

works taking place for Brixton Rail Station, which have resulted in extensive hoarding and scaffolding being place on the northern footway. This restricts the usable footway for pedestrians and reduces feelings of safety and comfortability for pedestrians. This is demonstrated in **Photographs 3** and **4** below.



Photograph 3: Footway along Atlantic Road southern side.



Photograph 4: Footway along Atlantic Road northern side.

- 6.26 It should be noted that the works currently taking place at Brixton Station affecting Atlantic Road are temporary and will not restrict the footway in the long term.

### **Link 5 – Pope’s Road (between Atlantic Road and Brixton Road)**

- 6.27 The section of Pope’s Road to the south of Atlantic Road, is a pedestrianised area primarily used for market units and shoppers.
- 6.28 The route was largely marked positively in terms of the pedestrian environment, although certain aspects were considered more negative, including the lack of provision of dropped kerbs, footway obstructions and legibility. The presence of the market stalls in the centre of the route is considered to reduce pedestrian legibility, also reducing the effective width and exacerbating the impact of any obstructions on the route. In the centre of the route where Pope’s Road crosses Electric Avenue, a shared surface is provided onto the Electric Avenue, which is marked by ridges

to differentiate the two roads, for those with visual impairment. The characteristics of the route described above are demonstrated in **Photograph 5** below.



## Link 6 – Valentia Place

- 6.29 Valentia Place is a two-way vehicular route, providing pedestrian footways on the eastern and western sides of the footway. The road is not heavily trafficked by either vehicles or pedestrians.
- 6.30 As shown in **Photograph 6**, the audit identified that tactile paving was not provided on all vehicle crossovers on the route, limiting the amount of tactile information available for the visually impaired. In addition, the quality of the footway in places, was not to the same standard as other assessed routes, leaving room for improvement on the maintenance of the footway.





Photograph 6: Footway along western footway of Valentia Place

## Summary

- 6.31 The majority of the links and crossings identified as part of the PERS assessment had an overall RAG score of 'G' demonstrating the pedestrian environment surrounding the Site is good. The minor issues identified for some of the links are either temporary or can be addressed with further maintenance and enforcement of keeping the footways clear.
- 6.32 All the crossings were found to have RAG scores of 'G', indicating that crossings in the vicinity of the Site are well maintained, suitable for pedestrian footfall and inclusive for all pedestrians at all levels of mobility.

## **7 TRIP GENERATION**

- 7.1 This section of the report sets out the multi-modal trip generation assessment for the proposed development.
- 7.2 The trip generation exercise is based on the office component of the development on the basis that this is the dominant use, but also that it will generate the majority of primary (or new) trips to the network as people travel to/from the Site for work, therefore adding new journeys to the existing transport network.
- 7.3 The proposed market use has not been included in the trip generation assessment on the basis that the new market use will be brought forward as an extension of the existing market provision in the town centre. The trips generated will therefore predominantly be secondary in nature and not primary (i.e. new to the transport network). Secondary trips in this instance occur when a visitor is already going to the existing markets in the town centre and would now have the benefit of a greater choice of destination i.e. an extension of the retail offering. Additionally, trips to the new markets will be 'linked' with other uses in the town centre (such as high street shops), 'diverted' as people adapt their normal route via the new market, or 'pass-by' as people stop on the way to/from their usual place of work or home, for example. Importantly, where there is still the potential for the market to generate primary trips, they will be concentrated outside of the weekday morning and afternoon peak periods when demand on the transport and highway network is greatest. This is evident by the nature of market and retail use which tends to peak in demand around lunchtime, in the evenings and at weekends.
- 7.4 Additionally, the proposed D1 / D2 community use has also not been included in the trip generation for similar reasons to the market. For the purposes of the planning application and as a reasonable use of the 'D' class space, it has been assumed as a gym, most trips for which would also be secondary, for example as people visit on the way to/from work. Whilst the gym will still generate new single purpose trips, these will not be concentrated in the peak periods when demand on the transport network is likely to be highest.



- 7.5 The standalone restaurant on the 8<sup>th</sup> floor will in many respects generate a demand for trips that is comparable to the A3 elements of the ground and first floor market use of the development, with the peaks being lunchtimes, evenings and weekends. Many of the trips to the restaurant are likely to be by people already in the area for other purposes rather than those undertaking a specific journey, and for these reasons and that the use does not coincide with the critical weekday peak periods, it has also been excluded from the trip generation assessment.

## Methodology

- 7.6 The trip generation for the proposed development (focusing on the office use) has been calculated using the industry standard TRICS database which provides comparable survey information for the proposed land uses. Sites have been selected from TRICS that are comparable in terms of location, accessibility and parking provision.
- 7.7 The trip rates established from the selected sites have been applied to the quantum of proposed development to calculate the resultant number of person trips i.e. trips across all modes of travel, utilising both modal splits from the TRICS database, and adjusted 2011 Census data for the method of travel to work.
- 7.8 This assessment considers the trip generation during the weekday peak hours of 08:00 – 09:00 (AM Peak) and 17:00 – 18:00 (PM Peak) for the office use. This approach is in accordance with best practice to reflect the times at which demand on the transport network is typically greatest.
- 7.9 Given the excellent accessibility of the Site to public transport and the opportunities for active modes (i.e. walking and cycling), it is expected that the vast majority of trips will be by non-car modes.

## Census Data

- 7.10 The 2011 Census has been interrogated to establish the method of journey to work for employees within the Lambeth 011 output area, the relevance of which is that it provides a locale specific dataset. The data is set out in **Table 7.1**, which shows that public transport is responsible for 64.6% of all trips to work by employees in the area, and 13.7% for active modes. This Census data has been utilised as the modal split for the future office employees.

Table 7.1: 2011 Census Employee Modal Split	
Mode	Percentage (%)
Underground	20.0%
Train	16.7%
Bus	27.9%
Taxi	0.2%
Motorcycle	1.3%
Car Driver	19.2%
Car Passenger	1.0%
Bicycle	5.4%
Walking	8.3%
<b>Total</b>	<b>100.0%</b>

## Proposed Office Trip Generation

7.11 The TRICS trip rates obtained from the database have been utilised to assess the proposed office trip generation. The trip rates and trip generation for the proposed office of 27,728sqm (GEA) are summarised in **Table 7.2**. The TRICS outputs are also provided at **Appendix E**.

Table 7.2: Total Person Office Trip Generation (27,728sqm)						
Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
<b>AM Peak Hour</b>	2.844	0.257	3.101	789	71	860
<b>PM Peak Hour</b>	0.207	2.609	2.816	57	723	781

7.12 **Table 7.2** indicates that the proposed office development is estimated to generate 860 two-way person trips during the AM peak hour and 781 two-way person trips during the PM peak hour.

7.13 The modal split for existing office trips has been based on the 2011 Census Method of Travel to Work (Workplace Population) data for the Lambeth 011 output area. The proposed development does not include on-site car parking provision and the surrounding area is subject to controlled parking; therefore, the modal split data has been adjusted to better represent the zero car parking spaces provided and the inability of future employees to drive and park at or near the Site. The adjusted modal split has been applied to the calculated trip generation and is outlined in **Table 7.3** below.

<b>Table 7.3: Office Trip Generation by Mode *</b>								
<b>Mode</b>	<b>Census Mode Split</b>	<b>Adjusted Mode Split</b>	<b>AM Peak Hour Trips</b>			<b>PM Peak Hour Trips</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Underground</b>	20.0%	25.5%	201	18	219	15	184	199
<b>Train</b>	16.7%	20.9%	165	15	180	12	151	163
<b>Bus</b>	27.9%	34.9%	275	25	300	20	252	273
<b>Taxi</b>	0.2%	0.2%	2	0	2	0	1	2
<b>Motorcycle</b>	1.3%	0.4%	3	0	3	0	3	3
<b>Car Driver</b>	19.2%	0.4%	3	0	3	0	3	3
<b>Car Passenger</b>	1.0%	1.0%	8	1	9	1	7	8
<b>Cycle</b>	5.4%	6.7%	53	5	58	4	48	52
<b>Walk</b>	8.3%	10.4%	82	7	89	6	75	81
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>792</b>	<b>72</b>	<b>863</b>	<b>58</b>	<b>726</b>	<b>784</b>

\*Minor numerical discrepancies are due to rounding.

7.14 **Table 7.3** indicates that the majority of trips to and from the Site would be undertaken by public transport with up to 699 two-way trips during the AM peak and 635 trips during the PM peak. The remaining trips are anticipated to be made primarily by walking and cycling, with the proportion expected to increase in future with the implementation of a Travel Plan and other sustainable measures that will be delivered by the development.



## **8 EFFECTS OF DEVELOPMENT**

8.1 This section considers the potential traffic and transport effects of the proposed development.

### **Car Parking**

8.2 Due to the highly accessible location of the Site within Brixton town centre and the excellent access to public transport (PTAL 6b), the proposed development will not provide any on-site parking. This accords with policy objectives on a national, regional and local level.

8.3 The inherent constraints of the Site and extent of the Applicant's ownership mean that it is not viable to provide on-site disabled parking without detriment to the delivery of important ground floor functions and access by pedestrians. The only feasible means of providing vehicle access is from the rear of the Site using Valentia Place and this does provide the ability for blue badge holders to enter/exit and turnaround for the purposes of pick-up/drop-off.

8.4 For longer term parking opportunities, the Applicant is willing to provide a contribution in lieu for disabled parking to be provided on-street in the vicinity of the Site. A blue badge parking space/s can be located on Brixton Station Road, or Atlantic Road which would both provide a space within a reasonable distance of the Site. Blue badge holders are also exempt from pay and display charges in Lambeth, can park in any bay (except a loading bay) for an unlimited period, and can park on yellow lines for a maximum of three hours. There are on-street parking bays and yellow lines restrictions surrounding the Site, including on Brixton Station Road, Atlantic Road and Valentia Place, providing ample opportunities for blue badge holders.

8.5 The high level of accessibility afforded by the Site is also a material consideration for disabled users, with Brixton Underground Station providing step-free access, and bus routes also stopping adjacent to the Site.

### **Cycle Parking**

8.6 The development includes long stay / employee cycle parking for the development at basement level 1 which is accessible via lift from Pope's Road. The lift measures 2m x 2m and is therefore capable of accommodating fixed frame bicycles without difficulty. Associated with the cycle parking are changing facilities, showers and lockers.

8.7 Short stay / visitor cycle parking is provided for all users at ground floor level within the railway arch at the north west corner of the Site and adjacent to the main entrance on Pope’s Road within the new area of public realm.

8.8 **Table 8.1** below provides a summary of the cycle parking provision across the development. The provision of cycle parking has been based on a desire to work towards the draft New London Plan and draft Lambeth Local Plan cycle standards but recognising that these are still emerging documents not yet adopted. In some instances, the guidance between both draft documents also differ, meaning that a balance must be struck to provide the most accessible and user-friendly approach.

8.9 Furthermore, the unusual shape of the Site, its constraints and design considerations mean that the number and type of cycle parking has been balanced against other key objectives, such as maximising the public realm at ground floor, delivering a viable scheme (which does not compromise on quality or design), and incorporating other functional parts of the building (e.g. plant and services).

<b>Table 8.1: Summary of Cycle Parking Provision (No. of Spaces)</b>				
<b>Type</b>	<b>Sheffield Stand</b>	<b>Two-Tier</b>	<b>Bicycle Lockers*</b>	<b>Total</b>
<b>Long Stay</b>	32	259	90	381
<b>Short Stay</b>	30	N/A	N/A	30
<b>Total</b>	62	259	90	411

\*The bicycle lockers also have the flexibility and security to be used as short stay visitor facilities.

8.10 All the cycle parking provided is situated within secure, lit and sheltered areas. Where short stay cycle parking is provided within the public realm, lighting and security will be provided both naturally as part of the public realm strategy, but also in association with the development itself e.g. through site management and CCTV measures.

8.11 Within the total number of cycle parking spaces provided, Sheffield stands account for 15%, of which 6% (26 spaces) are identified as also being usable by non-standard bicycles. In combination with the two-tier and locker types, the cycle parking solution provides the benefit of choice to users and a safe and accessible environment, all of which will encourage the uptake of cycling.

- 8.12 The cycle parking strategy is considered to be reasonable and appropriate on the basis that it provides a high number of cycle spaces for both long and short stay users. The uptake of cycle parking is primarily dependent on the quality of the facilities provided and ensuring that users have easy and secure access. With suitable lift access from the main ground floor core and amenities such as showers, changing rooms and lockers for employees, the facilities seek to meet the highest expectations of future occupiers.
- 8.13 Notwithstanding the current provision, the Applicant is also willing to consider on-going monitoring of the cycle parking post-occupation in the event that demand necessitates an increase in the number of spaces. It is proposed that this could be secured within the Travel Plan document if considered necessary / appropriate. The Applicant is also willing to work with the Council to identify and address a perceived shortage of cycle parking in the wider town centre.

## **Pedestrians**

- 8.14 As set out in Section 3, pedestrians are well provided for in the locality with a good network of footways and access to several public transport facilities being within walking distance of the Site.
- 8.15 As part of this Transport Assessment, an Active Travel Audit and PERS Audit has been undertaken in order to assess the quality of the environment for pedestrians across a broad range of criteria. It is evident from the audits that the Site benefits from a high level of accessibility to public transport services and that there are a variety of walking and cycling routes available for active travel. Areas of improvement have been identified locally that include de-cluttering certain footways, improved maintenance/repair of damaged surfacing, and providing step-free access to Brixton Station.
- 8.16 As set out in more detail below, the development will enable significant public benefits through the creation of new areas of public realm, including a new square adjacent to the Site. In turn, this will improve permeability through the town centre, including with the existing markets, Brixton Station and other local facilities such as the civic centre.



## Public Realm Improvements

- 8.17 A key benefit of the proposals is the improvement to the public realm immediately adjacent to the Site's main entrance on Pope's Road, which will result in the creation of a new public square. The improvements will result in the removal of the existing public toilet block and adjacent yard (shown in **Figure 8.1** below), which will open up the area opposite the Site and facilitate a new planned entrance to Brixton Station if it is delivered in the future, although it is pertinent to note that this does not form part of this planning application. Either way, the improved public realm will provide a tangible public benefit with increased connectivity to the Site and surrounding area. New opportunities will be created within the public realm allowing for market stalls (if reprovided) and other public attractions, with landscaping features such as seating, cycle parking and planting that will enhance the area and provide a more pleasant environment for all users.
- 8.18 The ground floor of the development and access to the new markets will also be open to the public and represents a further extension of the public benefit, increasing amenity space and attracting greater footfall and trade as a result.

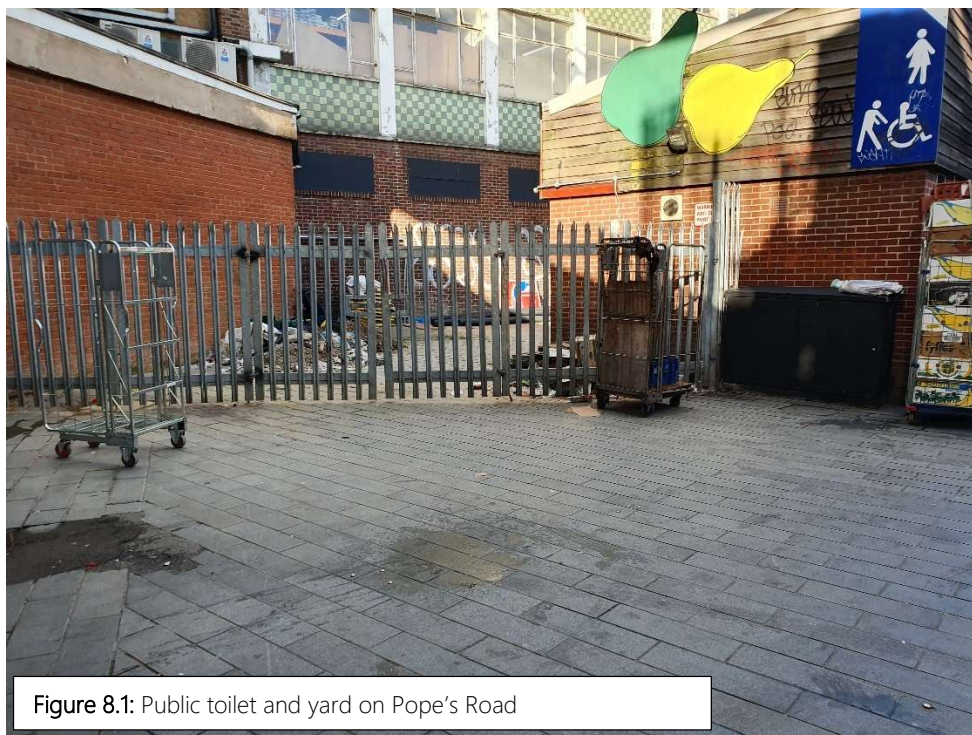


Figure 8.1: Public toilet and yard on Pope's Road

## **Effect of Trip Generation on Public Transport**

- 8.19 As set out previously in Section 3, the Site provides excellent accessibility to public transport and this is reflected by the PTAL rating of 6b. This is due to Brixton Underground Station; Brixton Rail Station and several bus stops being located within close proximity of the Site.

### **Underground Trips**

- 8.20 The trip generation exercise forecasts a maximum hourly increase in underground trips of 219 movements (AM peak hour), which can be subdivided into outgoing and incoming trips. The total number of anticipated outgoing trips is 18, which when considered against the 36 outgoing trains during the peak hour, equates to an additional 0.5 passengers per train.
- 8.21 The proposals have been calculated to generate a total of 201 incoming trips on the underground during the AM peak hour. On the Victoria Line 36 incoming trains terminate at Brixton Station, therefore the development will result in approximately 5.6 additional passengers per incoming train during the peak hour.
- 8.22 It is considered that the impact of the proposed office on the outgoing and incoming underground trains during the worst-case peak hour will be negligible.

### **Rail Trips**

- 8.23 The proposals have been calculated to generate an additional 180 rail trips (AM peak hour) during the worst-case peak hour. It has been calculated that a total of 16 trains stop at Brixton Rail Station and Loughborough Junction during the morning peak hour. Therefore, the anticipated rail trips will generate an additional 11.2 passengers per train. It is considered that the calculated number of additional passengers will not have a material impact on rail services across both stations.

### **Bus Trips**

- 8.24 The proposed development has been forecast to generate an additional 300 bus trips during the worst-case peak hour (AM peak hour). It has been calculated that approximately 238 bus services travel to and from the closest bus stops throughout the morning peak hour. The anticipated additional trips from the Site equates to an additional 1.3 passengers per bus. It is therefore considered that this impact is negligible and will have no material impact on bus services operating in and around Brixton.

## **Servicing Strategy**

### **Market Servicing**

8.25 Servicing for the newly provided market units can be undertaken on-street from Pope's Road. As with the existing market, Pope's Road can be used for servicing by vehicles until 08:00 when it becomes pedestrianised. Given this is the established method of servicing for the existing market units, it is considered to be appropriate for the additional market units. Notwithstanding this, servicing can also be undertaken from the rear of the Site via Valentia Place using the existing access. There are access ways bounding the north and south of the Site adjacent to the railway arches which can be used to transfer goods from either Pope's Road or Valentia Place.

### **Office Servicing**

8.26 Servicing for the office use will be undertaken within the service yard located at the rear of the Site, which takes access from Valentia Place, as in the existing situation. The service yard is currently used by the Applicant for deliveries and refuse collection for the existing use on the Site, with an established right of access in place.

### **Standalone Restaurant Servicing**

8.27 Deliveries to the standalone restaurant will be from the rear of the development via Valencia Place given the proximity to the back of house area and goods lift to transfer items up to the 8<sup>th</sup> floor.

8.28 The service area to the rear of the Site provides sufficient space for vehicles up to and including a 7.5t / 8m box van which is the largest vehicle likely to deliver to a restaurant, the majority of vehicles will however be small to medium sized such as a transit van.

### Servicing Demand

8.29 Based on the existing markets in Brixton that are operated by the Applicant, it is anticipated that the new proposed market units will generate a demand for approximately 20 servicing vehicles throughout the day. Deliveries will almost entirely be undertaken by vehicles no larger than a long wheelbase panel van which reflects the modest size of most market units, the storage provided, and therefore the amount of goods that can feasibly be delivered.



- 8.30 The number of servicing trips for the B1 office use will in part be dependent on the number and type of tenants, which is not known at this stage. However, office floor space typically generates a demand for circa 0.22 deliveries per 100sqm, based on published guidance from the City of London<sup>1</sup> (where office use in London is most prevalent). Considering the quantum of proposed floorspace (27,728sqm GEA), it is anticipated that the office will generate approximately 61 deliveries per day. The vast majority of deliveries will be undertaken by small to medium sized vehicles with the potential for a slightly larger box van.
- 8.31 As set out in Section 3, it is estimated that the standalone restaurant could generate a demand for 3 to 7 deliveries a day, with 5 being assessed median in the absence of knowing the end occupier. The majority if not all deliveries will be undertaken by small to medium sized vehicles bringing food and beverages and the occasional non-perishable item such as stationery and other dry and cleaning supplies.

#### Servicing Capacity

- 8.32 Pope's Road is a designated pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access is permitted. Servicing can, however, take place between 18:00 and 08:00 overnight, providing 14 hours of available servicing time. Furthermore, there is no time restriction using the access at the rear of the Site on Valentia Place. In order to ascertain the existing level of servicing activity associated with Pope's Road and Valentia Place and determine the theoretical spare capacity available to accommodate additional deliveries generated by the development, a series of surveys were undertaken.
- 8.33 For Pope's Road and consideration of the potential for associated market servicing, an activity survey was undertaken between Sunday 1<sup>st</sup> December and Saturday 7<sup>th</sup> December 2019, recording vehicle class, arrival time, dwell time and type of activity. The survey data has been interrogated and indicates that the busiest surveyed day was Wednesday 4<sup>th</sup> December 2019. With the exception of five vehicles arriving during restricted hours, a total of 20 vehicles used Pope's Road between 00:00-07:59 and 18:00-23:59. The vehicles were identified as having a total dwell time of approximately 1 hour 45 minutes, which left approximately 12 hours 15 minutes available for servicing during unrestricted hours.

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<sup>1</sup> The City of London Freight and Servicing Supplementary Planning Document (SPD), supporting documents.

- 8.34 The vehicles delivering a parcel or carrying out loading/unloading activity were identified to have an average duration of stay of 9 minutes. Therefore, robustly assuming that each vehicle servicing the market dwells on Pope's Road for up to 10 minutes, it can be calculated that the 20 anticipated deliveries would generate servicing activity equivalent to 3 hours and 20 minutes. When this is considered alongside the existing servicing demand of 1 hour 15 minutes, it is considered that the total peak servicing demand on Pope's Road will be 4 hours 35 minutes. Therefore, with the addition of servicing demand for the proposed market units, up to 7 hours 40 minutes of theoretical capacity will remain. If the more unlikely servicing hours of 23:00 to 05:00 were excluding as an example, this would still enable all of the anticipated servicing to take place outside of the restricted hours. It is pertinent to note that this exercise also assumes that all market servicing takes place from Pope's Road, when in reality there is also the opportunity to utilise Valentia Place.
- 8.35 A similar exercise was also carried out for Valentia Place in order to understand the existing demand within the off-street area to the rear of the Site, over which the development has a right of access. Importantly, the survey sought to capture all activity, which comprises the Site, the occupied adjacent railway arches and any other activity associated with those that benefit from the right of access (e.g. Network Rail). An entry and exit count was undertaken between Sunday 1<sup>st</sup> December and Saturday 7<sup>th</sup> December 2019 at the Valentia Place access to the rear of the Site capturing the number and type of vehicles throughout a 24-hour period over 7-days.
- 8.36 A summary of the survey is provided in **Table 3.5**, with the full survey results presented at **Appendix B**. The results of the survey indicate that on average there were 44 arrivals and 43 departures per day, therefore a total of 87 two-way movements. Only 4% of the vehicles on average were classified as HGVs.
- 8.37 In terms of the potential additional servicing demand from the development, this could comprise the 61 office deliveries a day plus 5 deliveries for the standalone restaurant, therefore 66 deliveries in total, equivalent to 132 two-way movements (assuming the market is entirely serviced from Pope's Road or elsewhere). In terms of the cumulative vehicle demand, if the average existing demand of 87 two-way movements a day is combined with the forecast 132 two-way movements, there would be 219 two-way movements via Valentia Place on a typical or average day.

- 8.38 At present there is no time restriction over access to the Site (i.e. it is 24/7) and Valentia Place experiences a relatively low volume of traffic on a daily basis (see **Table 3.3**), therefore no material impact is anticipated concerning use of the access or the condition of the public highway. Acknowledging that vehicle activity overnight is likely to be limited, it would be reasonable to spread the forecast vehicle movements across the early morning, daytime and evening to reflect the survey results, local conditions (e.g. market trading times) and typical servicing times of the development. The period of 06:00 to 22:00 provides a reasonable basis in this regard, with the 219 two-way movements per day equating to 14 vehicle movements (or 7 vehicle attendances) on average across this 16-hour period. Whilst this is an average as opposed to a peak demand (which would not be representative of typical conditions), the survey results show that existing vehicle arrivals and departures are typically low each hour and spread across the day, with no significant peaks. Given that deliveries to the development can be managed and scheduled to avoid any peak periods, any potential effects can be mitigated.
- 8.39 From a review of the site, its area and the space available for vehicles to park and manoeuvre, it is reasonable to conclude that even with the development in situ, there would be capacity for the forecast number of vehicles during typical servicing hours, taking into account the area to the rear of the site and the access ways alongside the arches to the north and south (and the use of some arches in themselves). It is also important to note that any vehicle activity associated with the existing retail units would be removed, thereby decreasing any cumulative demand with the new development.

## **Waste Storage and Collection**

- 8.40 A consolidated waste store is provided for the office, standalone restaurant and market uses within the Site. The store is located at ground floor level and accessed via the service area to the rear of the Site.
- 8.41 A vehicle swept path analysis demonstrating that a large refuse vehicle can turn within the Site and enter/exit in forward gear is included at **Appendix F**.

## **Market**

- 8.42 The market units for the proposed development will come under the existing markets operated by the Applicant and will therefore benefit from the existing waste collection regime, albeit amended as necessary to accommodate the additional refuse for the development, which will be collected on-site initially.

8.43 The day to day operation of the existing markets is overseen by in-house management which includes a team of porters who are responsible for overseeing the storage and collection of waste, as well as keeping the markets clean and tidy. The porters will transport waste from each of the units at set collection times to the waste store provided at the rear of the Site throughout the day, with the approximate daily schedule as follows in **Table 8.2**.

<b>Table 8.2: Daily Waste Collection Times</b>	
<b>Period</b>	<b>Collection Time</b>
<b>Morning</b>	08:30
	09:30
	10:30
	11:30
<b>Break</b>	
<b>Afternoon</b>	16:30
	17:30
	18:30
<b>Break</b>	
<b>Evening</b>	20:30
	21:30
	23:00

8.44 Veolia currently manage waste for the existing market units and are therefore well placed to advise on how waste arising from the new market units can be managed and coordinated.

8.45 The amount of waste storage provided for the market units can fluctuate depending on the final agreement within the commercial contract, however, Veolia suggested that the arrangements for the existing Brixton Village / Market Row are replicated, therefore resulting in the provision of 4 x 1,100L bins, 6 x 240L bins and a cardboard baler. The frequent collection of waste by the porters combined with a daily vehicle collection service means that the number of bins required can be kept at a minimum.

8.46 Waste collection for the existing markets is currently undertaken daily at 06:00 from Coldharbour Lane, a short distance from the Site. It is considered that collection for the new markets can also be undertaken around the same time as the existing markets, with the vehicle making a second stop within the service yard to the rear of the Site, which is not subject to any time restrictions.

### **Office**

8.47 Waste storage for the office will be provided within the consolidated waste store at the rear of the Site. As discussed with Veolia, a total of 6 x 1,100L bins for recycling and 4 x 1,100L bins for general waste will be provided as a minimum as part of the overall provision across the development. Waste will be collected Monday – Friday, with two vehicle attendances to collect recyclables and general waste separately.

### **Standalone Restaurant**

8.48 Within the shared waste store at the rear of the Site, provision is also made for the standalone restaurant including 1100L bins for general waste and recyclables, and 240L bins for food waste. It is envisaged that the exact number of bins and frequency of collection will be determined once the occupier is known, with further details to be secured through planning condition.



## **9 CONSTRUCTION**

9.1 This section provides details on the anticipated construction program, as well as initial estimations of construction vehicle types and vehicle movements.

9.2 It should be noted that a pre-construction contractor has been appointed at this stage of the project, therefore the details below are informed by a contractor but are in outline only and will be subject to confirmation once the main contractor is appointed.

### **Construction Programme**

9.3 Construction is expected to take circa 42 months with the building ready for occupancy by Summer 2025. This is subject to the receipt of planning permission and associated discharge of planning conditions and obligations prior to commencement on start.

### **Construction Phasing**

9.4 The key construction phases comprise the following:

- Demolition Phase;
- Substructure Phase;
- Superstructure Phase;
- Cladding Phase;
- Fitout Phase; and,
- Commissioning & Handover Phase.

### **Construction Vehicle Dimensions**

9.5 Numerous types of vehicles will be used to bring materials to and from the Site. The main vehicle types are expected to include:

- Articulated Lorries – up to 16.5m length, 2.55m width
- Rigid Tippers – up to 12m length, 2.5m width;
- Mobile Crane - 12.3m length, 2.4m width mobile crane;

- Concrete Lorries - 8.3m length, 2.5m width;
- Low-Loader / Flatbed Lorries - 10m length, 2.5m width; and
- 7.5T Box / Luton / Panel Vans – up to 8m length.

## **Construction Logistics Plan**

9.6 To further reduce the effects of construction vehicles on the local highway network, the Applicant has prepared an Outline Construction Logistics Plan (CLP) as part of the planning application submission. This includes further details on the management of construction traffic and the measures that will be implemented to reduce construction vehicle impacts on the local transport network.

## **10 MITIGATION MEASURES**

10.1 This section provides details of the proposed mitigation measures, which will be implemented to reduce the transport effects of the proposed development on the surrounding transport and highway network, both during the construction and operational phases.

10.2 A range of measures are embedded within the scheme design, as set out previously in this report, including public realm improvements, a car-limiting approach and cycle parking provision. The additional mitigation measures, some of which have been identified as a result of the assessment within this report, are summarised below.

### **Outline Construction Logistics Plan**

10.3 To reduce the effects of construction vehicles and construction activity on the local highway network and the surrounding area, an Outline Construction Logistics Plan (CLP) has been prepared and submitted with the planning application. The CLP includes further information on the type and management of construction vehicles, construction vehicle access and routeing arrangements, and measures to ensure pedestrian, cyclist and vulnerable road user safety during construction activity.

10.4 It is anticipated that a final version of the CLP will be submitted and agreed with the Council prior to commencement of the development and once the main contractor has been appointed. This will be secured by way of planning condition or S106 legal agreement.

### **Delivery and Servicing Plan**

10.5 In order to ensure that the impact of deliveries and servicing associated with the development is minimised, a Draft Delivery and Servicing Plan (DSP) has been prepared. It is envisaged that a final DSP will be secured by way of a legal agreement or planning condition.

10.6 The primary objectives of the DSP are to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians.

10.7 The purpose of the DSP will be to mitigate the potential impacts of servicing and waste collection activity associated with the development.

10.8 The key aims and objectives of the DSP are:

- To minimise disruption to the local roads and Strategic Road Network (SRN).
- To ensure that deliveries are continuously and effectively managed.
- To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network.
- To manage the number / volume of delivery vehicle movements during the AM and PM peak periods.

### **Framework Travel Plan**

10.9 A draft Framework Travel Plan has been produced and submitted as part of the planning application. The primary objective of the Travel Plan is to set out a long-term strategy to facilitate and encourage modes of travel to the Site by means other than the private car, and particularly by active modes (e.g. walking and cycling), which reflects current central Government policy.

10.10 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking. The 'soft' measures include initiatives such as cycle training courses and providing information on public transport services.

10.11 The Travel Plan sets out the requirements for Travel Planning by future development tenants and outline requirements for the appointment of their own Travel Plan Coordinators, who will report the findings of travel monitoring surveys back to the Council.

10.12 A final version of the Travel Plan will be secured by planning condition or S106 agreement.

## 11 SUMMARY AND CONCLUSION

### Summary

11.1 Caneparo Associates has been appointed to provide traffic and transportation advice regarding the proposed development of a landmark site located at Pope's Road, within the London Borough of Lambeth.

11.2 The proposed development comprises the following:

*"Demolition of existing building and erection of a part G + 19, part G + 8 storey building comprising flexible A1/A3/B1/D1/D2 uses at ground and first floor, with restaurant (A3) use on floor 8 and B1 accommodation on floors 2 to 19, with plant enclosure at roof level, and associated cycle parking, servicing and all necessary enabling works."*

11.3 This report has assessed the transport and highway related implications of the proposed development which are summarised below.

- The Site benefits from excellent accessibility to public transport. The proposals will deliver public realm improvements and promote travel by active modes which will reinvigorate the town centre and vitality of the local area.
- The proposed development aligns with the aspirations of the Council in respect of its vision for the town centre and this Site in the context of the emerging SPD and previous planning advice.
- Cycle parking will be provided for all elements of the proposed development with a range of associated facilities to support future employees and visitors.
- The proposed development does not provide any car parking on-site in accordance with policy, with a strategy in place for accessible parking. Travel by non-car modes is encouraged, particularly walking and cycling.
- The proposed development will result in an increase in trips made by public transport and active modes, which can be supported by existing capacity subject to further discussion with the highway authorities regarding mitigation measures to be secured by planning condition and/or S106 legal agreement.



- The location of the development, its design and approach to limit vehicle activity promotes an inherent attitude towards sustainability and travel by more environmentally friendly modes where possible. An Active Travel Audit and PERS Audit have been undertaken demonstrating the suitability of Brixton town centre for travel by active modes. The submission of a Travel Plan will further discourage use of vehicles to travel to/from the Site, instead promoting travel by non-car modes, particularly by active means such as walking and cycling.
- To manage and mitigate any/all potential impacts arising from servicing and waste associated with the development, a draft Delivery and Servicing Plan has been submitted.
- An Outline Construction Logistics Plan has been submitted which sets out how the development will be constructed, the approximate programme and mitigation measures in place to limit disruption caused by construction activities.

## Conclusion

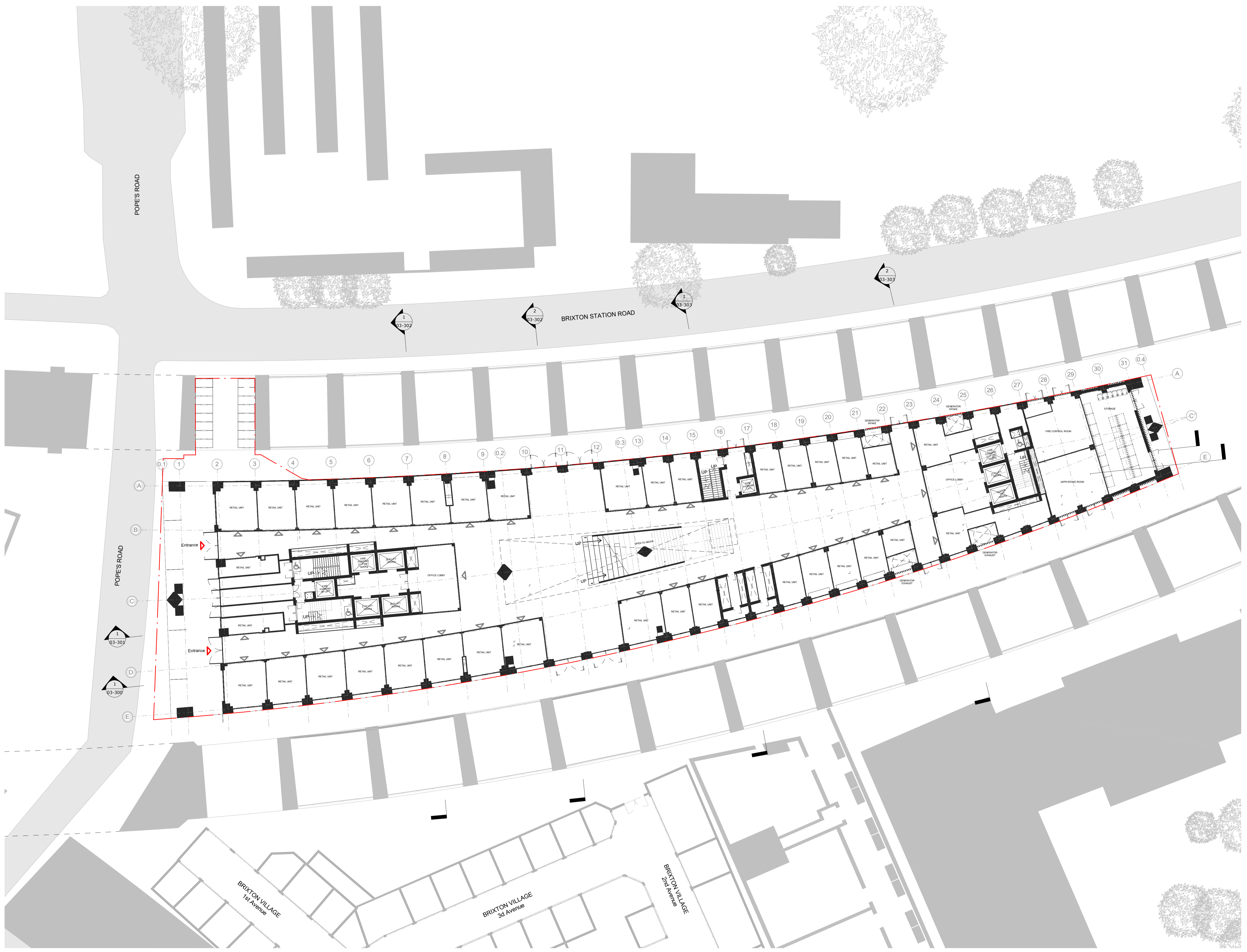
11.4 In conclusion, the proposed development will not have a detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, regional and local policy guidance. It therefore meets the test of the NPPF and paragraph 109, which states that:

*“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.”*

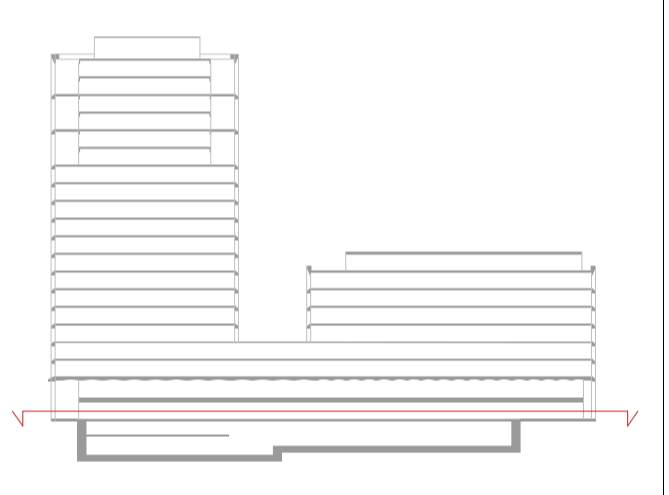
11.5 In light of this, the proposed development is considered to be acceptable and should be supported on transport grounds.

# Appendix A





General Notes:  
 Drawing to be read in conjunction with the specification and all relevant drawings.  
 Do not scale from this drawing.  
 Contractor to check all dimensions on site. Adjaye Associates to be advised of any discrepancies between this drawing and site conditions immediately.



R8	30/03/20	Planning
R5	04/12/19	Planning Draft Rev.1
Revision	Date	Description

Status: **Planning** Rev: **R8**

Client: AG Pope's Road Hondo BV  
 Project: 20-20A Pope's Road Development

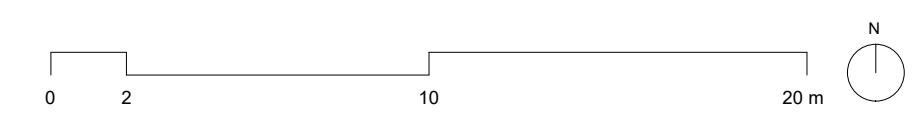
Drawing Title: **Proposed Ground Floor Plan**

Drawing No.: **PRD-AA-ZZ-00-DR-A-03-100**

Scale: 1 : 200 @ A1 Drawn By: MZ, SC, PK  
 Date: 30/03/20 Checked By: MZ

**Adjaye Associates**  
 The Edison  
 225-231 Old Marylebone Road  
 London NW1 3QT  
 Phone: +44 (0)20 7238 6140  
 email: info@adjaye.com

1 Proposed Ground Floor Plan  
 1 : 200





General Notes:

Drawing to be read in conjunction with the specification and all relevant drawings.

Do not scale from this drawing.

Contractor to check all dimensions on site. Adjaye Associates to be advised of any discrepancies between this drawing and site conditions immediately.

By Department Legend

- BOH
- Circulation
- Plant
- Servicing

NOTE:

Showers:

12 Showers per gender  
W1500 X D1000  
24 Showers in total

Lockers:

3 tier per locker  
H2100 X W400 X D650  
180 Lockers in total

Bicycle Parking:

259 bicycle parking on Hi-Rise Two Tier Bike Racks  
24 DBA bicycle parking on standard Sheffield stand  
8 bicycle parking on standard Sheffield stand  
30x3 tier lockers for folding bikes

381 bicycles parkings in total

Public Toilet:

6 male provisions  
6 female provisions  
2 DBA provisions

14 provisions in total

R7	25/02/20	Design Freeze
R6	17/01/20	Design Freeze
R4	08/11/19	Design Freeze
R3	06/09/19	Revision 3
R2	21/06/19	Revision 2
R1	20/05/19	Revision 1 - 18 Floors
	25/04/19	First issue

Revision	Date	Description
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Status:	Hondo Enterprises	Rev:	R7
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Client:  
Hondo Enterprises

Project:  
Pope's Road Development

Drawing Title:  
GA L-1 BASEMENT 01

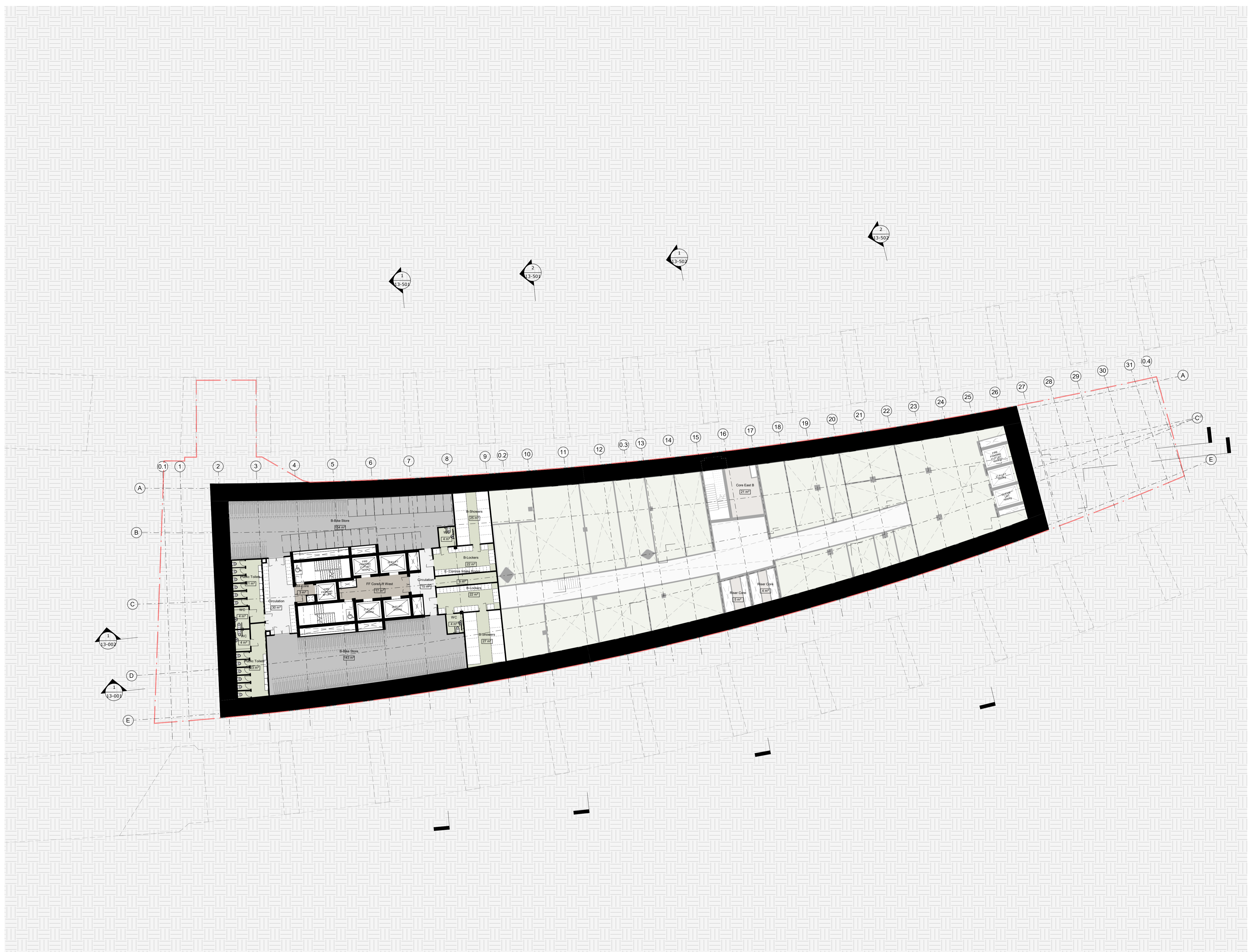
Drawing No.:  
PRD-11-910

Scale: 1 : 200 @ A1 Drawn By: MZ, SC, PK, CF

Date: 25/02/20 Checked By: MZ

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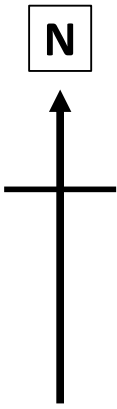
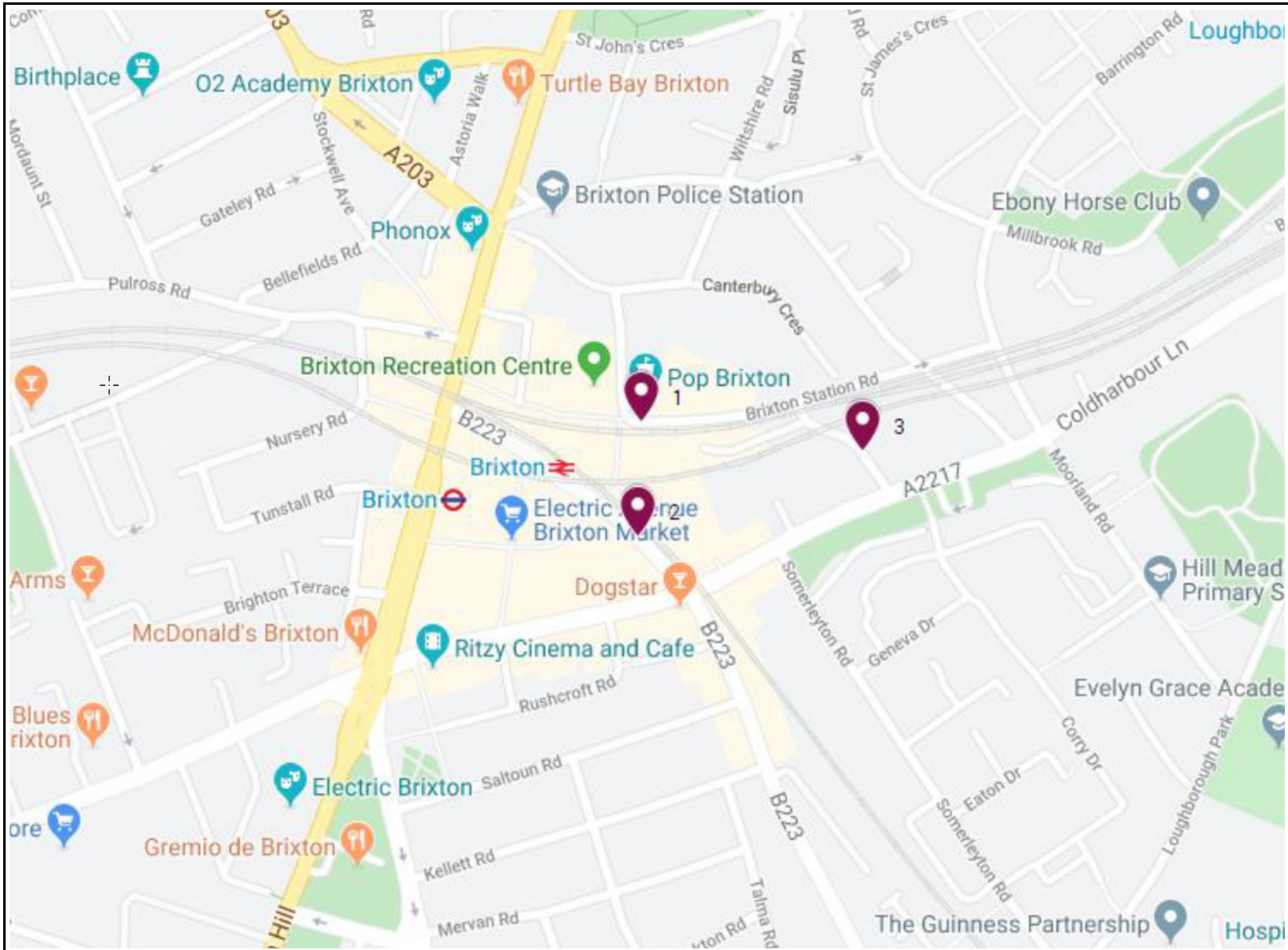







## Appendix B





	<b>Site / Location:</b> ATC sites 1 to 3	<b>Project No:</b> 10713	<b>Drawing No:</b> 10713-ATC	<b>Drawn By:</b> MB
	<b>Survey Date:</b> Sunday 1st to Saturday 7th December 2019	<b>Project Name:</b> Brixton		
	<b>Survey Times:</b> 24/7	<b>Drawing Title:</b> Site Layout and Observed Movements		















































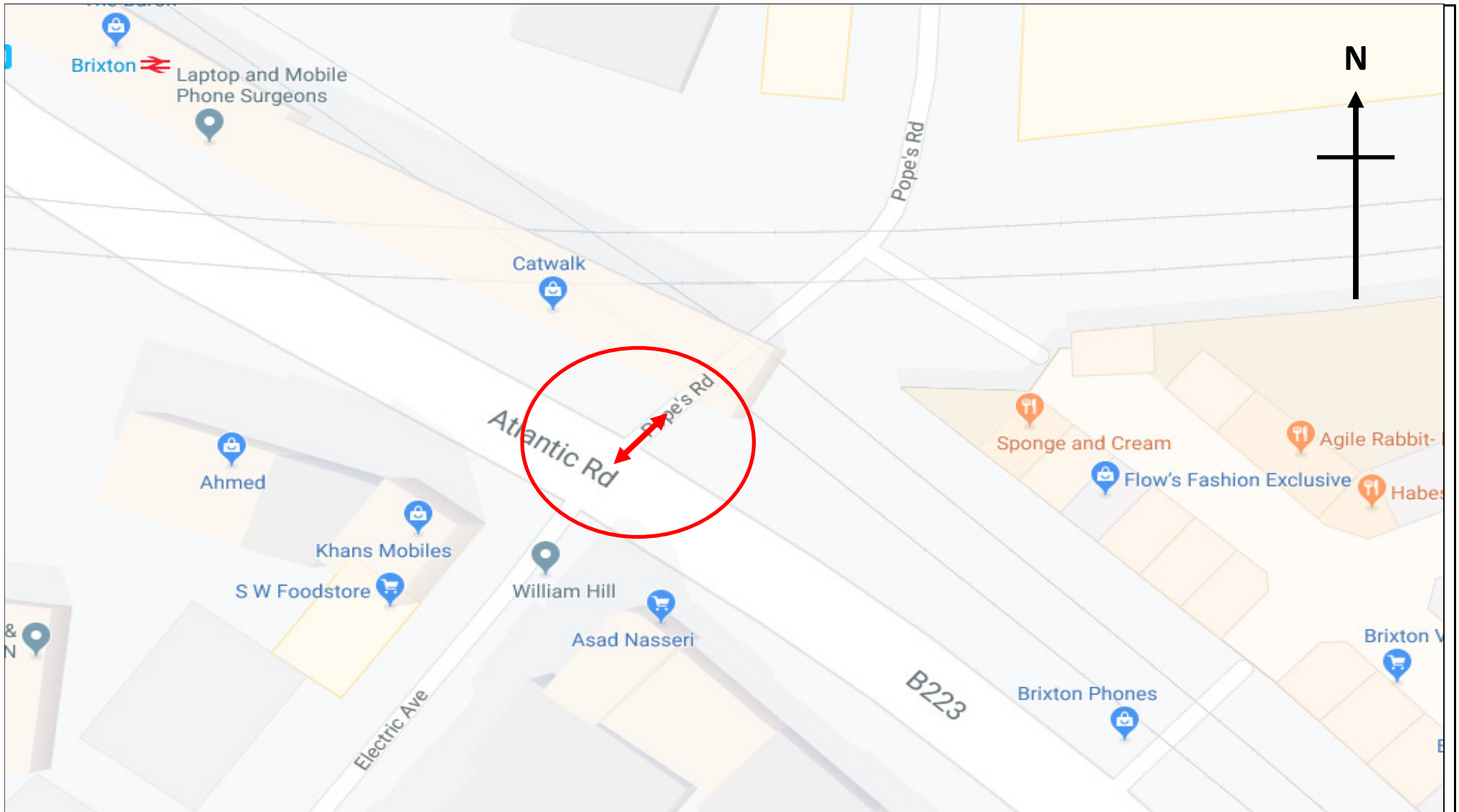













	<b>Site / Location:</b> Site 1, Pope's Road	<b>Project No:</b> 10713	<b>Drawing No:</b> 10713-01	<b>Drawn By:</b> EA
	<b>Survey Date:</b> Sunday 1st December to Saturday 7th December 2019	<b>Project Name:</b> Brixton		
	<b>Survey Times:</b> 00:00 to 24:00	<b>Drawing Title:</b> Site Layout and Observed Movements		



SITE: 1

DATE: 01/12/2019

LOCATION: Pope's Road

DAY: Sunday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
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00:15	2	0	0	0	0	1	0	3	2.4	6	0	0	0	0	1	0	7	6.4
00:30	5	0	0	0	0	1	0	6	5.4	6	0	0	0	0	0	0	6	6
00:45	3	0	1	0	0	1	0	5	4.9	4	0	0	0	0	1	0	5	4.4
01:00	3	0	0	0	0	0	0	3	3	4	0	0	0	0	0	0	4	4
01:15	1	0	1	0	0	0	0	2	2.5	5	0	0	0	0	0	0	5	5
01:30	5	0	0	0	0	0	1	6	5.2	5	0	0	0	0	0	0	5	5
01:45	6	0	1	0	0	0	0	7	7.5	7	0	0	0	0	0	0	7	7
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02:15	2	0	0	0	0	1	0	3	2.4	2	0	0	0	0	0	0	2	2
02:30	2	0	0	0	0	1	0	3	2.4	4	1	0	0	0	0	0	5	5
02:45	4	0	0	0	0	0	0	4	4	6	0	0	0	0	0	0	6	6
03:00	1	0	0	0	0	0	1	2	1.2	3	0	0	0	0	0	1	4	3.2
03:15	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1
03:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
03:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
04:00	1	0	0	0	0	0	1	2	1.2	1	0	1	0	0	0	0	2	2.5
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04:30	3	0	0	0	0	0	1	4	3.2	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
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11:45	1	1	0	0	0	1	6	9	3.6	3	0	0	0	0	4	3	10	5.2



SITE: 1

DATE: 01/12/2019

LOCATION: Pope's Road

DAY: Sunday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
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23:45	3	0	0	0	0	1	2	6	3.8	3	1	0	0	0	0	0	4	4
<b>P/TOT</b>	<b>247</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>96</b>	<b>514</b>	<b>353.6</b>	<b>453</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>225</b>	<b>130</b>	<b>834</b>	<b>596.5</b>



SITE: 1

DATE: 02/12/2019

LOCATION: Pope's Road

DAY: Monday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
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02:30	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
03:45	1	0	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
04:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
05:15	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
05:30	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	2	3	1.9
05:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0.2
06:00	2	1	0	0	0	0	0	3	3	0	1	0	0	0	0	0	1	1
06:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0
06:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
06:45	2	0	0	0	0	0	3	5	2.6	2	2	0	0	0	0	0	4	4
07:00	1	0	0	0	0	0	2	3	1.4	1	0	0	0	0	0	4	5	1.8
07:15	1	0	1	0	0	0	1	3	2.7	2	0	0	0	0	0	1	3	2.2
07:30	1	1	0	0	0	0	1	3	2.2	0	0	0	0	0	0	1	1	0.2
07:45	1	0	0	0	0	0	2	3	1.4	0	0	0	0	0	0	2	2	0.4
08:00	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	10	11	2.4	0	0	0	0	0	0	1	1	0.2
08:30	0	0	0	0	0	0	3	3	0.6	1	0	0	0	0	0	1	2	1.2
08:45	0	0	0	0	0	0	7	7	1.4	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	2	2	0.4
09:15	0	0	0	0	0	0	7	7	1.4	0	0	0	0	0	0	1	1	0.2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2
09:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	1	1	0.2
10:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	3	3	0.6
10:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	2	2	0.4
10:30	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	2	2	0.4
10:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	6	6	1.2
11:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	1	1	0.2
11:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2
11:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 02/12/2019

LOCATION: Pope's Road

DAY: Monday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	2	2	0.4
12:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	2	2	0.4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	2	2	0.4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
13:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	3	3	0.6
13:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	3	3	0.6
13:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
14:00	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	0	2	2	0.4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0.8
14:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	4	4	0.8
14:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	1	2	3	0.8
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2
15:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	3	3	0.6
15:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	3	3	0.6
15:45	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	5	5	1
16:00	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	5	5	1
16:15	0	0	0	0	0	1	1	2	0.6	0	0	0	0	0	0	1	1	0.2
16:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	4	4	0.8
16:45	0	0	0	0	0	0	2	2	0.4	1	0	0	0	0	0	6	7	2.2
17:00	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	7	7	1.4
17:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	5	5	1
17:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	5	5	1
17:45	0	0	0	0	0	2	4	6	1.6	0	0	0	0	0	2	12	14	3.2
18:00	0	0	0	0	0	3	6	9	2.4	2	0	0	0	0	4	4	10	4.4
18:15	0	0	0	0	0	6	0	6	2.4	3	0	0	0	0	7	10	20	7.8
18:30	4	0	0	0	0	4	4	12	6.4	7	0	0	0	0	8	9	24	12
18:45	3	1	0	0	0	4	0	8	5.6	11	1	0	0	0	2	18	32	16.4
19:00	5	1	0	0	0	5	5	16	9	11	0	0	0	0	2	12	25	14.2
19:15	2	1	0	0	0	5	2	10	5.4	9	1	0	0	0	5	6	21	13.2
19:30	2	0	0	0	0	4	2	8	4	7	1	0	0	0	7	4	19	11.6
19:45	6	0	0	0	0	4	4	14	8.4	15	0	0	0	0	4	5	24	17.6
20:00	3	0	0	0	0	6	3	12	6	12	0	0	0	0	7	3	22	15.4
20:15	2	1	0	0	0	3	0	6	4.2	8	1	0	0	0	8	6	23	13.4
20:30	6	0	0	0	0	4	1	11	7.8	9	0	1	0	0	3	1	14	11.9
20:45	5	0	0	0	0	8	3	16	8.8	3	0	0	0	0	4	1	8	4.8
21:00	5	1	0	0	0	6	1	13	8.6	8	0	0	0	0	2	7	17	10.2
21:15	1	1	1	0	0	6	0	9	5.9	5	0	0	0	0	3	0	8	6.2
21:30	3	0	0	0	0	4	1	8	4.8	3	0	0	0	0	2	3	8	4.4
21:45	2	0	1	0	0	2	0	5	4.3	7	1	1	0	0	1	2	12	10.3
22:00	2	1	0	0	0	1	0	4	3.4	4	0	0	0	0	0	2	6	4.4
22:15	0	0	0	0	0	0	0	0	0	5	1	0	0	0	4	2	12	8
22:30	5	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	3	3
22:45	3	0	0	0	0	0	0	3	3	5	1	0	0	0	2	0	8	6.8
23:00	2	0	0	0	0	0	0	2	2	5	0	0	0	0	0	1	6	5.2
23:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	2	5	2.8
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0.6
23:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	1.6
<b>P/TOT</b>	<b>83</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>148</b>	<b>331</b>	<b>167.5</b>	<b>168</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>220</b>	<b>485</b>	<b>261.2</b>



SITE: 1

DATE: 03/12/2019

LOCATION: Pope's Road

DAY: Tuesday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's					
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL							
00:00	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
00:45	0	1	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	2	2.5	
01:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0.4	
02:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	
02:30	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	1	1	1	
02:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	
03:45	1	0	2	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0.2	
04:15	0	0	0	0	0	0	1	1	0.2	0	1	0	0	0	0	0	0	0	0	1	1	1	
04:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2	2	2	
05:00	1	1	1	0	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	1	1	1	0.2	
05:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	1	0.2	
05:30	0	1	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	1	1	1	0.2	
05:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	0	3	4	4		
06:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	1	1	1	0.2		
06:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30	1	2	0	0	0	0	2	5	3.4	0	2	0	0	0	0	0	0	0	2	2	2	2	
06:45	2	0	0	0	0	0	2	4	2.4	3	0	0	0	0	0	0	0	1	4	4	3.2		
07:00	3	0	0	0	0	0	4	7	3.8	1	0	0	0	0	0	0	0	0	1	1	1		
07:15	0	0	1	0	0	0	3	4	2.1	1	0	0	0	0	0	0	0	1	2	1.2	1.2		
07:30	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	0	0	0	1	1	1		
07:45	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	3	3	0.6	0.6		
08:00	0	0	0	0	0	0	8	8	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	1	1	0.2	0.2		
08:30	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	0	0	0	1	1	0.2	0.2		
08:45	0	0	0	0	0	0	13	13	2.6	0	0	0	0	0	0	0	0	2	2	0.4	0.4		
09:00	0	0	0	0	0	0	8	8	1.6	0	0	0	0	0	0	0	0	6	6	1.2	1.2		
09:15	0	0	0	0	0	0	9	9	1.8	0	0	0	0	0	0	0	0	2	2	0.4	0.4		
09:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	1	1	0.2	0.2		
10:00	0	0	0	0	0	1	2	3	0.8	0	0	0	0	0	0	0	0	5	5	1	1		
10:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	3	3	0.6	0.6		
10:30	0	0	0	0	0	1	5	6	1.4	0	0	0	0	0	0	0	0	4	4	0.8	0.8		
10:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	3	3	0.6	0.6		
11:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	5	6	1.4	1.4			
11:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	1	3	4	1	1	1	1		



SITE: 1

DATE: 03/12/2019

LOCATION: Pope's Road

DAY: Tuesday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	2	2	0.4	
12:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	2	2	0.4	
12:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	4	4	0.8	
12:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	4	4	0.8	
13:00	0	0	0	0	0	0	5	5	1	0	0	0	0	0	1	2	3	0.8	
13:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	5	5	1	
13:30	0	0	0	0	0	0	1	2	0.6	0	0	0	0	0	1	4	5	1.2	
13:45	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1	0.2	
14:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	3	3	0.6	
14:30	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	2	2	0.4	
15:00	0	0	0	0	0	0	1	4	1.2	0	0	0	0	0	0	3	3	0.6	
15:15	0	0	0	0	0	0	1	2	0.6	0	0	0	0	0	0	5	5	1	
15:30	0	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	4	4	0.8	
15:45	0	0	0	0	0	0	0	6	1.2	0	0	0	0	0	0	2	2	0.4	
16:00	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	3	3	0.6	
16:15	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	4	4	0.8	
16:30	0	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	4	4	0.8	
16:45	0	0	0	0	0	0	0	4	0.8	0	0	0	0	0	0	3	3	0.6	
17:00	0	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	9	9	1.8	
17:15	0	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	0	0	0	
17:30	1	0	0	0	0	0	1	4	2.2	3	0	0	0	0	0	10	13	5	
17:45	0	0	0	0	0	0	0	3	0.6	0	0	0	0	0	0	3	3	0.6	
18:00	1	1	0	0	0	0	2	1	5	3	0	0	0	0	1	12	16	5.8	
18:15	3	0	0	0	0	0	6	1	10	5.6	7	0	0	0	4	13	24	11.2	
18:30	1	0	0	0	0	0	1	1	3	1.6	6	0	0	0	0	4	5	1.5	
18:45	1	0	0	0	0	0	4	1	6	2.8	5	0	0	0	0	4	11	20	8.8
19:00	2	0	0	0	0	0	2	0	4	2.8	14	0	0	0	0	5	9	28	17.8
19:15	5	1	0	0	0	0	3	6	15	8.4	8	0	0	0	0	3	3	14	9.8
19:30	5	1	1	0	0	0	2	1	10	8.5	8	0	0	0	0	3	7	18	10.6
19:45	4	0	0	0	0	0	5	3	12	6.6	11	0	0	0	0	1	5	17	12.4
20:00	3	0	0	0	0	0	5	1	9	5.2	16	1	0	0	0	3	6	26	19.4
20:15	3	1	0	0	0	0	6	1	11	6.6	8	0	0	0	0	7	8	23	12.4
20:30	4	0	0	0	0	0	4	2	10	6	6	0	0	0	0	9	7	22	11
20:45	6	0	0	0	0	0	2	1	9	7	3	0	0	0	0	1	3	7	4
21:00	1	0	0	0	0	0	2	4	7	2.6	5	0	0	0	0	1	5	11	6.4
21:15	4	0	0	0	0	0	6	3	13	7	7	0	0	0	0	1	2	10	7.8
21:30	0	1	0	0	0	0	6	1	8	3.6	8	0	0	0	0	1	3	12	9
21:45	4	0	0	0	0	0	2	0	6	4.8	8	0	0	0	0	3	2	13	9.6
22:00	4	0	0	0	0	0	3	0	7	5.2	5	0	0	0	0	4	2	11	7
22:15	3	0	0	0	0	0	2	1	6	4	1	0	0	0	0	1	3	5	2
22:30	5	0	0	0	0	0	2	1	8	6	7	0	0	0	0	1	1	9	7.6
22:45	3	0	0	0	0	0	3	0	6	4.2	4	0	0	0	0	2	2	8	5.2
23:00	2	0	0	0	0	0	0	0	2	2	13	0	0	0	0	0	3	16	13.6
23:15	1	0	0	0	0	0	0	2	3	1.4	3	0	0	0	0	2	1	6	4
23:30	0	1	0	0	0	0	1	0	2	1.4	3	0	0	0	0	0	0	3	3
23:45	3	0	1	0	0	0	0	0	4	4.5	0	0	0	0	0	2	0	2	0.8
<b>P/TOT</b>	<b>92</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>191</b>	<b>383</b>	<b>189.6</b>	<b>181</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>238</b>	<b>494</b>	<b>264.3</b>



SITE: 1

DATE: 04/12/2019

LOCATION: Pope's Road

DAY: Wednesday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
00:15	3	1	0	0	0	0	0	4	4	2	0	0	0	0	0	0	2	2
00:30	0	1	2	0	0	0	0	3	4	0	0	0	0	0	0	1	1	0.2
00:45	4	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	2	2
01:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	1	0	2	1.4	1	0	0	0	0	0	0	1	1
01:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	1.4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	3	1	0	0	0	1	0	5	4.4	0	0	0	0	0	0	1	1	0.2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
03:30	0	0	1	0	0	0	0	1	1.5	2	1	0	0	0	0	0	3	3
03:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
05:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	1	0	0	0	0	1	3	2.2	0	0	0	0	0	0	1	1	0.2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	1	0	0	0	0	1	3	2.2	0	0	0	0	0	0	0	0	0
06:30	1	1	0	0	0	0	0	2	2	3	0	0	0	0	0	0	3	3
06:45	3	2	0	0	0	0	3	8	5.6	4	1	1	0	0	1	0	7	6.9
07:00	3	0	1	0	0	0	3	7	5.1	2	2	0	0	0	0	3	7	4.6
07:15	3	0	0	0	0	0	4	7	3.8	1	0	0	0	0	0	0	1	1
07:30	0	1	0	0	0	0	4	5	1.8	3	0	0	0	0	0	1	4	3.2
07:45	1	0	0	0	0	0	1	2	1.2	2	0	0	0	0	0	5	7	3
08:00	0	0	0	0	0	0	9	9	1.8	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	7	7	1.4	0	0	0	0	0	0	3	3	0.6
08:30	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	2	2	0.4
08:45	0	0	0	0	0	0	11	11	2.2	0	0	0	0	0	0	1	1	0.2
09:00	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
10:00	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1	0.2
10:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	1	0	1	0.4
10:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	2	2	0.4
11:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	3	3	0.6
11:15	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	3	3	0.6
11:30	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2





SITE: 1

DATE: 04/12/2019

LOCATION: Pope's Road

DAY: Wednesday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's					
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL							
12:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	4	0.8
12:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
12:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	3	3	0.6
13:00	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0	0	0	5	5	1
13:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
13:30	0	0	0	0	0	1	2	3	0.8	0	0	0	0	0	0	0	0	0	0	0	3	3	0.6
13:45	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
14:00	0	0	0	0	0	1	0	1	0.4	0	0	0	0	0	0	0	0	0	0	1	1	0.2	
14:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0	0	1	1	0.2	
14:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	5	5	1	
14:45	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0	0	5	5	1	
15:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0	0	8	8	1.6	
15:15	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0	0	5	5	1	
15:30	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0	1	1	0.2		
15:45	0	0	0	0	0	1	1	2	0.6	0	0	0	0	0	0	0	0	0	3	3	0.6		
16:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	2	2	0.4		
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	5	1		
16:30	0	0	0	0	0	1	2	3	0.8	3	0	0	0	0	0	0	0	0	3	6	3.6		
16:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	6	6	1.2		
17:00	1	0	0	0	0	0	4	5	1.8	0	0	0	0	0	0	0	0	0	5	5	1		
17:15	1	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	2	3	1.4		
17:30	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	1	7	8	1.8				
17:45	1	0	0	0	0	0	5	6	2	1	0	0	0	0	0	0	12	13	3.4				
18:00	6	0	0	0	0	3	5	14	8.2	19	1	0	0	0	7	6	33	24	6	33	24		
18:15	0	0	0	0	0	5	4	9	2.8	5	1	0	0	0	5	8	19	9.6	6	19	9.6		
18:30	4	1	0	0	0	5	3	13	7.6	10	1	0	0	0	6	6	23	14.6	6	23	14.6		
18:45	6	1	0	0	0	6	2	15	9.8	11	1	0	0	0	7	6	25	16	6	25	16		
19:00	7	1	0	0	0	6	1	15	10.6	13	2	0	0	0	9	11	35	20.8	11	35	20.8		
19:15	7	1	0	0	0	5	1	14	10.2	8	0	0	0	0	6	4	18	11.2	11	18	11.2		
19:30	1	0	0	0	0	2	1	4	2	12	0	1	0	0	9	1	23	17.3	1	23	17.3		
19:45	4	0	0	0	0	2	1	7	5	10	1	0	0	0	5	2	18	13.4	2	18	13.4		
20:00	3	0	0	0	0	3	1	7	4.4	6	0	0	0	0	2	3	11	7.4	3	11	7.4		
20:15	3	0	0	0	0	3	1	7	4.4	5	0	0	0	0	7	5	17	8.8	5	17	8.8		
20:30	1	0	1	0	0	4	3	9	4.7	6	0	0	0	0	2	4	12	7.6	4	12	7.6		
20:45	0	0	0	0	0	10	2	12	4.4	5	1	0	0	0	7	6	19	10	6	19	10		
21:00	1	1	0	0	0	1	2	5	2.8	4	0	0	0	0	7	0	11	6.8	7	11	6.8		
21:15	3	0	0	0	0	2	2	7	4.2	3	0	0	0	0	8	6	17	7.4	6	17	7.4		
21:30	1	0	0	0	0	8	2	11	4.6	5	0	1	0	0	3	1	10	7.9	1	10	7.9		
21:45	1	0	0	0	0	2	0	3	1.8	3	0	0	0	0	1	3	7	4	3	7	4		
22:00	4	0	0	0	0	5	1	10	6.2	5	0	0	0	0	10	2	17	9.4	2	17	9.4		
22:15	1	0	0	0	0	2	0	3	1.8	2	0	0	0	0	1	2	5	2.8	2	5	2.8		
22:30	4	0	0	0	0	1	0	5	4.4	6	1	0	0	0	0	1	8	7.2	1	8	7.2		
22:45	4	0	0	0	0	3	1	8	5.4	3	0	0	0	0	3	0	6	4.2	3	6	4.2		
23:00	5	0	0	0	0	0	1	6	5.2	6	0	0	0	0	0	2	8	6.4	2	8	6.4		
23:15	4	1	0	0	0	4	0	9	6.6	10	0	0	0	0	0	1	11	10.2	0	11	10.2		
23:30	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	4	6	2.8	4	6	2.8		
23:45	1	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	5	5	0	5	5		
<b>P/TOT</b>	<b>108</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>183</b>	<b>402</b>	<b>205.8</b>	<b>200</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>205</b>	<b>532</b>	<b>304.1</b>					



SITE: 1

DATE: 05/12/2019

LOCATION: Pope's Road

DAY: Thursday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	3	2	1	0	0	1	2	9	7.3	1	0	0	0	0	0	1	2	1.2
00:15	2	0	0	0	0	0	0	2	2	4	1	0	0	0	0	0	5	5
00:30	1	1	1	0	0	1	0	4	3.9	2	0	0	0	0	0	0	2	2
00:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	1	1	2	0.6	1	0	0	0	0	0	0	1	1
01:15	1	0	0	0	0	0	0	1	1	4	0	1	0	0	0	0	5	5.5
01:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
01:45	2	0	0	0	0	0	0	2	2	6	0	0	0	0	0	1	7	6.2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:30	1	1	2	0	0	0	1	5	5.2	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
05:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1.5
05:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	1	2	1.2	2	0	0	0	0	0	2	4	2.4
06:00	1	2	0	0	0	0	2	5	3.4	0	0	0	0	0	0	1	1	0.2
06:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
06:45	2	0	0	0	0	0	1	3	2.2	1	2	0	0	0	0	1	4	3.2
07:00	0	1	1	0	0	0	3	5	3.1	2	0	0	0	0	0	0	2	2
07:15	1	0	0	0	0	0	3	4	1.6	1	0	0	0	0	0	0	1	1
07:30	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0
07:45	2	1	0	0	0	1	2	6	3.8	0	0	0	0	0	0	3	3	0.6
08:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	2	2	0.4
08:15	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	0	2	2	0.4
08:30	0	0	0	0	0	0	8	8	1.6	0	0	0	0	0	0	3	3	0.6
08:45	0	0	0	0	0	0	7	7	1.4	0	0	0	0	0	0	2	2	0.4
09:00	0	0	0	0	0	0	7	7	1.4	0	0	0	0	0	0	3	3	0.6
09:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	1	1	0.2
09:30	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
10:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	3	3	0.6
10:45	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	2	2	0.4
11:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	1	5	6	1.4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0.6
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0.8
11:45	0	0	0	0	0	0	7	7	1.4	0	0	0	0	0	0	4	4	0.8



SITE: 1

DATE: 05/12/2019

LOCATION: Pope's Road

DAY: Thursday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
12:15	0	0	0	0	0	1	4	5	1.2	0	0	0	0	0	0	2	2	0.4
12:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2
12:45	0	0	0	0	0	1	1	2	0.6	0	0	0	0	0	1	0	1	0.4
13:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	2	2	0.4
13:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
14:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	3	3	0.6
14:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	2	2	0.4
14:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	5	5	1
14:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	2	2	0.4
15:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	1	3	4	1
15:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	7	7	1.4
15:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	5	5	1
16:00	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	6	6	1.2
16:15	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	4	4	0.8
16:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	4	4	0.8
17:00	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	5	6	2
17:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	7	7	1.4
17:30	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	1	8	9	2
17:45	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	1	6	7	1.6
18:00	2	0	0	0	0	2	3	7	3.4	0	0	0	0	0	3	4	7	2
18:15	0	0	0	0	0	3	0	3	1.2	8	0	0	0	0	4	9	21	11.4
18:30	2	0	0	0	0	2	2	6	3.2	5	0	0	0	0	5	6	16	8.2
18:45	3	0	0	0	0	8	6	17	7.4	5	0	0	0	0	7	11	23	10
19:00	4	0	0	0	0	9	1	14	7.8	11	1	0	0	0	9	5	26	16.6
19:15	4	0	0	0	0	2	3	9	5.4	7	1	0	0	0	3	6	17	10.4
19:30	6	0	0	0	0	6	5	17	9.4	9	0	0	0	0	8	2	19	12.6
19:45	4	0	0	0	0	4	3	11	6.2	12	1	0	0	0	5	7	25	16.4
20:00	1	0	0	0	0	5	2	8	3.4	12	0	0	0	0	2	2	16	13.2
20:15	7	0	0	0	0	5	0	12	9	6	0	0	0	0	6	6	18	9.6
20:30	2	0	0	0	0	10	1	13	6.2	5	0	0	0	0	5	4	14	7.8
20:45	1	0	0	0	0	5	1	7	3.2	11	3	0	0	0	3	2	19	15.6
21:00	2	0	1	0	0	8	2	13	7.1	8	0	1	0	0	5	8	22	13.1
21:15	1	0	0	0	0	6	2	9	3.8	6	0	0	0	0	11	1	18	10.6
21:30	3	0	0	0	0	6	0	9	5.4	7	0	0	0	0	9	3	19	11.2
21:45	1	0	0	0	0	2	1	4	2	2	0	0	0	0	2	3	7	3.4
22:00	3	0	0	0	0	3	4	10	5	8	0	0	0	0	6	4	18	11.2
22:15	3	0	0	0	0	1	2	6	3.8	4	0	0	0	0	2	3	9	5.4
22:30	1	0	0	0	0	1	0	2	1.4	9	0	0	0	0	1	2	12	9.8
22:45	4	0	0	0	0	1	1	6	4.6	9	0	0	0	0	2	4	15	10.6
23:00	0	0	1	0	0	1	2	4	2.3	5	0	0	0	0	0	3	8	5.6
23:15	1	0	0	0	0	1	2	4	1.8	4	0	0	0	0	1	3	8	5
23:30	3	0	1	0	0	2	0	6	5.3	2	0	0	0	0	1	2	5	2.8
23:45	4	0	0	0	0	0	1	5	4.2	3	0	0	0	0	2	0	5	3.8
<b>P/TOT</b>	<b>92</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>172</b>	<b>381</b>	<b>188.5</b>	<b>187</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>219</b>	<b>526</b>	<b>287.5</b>



SITE: 1

DATE: 06/12/2019

LOCATION: Pope's Road

DAY: Friday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	1	0	0	0	0	0	2	3	1.4	2	1	0	0	0	1	0	4	3.4
00:15	2	0	0	0	0	1	0	3	2.4	4	0	0	0	0	1	0	5	4.4
00:30	4	0	0	0	0	0	0	4	4	2	0	0	0	0	0	1	3	2.2
00:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
01:00	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	2	2
01:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	3.2
01:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
01:45	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1.5
02:00	1	0	1	0	0	0	0	2	2.5	2	0	0	0	0	0	0	2	2
02:15	1	0	1	0	0	0	0	2	2.5	3	0	0	0	0	0	0	3	3
02:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0
03:00	1	1	1	0	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
03:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
03:45	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2
04:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
04:30	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2
04:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
05:15	2	0	2	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	1	2	1.2	0	0	0	0	0	0	2	2	0.4
06:00	1	0	0	0	0	0	3	4	1.6	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	4	0	0	0	0	0	3	7	4.6	3	0	0	0	0	1	0	4	3.4
07:00	0	0	1	0	0	0	1	2	1.7	1	1	0	0	0	0	1	3	2.2
07:15	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	0	1	1
07:30	3	0	0	0	0	0	1	4	3.2	2	0	0	0	0	0	0	2	2
07:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0.2
08:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
08:15	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	1	1	0.2
08:45	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	2	2	0.4
09:00	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	1	1	0.2
09:15	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	0	1	1	0.2
09:30	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	3	3	0.6
10:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	2	2	0.4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
10:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	1	1	2	0.6
11:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	4	4	0.8
11:15	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	1	1	0.2
11:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	2	2	0.4
11:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 06/12/2019

LOCATION: Pope's Road

DAY: Friday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2
12:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	4	4	0.8
12:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	1	1	0.2
13:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	3	3	0.6
13:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	2	2	0.4
13:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1
14:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	6	6	1.2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0.6
14:30	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	1	1	0.2
14:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	4	4	0.8
15:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	3	3	0.6
15:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	3	3	0.6
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
16:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2
16:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	2	2	0.4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0.4
17:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	4	4	0.8
17:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
17:30	0	0	0	0	0	1	1	2	0.6	0	0	0	0	0	0	5	5	1
17:45	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	6	6	1.2
18:00	1	0	0	0	0	1	3	5	2	2	0	0	0	0	7	9	6.6	
18:15	1	0	0	0	0	4	6	11	3.8	1	0	0	0	0	7	6	14	5
18:30	4	1	1	0	0	6	1	13	9.1	3	0	0	0	0	2	5	10	4.8
18:45	5	0	0	0	0	3	5	13	7.2	8	0	0	0	0	3	7	18	10.6
19:00	3	1	0	0	0	3	3	10	5.8	15	0	0	0	0	7	4	26	18.6
19:15	4	1	0	0	0	5	1	11	7.2	16	1	0	0	0	5	9	31	20.8
19:30	4	0	0	0	0	6	1	11	6.6	25	0	0	0	0	4	3	32	27.2
19:45	1	0	0	0	0	6	6	13	4.6	20	1	0	0	0	9	1	31	24.8
20:00	5	1	0	0	0	1	0	7	6.4	23	2	0	0	0	12	2	39	30.2
20:15	3	0	0	0	0	1	2	6	3.8	20	1	1	0	0	7	5	34	26.3
20:30	0	0	0	0	0	4	0	4	1.6	12	0	0	0	0	2	6	20	14
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	0	0	0	1	1	6	4.6	10	0	0	0	0	9	2	21	14
21:15	2	1	0	0	0	5	0	8	5	4	0	0	0	0	5	2	11	6.4
21:30	3	1	0	0	0	7	1	12	7	5	0	0	0	0	3	3	11	6.8
21:45	5	0	0	0	0	9	0	14	8.6	4	0	0	0	0	1	0	5	4.4
22:00	2	0	0	0	0	6	0	8	4.4	11	0	0	0	0	4	3	18	13.2
22:15	3	0	0	0	0	5	3	11	5.6	8	1	0	0	0	7	1	17	12
22:30	1	0	0	0	0	2	1	4	2	7	1	0	0	0	2	1	11	9
22:45	2	0	0	0	0	1	2	5	2.8	5	1	0	0	0	4	1	11	7.8
23:00	3	0	0	0	0	2	0	5	3.8	11	1	0	0	0	3	2	17	13.6
23:15	3	0	0	0	0	5	0	8	5	15	1	0	0	0	4	1	21	17.8
23:30	2	0	1	0	0	3	1	7	4.9	4	0	0	0	0	0	1	5	4.2
23:45	6	0	0	0	0	0	0	6	6	5	0	0	0	0	1	1	7	5.6
<b>P/TOT</b>	<b>102</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>136</b>	<b>344</b>	<b>186.4</b>	<b>266</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>163</b>	<b>558</b>	<b>361.4</b>



SITE: 1

DATE: 07/12/2019

LOCATION: Pope's Road

DAY: Saturday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	6	1	0	0	0	1	0	8	7.4	11	0	0	0	0	0	0	11	11
00:15	1	0	0	0	0	1	0	2	1.4	3	0	0	0	0	0	0	3	3
00:30	2	0	0	0	0	0	3	5	2.6	0	0	0	0	0	0	0	0	0
00:45	6	3	0	0	0	0	1	10	9.2	4	0	0	0	0	1	1	6	4.6
01:00	4	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	5	5
01:15	3	1	1	0	0	1	0	6	5.9	8	0	0	0	0	0	0	8	8
01:30	4	0	0	0	0	0	0	4	4	2	0	0	0	0	1	1	4	2.6
01:45	5	0	0	0	0	1	2	8	5.8	5	1	0	0	0	0	0	6	6
02:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0.2
02:15	3	0	1	0	0	0	0	4	4.5	4	0	0	0	0	0	0	4	4
02:30	5	0	0	0	0	1	0	6	5.4	7	0	0	0	0	0	0	7	7
02:45	2	0	1	0	0	0	0	3	3.5	2	0	0	0	0	0	1	3	2.2
03:00	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1
03:15	5	0	2	0	0	0	1	8	8.2	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	3	3
03:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:00	3	0	1	0	0	0	0	4	4.5	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	1	2	4	1.8
04:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
05:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
05:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2	1.2
05:45	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	0	1	1
06:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1.2
06:30	3	1	0	0	0	0	2	6	4.4	1	0	0	0	0	0	0	1	1
06:45	4	0	0	0	0	0	1	5	4.2	1	1	0	0	0	0	0	2	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
07:30	1	0	0	0	0	0	2	3	1.4	0	0	0	0	0	0	1	1	0.2
07:45	1	0	0	0	0	0	2	3	1.4	0	0	0	0	0	0	1	1	0.2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	3	3	0.6
09:00	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0.6
09:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
09:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
10:00	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	4	4	0.8
10:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2
10:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	2	2	0.4
11:00	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	1	1	0.2
11:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	5	5	1
11:30	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	3	3	0.6
11:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0



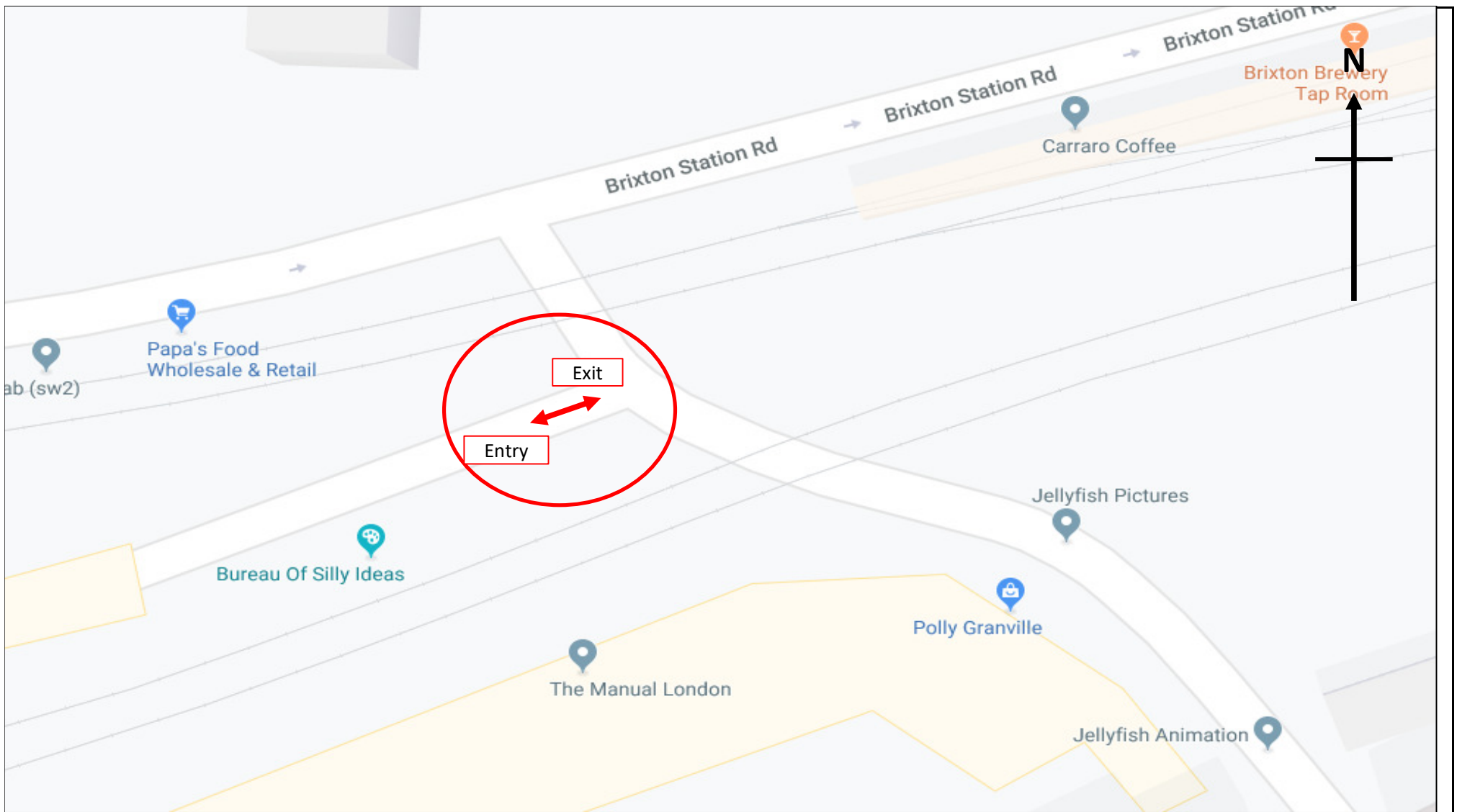
SITE: 1


DATE: 07/12/2019

LOCATION: Pope's Road

DAY: Saturday

TIME	Northbound							TOT	PCU's	Southbound							TOT	PCU's				
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL						
12:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	0	3	3	0.6
12:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	2	2	0.4	0.4
12:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	2	2	0.4	0.4
13:00	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0	1	1	0.2	0.2
13:15	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	1	1	0.2	0.2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	5	5	1	1
14:15	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	4	4	0.8	0.8
14:30	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0	7	7	1.4	1.4
14:45	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	0	0	0	2	2	0.4	0.4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2	0.2
15:15	0	0	0	0	0	0	3	3	0.6	0	0	0	0	0	0	0	0	0	2	2	0.4	0.4
15:30	0	0	0	0	0	0	10	10	2	0	0	0	0	0	0	0	0	0	2	2	0.4	0.4
15:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	2	2	0.4	0.4
16:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	3	3	0.6	0.6
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2	0.2
16:30	0	0	0	0	0	1	1	2	0.6	0	0	0	0	0	0	0	0	0	1	1	0.2	0.2
16:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	1	1	0.2	0.2
17:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	5	5	1	1
17:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	4	4	0.8	0.8
17:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	1	1	0.2	0.2
17:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	5	5	1	1
18:00	0	0	0	0	0	8	0	8	3.2	1	0	0	0	0	0	0	0	13	2	16	6.6	
18:15	0	0	0	0	0	1	2	3	0.8	2	0	0	0	0	0	0	0	8	0	10	5.2	
18:30	1	0	0	0	0	3	2	6	2.6	6	0	0	0	0	0	0	0	1	1	8	6.6	
18:45	4	0	0	0	0	4	2	10	6	5	1	0	0	0	0	0	0	5	1	12	8.2	
19:00	5	0	0	0	0	3	0	8	6.2	4	0	0	0	0	0	0	0	3	2	9	5.6	
19:15	3	0	0	0	0	4	0	7	4.6	10	0	0	0	0	0	0	0	4	2	16	12	
19:30	6	1	0	0	0	7	1	15	10	3	0	0	0	0	0	0	0	7	4	14	6.6	
19:45	5	0	0	0	0	3	1	9	6.4	14	2	0	0	0	0	0	0	7	3	26	19.4	
20:00	2	0	1	0	0	4	1	8	5.3	9	0	0	0	0	0	0	0	4	2	15	11	
20:15	1	0	0	0	0	7	2	10	4.2	3	0	0	0	0	0	0	0	8	3	14	6.8	
20:30	5	0	0	0	0	2	2	9	6.2	9	0	0	0	0	0	0	0	6	1	16	11.6	
20:45	4	0	0	0	0	4	2	10	6	6	3	0	0	0	0	0	0	8	1	18	12.4	
21:00	5	0	0	0	0	6	0	11	7.4	6	1	0	0	0	0	0	0	6	1	14	9.6	
21:15	5	0	0	0	0	4	0	9	6.6	8	1	0	0	0	0	0	0	2	2	13	10.2	
21:30	1	0	0	0	0	3	0	4	2.2	3	0	0	0	0	0	0	0	4	2	9	5	
21:45	2	0	0	0	0	1	0	3	2.4	2	0	0	0	0	0	0	0	6	1	9	4.6	
22:00	4	0	0	0	0	11	0	15	8.4	4	0	0	0	0	0	0	0	5	0	9	6	
22:15	3	0	0	0	0	2	2	7	4.2	6	0	0	0	0	0	0	0	0	2	8	6.4	
22:30	6	0	0	0	0	0	1	7	6.2	9	0	0	0	0	0	0	0	3	2	14	10.6	
22:45	8	0	0	0	0	0	2	10	8.4	16	0	0	0	0	0	0	0	3	2	21	17.6	
23:00	5	0	0	0	0	0	0	5	5	29	0	0	0	0	0	0	0	0	0	29	29	
23:15	4	0	0	0	0	2	1	7	5	25	1	0	0	0	0	0	0	1	2	29	26.8	
23:30	3	0	0	0	0	2	1	6	4	21	0	0	0	0	0	0	0	1	1	23	21.6	
23:45	5	0	0	0	0	0	0	5	5	10	0	0	0	0	0	0	0	1	3	14	11	
<b>P/TOT</b>	<b>164</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>120</b>	<b>387</b>	<b>241.7</b>	<b>274</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>109</b>	<b>130</b>	<b>525</b>	<b>355.6</b>		



	<b>Site / Location:</b> Site 1, Valentia Place	<b>Project No:</b> 10713	<b>Drawing No:</b> 10713-01	<b>Drawn By:</b> EA
	<b>Survey Date:</b> Sunday 1st December to Saturday 7th December 2019	<b>Project Name:</b> Brixton		
	<b>Survey Times:</b> 00:00 to 24:00	<b>Drawing Title:</b> Site Layout and Observed Movements		





SITE: 1

DATE: 01/12/2019

LOCATION: Valentia Place

DAY: Sunday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	3	3
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1



SITE: 1

DATE: 01/12/2019

LOCATION: Valentia Place

DAY: Sunday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
15:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	1	0	1	0.4	0	0	0	0	0	1	0	1	1	0.4
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
18:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P/TOT</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>16.4</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>21.4</b>	



SITE: 1

DATE: 02/12/2019

LOCATION: Valentia Place

DAY: Monday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1	1	1
09:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	1	1	1	1
10:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1	1
10:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0.2	0.2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	1	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	1	1	1	1
11:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 02/12/2019

LOCATION: Valentia Place

DAY: Monday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:30	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	1	1	0.2
12:45	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0.2
13:00	2	1	0	0	0	0	0	3	3	1	1	0	0	0	0	0	2	2
13:15	2	2	0	0	0	0	1	5	4.2	0	1	0	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	3
13:45	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
14:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5	4.2
14:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:00	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	1	2	1.2	0	2	0	0	0	0	0	2	2
16:30	0	0	0	0	0	0	1	1	0.2	2	0	0	0	0	0	0	2	2
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
17:30	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	2.2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	3.5
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
22:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P/TOT</b>	<b>36</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>	<b>49.4</b>	<b>35</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>49.7</b>



SITE: 1

DATE: 03/12/2019

LOCATION: Valentia Place

DAY: Tuesday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1
04:00	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1.5	1.5
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1	1.5	0	1	1	0	0	0	0	0	2	2.5	2.5	2.5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
09:15	4	0	1	0	0	0	0	5	5.5	1	0	0	0	0	0	0	0	1	1	1	1
09:30	3	0	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	1	1	1	1
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.5	1.5	1.5
11:15	1	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	2	2.5	2.5	2.5
11:30	0	0	0	0	0	1	0	1	0.4	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 03/12/2019

LOCATION: Valentia Place

DAY: Tuesday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2
12:15	1	0	1	0	0	0	0	2	2.5	1	0	0	0	0	0	0	1	1
12:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
13:30	2	0	1	0	0	0	0	3	3.5	1	0	0	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
14:00	2	1	0	0	0	0	0	3	3	0	1	2	0	0	0	0	3	4
14:15	1	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5	5
14:30	0	0	0	0	0	0	1	1	0.2	3	0	0	0	0	0	0	3	3
14:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	1	2	1.7	1	0	1	0	0	0	0	2	2.5
15:30	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	1.4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	1.4
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
19:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
20:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
21:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
22:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
23:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
<b>P/TOT</b>	<b>38</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>59.8</b>	<b>37</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>56</b>	<b>55.7</b>



SITE: 1

DATE: 04/12/2019

LOCATION: Valentia Place

DAY: Wednesday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's				
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL						
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	1	1	1
06:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1
07:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1
07:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	1	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	1	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	1	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	1	0	3	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2	2
10:15	0	3	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	1	1	1	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	2	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	0	1	1.5	1.5
11:00	3	1	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	2	2	2	2
11:15	1	1	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	2	2	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1.5	1.5
11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1





SITE: 1

DATE: 04/12/2019

LOCATION: Valentia Place

DAY: Wednesday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	1	1	1
12:45	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2	2
13:00	2	1	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	1	1	1	1
13:15	2	0	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	4	4	4	4
13:30	1	1	1	0	0	0	0	3	3.5	2	0	0	0	0	0	1	3	2.2	3	2.2	3
13:45	1	1	0	0	0	1	0	3	2.4	1	0	0	0	0	0	0	1	1	1	1	1
14:00	0	1	0	0	0	0	0	1	1	2	1	2	0	0	1	0	6	6.4	6	6.4	6
14:15	1	0	1	0	0	0	0	2	2.5	2	0	0	0	0	0	0	2	2	2	2	2
14:30	0	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2	2	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	1	1	0.2	0	1	0	0	0	0	1	2	1.2	2	1.2	2
15:30	0	1	0	0	0	0	2	3	1.4	0	1	0	0	0	0	1	2	1.2	2	1.2	2
15:45	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	3	3	3	3
16:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2	1	0.2	1
16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	1.2	2	1.2	2
16:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	2	2	2
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	1	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1	1	1	1
18:00	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1	1	1	1
18:15	0	0	0	0	0	0	2	2	0.4	1	0	0	0	0	0	0	1	1	1	1	1
18:30	3	0	0	0	0	0	1	4	3.2	3	0	0	0	0	0	0	3	3	3	3	3
18:45	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	1	4	3.2	4	3.2	4
19:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	1
19:30	1	2	0	0	0	0	1	4	3.2	1	0	0	0	0	0	0	1	1	1	1	1
19:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	1.4	3	1.4	3
20:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	3	3	3
20:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	1
20:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0.2	1	0.2	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	1	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	1
22:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	1.2	2	1.2	2
22:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	2	2	2
22:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	1
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	1
23:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P/TOT</b>	<b>46</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>83</b>	<b>75</b>	<b>43</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>78</b>	<b>71.4</b>	<b>78</b>	<b>71.4</b>	



SITE: 1

DATE: 05/12/2019

LOCATION: Valentia Place

DAY: Thursday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5	1.5	1.5
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
09:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1	1	1
10:30	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1	1	1
10:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	1	1	1	1
11:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 05/12/2019

LOCATION: Valentia Place

DAY: Thursday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
12:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
12:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
13:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
13:45	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
14:00	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
14:15	0	0	1	0	0	0	0	1	1.5	1	0	0	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	1	2	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
15:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
19:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1.2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2
20:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P/TOT</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>42.2</b>	<b>31</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>45.2</b>	



SITE: 1

DATE: 06/12/2019

LOCATION: Valentia Place

DAY: Friday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
06:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
06:30	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
11:45	0	1	0	0	0	0	1	2	1.2	0	0	0	0	0	0	1	1	0.2



SITE: 1

DATE: 06/12/2019

LOCATION: Valentia Place

DAY: Friday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
12:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2	2
13:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
14:30	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
15:15	1	1	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	5	5
15:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
16:15	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
19:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
19:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0.4
20:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
20:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
22:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
22:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P/TOT</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>38.2</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>40</b>	<b>38.6</b>	



SITE: 1

DATE: 07/12/2019

LOCATION: Valentia Place

DAY: Saturday

TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's				
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL						
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	1	0	0	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1
06:00	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	1	1.5
06:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	1	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	2	2	2.5
09:45	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	1	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	1	0.2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SITE: 1

DATE: 07/12/2019

LOCATION: Valentia Place

DAY: Saturday

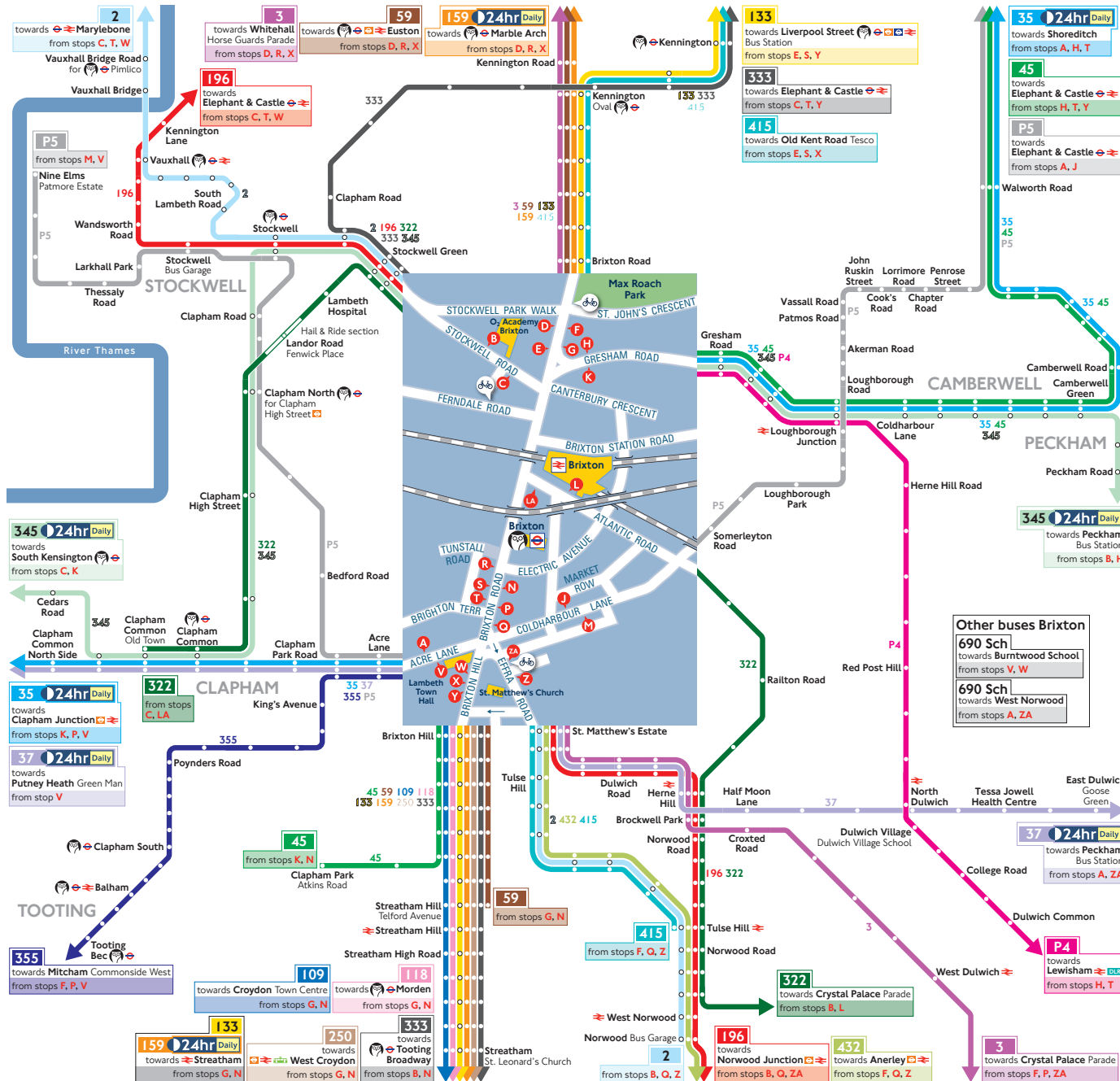
TIME	ENTRY							TOT	PCU's	EXIT							TOT	PCU's			
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL					
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
13:15	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	1	1	1	1
13:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1	1
13:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	1	1	1	0.2	0.2
14:15	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2	2	2
14:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1	1
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1	1
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	1	0	0	0	0	1	3	2.2	0	0	0	0	0	0	0	1	1	1	0.2	0.2
16:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	2	2
16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	2	2	2	2
17:15	1	0	0	0	0	1	0	2	1.4	1	1	0	0	0	0	0	0	2	2	2	2
17:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
18:30	1	1	0	0	0	0	1	3	2.2	1	1	0	0	0	0	0	1	3	2.2	2.2	2.2
18:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
19:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2	2	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	1	1	0.2	1	0	0	0	0	0	0	0	1	1	1	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	1
21:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
22:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	2	2	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0.2	0.2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>P/TOT</b>	<b>30</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>45</b>	<b>40.6</b>	<b>25</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>35</b>	<b>35</b>	<b>35</b>



## Appendix C



# Buses from Brixton



**Other buses Brixton**

- 690 Sch** towards Burntwood School from stops V, W
- 690 Sch** towards West Norwood from stops A, ZA

## How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



## Key

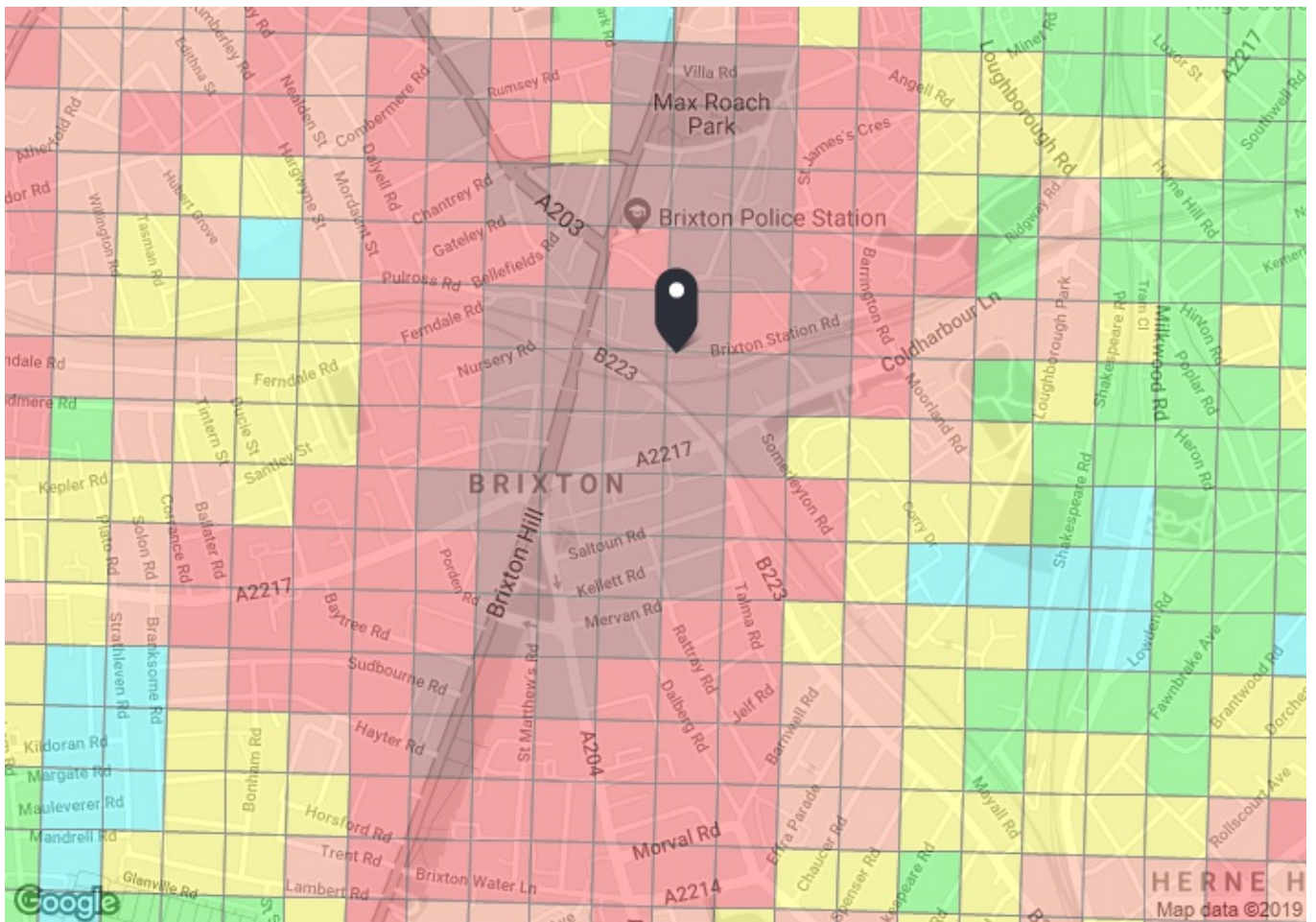
	Connections with London Underground
	Connections with London Overground
	Connections with TFL Rail
	Connections with National Rail
	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Cycle hire docking station
	Tube station with 24-hour service Friday and Saturday nights
	School journeys

## Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit [tfl.gov.uk/oyster](https://tfl.gov.uk/oyster). Alternatively, find your nearest Oyster Ticket Stop at [tfl.gov.uk/ticketstopfinder](https://tfl.gov.uk/ticketstopfinder) or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

## Appendix D





**PTAL output for Base Year 6b**

SW9 8JB  
Brixton, London SW9 8JB, UK  
Easting: 531215, Northing: 175487

Grid Cell: 55695

Report generated: 05/12/2019

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**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

**Map key - PTAL**

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

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BRIXTON STATION	355	404.92	5	5.06	8	13.06	2.3	0.5	1.15
Bus	BRIXTON STATION	415	404.92	5	5.06	8	13.06	2.3	0.5	1.15
Bus	BRIXTON STATION	59	404.92	10	5.06	5	10.06	2.98	0.5	1.49
Bus	BRIXTON STATION	432	404.92	5	5.06	8	13.06	2.3	0.5	1.15
Bus	BRIXTON STATION	118	404.92	5	5.06	8	13.06	2.3	0.5	1.15
Bus	BRIXTON STATION	250	404.92	9	5.06	5.33	10.39	2.89	0.5	1.44
Bus	BRIXTON STATION	159	404.92	12	5.06	4.5	9.56	3.14	0.5	1.57
Bus	BRIXTON STATION	2	404.92	9	5.06	5.33	10.39	2.89	0.5	1.44
Bus	BRIXTON STATION	333	404.92	6	5.06	7	12.06	2.49	0.5	1.24
Bus	BRIXTON STATION	109	404.92	10	5.06	5	10.06	2.98	0.5	1.49
Bus	BRIXTON STATION	133	404.92	12.5	5.06	4.4	9.46	3.17	1	3.17
Bus	BRIXTON STATION	196	404.92	5	5.06	8	13.06	2.3	0.5	1.15
Bus	BRIXTON STATION	3	404.92	7	5.06	6.29	11.35	2.64	0.5	1.32
Bus	BRIXTON ACRE LANE	37	523.49	6	6.54	7	13.54	2.22	0.5	1.11
Bus	BRIXTON STN ATLANTIC RD	322	239.33	5	2.99	8	10.99	2.73	0.5	1.36
Bus	COLDHARBOUR LN/GRESHAM R	P4	400.41	5	5.01	8	13.01	2.31	0.5	1.15
Bus	COLDHARBOUR LN/GRESHAM R	345	400.41	8	5.01	5.75	10.76	2.79	0.5	1.39
Bus	COLDHARBOUR LN/GRESHAM R	45	400.41	7	5.01	6.29	11.29	2.66	0.5	1.33
Bus	COLDHARBOUR LN/GRESHAM R	35	400.41	6	5.01	7	12.01	2.5	0.5	1.25
Bus	C HARBOR L THE ATLANTIC	P5	267.53	4	3.34	9.5	12.84	2.34	0.5	1.17
Rail	Loughborough Junction	'BEDFDM-SUTTON 1O13'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'BEDFDM-SUTTON 1V23'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'BEDFDM-SUTTON 1V82'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'SUTTON-LUTON 2O00'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'SUTTON-BEDFDM 2O04'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'SUTTON-STALBCY 2O06'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'SUTTON-LUTON 2O10'	943.38	1	11.79	30.75	42.54	0.71	0.5	0.35
Rail	Loughborough Junction	'LUTON-SUTTON 2O17'	943.38	0.67	11.79	45.53	57.32	0.52	0.5	0.26
Rail	Loughborough Junction	'STALBCY-SUTTON 2O29'	943.38	0.67	11.79	45.53	57.32	0.52	0.5	0.26
Rail	Loughborough Junction	'SUTTON-STALBCY 2V02'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'SUTTON-STALBCY 2V08'	943.38	0.67	11.79	45.53	57.32	0.52	0.5	0.26
Rail	Loughborough Junction	'BEDFDM-SUTTON 2V15'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'SUTTON-BEDFDM 2V16'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'LUTON-SUTTON 2V19'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'SUTTON-KNTSHTN 2V20'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'STALBCY-SUTTON 2V27'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'LUTON-SUTTON 2V31'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'BCKNHMJ-BEDFDM 1G65'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'KENTHOS-BEDFDM 1G71'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'ORPNGTN-STALBCY 2D93'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Loughborough Junction	'ORPNGTN-LUTON 2D95'	943.38	0.33	11.79	91.66	103.45	0.29	0.5	0.14
Rail	Brixton	'BCKNHMJ-VICTRIE 2D12'	127.39	1	1.59	30.75	32.34	0.93	0.5	0.46
Rail	Brixton	'ORPNGTN-VICTRIE 2D14'	127.39	2.33	1.59	13.63	15.22	1.97	0.5	0.99
Rail	Brixton	'BROMLYS-VICTRIE 2D20'	127.39	0.67	1.59	45.53	47.12	0.64	0.5	0.32
Rail	Brixton	'ORPNGTN-VICTRIE 2D28'	127.39	0.33	1.59	91.66	93.25	0.32	0.5	0.16
Rail	Brixton	'VICTRIE-ORPNGTN 2M14'	127.39	3.67	1.59	8.92	10.52	2.85	1	2.85
Rail	Brixton	'VICTRIE-ORPNGTN 2M20'	127.39	0.33	1.59	91.66	93.25	0.32	0.5	0.16
LUL	Brixton	'Brixton-WalthamstowC'	127.39	15.67	1.59	2.66	4.26	7.05	1	7.05
LUL	Brixton	'SevenSisters-Brixton'	127.39	11.67	1.59	3.32	4.91	6.11	0.5	3.05
<b>Total Grid Cell AI: 46.23</b>										

## Appendix E



Calculation Reference: AUDIT-358901-191203-1218

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : A - OFFICE  
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
CI	CITY OF LONDON	2 days
CN	CAMDEN	1 days
HM	HAMMERSMITH AND FULHAM	1 days
LB	LAMBETH	1 days

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 1951 to 26639 (units: sqm)  
 Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 17/06/19

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
Edge of Town Centre	1

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

Selected Location Sub Categories:

Commercial Zone	2
Built-Up Zone	3

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

## Secondary Filtering selection:

Use Class:

B1	5 days
----	--------

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	3 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	5 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

4 Good	1 days
6b (High) Excellent	4 days

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





TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

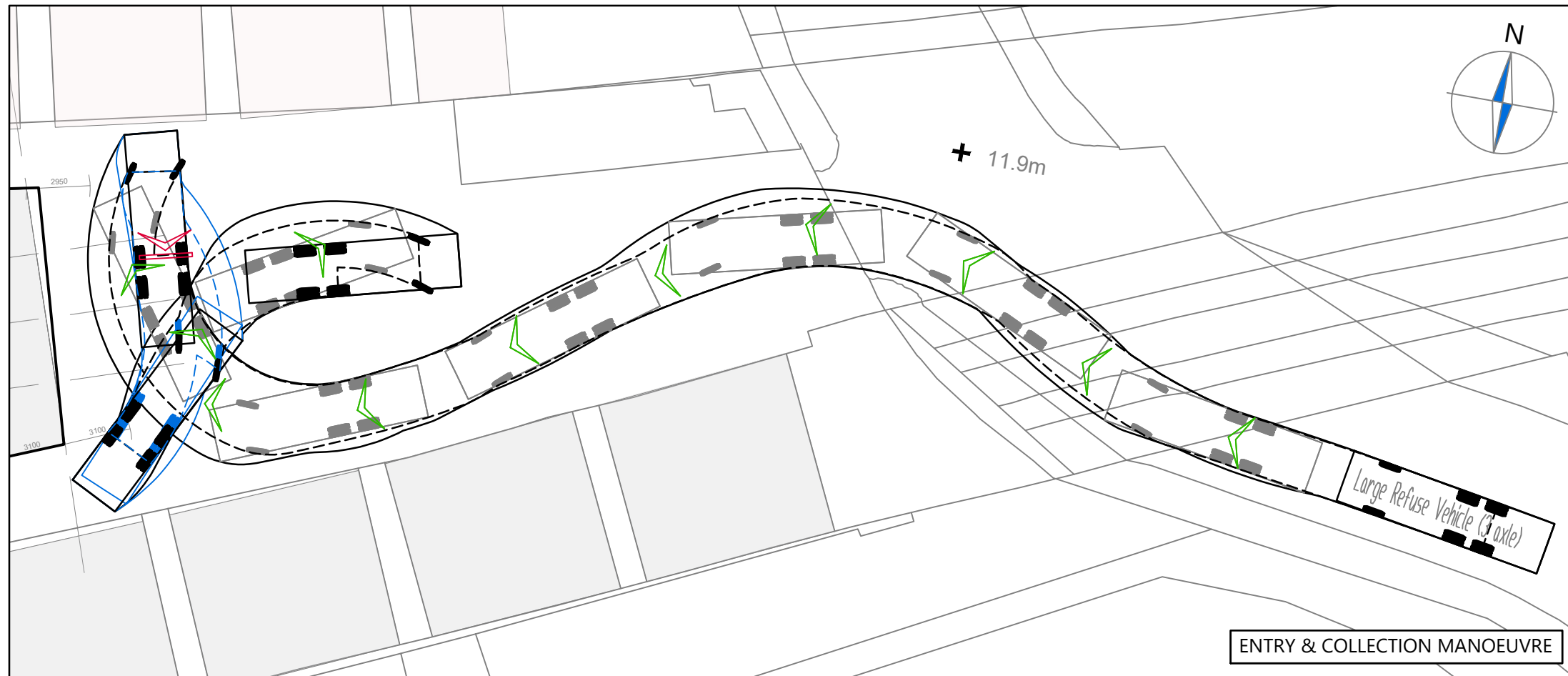
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	10126	0.634	5	10126	0.105	5	10126	0.739
08:00 - 09:00	5	10126	2.844	5	10126	0.257	5	10126	3.101
09:00 - 10:00	5	10126	2.463	5	10126	0.369	5	10126	2.832
10:00 - 11:00	5	10126	0.970	5	10126	0.612	5	10126	1.582
11:00 - 12:00	5	10126	0.650	5	10126	0.624	5	10126	1.274
12:00 - 13:00	5	10126	0.946	5	10126	1.232	5	10126	2.178
13:00 - 14:00	5	10126	1.181	5	10126	1.189	5	10126	2.370
14:00 - 15:00	5	10126	0.739	5	10126	0.677	5	10126	1.416
15:00 - 16:00	5	10126	0.346	5	10126	0.741	5	10126	1.087
16:00 - 17:00	5	10126	0.296	5	10126	1.053	5	10126	1.349
17:00 - 18:00	5	10126	0.207	5	10126	2.609	5	10126	2.816
18:00 - 19:00	5	10126	0.079	5	10126	1.586	5	10126	1.665
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>11.355</b>			<b>11.054</b>			<b>22.409</b>

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

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

## Appendix F

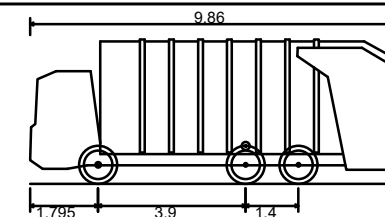




**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**LARGE REFUSE VEHICLE (3 AXLE)**



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

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

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

Rev	Details	REVISION HISTORY			Drawn	Checked	Date

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

Client:

Hondo Enterprises

Project:

Popes Road  
Brixton

Drawing Title:

Swept Path Analysis using a  
9.86m Large 3 Axle Refuse Vehicle

Scale: 1:250 Size: A3

Drawn by: HE Checked by: GS Date: 11.02.2019



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Scheme Ref: CA3981 Drawing No: TR001 Sheet: 1 of 5 Rev: ...