

AG Hondo Pope's Road BV

**Pope's Road, Brixton,
London Borough of Lambeth**

Transport Assessment

March 2020

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1 INTRODUCTION

1.1 Caneparo Associates has been appointed by AG Hondo Pope's Road BV ('the Applicant') to provide traffic and transport advice in relation to the proposed development at Pope's Road, Brixton ('the Site'), located within the London Borough of Lambeth (LBL).

1.2 The application Site comprises a funnel shaped parcel of land situated between two large railway viaducts. The Site is bound by Pope's Road to the west, at its widest point, and Valentia Place to the east, at its narrowest point. The Site comprises a single storey building currently in use as a retail store, and the prevailing height of the surroundings buildings is 2-5 storeys to the north, west and south, rising to 8-storeys to the east.

1.3 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 basement, 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."

1.4 A copy of the relevant Architect's layout plans is included at **Appendix A**.

Healthy Streets Approach & Vision Zero

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

1.6 The proposed development seeks to transform the surrounding public realm and town centre in a way which will prioritise pedestrians and cyclists, particularly above use of the private vehicle in hierarchical terms. As evidenced throughout this report, the development will minimise vehicle born trips and will deliver benefits to users of active modes, whilst managing and mitigating vehicle activity where it is essential to operations, such as servicing and deliveries.

- 1.7 Overall, a design has been developed whereby car dominance is reduced within the public realm, pedestrian conflict is minimised, and pedestrian comfort prioritised, offering a more attractive, accessible area for employees, visitors and local residents.

Report Structure

- 1.8 This Transport Assessment has been prepared following detailed site visits as well as pre-application advice received from LBL and TfL. It has been prepared in line with local policy as well as TfL's new Healthy Streets guidance regarding Transport Assessments, to examine the effects of the proposals on people as well as the local transport network. In particular, it considers whether the proposals are convenient and attractive for people of all abilities to walk, cycle and use public transport, as well as exploring the requirements for servicing the development and other essential operational needs.
- 1.9 In addition to this Transport Assessment, a Framework Employee Travel Plan (TP), Draft Delivery & Servicing Plan (DSP) and Outline Construction Logistics Plan (CLP) accompany the planning application, all of which have been prepared to fully consider and manage the potential transport and highways effects of the proposed development.
- 1.10 The remainder of this report is structured as follows:
- Section 2 - reviews relevant transport planning policy;
 - Section 3 - describes the Site, proposed development and surroundings;
 - Section 4 - details the Site accessibility;
 - Section 5 - presents the Active Travel Zone Assessment;
 - Section 6 - sets out the Pedestrian Environment Review System (PERS);
 - Section 7 - provides the trip generation assessment;
 - Section 8 - assesses the effects of the development;
 - Section 9 - outlines the construction logistics;
 - Section 10 - identifies relevant mitigation measures; and
 - Section 11 - provides a summary and conclusion.

2 TRANSPORT PLANNING POLICY

2.1 This section summarises the key transport policies at a national, regional and local level that are relevant to this proposal, including:

- National Planning Policy Framework (2019)
- The Adopted London Plan (2016)
- The Draft New London Plan (Intend to Publish Version 2019)
- The Mayor's Transport Strategy (2018)
- Adopted Lambeth Local Plan (2015)
- Draft Revised Lambeth Local Plan (2020)
- Lambeth Transport Strategy (2015)

National Transport Policy

National Planning Policy Framework (February 2019)

2.2 The National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 102 setting out that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

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

2.4 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) is summarised below.

“108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

109. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

110. Within this context, applications for development should:

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



Regional Transport Policy

The London Plan (March 2016)

- 2.5 The London Plan (March 2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.
- 2.6 Policy 6.1 sets out a number of strategic aims, key aims include:
- a) *“Encouraging patterns and modes of development that reduce the need to travel, especially by car;*
 - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - d) *promoting walking by ensuring an improved urban realm.”*

The Draft New London Plan (Intend to Publish Version, December 2019)

- 2.7 Though currently in draft format, the New London Plan still forms a material consideration in planning decisions and, as such, is included within this report. Six core ‘good growth’ policies are identified and state the following with regards to transport:

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

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

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

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

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

Mayor's Transport Strategy (March 2018)

2.9 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

2.10 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

2.11 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

Local Transport Policy

Lambeth Local Plan (2015)

2.12 The Lambeth Local Plan was adopted in September 2015 and replaces the Core Strategy and remaining saved policies of the UDP. It sets out the planning policies for Lambeth over the next 15 years to 2030, including:

- *“The spatial strategy, vision and strategic objectives to be achieved;*
- *the process, mechanisms and policies for delivery and monitoring of the strategy;*
- *borough-wide policies setting out the strategic policy approach with supporting development management policy and site allocations where required; and,*
- *policies (including site allocations) for shaping individual places and neighbourhoods.”*

2.13 Policy T1 (Section 08, Transport and Communications) states that Lambeth will manage the local transport system and promote sustainability in line with the Lambeth Transport Plan 2011, which sets out five overall objectives, including the following:

- *“Promote sustainable, healthy travel behaviour. The benefits of increased walking and cycling include reducing congestion, air pollution, road collisions and community severance and improving health and wellbeing.*
- *Improve the quality, reliability and efficiency of the road network. Investing in maintaining the road network ensures safety and reliability of roads for all road users, including cyclists and powered two-wheelers.*
- *Improve air quality. Although transport is not the only sector responsible for contributing to poor air quality, Lambeth’s Air Quality Report 2009 indicated that levels of nitrogen dioxide and fine particles are likely to continue to fail government targets. These are best tackled by reducing the use of motorised transport and using cleaner and more efficient fuels for transport.*
- *Reduce CO2 emissions. While not the only contributor to increasing CO2 emissions, motorised forms of transport do impact highly. Lambeth will encourage sustainable modes of transport, with walking and cycling being the most carbon efficient modes.”*

2.14 Policy T7 (Parking) states that developments should:

- *“Provide car parking within the maximum standards in the London Plan, reflecting the public transport accessibility of the development site, with minimal provision in areas with good public transport accessibility;*
- *be car-free, including permit-free and permit-capped schemes, particularly in areas where alternative modes of transport are available and where public transport accessibility is high; and,*
- *comply with London Plan standards for other forms of parking including for cycles, motor-cycles, cars for disabled people, electric vehicle charging points and coaches.”*

2.15 Policy T8 (Servicing) states that:

- *“Servicing will be expected to be on-site unless demonstrated it can take place on street without affecting highway safety or traffic flow;*
- *Planning applications for developments where the delivery/servicing requirements are of a nature where the type or number of trips generated is considered to be likely to have a significant impact on the adjoining public highway should be supported by a delivery and servicing plan that has regard to the London Freight Plan.”*

Draft Lambeth Local Plan (Proposed Submission Version 2020)

2.16 The revised Local Plan updates the spatial strategy, vision and strategic objectives of the Lambeth Local Plan adopted in September 2015. However, the approach to some policy issues has been reviewed in light of the Council’s Borough Plan 2016-2021, new evidence, the publication of the revised National Planning Policy Framework and associated Planning Practice Guidance, and the emerging draft New London Plan.

2.17 Policy T3 Cycling states that:

- *“In all developments at least 25 per cent of cycle parking provision should be of the most accessible type, such as ‘Sheffield’ stands and 10 per cent of overall provision should be designed and dedicated for disabled use.*

- *In all developments at least one charge point should be provided to allow for re-charging of electric cycles and a charge point should be provided for a minimum of 1 in 10 cycle parking spaces.*
- *The council will consider a flexible approach to the implementation of cycle parking where available space is limited and this approach is demonstrated to deliver parking layouts and types of stands / racks that are easy to access and use for all users, but particularly those with specific mobility needs. In these cases a reduced quantum of spaces may be accepted at first occupation of the development, accompanied by an agreed plan and mechanism to introduce more space efficient products as and when measured demand requires this. A monitoring fee may be sought for this purpose."*

2.18 Policy T7 Parking states the following:

- *"In Lambeth, non-residential disabled persons parking should be provided for 5 per cent of the workforce in all non-residential development proposals, including where no general parking is provided. Availability of convenient and accessible public transport options and the potential for the development to contribute toward improvement of these, will be taken into consideration on a case by case basis."*

Policy Summary

2.19 Planning policy at all levels advocates locating new developments in areas which are easily accessible by sustainable travel. The proposed development is located in an area with a PTAL rating of 6b, which is categorised as 'excellent'. The Site's location is also accessible to a number of cycle routes and within comfortable walking distance of rail and underground stations.

2.20 The proposed development complies with policy standards at all levels, with zero car parking provided on-site in line with London Plan and LBL maximum parking standards, and servicing activity safely and suitably accommodated.

2.21 The development will implement mitigation measures to ensure the development is of benefit to the local area and operates efficiently and as planned. These are detailed later in this report and include the provision of a Framework Travel Plan, Delivery and Servicing Plan and Outline Construction Logistics Plan.

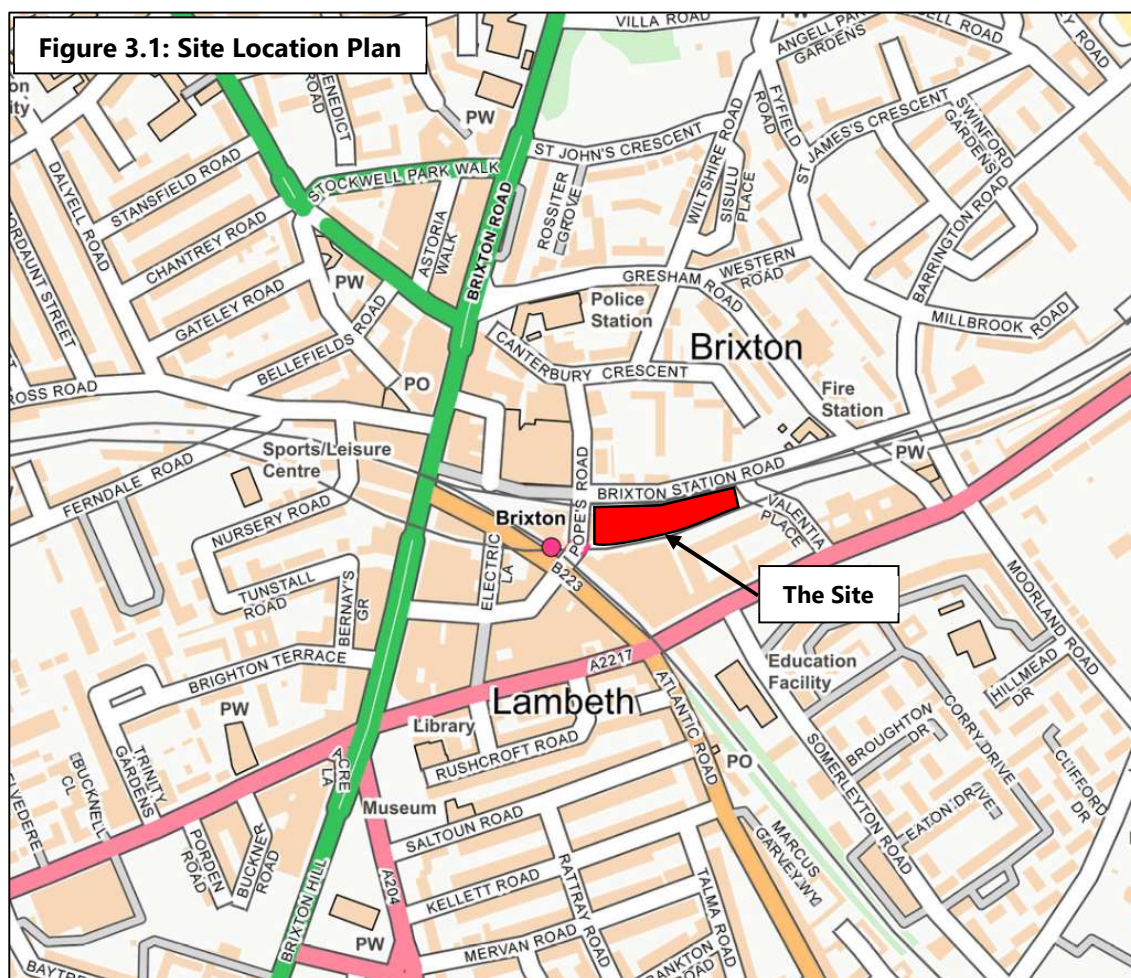
3 SITE AND SURROUNDINGS

3.1 This Section provides a description of the existing and proposed transport conditions of the Site.

Site Location

3.2 The Site is located within Brixton town centre, between two sets of railway lines immediately south of Brixton Station Road, with Pope’s Road forming the western boundary and primary frontage and Valentia Place bounding the Site to the east, from which vehicle access is provided.

3.3 The surrounding area comprises a mix of retail, eating and drinking establishments and is within a short walking distance of Brixton Rail and Underground stations. As such, the proposed development is located within an established area that benefits from many services that can cater to an increased number of employees and visitors. The location of the Site is shown within **Figure 3.1** below.



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Local Highway Network

Pope's Road

- 3.4 Pope's Road is a minor road bordering the Site to the west, which continues north, joining with Brixton Station Road at the north west corner of the Site. The section of Pope's Road that adjoins the Site between the two sets of railway lines is designated as a pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access or loading activity is permitted. The road provides shared surfacing for pedestrians and vehicles during permitted loading hours.

Brixton Station Road

- 3.5 Brixton Station Road is one-way eastbound and runs along the north boundary of the Site. Existing market units and storage are located within the railway arches on the southern side of the road taking frontage to Brixton Station Road, which provides a well-maintained footway on the northern side of the carriageway. Dropped kerbs are also provided at all vehicle crossovers on the route.

Valentia Place

- 3.6 Valentia Place is located to the rear of the Site along its eastern boundary, providing two-way vehicular movement between Brixton Station Road to the north and Coldharbour Lane to the south. The road operates a 20mph speed limit with single yellow line restrictions, and parking bays provided on the eastern side of the carriageway. Footways are provided on both sides of the carriageway, with dropped kerbs at all vehicle crossovers.

Atlantic Road

- 3.7 Atlantic Road lies to the south of the Site and provides two-way traffic between Brixton Road and Coldharbour Lane to the south. The road provides double yellow line restrictions with double yellow blips on both sides of the carriageway. Loading bays are provided on Atlantic Road, permitting loading for a maximum of 30 minutes with no return within 2 hours.
- 3.8 At the Atlantic Road / Coldharbour Lane junction, coloured road markings indicate the routes pedestrians should use to cross the road, where dropped kerbs and tactile paving are also provided at the signalised crossing.

Existing Site Use

- 3.9 The existing Site comprises existing 'Sports Direct' and 'Flannels' retail stores, in addition to an adjacent railway arch which is currently disused. No vehicle parking is provided on-site for visitors as the existing stores form part of the wider retail offering within the markets and Brixton town centre which is largely pedestrianised and/or no vehicle access is permitted.
- 3.10 A right of access exists to the rear of the Site from Valentia Place which allows for pedestrian and vehicle access. The access serves the Site, adjacent railway arches and maintains a service and emergency route for Network Rail operations.

Traffic Surveys

Automatic Traffic Counts

- 3.11 Automatic Traffic Count (ATC) surveys were undertaken on the roads bounding the Site, including Brixton Station Road, Valentia Place and Atlantic Road, between Sunday 1st December and Saturday 7th December 2019. The surveys recorded the number of vehicle movements by direction every 24 hours across the surveyed week.
- 3.12 A summary of the weekday peak hours (08:00-09:00 & 17:00-18:00), 12 hour daytime (07:00-19:00) and 24 hour (00:00-23:59) flows recorded during the survey is provided in **Table 3.1, 3.2 and 3.3** below, with a full copy of the survey results provided at **Appendix B**.

Table 3.1: Brixton Station Road ATC Results								
Period	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak	N/A	45	61	44	70	66	N/A	57
PM Peak	N/A	123	100	114	124	115	N/A	115
12-hour	862	954	941	963	1081	1137	1154	1013
24-hour	1077	1143	1187	1184	1320	1438	1462	1258

Table 3.2: Atlantic Road ATC Results								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak N-bound	N/A	372	304	304	320	235	N/A	307
AM Peak S-bound	N/A	84	56	69	73	47	N/A	66
PM Peak N-bound	N/A	148	167	169	201	160	N/A	169
PM Peak S-bound	N/A	97	101	102	109	74	N/A	97
12-hour N-bound	2587	2628	2344	2259	2525	2422	2111	2410
12-hour S-bound	1109	1046	848	939	890	861	849	935
24-hour N-bound	4411	4130	3713	3862	4152	4186	4127	4083
24-hour S-bound	2306	1810	1595	1844	1764	1790	1802	1844

Table 3.3: Valentia Place ATC Results								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak N-bound	N/A	69	73	75	76	66	N/A	72
AM Peak S-bound	N/A	21	33	32	33	48	N/A	33
PM Peak N-bound	N/A	50	54	28	74	72	N/A	56
PM Peak S-bound	N/A	89	82	31	93	71	N/A	73
12-hour N-bound	435	680	669	613	670	740	809	659
12-hour S-bound	529	689	675	560	726	772	732	669
24-hour N-bound	579	802	843	687	799	953	1023	812
24-hour S-bound	691	817	836	638	906	991	963	835

Pope's Road - Manual Classified Count

- 3.13 A manual classified count was undertaken on the section of Pope's Road between the junction with Brixton Market Road to the north and Atlantic Road to the south, which for much of the day (i.e. after 08:00) is a designated pedestrian zone. The survey recorded vehicle movements along Pope's Road between Sunday 1st December and Saturday 7th December 2019. The survey periods include the weekday AM (08:00 -09:00) and PM (17:00-18:00) peaks and each 24 hour day across the surveyed week.
- 3.14 A summary of the counts is provided in **Table 3.4** below, with a full copy of the survey results provided at **Appendix B**.

Table 3.4: Pope's Road Survey Summary								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Northbound	N/A	0	0	0	0	0	N/A	0
AM Southbound	N/A	1	0	0	0	0	N/A	0
AM Total	N/A	1	0	0	0	0	N/A	0
AM % HGV	N/A	0%	0%	0%	0%	0%	N/A	0%
PM Northbound	N/A	0	1	4	0	0	N/A	1
PM Southbound	N/A	0	3	2	1	0	N/A	1
PM Total	N/A	0	4	6	1	0	N/A	2
PM % HGV	N/A	0%	0%	0%	0%	0%	N/A	0%
Daily Northbound	272	102	116	131	110	120	179	147
Daily Southbound	479	182	188	218	199	283	286	262
Daily Total	751	284	304	349	309	403	465	409
Daily % HGV	2%	4%	4%	3%	4%	3%	2%	3%

3.15 The survey results show (as expected) that there are virtually no vehicle movements during the weekday peak periods which is when the part of the road surveyed is pedestrianised. Vehicle activity evidently increases outside of the pedestrianised hours, with a daily two-way average flow of 409 vehicles. Activity is notably higher at the weekend, particularly on Sunday which experienced the highest daily two-way flow of 751 vehicles.

Valentia Place - Site Access Traffic Count

3.16 An entry and exit count were undertaken between Sunday 1st December and Saturday 7th December 2019 at the Valentia Place access to the rear of the Site. The survey captured the number of vehicles entering and exiting the Site throughout the survey period, as well as each vehicle type. The survey periods include the weekday AM (08:00 -09:00) and PM (17:00-18:00) peaks and each 24-hour day across the surveyed week.

3.17 A summary of the entry and exit counts is provided in **Table 3.5** below, with a full copy of the survey results provided at **Appendix B**.

Table 3.5: Valentia Place Survey Summary								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak IN	N/A	0	2	3	5	2	N/A	2
AM Peak OUT	N/A	3	2	1	0	1	N/A	1
AM Peak Total	N/A	3	4	4	5	3	N/A	3
AM % HGV	N/A	0%	75%	0%	0%	0%	N/A	18%
PM Peak IN	N/A	1	0	2	2	1	N/A	1
PM Peak OUT	N/A	6	0	2	1	3	N/A	3
PM Peak Total	N/A	7	0	4	3	4	N/A	4
PM % HGV	N/A	0%	0%	0%	0%	0%	N/A	0%
Daily IN	16	48	54	70	41	38	38	44
Daily OUT	21	48	51	67	44	38	33	43
Daily Total	37	96	105	137	85	76	71	87
Daily % HGV	0%	1%	15%	6%	5%	0%	6%	4%

3.18 The results of the survey indicate that vehicle activity is low during the weekday AM and PM peak periods with a nominal number of movements observed. An average of 87 two-way vehicle movements were recorded across each day, with a daily peak of 137 two-way movements on Wednesday 4th December.

3.19 The survey also classified each vehicle entering and exiting the Site, from which the number of HGVs can be established. The survey indicates that the percentage of HGV movements was generally low, with an average of 4% across the full survey period, and a peak of 15% on the Tuesday.

Proposed Development

3.20 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 B1 accommodation on floors 2 to 19, with plant enclosure at roof level, and associated cycle parking, servicing and all necessary enabling works.”

Access

- 3.21 The Site will continue to be accessed on foot via Pope's Road as the primary point of access, which is pedestrianised between 08:00-18:00 each day, but provides vehicular access outside of restricted hours. Vehicular access to the Site will be provided via the service yard located at the rear on Valentia Place, as existing and according to a right of access which already exists.
- 3.22 In order to improve access to the Site and retail/markets at ground floor, the existing public toilet block on Pope's Road will be removed, and the surrounding area improved to provide a new public square. The proposals will also facilitate the planned new Brixton Rail Station entrance in the event this comes forward in the future.
- 3.23 The public toilets will be re-provided within the development at basement level 2, for which access will be provided via lifts from the Pope's Road entrance. Access to the building will be managed closely to prevent unauthorised public access into the remaining parts of the building.

New Markets

- 3.24 Access to the markets will be provided directly from Pope's Road and other secondary entrances to the north and south adjacent to the existing railway arches. The following plan prepared by the Architect illustrates the pedestrian access and circulation for the markets at ground floor (**Figure 3.2** below).

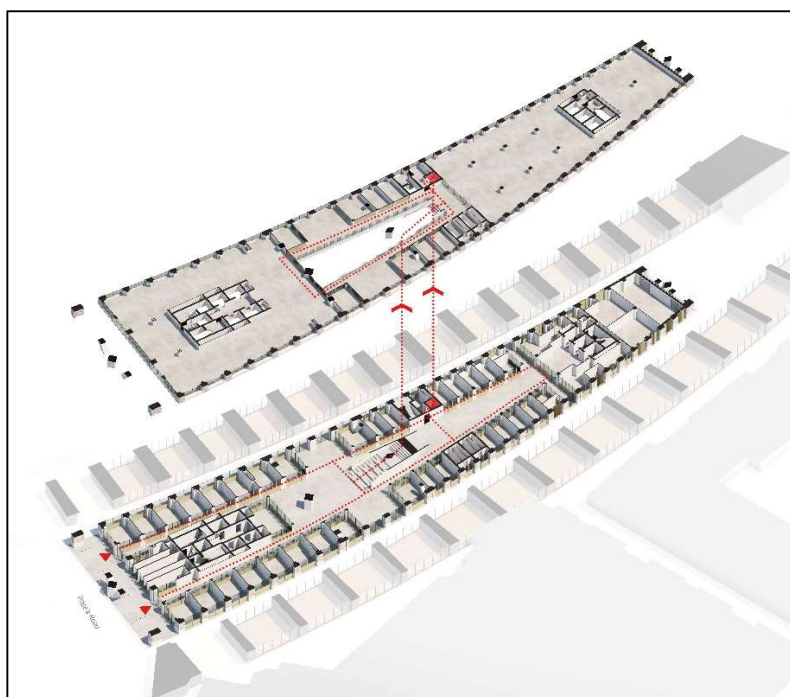


Figure 3.2: Pedestrian Access & Circulation - Markets

Office

3.25 Access to the office will be provided via the same entrances as the market provided on Pope's Road, with secondary accesses also provided to the north and south as with the markets. A separate lobby will be provided exclusively for the office at ground floor, providing access to the additional office floorspace at the upper levels. A plan prepared by the Architect illustrating ground floor pedestrian access and circulation for the office is provided at **Figure 3.3** below.

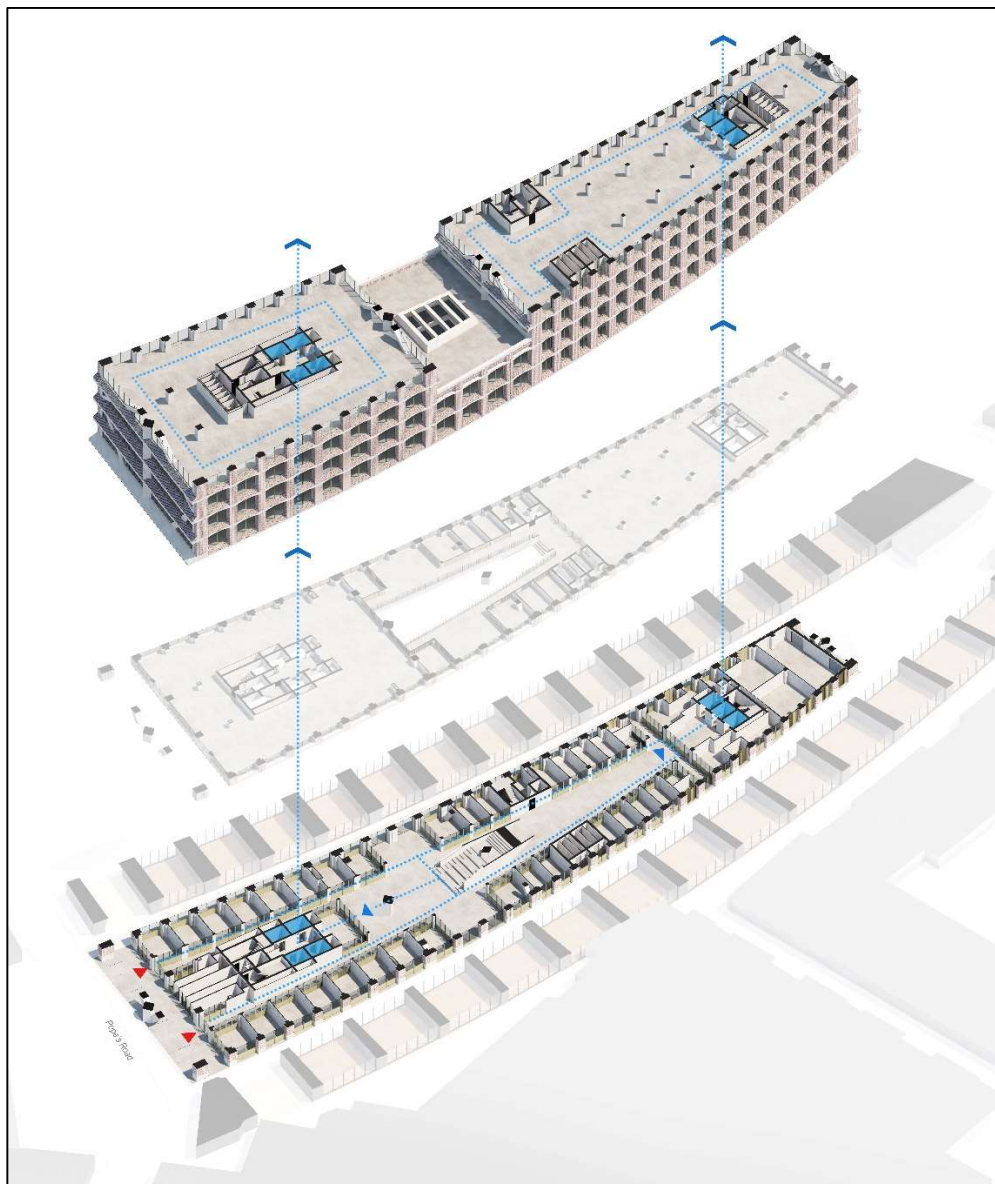


Figure 3.3: Pedestrian Access & Circulation - Office

3.26 Cyclists will be encouraged to use separate accesses to pedestrians in order to conveniently access the cycle lift to the basement cycle stores. A plan illustrating cycle access and circulation for the proposed office use is also provided at **Figure 3.4** below.

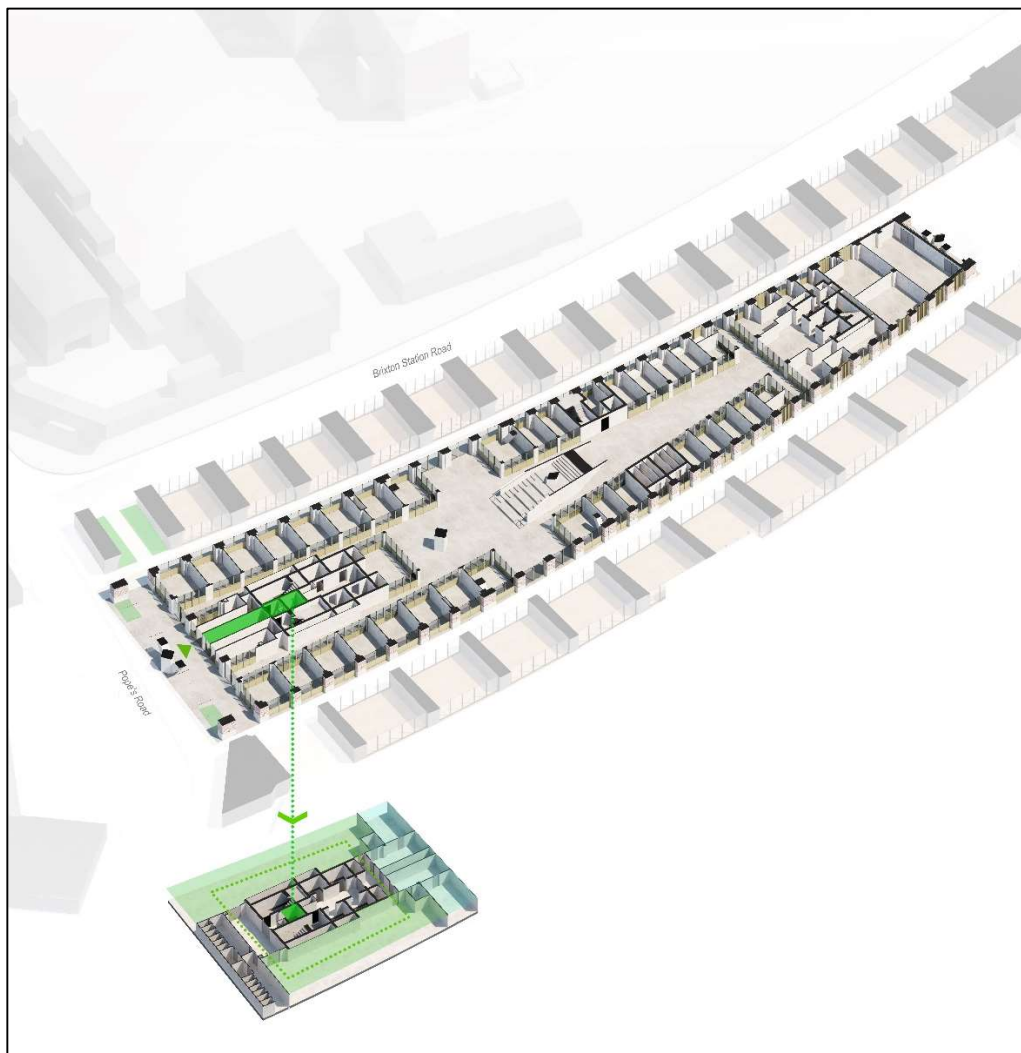


Figure 3.4: Cycle Access & Circulation - Office

Parking

Car Parking

3.27 The proposed development will provide zero car parking on-site, in accordance with local and regional policy on car parking within highly accessible locations. All employees and visitors will be expected make use of sustainable and active modes of travel to arrive and depart from the Site.

- 3.28 The Applicant is willing to provide a contribution to disabled parking in lieu, in order to fulfil the disabled parking requirement for the proposals based on relevant policy standards. It is proposed that a disabled parking space is provided on Brixton Station Road, which is the nearest vehicular route to the Site. It is pertinent to note that vehicle access is also provided at the rear of the Site which enables pick-up and drop-off for disabled users. The Site is also highly accessible by public transport, with Brixton Underground Station providing step-free access.

Cycle Parking

- 3.29 The development seeks to accord with cycle parking for each land use in line with the draft New London Plan and LBL Draft Revised Local Plan where possible, including the provision of accessible bicycle parking, Sheffield stands, cycle lockers, showers and changing facilities. Given the flexible nature of the uses in the market areas, cycle parking has been provided based on a 50/50 area split between A1 and A3 retail use, which reflects a policy compliant and also realistic division.
- 3.30 Cycle parking is concentrated within secure bike stores at basement level 1, with showers and lockers provided for staff in close proximity to the stores. The cycle stores will be closely managed by site management with CCTV in place to prevent public access.
- 3.31 Short-stay visitor cycle parking is provided within the single railway arch (that is in the Applicant's ownership) at the north west corner of the Site. The cycle parking has been arranged to optimise the number of spaces but also provide a suitable pedestrian and cycle route through the arch as a connection between the Site and Brixton Station Road. Further details about the cycle parking strategy for the development is set out later in this report.

Servicing

Market

- 3.32 Servicing for the market units can be undertaken on-street from Pope's Road as in the existing situation, whereby loading is permitted outside of 08:00 – 18:00 when it becomes pedestrianised. Delivery vehicles are able to park in the vicinity of the Site along Pope's Road for ease of goods transfer to the various market units.

3.33 In the event that Pope's Road is unavailable (e.g. during pedestrianised hours), vehicles can alternatively use the vehicle access into the Site from Valentia Place, transferring goods from the east of the Site to the relevant market units, which will be accessible at several locations throughout the Site.

Office

3.34 Servicing for the office use will take place within a service yard to the rear of the development, 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 to facilitate servicing and refuse collection for the newly proposed office use.

Standalone Restaurant

3.35 The standalone restaurant on the 8th floor will generate its own servicing demand, with the number of deliveries influenced by the end occupier and the extent to which the occupier actively engages in consolidation and other logistics initiatives. Restaurants with multiple outlets tend to be able to operate in a more lean way as part of a supply chain that reduces the number of vehicle attendances, whereas independent destination restaurants typically use a wider range of suppliers to source fresh ingredients on a more frequently changing menu. Taking these variables into account and from a review of the TRICS/TRAVL databases, it would be reasonable to expect in the range of 3 to 7 deliveries a day, with a median of 5 deliveries for the purposes of assessing the development.

4 ACCESSIBILITY

- 4.1 The Healthy Streets approach is set out as part of the Mayor’s Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL have defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).
- 4.2 An assessment of the accessibility of the Site by both active modes of travel and public transport has been undertaken, as well as an Active Travel Audit for the key routes in the locality, based on TfL’s adopted Healthy Streets Transport Assessment guidance.

Accessibility by Active Modes

Access by Foot

- 4.3 Pedestrians are well served in the vicinity of the Site, benefitting from footway provision and pedestrianised routes in the vicinity. Footways are of adequate width in most places, with dropped kerbs at vehicle crossovers and pedestrian crossings, where tactile paving is also provided. The coloured road markings provided at the Atlantic Road / Coldharbour Lane pedestrian crossing also demonstrate that pedestrian movements are prioritised in the local area.
- 4.4 **Table 4.1** sets out details of approximate distances between the Site and local amenities and public transport services which are all located within a 20-minute walk.

Table 4.1: Approximate Distances to Local Amenities & Public Transport Opportunities			
Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
Local Amenities			
Brixton Recreation Centre	Brixton Station Road	45	1
Bank	Brixton Road	210	3
Sainsbury’s Local Store	Brixton Road	260	3
Gym	Stockwell Road	280	4
Lambeth Town Hall	Brixton Hill	400	6
Pharmacy	Brighton Terrace	450	6
Post Office	Wynne Road	850	11
Public Transport Opportunities			
Brixton Rail Station	Atlantic Road	90	1

Table 4.1: Approximate Distances to Local Amenities & Public Transport Opportunities			
Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
'Brixton' Bus Stops	Stop L – Atlantic Road (southbound)	110	1
	Stop LA – Atlantic Road (northbound)	170	2
	Stop N – Brixton Road (southbound)	240	3
	Stop R – Brixton Road (northbound)	300	4
	Stop Q – Brixton Road (southbound)	300	4
	Stop T – Brixton Road (northbound)	350	5
Brixton Underground Station	Brixton Road	220	3
Loughborough Junction Rail Station	Coldharbour Lane	1000	12

4.5 The table above demonstrates that several amenities and facilities will be available to users of the Site within a short walking distance.

Cycling

4.6 Several cycle routes can be found in the vicinity of the Site, which provide connections to local facilities and public transport nodes. Pope's Road, Brixton Station Road and Atlantic Road are all designated by TfL as *'other routes that have been recommended by cyclists'*. Stockwell Road has also been designated as a *'route signed or marked for use by cyclists on a mixture of quieter or busier roads'* which provides access to A3 Clapham Road, on which Cycle Superhighway 7 (CS7) is located.

4.7 CS7 lies between Colliers Wood to the southwest and the City of London to the north, providing a prioritised route for cyclists.

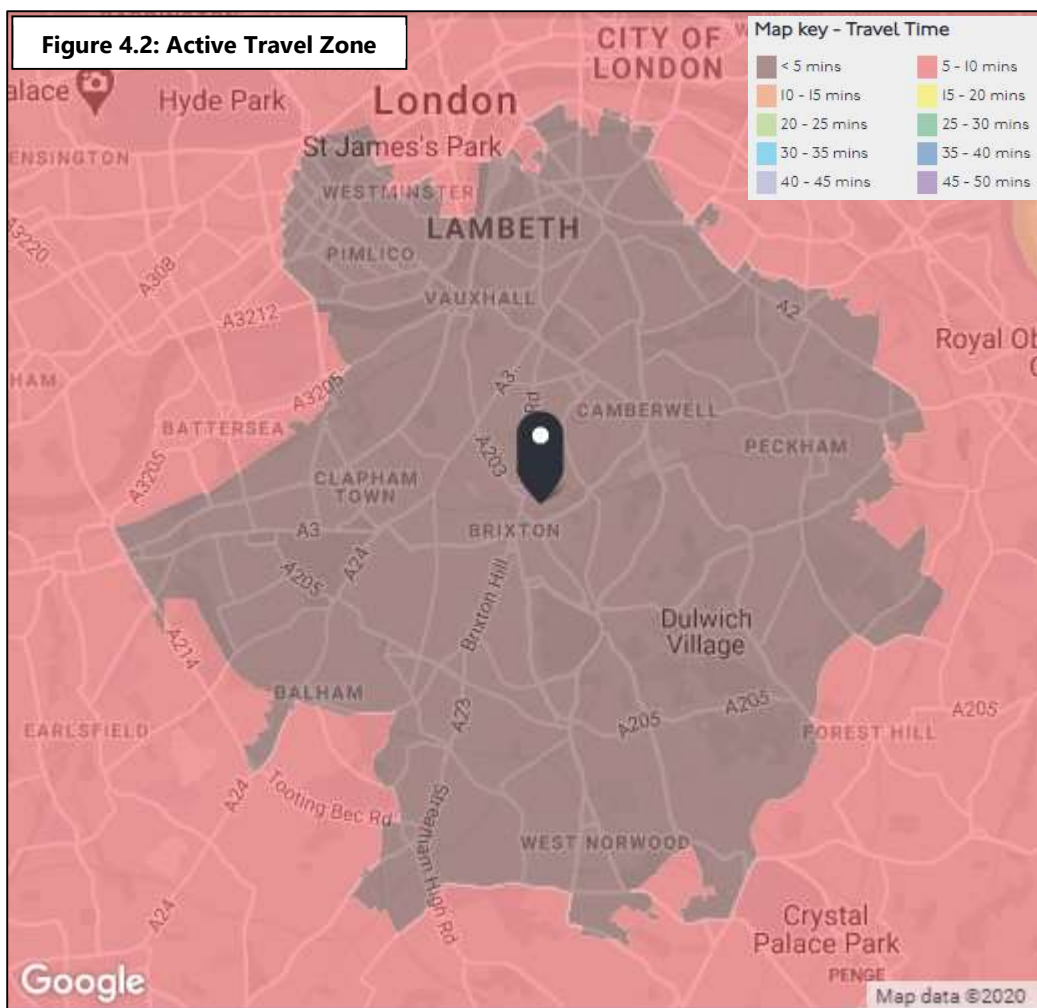
4.8 On-street cycle parking is available in the vicinity of the Site in various locations on Canterbury Crescent, Atlantic Road, Brixton Road, Brixton Hill and adjacent to Brixton Station.

4.9 Three cycle hire docking stations are located within 450m of the Site. These are as follows:

- Ferndale Road (250m west) – 30 docking points;
- Saltoun Road (450m southwest) – 30 docking points; and
- St John's Crescent (450m north) – 25 docking points.

4.10 **Figure 4.1** below provides a wider local context plan of cycle routes surrounding the Site, inclusive of the location of London Cycle Hire docking stations.

4.11 **Figure 4.2** indicates the Active Travel Zone for the Site based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distance up to 5 kilometres, which would include areas such as Vauxhall, Lambeth, Camberwell, Peckham, Dulwich, Balham and Clapham.



Source: TfL

Public Transport

Bus Services

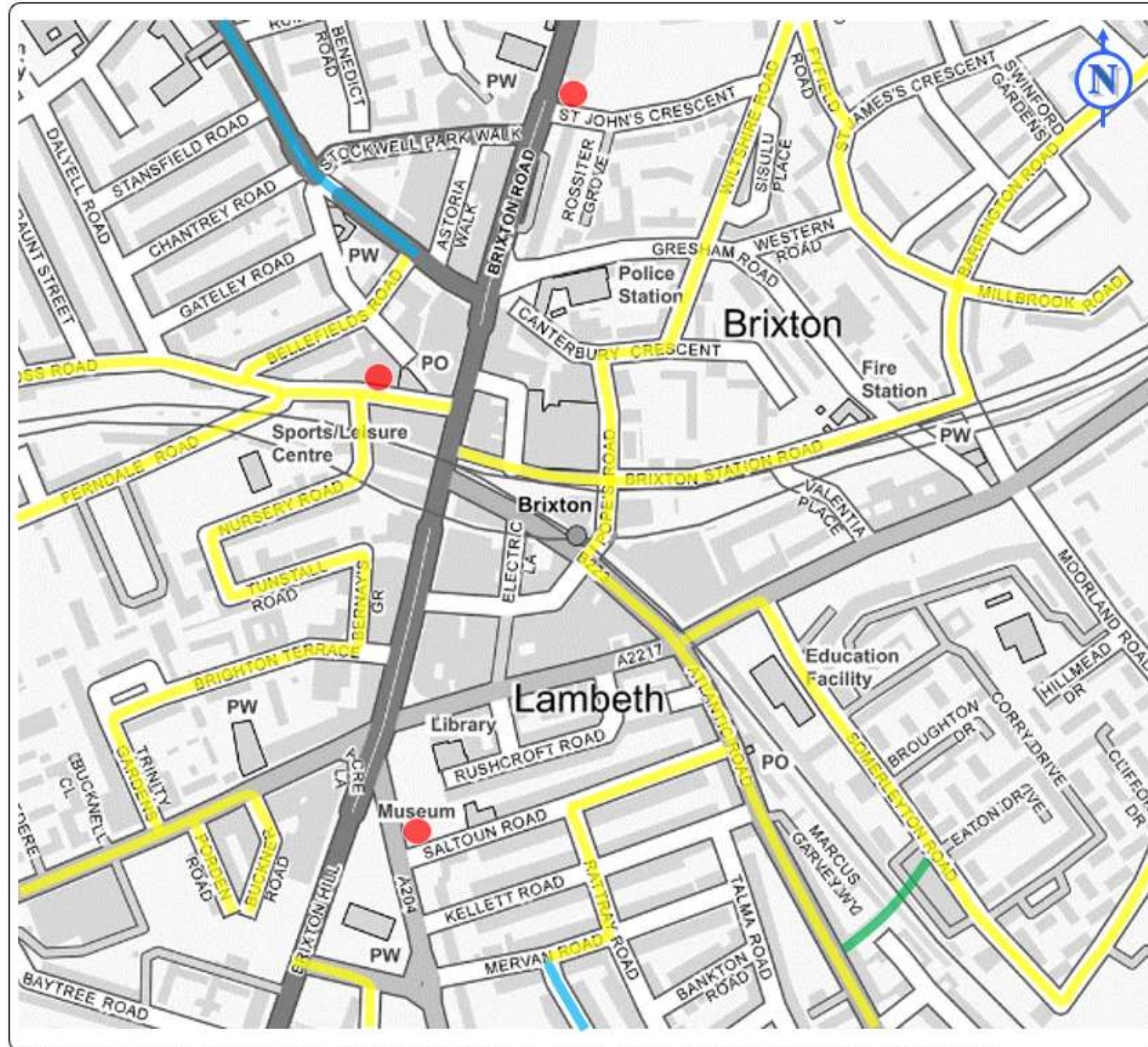
4.12 Several bus stops are located within the vicinity of the Site which serve a range of routes to several destinations. The nearest bus stops are located within a short walk of the Site, on Atlantic Road (Stop L & LA) and on Brixton Road (Stop N, R, Q & T).



4.13 **Table 4.2** below provides a summary of frequencies and routes of bus services available within walking distance of the Site. Further information about the location of nearby bus stops and services available is shown on TfL's bus spider map of the area, which is included at **Appendix C**.



Figure 4.1: Active Travel Zone Cycle Routes



NOTES

- Do not scale from this drawing.
- This drawing is to be read & printed in colour.
- This drawing is for illustrative purpose only.

KEY:

- Site Location
- Cycle Docking Station
- Routes recommended by cyclists
- Off-road routes
- Routes signed for use by cyclists

Rev	Details	Drawn	Check	Date
REVISION HISTORY				

Client:
Hondo Enterprises

Project:
Pope's Road, Brixton

Drawing Title:
Cycle Routes

Scale: NTS Size: A3

Drawn by: AS Checked by: DB Date: 28.01.20

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Scheme Ref:	Drawing No:	Sheet:	Rev:
CA3981	1	1	-

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Table 4.2: Bus Services and Frequencies

Bus No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
2	Norwood Bus Garage – Marylebone Station	6 – 10	7 – 11	9 – 13
3	Crystal Palace – Whitehall / Horseguards Avenue	8 – 12	8 – 12	11 – 13
37	Peckham Bus Station – Putney Heath / Green Man	9 – 12	9 – 12	10 – 14
45	Atkins Road / New Park Road – Elephant & Castle	9 – 12	9 – 13	14 – 15
59	Telford Avenue – Euston Bus Station	5 – 7	6 – 10	11 – 12
118	Brixton Road / Brixton Police Station – Morden Station	10 – 13	11 – 12	19 – 20
133	Streatham Station – Liverpool Street Station	4 – 8	7 – 10	11 – 13
159	Streatham Station – Marble Arch Station	4 – 8	6 – 10	10 – 13
196	Elephant & Castle / Newington Causeway – Norwood Junction	11 – 14	11 – 13	19 – 20
250	Brixton Road / Brixton Police Station – West Croydon Bus Stn	6 – 10	6 – 10	11 – 13
322	Crystal Palace Bus Station – The Pavement	11 – 14	10 – 14	14 – 15
333	Mitcham Road / Tooting Broadway Stn – Elephant & Castle	9 – 12	8 – 12	11 – 13
345	Peckham Bus Station – Natural History Museum / Cromwell Rd	7 – 11	7 – 10	10 – 13
355	Three Kings Pond – Brixton Station	10 – 14	12 – 14	14 – 15
415	Hardel Road – Dunton Road	10 – 12	11 – 12	19 – 20
432	Brixton Road / Brixton Police Station – Jasmine Grove	10 – 13	10 – 13	15 – 16
P4	Lewisham Station – Brixton Station	10 – 13	11 – 13	12 – 13
P5	Elephant & Castle – Patmore Estate / Drury House	14 – 15	14 – 15	19 – 20

Rail Services

4.14 The Site benefits from being located within short walking distance of Brixton Rail Station (90m), which operates on the Southeastern Rail network. Services operate between London Victoria and Bromley South / Orpington, at the following frequencies (peak approximation):

- London Victoria – Up to 4 trains per hour
- Bromley South – Up to 4 trains per hour
- Orpington – Up to 4 trains per hour

4.15 Loughborough Junction is also located approximately 950m from the Site (12-minutes' walk), which operates on the Thameslink network. The following destinations which provide interchange opportunities are directly accessible from Loughborough Junction station at the following frequencies (peak approximation):

- Elephant & Castle – Up to 6 trains per hour
- London Blackfriars – Up to 6 trains per hour
- London St Pancras International – Up to 6 trains per hour
- St Albans – Up to 4 trains per hour
- Sutton – Up to 4 trains per hour
- Wimbledon – Up to 2 trains per hour

Underground Services

- 4.16 Brixton Underground Station is located approximately 220m (3 minutes-walk) from the Site. The station provides access to Victoria Line services between Brixton and Walthamstow Central, which depart and arrive at the station every 1 – 3 minutes throughout the day. Victoria Line trains also operate overnight on Fridays and Saturdays at a frequency of 10-minute intervals.
- 4.17 Stockwell Station (located 1.3km from the Site) provides access to Northern Line services in addition to Victoria Line services.

Car Clubs

- 4.18 Car club bays and vehicles operated by Zipcar are located in the vicinity of the Site, as summarised below.
- Talma Road (400m south) – 1 car / 1 van
 - Ferndale Road (500m west) – 1 van
 - Porden Road (550m southwest) – 1 car / 1 van

Public Transport Accessibility Level (PTAL) Rating

- 4.19 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 4.20 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.
- 4.21 The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 4.22 The Site has a PTAL rating of 6b (the highest possible), demonstrating 'excellent' access to public transport facilities. A copy of the PTAL Assessment for the Site is provided at **Appendix D**.

5 ACTIVE TRAVEL AUDIT

- 5.1 The Active Travel Audit route is highlighted in **Figure 5.1** below, which aligns with the Healthy Streets Approach. The areas included are deemed the most appropriate / shortest routes to / from the Site, Brixton Rail Station and Brixton Underground Station.
- 5.2 The audit was undertaken on Monday 18th November 2019, between the hours of 09:00 – 11:00 by two auditors. The audit has been undertaken in accordance with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November 2017) and Healthy Streets Check for Designers (April 2019).
- 5.3 This Active Travel Audit has been undertaken in line with the new Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes. Photos have been taken at least every 150m along the main identified routes.

Healthy Streets Approach

- 5.4 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.
- 5.5 The approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The indicators, which provide initial starting points for discussions around the quality of the pedestrian environment, are illustrated within the Healthy Streets Indicator Wheel at **Figure 5.2** below.



Figure 5.2 – Healthy Streets Indicator Wheel

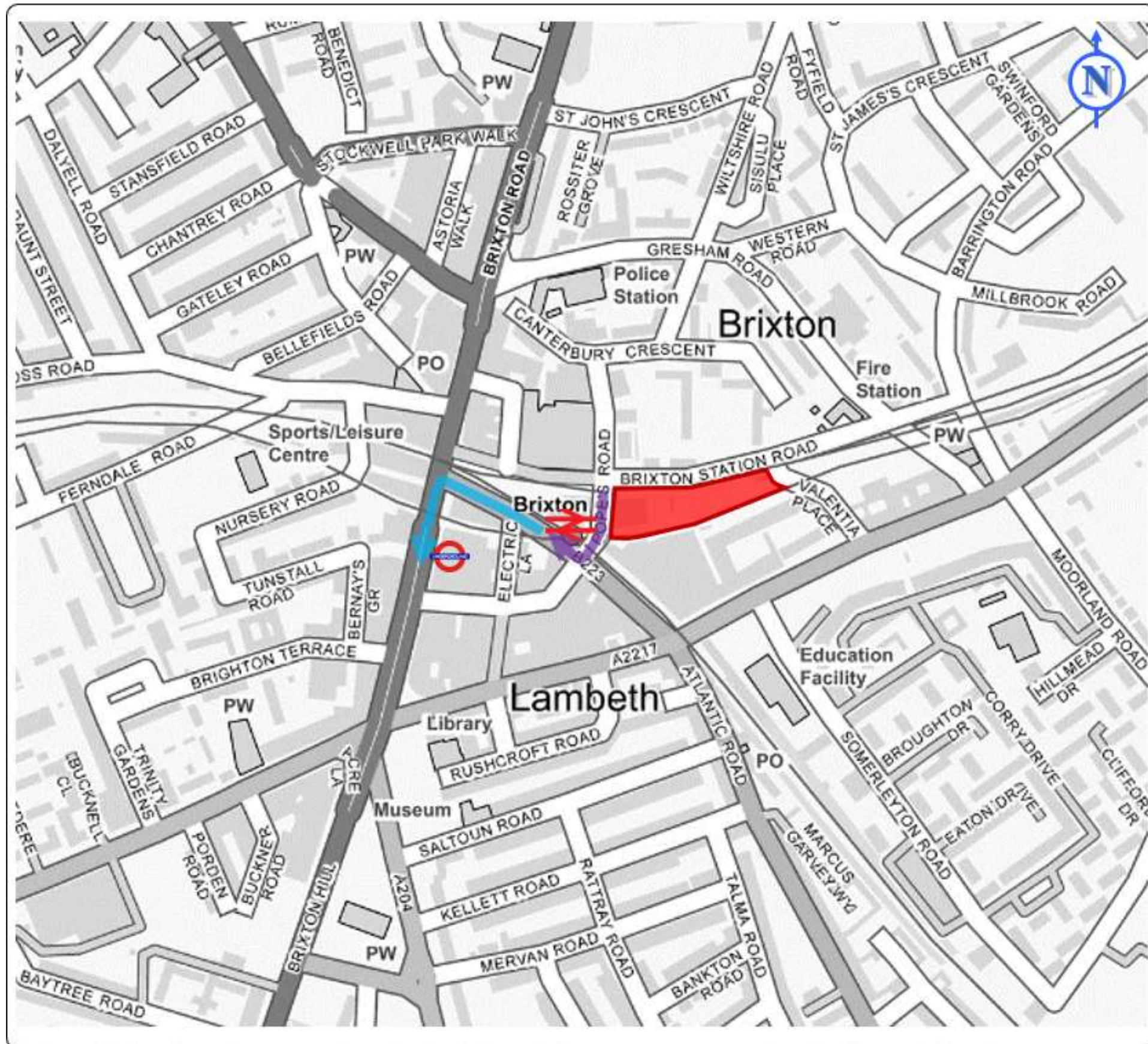
5.6 It is recognised that not all the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal. This section of the report assesses how the proposed development provides improvements to the pedestrian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

The Review Process

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




Figure 5.1: Active Travel Routes





NOTES

1. Do not scale from this drawing.
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KEY:

Site 

Route A 

Route B 

Rev	Details	Drawn	Check	Date

REVISION HISTORY

Client:
Hondo Enterprises

Project:
Pope's Road, Brixton

Drawing Title:
Active Travel Audit Route Plan

Scale: NTS Size: A3

Drawn by: AS Checked by: DB Date: 28.01.20

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Scheme Ref: CA3981	Drawing No: 1	Sheet: 1	Rev: -
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Vision Zero

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

5.9 **Figure 5.3** below, details the audit area in conjunction with the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed. For the purposes of this assessment, an accident cluster is classified as a location in which 2 or more KSI accidents were recorded. A summary of the key accidents recorded is provided below:

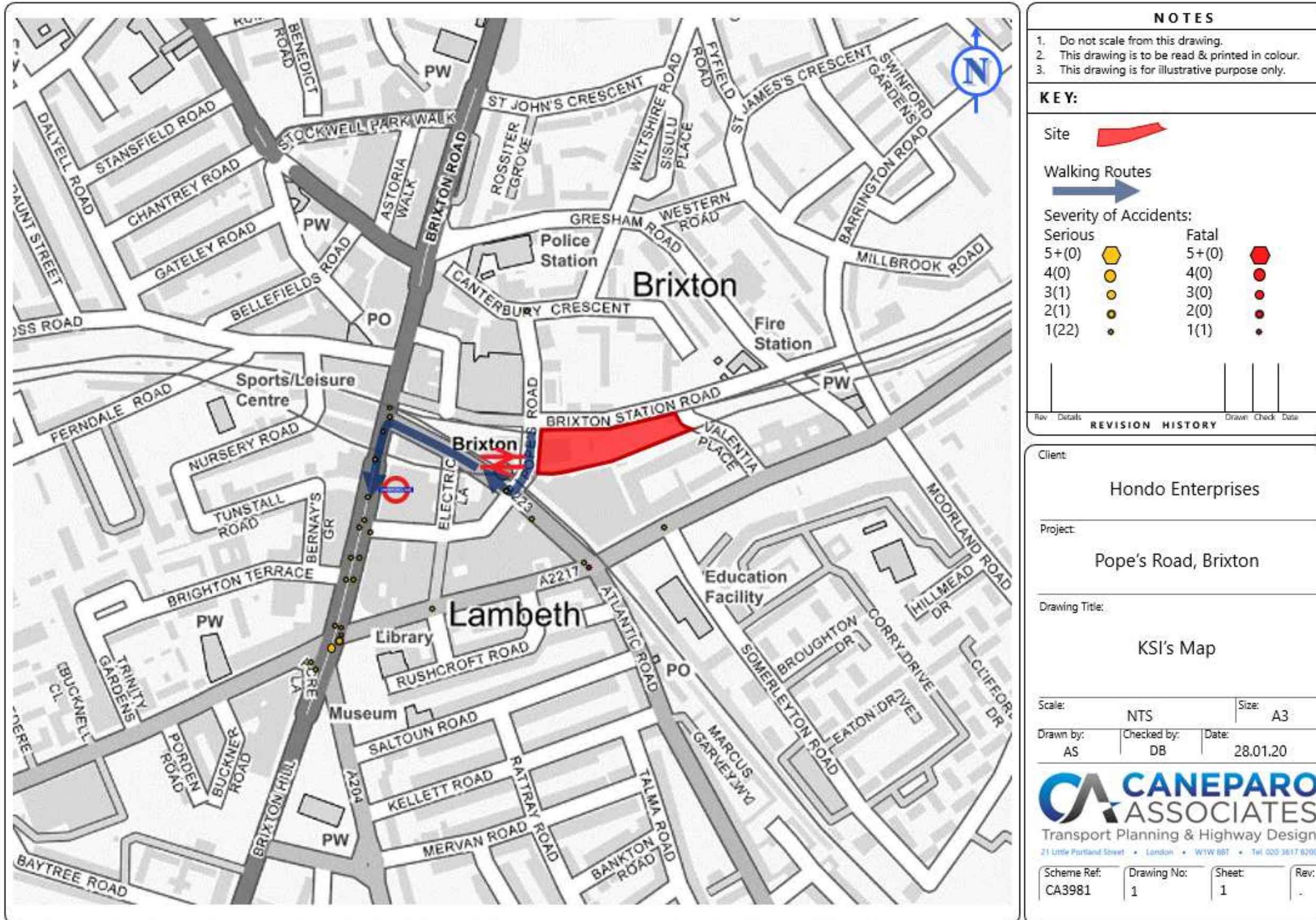
- A total of 238 collisions occurred along these routes within the last 5 years, 24 of which were classified as serious, with 1 fatal incident also occurring within the study area. With reference to the serious collisions, 6 of the incidents involved cyclists and 19 involved pedestrians. The fatal incident also involved a pedestrian.
- At the Atlantic Road / Coldharbour Lane junction a cluster of two incidents, 1 serious and 1 fatal, were recorded. According to the officer's report, the fatal incident involved a vehicle and a pedestrian who failed to look properly and wrongly used the pedestrian facility. The serious incident also involved a pedestrian and a car, occurring when the pedestrian failed to look properly and stepped out into the path of the vehicle.
- A cluster of 9 serious incidents occurred at the Brixton Road / Brixton Hill / Coldharbour Lane / Acre Lane junction. The incidents occurred as follows:
 - The first incident involving a pedestrian and goods vehicle occurred when the pedestrian slipped off the kerb into the side of the vehicle on the road.
 - The next incident occurred involving a vehicle and pedestrian, when a pedestrian incorrectly used a pedestrian crossing, although the officer's report does not indicate the role of the vehicle in the collision.
 - A further collision occurred at the junction, involving a vehicle and cyclist. The incident was found to occur when the vehicle made a poor turn / manoeuvre.
 - Another serious collision took place when a car and pedal cyclist collided at the junction, although it is not clear exactly how the incident occurred.

- A further collision involving a pedestrian and vehicle took place at the junction, although the collision was self-reported and no report is provided.
 - Another collision occurred when taxi collided with a pedestrian, who was impaired by alcohol and failed to look properly at the path of the moving vehicle.
 - A further self-reported incident occurred involving a pedestrian and minibus, although it is not clear how the incident occurred.
 - Another incident occurred at the junction involving a motorcycle and bus, which occurred when the motorcyclist had been attempting to overtake which forced the bus driver to brake suddenly to avoid a collision, resulting in a standing passenger casualty on the bus.
 - A further incident involving a pedestrian and motorcyclist took place at the junction, when the motorcyclist collided with a pedestrian who was in the middle of the crossroads. Both rider and pedestrian failed to look properly.
- At the Brixton Road / Brighton Terrace junction, a further cluster of 4 serious incidents was identified. The first incident occurred when a pedestrian stepped out into the path of a vehicle. A further incident took place when a driver had his vision obstructed by queueing traffic and subsequently hit the pedestrian. The third collision occurred at the junction, involving a minibus and pedestrian, where the pedestrian was found to be careless / in a hurry. The final incident to occur was a self-reported collision involving a minibus and pedal cyclist, which occurred when the vehicle failed to signal and did not judge the path / speed of the pedestrian at the crossing.
 - A further cluster of 3 collisions was identified at the Brixton Road / Electric Avenue junction. One incident involving a vehicle and a pedal cyclist took place when the cyclist rode onto the pedestrian crossing and collided with the vehicle. The second incident also involving a pedal cyclist occurred when the cyclist entered the road from the pavement and collided with a vehicle. The third recorded incident also involving a pedestrian and vehicle took place when the pedestrian failed to look properly and did not judge the vehicle's path or speed.

- At Brixton Road / Atlantic Road, a cluster of 3 serious incidents was identified. The first serious incident to occur involved a car and pedestrian, when both the pedestrian and vehicle driver failed to judge the other's path / speed. Another incident occurred at the junction involving a motorcycle and pedestrian, which occurred when the rider disobeyed the traffic signal and collided with the pedestrian who was crossing the road which was masked by parked vehicles. A further serious incident involving a vehicle and standing pedestrian occurred, although it is not clear how the incident took place.



Figure 5.3: Routes to Identified Key Locations including Accident Data (KSI's)



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Step-Free Route to/from Brixton Rail Station

- 5.10 The pedestrian route from the Site towards Brixton Rail Station comprises Pope's Road and Atlantic Road. The route is provided with a shared surface pedestrianised area (during restricted hours) and standard footway widths along Atlantic Road.
- 5.11 The worst section, identified at **Figure 5.4** below (Photograph A3) is located on Atlantic Road where construction is taking place and scaffolding has been placed on the footway, resulting in a restricted area available for use by pedestrians. The Photo also shows the steps that provide access to Brixton Station. Photograph A3 has been assessed in **Table 5.1** against the Healthy Streets Indicators.

Table 5.1: Healthy Streets Indicators for Photograph A3: Pope's Road / Atlantic Road		
Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	The route provides a good pedestrian route for people of all abilities, with the exception of access to Brixton Station. The existing works on Atlantic Road may also deter some pedestrians from using this section of the route while the works continue.	Step-free access to Brixton Station will make the area more accessible for pedestrians, of all mobility levels. Once the Brixton Rail works are complete, the removal of hoarding and scaffolding will also significantly improve the route.
Easy to cross	The single pedestrian crossing provided on Pope's Road provides tactile paving and a level surface to make it easy for all pedestrians to cross.	The route currently makes it easy for all pedestrians to cross.
Shade and shelter	The route along Atlantic Road is provided with shade and shelter under the railway platform for Brixton Station.	Designated and purpose-built shaded areas can be provided in the public realm space on Pope's Road.
Places to stop and rest	No particular areas designated for resting / seating are currently provided along the route.	Seating can potentially be provided as part of the public realm improvements on Pope's Road.
Not too noisy	The Site will continue to be car free as with the existing situation, therefore noise produced by vehicles will not negatively impact the area immediately surrounding the Site.	A reduction in traffic on the Atlantic Road section of the route can be explored to reduce the noise impact of vehicles.
People choose to walk, cycle and use public transport	The quality of the pedestrian route encourages people to walk in the area, in comparison to other modes.	Further signage and designated cycle routes on Atlantic Road to indicate its TfL cycle route status will further encourage cycling along the route.
People feel safe	The location is a busy area where natural surveillance is high.	The development will provide active frontage / increased footfall which will equal further natural surveillance.
Things to see and do	There are a number of shops and services along either side of the carriageway.	The development will provide an active frontage and public realm space, improving the amenities in the locality.
People feel relaxed	The route is relaxed on Pope's Road but the existing works at Brixton Station does not	The removal of scaffolding and hoarding along Atlantic Road will give pedestrians a

	<p>promote a relaxed pedestrian route. Market units on Pope's Road may also slightly block some areas of the footway, which may not provide a relaxed pedestrian experience.</p>	<p>more relaxed experience when walking along the route.</p>
<p>Clean air</p>	<p>Air quality varies along the route, as the market area outside the Site is car free but vehicular traffic is present along Atlantic Road .</p>	<p>A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy. More trees would also benefit this location.</p>

Step-Free Route to/from Brixton Underground Station

5.12 The pedestrian route between the Site and Brixton Underground Station provides pedestrian facilities with all crossing points provided with dropped kerbs and tactile paving. The worst section of the route has been identified at **Figure 5.4** below (Photograph B1). As identified for the previous route, works on Atlantic Road have resulted in scaffolding being placed on the footway which has created a restricted and potentially hostile environment for pedestrians. Photograph B1 has been assessed in **Table 5.2** below.

Table 5.2: Healthy Streets Indicators for Photograph B1: Atlantic Road / Brixton Road		
Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	While the footway itself is suitable for use by all types of pedestrians, the hoarding and scaffolding present on Atlantic Road does not make the route comfortable for all pedestrians.	Once the existing works are complete, the removal of the hoarding and scaffolding restricting the footway will improve the user experience for all pedestrians.
Easy to cross	The crossing provided from Atlantic Road onto Brixton Road is wide and provide tactile paving.	The crossing is suitable and provides ease of use for pedestrians.
Shade and shelter	The route along Atlantic Road is provided with shade and shelter under the railway platform for Brixton Station.	Designated and purpose-built shaded areas can be provided in the public realm space on Pope's Road.
Places to stop and rest	No particular areas designated for resting / seating are currently provided along the route.	Seating can potentially be provided on Brixton Road where the footway is wide and demand for seating will be present.
Not too noisy	Noise from vehicles on the adjacent roads may be a factor.	A reduction in traffic Atlantic Road / Brixton Road can be explored to reduce the noise impact of vehicles.
People choose to walk, cycle and use public transport	The quality of the pedestrian route encourages people to walk in the area, in comparison to other modes.	Further signage and designated cycle routes on Atlantic Road to indicate its TfL cycle route status will further encourage cycling along the route.
People feel safe	The location is a busy area where natural surveillance is high.	The development will provide active frontage / increased footfall which will equal further natural surveillance.
Things to see and do	There are a number of shops and services along either side of the carriageway.	The development will provide an active frontage and public realm space, improving the amenities in the locality.
People feel relaxed	The existing works at Brixton Station does not promote a relaxed pedestrian route.	The removal of scaffolding and hoarding along Atlantic Road will give pedestrians a more relaxed experience when walking along the route.
Clean air	Air quality may suffer along the route, as the market area outside the Site is car free but vehicular traffic is present along Atlantic Road	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy. More trees would also benefit this location.

Figure 5.4: Photographic Record of Routes from the Site to Brixton Rail Station and Brixton Underground Station



NOTES

1. Do not scale from this drawing.
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3. This drawing is for illustrative purpose only.

KEY:

- Site
- Route A
- Route B

REVISION HISTORY

Client:
Hondo Enterprises

Project:
Pope's Road, Brixton

Drawing Title:
Active Travel Audit Route – A & B

Scale: NTS Size: A3

Drawn by: AS Checked by: DB Date: 28.01.20

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Scheme Ref: CA3981	Drawing No: 1	Sheet: 1	Rev: -
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Summary, Recommendations and Conclusions

Summary

5.13 An Active Travel Audit was undertaken in line with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November 2017). The Active Travel Audit included routes to / from Brixton Rail Station and Brixton Underground Station.

5.14 The worst performing locations were identified as being:

- Scaffolding restricting footway width and providing a potentially hostile environment.
- Lack of step-free access provided at Brixton Rail Station.
- Markets located on the footway, which may prove hazardous to the visually impaired.

Recommendations

5.15 As part of the Healthy Streets Approach and new TfL Transport Assessment guidance, several recommendations for improvements to the local transport network have been identified, which would facilitate an environment that encourages walking and cycling.

- Improved access to Brixton Rail Station.
- The removal of scaffolding on the Atlantic Way footway to provide wider and more suitable footways for pedestrians.
- The provision of further and more prominent signage for cyclists on Atlantic Road.
- The provision of seating on Brixton Road and Pope's Road to provide places to stop and rest.

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

5.17 The proposed development itself will contribute significantly towards promoting walking, cycling and public transport by providing high quality cycle parking to Draft New London Plan and LBL standards. The location of the Site will also serve to encourage sustainable travel as all public transport nodes are located within short walking distance and no car parking provision will be available.

Conclusion

- 5.18 In conclusion, the Active Travel Audit has identified that obstructed footways are the largest barrier to active travel between the two nearest stations to the Site. With the removal of scaffolding on the existing northern footway on Atlantic Road, the pedestrian experience will be greatly improved. The facilitation of step free access to Brixton Station would also promote use of the rail services for pedestrians of all mobility levels. Cyclists can also be further prioritised, with further signage and a dedicated cycle route on Atlantic Road to highlight its TfL cycle route status. In addition, seated areas can possibly be added in the public realm outside the Site and on Brixton Road to provide a more relaxed atmosphere and places for pedestrians to stop and rest.
- 5.19 The overall results of the Active Travel Audit indicate that the pedestrian environment within the vicinity of the Site is good and with the physical measures outlined above, the key routes can be made accessible for all pedestrians and cyclists.

6 PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS)

- 6.1 The PERS audit was undertaken on Monday 18th November 2019, between the hours of 09:00 – 11:00. The audit was undertaken from the perspective of a vulnerable pedestrian i.e. those who use a wheelchair or have a visual impairment. The audit has been written in accordance with guidance provided by Transport for London (TfL) '*Pedestrian Environment Review System, Review Handbook Version 2, 2006*'.
- 6.2 Whilst in many respects the PERS style of audit has now been superseded by the above Active Travel Audit, it has been included at the request of LBL as part of the pre-application scoping process. It should be noted therefore that the extent of the PERS audit (and Active Travel Audit) was agreed with LBL prior to the audits being carried out, in accordance with best practice.
- 6.3 This audit accords with the PERS requirements specifically developed by TfL for use in London. TfL's PERS audit materials include auditing sheets and software to produce audit scores. The below 5 C's can also be used in the evaluation of the pedestrian environment as detailed in TfL's document '*Improving Walkability*':
- a) Connected – routes should link origins and destinations;
 - b) Convenient – routes should facilitate the desired journey without undue deviation or difficulty;
 - c) Conspicuous – route design should allow the user to be seen by, and to see other pedestrians and vehicles to promote personal security and road safety;
 - d) Coherence – routes should be continuous; and
 - e) Convivial – routes should be pleasant to use, with potential for activity within the public realm.
- 6.4 A pedestrian environment that accords with the 5 C's above is considered to be well designed, permitting users to travel in a way that is perceived to be the shortest route, while also being a safe and pleasant journey.

The Review Process

6.5 The approach used to produce this PERS audit is diagrammatically represented in **Figure 6.1** below. The approach is recommended by the Transport Research Laboratory (TRL) and TfL, incorporating five distinct stages.

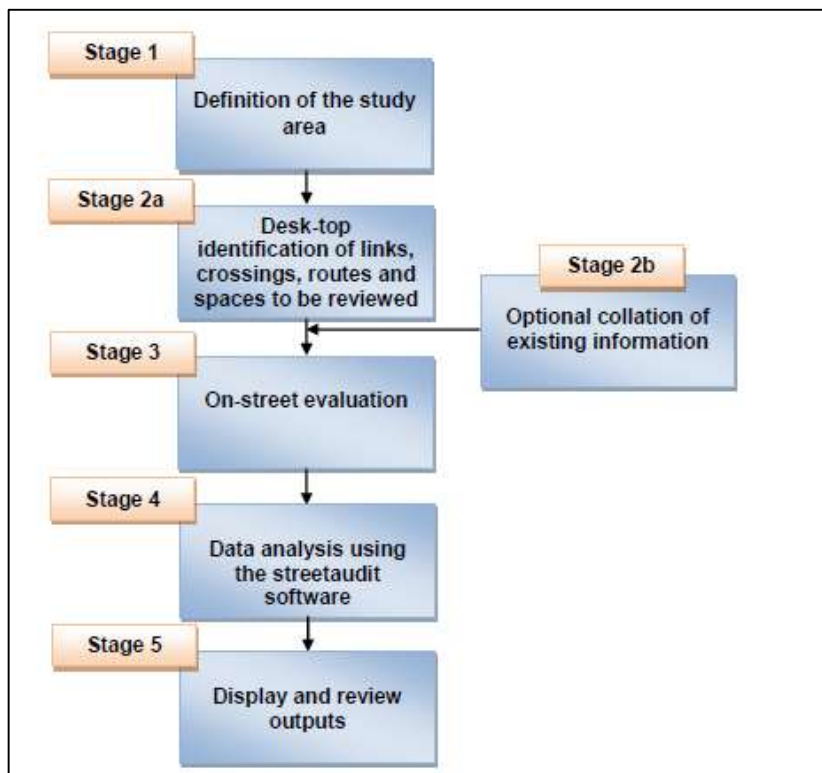


Figure 6.1: PERS Audit Stages

6.6 PERS audits utilise a scoring method that allows the auditor to measure various criteria in order to produce a score for the pedestrian environment. Each characteristic is scored on a range from -3 to +3, where +3 is the highest score and -3 the lowest, as shown in **Figure 6.2** below.



Figure 6.2: PERS Audit Scoring System

6.7 Each criteria measured to assess the pedestrian environment is neutral or 'average' at the outset. This allows both negative and positive scoring to be attributed as appropriate.

6.8 The PERS auditing process is partly quantitative, as defined above, while qualitative assessment forms much of the audit process, using the judgement of the auditor.

Audit Scope

6.9 Consideration of all pedestrian environmental attributes were reviewed as part of a desktop exercise. Based on the context of the Site, the below environment types were used in the audit process:

- **Links:** Any footway, footpath or highway to be considered. These may be divided into sections, if level of service varies significantly along them, and reviewed in total or with each side reviewed separately if relevant.
- **Crossings:** Any designated or undesignated crossing where a pedestrian desire line intersects with a highway. Crossings of side road junctions along links may be reviewed as crossings at the discretion of the reviewer or included within the Link Review if they are not considered unduly significant.

Audit Area

6.10 The audit area is shown in **Figure 6.3** and considers the primary walking routes from the Site to the various public transport nodes, Brixton Village Market and Electric Avenue Market.

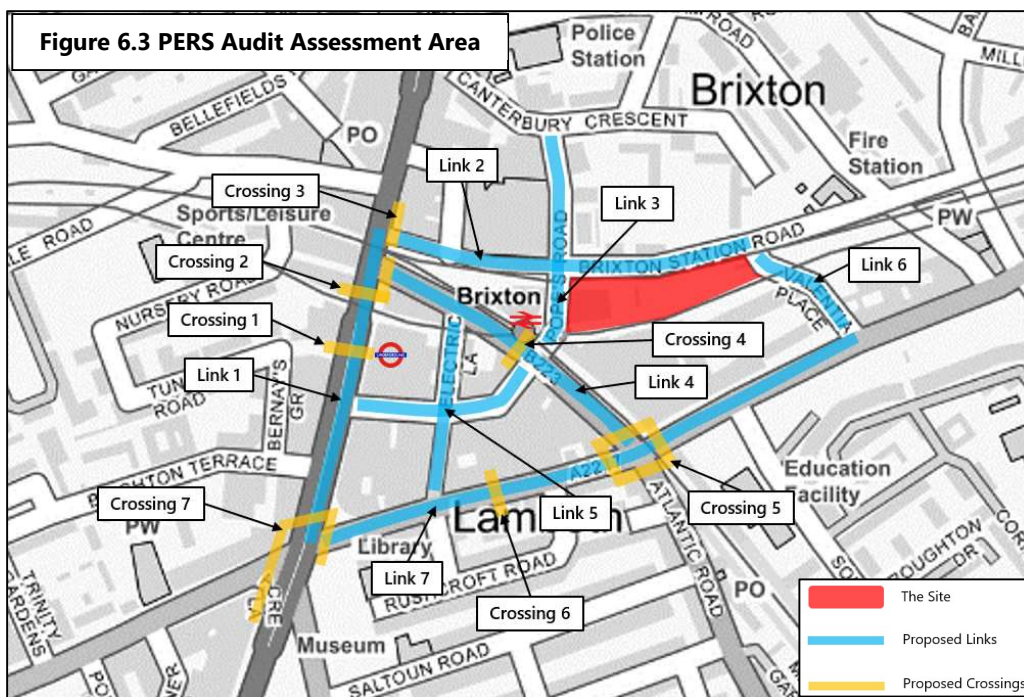
6.11 There are a number of crossing points located within the scope of this assessment, which are located on Brixton Road, Brixton Station Road, Coldharbour Lane and Atlantic Road.

6.12 For this audit, the assessment of gradient was removed for links and crossings that had no significant observed level change (other than dropped kerbs) and were at grade. This approach means that overall link and crossing scores are not influenced by an individually high gradient score and therefore allows for the assessment of more important variable characteristics.

Environmental Attributes

6.13 This section provides a summary of the environmental attributes considered in this assessment. The links reviewed cover both sides of each road, with only the eastern footway of Brixton Road assessed, given it is the side most likely to be used by visitors / users of the Site on the basis of the underground station access, bus stops and retail frontage.

6.14 Assessed link and crossing locations are identified in **Figure 6.3** below. A total of 7 links and 7 crossings were assessed as part of the audit.



Links

- Link 1: Brixton Road (eastern footway only)
- Link 2: Brixton Station Road (both footways to Valentia Place)
- Link 3: Pope's Road (both footways between Brixton Station Road and Atlantic Road)
- Link 4: Atlantic Road (both footways between Brixton Road and Coldharbour Lane)
- Link 5: Pope's Road (both footways between Atlantic Road and Brixton Road)
- Link 6: Valentia Place (both footways)
- Link 7: Coldharbour Lane (both footways between Valentia Place and Brixton Road)

Crossings

- Crossing 1: Crossing on Brixton Road at Brixton Underground Station
- Crossing 2: Crossing on Brixton Road at Atlantic Road junction
- Crossing 3: Crossing on Brixton Station Road at Brixton Road junction
- Crossing 4: Zebra crossing on Atlantic Road at Pope's Road junction
- Crossing 5: Crossing on Atlantic Road / Coldharbour Lane junction
- Crossing 6: Zebra Crossing on Coldharbour Lane

- Crossing 7: Crossing on Brixton Road / Brixton Hill / Acre Lane / Coldharbour Lane junction

6.15 A summary table of the results are presented in **Table 6.1** and **Table 6.2** for links and crossings respectively, with associated overall Red (negative overall), Amber (average overall) and Green (positive overall) RAG scores.

PERS Audit Score Summary

Table 6.1: Summary of Link Scores															
Link	Effective Width	Dropped Kerbs	Obstructions	Permeability	Legibility	Lighting	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Quality of the Environment	Maintenance	Total Score	RAG
L1	3	2	1	2	3	2	2	3	3	3	2	2	3	132	G
L2	2	3	0	3	3	2	2	2	2	2	2	2	2	118	G
L3	2	2	-1	2	2	2	2	2	2	2	1	2	2	100	G
L4	-1	1	-2	2	1	2	1	2	-1	-1	-1	-1	-1	15	A
L5	2	-1	-1	0	-1	2	2	2	2	2	0	2	2	73	G
L6	2	0	1	2	2	2	-1	0	0	0	3	0	0	75	G
L7	3	2	2	2	2	2	2	3	2	2	2	2	2	125	G

Crossing	Crossing Provision	Deviation from the desire line	Performance	Crossing Capability	Delay	Legibility	Legibility – Sensory Impaired	Dropped Kerbs	Gradient	Obstructions	Surface Quality	Maintenance	Total Score	RAG
C1	3	3	2	3	2	3	3	3	3	2	3	3	111	G
C2	3	3	3	2	2	3	3	3	2	3	3	3	115	G
C3	2	3	2	2	2	3	3	3	3	3	3	3	106	G
C4	2	3	3	2	3	2	2	3	3	1	3	2	107	G
C5	2	2	2	1	1	2	3	3	3	3	3	3	98	G
C6	2	3	3	3	3	3	2	3	2	2	3	3	110	G
C7	3	2	2	3	1	1	3	3	3	3	3	3	104	G

6.16 The results show that all links (with the exception of Link 4 - Atlantic Road) provide a satisfactory pedestrian environment. Additionally, each of the assessed crossings are also rated good overall, therefore providing good quality connectivity and optimal crossing opportunities for pedestrians.

6.17 The following sections will assess each link separately and include specific details for each where necessary.

Key Observations – Links and Crossings

6.18 As highlighted in the summary tables above, some elements of the assessed links were lacking in areas, therefore the following links and crossings have been described in more detail.

- Link 3 – Pope’s Road (between Brixton Station Road and Atlantic Road)
- Link 4 – Atlantic Road (between Brixton Road and Coldharbour Lane)
- Link 5 – Pope’s Road (between Atlantic Road and Brixton Road)
- Link 6 – Valentia Place

6.19 The remaining assessed links and all crossings were found to have 'G' RAG scores, with largely positive attributes found at each location and therefore these have not been assessed further.

Link 3 – Pope’s Road (between Brixton Station Road and Atlantic Road)

6.20 Pope’s Road is a minor road which lies between Brixton Station Road to the north and Atlantic Road to the south. The route is a designated pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access or loading activity permitted, therefore during restricted hours the route is used as a market with different stalls lining the footway.

6.21 In terms of the PERS assessment, the route scored well generally but was scored low on obstructions, due to the presence of the market stalls, which are generally located on the footway, forcing pedestrians to walk in the centre of the road. This is demonstrated in **Photograph 1**, taken facing northbound on Pope’s Road.



Photograph 1: Footway on Pope’s Road facing Northbound

6.22 This is not particularly problematic during restricted hours, as the route is shared surfacing and free of vehicles, providing good effective width for pedestrians to use and does not impact the usability of the footway, although the obstructions may be an issue for less mobile pedestrians.

Link 4 – Atlantic Road (between Brixton Road and Coldharbour Lane)

- 6.23 Atlantic Road provides two-way traffic with double yellow line and double yellow blip restrictions on both sides of the carriageway. Footways are provided on both sides of the road with dropped kerbs and tactile paving provided at all crossing points and a zebra crossing located on the road.
- 6.24 While the route was found to provide good tactile information, legibility and permeability, the route scored poorly on several aspects including effective width, surface quality, user conflict and particularly footway obstructions, as demonstrated in **Photograph 2**. The route does not provide the same level of footway quality as other routes in the vicinity and the dropped kerbs and tactile paving are particularly poorly maintained.



Photograph 2: Footway along Atlantic Road southern footway

- 6.25 In addition, the footway widths on both sides of the carriageway are not particularly wide. Store fronts along Atlantic Road reduce the effective width of the footway with street furniture which restricts the effective width for pedestrians. The northern footway is also currently obstructed by

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 8th 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.

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%
Total	100.0%

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**.

Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
AM Peak Hour	2.844	0.257	3.101	789	71	860
PM Peak Hour	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.

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

*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).

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

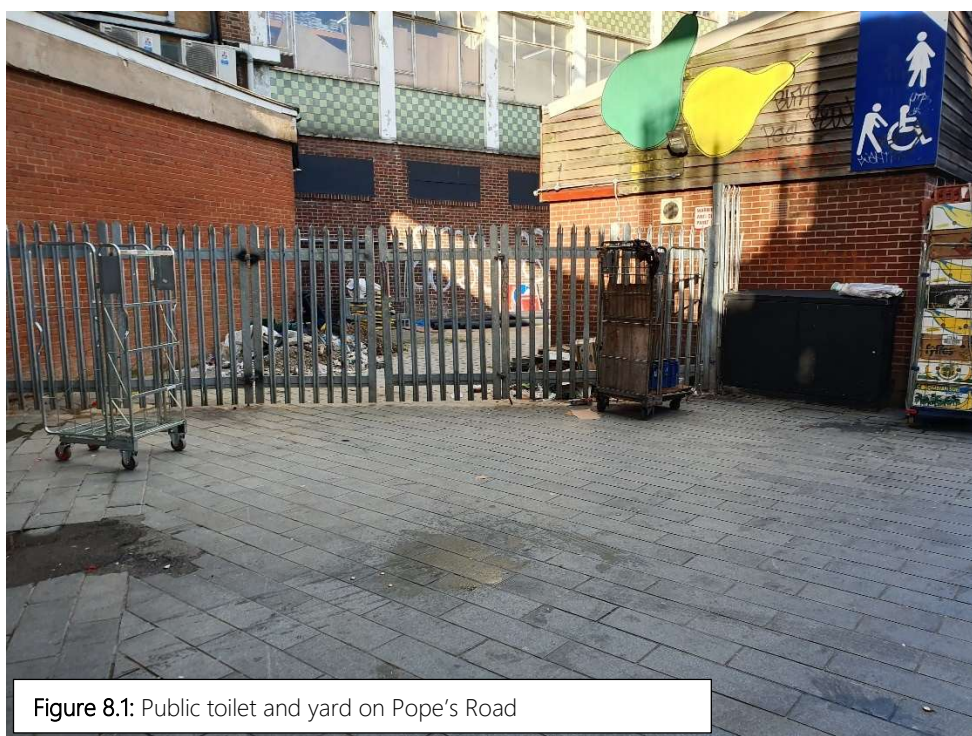


Figure 8.1: Public toilet and yard on Pope's Road

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 8th 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 London¹ (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 1st December and Saturday 7th 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 4th 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.

¹ 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 1st December and Saturday 7th 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**.

Table 8.2: Daily Waste Collection Times	
Period	Collection Time
Morning	08:30
	09:30
	10:30
	11:30
Break	
Afternoon	16:30
	17:30
	18:30
Break	
Evening	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 routing 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:

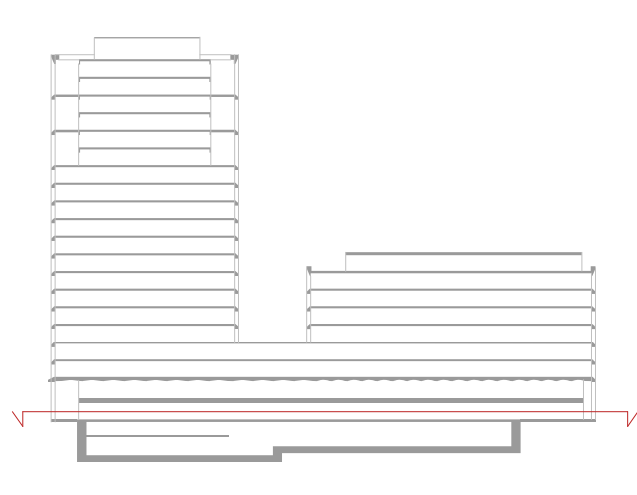
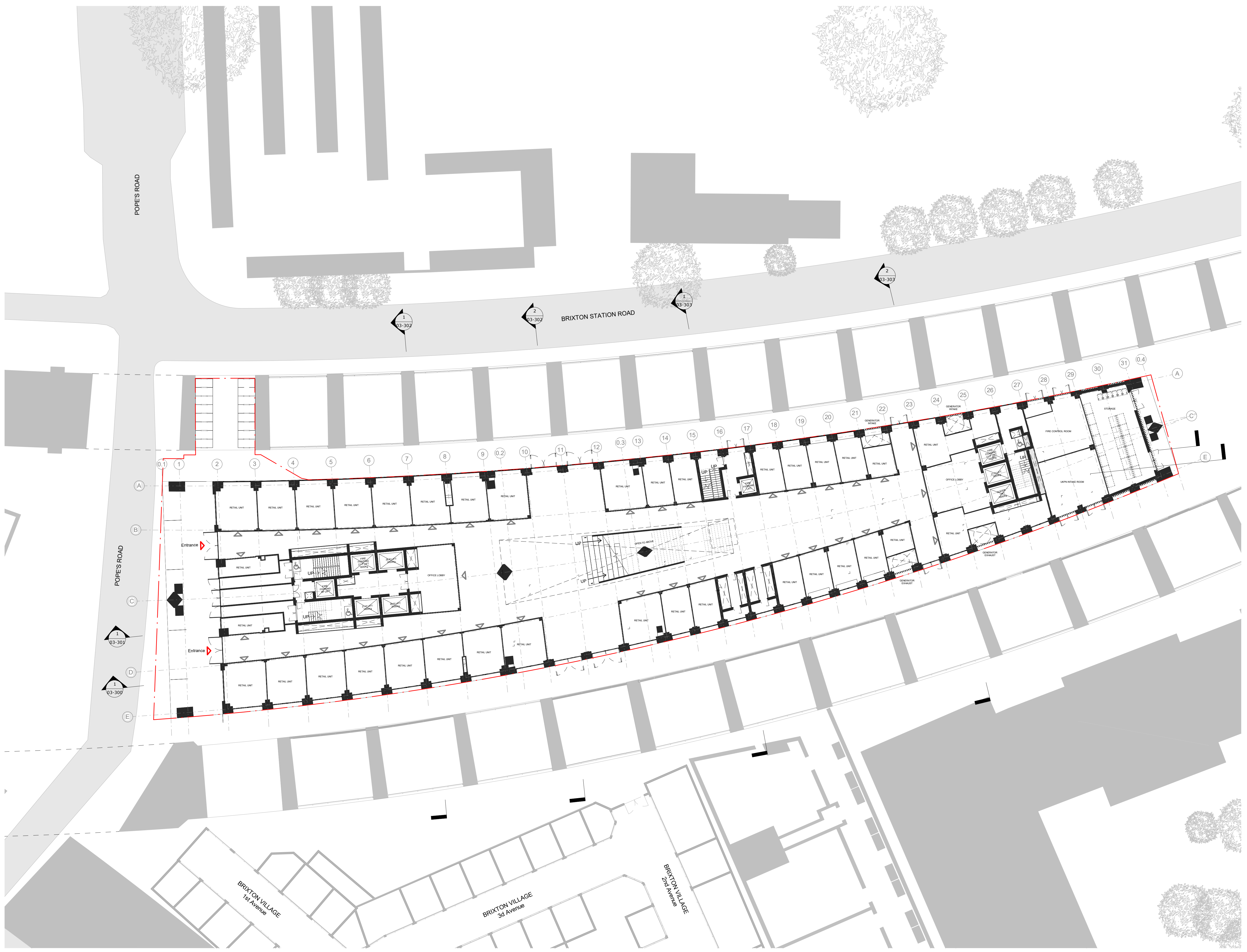
“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

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**

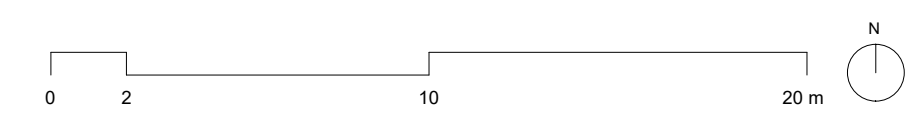
Drawing Title: **Proposed Ground Floor Plan**

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
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 London NW1 3QT
 Phone: +44 (0)20 7238 6140
 email: info@adjaye.com

1 Proposed Ground Floor Plan
 1 : 200



General Notes:

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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

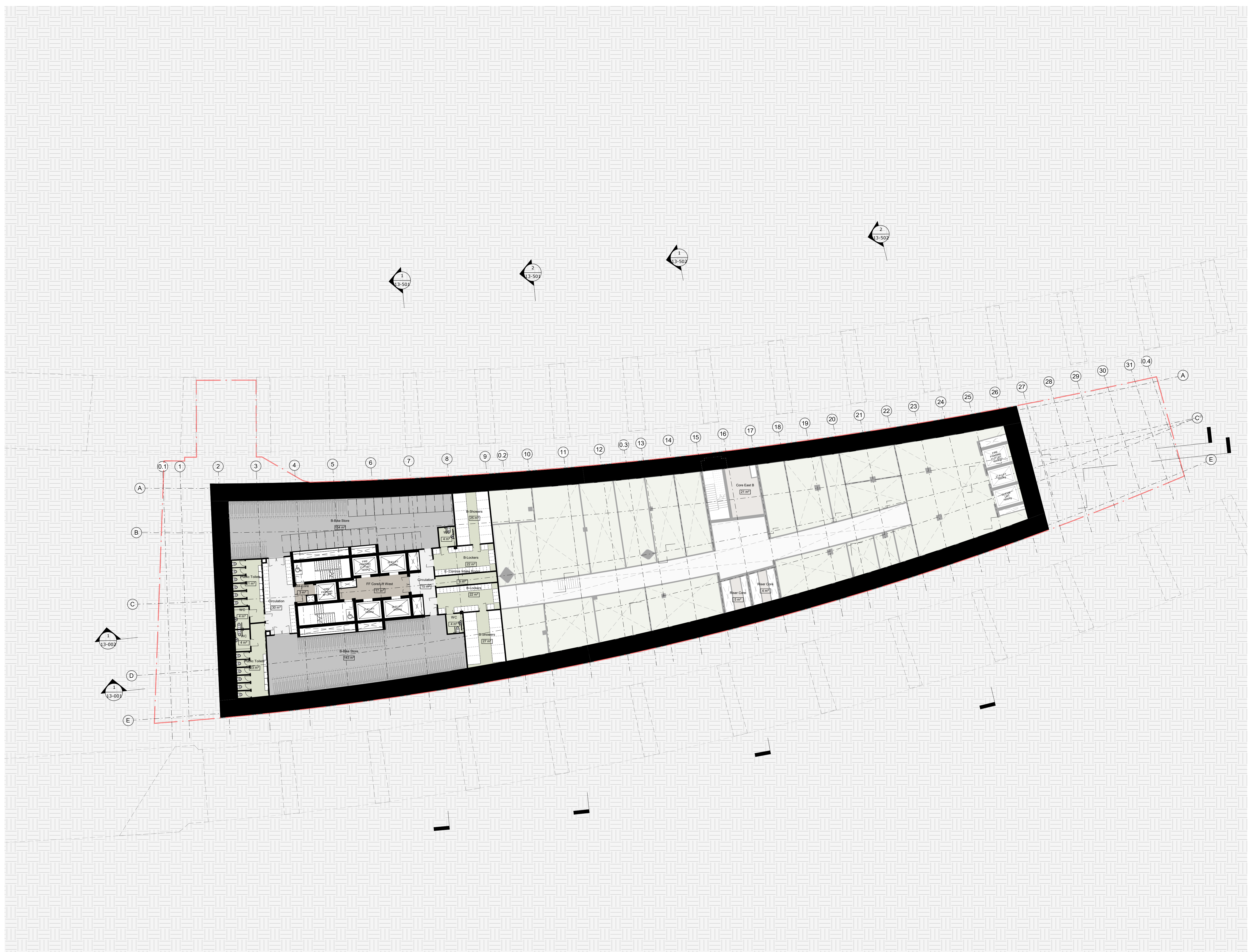
Drawing No.:
PRD-11-910

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

Date: 25/02/20 Checked By: MZ

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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

- Circulation
- Plant
- Servicing

NOTE:

- Plant:**
- M_Water Cooled Chillers
 - M_Baseament AHU
 - M_Baseament Extract
 - M_Showers Ventilation
 - M_Boiler Room & HTG Pumps
 - E_Tenant Fuel Store
 - P_Water Building Wet Riser Plant Room
 - P_Sprinkler Plant Room
 - P_Cooling Tower Softener Water Plant Room
 - P_Grey Water Plant Room
 - P_Surface Water Attenuation Tank Plant Room
 - P_Potable Cold Water Storage inc pumps
 - P_Irrigation Tank / Pump
 - P_Gas Meter Room

Revision	Date	Description
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

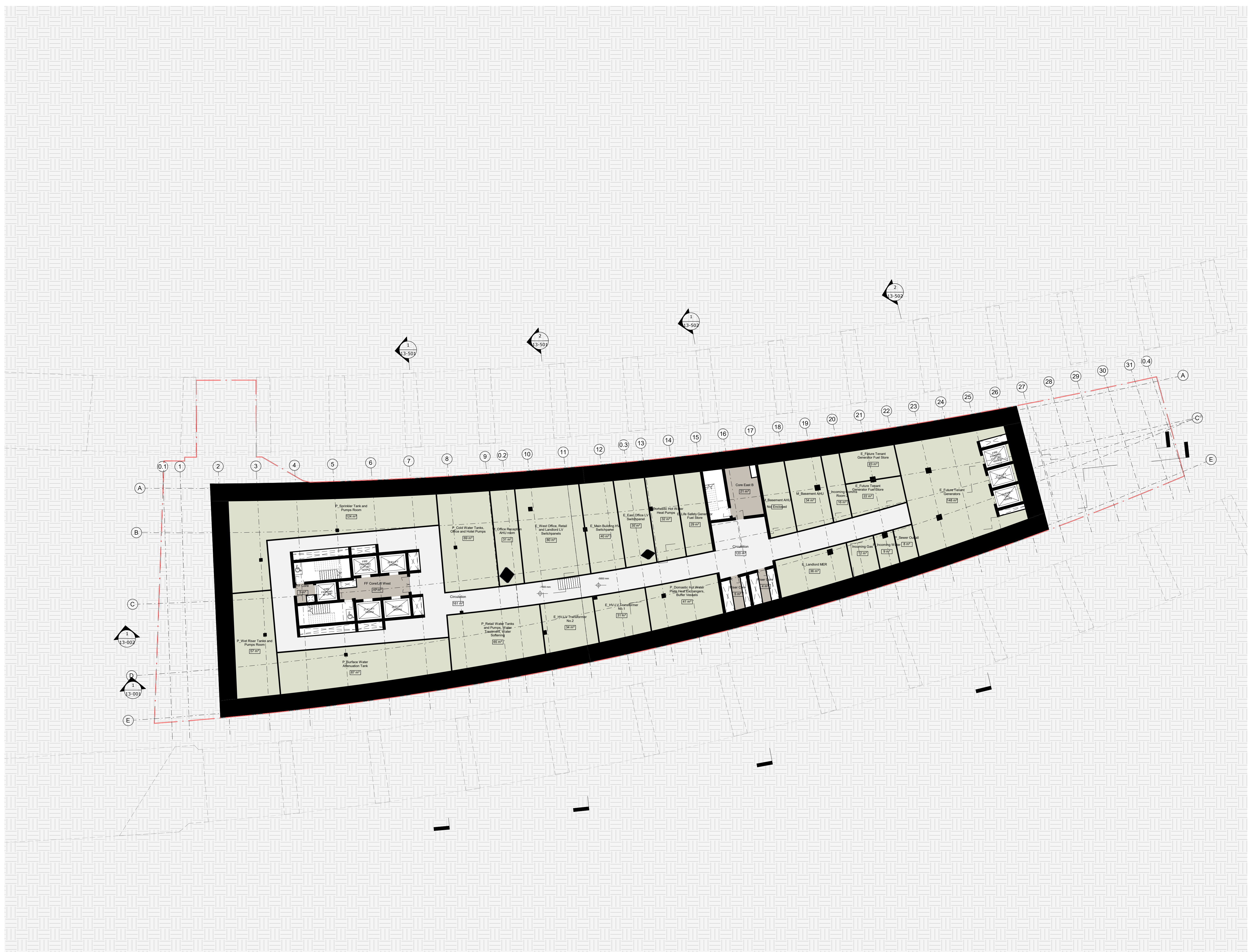
Status: **Hondo Enterprises** Rev: **R7**

Client: **Hondo Enterprises**
 Project: **Pope's Road Development**

Drawing Title: **GA L-2 BASEMENT 02**

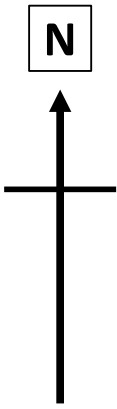
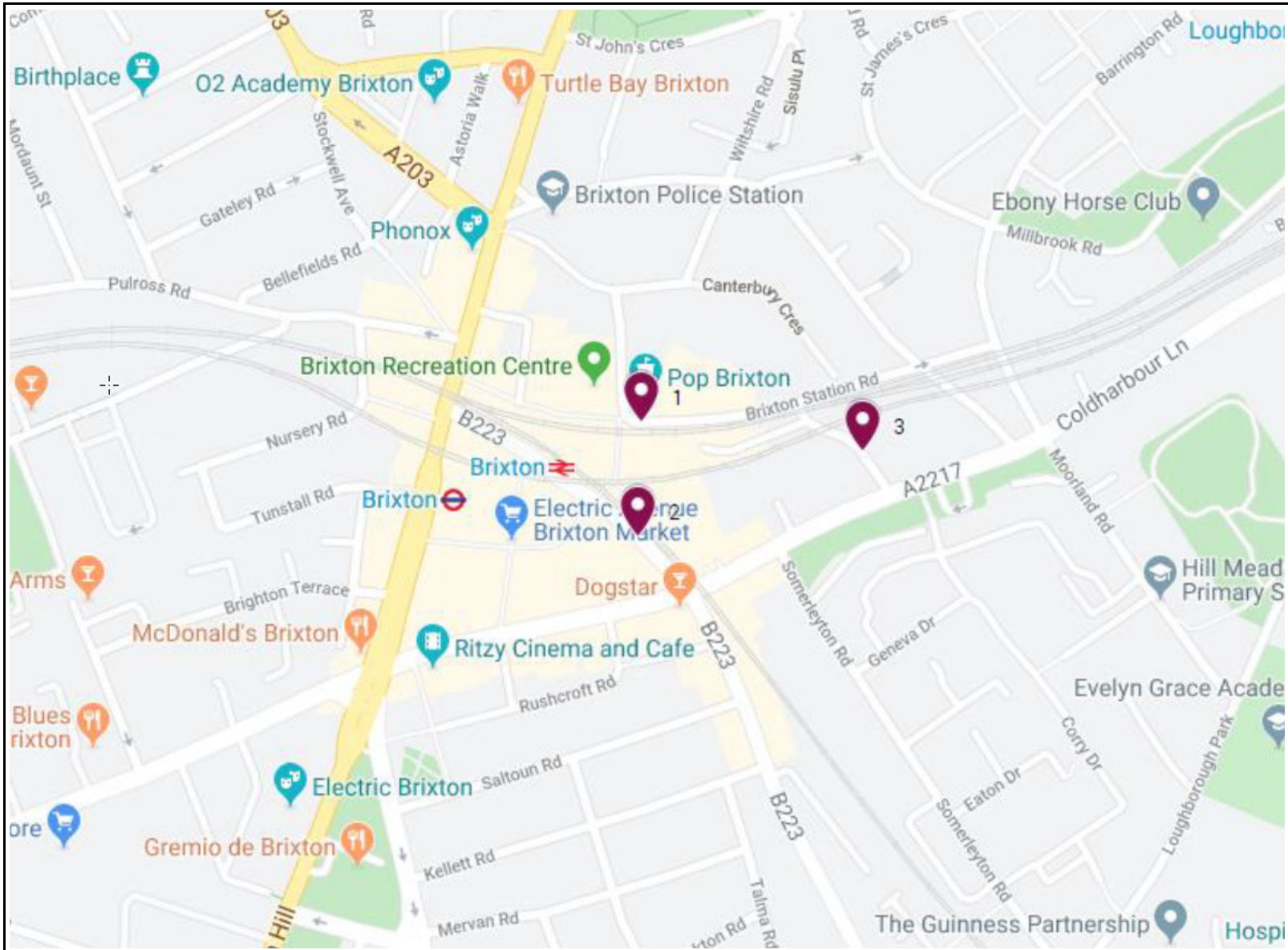
Drawing No.: **PRD-11-920**


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 Date: **25/02/20** Checked By: **MZ**



Appendix B





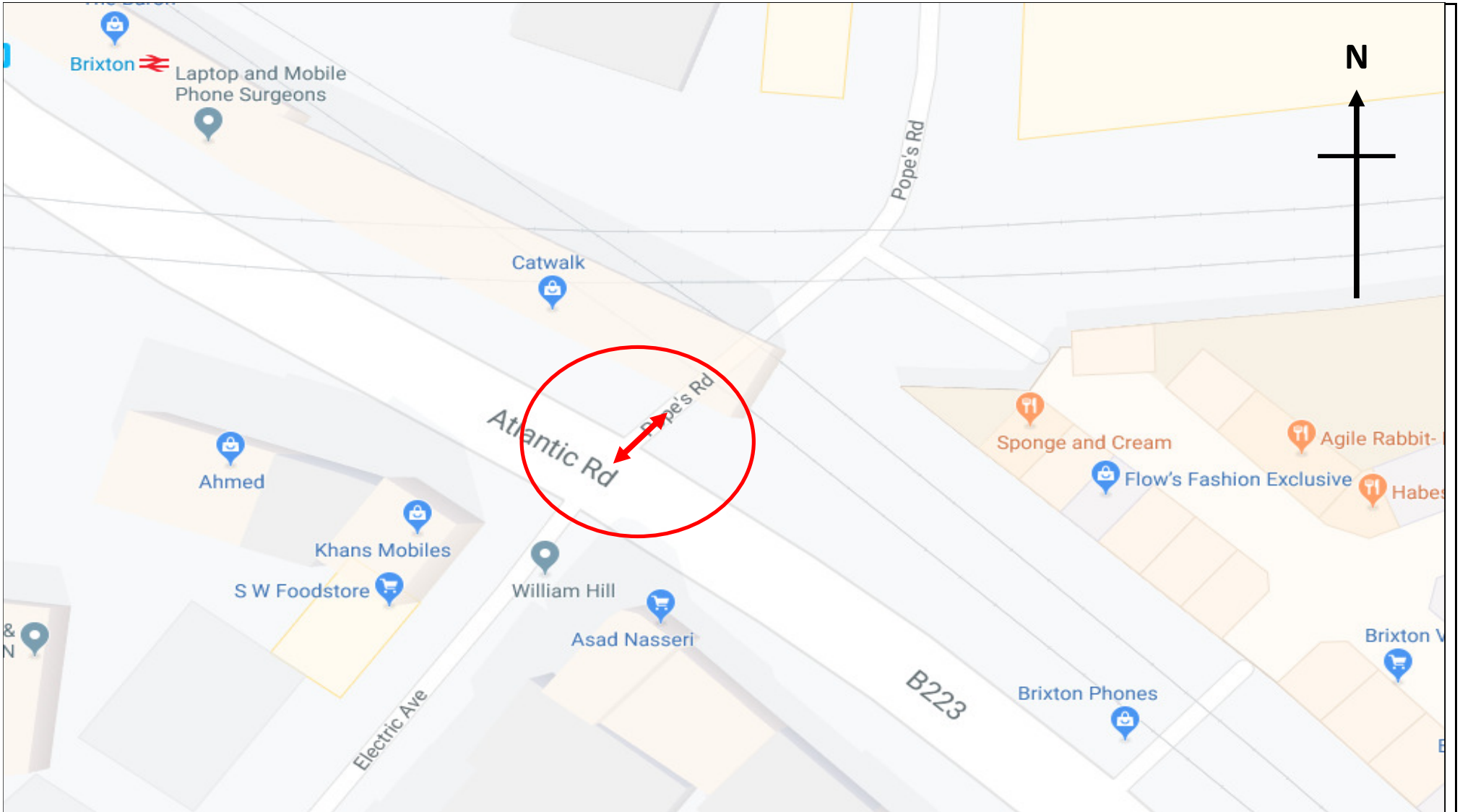
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	Survey Date: Sunday 1st to Saturday 7th December 2019	Project Name: Brixton		
	Survey Times: 24/7	Drawing Title: Site Layout and Observed Movements		


Site 3
 Location Valencia Place, attached to tree, 51.462983, -0.109658
 Direction Two way

10713 / Brixton 3
 Automatic Traffic Count Two way

10713 / Brixton
 December 2019
 Automatic Traffic Count

Time	Total	Classification																	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	1392	1393	1394	1395	1396	1397	1398	1399	1400	1401	1402	1403	1404	1405	1406	1407	1408	1409	1410	1411	1412	1413	1414	1415	1416	1417	1418	1419	1420	1421	1422	1423	1424	1425	1426	1427	1428	1429	1430	1431	1432	1433	1434	1435	1436	1437	1438	1439	1440	1441	1442	1443	1444	1445	1446	1447	1448	1449	1450	1451	1452	1453	1454	1455	1456	1457	1458	1459	1460



	Site / Location: Site 1, Pope's Road	Project No: 10713	Drawing No: 10713-01	Drawn By: EA
	Survey Date: Sunday 1st December to Saturday 7th December 2019	Project Name: Brixton		
	Survey Times: 00:00 to 24:00	Drawing Title: 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		
00:00	4	0	0	0	0	1	1	6	4.6	10	0	0	0	0	2	0	12	10.8
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
02:00	3	0	0	0	0	1	0	4	3.4	5	0	0	0	0	1	0	6	5.4
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
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
05:00	4	0	1	0	0	0	0	5	5.5	0	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2
05:30	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1
05:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
06:00	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
06:45	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	2
07:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0.4
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:45	3	0	0	0	0	0	1	4	3.2	3	0	1	0	0	0	0	4	4.5
08:00	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
08:30	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1
08:45	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	1	3	2.2
09:00	1	1	0	0	0	0	0	2	2	3	1	0	0	0	0	1	5	4.2
09:15	1	1	0	0	0	0	2	4	2.4	1	1	0	0	0	0	0	2	2
09:30	1	0	0	0	0	0	1	2	1.2	2	0	0	0	0	0	0	2	2
09:45	1	1	0	0	0	0	3	5	2.6	0	0	0	0	0	1	4	5	1.2
10:00	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	2	3	1.4
10:15	1	0	0	0	0	0	0	1	1	1	1	0	0	0	1	4	7	3.2
10:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3	4	1
10:45	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	1	4	3.2
11:00	2	0	0	0	0	1	1	4	2.6	1	0	0	0	0	1	1	3	1.6
11:15	4	0	0	0	0	0	1	5	4.2	7	0	0	0	0	4	2	13	9
11:30	4	0	0	0	0	1	1	6	4.6	1	0	0	0	0	0	3	4	1.6
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
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
12:00	4	0	0	0	0	2	2	8	5.2	2	0	0	0	0	2	2	6	3.2
12:15	4	0	0	0	0	2	1	7	5	9	0	0	0	0	8	4	21	13
12:30	1	0	1	0	0	3	0	5	3.7	3	0	0	0	0	4	1	8	4.8
12:45	4	0	0	0	0	2	2	8	5.2	3	1	0	0	0	3	2	9	5.6
13:00	9	0	0	0	0	2	1	12	10	7	0	0	0	0	5	8	20	10.6
13:15	5	0	0	0	0	1	3	9	6	12	0	0	0	0	6	4	22	15.2
13:30	1	0	0	0	0	4	2	7	3	9	0	0	0	0	6	2	17	11.8
13:45	3	0	0	0	0	0	1	4	3.2	3	0	0	0	0	7	2	12	6.2
14:00	2	0	0	0	0	5	0	7	4	8	1	0	0	0	2	1	12	10
14:15	2	1	0	0	0	5	3	11	5.6	9	0	0	0	0	6	3	18	12
14:30	4	1	0	0	0	2	2	9	6.2	10	0	0	0	0	7	5	22	13.8
14:45	3	0	0	0	0	2	6	11	5	6	1	0	0	0	6	3	16	10
15:00	2	1	0	0	0	2	4	9	4.6	8	0	0	0	0	1	3	12	9
15:15	6	0	0	0	0	3	2	11	7.6	7	1	0	0	0	2	7	17	10.2
15:30	5	0	0	0	0	4	0	9	6.6	5	2	0	0	0	8	0	15	10.2
15:45	1	1	0	0	0	5	4	11	4.8	7	0	0	0	0	4	4	15	9.4
16:00	1	0	0	0	0	4	0	5	2.6	8	1	0	0	0	1	2	12	9.8
16:15	2	0	0	0	0	1	1	4	2.6	8	0	0	0	0	2	2	12	9.2
16:30	7	0	0	0	0	1	1	9	7.6	10	1	0	0	0	5	3	19	13.6
16:45	6	0	0	0	0	2	3	11	7.4	12	1	0	0	0	1	1	15	13.6
17:00	2	0	0	0	0	1	2	5	2.8	14	0	0	0	0	3	3	20	15.8
17:15	4	0	0	0	0	1	1	6	4.6	13	0	0	0	0	5	2	20	15.4
17:30	7	0	0	0	0	3	2	12	8.6	11	1	1	0	0	10	1	24	17.7
17:45	3	0	0	0	0	3	5	11	5.2	6	1	0	0	0	5	4	16	9.8
18:00	6	0	0	0	0	1	3	10	7	8	0	0	0	0	9	3	20	12.2
18:15	4	0	0	0	0	1	4	9	5.2	7	1	0	0	0	10	3	21	12.6
18:30	4	1	1	0	0	3	0	9	7.7	14	0	0	0	0	6	4	24	17.2
18:45	5	0	0	0	0	6	1	12	7.6	18	0	0	0	0	5	3	26	20.6
19:00	1	0	0	0	0	2	0	3	1.8	13	0	0	0	0	4	1	18	14.8
19:15	4	0	0	0	0	5	0	9	6	8	0	0	0	0	6	2	16	10.8
19:30	0	0	1	0	0	2	2	5	2.7	11	1	0	0	0	4	1	17	13.8
19:45	5	1	0	0	0	11	0	17	10.4	5	0	0	0	0	11	0	16	9.4
20:00	2	0	0	0	0	3	0	5	3.2	7	0	0	0	0	8	0	15	10.2
20:15	5	0	0	0	0	4	1	10	6.8	10	0	0	0	0	5	0	15	12
20:30	2	0	0	0	0	4	2	8	4	10	0	0	0	0	7	1	18	13
20:45	1	1	0	0	0	5	1	8	4.2	6	0	0	0	0	5	4	15	8.8
21:00	3	0	0	0	0	3	4	10	5	5	0	0	0	0	4	0	9	6.6
21:15	2	0	0	0	0	5	0	7	4	10	0	0	0	0	4	0	14	11.6
21:30	4	0	0	0	0	4	1	9	5.8	5	0	0	0	0	0	4	9	5.8
21:45	1	0	0	0	0	6	2	9	3.8	0	0	0	0	0	3	0	3	1.2
22:00	2	1	0	0	0	1	1	5	3.6	4	0	0	0	0	1	2	7	4.8
22:15	1	0	0	0	0	1	0	2	1.4	3	0	0	0	0	3	2	8	4.6
22:30	2	0	0	0	0	2	0	4	2.8	2	1	0	0	0	3	0	6	4.2
22:45	2	0	0	0	0	4	0	6	3.6	1	0	0	0	0	1	1	3	1.6
23:00	1	0	0	0	0	1	0	2	1.4	5	0	0	0	0	0	0	5	5
23:15	1	0	0	0	0	0	2	3	1.4	1	0	0	0	0	0	2	3	1.4
23:30	0	0	1	0	0	1	0	2	1.9	0	0	0	0	0	0	0	0	0
23:45	3	0	0	0	0	1	2	6	3.8	3	1	0	0	0	0	0	4	4
P/TOT	247	17	8	0	0	146	96	514	353.6	453	23	3	0	0	225	130	834	596.5



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		
00:00	1	0	0	0	0	0	1	2	1.2	2	0	0	0	0	0	0	2	2
00:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	1.4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.4
00:45	1	0	0	0	0	1	0	2	1.4	0	0	0	0	0	1	1	2	0.6
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:15	0	0	1	0	0	1	0	2	1.9	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
01:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
02:00	0	0	1	0	0	0	0	1	1.5	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5
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
P/TOT	83	12	7	0	0	81	148	331	167.5	168	10	4	0	0	83	220	485	261.2



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	4	
06:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	0	0	1	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	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	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	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	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	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	1	1	0.2	
08:30	0	0	0	0	0	0	6	6	1.2	0	0	0	0	0	0	0	0	1	1	1	1	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	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	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	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	1	1	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	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	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	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	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	0	1	5	6	1.4	1.4	1.4	
11:45	0	0	0	0	0	0	1	1	0.2	0	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
P/TOT	92	14	10	0	0	0	76	191	383	189.6	181	5	1	0	1	68	238	494	264.3



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	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	2	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	2	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	0	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	0	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	0	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	0	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	0	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		
P/TOT	108	17	6	0	0	88	183	402	205.8	200	15	3	0	0	109	205	532	304.1					



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
P/TOT	92	9	9	0	0	99	172	381	188.5	187	9	3	0	0	108	219	526	287.5



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	
18:30	4	1	1	0	0	6	1	13	9.1	3	0	0	0	0	2	5	10	
18:45	5	0	0	0	0	3	5	13	7.2	8	0	0	0	0	3	7	18	
19:00	3	1	0	0	0	3	3	10	5.8	15	0	0	0	0	7	4	26	
19:15	4	1	0	0	0	5	1	11	7.2	16	1	0	0	0	5	9	31	
19:30	4	0	0	0	0	6	1	11	6.6	25	0	0	0	0	4	3	32	
19:45	1	0	0	0	0	6	6	13	4.6	20	1	0	0	0	9	1	31	
20:00	5	1	0	0	0	1	0	7	6.4	23	2	0	0	0	12	2	39	
20:15	3	0	0	0	0	1	2	6	3.8	20	1	1	0	0	7	5	34	
20:30	0	0	0	0	0	4	0	4	1.6	12	0	0	0	0	2	6	20	
20:45	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	
21:15	2	1	0	0	0	5	0	8	5	4	0	0	0	0	5	2	11	
21:30	3	1	0	0	0	7	1	12	7	5	0	0	0	0	3	3	11	
21:45	5	0	0	0	0	9	0	14	8.6	4	0	0	0	0	1	0	5	
22:00	2	0	0	0	0	6	0	8	4.4	11	0	0	0	0	4	3	18	
22:15	3	0	0	0	0	5	3	11	5.6	8	1	0	0	0	7	1	17	
22:30	1	0	0	0	0	2	1	4	2	7	1	0	0	0	2	1	11	
22:45	2	0	0	0	0	1	2	5	2.8	5	1	0	0	0	4	1	11	
23:00	3	0	0	0	0	2	0	5	3.8	11	1	0	0	0	3	2	17	
23:15	3	0	0	0	0	5	0	8	5	15	1	0	0	0	4	1	21	
23:30	2	0	1	0	0	3	1	7	4.9	4	0	0	0	0	0	1	5	
23:45	6	0	0	0	0	0	0	6	6	5	0	0	0	0	1	1	7	
P/TOT	102	10	8	0	0	88	136	344	186.4	266	15	2	0	0	112	163	558	361.4



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



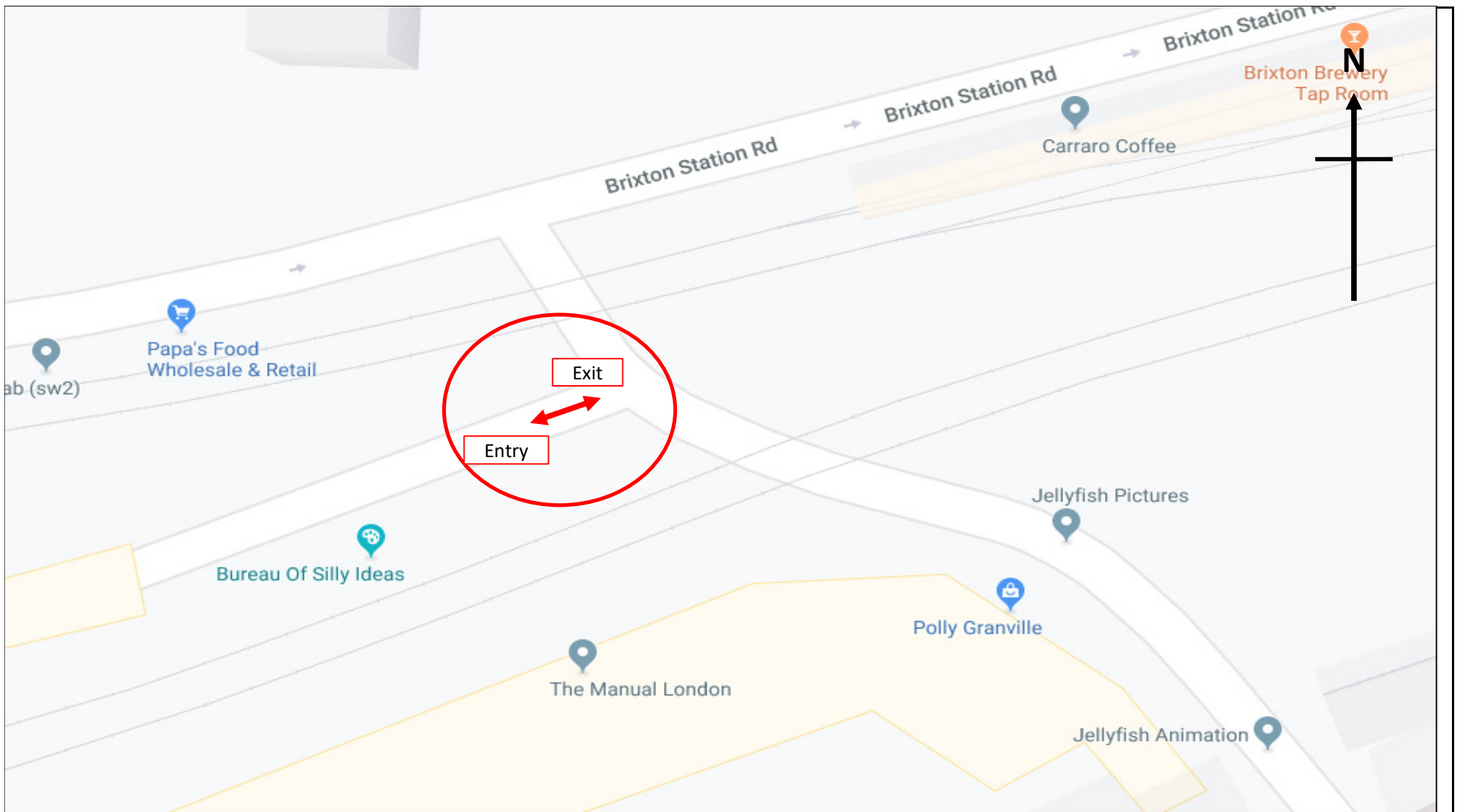
SITE: 1


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
12:15	0	0	0	0	0	0	2	2	0.4	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	2	2	0.4	
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	3	3	0.6	0	0	0	0	0	0	1	1	0.2	
13:15	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1	0.2	
13:30	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	
14:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	5	5	1	
14:15	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	4	4	0.8	
14:30	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	7	7	1.4	
14:45	0	0	0	0	0	0	4	4	0.8	0	0	0	0	0	0	2	2	0.4	
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	3	3	0.6	0	0	0	0	0	0	2	2	0.4	
15:30	0	0	0	0	0	0	10	10	2	0	0	0	0	0	0	2	2	0.4	
15:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	2	2	0.4	
16:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	3	3	0.6	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.2	
16:30	0	0	0	0	0	1	1	2	0.6	0	0	0	0	0	0	1	1	0.2	
16:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	1	1	0.2	
17:00	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	5	5	1	
17:15	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	4	4	0.8	
17:30	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	1	1	0.2	
17:45	0	0	0	0	0	0	1	1	0.2	0	0	0	0	0	0	5	5	1	
18:00	0	0	0	0	0	8	0	8	3.2	1	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	8	0	10	5.2	
18:30	1	0	0	0	0	3	2	6	2.6	6	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	5	1	12	8.2	
19:00	5	0	0	0	0	3	0	8	6.2	4	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	4	2	16	12	
19:30	6	1	0	0	0	7	1	15	10	3	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	7	3	26	19.4	
20:00	2	0	1	0	0	4	1	8	5.3	9	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	8	3	14	6.8	
20:30	5	0	0	0	0	2	2	9	6.2	9	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	8	1	18	12.4	
21:00	5	0	0	0	0	6	0	11	7.4	6	1	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	2	2	13	10.2	
21:30	1	0	0	0	0	3	0	4	2.2	3	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	6	1	9	4.6	
22:00	4	0	0	0	0	11	0	15	8.4	4	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	2	8	6.4	
22:30	6	0	0	0	0	0	1	7	6.2	9	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	3	2	21	17.6	
23:00	5	0	0	0	0	0	0	5	5	29	0	0	0	0	0	0	29	29	
23:15	4	0	0	0	0	2	1	7	5	25	1	0	0	0	1	2	29	26.8	
23:30	3	0	0	0	0	2	1	6	4	21	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	1	3	14	11	
P/TOT	164	8	7	0	0	88	120	387	241.7	274	12	0	0	0	109	130	525	355.6	



	Site / Location: Site 1, Valentia Place	Project No: 10713	Drawing No: 10713-01	Drawn By: EA
	Survey Date: Sunday 1st December to Saturday 7th December 2019	Project Name: Brixton		
	Survey Times: 00:00 to 24:00	Drawing Title: 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	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	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	1	0	0	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	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	0	0	0	0	0	0	0	0	0	0	1	0	0	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	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	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	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	1	0	0	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	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	1	0	0	0	0	0	0	1	1	1	0	0	0	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	0	0	0
08:15	1	0	0	0	0	0	0	1	1	0	0	0	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	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	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	3	3	3
09:30	0	0	0	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	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	0
10:15	0	0	0	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	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	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	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	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	0.4	0.4
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
18:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	4
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	1
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	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	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	1
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
P/TOT	15	1	0	0	0	1	0	17	16.4	20	1	0	0	0	1	0	22	21.4	



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	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	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	0	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	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	0	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	0
06:00	1	0	0	0	0	0	0	1	1	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	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	0
06:45	1	0	0	0	0	0	0	1	1	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	2	1	0	0	0	0	0	3	3	0	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	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
08:15	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	1	1	1
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	1	1	0	0	0	0	0	2	2	1	0	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	0
09:30	1	0	0	0	0	0	0	1	1	0	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	0	1	1	1	1
10:00	1	0	0	0	0	0	0	1	1	1	0	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	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	1	0	0	0	0	0	1	2	1.2	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	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	0
11:30	1	1	0	0	0	0	0	2	2	0	1	0	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	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
P/TOT	36	12	0	0	0	0	7	55	49.4	35	12	1	0	0	0	6	54	49.7



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	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	1	0	0	0	0	0	0	0	1	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	1	0	0	0	0	1	1.5	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	1	0	0	0	0	0	0	1	1	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	1	0	0	0	0	0	0	0	0	0	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	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	1	0	0	0	0	0	0	1	1	0	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	0
06:30	3	0	0	0	0	0	0	3	3	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	2	0	0	0	0	0	2	2	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	1	0	0	0	0	1	1.5	0	1	1	0	0	0	0	0	0	0	0	0	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	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	0
09:00	2	1	0	0	0	0	0	3	3	0	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	0	0	0	0	1
09:30	3	0	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	1	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	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	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	1	1	0	0	0	0	2	2.5	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	1	0	0	0	0	0	0	0	0	0	1.5
11:15	1	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	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	0
11:45	0	1	0	0	0	0	0	1	1	0	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
P/TOT	38	7	8	0	1	1	2	57	59.8	37	7	7	0	0	1	4	56	55.7



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
00:15	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
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	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
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	1	0	0	0	0	0	0	1	1	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
04:45	2	0	0	0	0	0	0	2	2	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
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	2	0	0	0	0	0	0	2	2	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	1	1	1
06:45	1	0	0	0	0	0	0	1	1	1	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	1	1	1
07:15	0	1	0	0	0	0	0	1	1	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	0	1	0	0	0	0	0	1	1	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
08:15	1	1	0	0	0	0	0	2	2	0	1	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
08:45	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
09:15	3	0	0	0	0	0	0	3	3	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
09:45	2	0	0	0	0	1	0	3	2.4	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	2	2	2
10:15	0	3	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1	1
10:30	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	1	1.5	1.5
11:00	3	1	0	0	0	0	0	4	4	1	1	0	0	0	0	0	2	2	2
11:15	1	1	0	0	0	0	0	2	2	1	1	0	0	0	0	0	2	2	2
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.5	1.5
11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	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	0
12:15	0	1	0	0	0	0	0	1	1	0	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	0	1	1	1
12:45	0	1	0	0	0	0	0	1	1	2	0	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	0	1	1	1	1
13:15	2	0	0	0	0	0	0	2	2	3	1	0	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	0	1	3	3	2.2	2.2	2.2
13:45	1	1	0	0	0	1	0	3	2.4	1	0	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	0	6	6	6.4	6.4	6.4
14:15	1	0	1	0	0	0	0	2	2.5	2	0	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	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	0
15:00	0	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	0	1	2	1.2	1.2	1.2	1.2
15:30	0	1	0	0	0	0	2	3	1.4	0	1	0	0	0	0	0	1	2	1.2	1.2	1.2	1.2
15:45	0	0	0	0	0	0	0	0	0	1	2	0	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	0	1	1	0.2	0.2	0.2	0.2
16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1.2	1.2	1.2	1.2
16:30	0	0	0	0	0	0	0	0	0	1	1	0	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	0
17:00	1	0	0	0	0	0	0	1	1	1	0	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	0
17:30	0	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	0	1	1	1	1	1
18:00	3	0	0	0	0	0	0	3	3	1	0	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	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	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	0
19:00	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	1	4	3.2	3.2	3.2	3.2
19:15	0	0	0	0	0	0	0	0	0	1	0	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	0	1	1	1	1	1
19:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	1.4	1.4	1.4	1.4
20:00	0	0	0	0	0	0	0	0	0	3	0	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	0	1	1	1	1	1
20:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0.2	0.2	0.2	0.2
20:45	0	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	0
21:15	0	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	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	0
22:00	0	0	0	0	0	0	0	0	0	1	0	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	0	1	2	1.2	1.2	1.2	1.2
22:30	0	0	0	0	0	0	0	0	0	2	0	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	0	1	1	1	1	1
23:00	0	0	0	0	0	0	0	0	0	1	0	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	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	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	46	20	4	0	0	2	11	83	75	43	20	4	0	0	1	10	78	71.4				



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	0
00:15	0	0	0	0	0	0	0	0	0	0	1	0	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	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	1	0	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	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	1	0	0	0	0	1	1.5	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	1	0	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	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	0	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	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	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	1	0	0	0	0	0	1	1	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	1	0	0	0	0	0	1	1	0	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	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	1	0	0	0	0	0	0	1	1	0	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	0	0	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	0
10:00	0	2	0	0	0	0	0	2	2	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	1	0	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	0	1	1	1	1
10:45	2	0	0	0	0	0	0	2	2	0	1	0	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	0
11:15	0	0	0	0	0	0	0	0	0	0	1	0	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	0
11:45	0	1	0	0	0	0	0	1	1	0	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	0	0	0
12:15	1	0	0	0	0	0	0	1	1	1	0	0	0	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	0	0	1	1	1
12:45	2	0	0	0	0	0	0	2	2	0	0	0	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	0	0	0
13:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1
13:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1
13:45	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	2	2	2
14:00	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1
14:15	0	0	1	0	0	0	0	1	1.5	1	0	0	0	0	0	0	0	0	1	1	1	1
14:30	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5	5	5	5
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1.5	1.5
15:00	0	0	0	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	0	1	1	1	1
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1
15:45	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2	2	2
16:00	0	0	0	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	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	2	2
16:45	0	0	0	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	0	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	0
17:30	0	0	0	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	0	0	0
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	1
18:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2	2	2
18:30	0	0	0	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	0	1	1	1	1
19:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	1.2	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	0	0	0
19:30	0	0	0	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	0	2	2	2	2
20:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2	2	2
20:15	0	0	0	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	0	0	0
20:45	0	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	0
21:15	0	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	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	0	1	1	1	1
22:00	0	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	2	0	0	0	0	0	0	0	0	2	2	2	2
22:30	0	0	0	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	0	2	2	2	2
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	1
23:15	0	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	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	0
P/TOT	27	12	2	0	0	0	1	40	42.2	31	11	2	0	0	0	0	1	45	45.2			



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		
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
P/TOT	25	13	0	0	0	0	1	39	38.2	25	13	0	0	0	1	1	40	38.6	



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

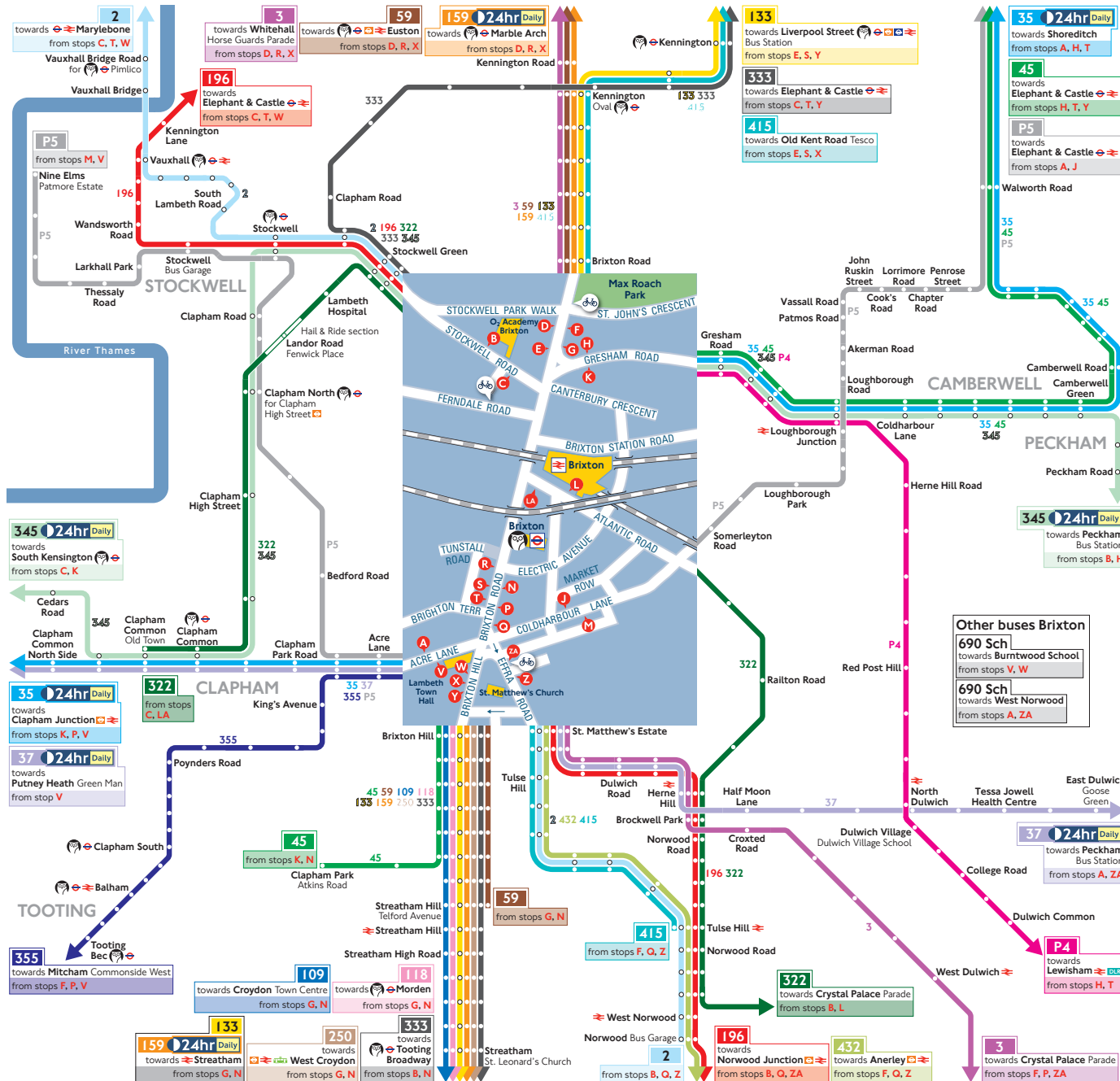
DAY: Saturday

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	1	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	1	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	1	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
P/TOT	30	6	2	0	0	1	6	45	40.6	25	6	2	0	0	0	0	5	38	35	35	35

Appendix C



Buses from Brixton



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. Alternatively, find your nearest Oyster Ticket Stop at 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.

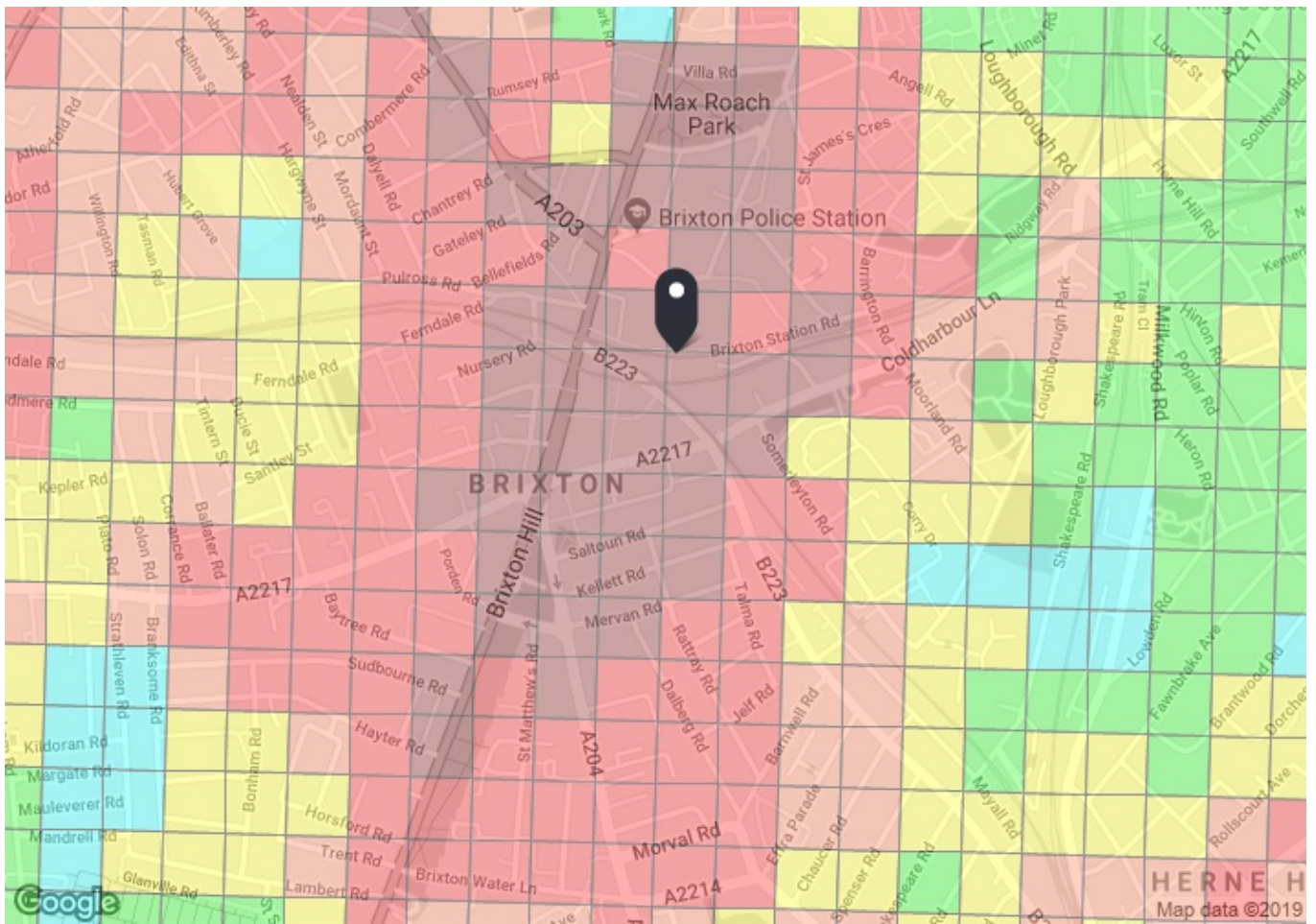
Other buses Brixton

690 Sch towards Burntwood School from stops V, W

690 Sch towards West Norwood from stops A, ZA

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

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

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
Total Grid Cell AI: 46.23										

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

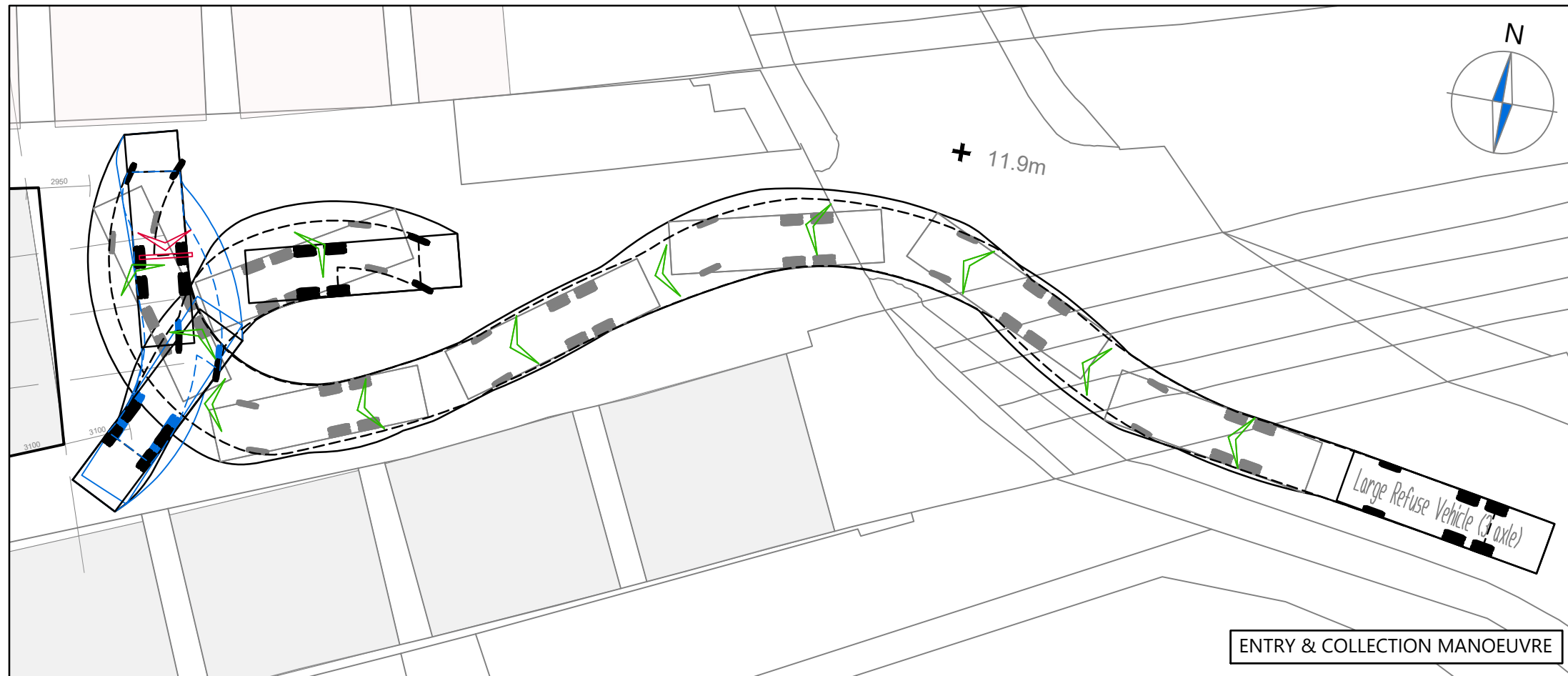
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			11.355			11.054			22.409

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.

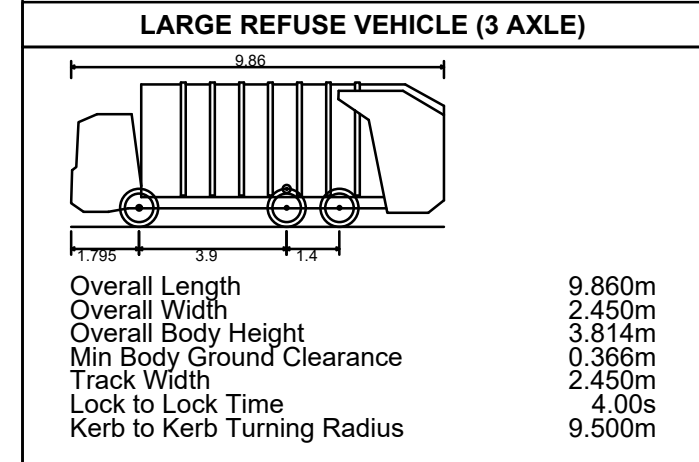
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



- 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

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

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

AG Hondo Pope's Road BV

**Pope's Road, Brixton,
London Borough of Lambeth**

Transport Assessment

March 2020

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Registered in England: 9930032

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Appendix F	-	Swept Path Analysis



1 INTRODUCTION

1.1 Caneparo Associates has been appointed by AG Hondo Pope's Road BV ('the Applicant') to provide traffic and transport advice in relation to the proposed development at Pope's Road, Brixton ('the Site'), located within the London Borough of Lambeth (LBL).

1.2 The application Site comprises a funnel shaped parcel of land situated between two large railway viaducts. The Site is bound by Pope's Road to the west, at its widest point, and Valentia Place to the east, at its narrowest point. The Site comprises a single storey building currently in use as a retail store, and the prevailing height of the surroundings buildings is 2-5 storeys to the north, west and south, rising to 8-storeys to the east.

1.3 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 basement, 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."

1.4 A copy of the relevant Architect's layout plans is included at **Appendix A**.

Healthy Streets Approach & Vision Zero

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

1.6 The proposed development seeks to transform the surrounding public realm and town centre in a way which will prioritise pedestrians and cyclists, particularly above use of the private vehicle in hierarchical terms. As evidenced throughout this report, the development will minimise vehicle born trips and will deliver benefits to users of active modes, whilst managing and mitigating vehicle activity where it is essential to operations, such as servicing and deliveries.

- 1.7 Overall, a design has been developed whereby car dominance is reduced within the public realm, pedestrian conflict is minimised, and pedestrian comfort prioritised, offering a more attractive, accessible area for employees, visitors and local residents.

Report Structure

- 1.8 This Transport Assessment has been prepared following detailed site visits as well as pre-application advice received from LBL and TfL. It has been prepared in line with local policy as well as TfL's new Healthy Streets guidance regarding Transport Assessments, to examine the effects of the proposals on people as well as the local transport network. In particular, it considers whether the proposals are convenient and attractive for people of all abilities to walk, cycle and use public transport, as well as exploring the requirements for servicing the development and other essential operational needs.
- 1.9 In addition to this Transport Assessment, a Framework Employee Travel Plan (TP), Draft Delivery & Servicing Plan (DSP) and Outline Construction Logistics Plan (CLP) accompany the planning application, all of which have been prepared to fully consider and manage the potential transport and highways effects of the proposed development.
- 1.10 The remainder of this report is structured as follows:
- Section 2 - reviews relevant transport planning policy;
 - Section 3 - describes the Site, proposed development and surroundings;
 - Section 4 - details the Site accessibility;
 - Section 5 - presents the Active Travel Zone Assessment;
 - Section 6 - sets out the Pedestrian Environment Review System (PERS);
 - Section 7 - provides the trip generation assessment;
 - Section 8 - assesses the effects of the development;
 - Section 9 - outlines the construction logistics;
 - Section 10 - identifies relevant mitigation measures; and
 - Section 11 - provides a summary and conclusion.

2 TRANSPORT PLANNING POLICY

2.1 This section summarises the key transport policies at a national, regional and local level that are relevant to this proposal, including:

- National Planning Policy Framework (2019)
- The Adopted London Plan (2016)
- The Draft New London Plan (Intend to Publish Version 2019)
- The Mayor's Transport Strategy (2018)
- Adopted Lambeth Local Plan (2015)
- Draft Revised Lambeth Local Plan (2020)
- Lambeth Transport Strategy (2015)

National Transport Policy

National Planning Policy Framework (February 2019)

2.2 The National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 102 setting out that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

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

2.4 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) is summarised below.

“108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

109. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

110. Within this context, applications for development should:

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

Regional Transport Policy

The London Plan (March 2016)

- 2.5 The London Plan (March 2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.
- 2.6 Policy 6.1 sets out a number of strategic aims, key aims include:
- a) *“Encouraging patterns and modes of development that reduce the need to travel, especially by car;*
 - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - d) *promoting walking by ensuring an improved urban realm.”*

The Draft New London Plan (Intend to Publish Version, December 2019)

- 2.7 Though currently in draft format, the New London Plan still forms a material consideration in planning decisions and, as such, is included within this report. Six core ‘good growth’ policies are identified and state the following with regards to transport:

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

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

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

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

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

Mayor's Transport Strategy (March 2018)

2.9 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

2.10 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

2.11 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

Local Transport Policy

Lambeth Local Plan (2015)

2.12 The Lambeth Local Plan was adopted in September 2015 and replaces the Core Strategy and remaining saved policies of the UDP. It sets out the planning policies for Lambeth over the next 15 years to 2030, including:

- *“The spatial strategy, vision and strategic objectives to be achieved;*
- *the process, mechanisms and policies for delivery and monitoring of the strategy;*
- *borough-wide policies setting out the strategic policy approach with supporting development management policy and site allocations where required; and,*
- *policies (including site allocations) for shaping individual places and neighbourhoods.”*

2.13 Policy T1 (Section 08, Transport and Communications) states that Lambeth will manage the local transport system and promote sustainability in line with the Lambeth Transport Plan 2011, which sets out five overall objectives, including the following:

- *“Promote sustainable, healthy travel behaviour. The benefits of increased walking and cycling include reducing congestion, air pollution, road collisions and community severance and improving health and wellbeing.*
- *Improve the quality, reliability and efficiency of the road network. Investing in maintaining the road network ensures safety and reliability of roads for all road users, including cyclists and powered two-wheelers.*
- *Improve air quality. Although transport is not the only sector responsible for contributing to poor air quality, Lambeth’s Air Quality Report 2009 indicated that levels of nitrogen dioxide and fine particles are likely to continue to fail government targets. These are best tackled by reducing the use of motorised transport and using cleaner and more efficient fuels for transport.*
- *Reduce CO2 emissions. While not the only contributor to increasing CO2 emissions, motorised forms of transport do impact highly. Lambeth will encourage sustainable modes of transport, with walking and cycling being the most carbon efficient modes.”*

2.14 Policy T7 (Parking) states that developments should:

- *“Provide car parking within the maximum standards in the London Plan, reflecting the public transport accessibility of the development site, with minimal provision in areas with good public transport accessibility;*
- *be car-free, including permit-free and permit-capped schemes, particularly in areas where alternative modes of transport are available and where public transport accessibility is high; and,*
- *comply with London Plan standards for other forms of parking including for cycles, motor-cycles, cars for disabled people, electric vehicle charging points and coaches.”*

2.15 Policy T8 (Servicing) states that:

- *“Servicing will be expected to be on-site unless demonstrated it can take place on street without affecting highway safety or traffic flow;*
- *Planning applications for developments where the delivery/servicing requirements are of a nature where the type or number of trips generated is considered to be likely to have a significant impact on the adjoining public highway should be supported by a delivery and servicing plan that has regard to the London Freight Plan.”*

Draft Lambeth Local Plan (Proposed Submission Version 2020)

2.16 The revised Local Plan updates the spatial strategy, vision and strategic objectives of the Lambeth Local Plan adopted in September 2015. However, the approach to some policy issues has been reviewed in light of the Council’s Borough Plan 2016-2021, new evidence, the publication of the revised National Planning Policy Framework and associated Planning Practice Guidance, and the emerging draft New London Plan.

2.17 Policy T3 Cycling states that:

- *“In all developments at least 25 per cent of cycle parking provision should be of the most accessible type, such as ‘Sheffield’ stands and 10 per cent of overall provision should be designed and dedicated for disabled use.*

- *In all developments at least one charge point should be provided to allow for re-charging of electric cycles and a charge point should be provided for a minimum of 1 in 10 cycle parking spaces.*
- *The council will consider a flexible approach to the implementation of cycle parking where available space is limited and this approach is demonstrated to deliver parking layouts and types of stands / racks that are easy to access and use for all users, but particularly those with specific mobility needs. In these cases a reduced quantum of spaces may be accepted at first occupation of the development, accompanied by an agreed plan and mechanism to introduce more space efficient products as and when measured demand requires this. A monitoring fee may be sought for this purpose."*

2.18 Policy T7 Parking states the following:

- *"In Lambeth, non-residential disabled persons parking should be provided for 5 per cent of the workforce in all non-residential development proposals, including where no general parking is provided. Availability of convenient and accessible public transport options and the potential for the development to contribute toward improvement of these, will be taken into consideration on a case by case basis."*

Policy Summary

2.19 Planning policy at all levels advocates locating new developments in areas which are easily accessible by sustainable travel. The proposed development is located in an area with a PTAL rating of 6b, which is categorised as 'excellent'. The Site's location is also accessible to a number of cycle routes and within comfortable walking distance of rail and underground stations.

2.20 The proposed development complies with policy standards at all levels, with zero car parking provided on-site in line with London Plan and LBL maximum parking standards, and servicing activity safely and suitably accommodated.

2.21 The development will implement mitigation measures to ensure the development is of benefit to the local area and operates efficiently and as planned. These are detailed later in this report and include the provision of a Framework Travel Plan, Delivery and Servicing Plan and Outline Construction Logistics Plan.

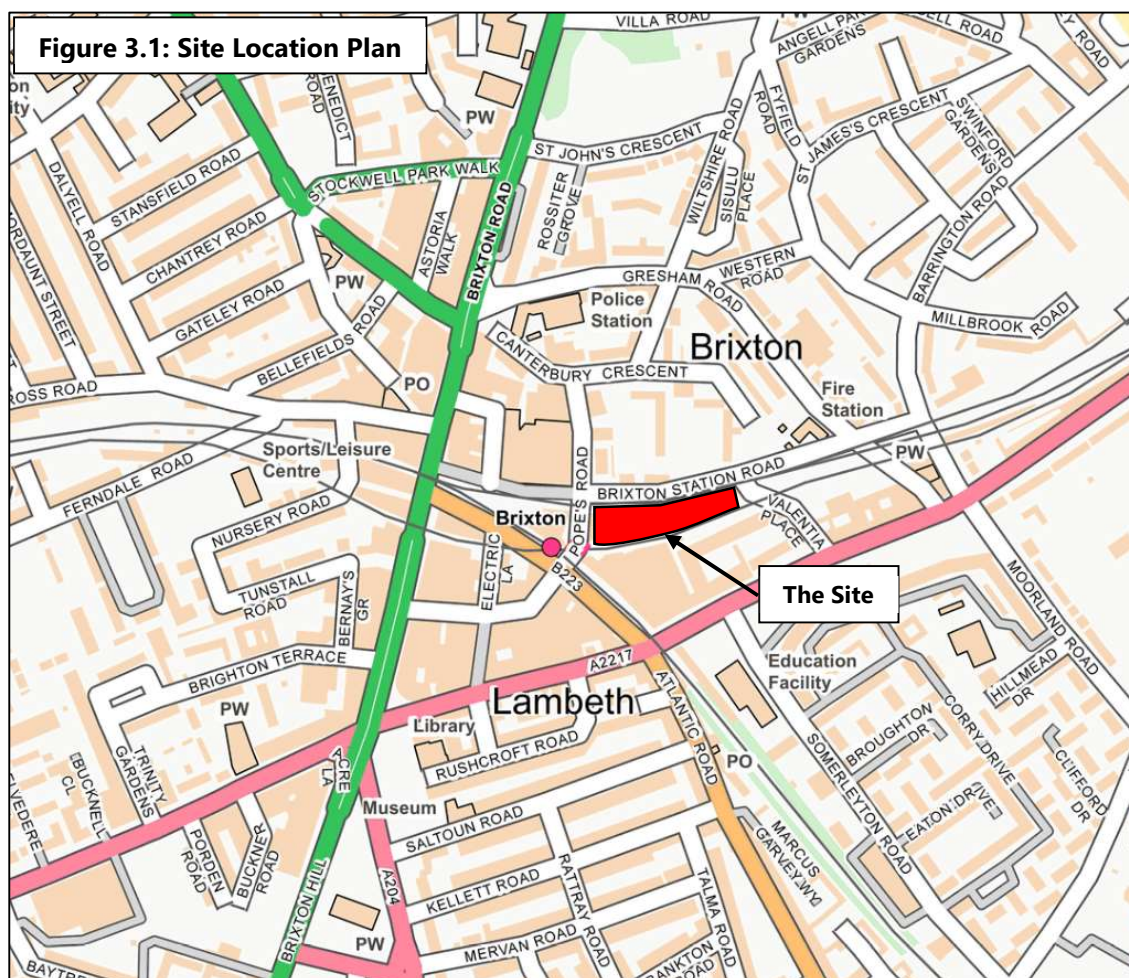
3 SITE AND SURROUNDINGS

3.1 This Section provides a description of the existing and proposed transport conditions of the Site.

Site Location

3.2 The Site is located within Brixton town centre, between two sets of railway lines immediately south of Brixton Station Road, with Pope’s Road forming the western boundary and primary frontage and Valentia Place bounding the Site to the east, from which vehicle access is provided.

3.3 The surrounding area comprises a mix of retail, eating and drinking establishments and is within a short walking distance of Brixton Rail and Underground stations. As such, the proposed development is located within an established area that benefits from many services that can cater to an increased number of employees and visitors. The location of the Site is shown within **Figure 3.1** below.



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Local Highway Network

Pope's Road

- 3.4 Pope's Road is a minor road bordering the Site to the west, which continues north, joining with Brixton Station Road at the north west corner of the Site. The section of Pope's Road that adjoins the Site between the two sets of railway lines is designated as a pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access or loading activity is permitted. The road provides shared surfacing for pedestrians and vehicles during permitted loading hours.

Brixton Station Road

- 3.5 Brixton Station Road is one-way eastbound and runs along the north boundary of the Site. Existing market units and storage are located within the railway arches on the southern side of the road taking frontage to Brixton Station Road, which provides a well-maintained footway on the northern side of the carriageway. Dropped kerbs are also provided at all vehicle crossovers on the route.

Valentia Place

- 3.6 Valentia Place is located to the rear of the Site along its eastern boundary, providing two-way vehicular movement between Brixton Station Road to the north and Coldharbour Lane to the south. The road operates a 20mph speed limit with single yellow line restrictions, and parking bays provided on the eastern side of the carriageway. Footways are provided on both sides of the carriageway, with dropped kerbs at all vehicle crossovers.

Atlantic Road

- 3.7 Atlantic Road lies to the south of the Site and provides two-way traffic between Brixton Road and Coldharbour Lane to the south. The road provides double yellow line restrictions with double yellow blips on both sides of the carriageway. Loading bays are provided on Atlantic Road, permitting loading for a maximum of 30 minutes with no return within 2 hours.
- 3.8 At the Atlantic Road / Coldharbour Lane junction, coloured road markings indicate the routes pedestrians should use to cross the road, where dropped kerbs and tactile paving are also provided at the signalised crossing.

Existing Site Use

- 3.9 The existing Site comprises existing 'Sports Direct' and 'Flannels' retail stores, in addition to an adjacent railway arch which is currently disused. No vehicle parking is provided on-site for visitors as the existing stores form part of the wider retail offering within the markets and Brixton town centre which is largely pedestrianised and/or no vehicle access is permitted.
- 3.10 A right of access exists to the rear of the Site from Valentia Place which allows for pedestrian and vehicle access. The access serves the Site, adjacent railway arches and maintains a service and emergency route for Network Rail operations.

Traffic Surveys

Automatic Traffic Counts

- 3.11 Automatic Traffic Count (ATC) surveys were undertaken on the roads bounding the Site, including Brixton Station Road, Valentia Place and Atlantic Road, between Sunday 1st December and Saturday 7th December 2019. The surveys recorded the number of vehicle movements by direction every 24 hours across the surveyed week.
- 3.12 A summary of the weekday peak hours (08:00-09:00 & 17:00-18:00), 12 hour daytime (07:00-19:00) and 24 hour (00:00-23:59) flows recorded during the survey is provided in **Table 3.1, 3.2 and 3.3** below, with a full copy of the survey results provided at **Appendix B**.

Table 3.1: Brixton Station Road ATC Results								
Period	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak	N/A	45	61	44	70	66	N/A	57
PM Peak	N/A	123	100	114	124	115	N/A	115
12-hour	862	954	941	963	1081	1137	1154	1013
24-hour	1077	1143	1187	1184	1320	1438	1462	1258

Table 3.2: Atlantic Road ATC Results								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak N-bound	N/A	372	304	304	320	235	N/A	307
AM Peak S-bound	N/A	84	56	69	73	47	N/A	66
PM Peak N-bound	N/A	148	167	169	201	160	N/A	169
PM Peak S-bound	N/A	97	101	102	109	74	N/A	97
12-hour N-bound	2587	2628	2344	2259	2525	2422	2111	2410
12-hour S-bound	1109	1046	848	939	890	861	849	935
24-hour N-bound	4411	4130	3713	3862	4152	4186	4127	4083
24-hour S-bound	2306	1810	1595	1844	1764	1790	1802	1844

Table 3.3: Valentia Place ATC Results								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak N-bound	N/A	69	73	75	76	66	N/A	72
AM Peak S-bound	N/A	21	33	32	33	48	N/A	33
PM Peak N-bound	N/A	50	54	28	74	72	N/A	56
PM Peak S-bound	N/A	89	82	31	93	71	N/A	73
12-hour N-bound	435	680	669	613	670	740	809	659
12-hour S-bound	529	689	675	560	726	772	732	669
24-hour N-bound	579	802	843	687	799	953	1023	812
24-hour S-bound	691	817	836	638	906	991	963	835

Pope's Road - Manual Classified Count

- 3.13 A manual classified count was undertaken on the section of Pope's Road between the junction with Brixton Market Road to the north and Atlantic Road to the south, which for much of the day (i.e. after 08:00) is a designated pedestrian zone. The survey recorded vehicle movements along Pope's Road between Sunday 1st December and Saturday 7th December 2019. The survey periods include the weekday AM (08:00 -09:00) and PM (17:00-18:00) peaks and each 24 hour day across the surveyed week.
- 3.14 A summary of the counts is provided in **Table 3.4** below, with a full copy of the survey results provided at **Appendix B**.

Table 3.4: Pope's Road Survey Summary								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Northbound	N/A	0	0	0	0	0	N/A	0
AM Southbound	N/A	1	0	0	0	0	N/A	0
AM Total	N/A	1	0	0	0	0	N/A	0
AM % HGV	N/A	0%	0%	0%	0%	0%	N/A	0%
PM Northbound	N/A	0	1	4	0	0	N/A	1
PM Southbound	N/A	0	3	2	1	0	N/A	1
PM Total	N/A	0	4	6	1	0	N/A	2
PM % HGV	N/A	0%	0%	0%	0%	0%	N/A	0%
Daily Northbound	272	102	116	131	110	120	179	147
Daily Southbound	479	182	188	218	199	283	286	262
Daily Total	751	284	304	349	309	403	465	409
Daily % HGV	2%	4%	4%	3%	4%	3%	2%	3%

3.15 The survey results show (as expected) that there are virtually no vehicle movements during the weekday peak periods which is when the part of the road surveyed is pedestrianised. Vehicle activity evidently increases outside of the pedestrianised hours, with a daily two-way average flow of 409 vehicles. Activity is notably higher at the weekend, particularly on Sunday which experienced the highest daily two-way flow of 751 vehicles.

Valentia Place - Site Access Traffic Count

3.16 An entry and exit count were undertaken between Sunday 1st December and Saturday 7th December 2019 at the Valentia Place access to the rear of the Site. The survey captured the number of vehicles entering and exiting the Site throughout the survey period, as well as each vehicle type. The survey periods include the weekday AM (08:00 -09:00) and PM (17:00-18:00) peaks and each 24-hour day across the surveyed week.

3.17 A summary of the entry and exit counts is provided in **Table 3.5** below, with a full copy of the survey results provided at **Appendix B**.

Table 3.5: Valentia Place Survey Summary								
Period & Direction	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Average
AM Peak IN	N/A	0	2	3	5	2	N/A	2
AM Peak OUT	N/A	3	2	1	0	1	N/A	1
AM Peak Total	N/A	3	4	4	5	3	N/A	3
AM % HGV	N/A	0%	75%	0%	0%	0%	N/A	18%
PM Peak IN	N/A	1	0	2	2	1	N/A	1
PM Peak OUT	N/A	6	0	2	1	3	N/A	3
PM Peak Total	N/A	7	0	4	3	4	N/A	4
PM % HGV	N/A	0%	0%	0%	0%	0%	N/A	0%
Daily IN	16	48	54	70	41	38	38	44
Daily OUT	21	48	51	67	44	38	33	43
Daily Total	37	96	105	137	85	76	71	87
Daily % HGV	0%	1%	15%	6%	5%	0%	6%	4%

3.18 The results of the survey indicate that vehicle activity is low during the weekday AM and PM peak periods with a nominal number of movements observed. An average of 87 two-way vehicle movements were recorded across each day, with a daily peak of 137 two-way movements on Wednesday 4th December.

3.19 The survey also classified each vehicle entering and exiting the Site, from which the number of HGVs can be established. The survey indicates that the percentage of HGV movements was generally low, with an average of 4% across the full survey period, and a peak of 15% on the Tuesday.

Proposed Development

3.20 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 B1 accommodation on floors 2 to 19, with plant enclosure at roof level, and associated cycle parking, servicing and all necessary enabling works.”

Access

- 3.21 The Site will continue to be accessed on foot via Pope's Road as the primary point of access, which is pedestrianised between 08:00-18:00 each day, but provides vehicular access outside of restricted hours. Vehicular access to the Site will be provided via the service yard located at the rear on Valentia Place, as existing and according to a right of access which already exists.
- 3.22 In order to improve access to the Site and retail/markets at ground floor, the existing public toilet block on Pope's Road will be removed, and the surrounding area improved to provide a new public square. The proposals will also facilitate the planned new Brixton Rail Station entrance in the event this comes forward in the future.
- 3.23 The public toilets will be re-provided within the development at basement level 2, for which access will be provided via lifts from the Pope's Road entrance. Access to the building will be managed closely to prevent unauthorised public access into the remaining parts of the building.

New Markets

- 3.24 Access to the markets will be provided directly from Pope's Road and other secondary entrances to the north and south adjacent to the existing railway arches. The following plan prepared by the Architect illustrates the pedestrian access and circulation for the markets at ground floor (**Figure 3.2** below).

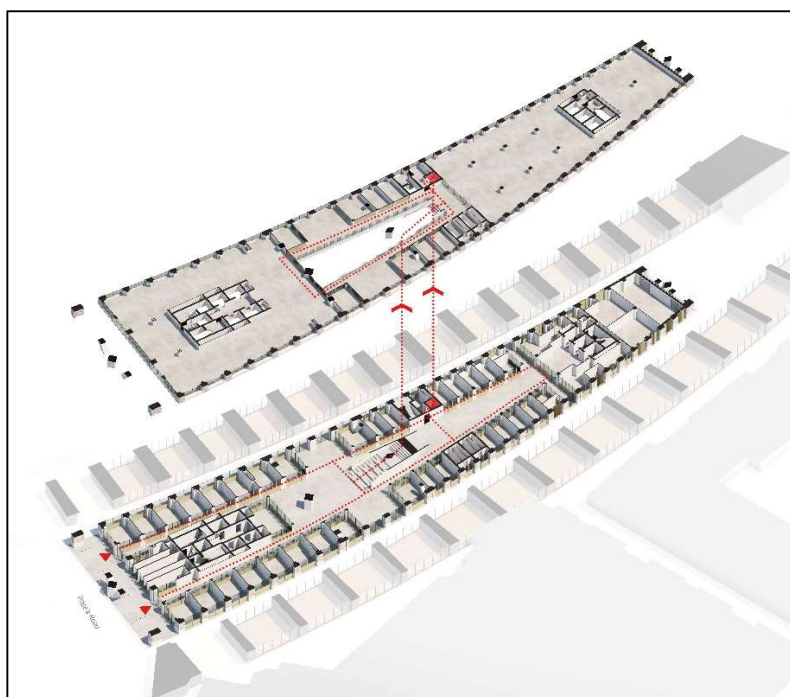


Figure 3.2: Pedestrian Access & Circulation - Markets

Office

3.25 Access to the office will be provided via the same entrances as the market provided on Pope's Road, with secondary accesses also provided to the north and south as with the markets. A separate lobby will be provided exclusively for the office at ground floor, providing access to the additional office floorspace at the upper levels. A plan prepared by the Architect illustrating ground floor pedestrian access and circulation for the office is provided at **Figure 3.3** below.

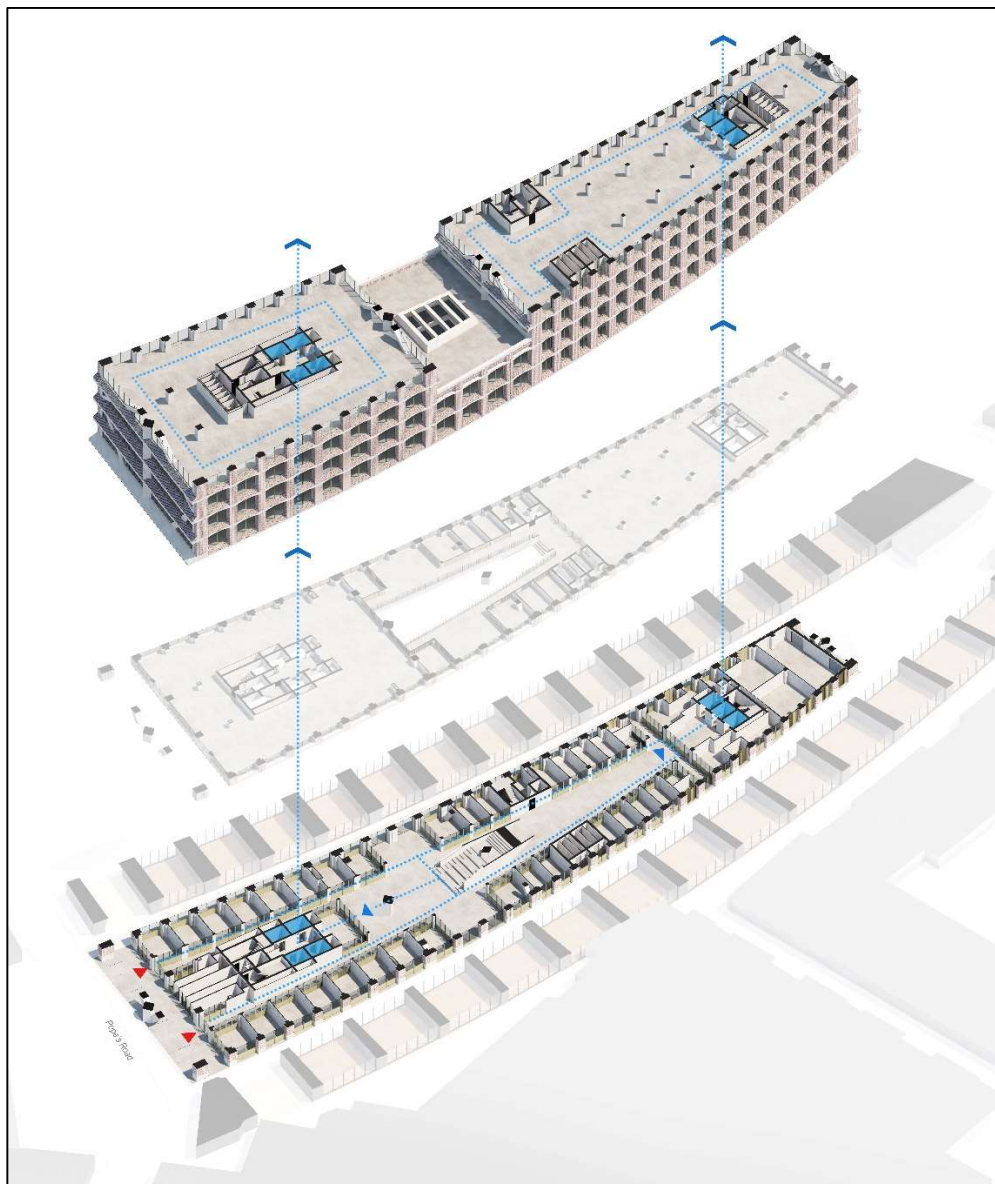


Figure 3.3: Pedestrian Access & Circulation - Office

3.26 Cyclists will be encouraged to use separate accesses to pedestrians in order to conveniently access the cycle lift to the basement cycle stores. A plan illustrating cycle access and circulation for the proposed office use is also provided at **Figure 3.4** below.

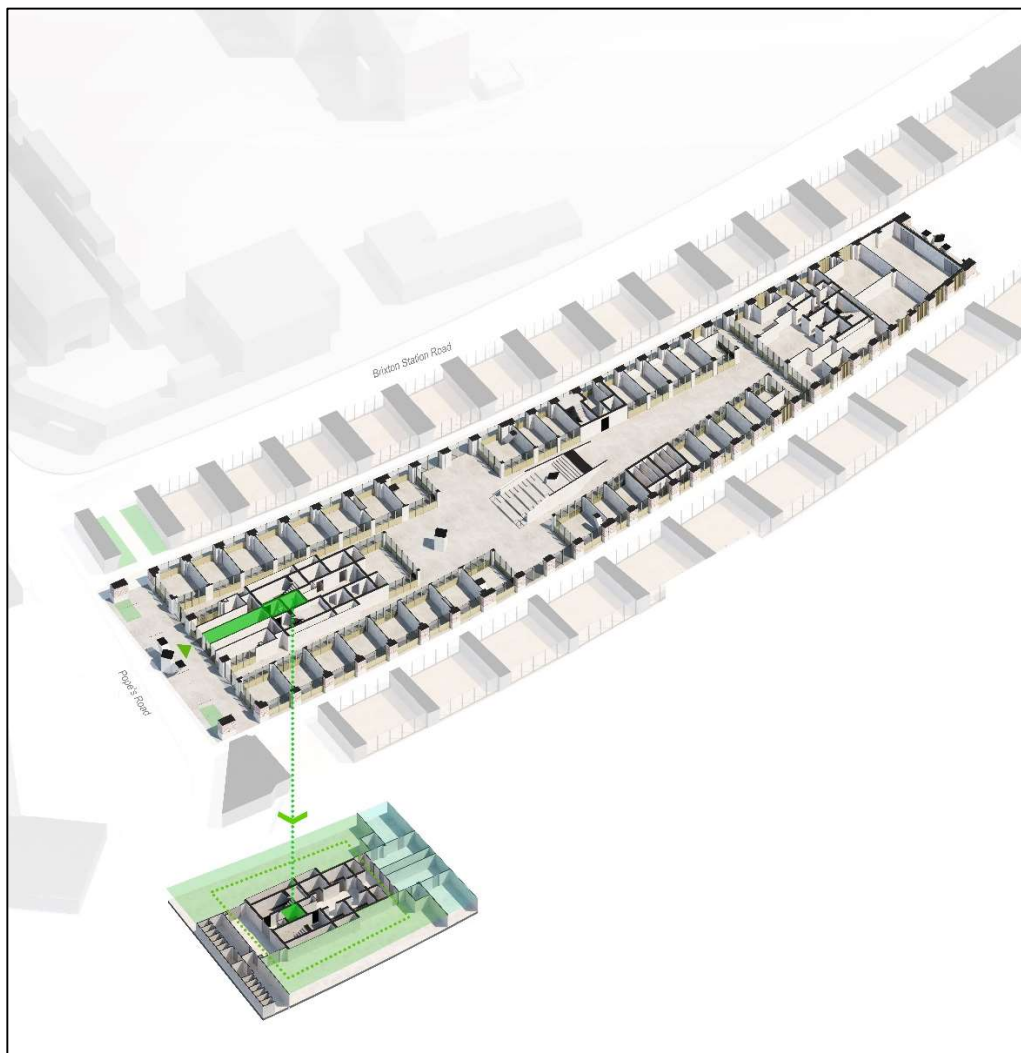


Figure 3.4: Cycle Access & Circulation - Office

Parking

Car Parking

3.27 The proposed development will provide zero car parking on-site, in accordance with local and regional policy on car parking within highly accessible locations. All employees and visitors will be expected make use of sustainable and active modes of travel to arrive and depart from the Site.

- 3.28 The Applicant is willing to provide a contribution to disabled parking in lieu, in order to fulfil the disabled parking requirement for the proposals based on relevant policy standards. It is proposed that a disabled parking space is provided on Brixton Station Road, which is the nearest vehicular route to the Site. It is pertinent to note that vehicle access is also provided at the rear of the Site which enables pick-up and drop-off for disabled users. The Site is also highly accessible by public transport, with Brixton Underground Station providing step-free access.

Cycle Parking

- 3.29 The development seeks to accord with cycle parking for each land use in line with the draft New London Plan and LBL Draft Revised Local Plan where possible, including the provision of accessible bicycle parking, Sheffield stands, cycle lockers, showers and changing facilities. Given the flexible nature of the uses in the market areas, cycle parking has been provided based on a 50/50 area split between A1 and A3 retail use, which reflects a policy compliant and also realistic division.
- 3.30 Cycle parking is concentrated within secure bike stores at basement level 1, with showers and lockers provided for staff in close proximity to the stores. The cycle stores will be closely managed by site management with CCTV in place to prevent public access.
- 3.31 Short-stay visitor cycle parking is provided within the single railway arch (that is in the Applicant's ownership) at the north west corner of the Site. The cycle parking has been arranged to optimise the number of spaces but also provide a suitable pedestrian and cycle route through the arch as a connection between the Site and Brixton Station Road. Further details about the cycle parking strategy for the development is set out later in this report.

Servicing

Market

- 3.32 Servicing for the market units can be undertaken on-street from Pope's Road as in the existing situation, whereby loading is permitted outside of 08:00 – 18:00 when it becomes pedestrianised. Delivery vehicles are able to park in the vicinity of the Site along Pope's Road for ease of goods transfer to the various market units.

3.33 In the event that Pope's Road is unavailable (e.g. during pedestrianised hours), vehicles can alternatively use the vehicle access into the Site from Valentia Place, transferring goods from the east of the Site to the relevant market units, which will be accessible at several locations throughout the Site.

Office

3.34 Servicing for the office use will take place within a service yard to the rear of the development, 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 to facilitate servicing and refuse collection for the newly proposed office use.

Standalone Restaurant

3.35 The standalone restaurant on the 8th floor will generate its own servicing demand, with the number of deliveries influenced by the end occupier and the extent to which the occupier actively engages in consolidation and other logistics initiatives. Restaurants with multiple outlets tend to be able to operate in a more lean way as part of a supply chain that reduces the number of vehicle attendances, whereas independent destination restaurants typically use a wider range of suppliers to source fresh ingredients on a more frequently changing menu. Taking these variables into account and from a review of the TRICS/TRAVL databases, it would be reasonable to expect in the range of 3 to 7 deliveries a day, with a median of 5 deliveries for the purposes of assessing the development.

4 ACCESSIBILITY

- 4.1 The Healthy Streets approach is set out as part of the Mayor’s Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL have defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).
- 4.2 An assessment of the accessibility of the Site by both active modes of travel and public transport has been undertaken, as well as an Active Travel Audit for the key routes in the locality, based on TfL’s adopted Healthy Streets Transport Assessment guidance.

Accessibility by Active Modes

Access by Foot

- 4.3 Pedestrians are well served in the vicinity of the Site, benefitting from footway provision and pedestrianised routes in the vicinity. Footways are of adequate width in most places, with dropped kerbs at vehicle crossovers and pedestrian crossings, where tactile paving is also provided. The coloured road markings provided at the Atlantic Road / Coldharbour Lane pedestrian crossing also demonstrate that pedestrian movements are prioritised in the local area.
- 4.4 **Table 4.1** sets out details of approximate distances between the Site and local amenities and public transport services which are all located within a 20-minute walk.

Table 4.1: Approximate Distances to Local Amenities & Public Transport Opportunities			
Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
Local Amenities			
Brixton Recreation Centre	Brixton Station Road	45	1
Bank	Brixton Road	210	3
Sainsbury’s Local Store	Brixton Road	260	3
Gym	Stockwell Road	280	4
Lambeth Town Hall	Brixton Hill	400	6
Pharmacy	Brighton Terrace	450	6
Post Office	Wynne Road	850	11
Public Transport Opportunities			
Brixton Rail Station	Atlantic Road	90	1

Table 4.1: Approximate Distances to Local Amenities & Public Transport Opportunities			
Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
'Brixton' Bus Stops	Stop L – Atlantic Road (southbound)	110	1
	Stop LA – Atlantic Road (northbound)	170	2
	Stop N – Brixton Road (southbound)	240	3
	Stop R – Brixton Road (northbound)	300	4
	Stop Q – Brixton Road (southbound)	300	4
	Stop T – Brixton Road (northbound)	350	5
Brixton Underground Station	Brixton Road	220	3
Loughborough Junction Rail Station	Coldharbour Lane	1000	12

4.5 The table above demonstrates that several amenities and facilities will be available to users of the Site within a short walking distance.

Cycling

4.6 Several cycle routes can be found in the vicinity of the Site, which provide connections to local facilities and public transport nodes. Pope's Road, Brixton Station Road and Atlantic Road are all designated by TfL as *'other routes that have been recommended by cyclists'*. Stockwell Road has also been designated as a *'route signed or marked for use by cyclists on a mixture of quieter or busier roads'* which provides access to A3 Clapham Road, on which Cycle Superhighway 7 (CS7) is located.

4.7 CS7 lies between Colliers Wood to the southwest and the City of London to the north, providing a prioritised route for cyclists.

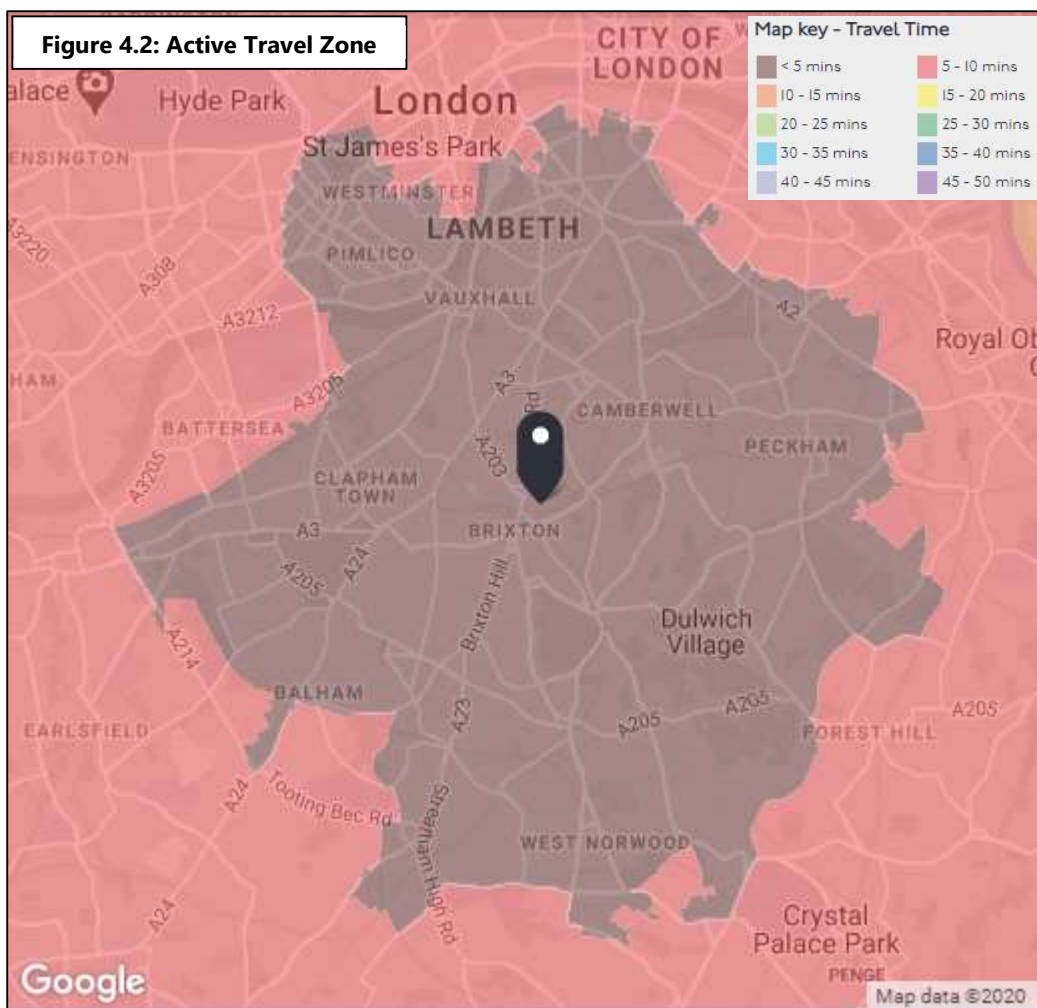
4.8 On-street cycle parking is available in the vicinity of the Site in various locations on Canterbury Crescent, Atlantic Road, Brixton Road, Brixton Hill and adjacent to Brixton Station.

4.9 Three cycle hire docking stations are located within 450m of the Site. These are as follows:

- Ferndale Road (250m west) – 30 docking points;
- Saltoun Road (450m southwest) – 30 docking points; and
- St John's Crescent (450m north) – 25 docking points.

4.10 **Figure 4.1** below provides a wider local context plan of cycle routes surrounding the Site, inclusive of the location of London Cycle Hire docking stations.

4.11 **Figure 4.2** indicates the Active Travel Zone for the Site based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distance up to 5 kilometres, which would include areas such as Vauxhall, Lambeth, Camberwell, Peckham, Dulwich, Balham and Clapham.



Source: TfL

Public Transport

Bus Services

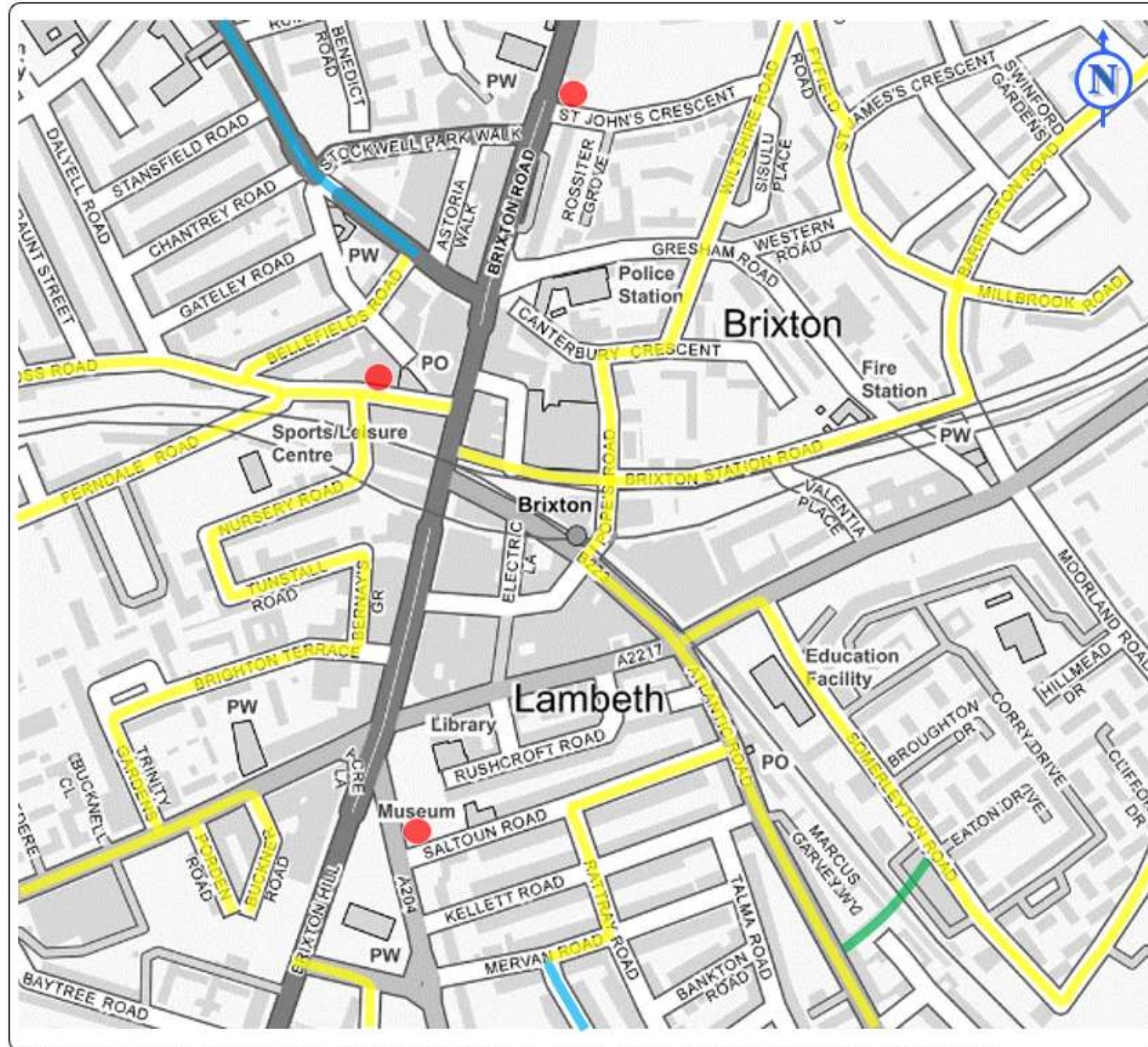
4.12 Several bus stops are located within the vicinity of the Site which serve a range of routes to several destinations. The nearest bus stops are located within a short walk of the Site, on Atlantic Road (Stop L & LA) and on Brixton Road (Stop N, R, Q & T).



4.13 **Table 4.2** below provides a summary of frequencies and routes of bus services available within walking distance of the Site. Further information about the location of nearby bus stops and services available is shown on TfL's bus spider map of the area, which is included at **Appendix C**.



Figure 4.1: Active Travel Zone Cycle Routes



NOTES

- Do not scale from this drawing.
- This drawing is to be read & printed in colour.
- This drawing is for illustrative purpose only.

KEY:

- Site Location
- Cycle Docking Station
- Routes recommended by cyclists
- Off-road routes
- Routes signed for use by cyclists

Rev	Details	Drawn	Check	Date
REVISION HISTORY				

Client:
Hondo Enterprises

Project:
Pope's Road, Brixton

Drawing Title:
Cycle Routes

Scale: NTS Size: A3

Drawn by: AS Checked by: DB Date: 28.01.20

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Scheme Ref:	Drawing No:	Sheet:	Rev:
CA3981	1	1	-

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Table 4.2: Bus Services and Frequencies

Bus No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
2	Norwood Bus Garage – Marylebone Station	6 – 10	7 – 11	9 – 13
3	Crystal Palace – Whitehall / Horseguards Avenue	8 – 12	8 – 12	11 – 13
37	Peckham Bus Station – Putney Heath / Green Man	9 – 12	9 – 12	10 – 14
45	Atkins Road / New Park Road – Elephant & Castle	9 – 12	9 – 13	14 – 15
59	Telford Avenue – Euston Bus Station	5 – 7	6 – 10	11 – 12
118	Brixton Road / Brixton Police Station – Morden Station	10 – 13	11 – 12	19 – 20
133	Streatham Station – Liverpool Street Station	4 – 8	7 – 10	11 – 13
159	Streatham Station – Marble Arch Station	4 – 8	6 – 10	10 – 13
196	Elephant & Castle / Newington Causeway – Norwood Junction	11 – 14	11 – 13	19 – 20
250	Brixton Road / Brixton Police Station – West Croydon Bus Stn	6 – 10	6 – 10	11 – 13
322	Crystal Palace Bus Station – The Pavement	11 – 14	10 – 14	14 – 15
333	Mitcham Road / Tooting Broadway Stn – Elephant & Castle	9 – 12	8 – 12	11 – 13
345	Peckham Bus Station – Natural History Museum / Cromwell Rd	7 – 11	7 – 10	10 – 13
355	Three Kings Pond – Brixton Station	10 – 14	12 – 14	14 – 15
415	Hardel Road – Dunton Road	10 – 12	11 – 12	19 – 20
432	Brixton Road / Brixton Police Station – Jasmine Grove	10 – 13	10 – 13	15 – 16
P4	Lewisham Station – Brixton Station	10 – 13	11 – 13	12 – 13
P5	Elephant & Castle – Patmore Estate / Drury House	14 – 15	14 – 15	19 – 20

Rail Services

4.14 The Site benefits from being located within short walking distance of Brixton Rail Station (90m), which operates on the Southeastern Rail network. Services operate between London Victoria and Bromley South / Orpington, at the following frequencies (peak approximation):

- London Victoria – Up to 4 trains per hour
- Bromley South – Up to 4 trains per hour
- Orpington – Up to 4 trains per hour

4.15 Loughborough Junction is also located approximately 950m from the Site (12-minutes' walk), which operates on the Thameslink network. The following destinations which provide interchange opportunities are directly accessible from Loughborough Junction station at the following frequencies (peak approximation):

- Elephant & Castle – Up to 6 trains per hour
- London Blackfriars – Up to 6 trains per hour
- London St Pancras International – Up to 6 trains per hour
- St Albans – Up to 4 trains per hour
- Sutton – Up to 4 trains per hour
- Wimbledon – Up to 2 trains per hour

Underground Services

- 4.16 Brixton Underground Station is located approximately 220m (3 minutes-walk) from the Site. The station provides access to Victoria Line services between Brixton and Walthamstow Central, which depart and arrive at the station every 1 – 3 minutes throughout the day. Victoria Line trains also operate overnight on Fridays and Saturdays at a frequency of 10-minute intervals.
- 4.17 Stockwell Station (located 1.3km from the Site) provides access to Northern Line services in addition to Victoria Line services.

Car Clubs

- 4.18 Car club bays and vehicles operated by Zipcar are located in the vicinity of the Site, as summarised below.
- Talma Road (400m south) – 1 car / 1 van
 - Ferndale Road (500m west) – 1 van
 - Porden Road (550m southwest) – 1 car / 1 van

Public Transport Accessibility Level (PTAL) Rating

- 4.19 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 4.20 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.
- 4.21 The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 4.22 The Site has a PTAL rating of 6b (the highest possible), demonstrating 'excellent' access to public transport facilities. A copy of the PTAL Assessment for the Site is provided at **Appendix D**.

5 ACTIVE TRAVEL AUDIT

- 5.1 The Active Travel Audit route is highlighted in **Figure 5.1** below, which aligns with the Healthy Streets Approach. The areas included are deemed the most appropriate / shortest routes to / from the Site, Brixton Rail Station and Brixton Underground Station.
- 5.2 The audit was undertaken on Monday 18th November 2019, between the hours of 09:00 – 11:00 by two auditors. The audit has been undertaken in accordance with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November 2017) and Healthy Streets Check for Designers (April 2019).
- 5.3 This Active Travel Audit has been undertaken in line with the new Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes. Photos have been taken at least every 150m along the main identified routes.

Healthy Streets Approach

- 5.4 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.
- 5.5 The approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The indicators, which provide initial starting points for discussions around the quality of the pedestrian environment, are illustrated within the Healthy Streets Indicator Wheel at **Figure 5.2** below.



Figure 5.2 – Healthy Streets Indicator Wheel

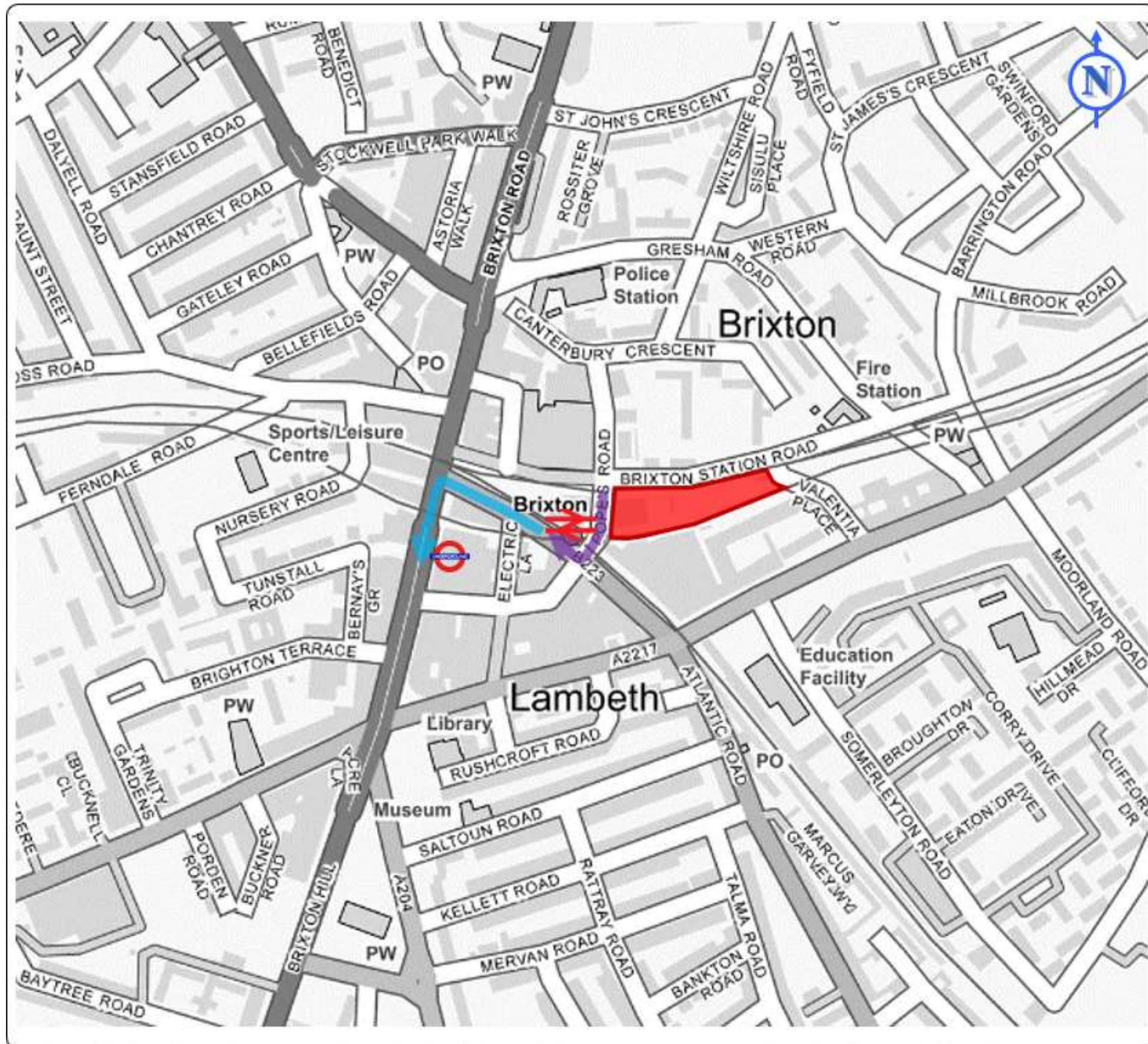
5.6 It is recognised that not all the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal. This section of the report assesses how the proposed development provides improvements to the pedestrian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

The Review Process

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




Figure 5.1: Active Travel Routes





NOTES

1. Do not scale from this drawing.
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KEY:

Site 

Route A 

Route B 

Rev	Details	Drawn	Check	Date

REVISION HISTORY

Client:
Hondo Enterprises

Project:
Pope's Road, Brixton

Drawing Title:
Active Travel Audit Route Plan

Scale: NTS Size: A3

Drawn by: AS Checked by: DB Date: 28.01.20

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Scheme Ref: CA3981	Drawing No: 1	Sheet: 1	Rev: -
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Vision Zero

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

5.9 **Figure 5.3** below, details the audit area in conjunction with the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed. For the purposes of this assessment, an accident cluster is classified as a location in which 2 or more KSI accidents were recorded. A summary of the key accidents recorded is provided below:

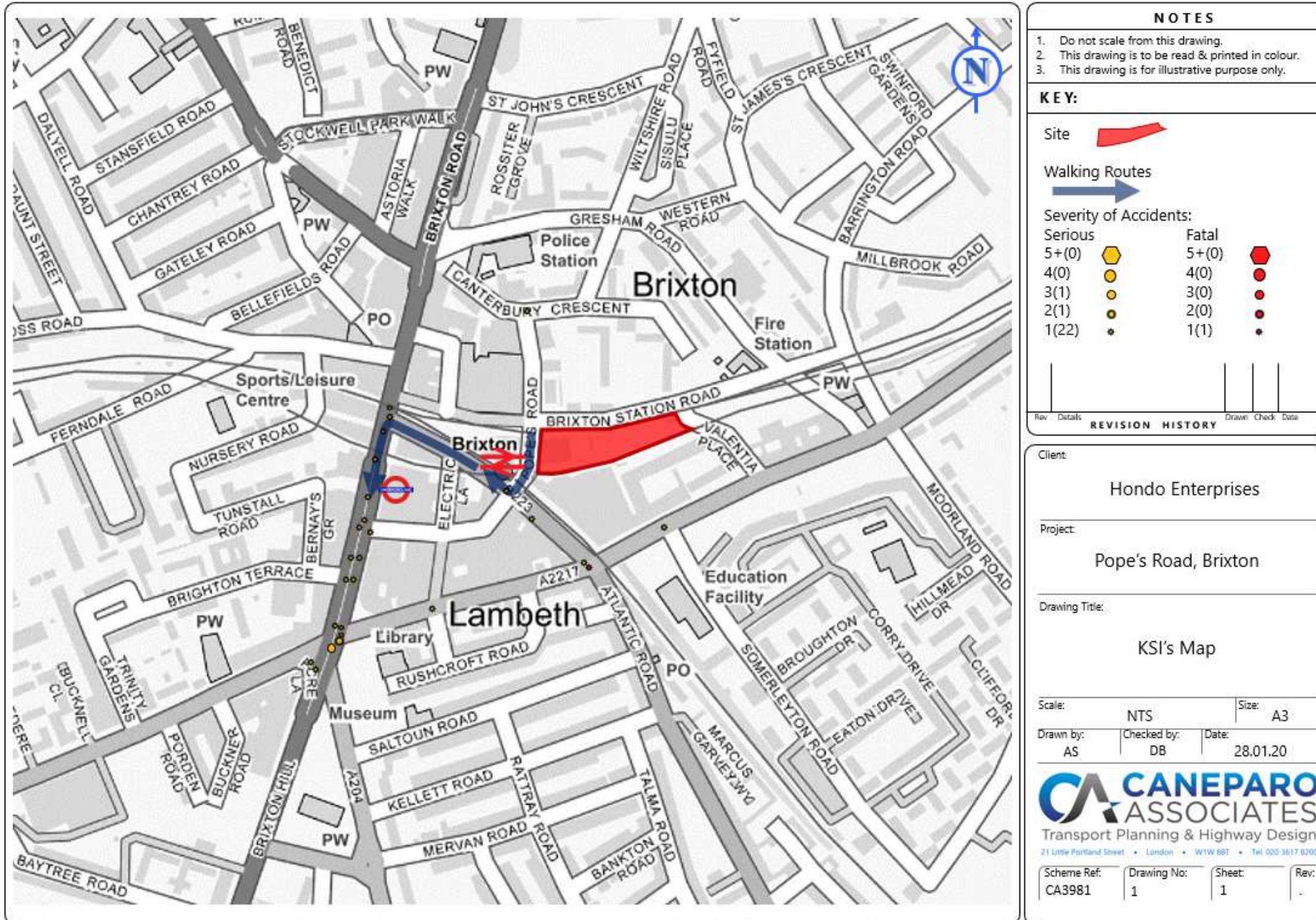
- A total of 238 collisions occurred along these routes within the last 5 years, 24 of which were classified as serious, with 1 fatal incident also occurring within the study area. With reference to the serious collisions, 6 of the incidents involved cyclists and 19 involved pedestrians. The fatal incident also involved a pedestrian.
- At the Atlantic Road / Coldharbour Lane junction a cluster of two incidents, 1 serious and 1 fatal, were recorded. According to the officer's report, the fatal incident involved a vehicle and a pedestrian who failed to look properly and wrongly used the pedestrian facility. The serious incident also involved a pedestrian and a car, occurring when the pedestrian failed to look properly and stepped out into the path of the vehicle.
- A cluster of 9 serious incidents occurred at the Brixton Road / Brixton Hill / Coldharbour Lane / Acre Lane junction. The incidents occurred as follows:
 - The first incident involving a pedestrian and goods vehicle occurred when the pedestrian slipped off the kerb into the side of the vehicle on the road.
 - The next incident occurred involving a vehicle and pedestrian, when a pedestrian incorrectly used a pedestrian crossing, although the officer's report does not indicate the role of the vehicle in the collision.
 - A further collision occurred at the junction, involving a vehicle and cyclist. The incident was found to occur when the vehicle made a poor turn / manoeuvre.
 - Another serious collision took place when a car and pedal cyclist collided at the junction, although it is not clear exactly how the incident occurred.

- A further collision involving a pedestrian and vehicle took place at the junction, although the collision was self-reported and no report is provided.
 - Another collision occurred when taxi collided with a pedestrian, who was impaired by alcohol and failed to look properly at the path of the moving vehicle.
 - A further self-reported incident occurred involving a pedestrian and minibus, although it is not clear how the incident occurred.
 - Another incident occurred at the junction involving a motorcycle and bus, which occurred when the motorcyclist had been attempting to overtake which forced the bus driver to brake suddenly to avoid a collision, resulting in a standing passenger casualty on the bus.
 - A further incident involving a pedestrian and motorcyclist took place at the junction, when the motorcyclist collided with a pedestrian who was in the middle of the crossroads. Both rider and pedestrian failed to look properly.
- At the Brixton Road / Brighton Terrace junction, a further cluster of 4 serious incidents was identified. The first incident occurred when a pedestrian stepped out into the path of a vehicle. A further incident took place when a driver had his vision obstructed by queueing traffic and subsequently hit the pedestrian. The third collision occurred at the junction, involving a minibus and pedestrian, where the pedestrian was found to be careless / in a hurry. The final incident to occur was a self-reported collision involving a minibus and pedal cyclist, which occurred when the vehicle failed to signal and did not judge the path / speed of the pedestrian at the crossing.
 - A further cluster of 3 collisions was identified at the Brixton Road / Electric Avenue junction. One incident involving a vehicle and a pedal cyclist took place when the cyclist rode onto the pedestrian crossing and collided with the vehicle. The second incident also involving a pedal cyclist occurred when the cyclist entered the road from the pavement and collided with a vehicle. The third recorded incident also involving a pedestrian and vehicle took place when the pedestrian failed to look properly and did not judge the vehicle's path or speed.

- At Brixton Road / Atlantic Road, a cluster of 3 serious incidents was identified. The first serious incident to occur involved a car and pedestrian, when both the pedestrian and vehicle driver failed to judge the other's path / speed. Another incident occurred at the junction involving a motorcycle and pedestrian, which occurred when the rider disobeyed the traffic signal and collided with the pedestrian who was crossing the road which was masked by parked vehicles. A further serious incident involving a vehicle and standing pedestrian occurred, although it is not clear how the incident took place.



Figure 5.3: Routes to Identified Key Locations including Accident Data (KSI's)



Step-Free Route to/from Brixton Rail Station

- 5.10 The pedestrian route from the Site towards Brixton Rail Station comprises Pope's Road and Atlantic Road. The route is provided with a shared surface pedestrianised area (during restricted hours) and standard footway widths along Atlantic Road.
- 5.11 The worst section, identified at **Figure 5.4** below (Photograph A3) is located on Atlantic Road where construction is taking place and scaffolding has been placed on the footway, resulting in a restricted area available for use by pedestrians. The Photo also shows the steps that provide access to Brixton Station. Photograph A3 has been assessed in **Table 5.1** against the Healthy Streets Indicators.

Table 5.1: Healthy Streets Indicators for Photograph A3: Pope's Road / Atlantic Road		
Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	The route provides a good pedestrian route for people of all abilities, with the exception of access to Brixton Station. The existing works on Atlantic Road may also deter some pedestrians from using this section of the route while the works continue.	Step-free access to Brixton Station will make the area more accessible for pedestrians, of all mobility levels. Once the Brixton Rail works are complete, the removal of hoarding and scaffolding will also significantly improve the route.
Easy to cross	The single pedestrian crossing provided on Pope's Road provides tactile paving and a level surface to make it easy for all pedestrians to cross.	The route currently makes it easy for all pedestrians to cross.
Shade and shelter	The route along Atlantic Road is provided with shade and shelter under the railway platform for Brixton Station.	Designated and purpose-built shaded areas can be provided in the public realm space on Pope's Road.
Places to stop and rest	No particular areas designated for resting / seating are currently provided along the route.	Seating can potentially be provided as part of the public realm improvements on Pope's Road.
Not too noisy	The Site will continue to be car free as with the existing situation, therefore noise produced by vehicles will not negatively impact the area immediately surrounding the Site.	A reduction in traffic on the Atlantic Road section of the route can be explored to reduce the noise impact of vehicles.
People choose to walk, cycle and use public transport	The quality of the pedestrian route encourages people to walk in the area, in comparison to other modes.	Further signage and designated cycle routes on Atlantic Road to indicate its TfL cycle route status will further encourage cycling along the route.
People feel safe	The location is a busy area where natural surveillance is high.	The development will provide active frontage / increased footfall which will equal further natural surveillance.
Things to see and do	There are a number of shops and services along either side of the carriageway.	The development will provide an active frontage and public realm space, improving the amenities in the locality.
People feel relaxed	The route is relaxed on Pope's Road but the existing works at Brixton Station does not	The removal of scaffolding and hoarding along Atlantic Road will give pedestrians a

	<p>promote a relaxed pedestrian route. Market units on Pope's Road may also slightly block some areas of the footway, which may not provide a relaxed pedestrian experience.</p>	<p>more relaxed experience when walking along the route.</p>
<p>Clean air</p>	<p>Air quality varies along the route, as the market area outside the Site is car free but vehicular traffic is present along Atlantic Road .</p>	<p>A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy. More trees would also benefit this location.</p>

Step-Free Route to/from Brixton Underground Station

5.12 The pedestrian route between the Site and Brixton Underground Station provides pedestrian facilities with all crossing points provided with dropped kerbs and tactile paving. The worst section of the route has been identified at **Figure 5.4** below (Photograph B1). As identified for the previous route, works on Atlantic Road have resulted in scaffolding being placed on the footway which has created a restricted and potentially hostile environment for pedestrians. Photograph B1 has been assessed in **Table 5.2** below.

Table 5.2: Healthy Streets Indicators for Photograph B1: Atlantic Road / Brixton Road		
Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	While the footway itself is suitable for use by all types of pedestrians, the hoarding and scaffolding present on Atlantic Road does not make the route comfortable for all pedestrians.	Once the existing works are complete, the removal of the hoarding and scaffolding restricting the footway will improve the user experience for all pedestrians.
Easy to cross	The crossing provided from Atlantic Road onto Brixton Road is wide and provide tactile paving.	The crossing is suitable and provides ease of use for pedestrians.
Shade and shelter	The route along Atlantic Road is provided with shade and shelter under the railway platform for Brixton Station.	Designated and purpose-built shaded areas can be provided in the public realm space on Pope's Road.
Places to stop and rest	No particular areas designated for resting / seating are currently provided along the route.	Seating can potentially be provided on Brixton Road where the footway is wide and demand for seating will be present.
Not too noisy	Noise from vehicles on the adjacent roads may be a factor.	A reduction in traffic Atlantic Road / Brixton Road can be explored to reduce the noise impact of vehicles.
People choose to walk, cycle and use public transport	The quality of the pedestrian route encourages people to walk in the area, in comparison to other modes.	Further signage and designated cycle routes on Atlantic Road to indicate its TfL cycle route status will further encourage cycling along the route.
People feel safe	The location is a busy area where natural surveillance is high.	The development will provide active frontage / increased footfall which will equal further natural surveillance.
Things to see and do	There are a number of shops and services along either side of the carriageway.	The development will provide an active frontage and public realm space, improving the amenities in the locality.
People feel relaxed	The existing works at Brixton Station does not promote a relaxed pedestrian route.	The removal of scaffolding and hoarding along Atlantic Road will give pedestrians a more relaxed experience when walking along the route.
Clean air	Air quality may suffer along the route, as the market area outside the Site is car free but vehicular traffic is present along Atlantic Road	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy. More trees would also benefit this location.

Figure 5.4: Photographic Record of Routes from the Site to Brixton Rail Station and Brixton Underground Station



NOTES

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

KEY:

- Site
- Route A
- Route B

REVISION HISTORY

Client:

Hondo Enterprises

Project:

Pope's Road, Brixton

Drawing Title:

Active Travel Audit Route – A & B

Scale: NTS Size: A3

Drawn by: AS Checked by: DB Date: 28.01.20

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

Scheme Ref: CA3981 Drawing No: 1 Sheet: 1 Rev: -

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Summary, Recommendations and Conclusions

Summary

5.13 An Active Travel Audit was undertaken in line with the Healthy Streets Approach utilising the 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach' (November 2017). The Active Travel Audit included routes to / from Brixton Rail Station and Brixton Underground Station.

5.14 The worst performing locations were identified as being:

- Scaffolding restricting footway width and providing a potentially hostile environment.
- Lack of step-free access provided at Brixton Rail Station.
- Markets located on the footway, which may prove hazardous to the visually impaired.

Recommendations

5.15 As part of the Healthy Streets Approach and new TfL Transport Assessment guidance, several recommendations for improvements to the local transport network have been identified, which would facilitate an environment that encourages walking and cycling.

- Improved access to Brixton Rail Station.
- The removal of scaffolding on the Atlantic Way footway to provide wider and more suitable footways for pedestrians.
- The provision of further and more prominent signage for cyclists on Atlantic Road.
- The provision of seating on Brixton Road and Pope's Road to provide places to stop and rest.

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

5.17 The proposed development itself will contribute significantly towards promoting walking, cycling and public transport by providing high quality cycle parking to Draft New London Plan and LBL standards. The location of the Site will also serve to encourage sustainable travel as all public transport nodes are located within short walking distance and no car parking provision will be available.

Conclusion

- 5.18 In conclusion, the Active Travel Audit has identified that obstructed footways are the largest barrier to active travel between the two nearest stations to the Site. With the removal of scaffolding on the existing northern footway on Atlantic Road, the pedestrian experience will be greatly improved. The facilitation of step free access to Brixton Station would also promote use of the rail services for pedestrians of all mobility levels. Cyclists can also be further prioritised, with further signage and a dedicated cycle route on Atlantic Road to highlight its TfL cycle route status. In addition, seated areas can possibly be added in the public realm outside the Site and on Brixton Road to provide a more relaxed atmosphere and places for pedestrians to stop and rest.
- 5.19 The overall results of the Active Travel Audit indicate that the pedestrian environment within the vicinity of the Site is good and with the physical measures outlined above, the key routes can be made accessible for all pedestrians and cyclists.

6 PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS)

- 6.1 The PERS audit was undertaken on Monday 18th November 2019, between the hours of 09:00 – 11:00. The audit was undertaken from the perspective of a vulnerable pedestrian i.e. those who use a wheelchair or have a visual impairment. The audit has been written in accordance with guidance provided by Transport for London (TfL) '*Pedestrian Environment Review System, Review Handbook Version 2, 2006*'.
- 6.2 Whilst in many respects the PERS style of audit has now been superseded by the above Active Travel Audit, it has been included at the request of LBL as part of the pre-application scoping process. It should be noted therefore that the extent of the PERS audit (and Active Travel Audit) was agreed with LBL prior to the audits being carried out, in accordance with best practice.
- 6.3 This audit accords with the PERS requirements specifically developed by TfL for use in London. TfL's PERS audit materials include auditing sheets and software to produce audit scores. The below 5 C's can also be used in the evaluation of the pedestrian environment as detailed in TfL's document '*Improving Walkability*':
- a) Connected – routes should link origins and destinations;
 - b) Convenient – routes should facilitate the desired journey without undue deviation or difficulty;
 - c) Conspicuous – route design should allow the user to be seen by, and to see other pedestrians and vehicles to promote personal security and road safety;
 - d) Coherence – routes should be continuous; and
 - e) Convivial – routes should be pleasant to use, with potential for activity within the public realm.
- 6.4 A pedestrian environment that accords with the 5 C's above is considered to be well designed, permitting users to travel in a way that is perceived to be the shortest route, while also being a safe and pleasant journey.

The Review Process

6.5 The approach used to produce this PERS audit is diagrammatically represented in **Figure 6.1** below. The approach is recommended by the Transport Research Laboratory (TRL) and TfL, incorporating five distinct stages.

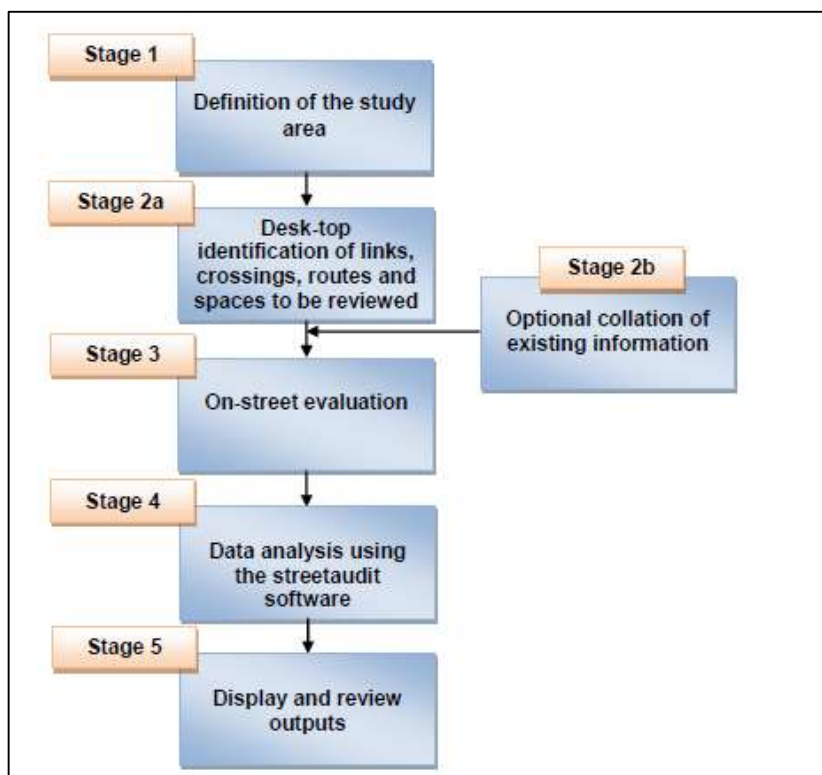


Figure 6.1: PERS Audit Stages

6.6 PERS audits utilise a scoring method that allows the auditor to measure various criteria in order to produce a score for the pedestrian environment. Each characteristic is scored on a range from -3 to +3, where +3 is the highest score and -3 the lowest, as shown in **Figure 6.2** below.



Figure 6.2: PERS Audit Scoring System

6.7 Each criteria measured to assess the pedestrian environment is neutral or 'average' at the outset. This allows both negative and positive scoring to be attributed as appropriate.

6.8 The PERS auditing process is partly quantitative, as defined above, while qualitative assessment forms much of the audit process, using the judgement of the auditor.

Audit Scope

6.9 Consideration of all pedestrian environmental attributes were reviewed as part of a desktop exercise. Based on the context of the Site, the below environment types were used in the audit process:

- **Links:** Any footway, footpath or highway to be considered. These may be divided into sections, if level of service varies significantly along them, and reviewed in total or with each side reviewed separately if relevant.
- **Crossings:** Any designated or undesignated crossing where a pedestrian desire line intersects with a highway. Crossings of side road junctions along links may be reviewed as crossings at the discretion of the reviewer or included within the Link Review if they are not considered unduly significant.

Audit Area

6.10 The audit area is shown in **Figure 6.3** and considers the primary walking routes from the Site to the various public transport nodes, Brixton Village Market and Electric Avenue Market.

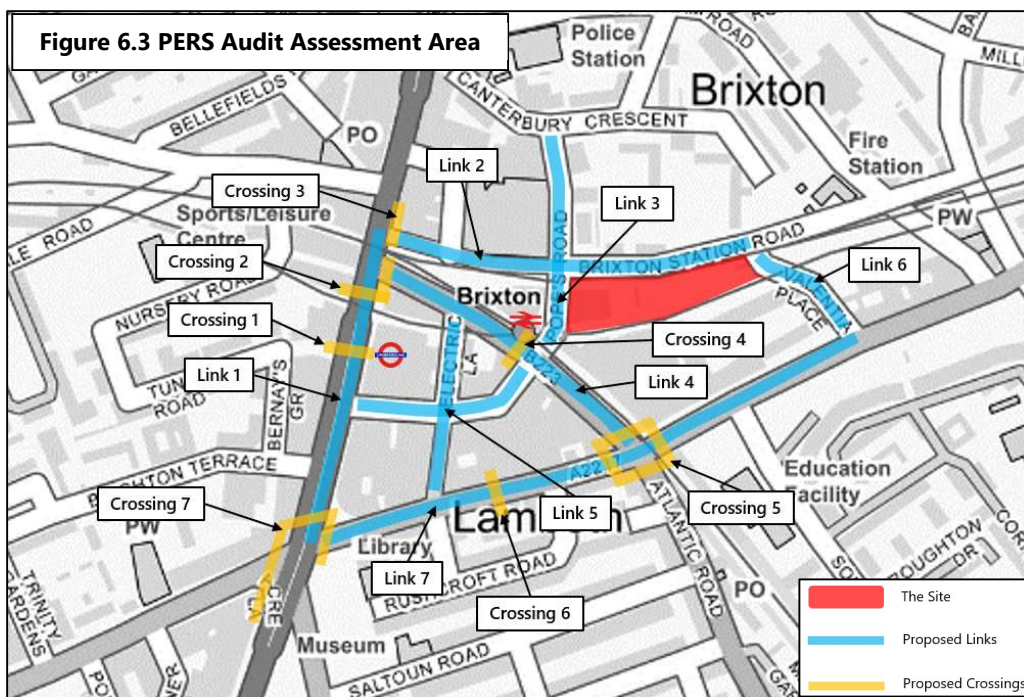
6.11 There are a number of crossing points located within the scope of this assessment, which are located on Brixton Road, Brixton Station Road, Coldharbour Lane and Atlantic Road.

6.12 For this audit, the assessment of gradient was removed for links and crossings that had no significant observed level change (other than dropped kerbs) and were at grade. This approach means that overall link and crossing scores are not influenced by an individually high gradient score and therefore allows for the assessment of more important variable characteristics.

Environmental Attributes

6.13 This section provides a summary of the environmental attributes considered in this assessment. The links reviewed cover both sides of each road, with only the eastern footway of Brixton Road assessed, given it is the side most likely to be used by visitors / users of the Site on the basis of the underground station access, bus stops and retail frontage.

6.14 Assessed link and crossing locations are identified in **Figure 6.3** below. A total of 7 links and 7 crossings were assessed as part of the audit.



Links

- Link 1: Brixton Road (eastern footway only)
- Link 2: Brixton Station Road (both footways to Valentia Place)
- Link 3: Pope's Road (both footways between Brixton Station Road and Atlantic Road)
- Link 4: Atlantic Road (both footways between Brixton Road and Coldharbour Lane)
- Link 5: Pope's Road (both footways between Atlantic Road and Brixton Road)
- Link 6: Valentia Place (both footways)
- Link 7: Coldharbour Lane (both footways between Valentia Place and Brixton Road)

Crossings

- Crossing 1: Crossing on Brixton Road at Brixton Underground Station
- Crossing 2: Crossing on Brixton Road at Atlantic Road junction
- Crossing 3: Crossing on Brixton Station Road at Brixton Road junction
- Crossing 4: Zebra crossing on Atlantic Road at Pope's Road junction
- Crossing 5: Crossing on Atlantic Road / Coldharbour Lane junction
- Crossing 6: Zebra Crossing on Coldharbour Lane

- Crossing 7: Crossing on Brixton Road / Brixton Hill / Acre Lane / Coldharbour Lane junction

6.15 A summary table of the results are presented in **Table 6.1** and **Table 6.2** for links and crossings respectively, with associated overall Red (negative overall), Amber (average overall) and Green (positive overall) RAG scores.

PERS Audit Score Summary

Table 6.1: Summary of Link Scores															
Link	Effective Width	Dropped Kerbs	Obstructions	Permeability	Legibility	Lighting	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Quality of the Environment	Maintenance	Total Score	RAG
L1	3	2	1	2	3	2	2	3	3	3	2	2	3	132	G
L2	2	3	0	3	3	2	2	2	2	2	2	2	2	118	G
L3	2	2	-1	2	2	2	2	2	2	2	1	2	2	100	G
L4	-1	1	-2	2	1	2	1	2	-1	-1	-1	-1	-1	15	A
L5	2	-1	-1	0	-1	2	2	2	2	2	0	2	2	73	G
L6	2	0	1	2	2	2	-1	0	0	0	3	0	0	75	G
L7	3	2	2	2	2	2	2	3	2	2	2	2	2	125	G

Crossing	Crossing Provision	Deviation from the desire line	Performance	Crossing Capability	Delay	Legibility	Legibility – Sensory Impaired	Dropped Kerbs	Gradient	Obstructions	Surface Quality	Maintenance	Total Score	RAG
C1	3	3	2	3	2	3	3	3	3	2	3	3	111	G
C2	3	3	3	2	2	3	3	3	2	3	3	3	115	G
C3	2	3	2	2	2	3	3	3	3	3	3	3	106	G
C4	2	3	3	2	3	2	2	3	3	1	3	2	107	G
C5	2	2	2	1	1	2	3	3	3	3	3	3	98	G
C6	2	3	3	3	3	3	2	3	2	2	3	3	110	G
C7	3	2	2	3	1	1	3	3	3	3	3	3	104	G

6.16 The results show that all links (with the exception of Link 4 - Atlantic Road) provide a satisfactory pedestrian environment. Additionally, each of the assessed crossings are also rated good overall, therefore providing good quality connectivity and optimal crossing opportunities for pedestrians.

6.17 The following sections will assess each link separately and include specific details for each where necessary.

Key Observations – Links and Crossings

6.18 As highlighted in the summary tables above, some elements of the assessed links were lacking in areas, therefore the following links and crossings have been described in more detail.

- Link 3 – Pope’s Road (between Brixton Station Road and Atlantic Road)
- Link 4 – Atlantic Road (between Brixton Road and Coldharbour Lane)
- Link 5 – Pope’s Road (between Atlantic Road and Brixton Road)
- Link 6 – Valentia Place

6.19 The remaining assessed links and all crossings were found to have 'G' RAG scores, with largely positive attributes found at each location and therefore these have not been assessed further.

Link 3 – Pope’s Road (between Brixton Station Road and Atlantic Road)

6.20 Pope’s Road is a minor road which lies between Brixton Station Road to the north and Atlantic Road to the south. The route is a designated pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access or loading activity permitted, therefore during restricted hours the route is used as a market with different stalls lining the footway.

6.21 In terms of the PERS assessment, the route scored well generally but was scored low on obstructions, due to the presence of the market stalls, which are generally located on the footway, forcing pedestrians to walk in the centre of the road. This is demonstrated in **Photograph 1**, taken facing northbound on Pope’s Road.



Photograph 1: Footway on Pope’s Road facing Northbound

6.22 This is not particularly problematic during restricted hours, as the route is shared surfacing and free of vehicles, providing good effective width for pedestrians to use and does not impact the usability of the footway, although the obstructions may be an issue for less mobile pedestrians.

Link 4 – Atlantic Road (between Brixton Road and Coldharbour Lane)

- 6.23 Atlantic Road provides two-way traffic with double yellow line and double yellow blip restrictions on both sides of the carriageway. Footways are provided on both sides of the road with dropped kerbs and tactile paving provided at all crossing points and a zebra crossing located on the road.
- 6.24 While the route was found to provide good tactile information, legibility and permeability, the route scored poorly on several aspects including effective width, surface quality, user conflict and particularly footway obstructions, as demonstrated in **Photograph 2**. The route does not provide the same level of footway quality as other routes in the vicinity and the dropped kerbs and tactile paving are particularly poorly maintained.



Photograph 2: Footway along Atlantic Road southern footway

- 6.25 In addition, the footway widths on both sides of the carriageway are not particularly wide. Store fronts along Atlantic Road reduce the effective width of the footway with street furniture which restricts the effective width for pedestrians. The northern footway is also currently obstructed by