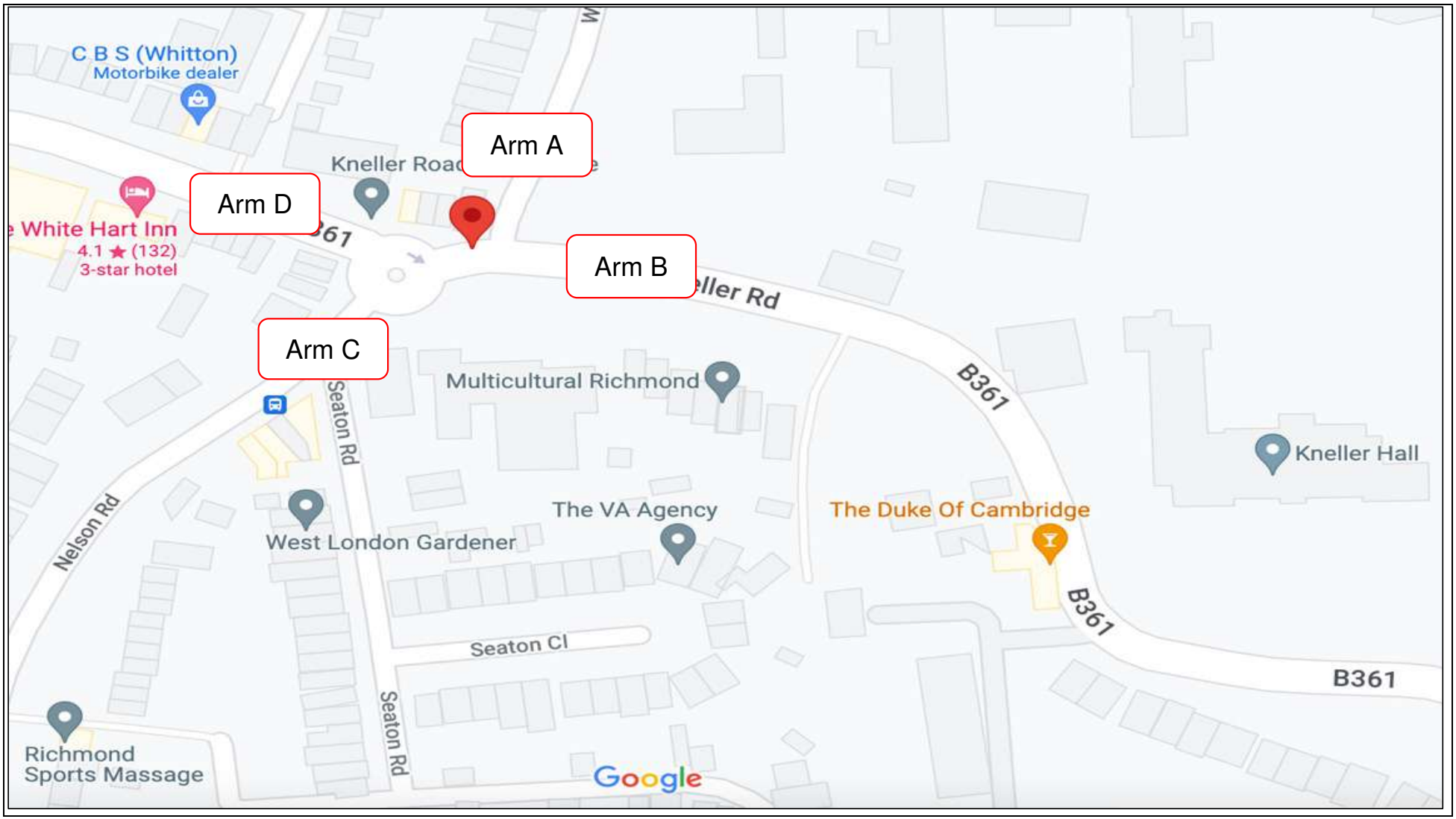
Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Kneller Road/Warren Road

Survey Date: 28/06/2022
Survey Day: Tuesday

		Arm A (Maximum Queue within the 5-minute interval)								Arm B														Arm C (Maximum Queue within the 5-minute interval)					
										Arm B - Near Side Lane (Maximum Queue within the 5-minute interval)						Arm B - Far Lane (Maximum Queue within the 5-minute interval)													
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:00	07:05	0	0	0	0	**0**	**0**	07:00	07:05	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:00	07:05	0	0	0	0	**0**	**0**
07:05	07:10	1	0	0	0	**1**	**1**	07:05	07:10	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:05	07:10	0	0	0	0	**0**	**0**
07:10	07:15	0	0	0	1	**1**	**2**	07:10	07:15	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:10	07:15	0	0	0	0	**0**	**0**
07:15	07:20	5	0	0	0	**5**	**5**	07:15	07:20	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:15	07:20	0	0	0	0	**0**	**0**
07:20	07:25	0	0	0	0	**0**	**0**	07:20	07:25	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	07:20	07:25	0	0	0	0	**0**	**0**
07:25	07:30	0	0	0	0	**0**	**0**	07:25	07:30	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	07:25	07:30	0	0	0	0	**0**	**0**
07:30	07:35	2	0	0	0	**2**	**2**	07:30	07:35	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	1	0	0	0	**1**	**1**	07:35	07:40	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	1	0	0	0	**1**	**1**	07:40	07:45	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	2	0	0	0	**2**	**2**	07:45	07:50	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	0	0	0	0	**0**	**0**	07:50	07:55	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	07:50	07:55	0	0	0	0	**0**	**0**
07:55	08:00	1	0	0	0	**1**	**1**	07:55	08:00	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	2	0	0	0	**2**	**2**	08:00	08:05	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	08:00	08:05	0	0	0	0	**0**	**0**
08:05	08:10	0	0	0	1	**1**	**2**	08:05	08:10	0	0	0	0	**0**	**0**	0	0	0	1	**1**	**2**	08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	1	0	0	0	**1**	**1**	08:10	08:15	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	08:10	08:15	0	0	0	0	**0**	**0**
08:15	08:20	2	0	0	1	**3**	**4**	08:15	08:20	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	08:15	08:20	0	0	0	0	**0**	**0**
08:20	08:25	1	0	0	0	**1**	**1**	08:20	08:25	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	08:20	08:25	0	0	0	0	**0**	**0**
08:25	08:30	1	0	0	0	**1**	**1**	08:25	08:30	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	08:25	08:30	0	0	0	0	**0**	**0**
08:30	08:35	1	0	0	0	**1**	**1**	08:30	08:35	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**	08:30	08:35	0	0	0	0	**0**	**0**
08:35	08:40	0	0	0	0	**0**	**0**	08:35	08:40	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	08:35	08:40	0	0	0	0	**0**	**0**
08:40	08:45	1	0	0	0	**1**	**1**	08:40	08:45	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	08:40	08:45	0	0	0	0	**0**	**0**
08:45	08:50	1	0	0	0	**1**	**1**	08:45	08:50	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	08:45	08:50	0	0	0	0	**0**	**0**
08:50	08:55	2	0	0	0	**2**	**2**	08:50	08:55	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	08:50	08:55	0	0	0	0	**0**	**0**
08:55	09:00	2	0	0	0	**2**	**2**	08:55	09:00	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	08:55	09:00	0	0	0	0	**0**	**0**
09:00	09:05	0	0	0	0	**0**	**0**	09:00	09:05	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	1	0	0	0	**1**	**1**	09:05	09:10	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	1	0	0	0	**1**	**1**	09:10	09:15	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:10	09:15	0	0	0	0	**0**	**0**
09:15	09:20	1	0	0	0	**1**	**1**	09:15	09:20	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	1	0	0	0	**1**	**1**	09:20	09:25	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	0	0	0	0	**0**	**0**	09:25	09:30	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	09:25	09:30	0	0	0	0	**0**	**0**
09:30	09:35	0	0	0	1	**1**	**2**	09:30	09:35	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:30	09:35	0	0	0	0	**0**	**0**
09:35	09:40	1	0	0	0	**1**	**1**	09:35	09:40	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:35	09:40	0	0	0	0	**0**	**0**
09:40	09:45	0	0	0	0	**0**	**0**	09:40	09:45	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:40	09:45	0	0	0	0	**0**	**0**
09:45	09:50	1	0	0	0	**1**	**1**	09:45	09:50	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**	09:45	09:50	0	0	0	0	**0**	**0**
09:50	09:55	0	0	0	0	**0**	**0**	09:50	09:55	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	09:50	09:55	0	0	0	0	**0**	**0**
09:55	10:00	1	0	0	0	**1**	**1**	09:55	10:00	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	09:55	10:00	0	0	0	0	**0**	**0**
15:00	15:05	1	0	0	0	**1**	**1**	15:00	15:05	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:00	15:05	0	0	0	0	**0**	**0**
15:05	15:10	1	0	0	0	**1**	**1**	15:05	15:10	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:05	15:10	0	0	0	0	**0**	**0**
15:10	15:15	2	0	0	0	**2**	**2**	15:10	15:15	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:10	15:15	0	0	0	0	**0**	**0**
15:15	15:20	0	0	0	1	**1**	**2**	15:15	15:20	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:15	15:20	0	0	0	0	**0**	**0**
15:20	15:25	0	0	0	0	**0**	**0**	15:20	15:25	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:20	15:25	0	0	0	0	**0**	**0**
15:25	15:30	0	0	0	0	**0**	**0**	15:25	15:30	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:25	15:30	0	0	0	0	**0**	**0**
15:30	15:35	1	0	0	0	**1**	**1**	15:30	15:35	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**	15:30	15:35	0	0	0	0	**0**	**0**
15:35	15:40	0	0	0	0	**0**	**0**	15:35	15:40	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:35	15:40	0	0	0	0	**0**	**0**
15:40	15:45	0	0	0	0	**0**	**0**	15:40	15:45	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:40	15:45	0	0	0	0	**0**	**0**
15:45	15:50	0	0	0	0	**0**	**0**	15:45	15:50	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:45	15:50	0	0	0	0	**0**	**0**
15:50	15:55	0	0	0	0	**0**	**0**	15:50	15:55	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	15:50	15:55	1	0	0	0	**1**	**1**
15:55	16:00	0	0	0	0	**0**	**0**	15:55	16:00	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	15:55	16:00	0	0	0	0	**0**	**0**
16:00	16:05	1	0	0	0	**1**	**1**	16:00	16:05	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	16:00	16:05	0	0	0	0	**0**	**0**
16:05	16:10	1	0	0	0	**1**	**1**	16:05	16:10	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	16:05	16:10	0	0	0	0	**0**	**0**
16:10	16:15	0	0	0	0	**0**	**0**	16:10	16:15	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	16:10	16:15	0	0	0	0	**0**	**0**
16:15	16:20	0	0	0	0	**0**	**0**	16:15	16:20	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	16:15	16:20	0	0	0	0	**0**	**0**
16:20	16:25	0	0	0	0	**0**	**0**	16:20	16:25	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	16:20	16:25	0	0	0	0	**0**	**0**
16:25	16:30	1	0	0	0	**1**	**1**	16:25	16:30	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	16:25	16:30	0	0	0	0	**0**	**0**
16:30	16:35	1	0	0	0	**1**	**1**	16:30	16:35	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**	16:30	16:35	0	0	0	0	**0**	**0**
16:35	16:40	1	0	0	0	**1**	**1**	16:35	16:40	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	16:35	16:40	0	0	0	0	**0**	**0**
16:40	16:45	0	0	0	0	**0**	**0**	16:40	16:45	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	16:40	16:45	0	0	0	0	**0**	**0**
16:45	16:50	1	0	0	0	**1**	**1**	16:45	16:50	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	16:45	16:50	0	0	0	0	**0**	**0**
16:50	16:55	1	0	0	0	**1**	**1**	16:50	16:55	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	16:50	16:55	0	0	0	0	**0**	**0**
16:55	17:00	1	0	0	0	**1**	**1**	16:55	17:00	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	16:55	17:00	0	0	0	0	**0**	**0**
17:00	17:05	0	0	0	1	**1**	**2**	17:00	17:05	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:00	17:05	0	0	0	0	**0**	**0**
17:05	17:10	0	0	0	0	**0**	**0**	17:05	17:10	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	17:05	17:10	0	0	0	0	**0**	**0**
17:10	17:15	1	0	0	0	**1**	**1**	17:10	17:15	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:10	17:15	0	0	0	0	**0**	**0**
17:15	17:20	0	0	0	0	**0**	**0**	17:15	17:20	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	0	0	0	0	**0**	**0**	17:20	17:25	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:20	17:25	0	0	0	0	**0**	**0**
17:25	17:30	1	0	0	0	**1**	**1**	17:25	17:30	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:25	17:30	0	0	0	0	**0**	**0**
17:30	17:35	1	0	0	0	**1**	**1**	17:30	17:35	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	0	0	0	0	**0**	**0**	17:35	17:40	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:35	17:40	0	0	0	0	**0**	**0**
17:40	17:45	1	0	0	0	**1**	**1**	17:40	17:45	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**	17:40	17:45	0	0	0	0	**0**	**0**
17:45	17:50	1	0	0	0	**1**	**1**	17:45	17:50	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:45	17:50	0	0	0	0	**0**	**0**
17:50	17:55	3	0	0	0	**3**	**3**	17:50	17:55	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	1	0	0	0	**1**	**1**	17:55	18:00	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	17:55	18:00	0	0	0	0	**0**	**0**
18:00	18:05	1	0	0	0	**1**	**1**	18:00	18:05	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	18:00	18:05	0	0	0	0	**0**	**0**
18:05	18:10	2	0	0	0	**2**	**2**	18:05	18:10	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	18:05	18:10	0	0	0	0	**0**	**0**

18:10	18:15	0	0	0	0	**0**	**0**	18:10	18:15	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	1	0	0	0	**1**	**1**	18:15	18:20	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	2	0	0	0	**2**	**2**	18:20	18:25	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	18:20	18:25	0	0	0	0	**0**	**0**
18:25	18:30	1	0	0	0	**1**	**1**	18:25	18:30	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	18:25	18:30	0	0	0	0	**0**	**0**
18:30	18:35	0	0	0	0	**0**	**0**	18:30	18:35	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	18:30	18:35	0	0	0	0	**0**	**0**
18:35	18:40	1	0	0	1	**2**	**3**	18:35	18:40	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	18:35	18:40	0	0	0	0	**0**	**0**
18:40	18:45	0	0	0	0	**0**	**0**	18:40	18:45	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	18:40	18:45	0	0	0	0	**0**	**0**
18:45	18:50	0	0	0	0	**0**	**0**	18:45	18:50	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**	18:45	18:50	0	0	0	0	**0**	**0**
18:50	18:55	1	0	0	0	**1**	**1**	18:50	18:55	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**	18:50	18:55	0	0	0	0	**0**	**0**
18:55	19:00	1	0	0	0	**1**	**1**	18:55	19:00	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**	18:55	19:00	0	0	0	0	**0**	**0**

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0056	Kneller Hall, Twickenham	Whitton Dene / Kneller Road / Nelson Road	51.455570, -0.353160	28/06/2022	Tuesday	0700-1000 & 1500-1900hrs	Sunny	Sunny



Project ID and Name: IW0056 Kneller Hall, Twickenham
Junction name: Whitton Dene / Kneller Road / Nelson Road

Survey Date: 28/06/2022
Survey Day: Tuesday

Time Interval		Arm A (Maximum Queue within the 5-minute interval)						Time Interval		Arm B (Maximum Queue within the 5-minute interval)						Time Interval		Arm C (Maximum Queue within the 5-minute interval)						Time Interval		Arm D (Maximum Queue within the 5-minute interval)					
		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU			Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU			Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU			Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:00	07:05	2	0	0	0	**2**	**2**	07:00	07:05	0	0	0	0	**0**	**0**	07:00	07:05	0	0	0	0	**0**	**0**	07:00	07:05	0	0	0	0	**0**	**0**
07:05	07:10	0	0	0	0	**0**	**0**	07:05	07:10	0	0	0	0	**0**	**0**	07:05	07:10	0	0	0	0	**0**	**0**	07:05	07:10	0	0	0	0	**0**	**0**
07:10	07:15	1	0	0	0	**1**	**1**	07:10	07:15	0	0	0	0	**0**	**0**	07:10	07:15	0	0	0	0	**0**	**0**	07:10	07:15	0	0	0	0	**0**	**0**
07:15	07:20	1	0	0	0	**1**	**1**	07:15	07:20	0	0	0	0	**0**	**0**	07:15	07:20	0	0	0	0	**0**	**0**	07:15	07:20	1	0	0	0	**1**	**1**
07:20	07:25	0	0	0	0	**0**	**0**	07:20	07:25	0	0	0	0	**0**	**0**	07:20	07:25	0	0	0	0	**0**	**0**	07:20	07:25	0	0	0	0	**0**	**0**
07:25	07:30	1	0	0	1	**2**	**3**	07:25	07:30	0	0	0	0	**0**	**0**	07:25	07:30	1	0	0	0	**1**	**1**	07:25	07:30	0	0	0	0	**0**	**0**
07:30	07:35	1	0	0	0	**1**	**1**	07:30	07:35	0	0	0	0	**0**	**0**	07:30	07:35	2	0	0	0	**2**	**2**	07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	1	0	0	1	**2**	**3**	07:35	07:40	0	0	0	0	**0**	**0**	07:35	07:40	0	0	0	0	**0**	**0**	07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	2	0	0	0	**2**	**2**	07:40	07:45	0	0	0	0	**0**	**0**	07:40	07:45	0	0	0	0	**0**	**0**	07:40	07:45	1	0	0	0	**1**	**1**
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07:50	07:55	1	0	0	0	**1**	**1**	07:50	07:55	0	0	0	0	**0**	**0**	07:50	07:55	0	0	0	0	**0**	**0**	07:50	07:55	0	0	0	0	**0**	**0**
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08:05	08:10	1	0	0	0	**1**	**1**	08:05	08:10	0	0	0	0	**0**	**0**	08:05	08:10	3	0	0	0	**3**	**3**	08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	1	0	0	0	**1**	**1**	08:10	08:15	0	0	0	0	**0**	**0**	08:10	08:15	0	0	0	0	**0**	**0**	08:10	08:15	0	0	0	0	**0**	**0**
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08:35	08:40	3	0	0	0	**3**	**3**	08:35	08:40	0	0	0	0	**0**	**0**	08:35	08:40	2	0	0	0	**2**	**2**	08:35	08:40	0	0	0	0	**0**	**0**
08:40	08:45	2	0	0	0	**2**	**2**	08:40	08:45	0	0	0	0	**0**	**0**	08:40	08:45	3	0	0	0	**3**	**3**	08:40	08:45	1	0	0	0	**1**	**1**
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08:55	09:00	2	0	0	0	**2**	**2**	08:55	09:00	0	0	0	0	**0**	**0**	08:55	09:00	0	0	0	0	**0**	**0**	08:55	09:00	1	0	0	0	**1**	**1**
09:00	09:05	3	0	0	0	**3**	**3**	09:00	09:05	0	0	0	0	**0**	**0**	09:00	09:05	1	0	0	0	**1**	**1**	09:00	09:05	0	0	0	0	**0**	**0**
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09:25	09:30	0	0	0	0	**0**	**0**	09:25	09:30	0	0	0	0	**0**	**0**	09:25	09:30	2	0	0	0	**2**	**2**	09:25	09:30	0	0	0	0	**0**	**0**
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15:00	15:05	1	0	0	0	**1**	**1**	15:00	15:05	1	0	0	0	**1**	**1**	15:00	15:05	0	0	0	0	**0**	**0**	15:00	15:05	0	0	0	0	**0**	**0**
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15:15	15:20	0	0	0	0	**0**	**0**	15:15	15:20	0	0	0	0	**0**	**0**	15:15	15:20	0	0	0	0	**0**	**0**	15:15	15:20	0	0	0	0	**0**	**0**
15:20	15:25	1	0	0	0	**1**	**1**	15:20	15:25	0	0	0	0	**0**	**0**	15:20	15:25	0	0	0	0	**0**	**0**	15:20	15:25	1	0	0	0	**1**	**1**
15:25	15:30	2	0	0	0	**2**	**2**	15:25	15:30	0	0	0	0	**0**	**0**	15:25	15:30	0	0	0	0	**0**	**0**	15:25	15:30	1	0	0	0	**1**	**1**
15:30	15:35	1	0	0	0	**1**	**1**	15:30	15:35	1	0	0	0	**1**	**1**	15:30	15:35	4	0	0	0	**4**	**4**	15:30	15:35	1	0	0	0	**1**	**1**
15:35	15:40	2	0	0	0	**2**	**2**	15:35	15:40	0	0	0	0	**0**	**0**	15:35	15:40	2	0	0	0	**2**	**2**	15:35	15:40	0	0	0	0	**0**	**0**
15:40	15:45	1	0	0	0	**1**	**1**	15:40	15:45	1	0	0	0	**1**	**1**	15:40	15:45	1	0	0	0	**1**	**1**	15:40	15:45	0	0	0	0	**0**	**0**
15:45	15:50	2	0	0	0	**2**	**2**	15:45	15:50	0	0	0	0	**0**	**0**	15:45	15:50	0	0	0	0	**0**	**0**	15:45	15:50	0	0	0	0	**0**	**0**
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15:55	16:00	1	0	0	0	**1**	**1**	15:55	16:00	0	0	0	0	**0**	**0**	15:55	16:00	0	0	0	0	**0**	**0**	15:55	16:00	1	0	0	0	**1**	**1**
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16:25	16:30	2	0	0	0	**2**	**2**	16:25	16:30	0	0	0	0	**0**	**0**	16:25	16:30	0	0	0	0	**0**	**0**	16:25	16:30	1	0	0	0	**1**	**1**
16:30	16:35	3	0	0	0	**3**	**3**	16:30	16:35	0	0	0	0	**0**	**0**	16:30	16:35	0	0	0	0	**0**	**0**	16:30	16:35	0	0	0	0	**0**	**0**
16:35	16:40	0	0	0	0	**0**	**0**	16:35	16:40	0	0	0	0	**0**	**0**	16:35	16:40	0	0	0	0	**0**	**0**	16:35	16:40	0	0	0	0	**0**	**0**
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16:45	16:50	2	0	0	0	**2**	**2**	16:45	16:50	0	0	0	0	**0**	**0**	16:45	16:50	1	0	0	0	**1**	**1**	16:45	16:50	1	0	0	0	**1**	**1**
16:50	16:55	2	0	0	0	**2**	**2**	16:50	16:55	0	0	0	0	**0**	**0**	16:50	16:55	0	0	0	0	**0**	**0**	16:50	16:55	0	0	0	0	**0**	**0**
16:55	17:00	0	0	0	0	**0**	**0**	16:55	17:00	0	0	0	0	**0**	**0**	16:55	17:00	1	0	0	0	**1**	**1**	16:55	17:00	0	0	0	0	**0**	**0**
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17:20	17:25	2	0	0	0	**2**	**2**	17:20	17:25	1	0	0	0	**1**	**1**	17:20	17:25	0	0	0	0	**0**	**0**	17:20	17:25	0	0	0	0	**0**	**0**
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17:55	18:00	0	0	0	0	**0**	**0**	17:55	18:00	0	0	0	0	**0**	**0**	17:55	18:00	2	0	0	0	**2**	**2**	17:55	18:00	0	0	0	0	**0**	**0**
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18:05	18:10	2	0	0	0	**2**	**2**	18:05	18:10	0	0	0	0	**0**	**0**	18:05	18:10	0	0	0	0	**0**	**0**	18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	2	0	0	0	**2**	**2**	18:10	18:15	0	0	0	0	**0**	**0**	18:10	18:15	0	0	0	0	**0**	**0**	18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	2	0	0	0	**2**	**2**	18:15	18:20	0	0	0	0	**0**	**0**	18:15	18:20	0	0	0	0	**0**	**0**	18:15	18:20	1	0	0	0	**1**	**1**
18:20	18:25	1	0	0	0	**1**	**1**	18:20	18:25	0	0	0	0	**0**	**0**	18:20	18:25	0	0	0	0	**0**	**0**	18:20	18:25	0	0	0	0	**0**	**0**
18:25	18:30	2	0	0	0	**2**	**2**	18:25	18:30	0	0	0	0	**0**	**0**	18:25	18:30	0	0	0	0	**0**	**0**	18:25	18:30	2	0	0	0	**2**	**2**
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18:35	18:40	2	0	0	0	**2**	**2**	18:35	18:40	0	0	0	0	**0**	**0**	18:35	18:40	2	0	0	0	**2**	**2**	18:35	18:40	0	0	0	0	**0**	**0**
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18:50	18:55	1	0	0	0	**1**	**1**	18:50	18:55	0	0	0	0	**0**	**0**	18:50	18:55	0	0	0	0	**0**	**0**	18:50	18:55	0	0	0	0	**0**	**0**
18:55	19:00	1	0	0	0	**1**	**1**	18:55	19:00	0	0	0	0	**0**	**0**	18:55	19:00	0	0	0	0	**0**	**0**	18:55	19:00	0	0	0	0	**0**	**0**

Car	1
LGV	1
OGV1	1.5
OGV2	2.3
PSV	2
M/C	0.4
P/C	0.2

Appendix M

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: B361 Kneller Road-Nelson Road Roundabout v1.j9
Path: C:\Users\nicol\Modelling Group\Communication site - Projects\MG0206 - Kneller Road\Technical\Models
Report generation date: 13/09/2022 06:21:38

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Set 1 - 2022 Base											
Arm 1	D1	0.2	4.27	0.20	A	234 % [Arm 2]	D2	0.2	4.11	0.17	A	388 % [Arm 2]
Arm 2		0.4	5.08	0.26	A			0.2	4.46	0.17	A	
Arm 3		0.1	4.69	0.06	A			0.1	4.32	0.05	A	
	Set 1 - 2023 Base											
Arm 1	D3	0.2	4.28	0.20	A	231 % [Arm 2]	D4	0.2	4.16	0.17	A	383 % [Arm 2]
Arm 2		0.4	5.10	0.26	A			0.2	4.47	0.17	A	
Arm 3		0.1	4.71	0.06	A			0.1	4.33	0.05	A	
	Set 1 - 2023 FB + Dev											
Arm 1	D5	0.2	4.28	0.20	A	193 % [Arm 2]	D6	0.3	4.34	0.21	A	331 % [Arm 1]
Arm 2		0.4	5.36	0.30	A			0.2	4.47	0.17	A	
Arm 3		0.1	4.85	0.07	A			0.1	4.33	0.05	A	
	Set 1 - 2029 Base											
Arm 1	D7	0.3	4.34	0.21	A	214 % [Arm 2]	D8	0.2	4.21	0.18	A	358 % [Arm 2]
Arm 2		0.4	5.20	0.28	A			0.2	4.52	0.18	A	
Arm 3		0.1	4.77	0.07	A			0.1	4.37	0.05	A	
	Set 1 - 2029 FB + Dev											
Arm 1	D9	0.3	4.34	0.21	A	159 % [Arm 2]	D10	0.3	4.53	0.24	A	273 % [Arm 1]
Arm 2		0.5	5.68	0.34	A			0.2	4.52	0.18	A	
Arm 3		0.1	5.04	0.07	A			0.1	4.37	0.05	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	09/09/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-G21LB7O\nicol
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Set 1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2029 FB + Dev	PM	FLAT	15:00	16:00	60	60	✓

Set 1 - 2029 FB + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Nelson Rd-B361 Kneller Rd	Mini-roundabout		1, 2, 3	4.51	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		273	Arm 1

Arms

Arms

Arm	Name	Description
1	B361 Kneller Road East	
2	Nelson Road	
3	B361 Kneller Road West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	4.10	4.10	5.40	2.0	14.30	11.10	0.0	
2	4.40	4.40	4.50	6.7	11.60	12.40	0.0	
3	4.00	4.00	4.40	8.2	14.00	8.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.651	1066
2	0.654	994
3	0.642	973

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		FLAT	✓	255	100.000
2		FLAT	✓	176	100.000
3		FLAT	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	220	35
	2	158	0	18
	3	35	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	4.53	0.3	A	255	255
2	0.18	4.52	0.2	A	176	176
3	0.05	4.37	0.1	A	48	48

Main Results for each time segment

15:00 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	255	255	13	1058	0.241	255	192	0.0	0.3	4.527	A
2	176	176	35	971	0.181	175	233	0.0	0.2	4.522	A
3	48	48	157	871	0.055	48	53	0.0	0.1	4.370	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: B361 Kneller Road-Site Access 2 model v1.j9
Path: C:\Users\nicol\Modelling Group\Communication site - Projects\MG0206 - Kneller Road\Technical\Models
Report generation date: 13/09/2022 06:05:57

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2022 Base											
Stream B-AC	D1	0.0	0.00	0.00	A	900 %	D2	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	2023 Base											
Stream B-AC	D3	0.0	0.00	0.00	A	900 %	D4	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	2023 FB + Dev											
Stream B-AC	D5	1.0	20.45	0.48	C	25 %	D6	0.6	16.33	0.34	C	49 %
Stream C-AB		0.5	6.87	0.20	A	[Stream B-AC]		0.4	5.96	0.15	A	[Stream B-AC]
	2029 Base											
Stream B-AC	D7	0.0	0.00	0.00	A	900 %	D8	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	2029 FB + Dev											
Stream B-AC	D9	6.0	65.84	0.86	F	-11 %	D10	1.7	26.63	0.60	D	9 %
Stream C-AB		0.9	8.09	0.36	A	[Stream B-AC]		0.7	6.61	0.26	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	08/09/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-G21LB7O\nicol
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2029 FB + Dev	PM	FLAT	15:00	16:00	60	60	✓

2029 FB + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	Site Access 2	Site Access 2	Minor
C	B361 Kneller Road	B361 Kneller Road	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.40			107.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.10	18	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	496	0.085	0.214	0.135	0.306
B-C	640	0.092	0.233	-	-
C-B	636	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	567	100.000
B		FLAT	✓	228	100.000
C		FLAT	✓	501	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	124	444
	B	124	0	104
	C	397	104	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	17	1
	B	12	0	14
	C	1	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.60	26.63	1.7	D	228	228
C-AB	0.26	6.61	0.7	A	209	209
C-A					292	292
A-B					124	124
A-C					444	444

Main Results for each time segment

15:00 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	228	377	0.604	226	0.0	1.7	26.630	D
C-AB	209	209	790	0.264	208	0.0	0.7	6.611	A
C-A	292	292			292				
A-B	124	124			124				
A-C	444	444			444				

Junctions 9

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Filename: B361 Kneller Road-Warren Road model v1.j9
Path: C:\Users\nicol\Modelling Group\Communication site - Projects\MG0206 - Kneller Road\Technical\Models
Report generation date: 13/09/2022 06:18:30

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Set 1 - 2022 Base											
Stream B-AC	D1	0.2	7.12	0.18	A	175 %	D2	0.1	6.17	0.11	A	269 %
Stream C-AB		0.1	6.87	0.10	A	[Stream B-AC]		0.1	6.55	0.12	A	[Stream B-AC]
	Set 1 - 2023 Base											
Stream B-AC	D3	0.2	7.15	0.19	A	173 %	D4	0.1	6.19	0.11	A	265 %
Stream C-AB		0.1	6.89	0.10	A	[Stream B-AC]		0.1	6.56	0.12	A	[Stream B-AC]
	Set 1 - 2023 FB + Dev											
Stream B-AC	D5	0.3	7.77	0.22	A	127 %	D6	0.2	6.85	0.19	A	184 %
Stream C-AB		0.3	7.86	0.20	A	[Stream B-AC]		0.2	6.86	0.14	A	[Stream B-AC]
	Set 1 - 2029 Base											
Stream B-AC	D7	0.2	7.27	0.20	A	159 %	D8	0.1	6.28	0.12	A	247 %
Stream C-AB		0.1	7.00	0.11	A	[Stream B-AC]		0.1	6.64	0.13	A	[Stream B-AC]
	Set 1 - 2029 FB + Dev											
Stream B-AC	D9	0.4	8.52	0.26	A	95 %	D10	0.3	7.57	0.25	A	134 %
Stream C-AB		0.4	8.78	0.28	A	[Stream B-AC]		0.2	7.17	0.17	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	08/09/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-G21LB7O\nicol
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Set 1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2029 FB + Dev	PM	FLAT	15:00	16:00	60	60	✓

Set 1 - 2029 FB + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	134	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Warren Rd	Warren Rd	Major
B	B361 Kneller Road	B361 Kneller Road	Minor
C	B361 Kneller Road	B361 Kneller Road	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.40	✓	3.00	✓	3.00	92.0	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.40	56	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	633	0.101	0.257	0.161	0.367
B-C	747	0.108	0.272	-	-
C-B	682	0.248	0.248	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	366	100.000
B		FLAT	✓	158	100.000
C		FLAT	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	4	362
	B	8	0	150
	C	455	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	7.57	0.3	A	158	158
C-AB	0.17	7.17	0.2	A	102	102
C-A					453	453
A-B					4	4
A-C					362	362

Main Results for each time segment

15:00 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	158	633	0.250	158	0.0	0.3	7.574	A
C-AB	102	102	604	0.169	102	0.0	0.2	7.166	A
C-A	453	453			453				
A-B	4	4			4				
A-C	362	362			362				

Junctions 9

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Filename: B361 Kneller Road-Whitton Dene model v1.j9
Path: C:\Users\nicol\Modelling Group\Communication site - Projects\MG0206 - Kneller Road\Technical\Models
Report generation date: 13/09/2022 06:30:25

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Set 1 - 2022 Base											
Stream B-C	D1	0.1	7.88	0.12	A	90 % [Stream B-A]	D2	0.1	7.02	0.07	A	146 % [Stream B-A]
Stream B-A		0.6	11.02	0.36	B			0.4	9.48	0.28	A	
Stream C-AB		0.1	7.18	0.09	A			0.1	6.67	0.08	A	
	Set 1 - 2023 Base											
Stream B-C	D3	0.1	7.92	0.13	A	88 % [Stream B-A]	D4	0.1	7.04	0.07	A	144 % [Stream B-A]
Stream B-A		0.6	11.10	0.36	B			0.4	9.52	0.28	A	
Stream C-AB		0.1	7.19	0.09	A			0.1	6.68	0.08	A	
	Set 1 - 2023 FB + Dev											
Stream B-C	D5	0.2	8.30	0.16	A	71 % [Stream B-A]	D6	0.2	7.95	0.16	A	90 % [Stream B-A]
Stream B-A		0.6	12.02	0.38	B			0.6	10.96	0.36	B	
Stream C-AB		0.3	8.18	0.19	A			0.1	6.82	0.10	A	
	Set 1 - 2029 Base											
Stream B-C	D7	0.2	8.13	0.13	A	78 % [Stream B-A]	D8	0.1	7.14	0.07	A	131 % [Stream B-A]
Stream B-A		0.6	11.56	0.38	B			0.4	9.78	0.30	A	
Stream C-AB		0.1	7.27	0.10	A			0.1	6.72	0.08	A	
	Set 1 - 2029 FB + Dev											
Stream B-C	D9	0.2	8.88	0.19	A	52 % [Stream B-A]	D10	0.3	9.09	0.23	A	56 % [Stream B-A]
Stream B-A		0.7	13.52	0.42	B			0.8	12.94	0.44	B	
Stream C-AB		0.4	9.23	0.28	A			0.1	7.00	0.12	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	08/09/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-G21LB7O\nicol
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Set 1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2029 FB + Dev	PM	FLAT	15:00	16:00	60	60	✓

Set 1 - 2029 FB + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	B361 Kneller Rd	B361 Kneller Rd	Major
B	Whitton Dene	Whitton Dene	Minor
C	B361 Kneller Road	B361 Kneller Road	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			42.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.20	4.50	4.10	3.90	✓	1.00	22	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.093	0.234	0.147	0.335
B-C	644	0.090	0.228	-	-
C-B	598	0.212	0.212	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	193	100.000
B		FLAT	✓	337	100.000
C		FLAT	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	156	37
	B	218	0	119
	C	37	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	9.09	0.3	A	119	119
B-A	0.44	12.94	0.8	B	218	218
C-AB	0.12	7.00	0.1	A	69	69
C-A					33	33
A-B					156	156
A-C					37	37

Main Results for each time segment

15:00 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	119	515	0.232	119	0.0	0.3	9.091	A
B-A	218	218	498	0.438	217	0.0	0.8	12.942	B
C-AB	69	69	583	0.118	69	0.0	0.1	6.996	A
C-A	33	33			33				
A-B	156	156			156				
A-C	37	37			37				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Whitton Dene -Site Access 1 model v1.j9
Path: C:\Users\nicol\Modelling Group\Communication site - Projects\MG0206 - Kneller Road\Technical\Models
Report generation date: 13/09/2022 05:59:26

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	Set 1 - 2022 Base											
Stream B-AC	D1	0.0	0.00	0.00	A	900 %	D2	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	Set 1 - 2023 Base											
Stream B-AC	D3	0.0	0.00	0.00	A	900 %	D4	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	Set 1 - 2023 FB + Dev											
Stream B-AC	D5	0.0	0.00	0.00	A	183 %	D6	0.2	8.03	0.15	A	278 %
Stream C-AB		0.3	5.71	0.16	A	[Stream C-AB]		0.0	0.00	0.00	A	[Stream B-AC]
	Set 1 - 2029 Base											
Stream B-AC	D7	0.0	0.00	0.00	A	900 %	D8	0.0	0.00	0.00	A	900 %
Stream C-AB		0.0	0.00	0.00	A	[]		0.0	0.00	0.00	A	[]
	Set 1 - 2029 FB + Dev											
Stream B-AC	D9	0.0	0.00	0.00	A	108 %	D10	0.3	9.27	0.26	A	157 %
Stream C-AB		0.6	6.56	0.28	A	[Stream C-AB]		0.0	0.00	0.00	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	08/09/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-G21LB7O\nicol
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Set 1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2029 FB + Dev	PM	FLAT	15:00	16:00	60	60	✓

Set 1 - 2029 FB + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	157	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	Site Access 2	Site Access 2	Minor
C	Whitton Dene	Whitton Dene	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.65			35.8	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.30	20	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	457	0.077	0.195	0.123	0.279
B-C	590	0.084	0.212	-	-
C-B	595	0.214	0.214	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	215	100.000
B		FLAT	✓	135	100.000
C		FLAT	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	215
	B	14	0	122
	C	220	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	9.27	0.3	A	135	135
C-AB	0.00	0.00	0.0	A	0	0
C-A					220	220
A-B					0	0
A-C					215	215

Main Results for each time segment

15:00 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	135	523	0.259	135	0.0	0.3	9.269	A
C-AB	0	0	549	0.000	0	0.0	0.0	0.000	A
C-A	220	220			220				
A-B	0	0			0				
A-C	215	215			215				